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KEY WEST, FL ..... EYW - 655
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KEYSTONE HEIGHT, FL 42J - 677
KINGSTREE, SC ..... CKI - 3025
KINSTON, NC ..... ISO - 2545
KNOXVILLE, TN ..... DKX - 3231
KNOXVILLE, TN ..... TYS - 3234
LA BELLE, FL ..... X14 - 679
LAFAYETTE, GA ..... 9A5 - 1777
LAFAYETTE, TN ..... 3M7 - 3250
LAGRANGE, GA ..... LGC - 1779
LAKE CITY, FL ..... LCQ - 681
LAKE CITY, SC ..... 51J - 3027
LAKE WALES, FL .... X07 - 684
LAKELAND, FL ..... LAL - 685
LANCASTER, SC ..... LKR - 3029
LANETT, AL ..... 7A3 - 216
LAURENS, SC ..... LUX - 3037
LAWRENCEBURG, TN .. 2M2 - 3253
LAWRENCEVILLE, GA . LZU - 1784
LEBANON, TN ..... M54 - 3255
LEESBURG, FL ..... LEE - 695
LEWISBURG, TN ..... LUG - 3259
LEWISPORT, KY ..... KY8 - 2142
LEXINGTON-PARSO, TN PVE - 3262
LEXINGTON, KY ..... LEX - 2144
LEXINGTON, NC ..... EXX - 2550
LIBERTY, NC ..... 2A5 - 2554
LINCOLNTON, NC .... IPJ - 2557
LIVINGSTON, TN .... 8A3 - 3265
LONDON, KY ..... LOZ - 2154
LORIS, SC ..... 5J9 - 3038
LOUISBURG, NC ..... LHZ - 2565
LOUISVILLE, KY .... LOU - 2158

LOUISVILLE, KY .... SDF - 2166
LUMBERTON, NC ..... LBT - 2570
MACON, GA .... MAC - 1796
MACON, GA .... MCN - 1801
MADISON, GA .... 52A - 1809
MADISONVILLE, KY .. 2I0 - 2186
MADISONVILLE, TN .. MNV - 3268
MANNING, SC .... MNI - 3040
MANTEO, NC .... MQI - 2575
MARATHON, FL ...... MTH - 705
MARCO, FL .... MKY - 708
MARIANNA, FL ...... MAI - 715
MARIETTA, GA ...... MGE - 1810
MARION, KY .... 5M9 - 2189
MARION, SC .... MAO - 3042
MARY ESTHER, FL ... HRT - 719
MAXTON, NC .... MEB - 2582
MAYAGUEZ, PR ...... MAZ - 2809
MAYFIELD, KY ...... M25 - 2191
MAYPORT, FL .... NRB - 727
MC RAE, GA .... MQW - 1823
MCMINNVILLE, TN ... RNC - 3270
MELBOURNE, FL ..... MLB - 735
MEMPHIS, TN .... M01 - 3272
MEMPHIS, TN .... MEM - 3274
MERRITT ISLAND, FL COI - 747
METTER, GA .... MHP - 1826
MIAMI, FL .... MIA - 753
MIAMI, FL .... OPF - 808
MIAMI, FL .... TMB - 831
MIAMI, FL .... TNT - 852
MIDDLESBORO, KY ... 1A6 - 2195
MILLEDGEVILLE, GA . MLJ - 1828
MILLEN, GA .... 2J5 - 1831
MILLINGTON, TN .... 2M8 - 3314
MILLINGTON, TN .... NQA - 3317
MILTON, FL .... 2R4 - 854
MILTON, FL .... NDZ - 855
MILTON, FL .... NSE - 861
MOBILE, AL .... BFM - 217
MOBILE, AL .... MOB - 226
MOCKSVILLE, NC .... 8A7 - 2585
MONCKS CORNER, SC . MKS - 3045
MONROE, GA .... D73 - 1834
MONROE, NC .... EQY - 2586
MONROEVILLE, AL ... MVC - 235
MONTEZUMA, GA ..... 53A - 1836
MONTGOMERY, AL .... MGM - 239
MONTGOMERY, AL .... MXF - 250
MONTICELLO, KY .... EKQ - 2196
MOORESVILLE, NC ... 14A - 2599
MOREHEAD, KY ..... M97 - 2198
MORGANTON, NC ..... MRN - 2600
MORRISTOWN, TN .... MOR - 3322
MOULTRIE, GA ...... MGR - 1839
MOUNT AIRY, NC .... MWK - 2603
MOUNT OLIVE, NC ... W40 - 2606
MOUNT PLEASANT, SC LRO - 3048
MOUNT STERLING, KY IOB - 2200
MOUNTAIN CITY, TN . 6A4 - 3324
MURFREESBORO, TN .. MBT - 3326
MURRAY, KY .... CEY - 2203
MUSCLE SHOALS, AL . MSL - 254
MYRTLE BEACH, SC .. MYR - 3051
NAPLES, FL .... APF - 868
NASHVILLE, GA ..... 4J2 - 1843
NASHVILLE, TN ..... BNA - 3333
NASHVILLE, TN ..... JWN - 3364
NEW BERN, NC ...... EWN - 2607
NEW SMYRNA BEAC, FL EVB - 878
NEW SMYRNA BEAC, FL X50 - 884
NEWBERRY, SC ...... EOE - 3057
NORTH MYRTLE BE, SC CRE - 3060
NORTH WILKESBOR, NC UKF - 2613
NORTH, SC .... XNO - 3066
OAK ISLAND, NC .... SUT - 2615
OCALA, FL .... OCF - 885
OCRACOKE, NC ...... W95 - 2617
OKEECHOBEE, FL .... OBE - 889
ONEIDA, TN .... SCX - 3371
ORANGEBURG, SC .... OGB - 3068
ORLANDO, FL .... ISM - 893
ORLANDO, FL .... MCO - 908
ORLANDO, FL .... ORL - 971
ORLANDO, FL .... SFB - 992
ORMOND BEACH, FL .. OMN - 1011
OWENSBORO, KY ..... OWB - 2206
OXFORD, NC .... HNZ - 2619
OZARK, AL .... 71J - 261
PADUCAH, KY .... PAH - 2215
PAGELAND, SC ...... PYG - 3072
PAHOKEE, FL .... PHK - 1014
PALATKA, FL .... 28J - 1017
PALM COAST, FL .... XFL - 1020
PANAMA CITY, FL ... ECP - 1025
PANAMA CITY, FL ... PAM - 1029
PANAMA CITY, FL ... PFN - 1042
PARIS, TN .... PHT - 3375
PELION, SC .... 6J0 - 3073
PELL CITY, AL ..... PLR - 263
PENSACOLA, FL ..... NPA - 1043
PENSACOLA, FL ..... PNS - 1062

PERRY, FL ..... 40J - 1071
PERRY, GA ..... PXE - 1844
PICKENS, SC ..... LQK - 3074
PIKEVILLE, KY ..... PBX - 2222
PINE MOUNTAIN, GA . PIM - 1849
PINEHURST-SOUTH, NC SOP - 2625
PLAINS, GA ..... 7A9 - 1852
PLANT CITY, FL .... PCM - 1073
PLYMOUTH, FL ..... X04 - 1076
PLYMOUTH, NC ..... PMZ - 2627
POMPANO BEACH, FL . PMP - 1078
PONCE, PR ..... PSE - 2811
PORTLAND, TN ..... 1M5 - 3379
PRATTVILLE, AL .... 1A9 - 266
PRESTONSBURG, KY .. K22 - 2225
PULASKI, TN ..... GZS - 3381
PUNTA GORDA, FL ... PGD - 1099
QUINCY, FL ..... 2J9 - 1105
RAEFORD, NC ..... 5W4 - 2629
RALEIGH-DURHAM, NC RDU - 2630
REDSTONE ARSENA, AL HUA - 268
REFORM, AL ..... 3M8 - 273
REIDSVILLE, GA .... RVJ - 1853
REIDSVILLE, NC .... SIF - 2666
RICHMOND, KY ..... I39 - 2228
ROANOKE RAPIDS, NC IXA - 2670
ROCK HILL, SC ..... UZA - 3080
ROCKINGHAM, NC .... RCZ - 2673
ROCKWOOD, TN ..... RKW - 3384
ROCKY MOUNT, NC ... RWI - 2675
ROGERSVILLE, TN ... RVN - 3386
ROME, GA ..... RMG - 1855
ROXBORO, NC ..... TDF - 2679
RUSSELLVILLE, AL .. M22 - 274
RUSSELLVILLE, KY .. 4M7 - 2230
RUTHERFORDTON, NC . FQD - 2685
SALISBURY, NC ..... RUQ - 2688
SALUDA, SC ..... 6J4 - 3093
SAN JUAN, PR ..... SIG - 2814
SAN JUAN, PR ..... SJU - 2816
SANDERSVILLE, GA .. OKZ - 1864
SANFORD, NC ..... TTA - 2696
SARASOTA BRADEN, FL SRQ - 1108
SAVANNAH, GA ..... SAV - 1868
SAVANNAH, GA ..... SVN - 1880
SAVANNAH, TN ..... SNH - 3388
SCOTTSBORO, AL .... 4A6 - 276
SEBRING, FL ..... SEF - 1121
SELMA, AL ..... SEM - 278
SELMER, TN ..... SZY - 3391
SEVIERVILLE, TN ... GKT - 3394
SHELBY, NC ..... EHO - 2701
SHELBYVILLE, TN ... SYI - 3396
SILER CITY, NC .... 5W8 - 2707
SMITHFIELD, NC .... JNX - 2710
SMITHVILLE, TN .... 0A3 - 3402
SMYRNA, TN ..... MQY - 3404
SOMERSET, KY ..... SME - 2231
SOMERVILLE, TN .... FYE - 3416
SPARTA, TN ..... SRB - 3418
SPARTANBURG, SC ... SPA - 3095
SPRINGFIELD, KY ... 6I2 - 2235
SPRINGFIELD, TN ... M91 - 3422
ST. AUGUSTINE, FL . SGJ - 1124
ST. ELMO, AL ..... 2R5 - 284
ST. GEORGE, SC .... 6J2 - 3099
ST. MARYS, GA ..... 4J6 - 1888
ST. PETERSBURG-, FL PIE - 1138
ST. PETERSBURG, FL SPG - 1130
STATESBORO, GA .... TBR - 1891
STATESVILLE, NC ... SVH - 2715
STUART, FL ..... SUA - 1160
STURGIS, KY ..... TWT - 2237
SUMMERVILLE, SC ... DYB - 3101
SUMTER, SC ..... SMS - 3104
SUMTER, SC ..... SSC - 3108
SWAINSBORO, GA .... SBO - 1893
SYLACAUGA, AL ..... SCD - 285
SYLVANIA, GA ..... JYL - 1898
TALLADEGA, AL ..... ASN - 288
TALLAHASSEE, FL ... TLH - 1168
TALLAHASSEEHAVA, FL 68J - 1181
TAMPA, FL ..... MCF - 1183
TAMPA, FL ..... TPA - 1200
TAMPA, FL ..... TPF - 1231
TAMPA, FL ..... VDF - 1238
TARBORO, NC ..... ETC - 2719
THOMASTON, GA ..... OPN - 1901
THOMASVILLE, GA ... TVI - 1905
THOMSON, GA ..... HQU - 1908
TIFTON, GA ..... TMA - 1916
TITUSVILLE, FL .... TIX - 1247
TITUSVILLE, FL .... X21 - 1259
TOCCOA, GA ..... TOC - 1922
TOMPKINSVILLE, KY . TZV - 2239
TRENTON, TN ..... TGC - 3425
TROY, AL ..... TOI - 292
TULLAHOMA, TN ..... AYX - 3428
TULLAHOMA, TN ..... THA - 3431
TUSCALOOSA, AL .... TCL - 298
TUSKEGEE, AL ..... 06A - 307
UNION CITY, TN .... UCY - 3439

UNION, SC ..... 35A - 3119
VALDOSTA, GA ..... VAD - 1926
VALDOSTA, GA ..... VLD - 1941
VALPARAISO, FL .... EGI - 1261
VALPARAISO, FL .... VPS - 1266
VENICE, FL ..... VNC - 1284
VERNON, AL ..... M55 - 310
VERO BEACH, FL .... VRB - 1288
VIDALIA, GA ..... VDI - 1947
WADESBORO, NC ..... AFP - 2721
WALLACE, NC ..... ACZ - 2727
WALNUT COVE, NC ... N63 - 2730
WALTERBORO, SC .... RBW - 3120
WARNER ROBINS, GA . WRB - 1949
WASHINGTON, GA .... IIY - 1961
WASHINGTON, NC .... OCW - 2731
WAUCHULA, FL ..... CHN - 1296
WAVERLY, TN ..... 0M5 - 3443
WAXHAW, NC ..... N52 - 2737
WAYCROSS, GA ..... AYS - 1964
WAYNESBORO, GA .... BXG - 1968
WEST PALM BEACH, FL F45 - 1298
WEST PALM BEACH, FL LNA - 1303
WEST PALM BEACH, FL PBI - 1306
WETUMPKA, AL ..... 08A - 313
WHITEVILLE, NC .... CPC - 2743
WILLIAMSBURG, KY .. W38 - 2241
WILLIAMSTON, NC ... MCZ - 2745
WILLISTON, FL ..... X60 - 1331
WILMINGTON, NC .... ILM - 2748
WILSON, NC ..... W03 - 2757
WINCHESTER, TN .... BGF - 3445
WINDER, GA ..... WDR - 1971
WINNSBORO, SC ..... FDW - 3126
WINSTON-SALEM, NC . INT - 2762
WINTER HAVEN, FL .. GIF - 1334
ZEPHYRHILLS, FL ... ZPH - 1337

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALABASTER, AL	
SHELBY COUNTY	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
	VOR-A[1]
NA when local weather not available.	
[1]Category D, 800-2¼.	
ALBANY, GA	
SOUTHWEST GA. RGNL	**ILS or LOC Rwy 4**
	LOC BC Rwy 22
	NDB Rwy 4
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 34
	VOR or TACAN Rwy 16
Category D, 800-2½.	
ALBERTVILLE, AL	
ALBERTVILLE RGNL-THOMAS J BRUMLIK FLD	**RNAV (GPS) Rwy 23**
NA when local weather not available.	
ALEXANDER CITY, AL	
THOMAS C RUSSELL FIELD	**NDB-A**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
ALMA, GA	
BACON COUNTY	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
ANNISTON, AL	
ANNISTON METROPOLITAN	**ILS or LOC Rwy 5[1]**
	NDB Rwy 5[2]
	RNAV (GPS) Rwy 5[1]
	RNAV (GPS) Y Rwy 23[3]
	RNAV (GPS) Z Rwy 23[4]
NA when local weather not available.	
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.	
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.	
[4]Categories A, B, 1100-2; Category C, 1100-3.	
ATHENS, GA	
ATHENS/ BEN EPPS	**ILS or LOC/DME Rwy 27**
	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 27
	VOR Rwy 2
	VOR Rwy 27
NA when local weather not available.	

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NAME ALTERNATE MINIMUMS

ATLANTA, GA

DEKALB-PEACHTREE ... **ILS or LOC Rwy 20L[1]**
RNAV (GPS) Rwy 20L[2]
RNAV (GPS) Rwy 27[2]
VOR/DME Rwy 20L[2]
VOR/DME Rwy 27[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

FULTON COUNTY AIRPORT-
BROWN FIELD ... **ILS Rwy 8[1]**
NDB Rwy 8[24]
RNAV (GPS) Rwy 26[34]
RNAV (GPS) Y Rwy 8[34]
VOR-A[5]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Categories A,B, 1100-2; Categories C,D, 1100-3.

NEWNAN COWETA
COUNTY ... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

PEACHTREE CITY-
FALCON FIELD ... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 31

NA when local weather not available.
[1]Category D, 800-2½.

AUBURN, AL

AUBURN
UNIVERSITY RGNL ... **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 36

NA when local weather not available.

AUGUSTA, GA

AUGUSTA RGNL
AT BUSH FIELD ... **ILS or LOC Rwy 17[1]**
ILS or LOC Rwy 35[23]
RADAR-1

NA when control tower closed.
[1]ILS, 700-2.
[2]Categories A,B,C,D, 700-2.
[3]NA when local weather not available.

DANIEL FIELD ... **NDB Rwy 11**
RNAV (GPS) Rwy 11
VOR/DME-B

NA when local weather not available.

NAME ALTERNATE MINIMUMS

BAINBRIDGE, GA

DECATUR COUNTY INIDUSTRIAL
AIR PARK ... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH
INTL ... **LOC Rwy 18[1]**
RNAV (GPS) Rwy 36[2]
RNAV (RNP) Z Rwy 6[3]
RNAV (RNP) Z Rwy 24[3]

[1]Category D, 800-2¼.
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]NA when local weather not available.

BLAKELY, GA

EARLY COUNTY ... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

BRUNSWICK, GA

BRUNSWICK
GOLDEN ISLES ... **ILS or LOC Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B

NA when local weather not available.

CANTON, GA

CHEROKEE COUNTY ... **RNAV (GPS) Rwy 22**

NA when local weather not available.

CARROLLTON, GA

WEST GEORGIA RGNL-
O V GREY FIELD ... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

CARTERSVILLE, GA

CARTERSVILLE ... **LOC Rwy 19[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[1]
VOR/DME-A[3]

NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]NA when FBO closed.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CLAXTON, GA

CLAXTON-EVANS
COUNTY ... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

CLAYTON, AL

CLAYTON MUNI ..... **RNAV (GPS) Rwy 27**
VOR/DME Rwy 27
NA when local weather not available.

COLUMBUS, GA

COLUMBUS
METROPOLITAN ..... **ILS or LOC Rwy 6**
VOR-A
NA when control tower closed.

CORDELE, GA

CRISP COUNTY-
CORDELE ..... **NDB Rwy 10**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 28
VOR/DME Rwy 23
NA when local weather not available.

CULLMAN, AL

FOLSOM FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

DALTON, GA

DALTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

DECATUR, AL

PRYOR FIELD RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18[1]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

DOTHAN, AL

DOTHAN RGNL ..... **ILS or LOC Rwy 14[1]**
ILS or LOC Rwy 32[1]
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 32[1]
RNAV (GPS) Rwy 36
VOR or TACAN-A[1]
NA when local weather not available.
[1]NA when control tower closed.

DOUGLAS, GA

DOUGLAS MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

DUBLIN, GA

W H 'BUD' BARRON ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20[1]
VOR-A[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ELBERTON, GA

ELBERT CO-
PATZ FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

EVERGREEN, AL

MIDDLETOWN FIELD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

FAIRHOPE, AL

H L SONNY CALLAHAN .... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR/DME-A
NA when local weather not available.

FLORALA, AL

FLORALA MUNI ..... **RNAV (GPS) Rwy 22**
NA when local weather not available.

FORT PAYNE, AL

ISBELL FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Y Rwy 22[3]
RNAV (GPS) Z Rwy 22
NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.
[2]Category C, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/
MIDCOAST RGNL ..... **NDB Rwy 33R**
RNAV (GPS) Rwy 6L
RNAV (GPS) Rwy 33R
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

GADSDEN, AL

NORTHEAST
ALABAMA RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 36[1]
VOR Rwy 6
NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

GAINESVILLE, GA

LEE GILMER
MEMORIAL ..... **ILS or LOC/DME Rwy 5[1]**
NDB Rwy 5[2]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.

GREENSBORO, GA

GREENE COUNTY RGNL ..... **LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B
NA when local weather not available.

GREENVILLE, AL

MAC CRENSHAW
MEMORIAL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
Category D, 800-2¼.

GULF SHORES, AL

JACK EDWARDS ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

HALEYVILLE, AL

POSEY FIELD ..... **VOR/DME or GPS Rwy 18**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES
FIELD ..... **ILS or LOC Rwy 18L[124]**
ILS or LOC Rwy 18R[124]
ILS or LOC Rwy 36L[124]
ILS or LOC Rwy 36R[124]
RADAR-1[13]
RNAV (GPS) Rwy 18L[45]
RNAV (GPS) Rwy 18R[45]
RNAV (GPS) Rwy 36L[45]
RNAV (GPS) Rwy 36R[45]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 700-2¼. LOC, Category E, 800-2¼.
[3]Category E, 800-2½.
[4]NA when local weather not available.
[5]Category E, 800-2¼.

MADISON COUNTY
EXECUTIVE ..... **ILS or LOC/DME Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36[1]
NA when local weather not available.
[1]Categories A,B, 900-2; Category C,900-2½, Category D, 900-2¾.

LAGRANGE, GA

LAGRANGE-CALLAWAY ... **ILS or LOC Rwy 31**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

MACON, GA

MIDDLE GEORGIA
RGNL ..... **ILS or LOC/DME Rwy 5[12]**
VOR Rwy 13[3]
VOR Rwy 23[4]
[1]NA when control tower closed.
[2]ILS, Category E, 900-2¾.LOC,Category E, 900-2¾.
[3]Category A,B, 1000-2; Category C,1000-2¾; Category D, 1000-3.
[4]Categories A,B,1300-2;Categories C,D, 1300-3.

MILLEDGEVILLE, GA

BALDWIN COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

MOBILE, AL

MOBILE DOWNTOWN ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

MOBILE RGNL ..... **ILS or LOC Rwy 14[1]**
ILS or LOC Rwy 32[1]
RNAV (GPS) Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

MONTGOMERY, AL

MONTGOMERY RGNL
(DANNELLY FIELD) ..... **ILS or LOC Rwy 10**
ILS or LOC Rwy 28
NDB Rwy 10
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when control tower closed.

MOULTRIE, GA

MOULTRIE MUNI ..... **NDB-A**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

MUSCLE SHOALS, AL

NORTHWEST
ALABAMA RGNL ..... **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

ROME, GA

RICHARD B. RUSSELL ..... **ILS/DME Rwy 1[1]**
RNAV (GPS) Rwy 1[12]
RNAV (GPS) Rwy 7[12]
RNAV (GPS) Rwy 19[12]
RNAV (GPS) Rwy 25[12]
VOR/DME Rwy 1[12]
VOR/DME Rwy 19[23]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SAVANNAH, GA

SAVANNAH HILTON
HEAD INTL ..... **ILS or LOC Rwy 1[12]**
ILS or LOC Rwy 10[12]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Z Rwy 28
VOR/DME-A[3]
VOR/DME or TACAN Rwy 1[3]
VOR/DME or TACAN Rwy 19[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 700-2.
[3]Category E, 900-3.

STATESBORO, GA

STATESBORO-BULLOCH
COUNTY ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.
Category D, 800-2¼.

SWAINSBORO, GA

EMANUEL COUNTY ..... **LOC/NDB Rwy 13**
NDB Rwy 13
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME-A

NA when local weather not available.

SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI .... **NDB-A[1]**
RNAV (GPS) Rwy 9[23]
RNAV (GPS) Rwy 27[23]

[1]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when local weather not available.

SYLVANIA, GA

PLANTATION AIRPARK ..... **NDB Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

TALLADEGA, AL

TALLADEGA MUNI ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[1]
VOR-A[2]
VOR/DME Rwy 3[1]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME	ALTERNATE MINIMUMS
THOMASTON, GA	
THOMASTON-UPSON COUNTY	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
TROY, AL	
TROY MUNI	**ILS or LOC Rwy 7**[1]
	NDB Rwy 7
	RNAV (GPS) Rwy 7
	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 25
	RNAV (GPS) Rwy 32
NA when local weather not available.	
[1]NA when control tower closed.	
TUSCALOOSA, AL	
TUSCALOOSA RGNL	**ILS Rwy 4**[12]
	RNAV (GPS) Rwy 4[3]
	RNAV (GPS) Rwy 11[3]
	RNAV(GPS) Rwy 22[3]
	RNAV (GPS) Rwy 29[3]
	VOR or TACAN Rwy 4[1]
[1]NA when control tower closed.	
[2]700-2.	
[3]NA when local weather not available.	
VALDOSTA, GA	
VALDOSTA RGNL	**ILS or LOC Rwy 35**[1]
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
	VOR Rwy 17
	VOR Rwy 35
NA when local weather not available.	
[1]ILS, LOC, Category E, 900-3.	
VIDALIA, GA	
VIDALIA RGNL	**RNAV (GPS) Rwy 24**
NA when local weather not available.	
WAYCROSS, GA	
WAYCROSS-WARE COUNTY	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36[1]
NA when local weather not available.	
[1]Category D, 800-2¼.	
WINDER, GA	
BARROW COUNTY	**NDB Rwy 31**
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 31
NA when local weather not available.	

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AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA) ELEV **145**

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17	AB	**660**/24	515	(600-½)	C	**660**/50	515	(600-1)
		D	**660**/60	515	(600-1¼)				
	35	AB	**700**/24	564	(600-½)	C	**700**/50	564	(600-1)
		D	**700**/60	564	(600-1¼)				
CIRCLING		AB	**780**-1	635	(700-1)	C	**780**-1¾	635	(700-1¾)
		D	**780**-2	635	(700-2)				

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA) ELEV **423**

DANIEL FIELD

RADAR- 126.8 270.3 ▽ ⚠ NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29	AB	**860**-1	438	(500-1)	C	**860**-1¼	438	(500-1¼)
		D	**860**-1½	438	(500-1½)				
	11	AB	**920**-1	498	(500-1)	C	**920**-1¼	498	(500-1¼)
		D	**920**-1½	498	(500-1½)				
CIRCLING		AB	**920**-1	498	(500-1)	C	**920**-1½	498	(500-1½)
		D	**1020**-2	597	(600-2)				

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

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CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA) ELEV 301

RADAR[1] **- (E)** (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°) (121.1 319.25 341°-020°) ▽ ⚠NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[2]	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6[2]		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

[1]Vis reduction by copters NA. [2]When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

DOBBINS ARB (KMGE), GA (Marietta) (Amdt 2, 10210 USAF)

RADAR[1] - Ctc ATLANTA APP CON **(E)** 121.0 268.7 ▽ **ELEV 1068**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	29[3]	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11[4]	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11[6]		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29[5]		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR[7]	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

[1]Opr 1200-0400Z++. [2]No-NOTAM MP 1300-1530Z++ Mon-Tue. [3]When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. [6]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. [7]CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41

RADAR - (E) 127.65 143.2 307.125 317.475 ▽ ⚠ NA Pro NA when Hunter Ctl Twr clsd.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR 1 (SAVANNAH)[1 2]						
ASR	10[3]		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR[4]	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER)[5]						
PAR	10[6]	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)

[1]Opr 1100-0500Z++. [2]Wx radar avbl. [3]For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. [4]Circling NA N of Rwy 10-28 for CAT D. [5]Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. [6]Inop table does not apply to ALSF.

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HUNTSVILLE, AL Amdt. 9A, JUN 30, 2006 (FAA) ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELD

RADAR- 125.6 354.1 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36R		AB	**1000**-½	405	(500-½)	C	**1000**- ¾	405	(500-¾)
			DE	**1000**-1	405	(500-1)				
	36L		ABC	**960**-½	345	(400-½)	DE	**960**-1	345	(400-1)
	18R		AB	**1060**/24	431	(500-½)	C	**1060**/40	431	(500-¾)
			DE	**1060**/50	431	(500-1)				
	18L		AB	**1160**-½	551	(600-½)	C	**1160**-1	551	(600-1)
			D	**1160**-1¼	551	(600-1¼)	E	**1160**-1½	551	(600-1½)
CIRCLING			AB	**1160**-1	531	(600-1)	C	**1160**-1½	531	(600-1½)
			D	**1240**-2	611	(700-2)	E	**1240**-2¼	611	(700-2¼)

Category E circling not authorized East of Rwys 18L/36R.
For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.
For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

LAWSON AAF(KLSF),(FORT BENNING),GA (Columbus) (Amdt2,10210 USA) ELEV232

RADAR[1] - Ctc ATLANTA APP CON **(E)** (125.5 323.1 241°-360°) (126.55 353.75 001°-150°) (126.025 285.525 151°-240°) ▽ ⚠NA When tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33[2]		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR[3]	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

[1]Opr 1200-0400Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. [2]For inop SALSF, increase CAT D vis to 2 miles. [3]Cir NA E of Rwy 15-33.

MOBILE, AL

Amdt. 4A, JUL 6, 2006 (FAA) ELEV **218**

MOBILE RGNL

RADAR- 118.5 269.3

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	AB	**660**-½	441	(500-½)	C	**660**-¾	441	(500-¾)
		DE	**660**-1	441	(500-1)				
	14	AB	**640**/24	425	(500-½)	C	**640**/40	425	(500-¾)
		DE	**640**/50	425	(500-1)				
CIRCLING		AB	**680**-1	461	(500-1)	C	**680**-1½	461	(500-1½)
		D	**780**-2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSR. For inoperative MALSR, increase S-32 Category E visibility to 1½ miles.

MONTGOMERY, AL

Amdt. 8A, SEP 15, 1993 (FAA) ELEV **221**

MONTGOMERY RGNL (DANNELLY FIELD)

RADAR- 121.2 380.225

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10		ABC	**600**/40	381	(400-¾)	DE	**600**/50	381	(400-1)
	28		ABC	**620**-¾	423	(400-¾)	DE	**620**-1	423	(400-1)
CIRCLING			AB	**680**-1	459	(500-1)	C	**680**-1½	459	(500-1½)
			DE	**780**-2	559	(600-2)				

Procedure NA when control tower closed.
Category E circling NA north of runway 10-28.
Category D S-28 visibility increased ¼ mile for inoperative MALSR.
Category E S-28 visibility increased ½ mile for inoperative MALSR.
Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSR.

REDSTONE AAF (KHUA),

AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR[1]**- (E)** (125.6 354.1E) (118.05 239.0W) NA **ELEV 684**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17[23]	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

[1]GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. [2]When approach lights inoperative, increase CAT A, B visibility ¼ mile. [3]When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

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TROY, AL

Amdt 8, JAN 15, 2009 (FAA) ELEV **398**

TROY MUNI

RADAR[1]- 121.1 319.25

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7	2.9°/51/1007	ABCD	**592**-¾	200	(200-¾)				
ASR	7		AB	**960**-1	568	(600-1)	C	**960**-1½	568	(600-1½)
			D	**960**-1¾	568	(600-1¾)				
CIRCLING			AB	**960**-1	562	(600-1)	C	**960**-1½	562	(600-1½)
			D	**980**-2	582	(600-2)				

When control tower closed, procedure NA.
ASR utilizes PAR without glideslope.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5,** multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15,** multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23,** multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33,** multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME	TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1¼. **Rwy 34,** 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16,** rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34,** rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

ALBANY, GA

SOUTWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 700 before turning left. **Rwy 34,** climb heading 344° to 700 before turning right.

NOTE: **Rwy 4,** multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' rightof centerline, up to 79' AGL/275' MSL. **Rwy 16,** multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22,** tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL.**Rwy 34,** multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

ALBERTVILLE, AL

ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5,** trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23,** trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

ALEXANDER CITY, AL

THOMAS C. RUSSELL FIELD (ALX)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ min. climb of 220' per NM to 1000, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 1300 before turning east.

NOTE: **Rwy 18,** rising terrain and trees beginning at DER, left ad right of centerline, up to 100' AGL/759' MSL. **Rwy 36,** trees beginning at DER, left and right of centerline, up to 100' AGL/859' MSL. Vehicle on road 37' from DER, 267' right of centerline, 17' AGL/696' MSL. Trees 5401' from DER, 1921' left of centerline, 100' AGL/839' MSL.

ALMA, GA

BACON COUNTY

NOTE: **Rwy 33,** trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

AMERICUS, GA

JIMMY CARTER RGNL

NOTE: **Rwy 5,** vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9,** trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23,** trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27,** vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29,** multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL

ANNISTON METROPOLITAN (ANB)

AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23,** Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5,** tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23,** tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

21 OCT 2010 to 18 NOV 2010

ATHENS, GA

ATHENS/BEN EPPS (AHN)
AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2,** trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL. Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9,** tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20,** trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy27,** trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¾ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27,** 300-1¾.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1900 before proceeding south. **Rwy 27,** climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9,** trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27,** multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up to 100' AGL/1259' MSL.

ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L,** 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R,** 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R,** std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1700 before proceeding on course. **Rwy 16,** climb heading 159° to 2000 before proceeding on course. **Rwy 20L,** climb heading 150° to 3100 before proceeding on course. **Rwy 20R,** climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27,** climb heading 268° to 1800 before proceeding on course. **Rwy 34,** for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course

NOTE: **Rwy 2L,** terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windsock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R,** trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9,** vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16,** trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/ 1017' MSL. Windsock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L,** trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R,** trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27,** vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34,** vehicles beginning 873' from departure end of runway, left and right of center line, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61'AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.

ATLANTA, GA (CON'T)

FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14,** 400-1. **Rwy 32,** 700-3 or std. with a min. climb of 290' per NM to 1600. **Rwys 26, 27,** 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9,** left turn, climb via heading 060° to 3100 before proceeding on course. **Rwy 14,** climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course. **Rwys 26, 27, 32,** climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

ATLANTA, GA (CON'T)

HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R,** 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L,** 300-1¼ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R,** climb heading 092° to 1500 before turning right. **Rwy 9L,** climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L,** multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL. **Rwy 8R,** Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L,** rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10,** tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL. **Rwy 26L,** tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R,** multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL. **Rwy 27L,** hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R,** tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68'AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL. **Rwy 28,** catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

21 OCT 2010 to 18 NOV 2010

ATLANTA, GA (CONT.)

NEWNAN-COWETA COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32,** tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1.

ATMORE, AL

ATMORE MUNI

NOTE: **Rwy 18,** vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

AUBURN, AL

AUBURN UNIVERSITY RGNL

NOTE: **Rwy 18,** multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29,** multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36,** multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

AUGUSTA, GA

AUGUSTA RGNL AT BUSH FIELD (AGS)

AMDT 13 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½ for climb in visual conditions. **Rwy 26,** 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8,** for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17,** climb heading 172° to 900 before turning east. **Rwy 26,** climb heading 262° to 1000 before turning east. **Rwy 35,** climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8,** numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17,** numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26,** numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

AUGUSTA, GA (CON'T)

DANIEL FIELD (DNL)

AMDT 5 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23,** 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 214° to 1300 before turning west. **Rwy 29,** climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5,** rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11,** hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29,** numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 31 1' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

21 OCT 2010 to 18 NOV 2010

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14,** trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27,** trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

BAXLEY, GA

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 259° to 800 before turning north.

NOTE: **Rwy 8,** trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26,** trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI

NOTE: **Rwy 8,** brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26,** trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER

NOTE: **Rwy 5,** numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23,** terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6,** 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18,** 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36,** 800-2.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1700 before turning on course. **Rwy 18,** climb runway heading to 2100 before turning on course. **Rwy 24,** climb runway heading to 2100 before turning on course. **Rwy 36,** climb runway heading to 1700 before turning on course.

BLAKELY, GA

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23,** trees beginning at departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628'. right of centerline, up to 17' AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

BREWTON, AL

BREWTON MUNI (12J)

AMDT 2 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Closed Indef.

NOTE: **Rwy 6,** trees 141' from DER, 33' left of centerline, 25' AGL/121' MSL. **Rwy 12,** trees 199' from DER, 495' right of centerline, 57' AGL/156' MSL. Vehicle on road, 1906' from DER, 456' right of centerline, 15' AGL/156' MSL. **Rwy 24,** trees 380' from DER, 135' left of centerline, 25' AGL, 127' MSL. **Rwy 30,** trees 92' from DER, 391' right of centerline, 46' AGL/126' MSL. Trees, 2654' from DER, 1129' left of centerline, 91' AGL/161' MSL.

BRUNSWICK, GA

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline, 38' AGL/57' MSL. **Rwy 25,** multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50' AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34,** 400-1.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 400 before turning west.

BUTLER, AL

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11,** multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29,** multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

BUTLER, GA

BUTLER MUNI

NOTE: **Rwy 18,** numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.

CAIRNS AAF (KOZR)

FORT RUCKER, AL . . . . . ORIG, 09127

Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2: Standard. All other helipads, NA.

DEPARTURE PROCEDURE: **Helipad C:** Climb heading 178° to 1000 before proceeding on course. **Helipad G:** Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 6:** Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75'AGL/ 344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/ 354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

CAIRO, GA

CAIRO-GRADY COUNTY (70J)

AMDT 3 10266 (FAA)

NOTE: **Rwy 13,** trees beginning 36' from DER, 240' left of centerline, up to 35' AGL/259' MSL. Trees beginning 203' from DER, 37' right of centerline, up to 35' AGL/ 273' MSL. Trees beginning 1037' from DER, 67' right of centerline, up to 35' AGL/285' MSL. Trees beginning 1295' from DER, 1' left of centerline, up to 35' AGL/275' MSL. **Rwy 31,** truck 120' from DER, 217' left of centerline, 15' AGL/274' MSL. Trees beginning 277' from DER, 355' right of centerline, up to 35' AGL/306' MSL. Trees beginning 1188' from DER, 4' right of centerline, up to 35' AGL/335' MSL. Trees beginning 1777' from DER, 74' left of centerline, up to 35' AGL/334' MSL.

CALHOUN, GA

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: **Rwy 17,** tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL. **Rwy 35,** two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 081° to 1100 before turning right.

NOTE: **Rwy 8,** trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2¼ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 4,** for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

CARROLLTON, GA

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 348° to 1800 before turning east.

NOTE: **Rwy 17,** trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

CARTERSVILLE, GA

CARTERSVILLE

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19,** 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 007° to 2300 before proceeding on course. **Rwy 19,** climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1,** trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19,** terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

CEDARTOWN, GA

POLK COUNTY AIRPORT - CORNELIUS MOORE FIELD (4A4)
ORIG 09099 (FAA)

NOTE: **Rwy 9,** trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27,** trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

CENTRE, AL

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)
ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** Climb heading 067° to 1400 before turning South. **Rwy 25,** Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7,** multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25,** multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

CENTREVILLE, AL

BIBB COUNTY (0A8)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28,** 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10,** brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28,** trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

CLANTON, AL

CHILTON COUNTY (02A)
ORIG-A 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 1000 before turning on course. **Rwy 26,** climb heading 257° to 1100 before turning on course.

NOTE: **Rwy 26,** tank 4836' from DER, 1144' left of centerline, 90' AGL/710' MSL.

CLAXTON, GA

CLAXTON-EVANS COUNTY (CWV)
ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

CLAYTON, AL

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27,** 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

21 OCT 2010 to 18 NOV 2010

COCHRAN, GA

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¾ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1700 before turning left. **Rwy 11,** climb heading107° to 1200 before turning left. **Rwy 23,** climb heading 229° to 900 before proceeding on course. **Rwy 29,** climb heading 287° to 900 before turning right.

NOTE: **Rwy 5,** trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11,** mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23,** road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29,** ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24,** 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31,** 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6,** climb via heading 056° to 1400 before turning southbound. **Rwy 13,** climb via heading 070° to 1900 before turning southbound. **Rwy 24,** climb via heading 280° to 1900 before turning southeastbound. **Rwy 31,** climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6,** multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13,** antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24,** multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Treee 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31,** multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

21 OCT 2010 to 18 NOV 2010

CORDELE, GA

CRISP COUNTY-CORDELE

NOTE: **Rwy 5,** multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10,** multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23,** multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28,** multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

CORNELIA, GA

HABERSHAM COUNTY (AJR)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 400-2 or std. with a min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 2300 before proceeding on course. **Rwy 24,** climb heading 239° to 1900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 68' from DER, 5' left of centerline, up to 100' AGL/1558' MSL. Trees beginning 149' from DER, 103' right of centerline, up to 100' AGL/1575' MSL. Building 1510' from DER, 55' right of centerline, 68' AGL/1502' MSL. Light pole 2009' from DER, 564' left of centerline, 49' AGL/1513' MSL. Light pole 2092' from DER, 724' left of centerline, 49' AGL/1513' MSL. Building 2530' from DER, 557' left of centerline, 58' AGL/1531' MSL. Utility tank 4279' from DER, 736' right of centerline, 123' AGL/1606' MSL. Tower 7440' from DER, 291' right of centerline, 127' AGL/1656' MSL. Tank 1.6 NM from DER, 2448' right of centerline, 96' AGL/1746' MSL. **Rwy 24,** terrain beginning 465' from DER, 17' left of centerline, up to 1435' MSL. Trees beginning 517' from DER, 36' right of centerline, up to 100' AGL/1491' MSL. Buildings beginning 676' from DER, 140' right of centerline, up to 34' AGL/1429' MSL. Trees beginning 744' from DER, 6' left of centerline, up to 100' AGL/1507' MSL. Utility tanks beginning 818' from DER, 116' left of centerline, up to 30' AGL/1435' MSL. Buildings beginning 1180' from DER, 133' left of centerline, up to 58' AGL/1459' MSL. Poles beginning 1655' from DER, 497' left of centerline, up to 38' AGL/1465' MSL.

COURTLAND, AL

COURTLAND (9A4)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1½ or std. w/ min. climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER.

NOTE: **Rwy 31,** multiple trees beginning 174' from DER, 51' left of centerline, up to 100' AGL/759' MSL; multiple trees beginning 182' from DER, 19' right of centerline, up to 100' AGL/699' MSL.

COVINGTON, GA

COVINGTON MUNI (9A1)

AMDT 1 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10,** terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28,** trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

CULLMAN, AL

FOLSOM FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1. **Rwy 20,** 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20,** climb runway heading to 1500 before turning on course.

DALLAS, GA

PAULDING COUNTY RGNL (PUJ)

ORIG 09071 (FAA)

NOTE: **Rwy 13,** trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31,** trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

DALTON, GA

DALTON MUNI

DEPARTURE PROCEDURE: **Rwy 14,** climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32,** climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32,** numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

DAWSON, GA

DAWSON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 270' per NM to 600.

DECATUR, AL

PRYOR FIELD RGNL

NOTE: **Rwy 18,** multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36,** tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

DEMOPOLIS, AL

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. w/ min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22,** trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

DOBBINS ARB (KMGE)

MARIETTA, GA . . . . . AMDT 3, 09183

Rwy 29, 900-3*

* Or standard with minimum climb of 290/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29:** 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11:** 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18,** trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36,** trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

DOTHAN, AL

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18,** trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32,** trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILs beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36,** trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4,** tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2,** trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20,** trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14,** trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32,** trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2,** trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20,** trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

NOTE: **Rwy 10,** tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28,** tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

ENTERPRISE, AL

ENTERPRISE MUNI (EDN)

ORIG 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL. **Rwy 23,** trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

EUFAULA, AL

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning westbound.

EVERGREEN, AL

MIDDLETON FIELD (GZH)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. w/ min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 183° to 800 before turning left.

NOTE: **Rwy 1,** trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10,** trees and terrain beginning 41' from departure end of runway, 21 1' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19,** trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL **Rwy 28,** tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

FAIRHOPE, AL

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

FAYETTE, AL

RICHARD ARTHUR FIELD (M95)

AMDT 1 08045 (FAA)

NOTE: **Rwy 18,** 300-1¼ or std. w/ min. climb of 349' per NM to 700. **Rwy 36,** 300-1 or std. w/ min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18,** terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/ 418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36,** tower 39' from departure end of runway, 341' left of centerline, 40' AGL/ 399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/370' MSL.

FITZGERALD, GA

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 500-1.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 900 before turning right.

FLORALA, AL

FLORALA MUNI (0J4)

ORIG 09183 (FAA)

NOTE: **Rwy 4,** trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22,** trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

21 OCT 2010 to 18 NOV 2010

FOLEY, AL

FOLEY MUNI (5R4)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36,** trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

FORT PAYNE, AL

ISBELL FIELD (4A9)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2¼ or std. w/ min. climb of 410' per NM to 1400. **Rwy 22,** 400-2 or std. w/ min. climb of 290' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 2400 before proceeding on course. **Rwy 22,** climb heading 224° to 2300 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 111' from DER, 75' right of centerline, up to 100' AGL/1119' MSL. Poles beginning 879' from DER, 373' right of centerline, up to 125' AGL/1224' MSL. Obstruction light on WSK 66' from DER, 328' right of centerline, 78' AGL/957' MSL. Vehicles beginning 322' from DER, 285' right of centerline, up to 15' AGL/921' MSL. Buildings beginning 217' from DER, 426' right of centerline, up to 21' AGL/920' MSL. Fence beginning 494' from DER, 397' right of centerline, up to 6' AGL/892' MSL. GRD beginning 292' from DER, 289' right of centerline, up to 879' MSL. Trees beginning 569' from DER, 119' left of centerline, up to 100' AGL/973' MSL. Poles beginning 176' from DER, 397' left of centerline, up to 40' AGL/919' MSL. Building 935' from DER, 636' left of centerline, 39' AGL/918' MSL. Vehicles beginning 82' from DER, 359' left of centerline, up to 15' AGL/887' MSL. Fence 182' from DER, 299' left of centerline, 6' AGL/880' MSL. **Rwy 22,** trees beginning 59' from DER, 122' left of centerline, 100' AGL/1319' MSL. Poles beginning 1224' from DER, 101' left of centerline, up to 96' AGL/955' MSL. Trees beginning 46' from DER, 101' right of centerline, up to 100' AGL/972' MSL. Poles beginning 204' from DER, 17' right of centerline, up to 53' AGL/892' MSL. Vehicles beginning 137' from DER, 292' right of centerline, up to 15' AGL/869' MSL. Building 316' from DER, 476' right of centerline, 15' AGL/874' MSL.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L,** NA-Obstacles.

NOTE: **Rwy 6L,** trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L,** trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R,** trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R,** trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 290' per NM to 2200 or 1300-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° to 1300 before proceeding on course. **Rwy 18,** for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24,** climb heading 241° to 2000 before proceeding on course. **Rwy 36,** climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18,** trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24,** trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36,** trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

GAINESVILLE, GA
LEE GILMER MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 311' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 2100 before proceeding on course. **Rwy 11,** climb heading 110° to 1900 before turning north. **Rwy 23,** climb heading 224° to 2700 before turning south.
NOTE: **Rwy 5,** multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11,** trees 770' from departure end of r unway, on centerline, 60' AGL/1317' MSL. **Rwy 23,** multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29,** trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

GREENSBORO, GA
GREENE COUNTY RGNL (3J7)
AMDT 3 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 400-2.
NOTE: **Rwy 7,** trees beginning 438' from DER, 8' right of centerline, up to 100' AGL/759' MSL. Vehicle on roadway 485' from DER, 603' left of centerline, 15' AGL/714' MSL. Train on tracks 623' from DER, 661' left of centerline, 23' AGL/722' MSL. Trees beginning 624' from DER, 36' left of centerline, up to 100' AGL/779' MSL. **Rwy 25,** vehicle on road, 7' from DER, 318' right of centerline, 15' AGL/695' MSL. Trees 2555' from DER, 208' right of centerline, up to 100' AGL/779' MSL. Vehicle on roadway, 86' from DER, 190' left of centerline, 15' AGL/690' MSL. trees 96' from DER, 76' left of centerline, up to 100' AGL/799' MSL. Water tower 2396' from DER, 1070' left of centerline, 199' AGL/870' MSL.

GREENVILLE, AL
MAC CRENSHAW MEMORIAL
DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course, **Rwy 32**, climb via heading 322° to 900 before proceeding on course.
NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA
GRIFFIN-SPALDING COUNTY
DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1200 before turning left.

GULF SHORES, AL
JACK EDWARDS
NOTE: **Rwy 17,** multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27,** multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35,** multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

GUNTERSVILLE, AL
GUNTERSVILLE MUNI-JOE STARNES FIELD
TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 496' per NM to 2500, or 300-1¼ w/ min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21,** climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.
NOTE: **Rwy 3,** multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21,** multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

HALEYVILLE, AL
POSEY FIELD(1M4)
ORIG-A 10182 (FAA)
NOTE: **Rwy 18,** trees beginning 2372' from DER, 1009' left of centerline, up to 78' AGL/1052' MSL. Trees beginning 78' from DER, 257' right of centerline, up to 82' AGL/1021' MSL. **Rwy 36,** trees beginning 7' from DER, 276' left of centerline, up to 75' AGL/1005' MSL. Trees beginning 383' from DER, 277' right of centerline, up to 73' AGL/1003' MSL. Fence 204' from DER, 202' right of centerline, 6' AGL/936' MSL.

HAMILTON, AL
MARION COUNTY-RANKIN FITE
TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 500-1.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before making turn.

HAMPTON, GA
CLAYTON COUNTY-TARA FIELD
NOTE: **Rwy 6,** trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24,** trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

HANCHEY AHP (KHEY)

FORT RUCKER, AL. . . . . ORIG, 08325

Rwy 17, 35 standard.
All Helipads NA - ATC.
DEPARTURE PROCEDURE: **Rwy 17:** Climb hdg 182° to 800 before proceeding on course. **Rwy 35:** Climb hdg 002° to 800 before proceeding on course.

HARTSELLE, AL

HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36,** 500-2½ or std. with a min. climb of 260' per NM to 1200.
NOTE: **Rwy 18,** trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36,** trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

HAZLEHURST, GA

HAZLEHURST (AZE)
ORIG 08157 (FAA)

NOTE: **Rwy 14,** trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32,** trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

HEADLAND, AL

HEADLAND MUNI

NOTE: **Rwy 9,** trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27,** road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

HOMERVILLE, GA

HOMERVILLE (HOE)
ORIG 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 138° to 700 before proceeding on course.
NOTE: **Rwy 14,** vehicle on road 56' from DER, 443' right of centerline, up to 15' AGL/200' MSL. Vehicle on road 161' from DER, 532' left of centerline, up to 15' AGL/197' MSL. Trees beginning 114' from DER, 492' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2023' from DER, 183' left of centerline, up to 93' AGL/268' MSL. Tower 2807' from DER, 446' left of centerline, 111' AGL/287' MSL. **Rwy 32,** vehicle on road 270' from DER, 562' right of centerline, up to 15' AGL/200' MSL. Trees beginning 322' from DER, 323' right of centerline, up to 100' AGL/289' MSL. Trees beginning 129' from DER, 395' left of centerline, up to 100' AGL/299' MSL.

HUNTER AAF (KSVN) AMDT 2 03191

SAVANNAH, GA

. . . . . Rwy 28, 300-1*

*Or standard with minimum climb of 340/NM to 400. Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36L/R,** climb runway heading to 800 before turning.

MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 200-1½ or std. with a min. climb of 260' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 18,** climbing left turn heading 360° to 1500 before turning on course. **Rwy 36,** climb runway heading to 1500 before turning on course.
NOTE: **Rwy 36,** tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

JACKSON, AL

JACKSON MUNI (4R3)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 252' per NM to 1000 or 1100-2½ for climb in visual conditions. **Rwy 19,** 300-1¼ ceiling and visibility to allow see and avoid operation in lieu of required climb gradient for standard minima.
DEPARTURE PROCEDURE: **Rwy 1,** for climb in visual conditions: cross Jackson Muni airport at or above 1000 MSL before proceeding on course.
NOTE: **Rwy 1,** trees beginning at DER, 400' left/right of centerline, up to 100' AGL/134' MSL. **Rwy 19,** trees beginning at DER, 400' left/right of centerline, up to 100' AGL/279' MSL.

JASPER, AL

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning south.

JASPER, GA

PICKENS COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.
DEPARTURE PROCEDURE: **Rwy 16,** climb heading 163° to 3000 before turning. **Rwy 34,** climb heading 343° to 3100 before turning.
NOTE: **Rwy 16,** numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34,** pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

JEFFERSON, GA

JACKSON COUNTY (19A)
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 168° to 2500 before turning. **Rwy 35,** climb heading 348° to 2500 before turning.

NOTE: **Rwy 17,** scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pilons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35,** trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)
ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA

JESUP-WAYNE COUNTY (JES)
ORIG 09295 (FAA)

NOTE: **Rwy 11,** trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29,** trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

LAFAYETTE, GA

BARWICK LAFAYETTE (9A5)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 500-3 or std. w/ min. climb of 465' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 2200 before proceeding on course. **Rwy 20,** climb heading 202° to 2300 before proceeding on course.

NOTE: **Rwy 2,** train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20,** train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

LAGRANGE, GA

LAGRANGE-CALLAWAY

TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

LANETT, AL

LANETT MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 500' per NM to 900.

LAWRENCEVILLE, GA

GWINNETT COUNTY-BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1400 before turning left.

LAWSON AAF, (KLSF)

FORT BENNING (COLUMBUS), GA . . . .
07158

Rwy 15, Standard
Rwy 33, 400-2*

*Or standard with minimum climb of 300/NM to 1000. **Rwy 15,** climb via heading 150° to 2000 before turning left. **Rwy 33,** Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

LOWE AHP (KLOR)

FORT RUCKER, AL. . . . . ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.
All other helipads NA.

DEPARTURE PROCEDURE: **Helipad 6L:** Climb hdg 063° to 700 before proceeding on course. **Helipad 24R:** Climb hdg 243° to 700 before proceeding on course. Helipad 18R: Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad ECHO:** Climb hdg 125° to 700 before proceeding on course. **Helipad BRAVO:** Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15,** 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 1100 before turning north. **Rwy 15,** climb runway heading to 1400 before turning south.

MIDDLE GEORGIA RGNL (MCN)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL. Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL. **Rwy 13,** trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL. Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL. **Rwy 23,** trees beginning 69' from DER, left and right of centerline, up to 113' AGL/383' MSL. **Rwy 31,** trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL. Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.

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MAXWELL AFB (KMXF)

MONTGOMERY, AL . . . . . AMDT 3, 09183

Rwy 15, 200-1¼

With minimum climb of 280 ft/NM to 1400.*

* Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15:** Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/ 225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

MC REA, GA

TELFAIR-WHEELER (MQW)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 1260' from DER, 207' left of centerline, up to 100' AGL/303' MSL. Vehicle on roadway 2735' from DER, 720' right of centerline, 15' AGL/264' MSL. **Rwy 21,** vehicles on roadway beginning abeam DER, 301' left of centerline, up to 15' AGL/224' MSL. Trees beginning 79' from DER, 457' left of centerline, up to 100' AGL/266' MSL. Silo 1665' from DER, 927' left of centerline, 100' AGL/307' MSL. Vehicles on roadway beginning 125' from DER, 523' right of centerline, up to 15' AGL/234' MSL. Trees beginning 543' from DER, 397' right of centerline, up to 100' AGL/276' MSL.

METTER, GA

METTER MUNI (MHP)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28,** trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA

BALDWIN COUNTY(MLJ)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. w/ min. climb of 330' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 096° to 1000 before turning. **Rwy 28,** climb heading 276° to 1400 before turning right.

NOTE: **Rwy 10,** trees beginning 67' from DER, 87' right of centerline, up to 100' AGL/449' MSL. Utility poles beginning 196' from DER, 268' right of centerline, up to 30' AGL/372' MSL. Trees beginning 62' from DER, 298' left of centerline, up to 100' AGL/445' MSL. Utility poles beginning 135' from DER, 381' left of centerline, up to 30' AGL/380' MSL. Multiple structures beginning 242' from DER, 523' left of centerline up to 19' AGL/369' MSL. **Rwy 28,** trees beginning 12' from DER, 64' right of centerline, up to 100' AGL/500' MSL. Terrain 729' from DER, 495' right of centerline, 437' MSL. Trees beginning 515' from DER, 59' left of centerline, up to 100' AGL/534' MSL.

MILLEN, GA

MILLEN

NOTE: **Rwy 17,** trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35,** trees 250' from departure end of runway, 50' right of centerline, 70' AGL/308' MSL.

MOBILE, AL

MOBILE DOWNTOWN (BFM)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2¼ or std. w/ min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 001° to 900 before turning right.

NOTE: **Rwy 18,** trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32,** sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/ 109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36,** poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

MOBILE RGNL (MOB)

AMDT 1 08101 (FAA)

NOTE: **Rwy 14,** tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18,** multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departue end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36,** multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

MONROE, GA

MONROE-WALTON COUNTY (D73)

AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21,** trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

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MONROEVILLE, AL
MONROE COUNTY (MVC)
ORIG 07354 (FAA)
NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21,** vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA
DR. C.P. SAVAGE SR.
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
NOTE: **Rwy 18,** power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36,** trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

MONTGOMERY, AL
MONTGOMERY RGNL
(DANNELLY FIELD)
TAKE-OFF MINIMUMS: **Rwy 21,** 400-1 or std. with a min. climb of 350' per NM to 400.

MOODY AFB (KVAD)
VALDOSTA, GA. . . . . AMDT 1, 08129
DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R,** Cross DER at or above 1' AGL/234' MSL.
TAKE-OFF OBSTACLES: **Rwy 18R,** Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L,** Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R,** Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

MOULTRIE, GA
MOULTRIE MUNI
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1, or std. with a min. climb of 370' per NM to 500.

MUSCLE SHOALS, AL
NORTHWEST ALABAMA RGNL (MSL)
ORIG 10014 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 181° to 1400 before turning right.
NOTE: **Rwy 11,** train 1436' from DER, 697' left of centerline, 23' AGL/662' MSL. Tree 2285' from DER, 1090' left of centerline, 100' AGL/659' MSL. **Rwy 18,** trees beginning 43' from DER, 326' right of centerline, up to 100' AGL/600' MSL. Rising terrain beginning 279' from DER, 167' right of centerline, up to 575' MSL. Tree 92' from DER, 306' left of centerline, 100' AGL/568' MSL. Rising terrain beginning 262' from DER, 69' left of centerline, up to 555' MSL. **Rwy 29,** trees beginning 2728' from DER, 322' right of centerline, up to 100' AGL/627' MSL. Trees beginning 938' from DER, 184' left of centerline, up to 100' AGL/627' MSL. **Rwy 36,** trees beginning 250' from DER, 43' right of centerline, up to 100' AGL/584' MSL. Trees beginning 695' from DER, 128' left of centerline, up to 100' AGL/639' MSL. Pole 582' from DER, 319' left of centerline, 35' AGL/574' MSL.

OZARK, AL
BLACKWELL FIELD
TAKE-OFF MINIMUMS: **Rwy 30,** 500-1
DEPARTURE PROCEDURE: **Rwy 30,** climb on runway heading to 1000 before turning northbound.

PELL CITY, AL
ST CLAIR COUNTY (PLR)
AMDT 2 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1or std. w/ min. climb of 312' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 205° to 1000 before turning east.
NOTE: **Rwy 3,** multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windsock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21,** multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

PERRY, GA
PERRY-HOUSTON COUNTY (PXE)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.
NOTE: **Rwy 18,** vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36,** trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

PINE MOUNTAIN, GA

HARRIS COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 600-1.

DEPARTURE PROCEDURE: **Rwy 9,** left turn, climb to 2500 on 360° heading before proceeding on course.

PLAINS, GA

PETERSON FIELD (7A9)

ORIG 09267 (FAA)

NOTE: **Rwy 18,** trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36,** trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

PRATTVILLE, AL

PRATTVILLE-GROUBY FIELD

TAKE-OFF MINIMUMS: **Rwy 27,** 400-1 or std. with a min. climb of 600' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

REDSTONE AAF (KHUA)

REDSTONE ARSENAL, AL 09043

Rwy 17, 500-3*

Rwy 35**

* Or standard with minimum climb rate of 240/NM to 1500.

** Standard with a minimum climb rate of 240/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17,** climb rwy hdg to 1700 before proceeding on course. **Rwy 35,** climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.

TAKE-OFF OBSTACLES: **Rwy 17:** Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

REFORM, AL

NORTH PICKINS

TAKE-OFF MINIMUMS: **Rwy 19,** 500-1 or std. with a min. climb of 420' per NM to 800.

NOTE: **Rwy 19,** tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11,** climb on runway heading to 700 before turning left.

ROME, GA

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2½ for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25** , for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557 from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7,** numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL /685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/691' MSL. **Rwy 19,** bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway , 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980; from departure end of runway, 70' left of centerline 86' AGL/715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25,** bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1, 428' from departure end of runway, 27' left of centerline, 83' AGL/ 712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

RUSSELLVILLE, AL

BILL PUGH FIELD

TAKE-OFF MINIMUMS: **Rwy 20,** std. w/ a min. climb of 451' per NM to 1500, or 400-2 w/ a min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1400 before proceeding on course. **Rwy 20,** climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2,** trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20,** trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.

ST ELMO, AL

ST ELMO (2R5)
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6,** trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24,** tree1730' from departure end of runway, 716' left of centerline, 100' AGL/229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

ST MARYS, GA

ST MARYS

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 341' per NM to 400. **Rwy 4,** NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31,** climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13,** trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22,** trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31,** trees 1399' from departure end of runway, 60' AGL/84' MSL.

SANDERSVILLE, GA

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12,** tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)
AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 600 before proceeding southwest. **Rwy 10,** climb heading 097° to 700 proceeding southwest. **Rwy 19,** climb heading 186° to 1300 before turning right. **Rwy 28,** climb heading 277° to 1600 before turning left.

NOTE; **Rwy 1,** fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10,** trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19,** trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28,** pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22,** climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22,** trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15,** trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33,** tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

SWAINSBORO, GA

EMANUEL COUNTY (SBO)
AMDT 1 07354 (FAA)

NOTE: **Rwy 13,** multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31,** multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27,** 300-2.

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 1500, then climb on course.

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SYLVANIA, GA

PLANTATION AIRPARK (JYL)
ORIG 09043 (FAA)

NOTE: **Rwy 5,** trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15,** trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL. **Rwy 33,** trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

TALLADEGA, AL

TALLADEGA MUNI (ASN)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 2100 before proceeding on course. **Rwy 21,** climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21,** trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** std. w/ a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30,** for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30,** trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12,** trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

THOMASVILLE, GA

THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22,** terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32,** trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

THOMSON, GA

THOMSON-MCDUFFIE COUNTY (HQU)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10,** numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway,19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/ 599' MSL. **Rwy 28,** tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

TIFTON, GA

HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10,** tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21,** tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33,** tree, 384' from departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

TOCCOA, GA

TOCCOA RG LETOURNEAU FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions. **Rwy 27,** std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27,** for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9,** climb heading 093° to 2000 before turning on course. **Rwy 20,** climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2,** tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9,** terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20,** pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27,** WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

TROY, AL

TROY MUNI

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32,** 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25,** climb runway heading to 1200 before turning on course. **Rwy 32,** climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7,** numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14,** numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25,** numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32,** numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

TUSCALOOSA, AL

TUSCALOOSA RGNL (TCL)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11,** 400-2½ or std. w/ a min climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29,** 300-2¼ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4,** trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11,** trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22,** trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29,** light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

TUSKEGEE, AL

MOTON FIELD MUNI (06A)

ORIG 09099 (FAA)

NOTE: **Rwy 13,** trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31,** trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

21 OCT 2010 to 18 NOV 2010

VALDOSTA, GA

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure endof runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13,** tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17,** multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22,** railroad and multiple trees beginning 75' from departure end of runway, 159' rightof centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31,** multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35,** multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

VERNON, AL

LAMAR COUNTY (M55)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1.

NOTE: **Rwy 17,** vehicle 2255' from DER, 72' left of centerline, 15' AGL/515' MSL. Trees beginning 382' from DER, 110' right of centerline, up to 100' AGL/579' MSL. Trees beginning 181' from DER, 168' left of centerline, up to 100' AGL/596' MSL. **Rwy 35,** trees beginning 26' from DER, 235' left of centerline, up to 100' AGL/559' MSL. Trees beginning 305' from DER, 328' right of centerline, up to 100' AGL/559' MSL.

VIDALIA, GA

VIDALIA RGNL (VDI)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL. **Rwy 13,** vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24,** trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

WASHINGTON, GA

WASHINGTON-WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 270' per NM to 900.

WAYCROSS, GA

WAYCROSS-WARE COUNTY

NOTE: **Rwy 5,** numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23,** numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31,** numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36,** numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

WAYNESBORO, GA

BURKE COUNTY

NOTE: **Rwy 8,** trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26,** trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/ 439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

WETUMPKA, AL

WETUMPKA MUNI (08A)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 27,** 500-3 with minimum climb of 220' per NM to 800 or standard with minimum climb of 450' per NM to 600 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions cross Wetumpka Muni airport at or above 1000 before proceeding on course.

NOTE: **Rwy 9,** vehicle on roadway 471' from DER, 591' left of centerline, up to 15' AGL/214' MSL. Trees beginning 540' from DER, left and right of centerline, up to 100' AGL/299' MSL. **Rwy 27,** building 453' from DER, 434' right of centerline, 25' AGL/224' MSL. Vehicles on roadway 617' from DER, left and right of centerline, up to 15' AGL/214' MSL. Trees beginning 1314' from DER, 50' right of centerline, up to 100' AGL/309' MSL. Powerlines beginning 2243' from DER, left and right of centerline, up to 88' AGL/322' MSL. Trees beginning 3454' from DER, left and right of centerline, up to 100' AGL/409' MSL. Rising terrain and trees beginning 1.7 miles from DER, left and right of centerline, up to 200' AGL/639' MSL.

WINDER, GA

BARROW COUNTY (WDR)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: Cross Barrow County Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 6' from DER, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from DER, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 13,** multiple trees/poles/signs beginning 835' from DER, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees/poles beginning 82' from DER, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 23,** multiple trees beginning 31' from DER, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from DER, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 31,** multiple trees beginning 493' from DER, 30' left of centerline, up to 100' AGL/1139' MSL. Multiple trees beginning 63' from DER, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from DER, on centerline 8' AGL/943' MSL. Tree 7804' from DER, 1990' left of centerline, 100' AGL/1139' MSL.

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WAAS	APP CRS	Rwy Idg	5000
CH 49219	160°	TDZE	573
W16A		Apt Elev	586

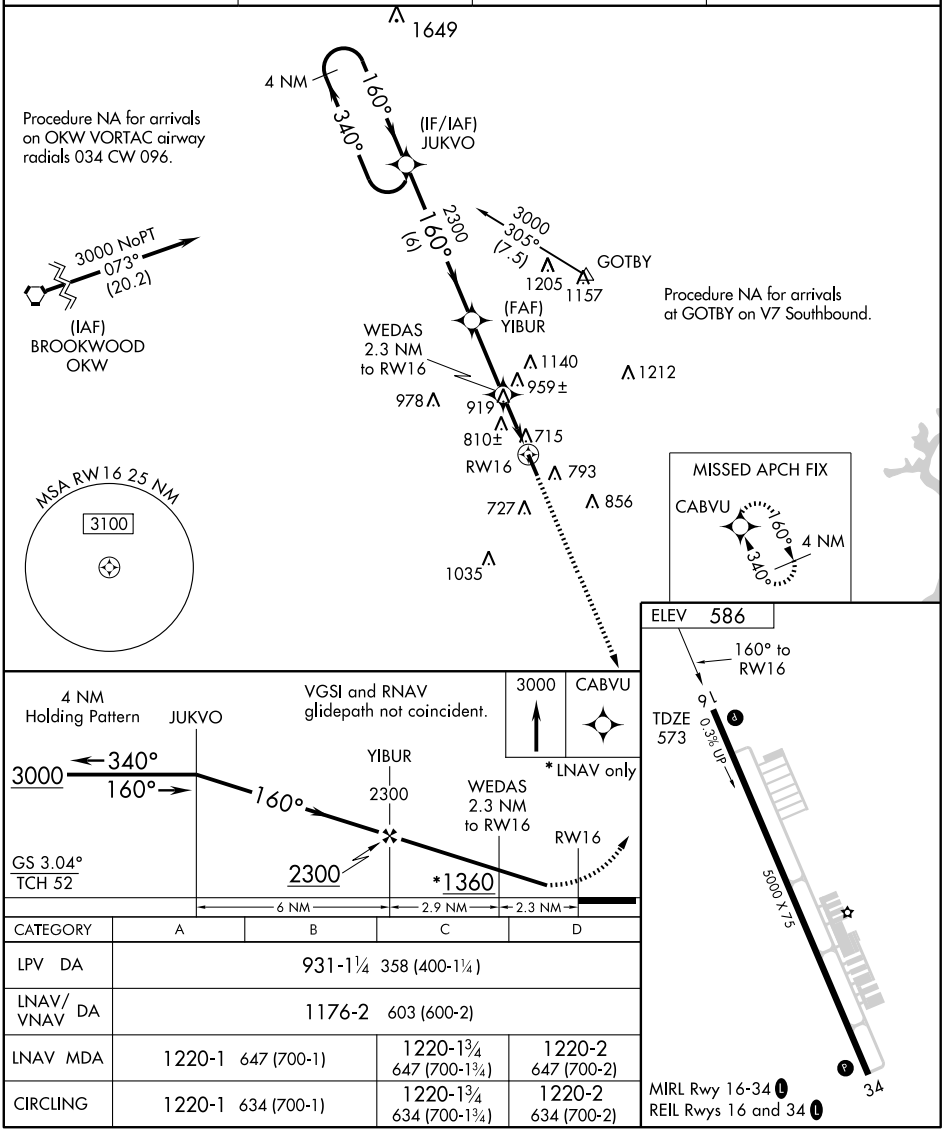
RNAV (GPS) RWY 16

ALABASTER / SHELBY COUNTY (EET)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 direct CABVU and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 256.8	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	931-1¼ 358 (400-1¼)			
LNAV/VNAV DA	1176-2 603 (600-2)			
LNAV MDA	1220-1 647 (700-1)		1220-1¾ 647 (700-1¾)	1220-2 647 (700-2)
CIRCLING	1220-1 634 (700-1)		1220-1¾ 634 (700-1¾)	1220-2 634 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 63219 W34A	APP CRS 340°	Rwy Idg 5000 TDZE 586 Apt Elev 586

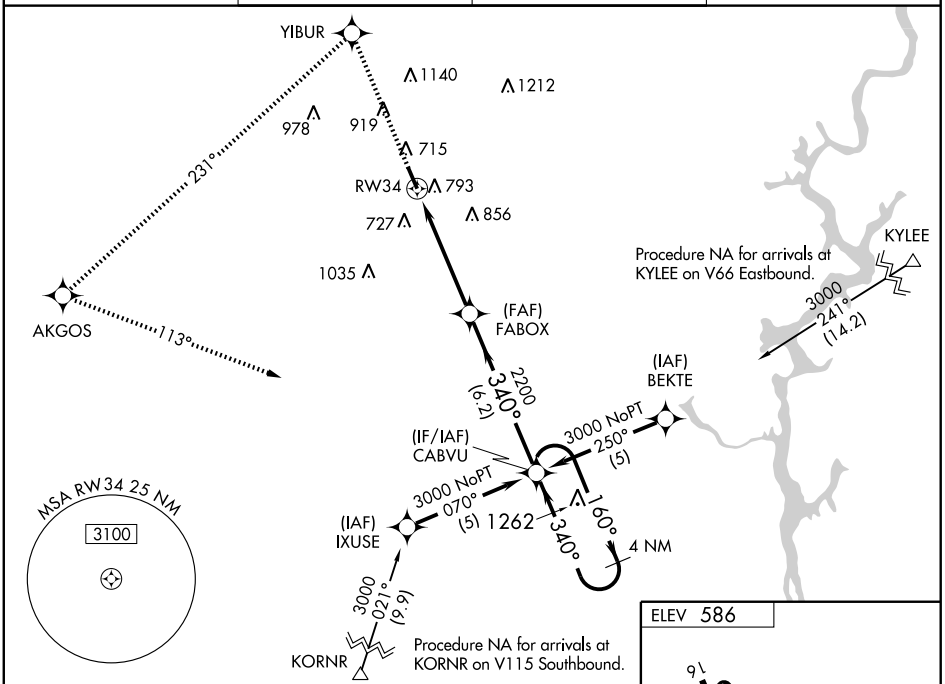
RNAV (GPS) RWY 34

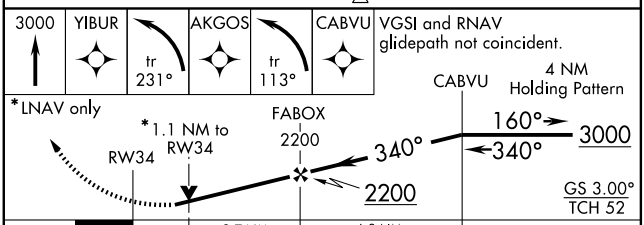
ALABASTER / SHELBY COUNTY (EET)

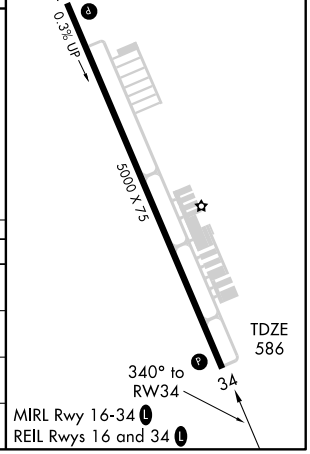
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 63 feet and MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cats C/D visibilities ¼ mile. Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA with Birmingham altimeter setting.

MISSED APPROACH: Climb to 3000 direct YIBUR and left turn on track 231° to AKGOS and left turn on track 113° to CABVU and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 256.8	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	947-1¼ 361 (400-1¼)			
LNAV/VNAV DA	1093-1¾ 507 (600-1¾)			
LNAV MDA	1100-1 514 (600-1)		1100-1½ 514 (600-1½)	1100-1¾ 514 (600-1¾)
CIRCLING	1120-1 534 (600-1)		1120-1½ 534 (600-1½)	1220-2 634 (700-2)

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VORTAC OKW 111.0 Chan 47	APP CRS 099°	Rwy Idg N/A TDZE N/A Apt Elev 587

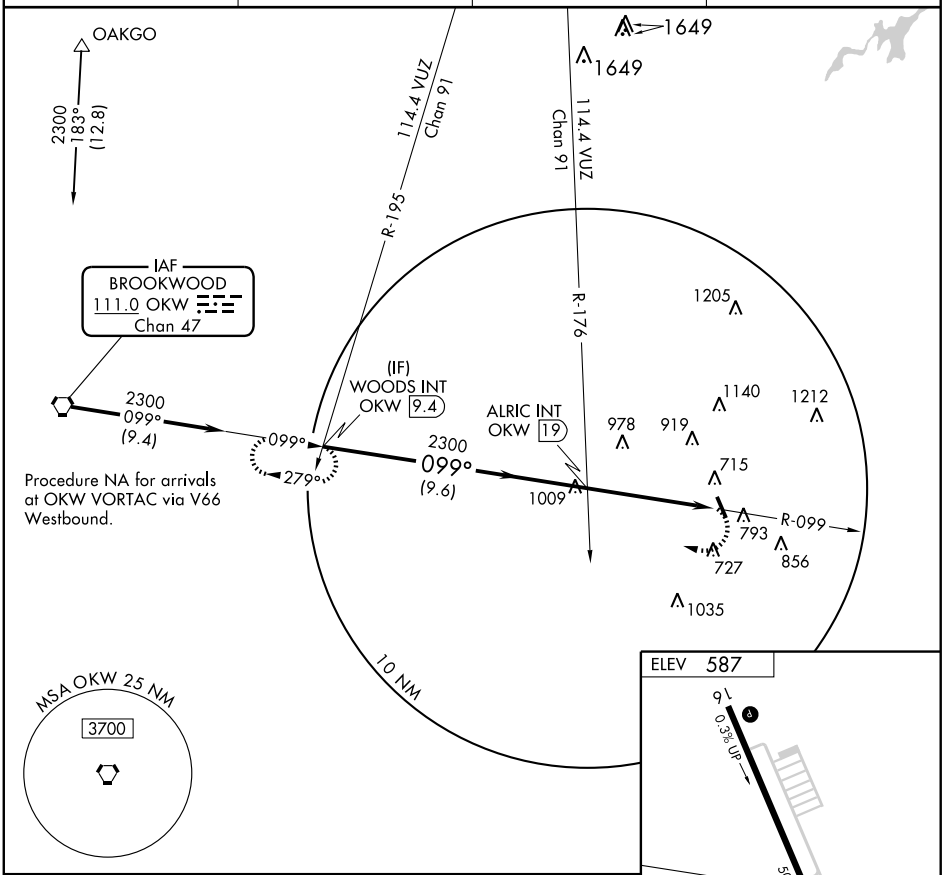
VOR-A

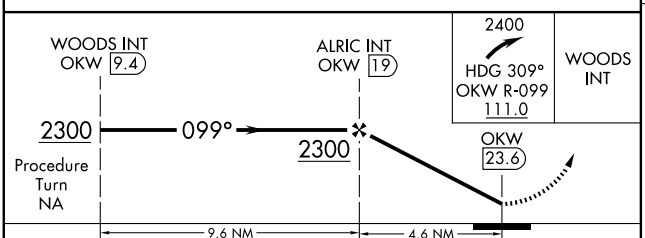
ALABASTER /SHELBY COUNTY (EET)

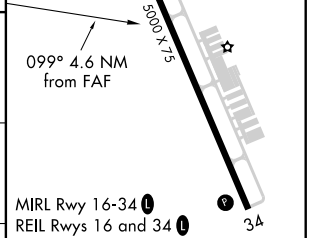
When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 via heading 309° and OKW VORTAC R-099 to WOODS INT/9.4 DME and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 256.8	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1300-1 713 (800-1)	1300-1¼ 713 (800-1¼)	1300-2 713 (800-2)	1300-2¼ 713 (800-2¼)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB ARF	APP CRS	Rwy Idg	N/A
296	230°	TDZE	N/A
		Apt Elev	1032

NDB-A

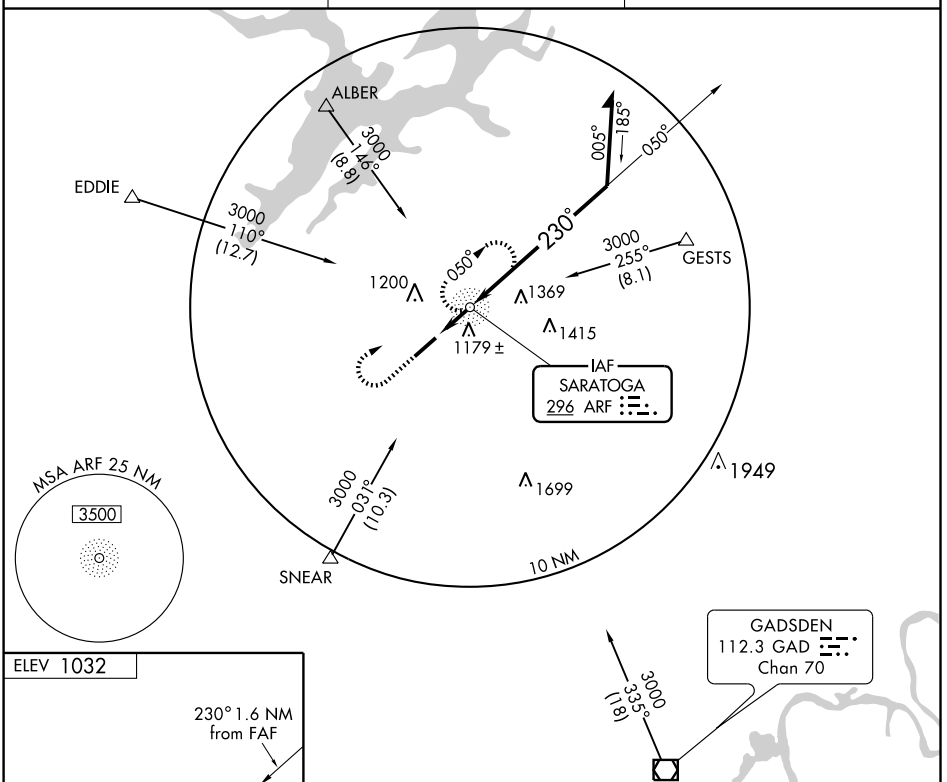
ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

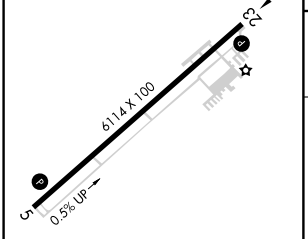
NA

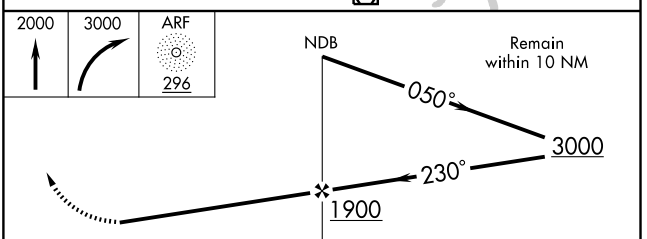
When local altimeter setting not received, use Huntsville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ARF NDB and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.575	132.15 285.45	123.0 (CTAF) L







REIL Rwy 23 L
MIRL Rwy 5-23 L

FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CATEGORY	A	B	C	D
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)

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APP CRS	Rwy Idg	6114
050°	TDZE	1015
	Apt Elev	1032

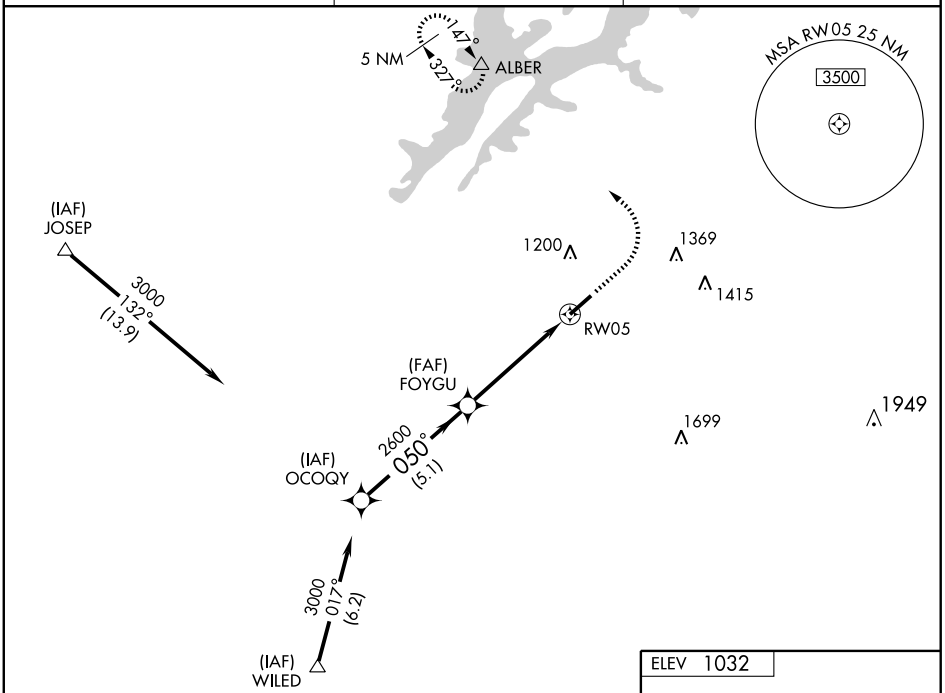
RNAV (GPS) RWY 5

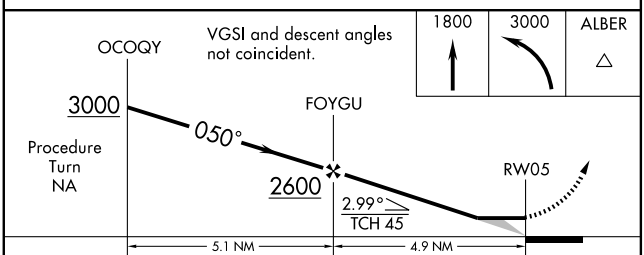
ALBERTVILLE/ ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

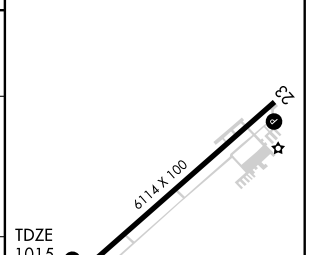
T A NA — Obtain local altimeter setting on CTAF; when not received use Huntsville Intl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct ALBER WP and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.575	132.15 285.45	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1 405 (400-1)		1420-1¼ 405 (400-1¼)	
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1560-1 545 (600-1)		1560-1½ 545 (600-1½)	1560-1¾ 545 (600-1¾)
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

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WAAS	APP CRS	Rwy Idg	6114
CH 96604	230°	TDZE	1032
W23A		Apt Elev	1032

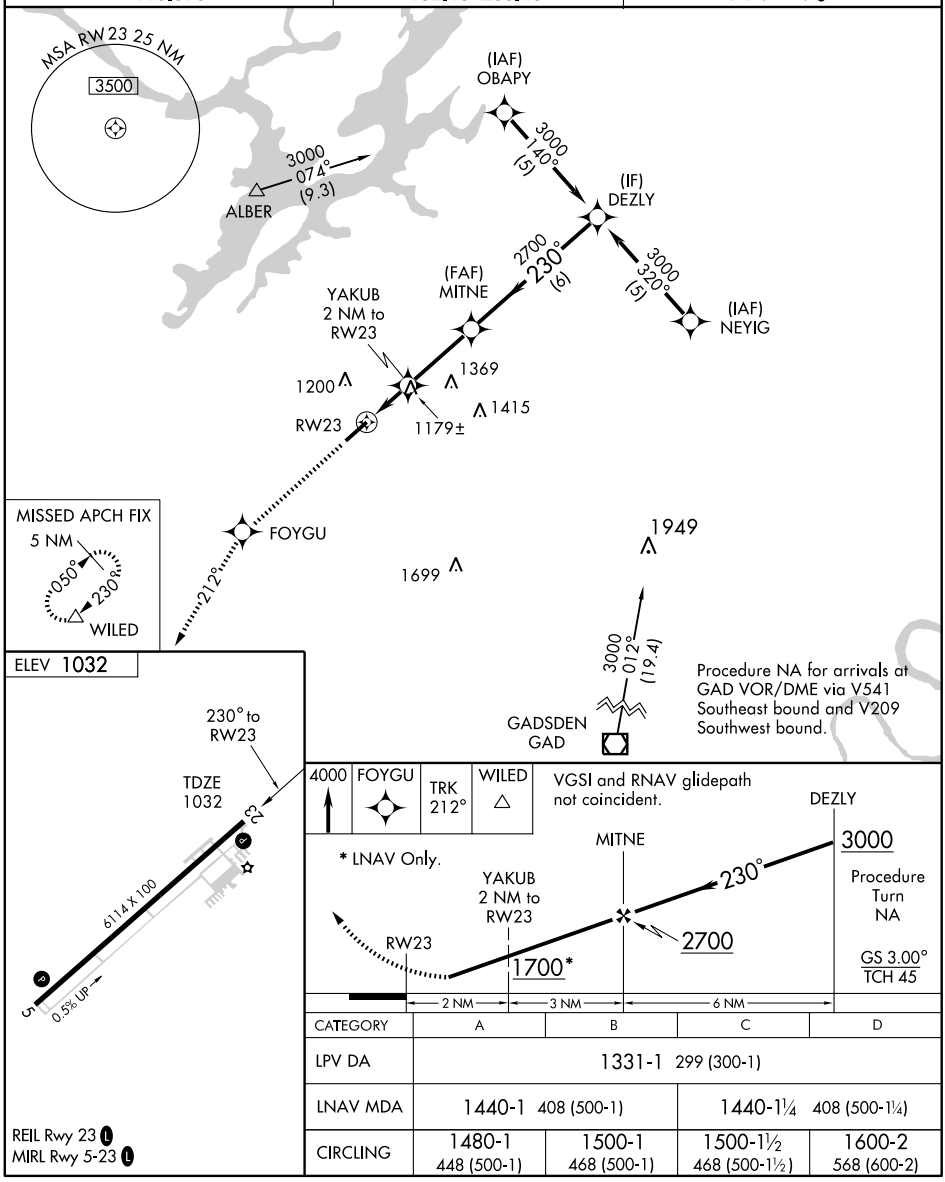
RNAV (GPS) RWY 23

ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct FOYGU and via 212° track to WILED and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.575	132.15 285.45	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1331-1 299 (300-1)			
LNAV MDA	1440-1 408 (500-1)		1440-1¼ 408 (500-1¼)	
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB DER	APP CRS	Rwy Idg	N/A
382	359°	TDZE	N/A
		Apt Elev	686

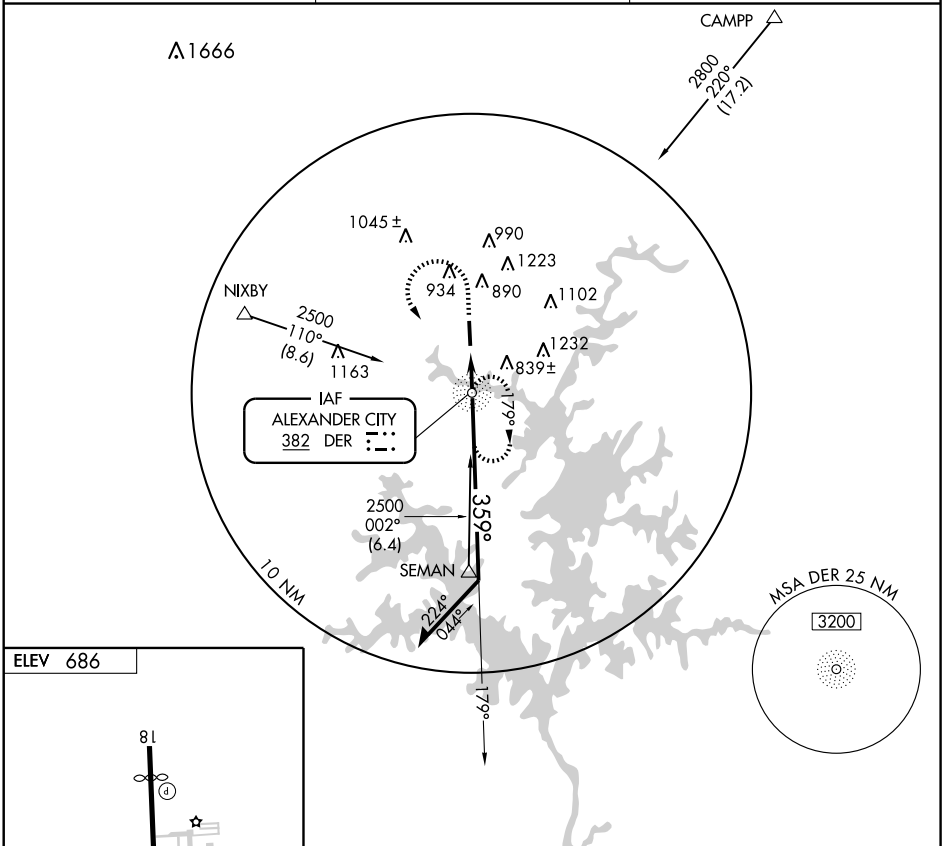
NDB-A

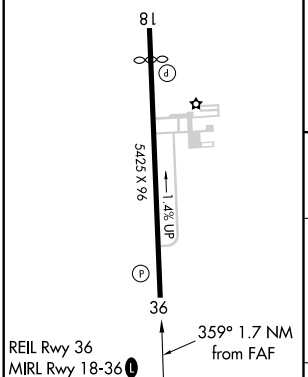
ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

When VGSI inoperative, Circling Rwy 18 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn altimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility ¼ mile.

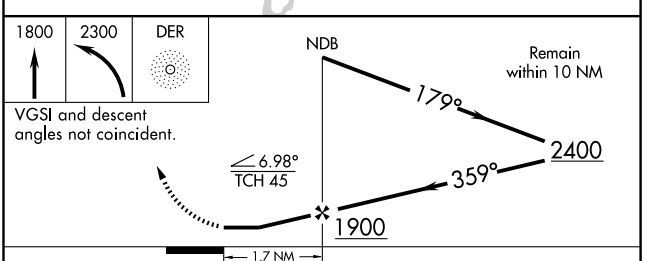
MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct DER NDB and hold.

AWOS-3	MONTGOMERY APP CON ★	UNICOM
118.325	121.2 380.225	122.7 (CTAF) L





FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34



CATEGORY	A	B	C	D
CIRCLING	1240-1	554 (600-1)	1240-1½	NA
			554 (600-1½)	

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4806
179°	TDZE	686
	Apt Elev	686

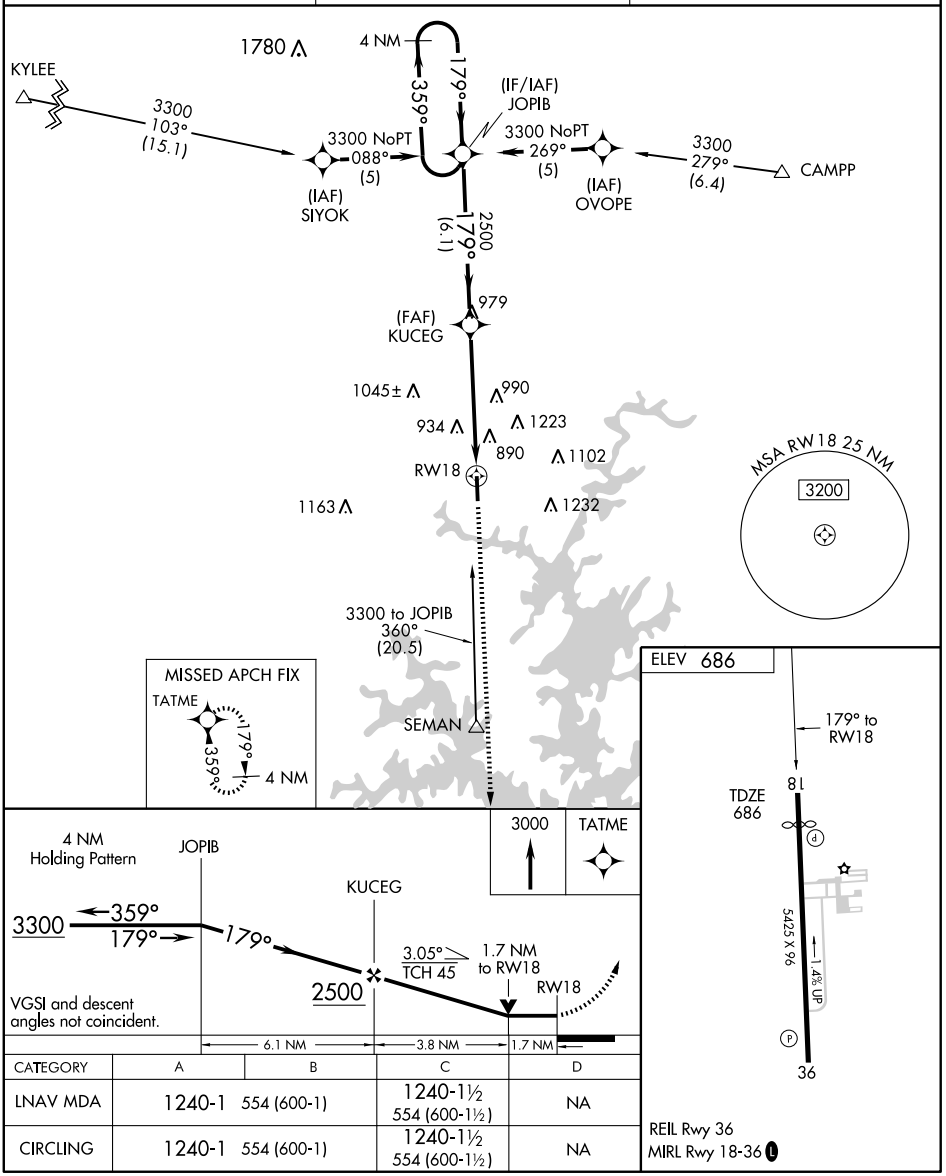
RNAV (GPS) RWY 18

ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

When VGSI inoperative, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA with Auburn altimeter setting.

MISSED APPROACH: Climb to 3000 direct TATME and hold.

AWOS-3	MONTGOMERY APP CON ★	UNICOM
118.325	121.2 380.225	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1	554 (600-1)	1240-1½ 554 (600-1½)	NA
CIRCLING	1240-1	554 (600-1)	1240-1½ 554 (600-1½)	NA

REIL Rwy 36
MIRL Rwy 18-36 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5425
359°	TDZE	647
	Apt Elev	686

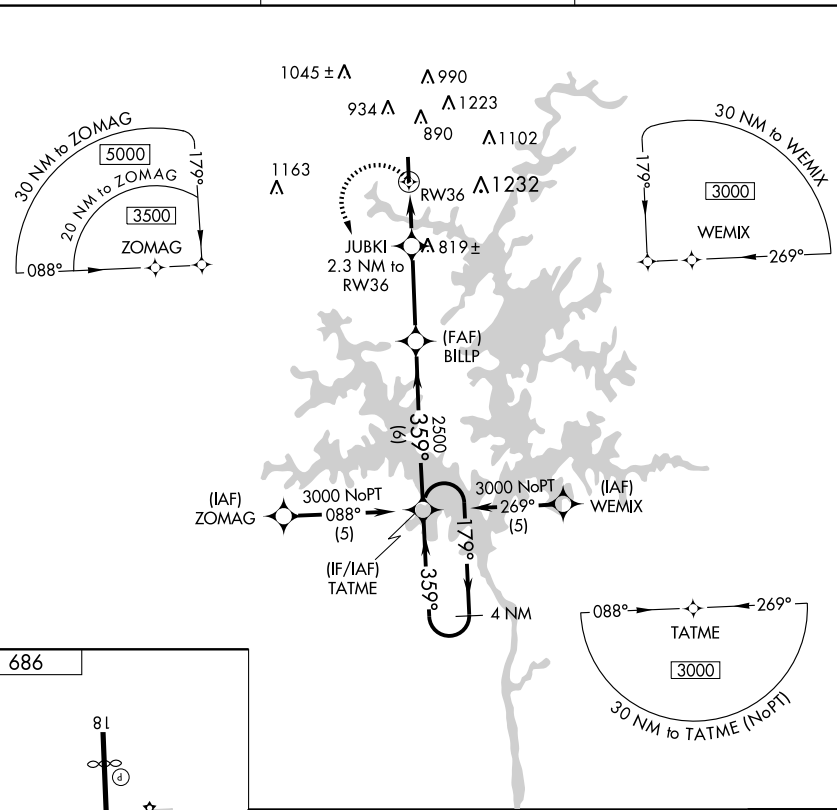
RNAV (GPS) RWY 36

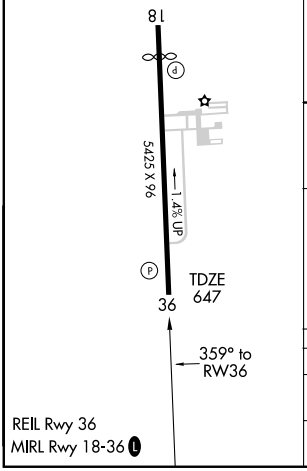
ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

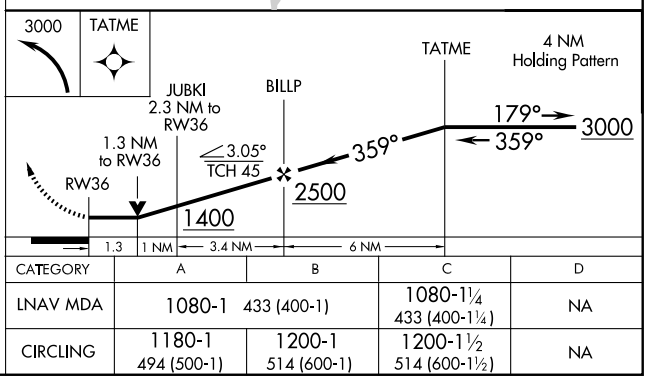
When VGSI inoperative, Circling Rwy 18 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA with Auburn altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct TATME and hold.

AWOS-3	MONTGOMERY APP CON ★	UNICOM
118.325	121.2 380.225	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1080-1 433 (400-1)		1080-1¼ 433 (400-1¼)	NA
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	1200-1½ 514 (600-1½)	NA

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COPTER NDB RWY 29

NDB JUY	APCH CRS	Rwy Idg	5001
264	272°	TDZE	309
		Arpt Elev	309

AL-6524 [USA] SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

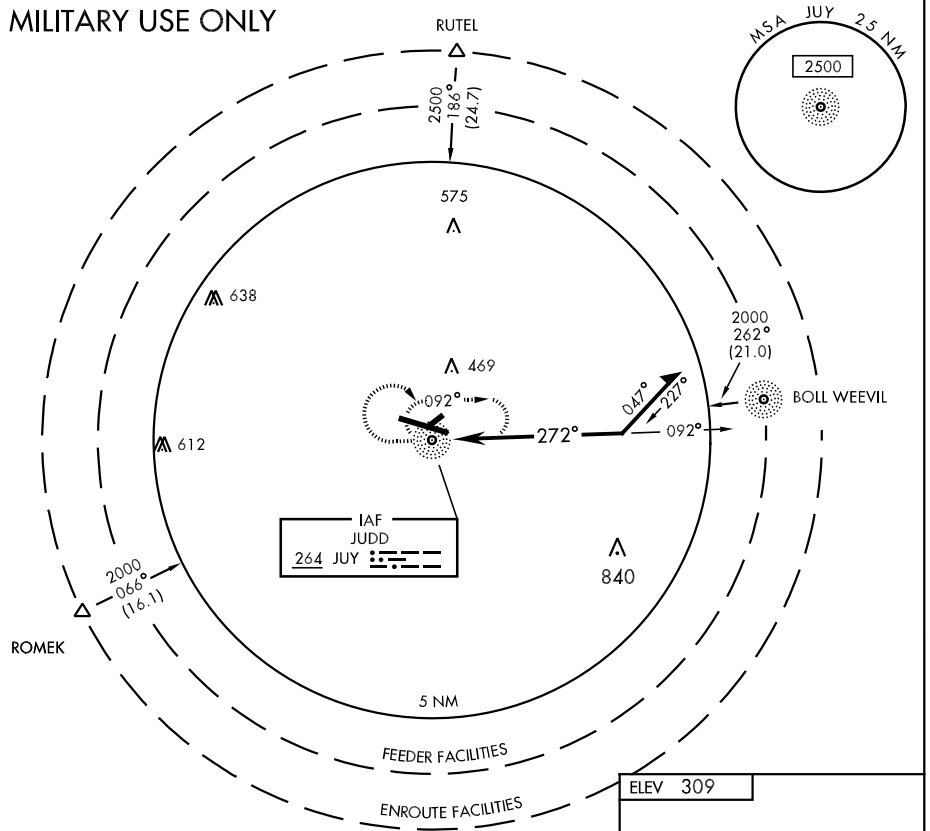
NA (When tower closed).

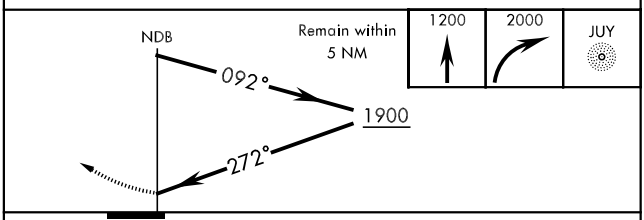
* If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDAs 100 feet.

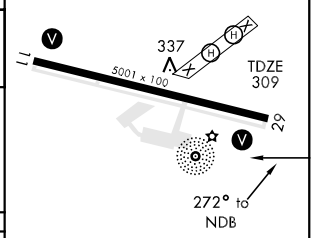
MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct JUY NDB and hold.

CAIRNS APP CON	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
133.45 239.4	119.55 * (CTAF) 317.75	121.9 273.45	122.8

MILITARY USE ONLY







CATEGORY	COPTER		
S-29 *	780-½	471	(500-½)

MIRL Rwy 11-29 *

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB JUY 264	APP CRS 240°	Rwy Idg N/A TDZE N/A Apt Elev 309

ANDALUSIA/OPP/
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

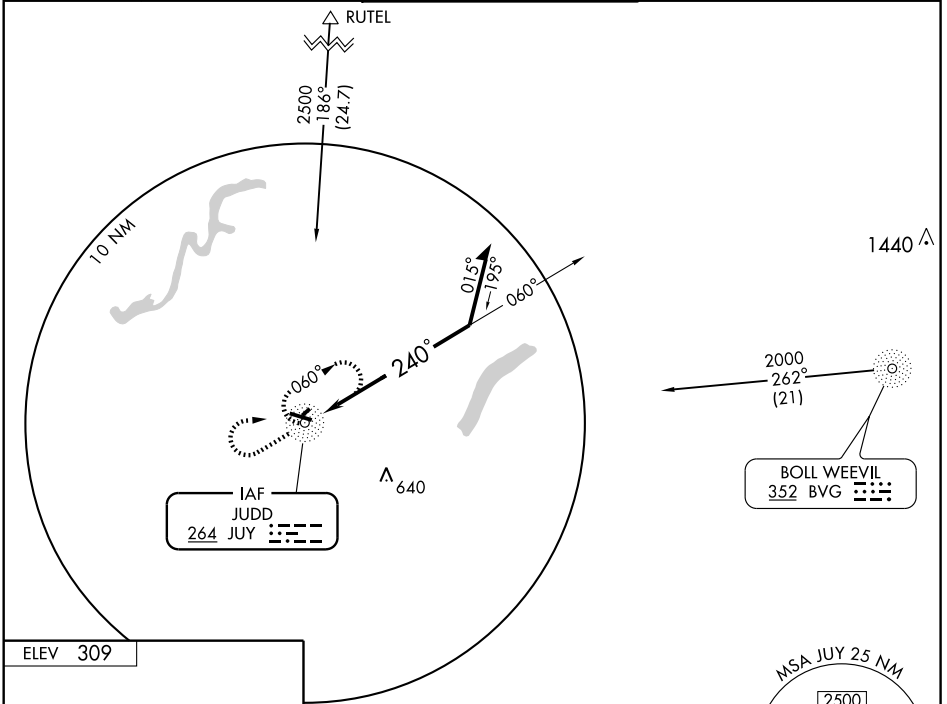
NDB-A

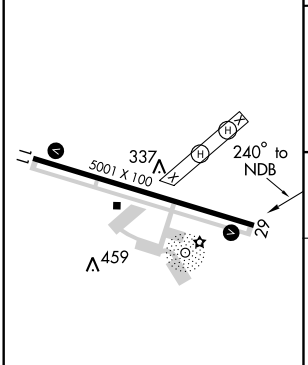
If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDA's 100 feet.

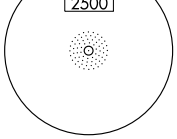
NA

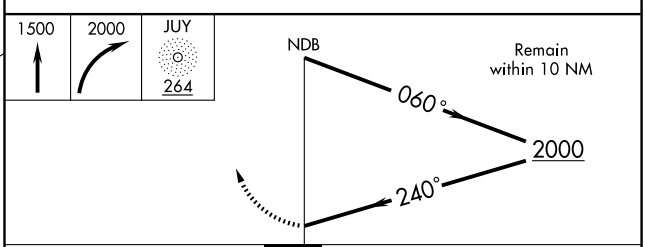
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct JUY NDB and hold.

ASOS	CAIRNS APP CON ★	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
134.875	133.45 239.4	119.55 (CTAF) L 317.75	121.9 273.45	122.8









Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	880-1 571 (600-1)		880-1½ 571 (600-1½)	880-2 571 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 82600	109°	TDZE	310
W11A		Apt Elev	310

RNAV (GPS) RWY 11

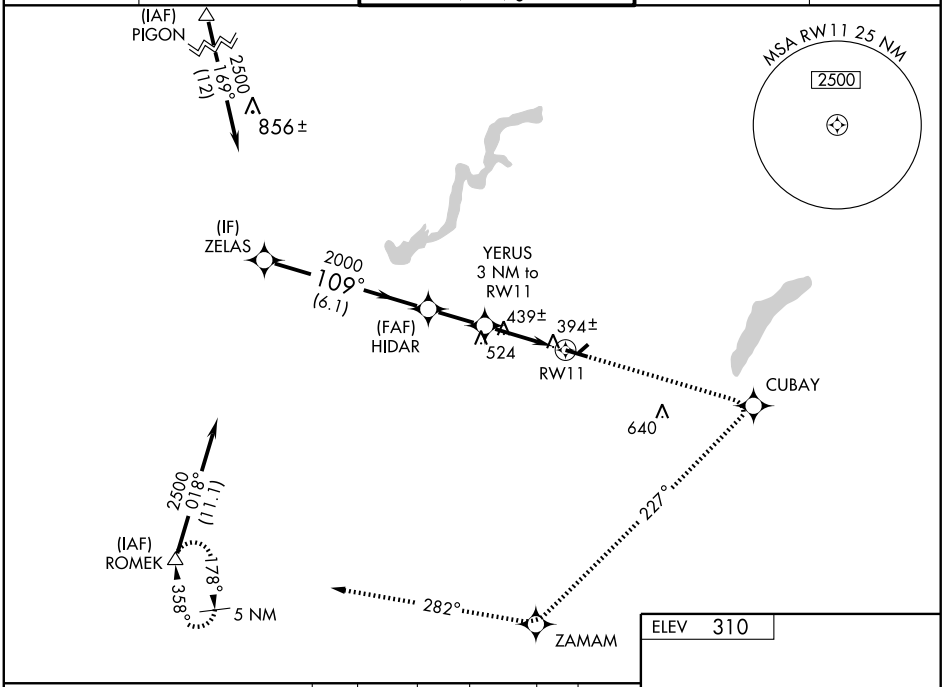
ANDALUSIA/OPP/ SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

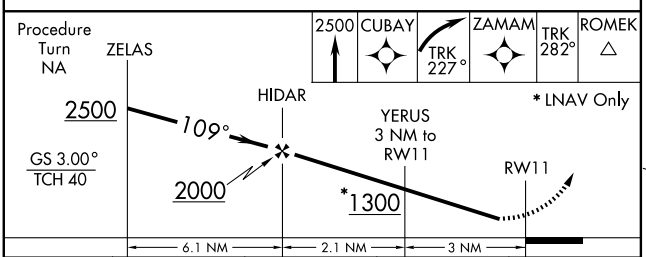
T
NA

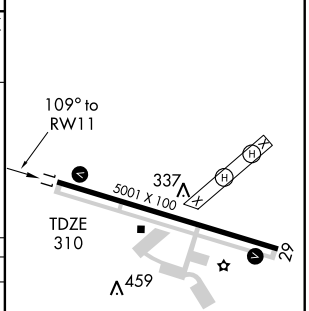
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Cairns AAF altimeter setting and increase LPV DA to 697 feet, LNAV/VNAV DA to 737 feet, and all MDAs 100 feet. Baro-VNAV NA when using Cairns AAF altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct CUBAY and right turn via 227° track to ZAMAM and 282° track to ROMEK and hold.

ASOS	CAIRNS APP CON ★	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
134.875	133.45 239.4	119.55 (CTAF) L 317.75	121.9 273.45	122.8







CATEGORY	A	B	C	D
LPV DA	615-1 305 (400-1)			
LNAV/ VNAV DA	655-1¼ 345 (400-1¼)			
LNAV MDA	760-1 450 (500-1)		760-1¼ 450 (500-1¼)	760-1½ 450 (500-1½)
CIRCLING	780-1 470 (500-1)		780-1½ 470 (500-1½)	860-2 550 (600-2)

MIRL Rwy 11-29 L

SE-4, 21 OCT 2010 to 18 NOV 2010

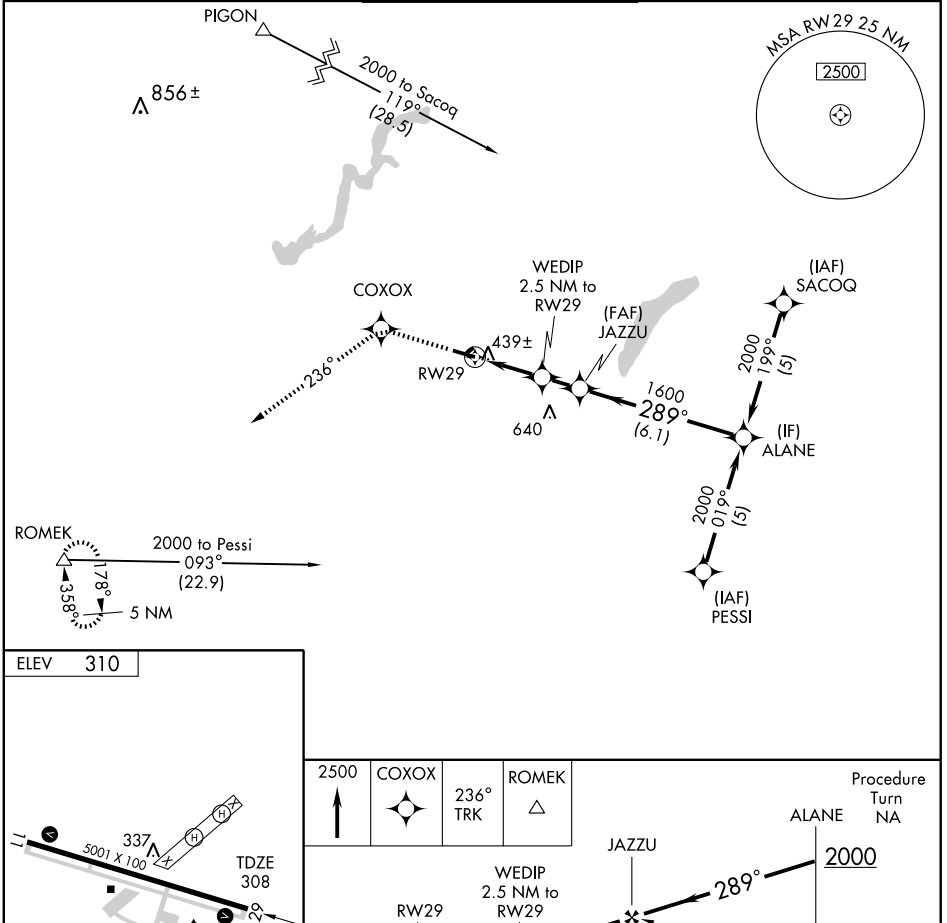
WAAS	APP CRS	Rwy Idg 5001	ANDALUSIA/OPP/
CH 60929	289°	TDZE 308	SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)
W29A		Apt Elev 310	

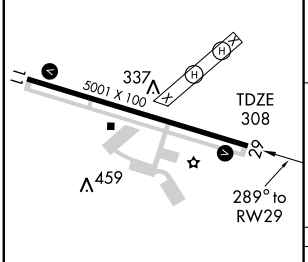
RNAV (GPS) RWY 29

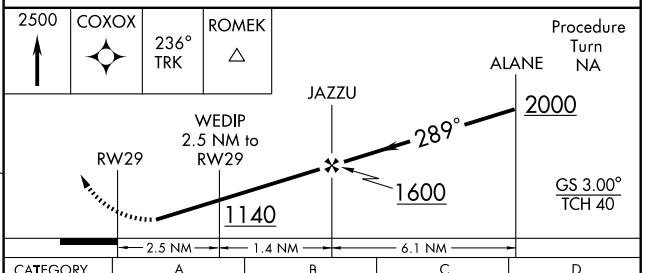
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cairns AAF altimeter setting and increase DA to 712 feet and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct COXOX and via 236° track to ROMEK and hold.

ASOS	CAIRNS APP CON ★	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
134.875	133.45 239.4	119.55 (CTAF) L 317.75	121.9 273.45	122.8







CATEGORY	A	B	C	D
LPV DA	630-1¼ 322 (400-1¼)			
LNAV MDA	720-1 412 (500-1)		720-1¼ 412 (500-1¼)	
CIRCLING	780-1 470 (500-1)		780-1½ 470 (500-1½)	860-2 550 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
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LOC I-ANB	APP CRS	Rwy Idg	7000
111.5	049°	TDZE	595
		Apt Elev	612

ILS or LOC RWY 5

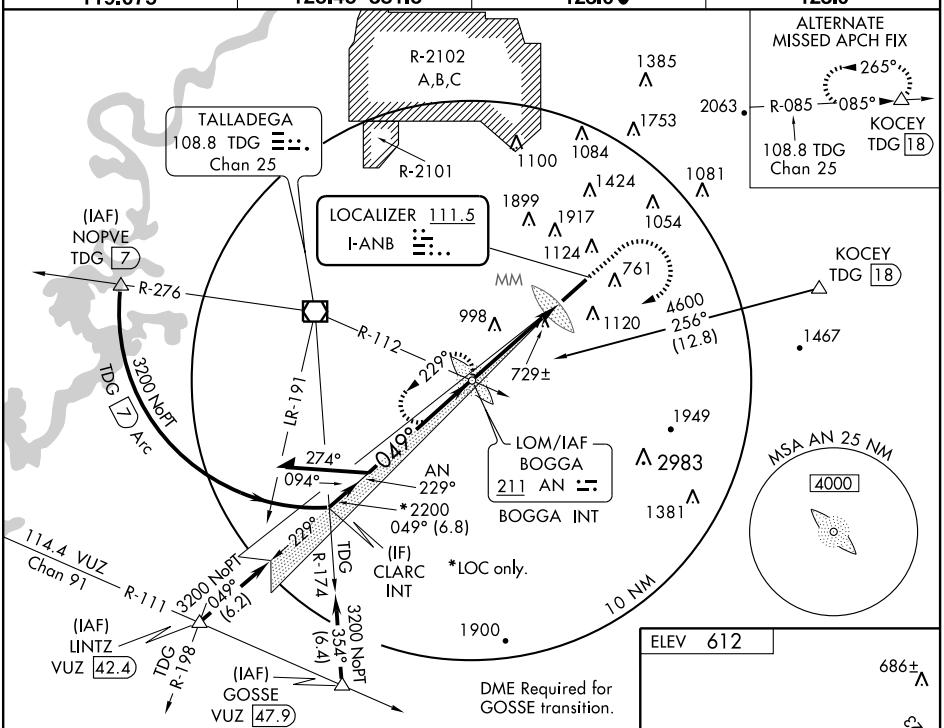
ANNISTON METROPOLITAN (ANB)

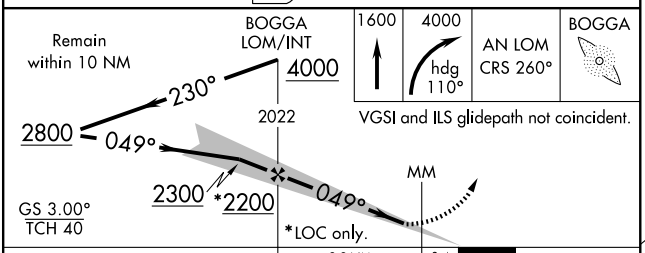
For inoperative MALSR when using Gadsden altimeter setting, increase S-ILS 5 all Cats visibility to 1¼. Circling NA north of Rwy 5-23. ADF Required. When local altimeter setting not received, use Gadsden altimeter setting and increase all DA to 975 and all MDAs 80 feet, increase S-ILS 5 all Cats, S-LOC 5 Cat C and D and Circling Cat A, C, and D visibility ¼ mile. For inoperative MALSR increase S-ILS 5 all Cats visibility to 1.

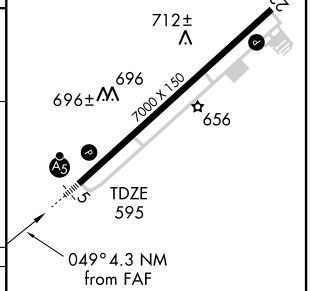
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 110° then via AN LOM 260° course to BOGGA LOM/INT and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







CATEGORY	A	B	C	D
S-ILS 5	909-½ 314 (300-½)			
S-LOC 5	1120-½ 525 (600-½)		1120-1 525 (600-1)	1120-1¼ 525 (600-1¼)
CIRCLING	1480-1 868 (900-1)	1480-1¼ 868 (900-1¼)	1480-2½ 868 (900-2½)	1480-2¾ 868 (900-2¾)

REIL Rwy 23 L
HIRL Rwy 5-23 L

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOM AN	APP CRS	Rwy Idg	7000
211	050°	TDZE	595
		Apt Elev	612

NDB RWY 5

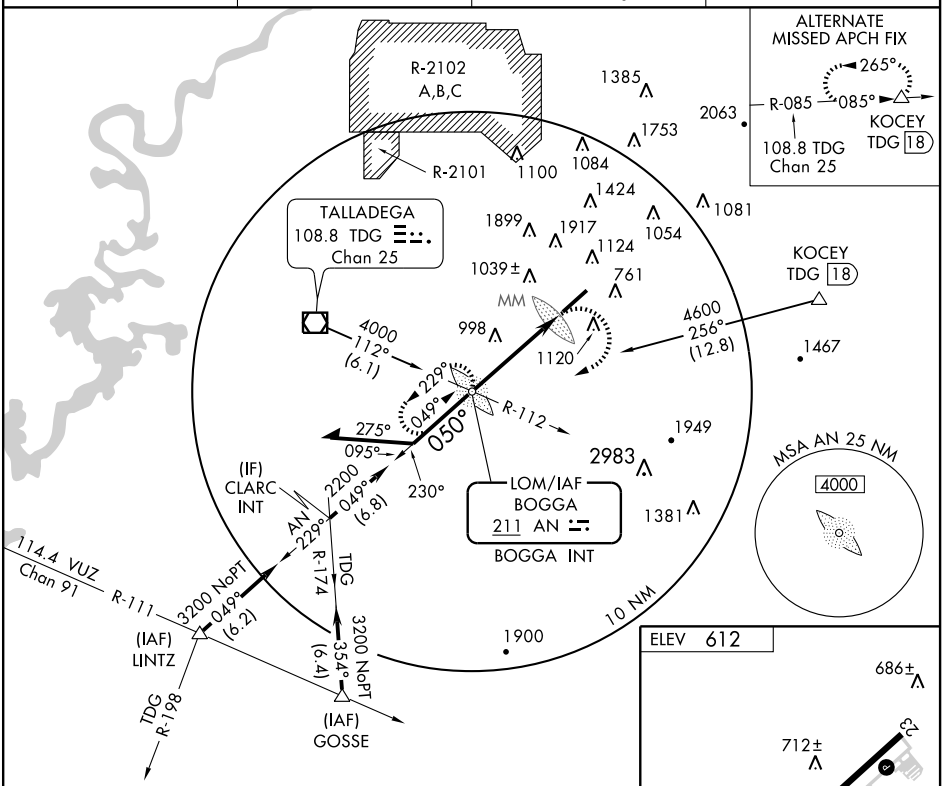
ANNISTON METROPOLITAN (ANB)

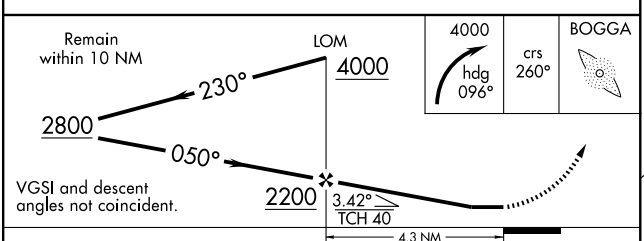
Circling NA North of Rwy 5-23. When local altimeter setting not received, use Gadsden altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-5 Cat A visibility to 1¼ and Cat B to 1½ mile. For inoperative MALSR when using Gadsden altimeter setting, increase S-5 Cat A visibility to 1¼ and Cat B to 1½ .

MALSR

MISSED APPROACH: Climbing right turn to 4000 via heading 096° and 260° course to BOGGA LOM and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0





CATEGORY	A	B	C	D
S-5	1600-¾ 1005 (1000-¾)	1600-1 1005 (1000-1)	1600-2½ 1005 (1000-2½)	1600-2¾ 1005 (1000-2¾)
CIRCLING	1600-1¼ 988 (1000-1¼)	1600-1½ 988 (1000-1½)	1600-3 988 (1000-3)	

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 78106	049°	TDZE	595
W05A		Apt Elev	612

RNAV (GPS) RWY 5

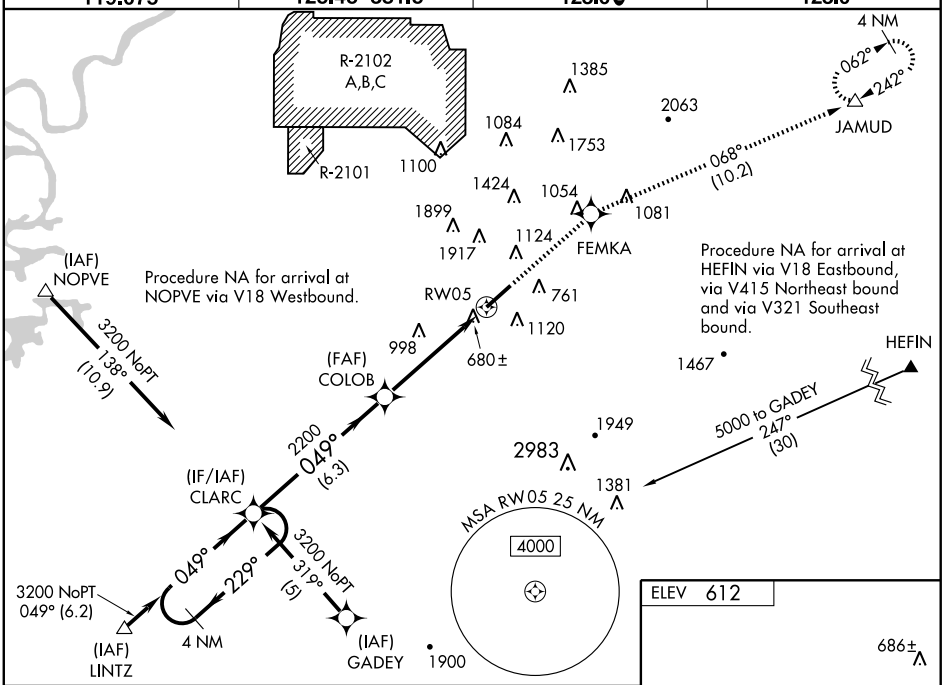
ANNISTON METROPOLITAN (ANB)

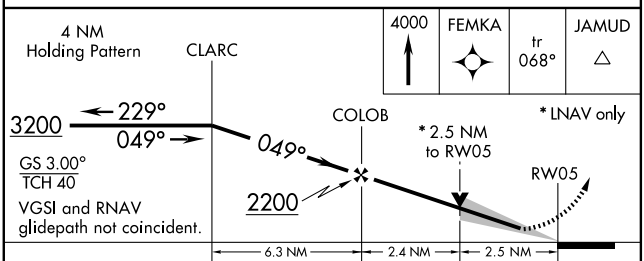
Circling NA North of Rwy 5/23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gadsden altimeter setting and increase all DA 66 feet and all MDA 80 feet and LPV** all Cats, LPV all Cats, LNAV Cats C and D and Circling Cats A, C, and D visibility ¼ mile. For inoperative MALSR increase LPV** all Cats visibility to 1¼, LPV all Cats to 1¾, and LNAV Cat A visibility to 1. For inoperative MALSR when using Gadsden altimeter setting, increase LPV** all Cats visiblity to 1½ and LPV all Cats visibility to 2. VDP NA with Gadsden altimeter setting.**Missed approach requires minimum climb of 225 feet per NM to 2700.

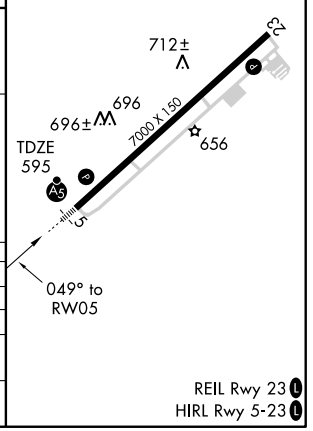
MALSR

MISSED APPROACH: Climb to 4000 direct FEMKA and on track 068° to JAMUD and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







CATEGORY	A	B	C	D
LPV DA**	918-¾ 323 (400-¾)			
LPV DA	1113-1¼ 518 (600-1¼)			
LNAV MDA	1420-¾ 825 (900-¾)		1420-2 825 (900-2)	1420-2¼ 825 (900-2¼)
CIRCLING	1480-1 868 (900-1)	1480-1¼ 868 (900-1¼)	1480-2½ 868 (900-2½)	1480-2¾ 868 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7000
244°	TDZE	612
	Apt Elev	612

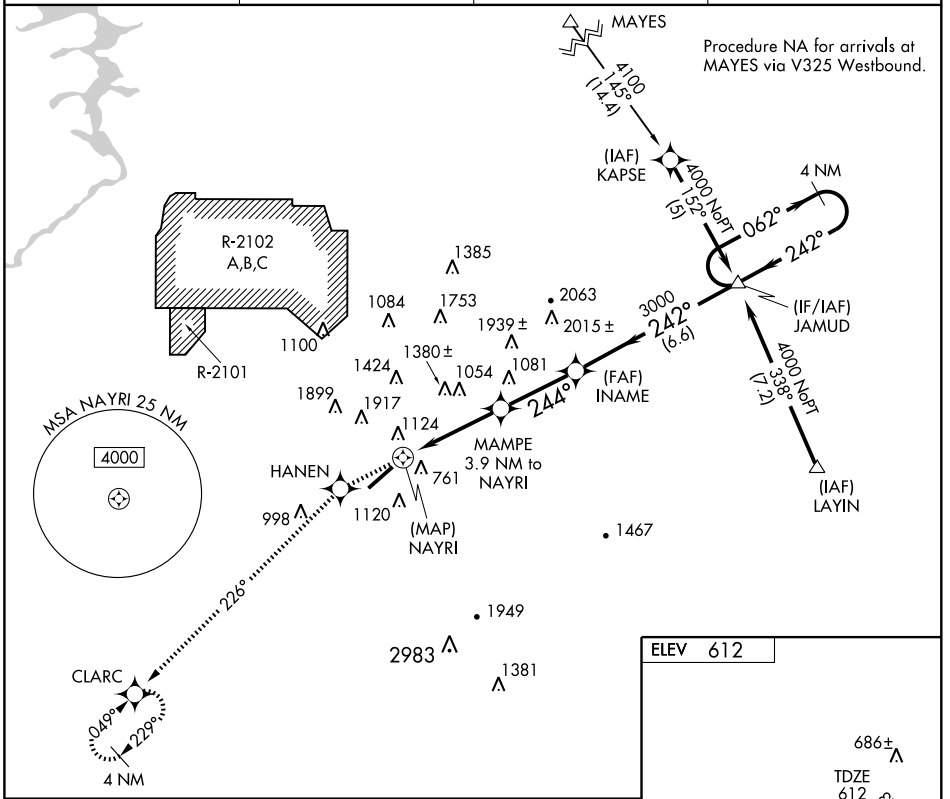
RNAV (GPS) Y RWY 23

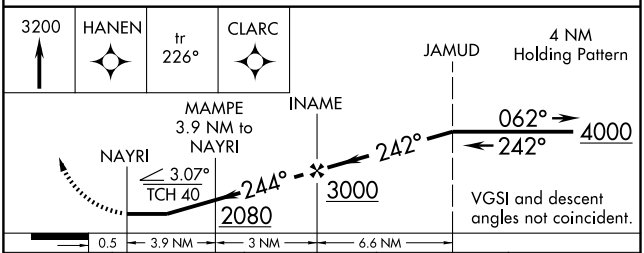
ANNISTON METROPOLITAN (ANB)

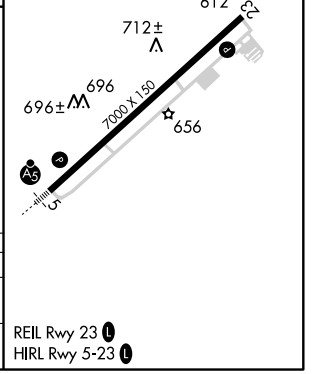
Circling NA North of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gadsden altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3200 direct HANEN and via track 226° to CLARC and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 (L)	123.0







CATEGORY	A	B	C	D
LNAV MDA	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3 1088 (1100-3)	
CIRCLING	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3 1088 (1100-3)	

REIL Rwy 23 (L)
HIRL Rwy 5-23 (L)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 58315	230°	TDZE	612
W23A		Apt Elev	612

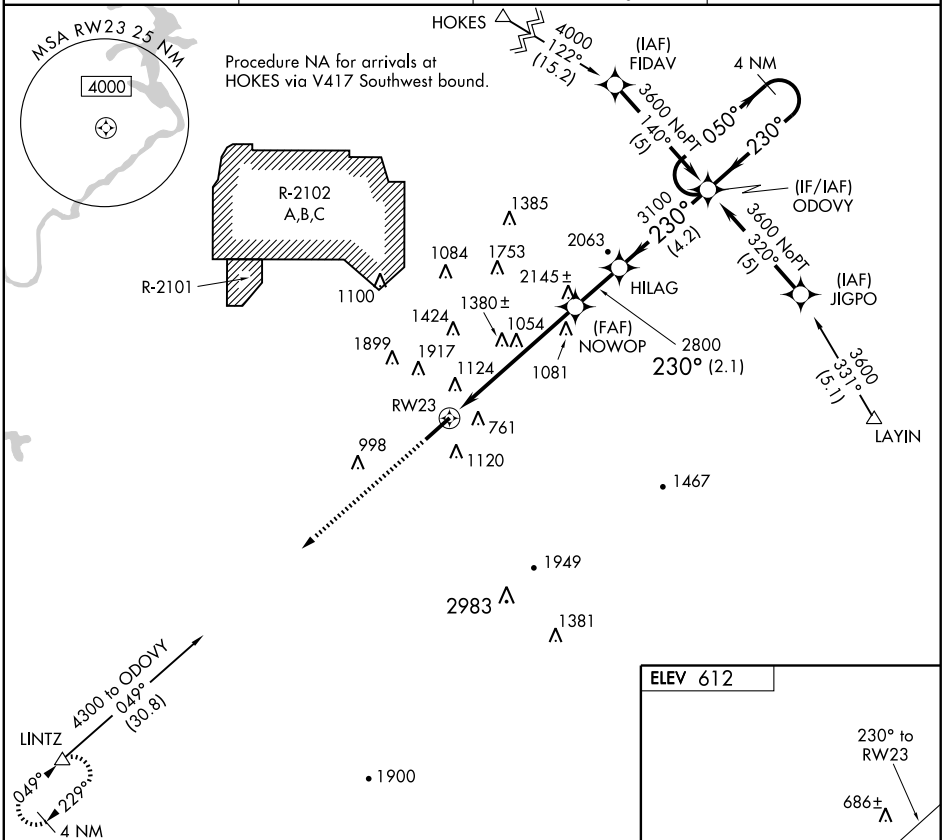
RNAV (GPS) Z RWY 23

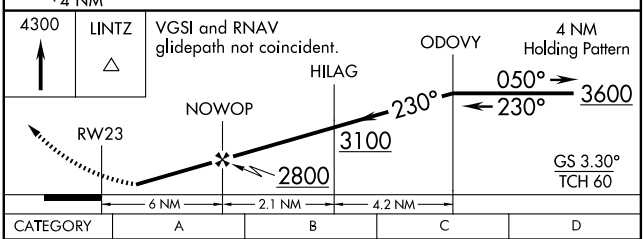
ANNISTON METROPOLITAN (ANB)

Circling NA North of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gadsden altimeter setting and increase DA 66 feet and MDA 80 feet, and LPV all Cats visiblity ¼ mile.

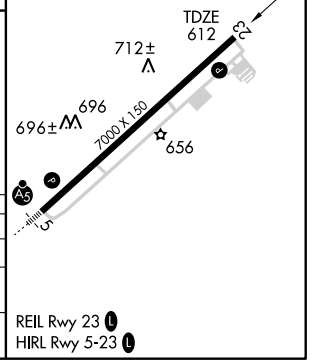
MISSED APPROACH: Climb to 4300 direct LINTZ and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0





CATEGORY	A	B	C	D
LPV DA	998-1¼ 386 (400-1¼)			NA
LNAV MDA	1640-1¼ 1028 (1100-1¼)	1640-1½ 1028 (1100-1½)	1640-3 1028 (1100-3)	NA
CIRCLING	1640-1¼ 1028 (1100-1¼)	1640-1½ 1028 (1100-1½)	1640-3 1028 (1100-3)	NA



REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

ATMORE MUNI (ØR1)

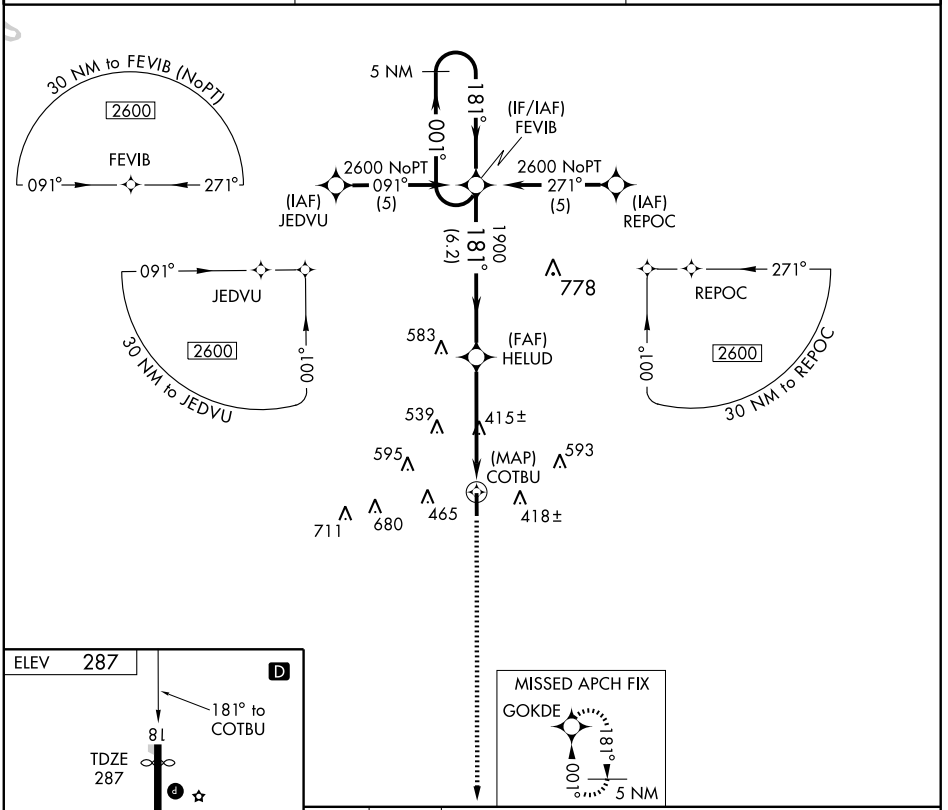
APP CRS	Rwy Idg	4506
181°	TDZE	287
	Apt Elev	287

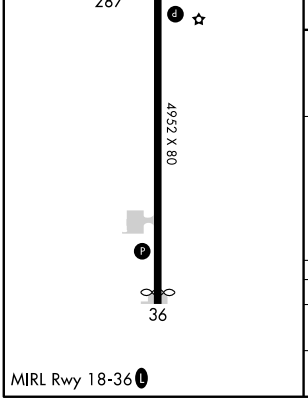
T
NA

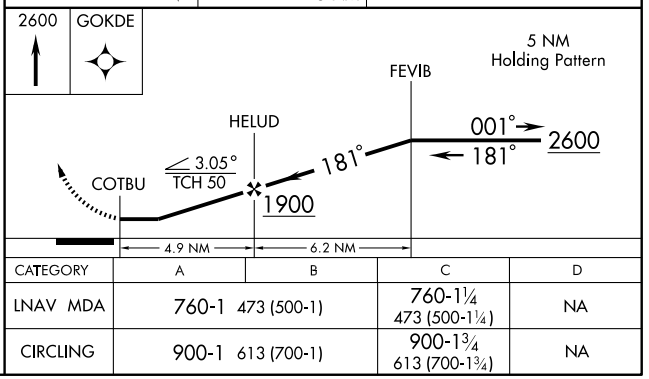
DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Gulf Coast Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct GOKDE and hold.

EVERGREEN ASOS	PENSACOLA APP CON	UNICOM
133.425	126.85 291.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 473 (500-1)		760-1¼ 473 (500-1¼)	NA
CIRCLING	900-1 613 (700-1)		900-1¾ 613 (700-1¾)	NA

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RNAV (GPS) RWY 36

ATMORE MUNI (ØR1)

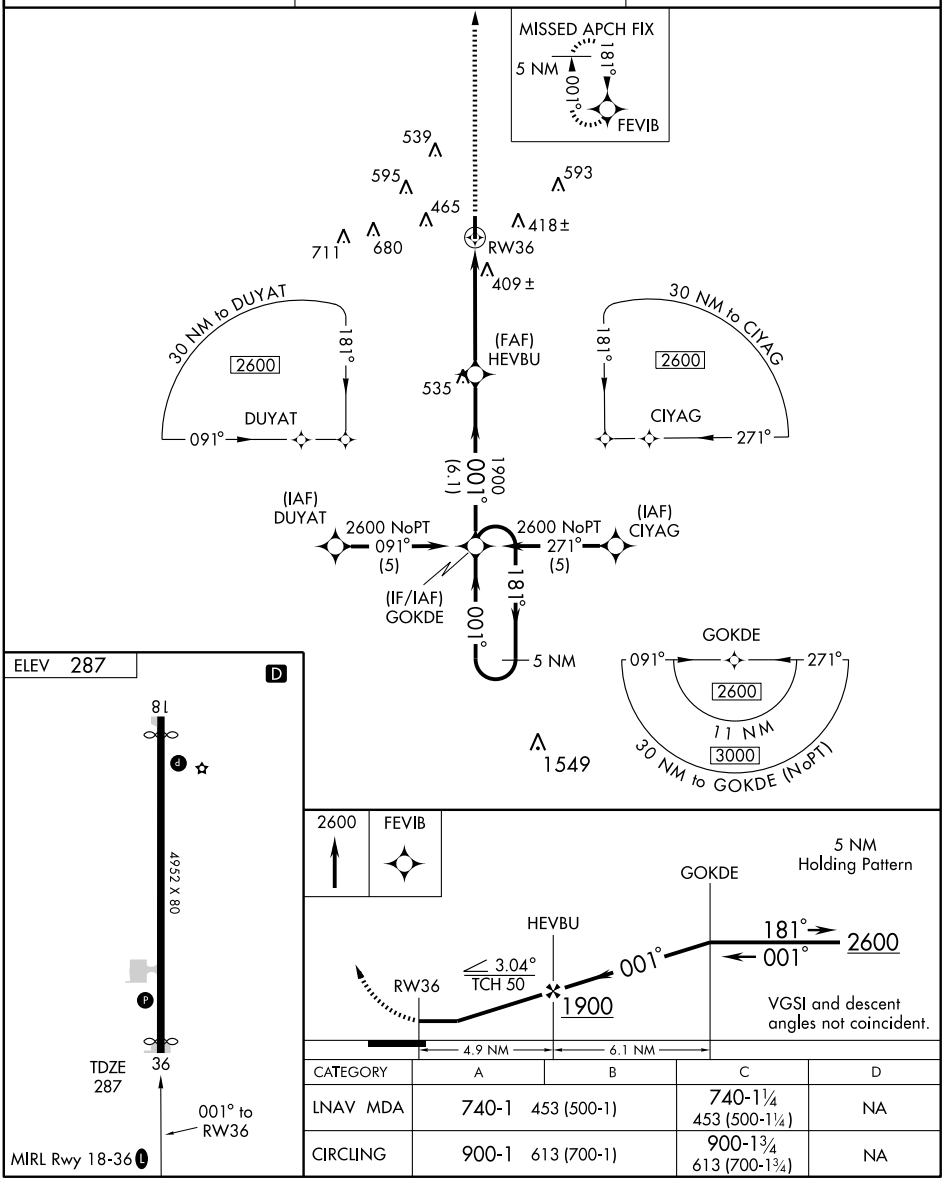
APP CRS	Rwy Idg	4506
001°	TDZE	287
	Apt Elev	287

T
NA

DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Gulf Coast Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct FEVIB and hold.

EVERGREEN ASOS	PENSACOLA APP CON	UNICOM
133.425	126.85 291.625	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	740-1	453 (500-1)	740-1¼ 453 (500-1¼)	NA
CIRCLING	900-1	613 (700-1)	900-1¾ 613 (700-1¾)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-AUO	APP CRS	Rwy Idg	5264
110.1	004°	TDZE	759
		Apt Elev	777

ILS or LOC RWY 36

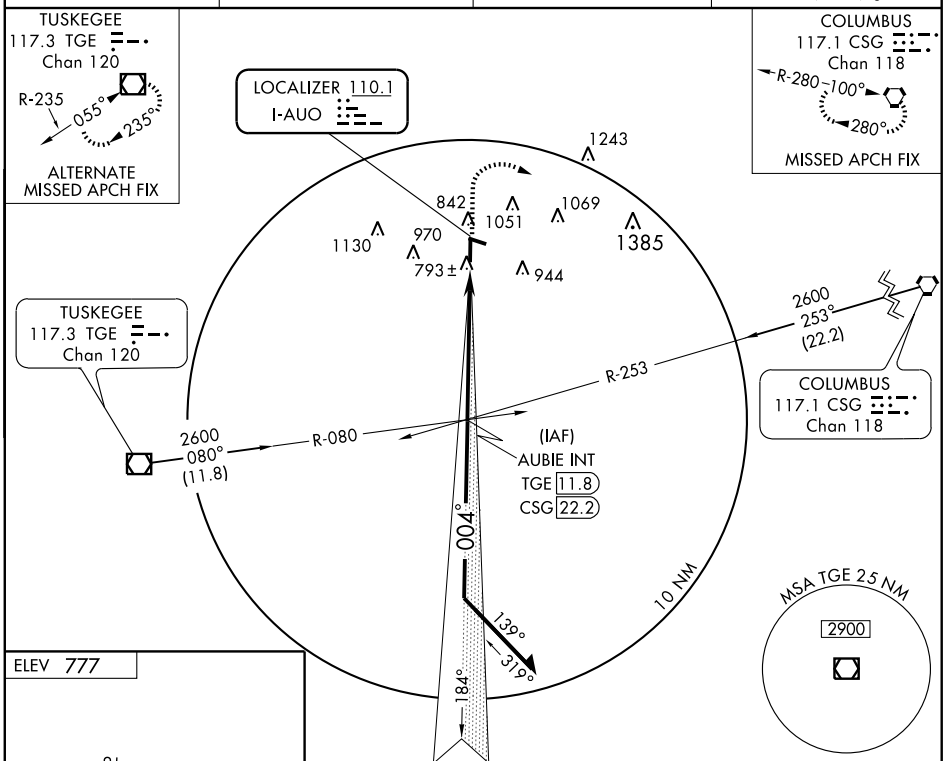
AUBURN UNIVERSITY RGNL (AUO)

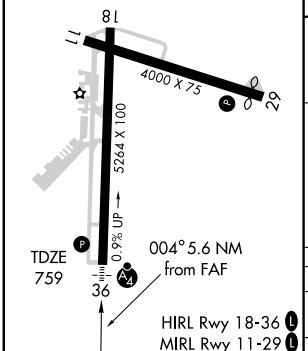
When local altimeter setting not received, use Columbus, GA altimeter setting and increase DA to 1072 feet and visibility ½ mile all Cats, increase all MDAs 120 feet and S-LOC 36 visibility Cat. C ½ mile and Cat. D ¼ mile.

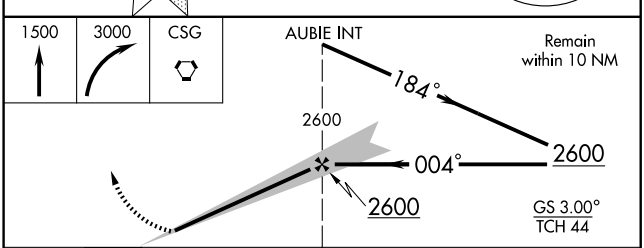
MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CSG VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L







FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 36	959-¾ 200 (200-¾)			
S-LOC 36	1120-¾ 361 (400-¾)			1120-1¼ 361 (400-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

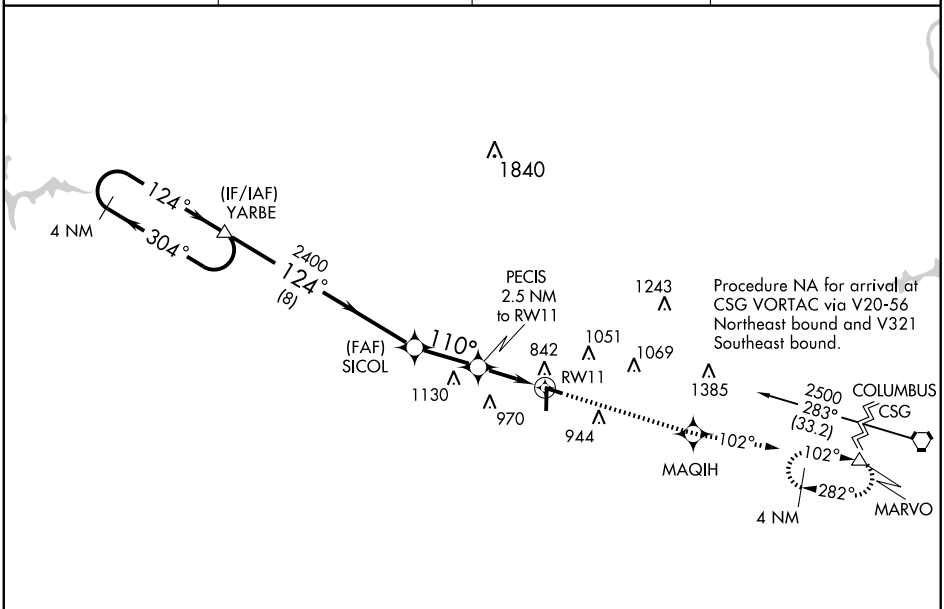
APP CRS	Rwy Idg	4000
110°	TDZE	775
	Apt Elev	777

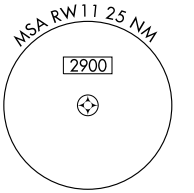
RNAV (GPS) RWY 11
AUBURN UNIVERSITY RGNL (AUO)

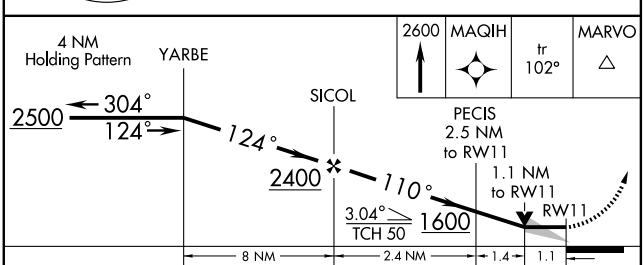
Straight-in minimums NA at night, circling to Rwy 11 and 18 NA at night.
DME/DME RNP -0.3 NA

MISSED APPROACH: Climb to 2600 direct MAQIH and via 102° track to MARVO and hold.

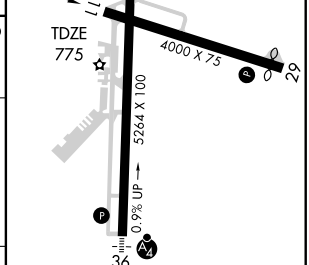
AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1 405 (500-1)		1180-1¼ 405 (500-1¼)	
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5264
184°	TDZE	776
	Apt Elev	777

RNAV (GPS) RWY 18
AUBURN UNIVERSITY RGNL (AUO)

T NA — Straight-in/circling Rwy 18 Procedure NA at night, circling to Rwy 11 NA at night. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 3000 direct TIMMY and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L

Procedure NA for arrival at LGC VORTAC via V66 East bound and V168 North bound.

(IAF) LAGRANGE LGC

3000 220° (18.8)

(IAF) TIMMY

3000 094° (5.7)

(IF) PACIL

052° 232° 4 NM

1840

2400 184° (6)

(FAF) SASGE

1243

1051 1069

842

1130 970 RW18 1385

944

MSA RW18 25 NM

2900

ELEV 777

184° to RW18

TDZE 776

4000 X 75

5264 X 100

0.9% UP

36 29

HIRL Rwy 18-36 L

MIRL Rwy 11-29 L

3000 TIMMY

PACIL

SASGE

3000

184°

1.2 NM to RW18

RW18

2400

3.16°

TCH 50

Procedure Turn NA

1.2 3.5 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1240-1	464 (500-1)	1240-1¼ 464 (500-1¼)	1240-1½ 464 (500-1½)
CIRCLING	1240-1	463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

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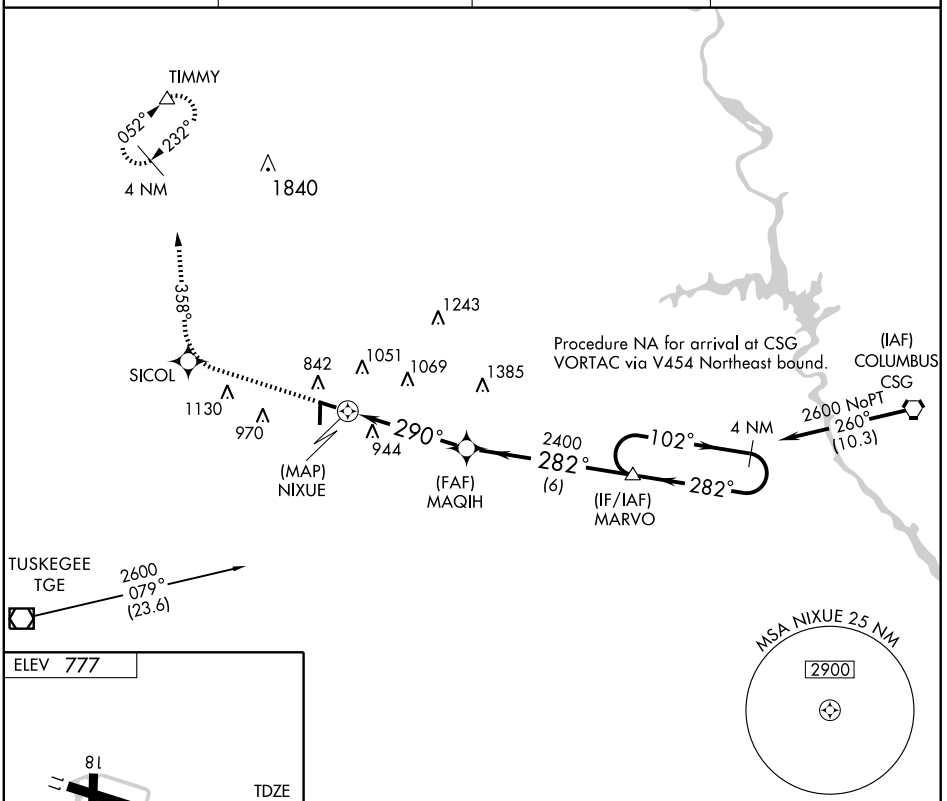
APP CRS	Rwy Idg	3703
290°	TDZE	772
	Apt Elev	777

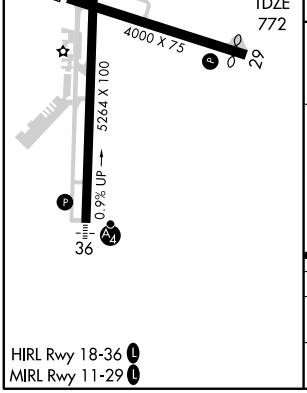
RNAV (GPS) RWY 29
AUBURN UNIVERSITY RGNL (AUO)

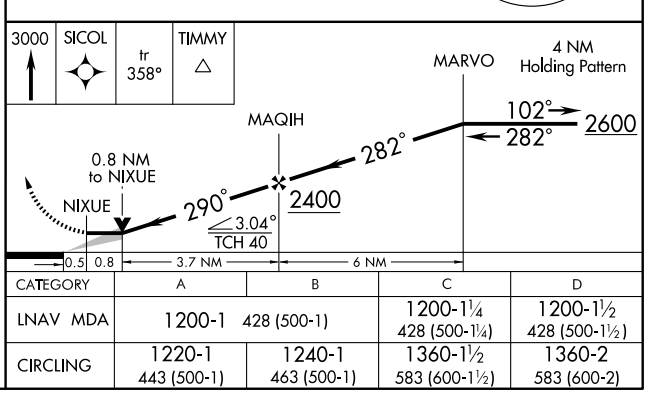
Circling to Rwy 11 and 18 NA at night.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct SICOL and via 358° track to TIMMY and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 428 (500-1)		1200-1¼ 428 (500-1¼)	1200-1½ 428 (500-1½)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

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RNAV (GPS) RWY 36

AUBURN UNIVERSITY RGNL (AUO)

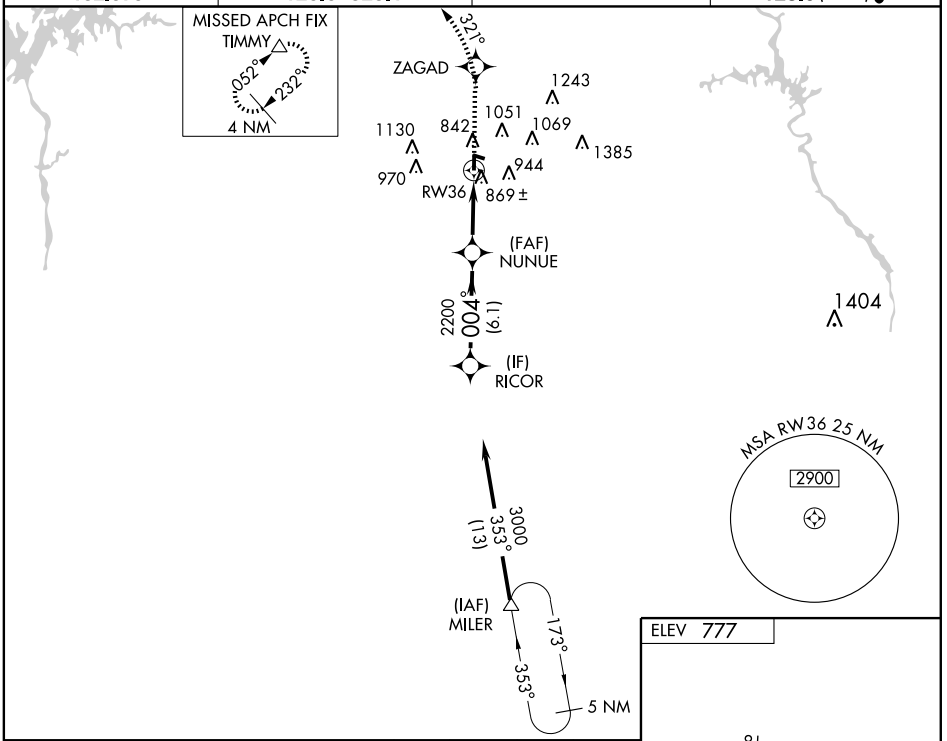
WAAS	APP CRS	Rwy Idg	5264
CH 58304	004°	TDZE	759
W36A		Apt Elev	777

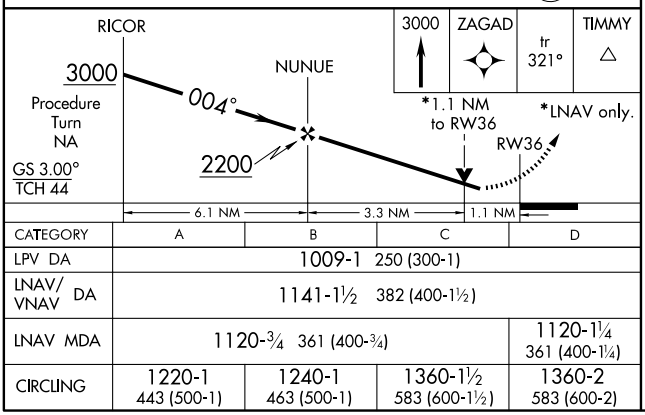
Circling to Rwy 11 and 18 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Columbus Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Columbus Metropolitan altimeter setting. If local altimeter setting not received, use Columbus Metropolitan altimeter setting and increase LPV DA to 1122 feet, LNAV/VNAV DA to 1254 feet; increase all MDAs 120 feet.

MALSF

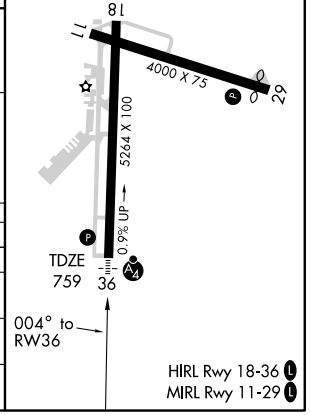
MISSED APPROACH: Climb to 3000 direct ZAGAD and via 321° track to TIMMY and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1009-1 250 (300-1)			
LNAV/VNAV DA	1141-1½ 382 (400-1½)			
LNAV MDA	1120-¾ 361 (400-¾)			1120-1¼ 361 (400-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)



SE-4, 21 OCT 2010 to 18 NOV 2010

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VOR/DME TGE	APP CRS	Rwy Idg	N/A
117.3	055°	TDZE	N/A
Chan 120		Apt Elev	777

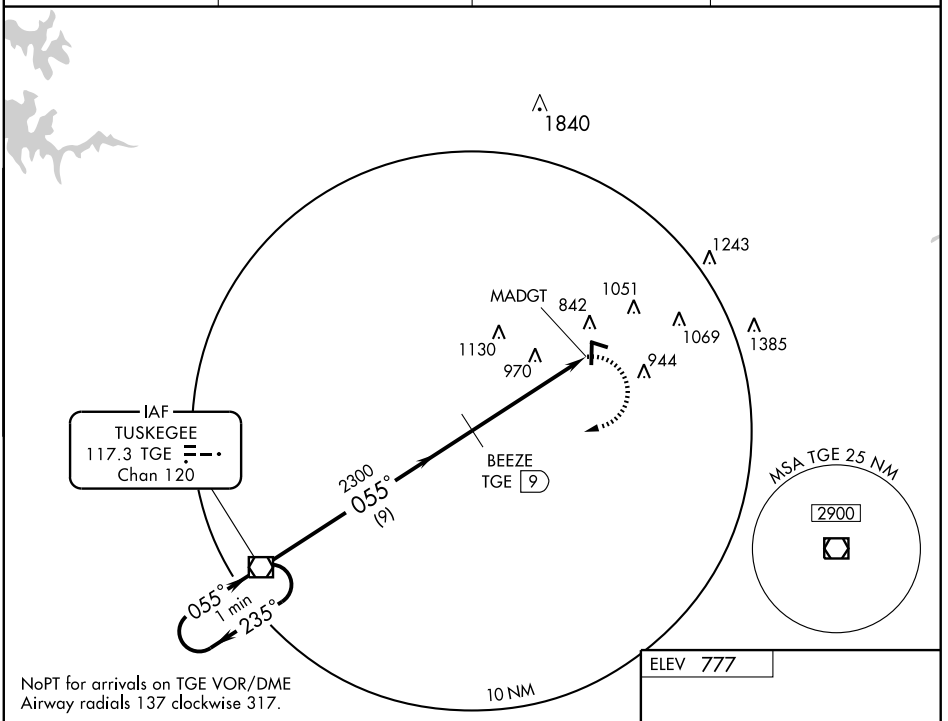
VOR/DME-A

AUBURN UNIVERSITY RGNL (AUO)

T
A NA

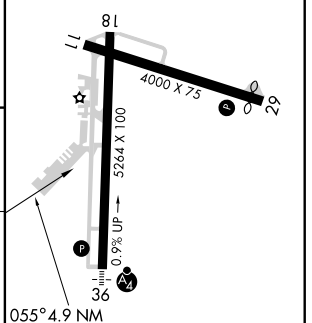
MISSED APPROACH: Climbing right turn to 2300 via TGE R-055 to TGE VOR/DME and hold.

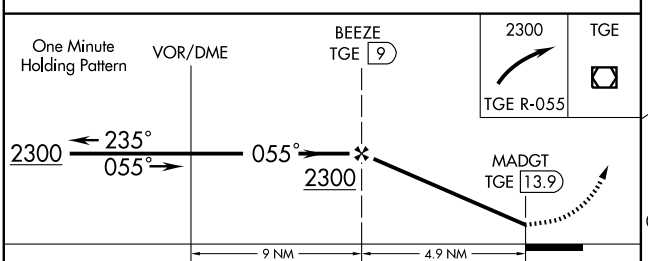
AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L



NoPT for arrivals on TGE VOR/DME
Airway radials 137 clockwise 317.

ELEV 777





CATEGORY	A	B	C	D
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

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VORTAC CSG 117.1 Chan 118	APP CRS 269°	Rwy Idg 3703 / TDZE 772 / Apt Elev 777

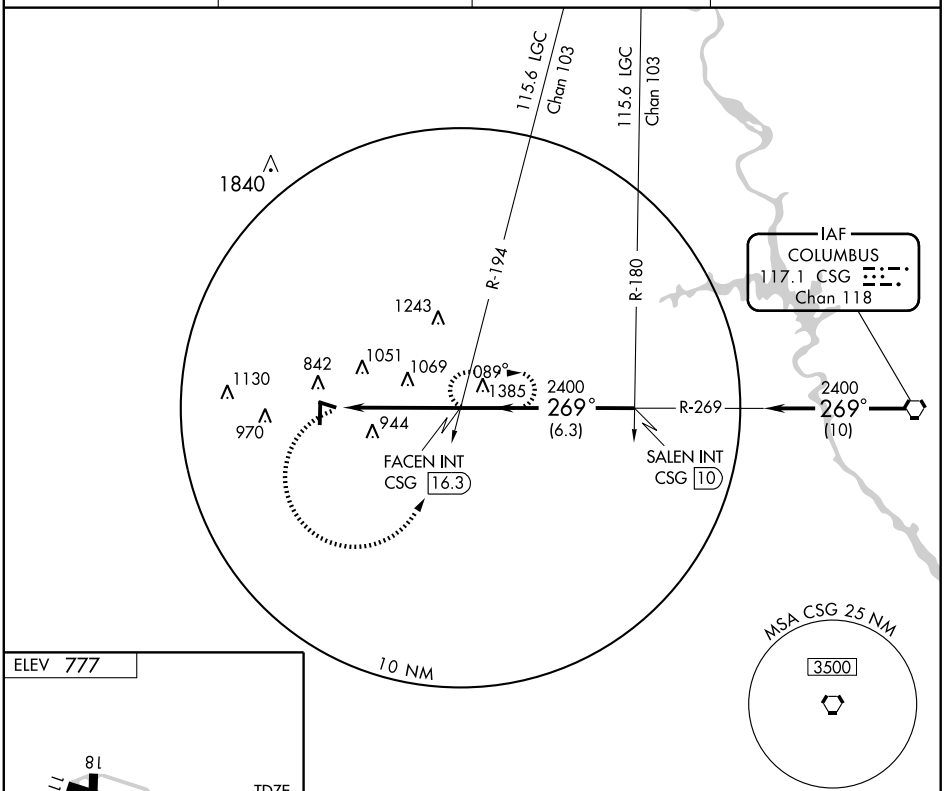
VOR RWY 29

AUBURN UNIVERSITY RGNL (AUO)

T A NA

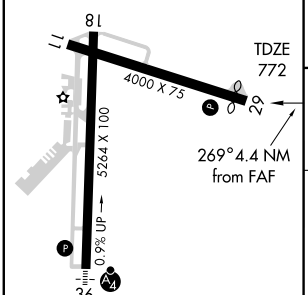
MISSED APPROACH: Climbing left turn to 2400 via CSG R-269 to FACEN Int/CSG 16.3 DME and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L



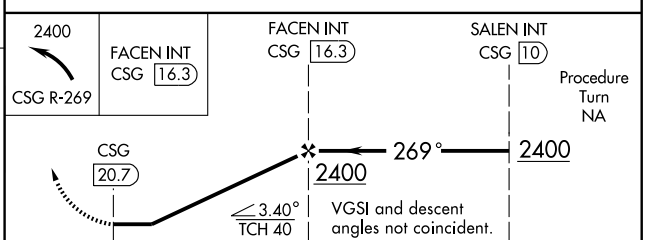
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-29	1320-1 548 (600-1)	1320-1¼ 548 (600-1¼)	1320-1½ 548 (600-1½)	1320-1¾ 548 (600-1¾)
CIRCLING	1320-1 543 (600-1)	1320-1¼ 543 (600-1¼)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

APP CRS	Rwy Idg	5497
086°	TDZE	239
	Apt Elev	248

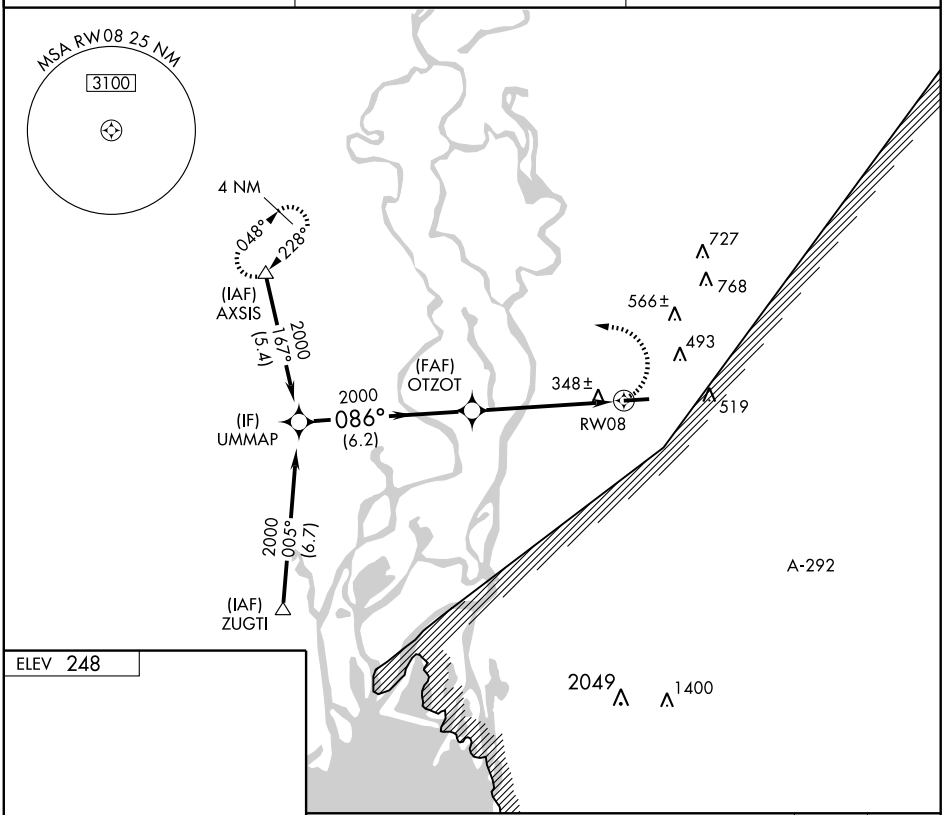
RNAV (GPS) RWY 8

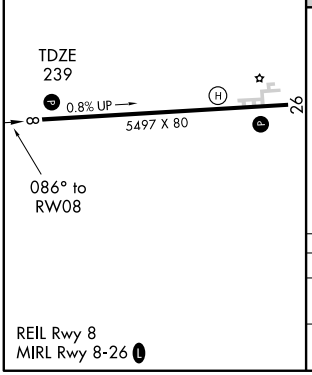
BAY MINETTE MUNI (1R8)

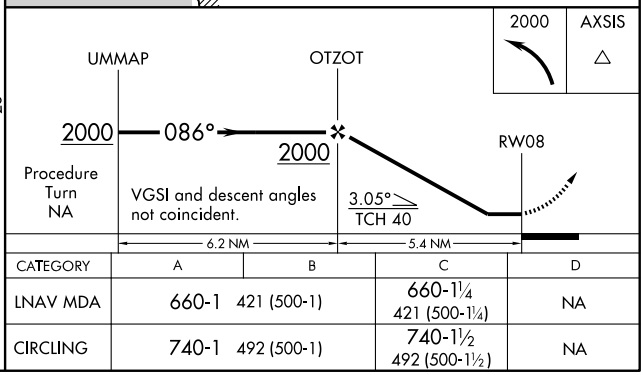
Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 direct AXSIS and hold.

MOBILE RGNL ATIS	MOBILE APP CON ★	UNICOM
124.75	118.5 269.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1	421 (500-1)	660-1¼ 421 (500-1¼)	NA
CIRCLING	740-1	492 (500-1)	740-1½ 492 (500-1½)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5497
266°	TDZE	248
	Apt Elev	248

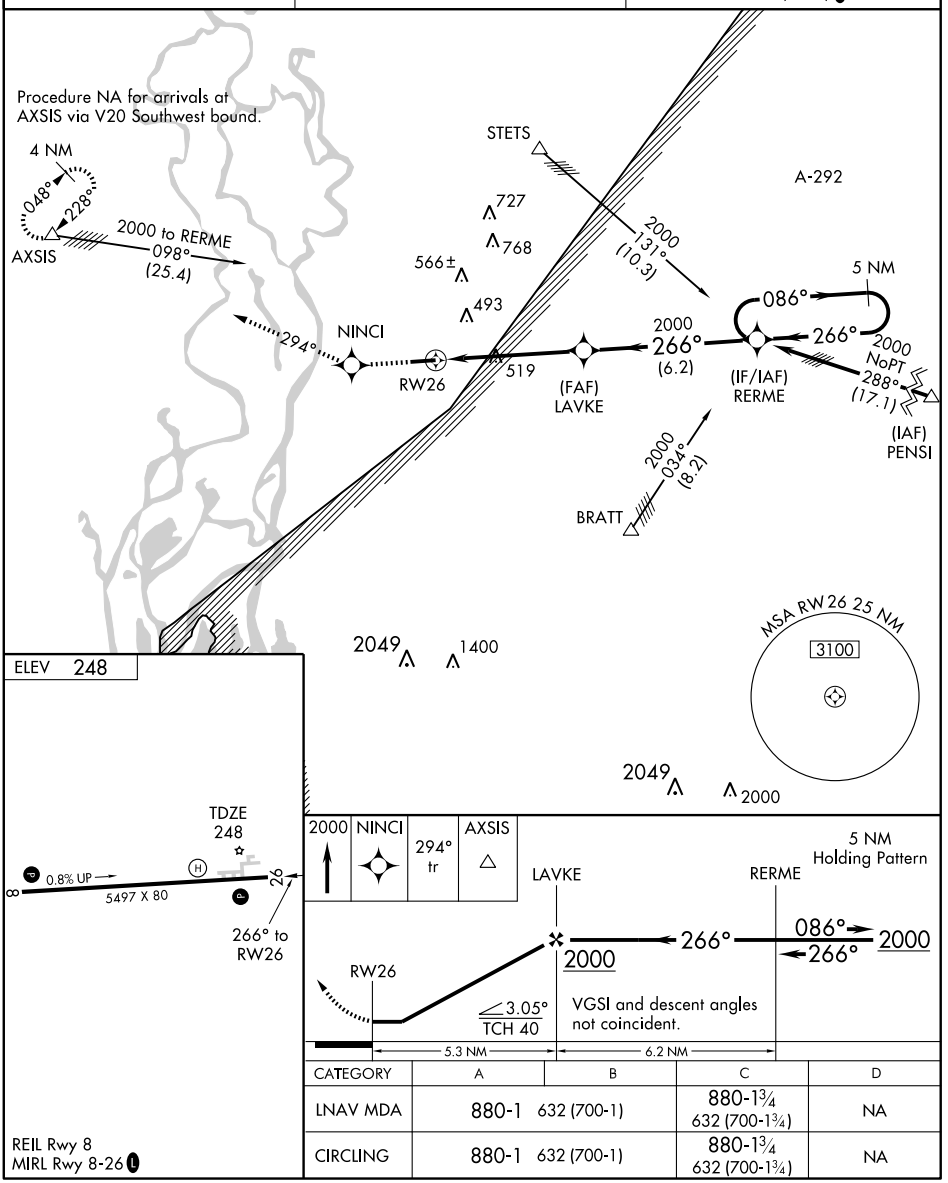
RNAV (GPS) RWY 26

BAY MINETTE MUNI (1R8)

▼ NA Straight-in minimums NA at night. Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct NINCI then via 294° track to AXSIS and hold.

MOBILE RGNL ATIS	MOBILE APP CON ★	UNICOM
124.75	118.5 269.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	880-1 632 (700-1)		880-1¾ 632 (700-1¾)	NA
CIRCLING	880-1 632 (700-1)		880-1¾ 632 (700-1¾)	NA

REIL Rwy 8
MIRL Rwy 8-26 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SJI	APP CRS	Rwy Idg	5497
115.3	067°	TDZE	239
Chan 100		Apt Elev	248

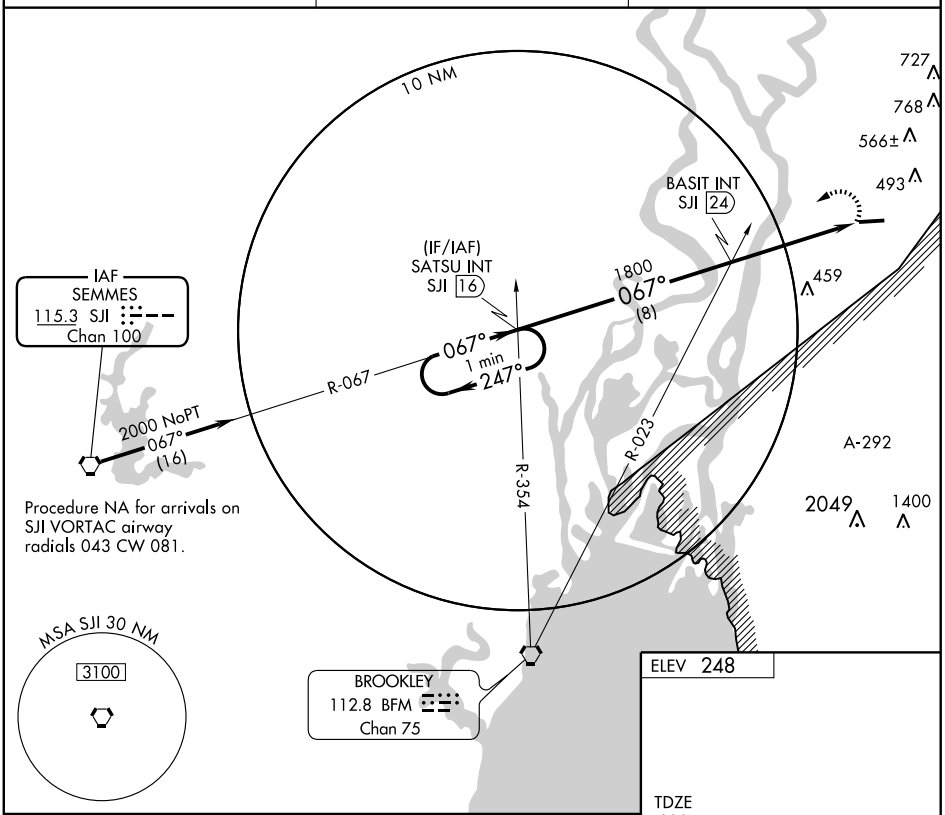
VOR RWY 8

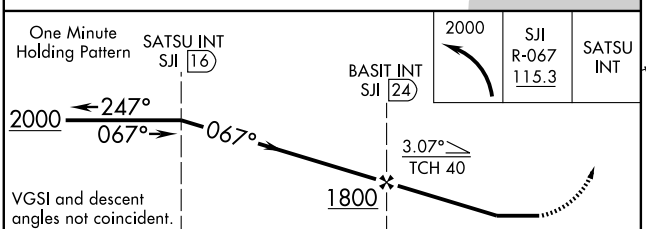
BAY MINETTE MUNI (1R8)

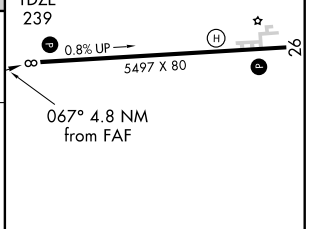
T NA — Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via SJI VORTAC R-067 to SATSU Int/16 DME and hold.

MOBILE RGNL ATIS	MOBILE APP CON ★	UNICOM
124.75	118.5 269.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	820-1 581 (600-1)	820-1¼ 581 (600-1¼)	820-1½ 581 (600-1½)	NA
CIRCLING	820-1 572 (600-1)	820-1¼ 572 (600-1¼)	820-1½ 572 (600-1½)	NA

REIL Rwy 8
MIRL Rwy 8-26 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 5

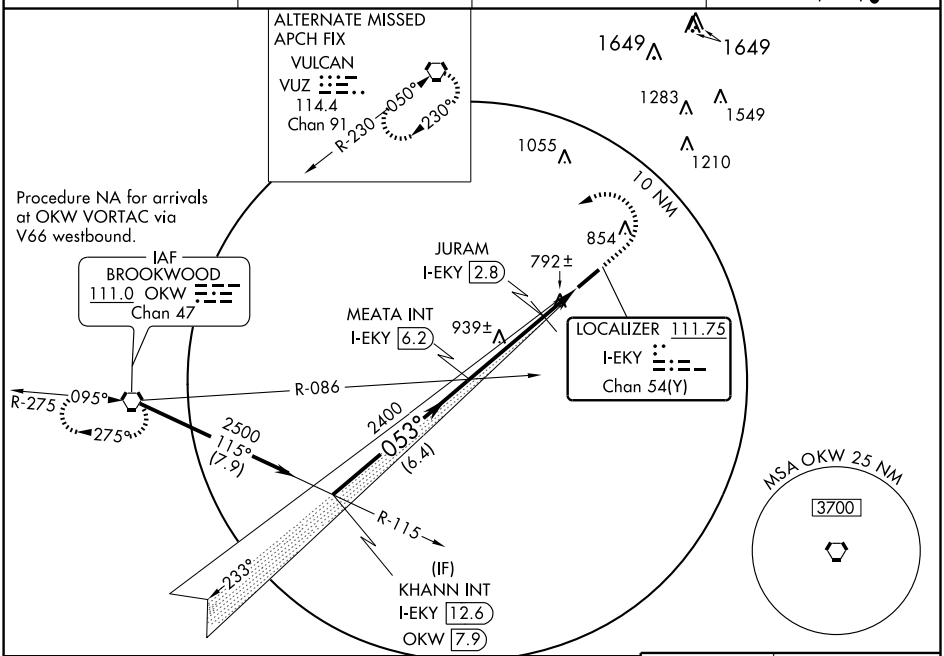
BESSEMER (EKY)

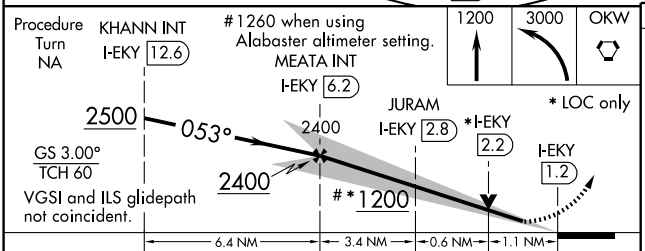
LOC/DME I-EKY	APP CRS	Rwy Idg	6007
111.75	053°	TDZE	700
Chan 54 (Y)		Apt Elev	700

T NA When local altimeter setting not received, use Alabaster altimeter setting and increase all DA 41 feet, increase all MDA 60 feet and increase S-LOC 5 Cat C and D visibility ¼ mile.
Increase JURAM Fix S-LOC Cat C and D visibility ¼ mile.

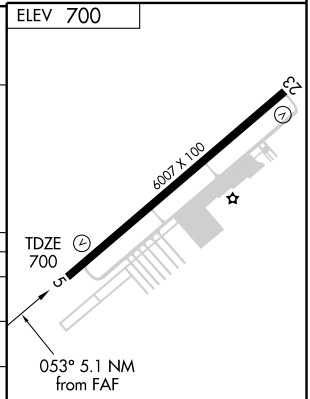
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct OKW VORTAC and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 5	900-¾ 200 (200-¾)			
S-LOC 5	1200-1 500 (500-1)		1200-1¼ 500 (500-1¼)	1200-1½ 500 (500-1½)
CIRCLING	1200-1 500 (500-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)
JURAM FIX MINIMUMS				
S-LOC 5	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)
CIRCLING	1200-1 500 (500-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)



MIRL Rwy 5-23 L
REIL Rwys 5 and 23

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

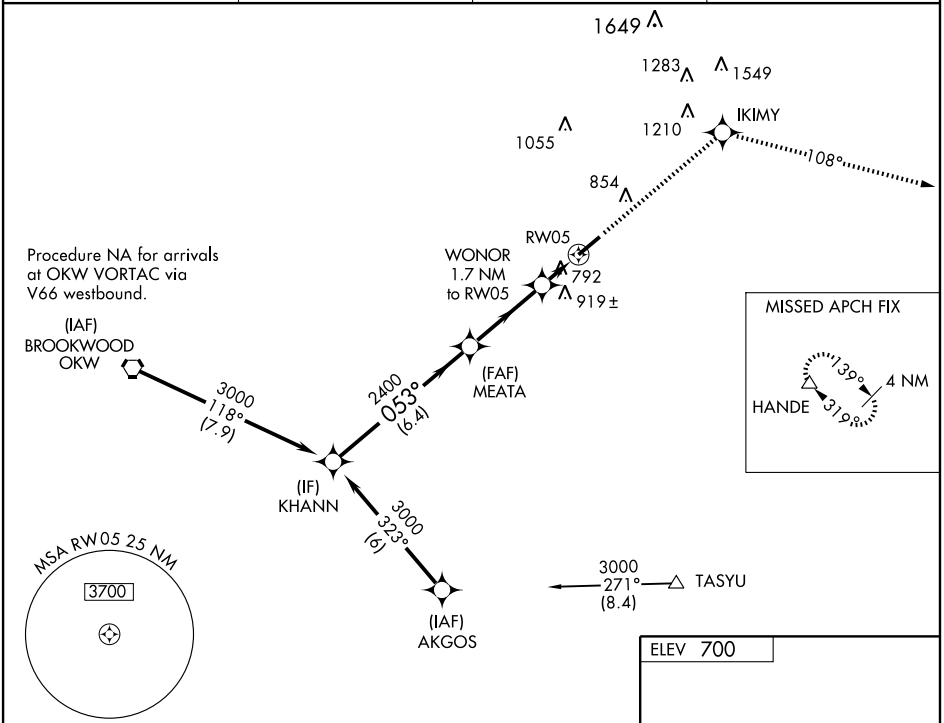
BESSEMER (EKY)

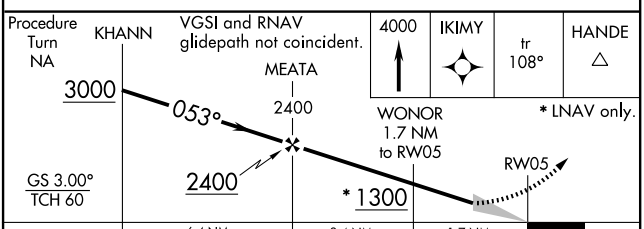
WAAS	APP CRS	Rwy Idg	6007
Chan 65999	053°	TDZE	700
W05A		Apt Elev	700

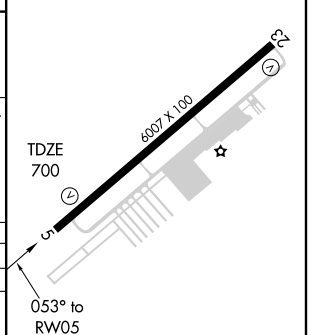
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alabaster altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct IKIMY and on track 108° to HANDE and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	900-¾	200 (200-¾)		
LNAV/VNAV DA	1244-2	544 (600-2)		
LNAV MDA	1160-1	460 (500-1)	1160-1¼ 460 (500-1¼)	1160-1½ 460 (500-1½)
CIRCLING	1200-1	500 (500-1)	1220-1½ 520 (600-1½)	1260-2 560 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

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RNAV (GPS) RWY 23

BESSEMER (EKY)

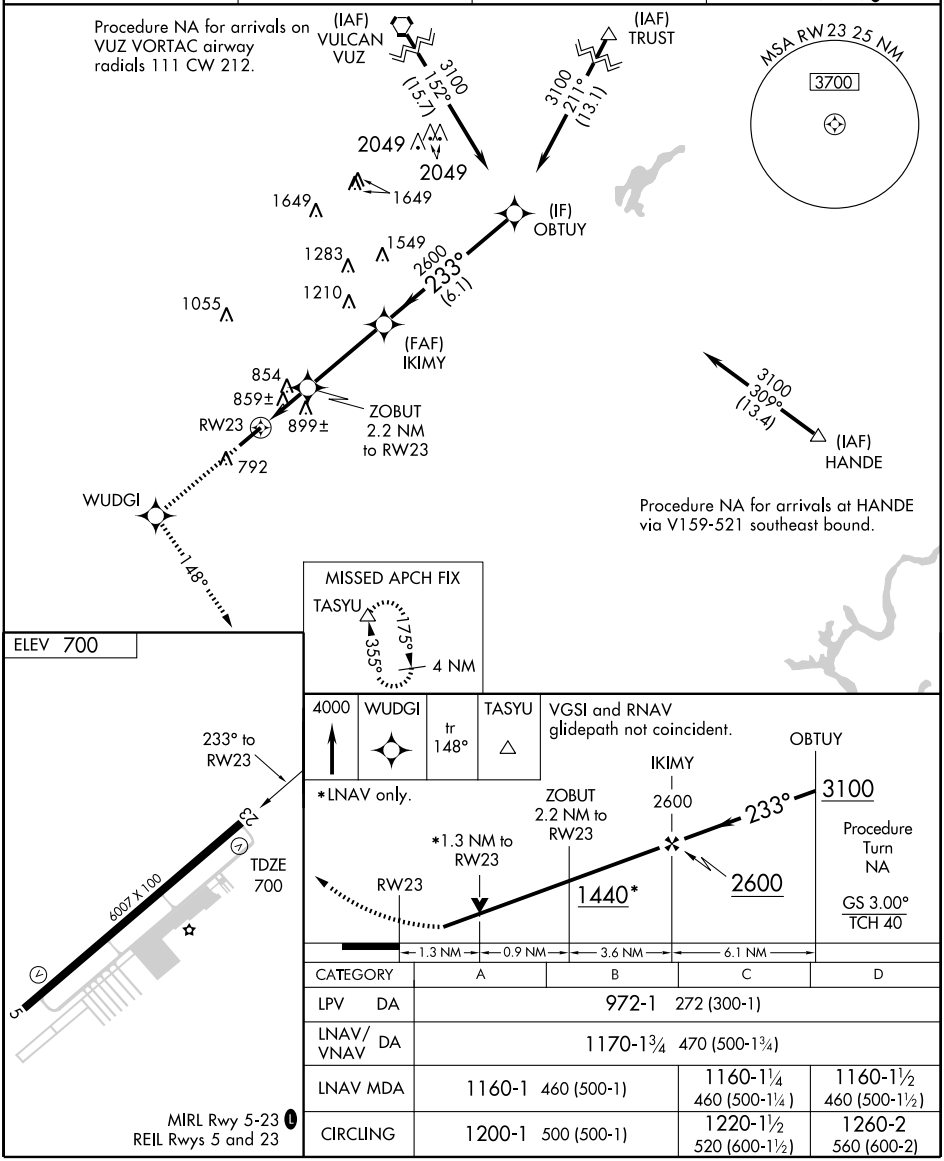
WAAS	APP CRS	Rwy Idg	6007
Ch 82199	233°	TDZE	700
W23A		Apt Elev	700

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alabaster altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Alabaster altimeter setting.

NA

MISSED APPROACH: Climb to 4000 direct WUDGI and on track 148° to TASYU and hold, continue climb-in-hold to 4000.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	972-1 272 (300-1)			
LNAV/VNAV DA	1170-1¾ 470 (500-1¾)			
LNAV MDA	1160-1 460 (500-1)		1160-1¼ 460 (500-1¼)	1160-1½ 460 (500-1½)
CIRCLING	1200-1 500 (500-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)

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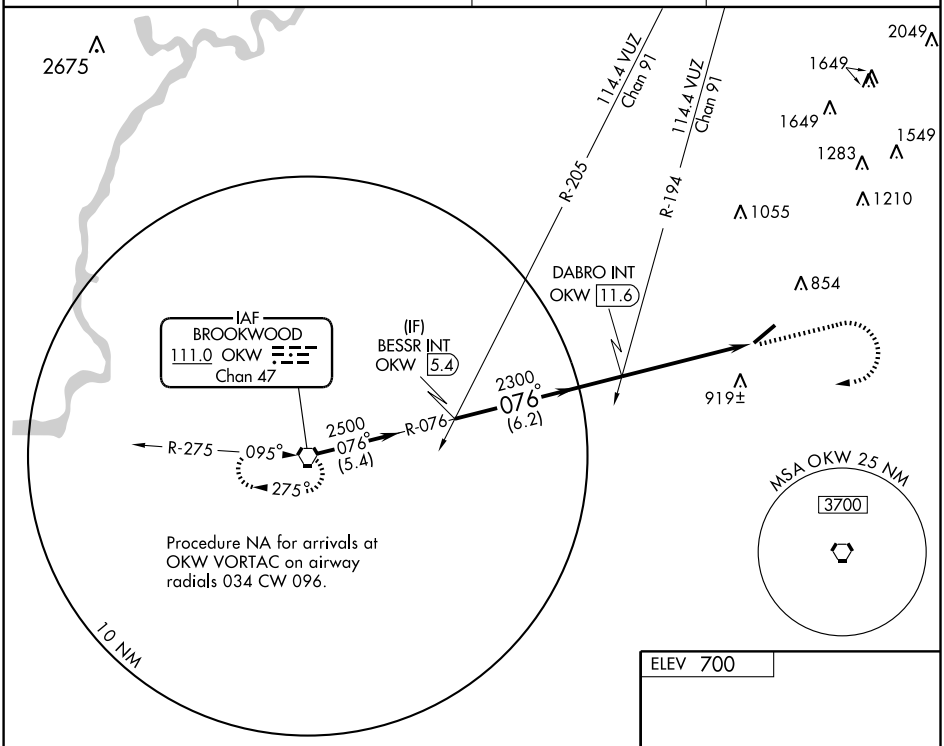
VORTAC OKW	APP CRS	Rwy Idg	6007
111.0	076°	TDZE	700
Chan 47		Apt Elev	700

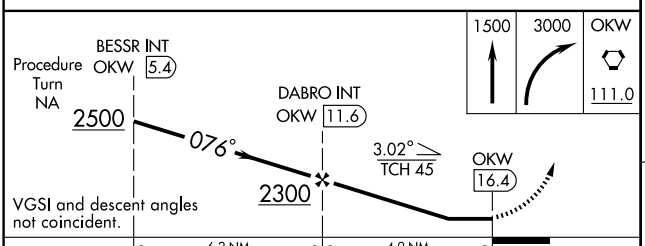
VOR RWY 5
BESSEMER (EKY)

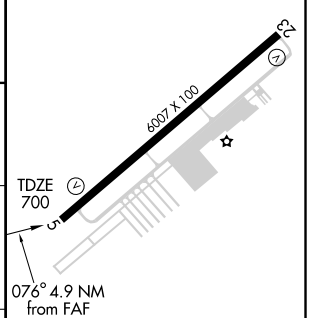
NA — Inoperative table does not apply. If local altimeter setting not received, use Alabaster altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OKW VORTAC and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1180-1	480 (500-1)	1180-1¼ 480 (500-1¼)	1180-1½ 480 (500-1½)
CIRCLING	1200-1	500 (500-1)	1220-1½ 520 (600-1½)	1260-2 560 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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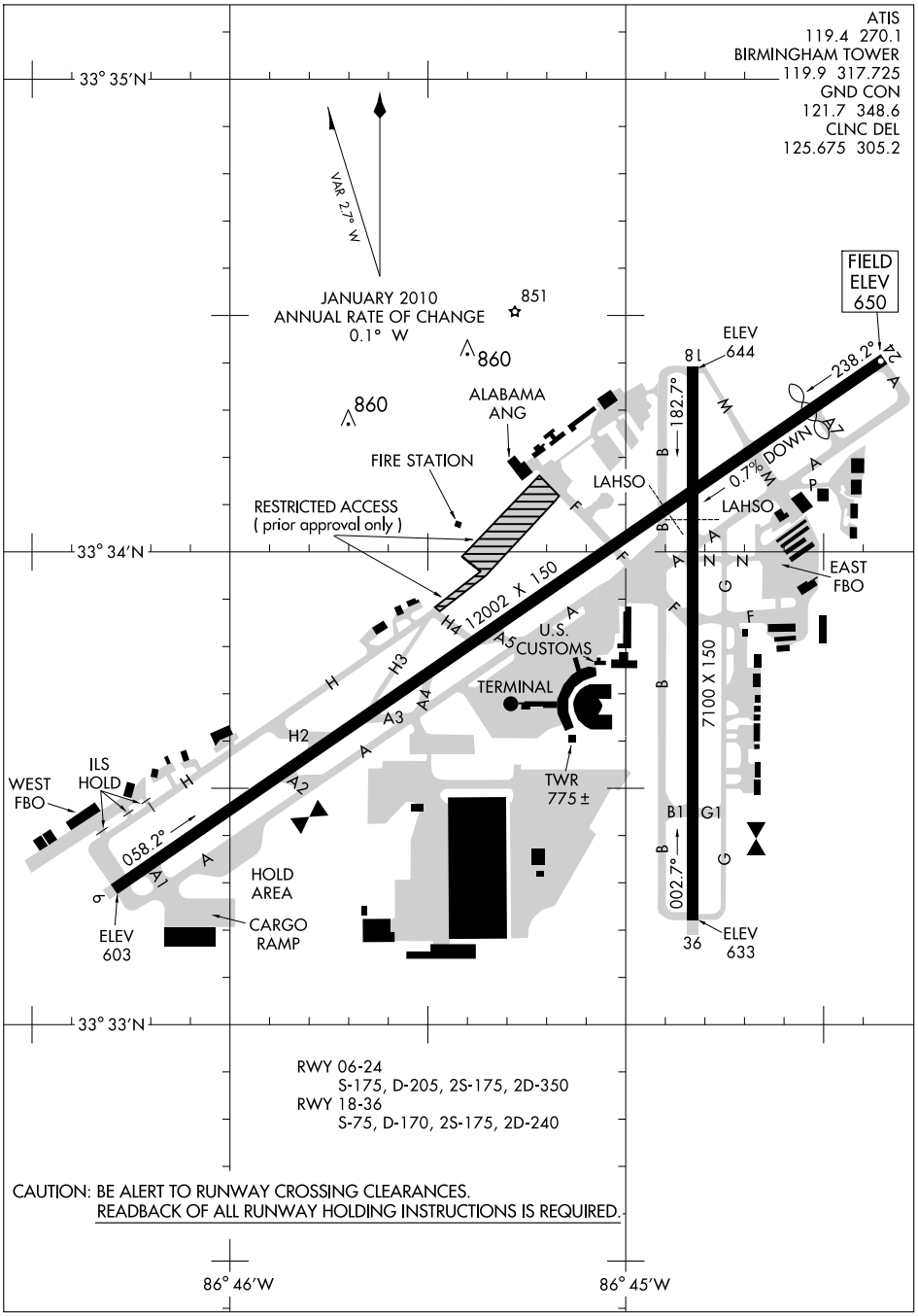
AIRPORT DIAGRAM

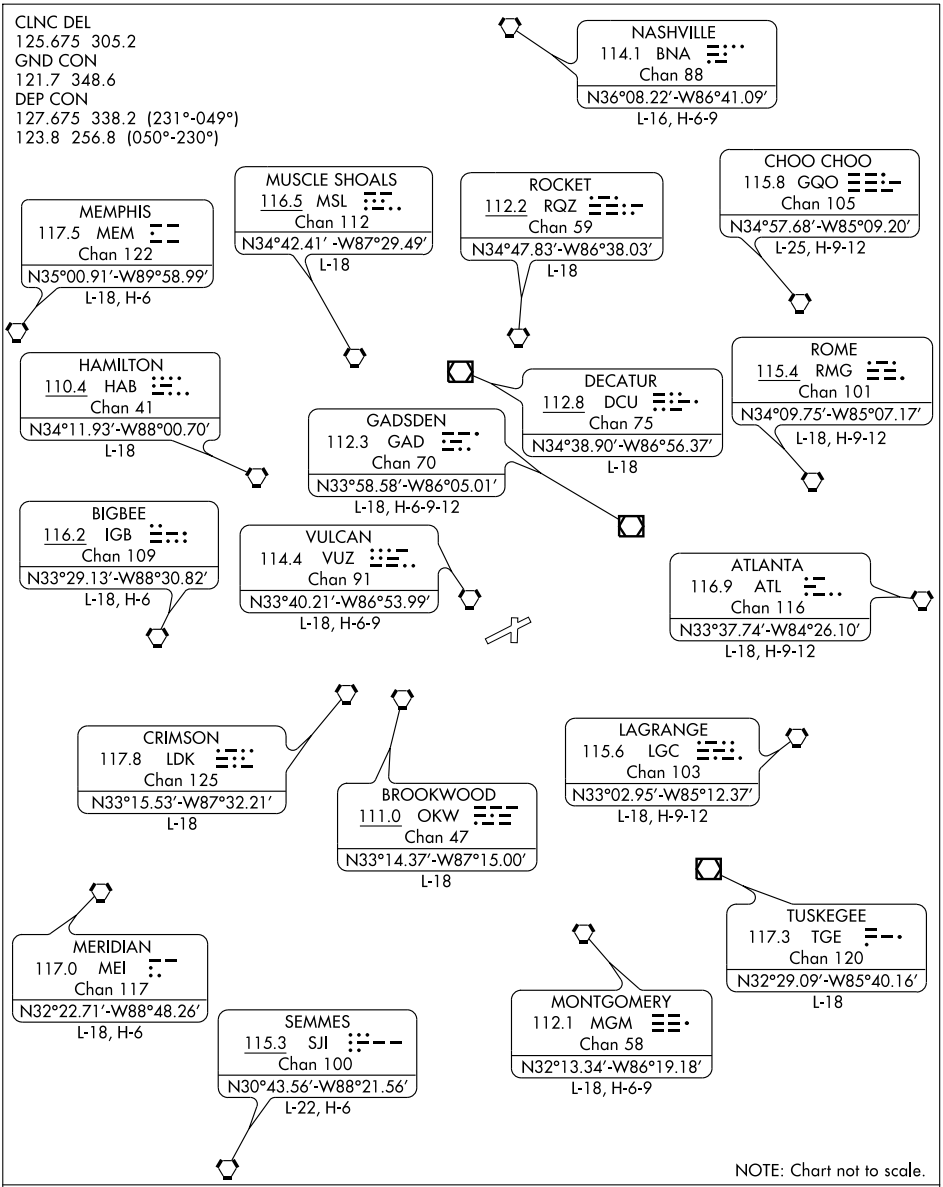
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)
BIRMINGHAM, ALABAMA
AL-50 (FAA)



SE-4, 21 OCT 2010 to 18 NOV 2010

BIRMINGHAM THREE DEPARTURE

SL-50 (FAA) BIRMINGHAM, ALABAMA



DEPARTURE ROUTE DESCRIPTION

Maintain runway heading for departure vectors. Expect radar vectors to join filed route. Maintain 5000' or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

LOC/DME I-ROE	APP CRS	Rwy Idg	10802
109.5	238°	TDZE	650
Chan 32		Apt Elev	650

ILS or LOC/DME RWY 24

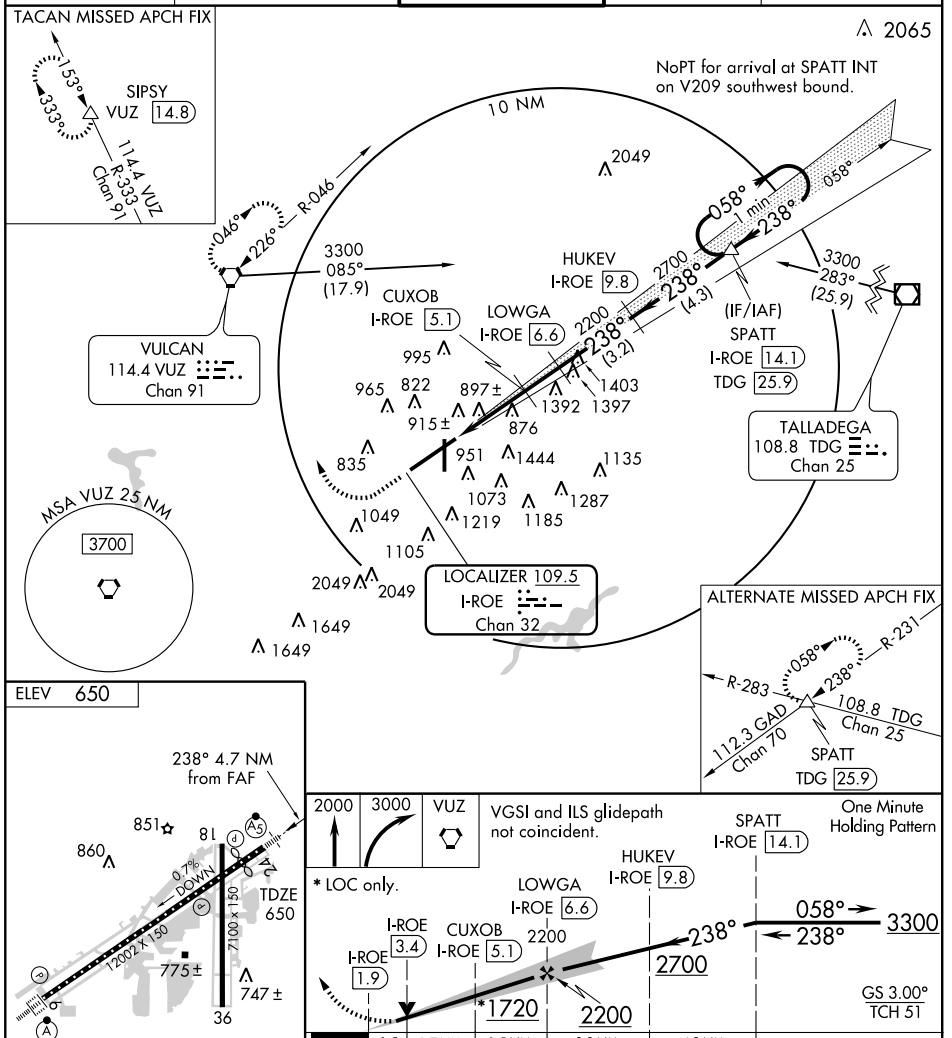
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

For inoperative MALSR, increase S-ILS 24 Cat E visibility to RVR 5000 and S-LOC 24 Cats A and B visibility to RVR 5000, and S-LOC 24 Cat E visibility to 1¾. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue via VUZ VORTAC R-333 to SIPSY/ VUZ 14.8 DME and hold NW, RT, 153 inbound.)

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



CATEGORY	A	B	C	D	E
S-ILS 24	942/40 292 (300-¾)				
S-LOC 24	1160/40 510 (600-¾)		1160/50 510 (600-1)		1160/60 510 (600-1¼)

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

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LOC I-BHM	APP CRS	Rwy Idg	12002
110.3	058°	TDZE	606
		Apt Elev	650

ILS or LOC RWY 6

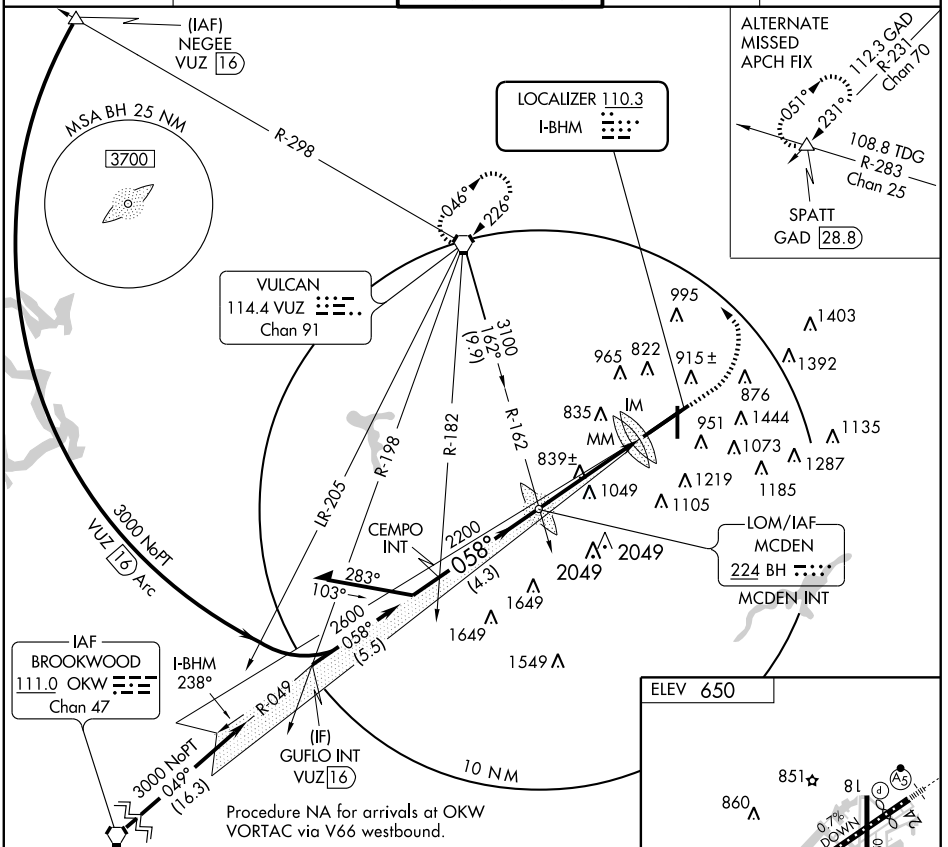
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

For inoperative ALSF, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat E visibility to 1¾. Cat E procedure turn NA.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



CATEGORY	A	B	C	D	E
S-ILS 6	806/18 200 (200-½)				
S-LOC 6	1120/24 514 (500-½)		1120/50 514 (500-1)	1120/60 514 (500-1¼)	

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BHM	APP CRS	Rwy Idg	12002
110.3	058°	TDZE	606
		Apt Elev	650

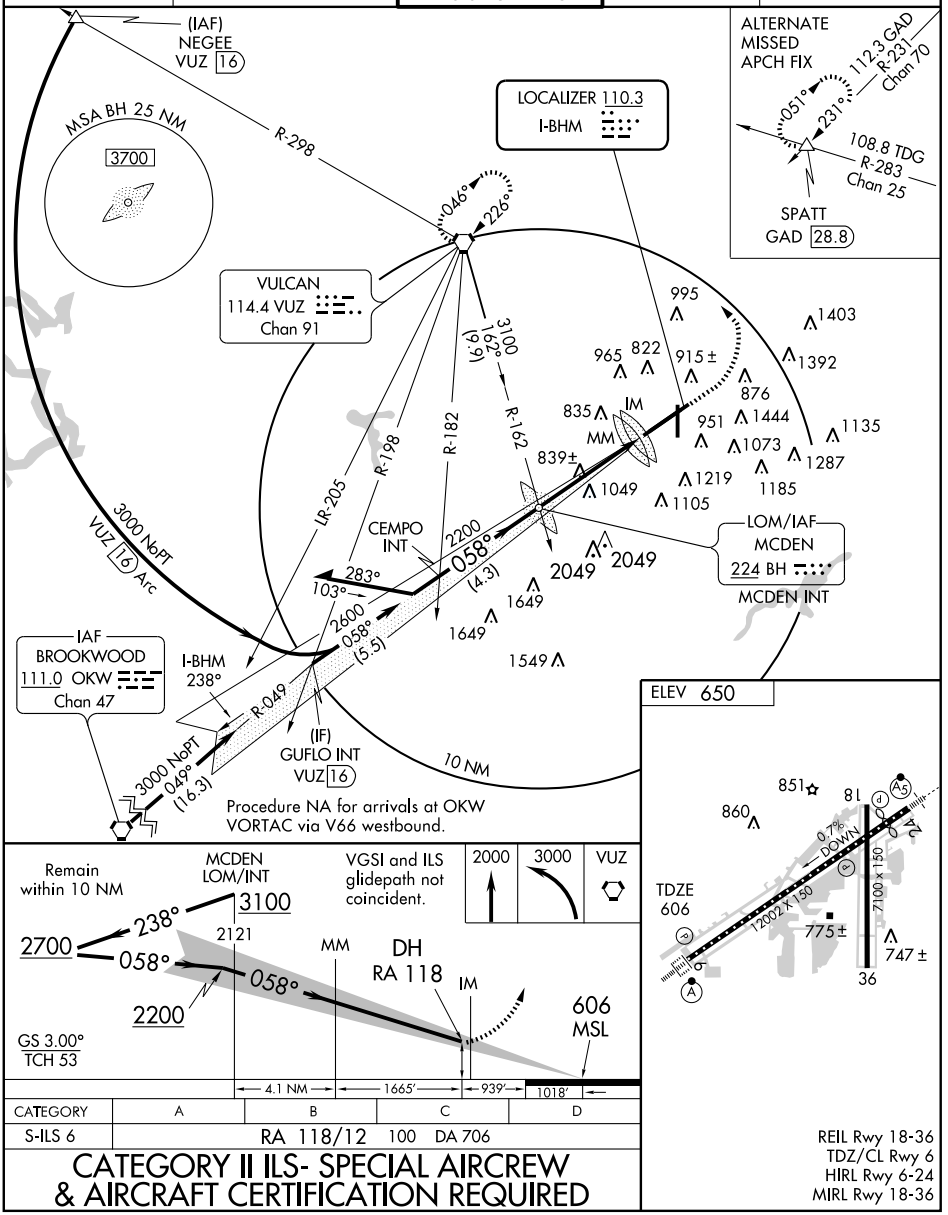
ILS RWY 6 (CAT II)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



CATEGORY	A	B	C	D
S-ILS 6	RA 118/12 100 DA 706			

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

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SE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ATLANTA, GA			
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	08L	TWY B13	8,490 feet
	09R	TWY J	8,620 feet
	26R	TWY H	8,600 feet
	27L	TWY P	8,600 feet
BIRMINGHAM, AL			
BIRMINGHAM INTL (BHM)	06	18-36	8,700 feet
	36	06-24	5,150 feet
SAVANNAH, GA			
SAVANNAH/HILTON HEAD INTL (SAV)	01	10-28	4,050 feet
	10	01-19	5,450 feet
	28	01-19	3,250 feet

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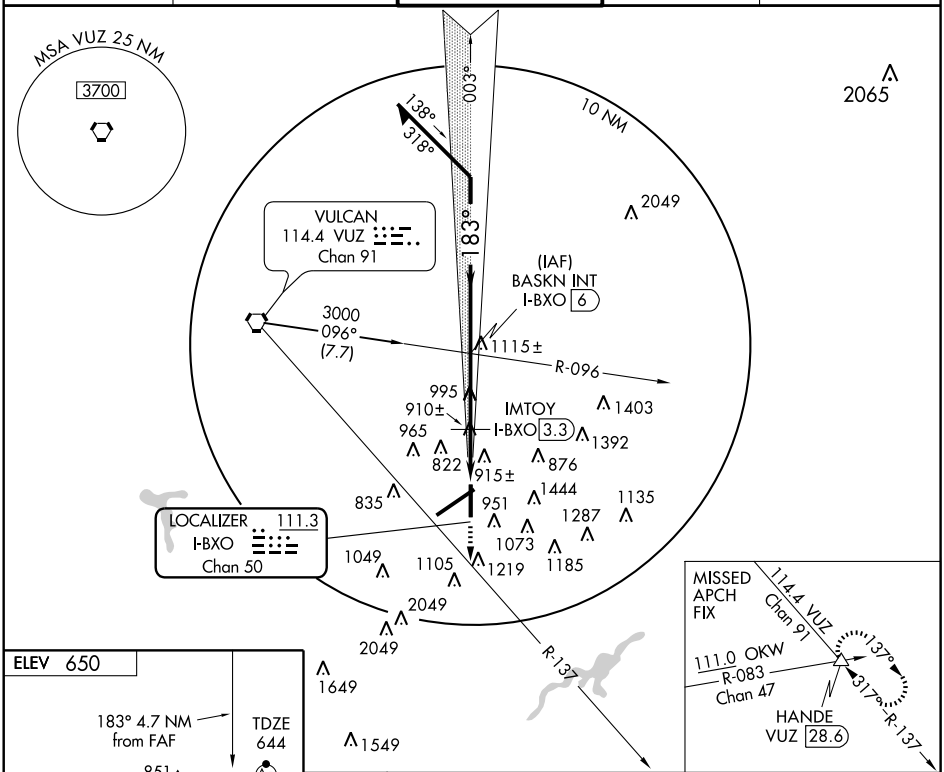
LOC/DME I-BXO	APP CRS	Rwy Idg	7100
111.3	183°	TDZE	644
Chan 50		Apt Elev	650

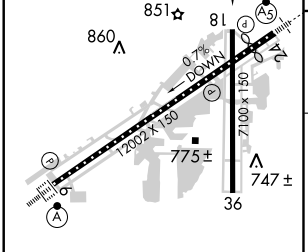
LOC RWY 18

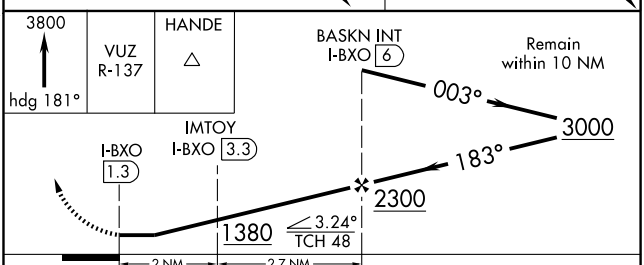
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

MISSED APPROACH: Climb to 3800 via heading 181° and VUZ R-137 to HANDE INT/VUZ 28.6 DME and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2







REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-18	1380-1 736 (800-1)		1380-2 736 (800-2)	1380-2¼ 736 (800-2¼)
IMTOY FIX MINIMUMS				
S-18	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	7100
183°	TDZE	644
	Apt Elev	650

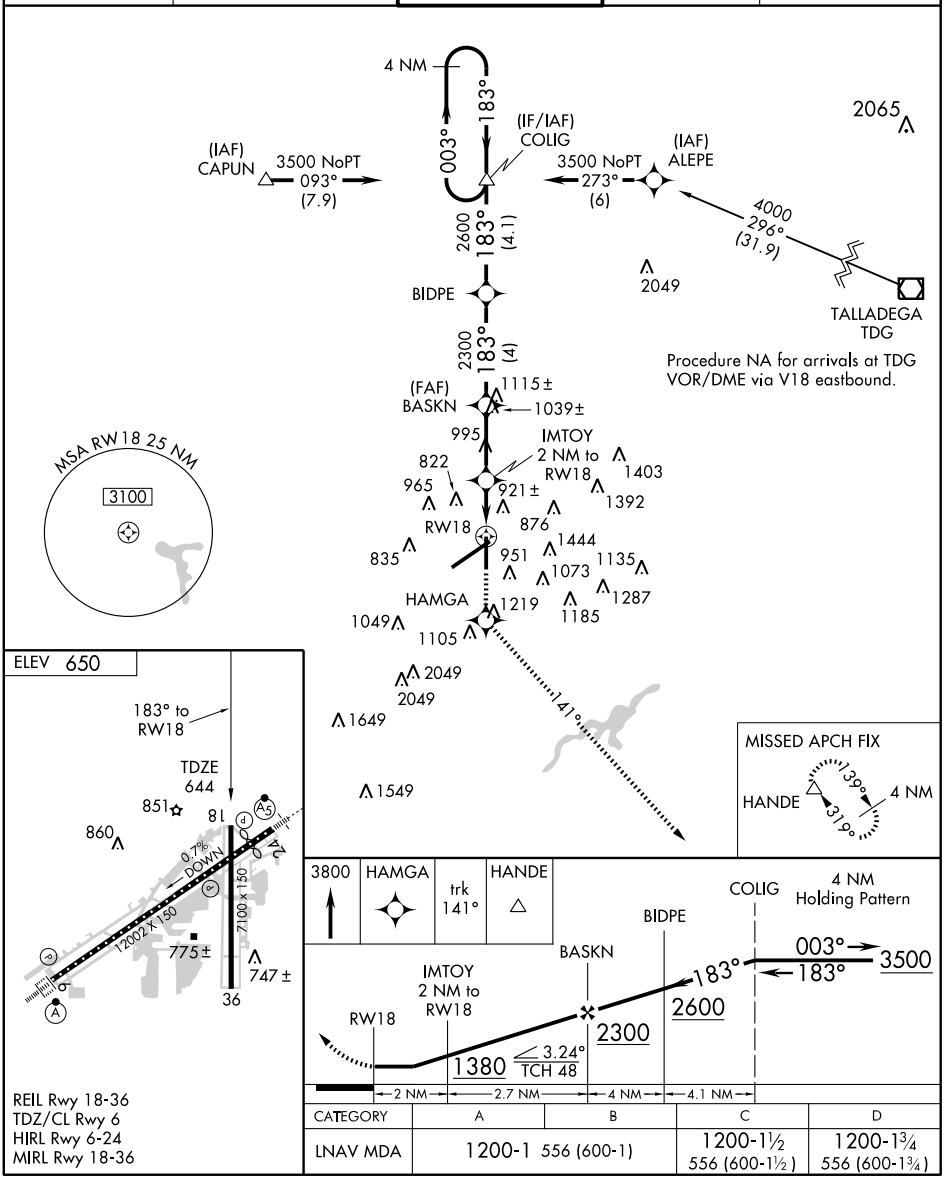
RNAV (GPS) RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3800 direct HAMGA and via track 141° to HANDE and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

CATEGORY	A	B	C	D
LNAV MDA	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7100
003°	TDZE	633
	Apt Elev	650

RNAV (GPS) RWY 36

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct BASKN and via track 281° to VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2

MISSED APCH FIX
4 NM
049°
229°
VULCAN
VUZ

281°
BASKN
995
1403
822
965
915±
1392
876
835
951
1444
1135
RW36
1073
1287
1049
1105
1219
1185
2049
2049
(FAF)
BERFY
1649
1239±
1649
2300
003°
(4)
1549
IMOBY
2800
003°
(6.8)

MSA RW36 25 NM
3100

Procedure NA for arrivals at TDG VOR/DME via V18 eastbound.

TALLADEGA
TDG
4000
240°
(28.8)

Procedure NA for arrivals on OKW VORTAC airway radials 034 CW 096.

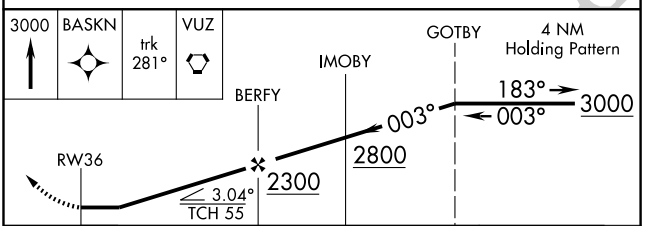
3000 NoPT
266°
(11.3)
(IAF)
HANDE

BROOKWOOD
OKW
3000
086°
(19)
3000 NoPT
086°
(6.6)
(IAF)
JAPAM
(IF/IAF)
GOTBY
183°
003°
4 NM

Procedure NA for arrivals at HANDE via V159-521 southeast bound.

ELEV 650
851
860
0.7% DOWN
12002 X 150
7100 X 150
775±
747±
36
TDZE
633
003° to RW36

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36



CATEGORY	A	B	C	D
LNAV MDA	1480-1 847 (900-1)	1480-1¼ 847 (900-1¼)	1480-2½ 847 (900-2½)	1480-2¾ 847 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82014 W06A	APP CRS 058°	Rwy ldg 12002 TDZE 606 Apt Elev 650

RNAV (GPS) Y RWY 6

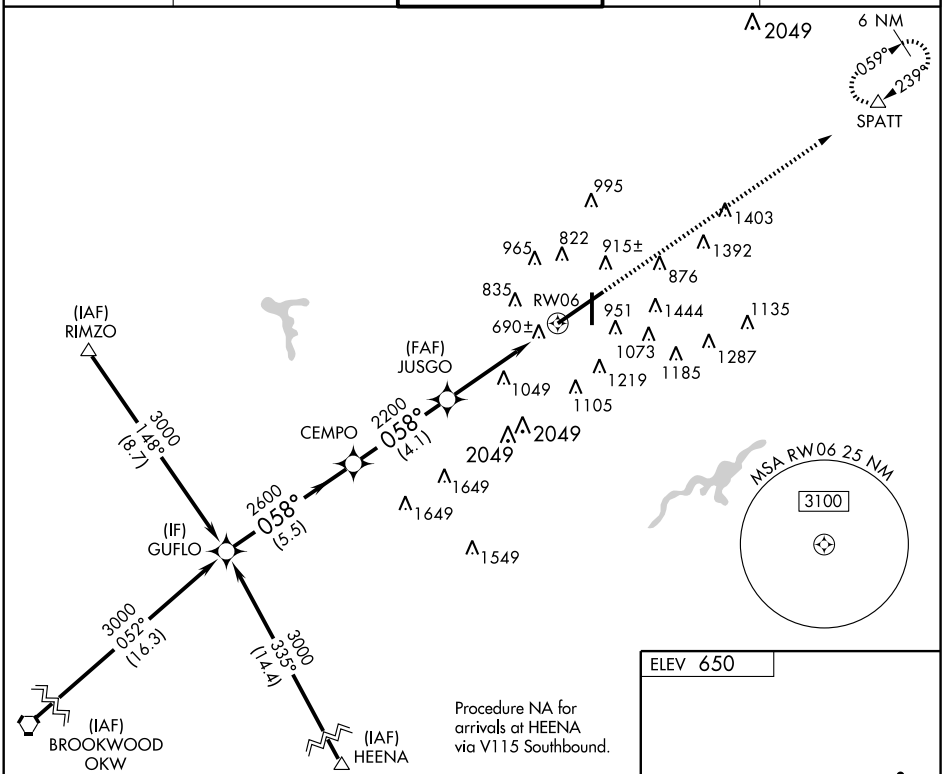
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

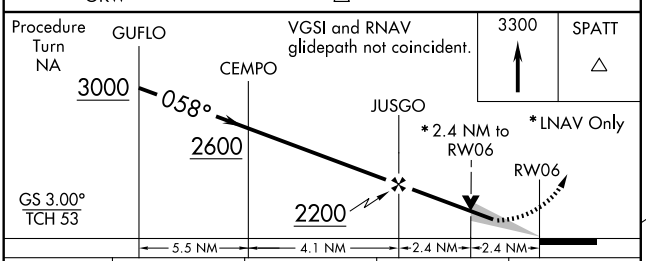
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

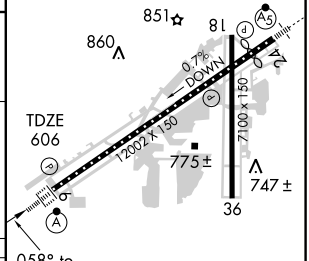
MISSED APPROACH: Climb to 3300 direct SPATT and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2





CATEGORY	A	B	C	D
LPV DA	806/24		200 (200-½)	
LNAV/VNAV DA	1120/60		514 (500-1¼)	
LNAV MDA	1440/24 834 (800-½)	1440/40 834 (800-¾)	1440-2 834 (800-2)	1440-2¼ 834 (800-2¼)



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53605 W24A	APP CRS 239°	Rwy Idg 10802 TDZE 650 Apt Elev 650

RNAV (GPS) Y RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR increase LPV all Cats visibility to 1¼, LNAV Cat A/B visibility to 1 and Cat E visibility to 2¼.

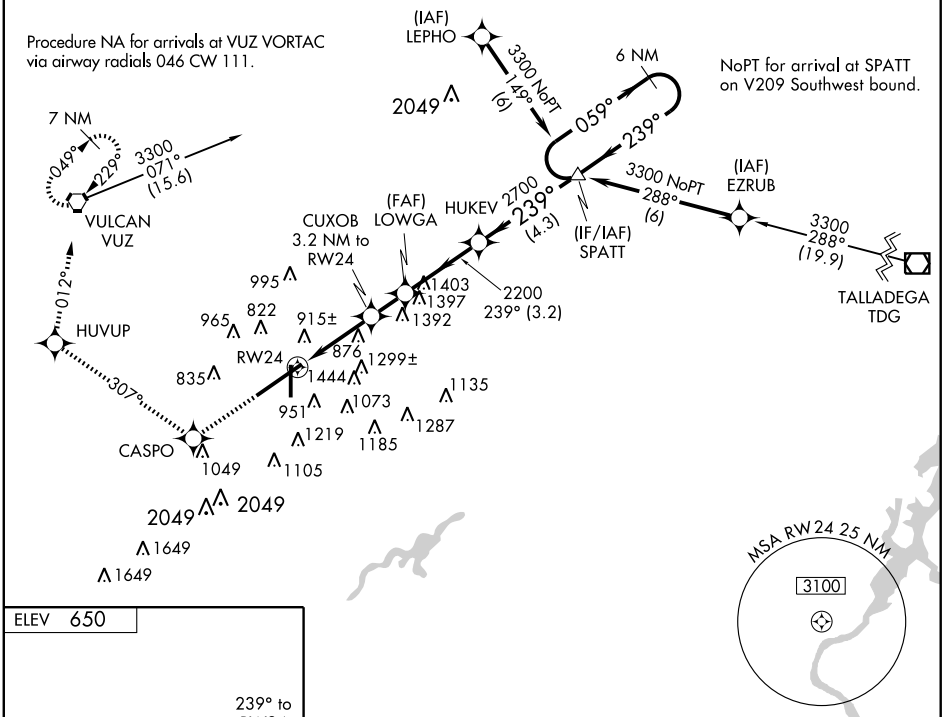
MALSR

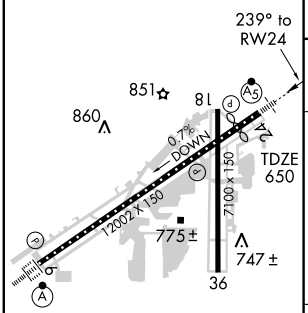
MISSED APPROACH: Climb to 3000 direct CASPO and via track 307° to HUVUP and via track 012° to VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2

Procedure NA for arrivals at VUZ VORTAC via airway radials 046 CW 111.

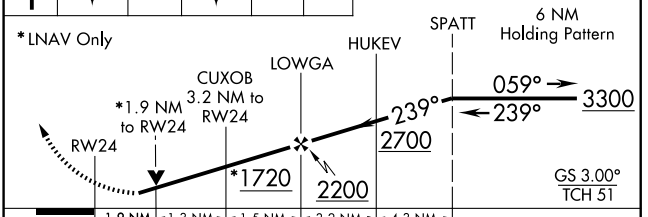
NoPT for arrival at SPATT on V209 Southwest bound.





3000	CASPO	tr 307°	HUVUP	tr 012°	VUZ

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D	E
LPV DA	971/40 321 (400-¾)				
LNAV MDA	1320/40 670 (700-¾)		1320/60 670 (700-1¼)	1320-1½ 670 (700-1½)	1320-1¾ 670 (700-1¾)

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12002
058°	TDZE	606
	Apt Elev	650

RNAV (RNP) Z RWY 6

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). For inoperative ALSF-2, increase RNP 0.30 all Cats visibility to 1¾ mile.

ALSF-2

MISSED APPROACH: Climb to 3000 on track 058° to KEGTE and left turn to CILAL and track 243° to VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2

Procedure NA for arrivals at VUZ VORTAC on airway radials 137 CW 231.

MSA RW06 25 NM
3200

7 NM
049°
229°
(IAF) (RNP 0.30) VULCAN VUZ
3000
196° (4.8)
CILAL
243° (6.6)
2049
(113.5)
(IF) EMIZI Max 180 KIAS
SEE INSET FOR ROUTING TO EMIZI
3000
247° (6.4)
995
KEGTE
1403
1392
822
915±
961
965
058° (4.8)
876
835
RW06
1444
1135
1287
1073
951
690±
1219
1185
1105
1049
1649
2049
(IF) AYUCE Max 180 KIAS
2300
195° (2.5)
CEWFA Max 180 KIAS
2300 (6.1)
(FAF) LELNE
058° (5.1)
2300 058° (9.3)
(5.7)
2300
(IF) GUFLO
1649
(IF) BAMTE Max 180 KIAS
RAVPE Max 180 KIAS
1549
3000 298° (4)
SEE INSET FOR ROUTING TO GUFLO
SEE INSET FOR ROUTING TO BAMTE

(RNP 0.30) WENDO
6000 236° (10.1)
(IAF) MREKK
4000 253° (19.8)
(IF) EMIZI Max 180 KIAS
ROUTING TO EMIZI (not to scale)

ROUTING TO BAMTE (not to scale)
(IF) BAMTE Max 180 KIAS
4000 308° (12.5)
(IAF) HIPIX
6000 308° (12.6)
(RNP 0.30) KYLEE
Procedure NA for arrivals at KYLEE via V159-521 Southeast bound.

ROUTING TO GUFLO (not to scale)
(IF) GUFLO
4000 077° (9.5)
WOSIX
6000 077° (12)
(IAF) JAVJA
9000 061° (7)
(RNP 0.30) CRIMSON LDK
Procedure NA for arrivals at LDK VORTAC on airway radials 049 CW 092.

ELEV 650
851
860
81
TDZE 606
0.7% DOWN
7100 X 150
7200 X 150
775±
747 ±
36
058° to RW06

Procedure Turn NA
LELNE
2300
2300
GP 3.00°
TCH 53
058°
RW06
VGSI and RNAV glidepath not coincident.
5.1 NM

3000	tr 058°	KEGTE		CILAL	tr 243°	VUZ

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.30 DA	1115/60		509 (500-1¼)	

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10802
239°	TDZE	650
	Apt Elev	650

RNAV (RNP) Z RWY 24

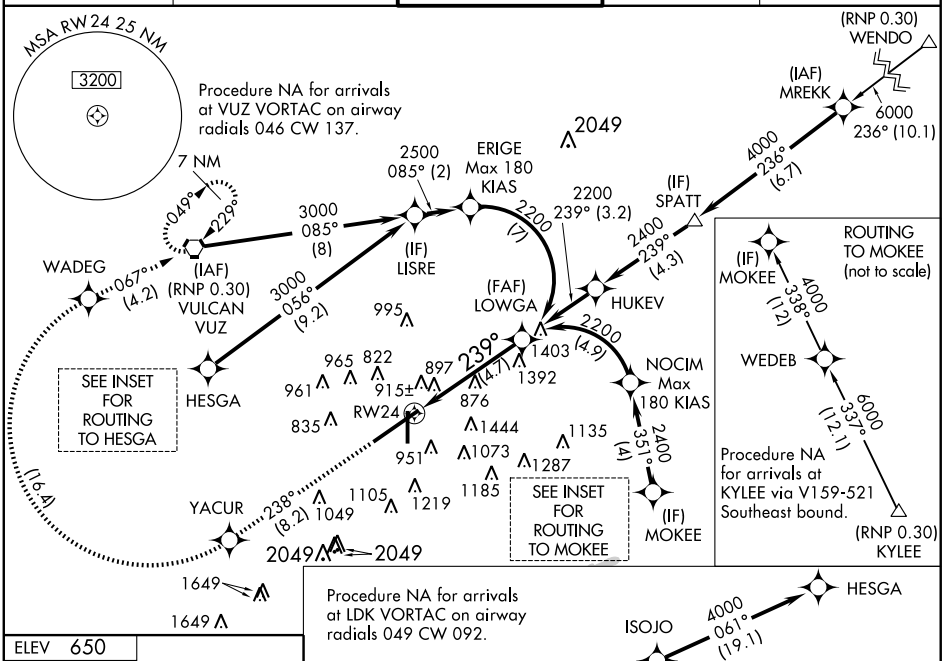
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

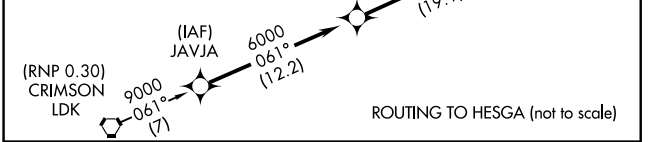
RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -8°C (17°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.15 all Cats visibility to 1¾ mile. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 2 mile.

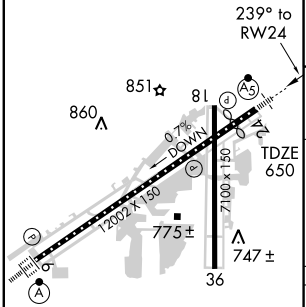
MALSR

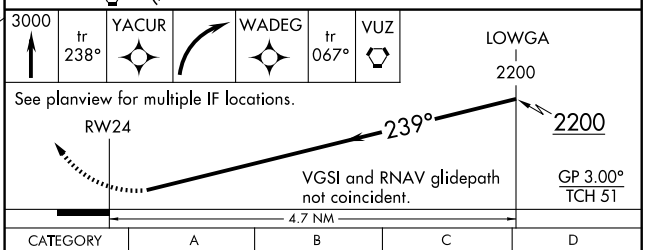
MISSED APPROACH: Climb to 3000 on track 238° to YACUR and right turn to WADEG and track 067° to VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2









CATEGORY	A	B	C	D
RNP 0.15 DA	1139/60 489 (500-1¼)			
RNP 0.30 DA	1245-1¾ 595 (600-1¾)			

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5136
064°	TDZE	83
	Apt Elev	99

RNAV (GPS) RWY 6

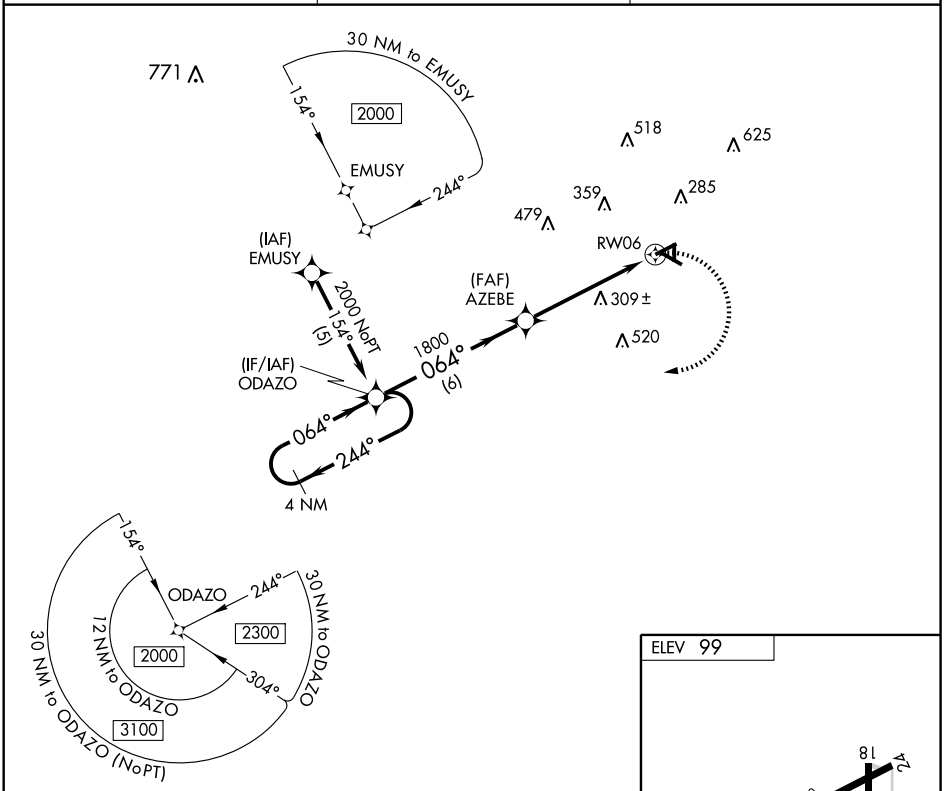
BREWTON MUNI (12J)

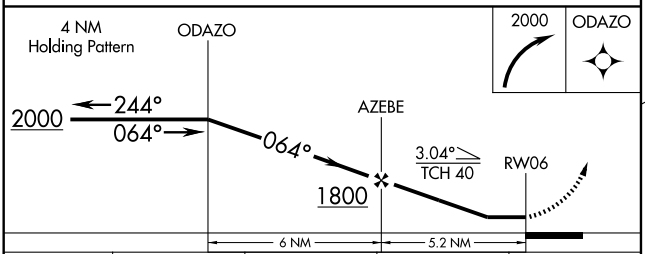
NA

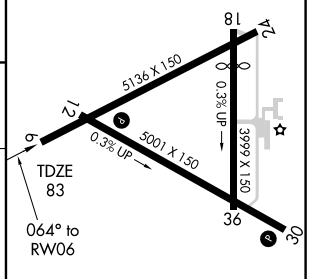
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ODAZO and hold

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 477 (500-1)		560-1¼ 477 (500-1¼)	560-1½ 477 (500-1½)
CIRCLING	660-1 561 (600-1)		660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 53416	121°	TDZE	91
W12A		Apt Elev	99

RNAV (GPS) RWY 12

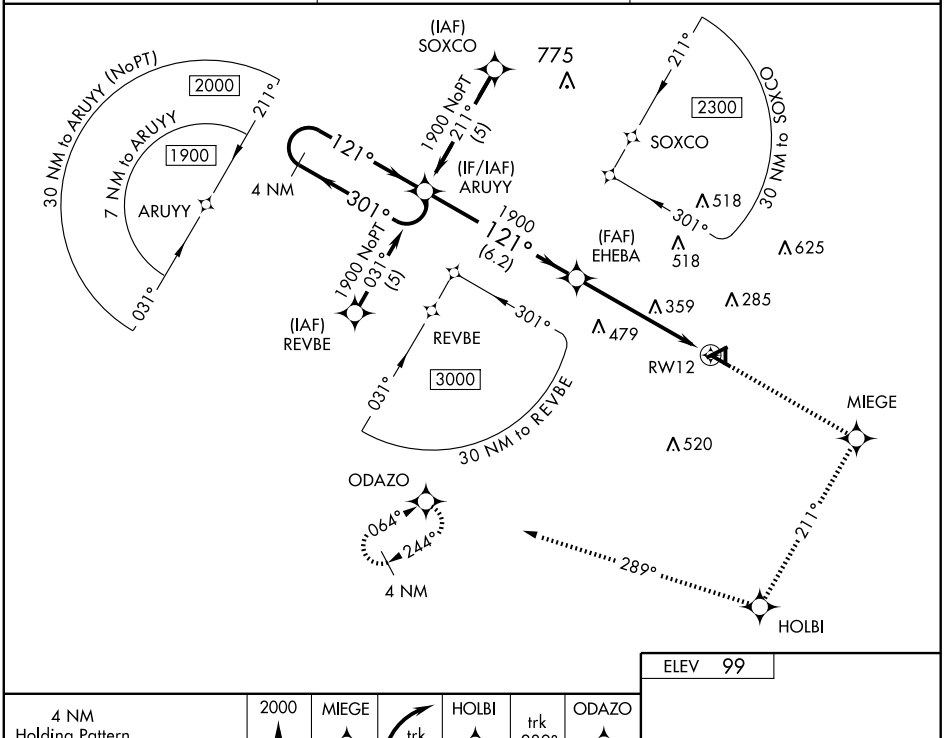
BREWTON MUNI (12J)

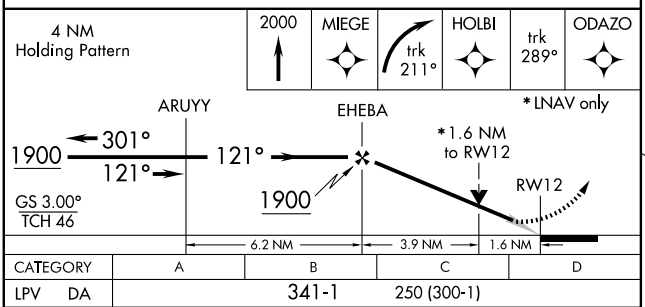
Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pensacola altimeter setting and increase all DA 84 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. VDP NA when using Pensacola altimeter setting.

NA

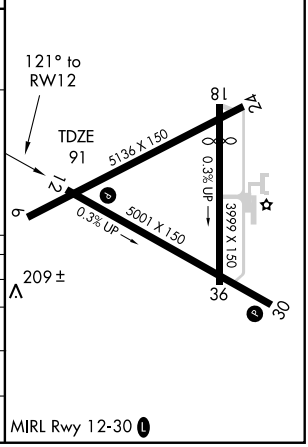
MISSED APPROACH: Climb to 2000 direct MIEGE and right turn via track 211° to HOLBI and via track 289° to ODAZO and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	341-1		250 (300-1)	
LNAV/VNAV DA	479-1½		388 (400-1½)	
LNAV MDA	640-1 549 (600-1)		640-1½ 549 (600-1½)	640-1¾ 549 (600-1¾)
CIRCLING	660-1 561 (600-1)		660-1½ 561 (600-1½)	700-2 601 (700-2)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

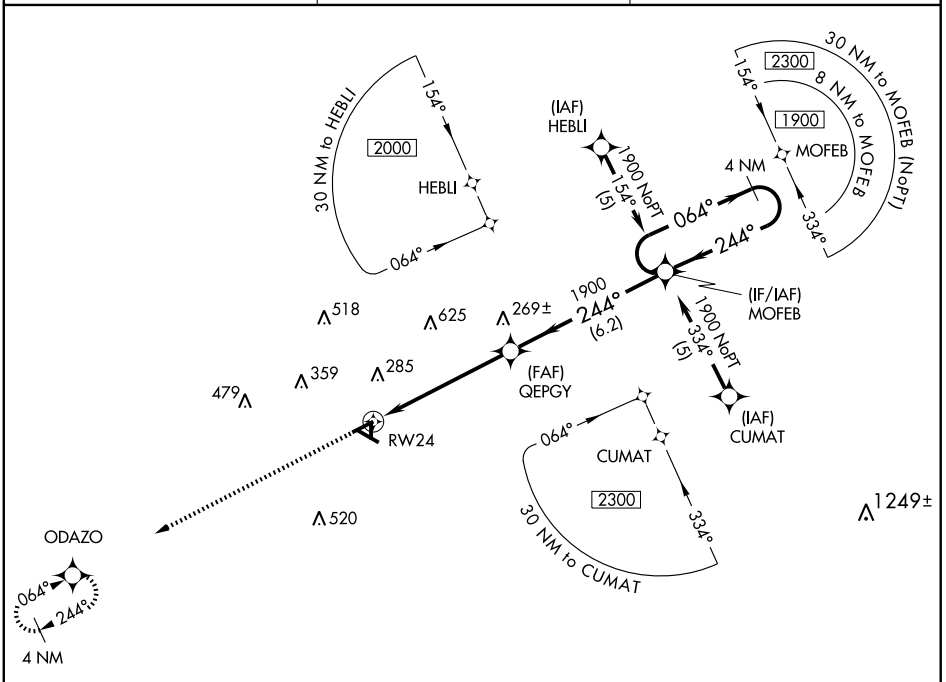
BREWTON MUNI (12J)

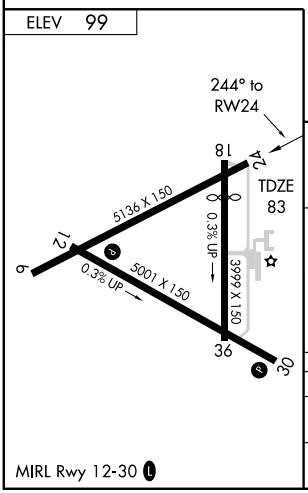
APP CRS	Rwy Idg	5136
244°	TDZE	83
	Apt Elev	99

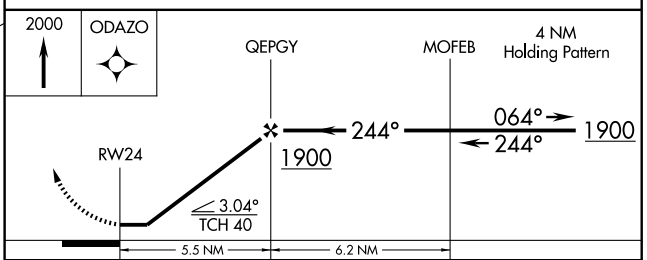
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV and Circling Cats C and D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct ODAZO and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	520-1 437 (500-1)		520-1¼ 437 (500-1¼)	520-1½ 437 (500-1½)
CIRCLING	660-1 561 (600-1)		660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30 (L)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 56316	301°	TDZE	99
W30A		Apt Elev	99

RNAV (GPS) RWY 30

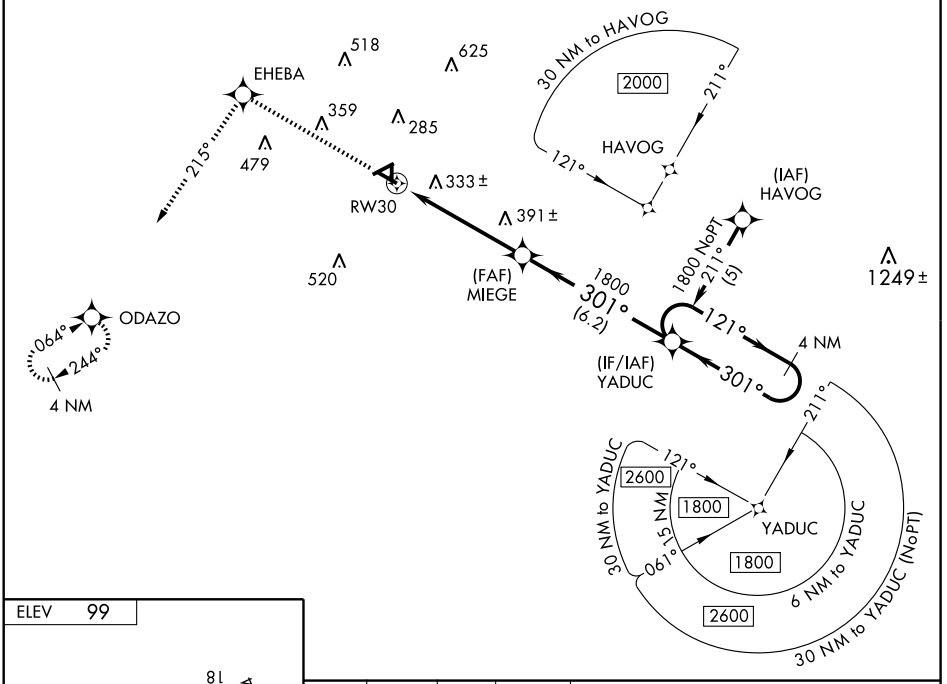
BREWTON MUNI (12J)

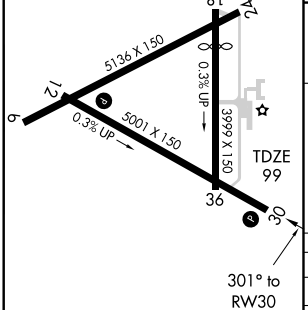
Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. VDP NA when using Pensacola altimeter setting.

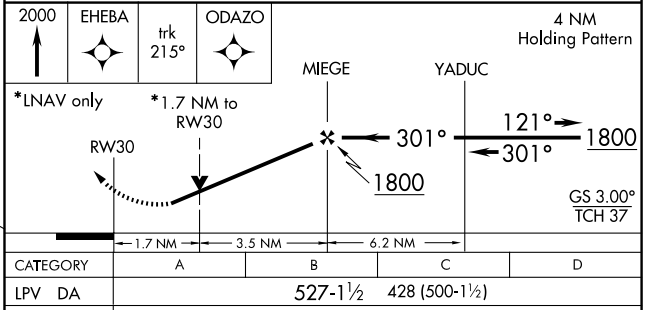
NA

MISSED APPROACH: Climb to 2000 direct EHEBA and via track 215° to ODAZO and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	527-1½	428 (500-1½)		
LNAV/VNAV DA	703-2¼	604 (700-2¼)		
LNAV MDA	660-1	561 (600-1)	660-1½ 561 (600-1½)	660-1¾ 561 (600-1¾)
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30 L

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC CEW	APP CRS	Rwy Idg	5001
115.9	300°	TDZE	99
Chan 106		Apt Elev	99

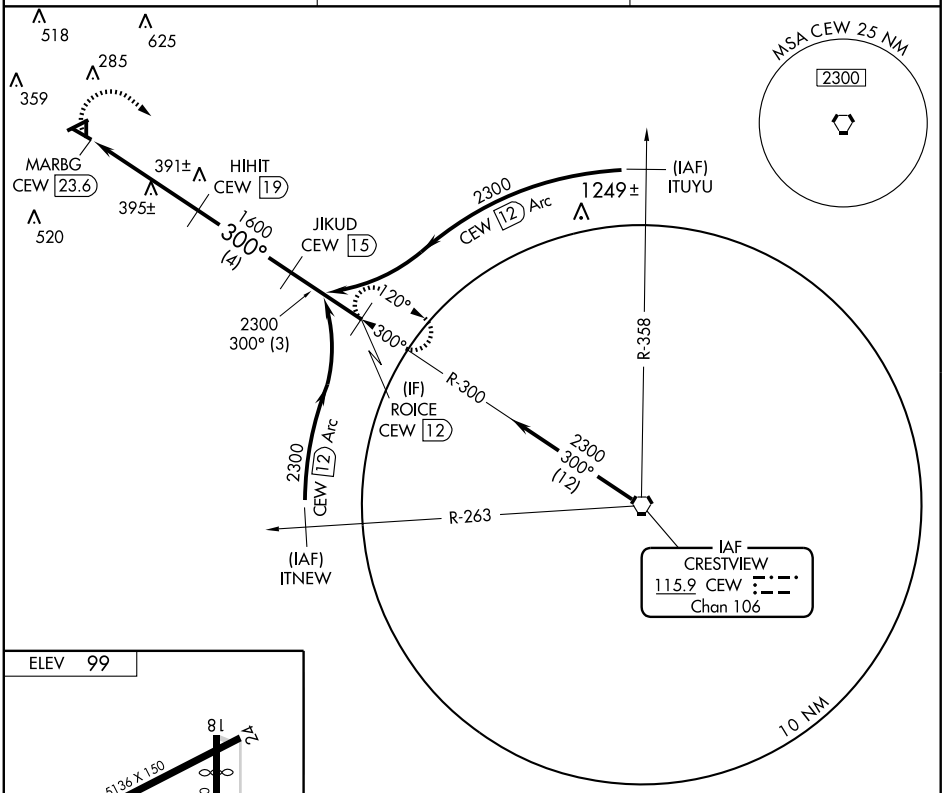
VOR/DME RWY 30

BREWTON MUNI (12J)

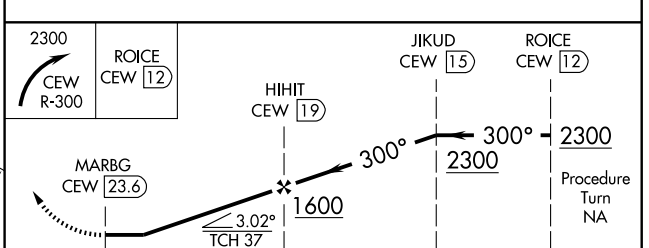
NA — Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet, increase S-30 and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2300 via CEW VORTAC R-300 to ROICE/CEW 12 DME and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
S-30	660-1 561 (600-1)	660-1¼ 561 (600-1¼)	660-1½ 561 (600-1½)	660-1¾ 561 (600-1¾)
CIRCLING	660-1 561 (600-1)	660-1¼ 561 (600-1¼)	660-1½ 561 (600-1½)	700-2 601 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4080
115°	TDZE	131
	Apt Elev	134

RNAV (GPS) RWY 11

BUTLER-CHOCTAW COUNTY (09A)

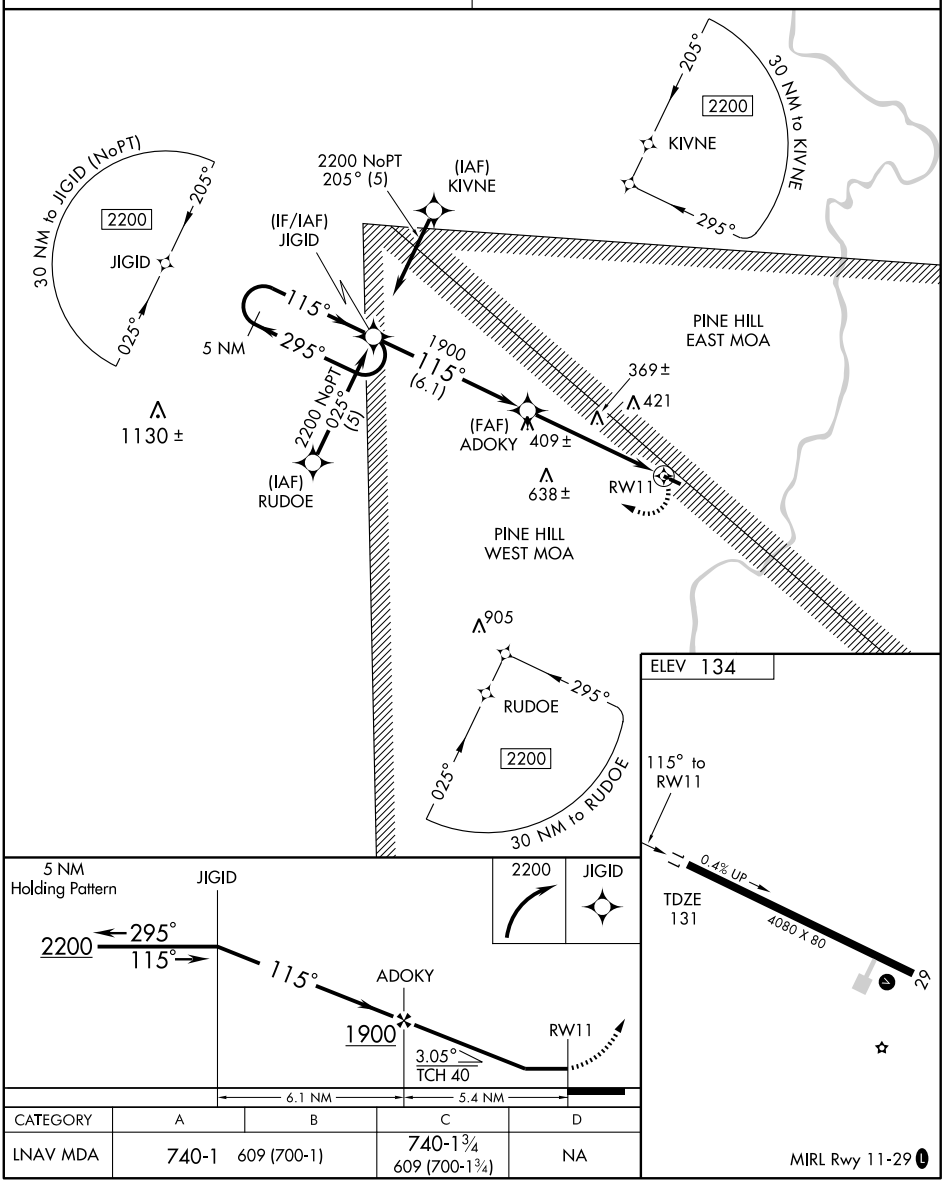
Use Meridian, MS altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. Circling not authorized. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct JIGID and hold.

MERIDIAN APP CON ★ 119.2 348.7

UNICOM 122.8 (CTAF) L

SE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	740-1	609 (700-1)	740-1¾ 609 (700-1¾)	NA

MIRL Rwy 11-29 L

APP CRS	Rwy Idg	4080
295°	TDZE	134
	Apt Elev	134

RNAV (GPS) RWY 29
BUTLER-CHOCTAW COUNTY (09A)

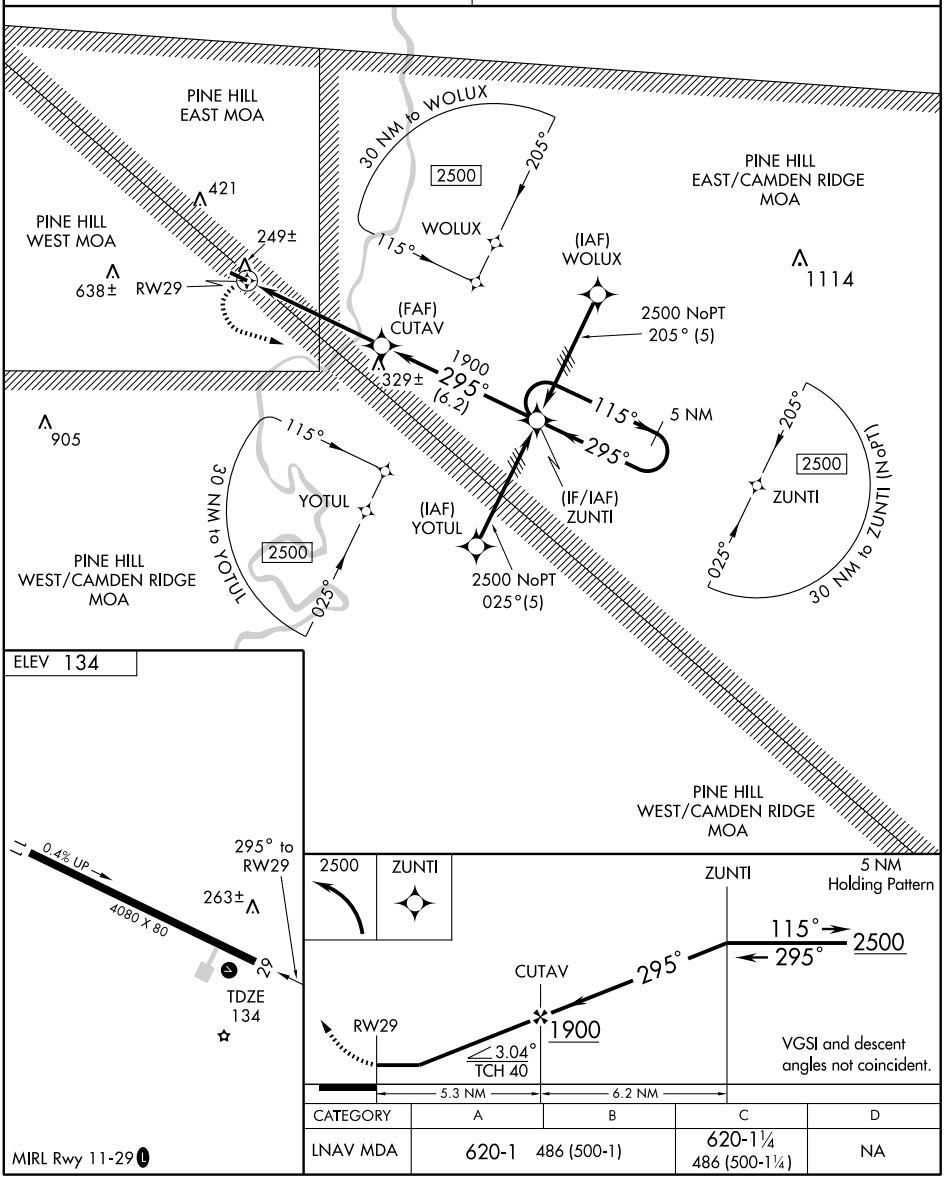
Use Meridian, MS altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. Circling not authorized. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 2500 direct ZUNTI and hold.

MERIDIAN APP CON ★ 119.2 348.7

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1 486 (500-1)		620-1¼ 486 (500-1¼)	NA

MIRL Rwy 11-29 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
070°	TDZE	585
	Apt Elev	596

RNAV (GPS) RWY 7

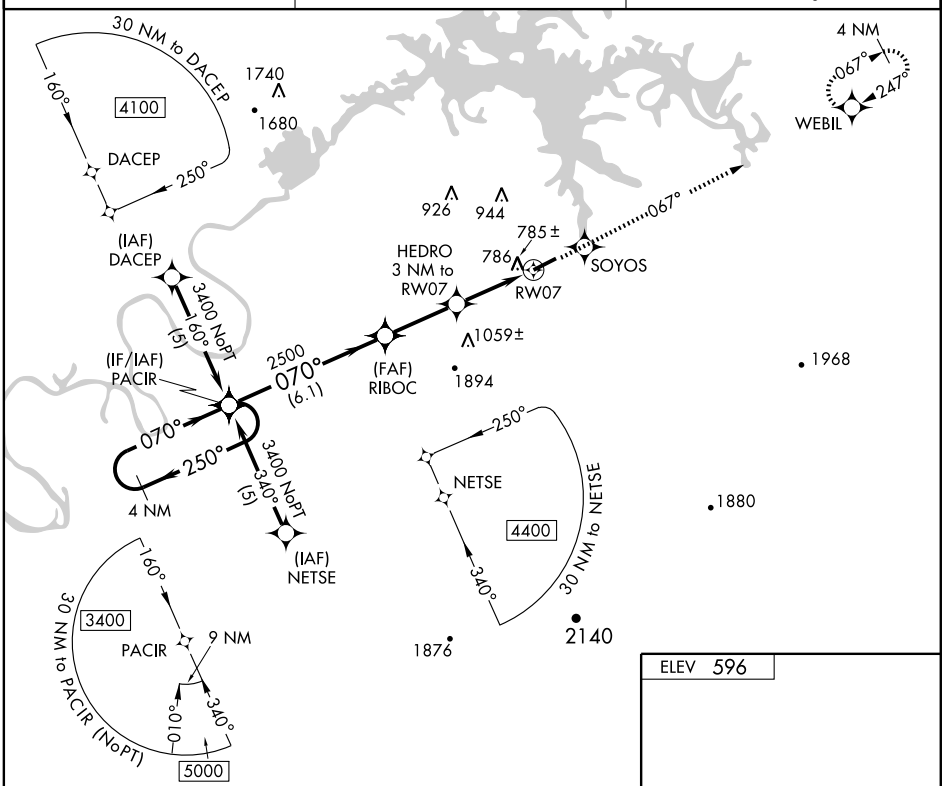
CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

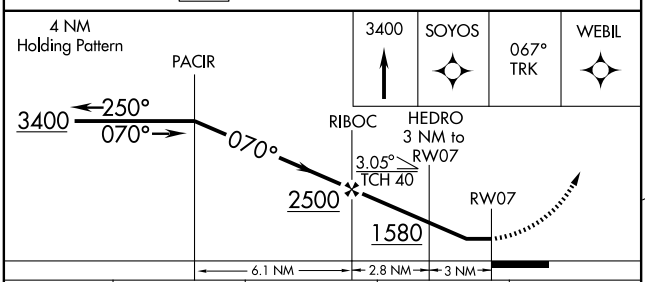
T
A NA

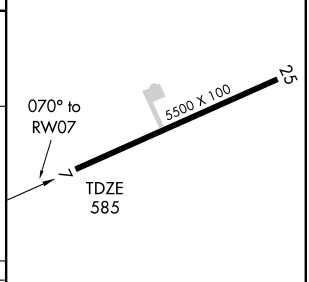
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3400 direct SOYOS and via 067° track to WEBIL and hold.

GADSDEN AWOS-3	ATLANTA APP CON	CTAF
127.825	133.8 353.7	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 515 (600-1)		1100-1½ 515 (600-1½)	1100-1¾ 515 (600-1¾)
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	1160-2 564 (600-2)

MIRL Rwy 7-25 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
247°	TDZE	595
	Apt Elev	596

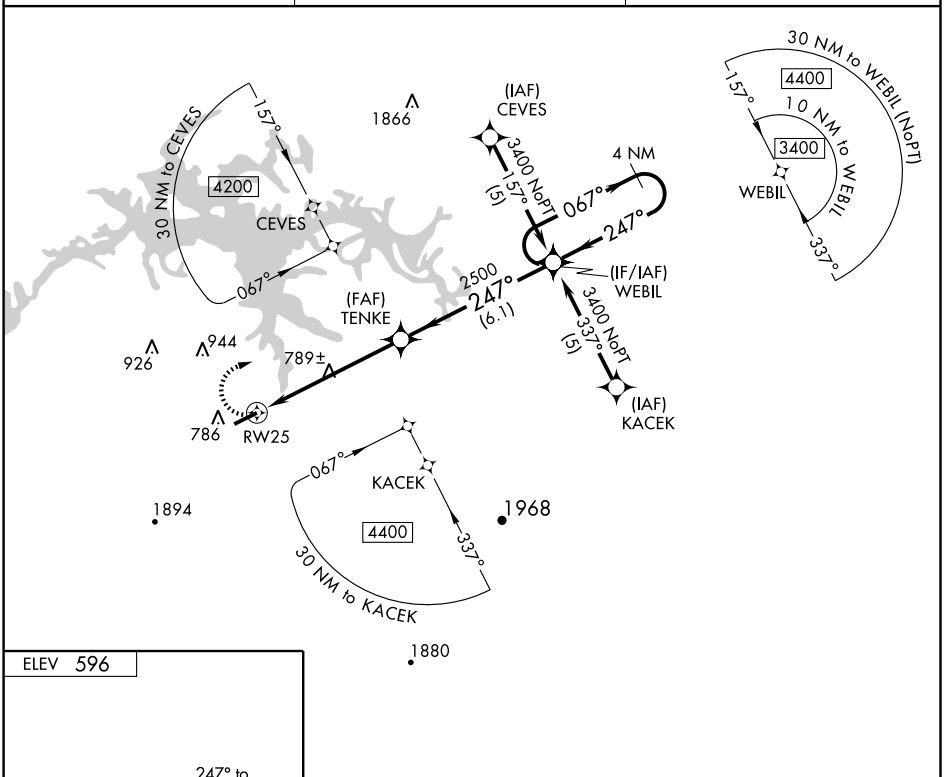
RNAV (GPS) RWY 25

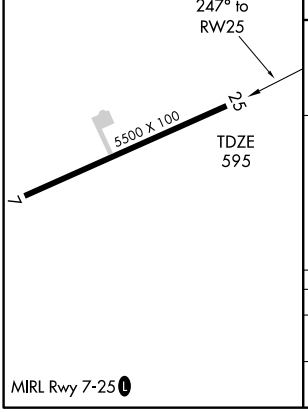
CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

NA — DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

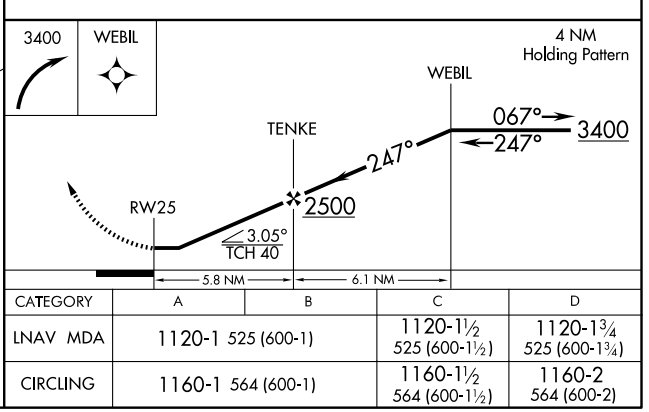
MISSED APPROACH: Climbing right turn to 3400 direct WEBIL and hold.

GADSDEN AWOS-3	ATLANTA APP CON	CTAF
127.825	133.8 353.7	122.9 L





MIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LNAV MDA	1120-1 525 (600-1)		1120-1½ 525 (600-1½)	1120-1¾ 525 (600-1¾)
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	1160-2 564 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4206
097°	TDZE	240
	Apt Elev	251

RNAV (GPS) RWY 10

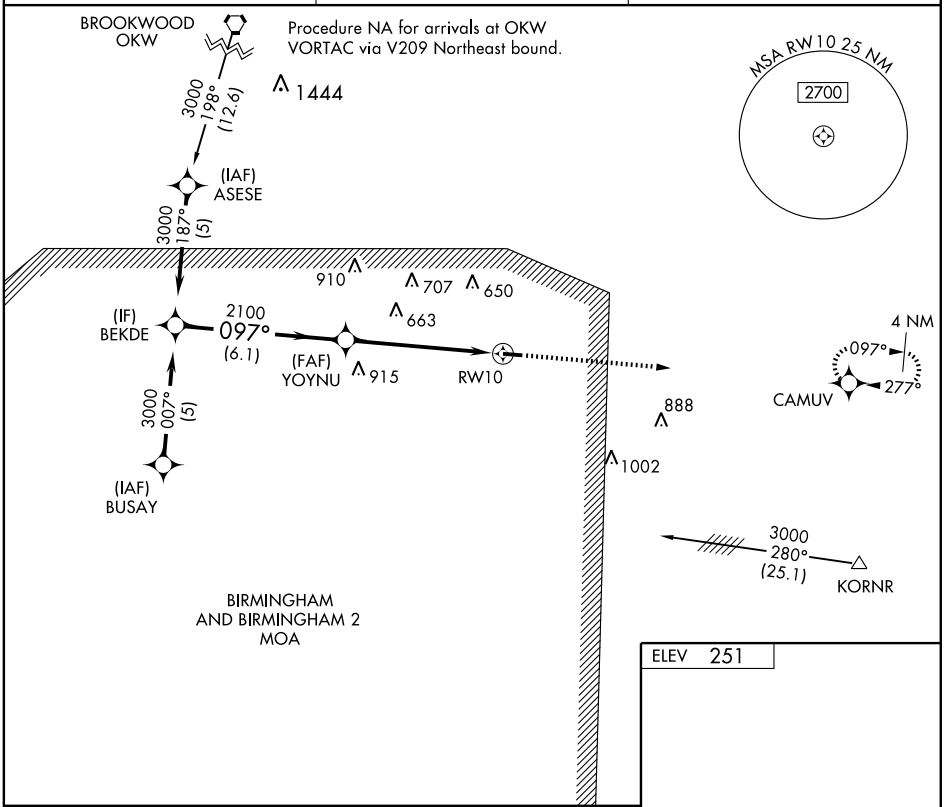
CENTREVILLE / BIBB COUNTY (ØA8)

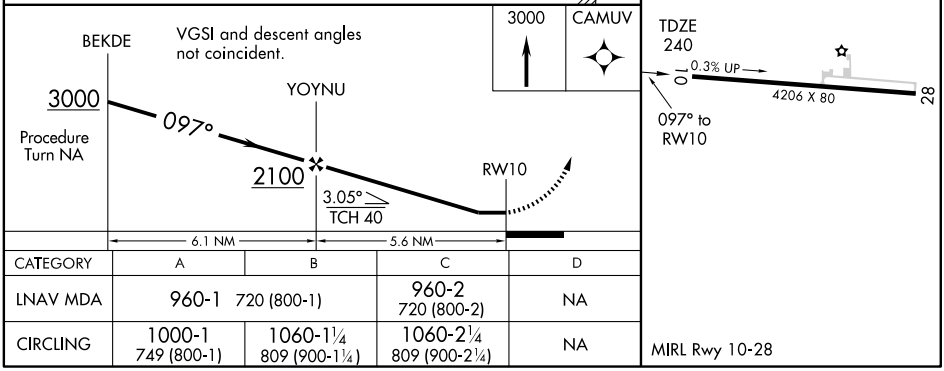
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile. Procedure NA at night.

NA

MISSED APPROACH: Climb to 3000 direct CAMUV and hold.

TUSCALOOSA ASOS	ATLANTA CENTER	UNICOM
132.825	132.25 297.4	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	960-1 720 (800-1)		960-2 720 (800-2)	NA
CIRCLING	1000-1 749 (800-1)	1060-1¼ 809 (900-1¼)	1060-2¼ 809 (900-2¼)	NA

MIRL Rwy 10-28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4206
277°	TDZE	251
	Apt Elev	251

RNAV (GPS) RWY 28

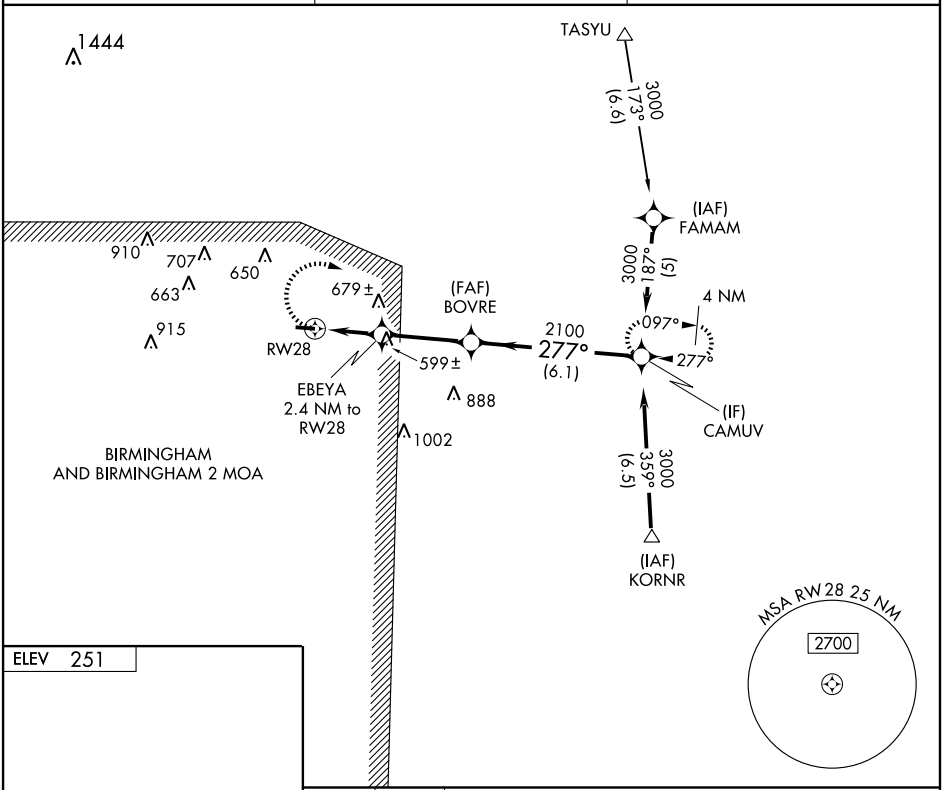
CENTREVILLE / BIBB COUNTY (ØA8)

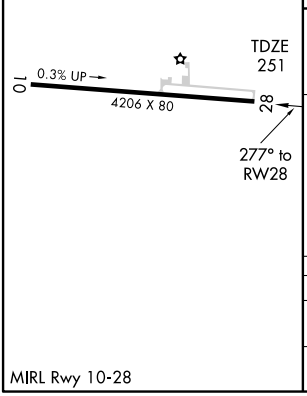
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile.

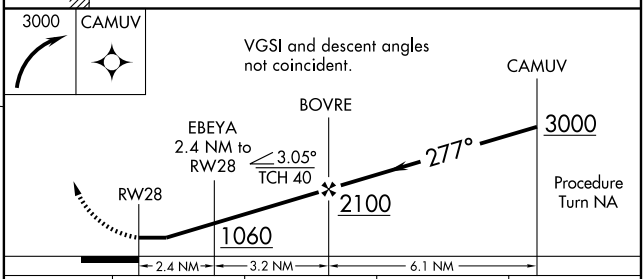
NA

MISSED APPROACH: Climbing right turn to 3000 direct CAMUV and hold.

TUSCALOOSA ASOS	ATLANTA CENTER	UNICOM
132.825	132.25 297.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	920-1 669 (700-1)		920-1¾ 669 (700-1¾)	NA
CIRCLING	1000-1 749 (800-1)	1060-1¼ 809 (900-1¼)	1060-2¼ 809 (900-2¼)	NA

MIRL Rwy 10-28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB GGY	APP CRS	Rwy Idg	4008
338	269°	TDZE	585
		Apt Elev	585

NDB or GPS RWY 26

CLANTON/CHILTON COUNTY (Ø2A)

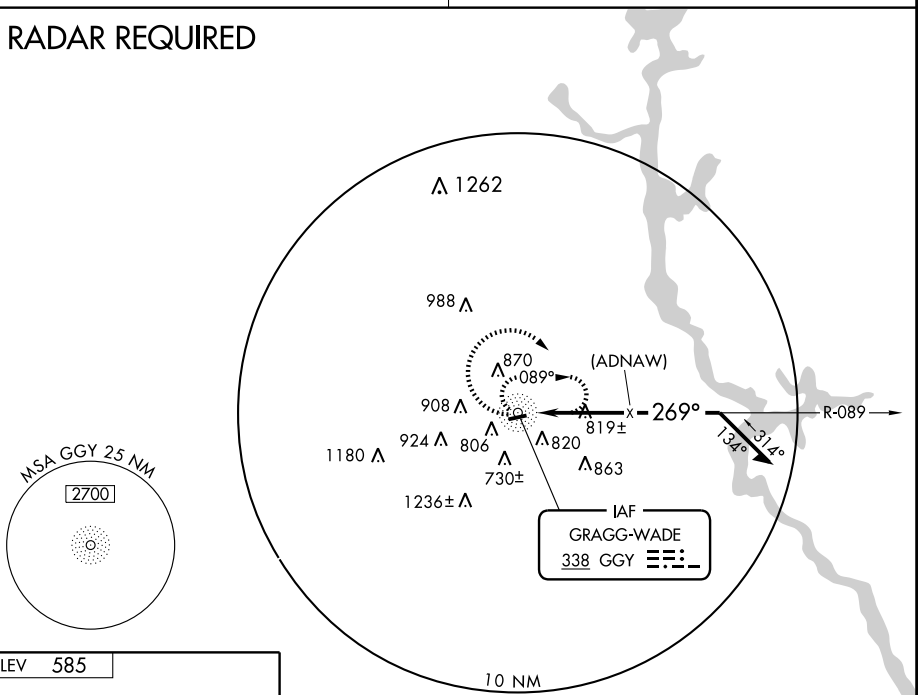
Use Montgomery altimeter setting.
NA Visibility reduction by helicopters NA.

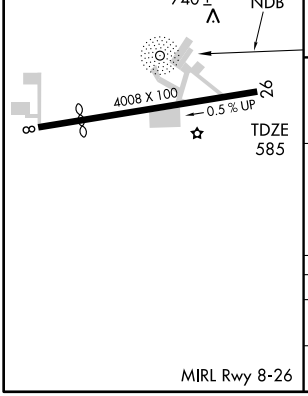
MISSED APPROACH: Climbing right turn to 3000 in GGY NDB holding pattern.

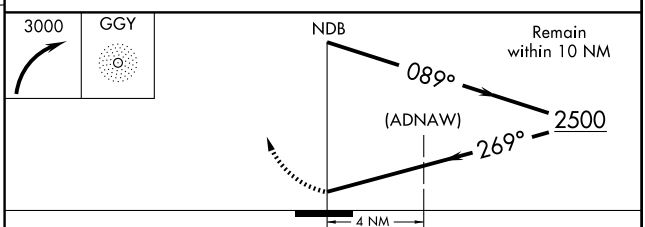
MONTGOMERY APP CON ★
121.2 380.225

UNICOM
122.8 (CTAF)

RADAR REQUIRED







CATEGORY	A	B	C	D
S-26	1320-1 735 (800-1)		1320-2 735 (800-2)	NA
CIRCLING	1340-1 755 (800-1)	1340-1¼ 755 (800-1¼)	1340-2¼ 755 (800-2¼)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5010
277°	TDZE	435
	Apt Elev	435

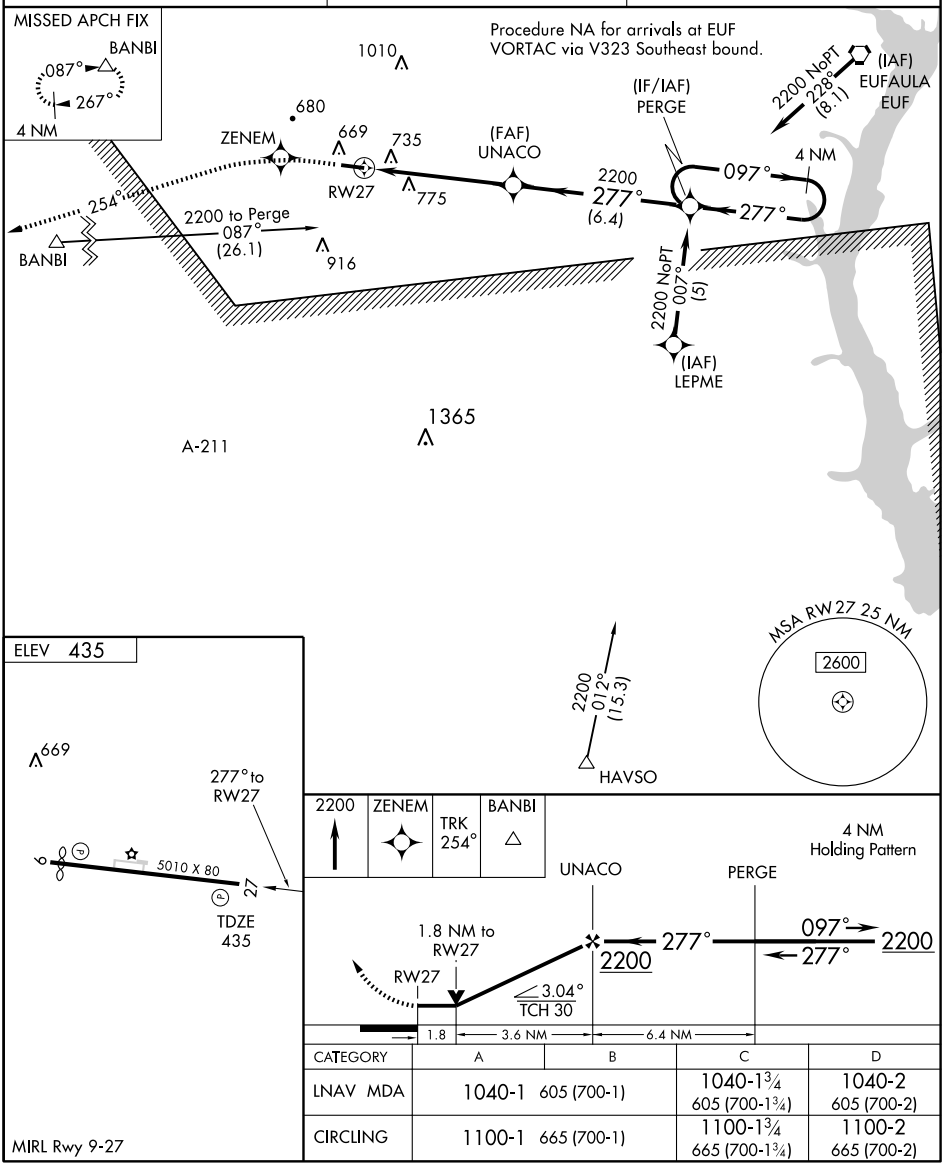
RNAV (GPS) RWY 27

CLAYTON MUNI (11A)

When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility ¼, circling Cat. B visibility ¼ and Cat. C and D visibility ½. Visibility reduction by helicopters NA. Circling NA south of Runway 9-27. VDP NA when using Dothan altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct ZENEM and via 254° track to BANBI and hold.

AWOS-3	CAIRNS APP CON ★	CTAF
118.775	121.1 319.25	122.9



CATEGORY	A	B	C	D
LNAV MDA	1040-1	605 (700-1)	1040-1¾ 605 (700-1¾)	1040-2 605 (700-2)
CIRCLING	1100-1	665 (700-1)	1100-1¾ 665 (700-1¾)	1100-2 665 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC EUF 109.2 Chan 29	APP CRS 255°	Rwy Idg 5010 TDZE 435 Apt Elev 435

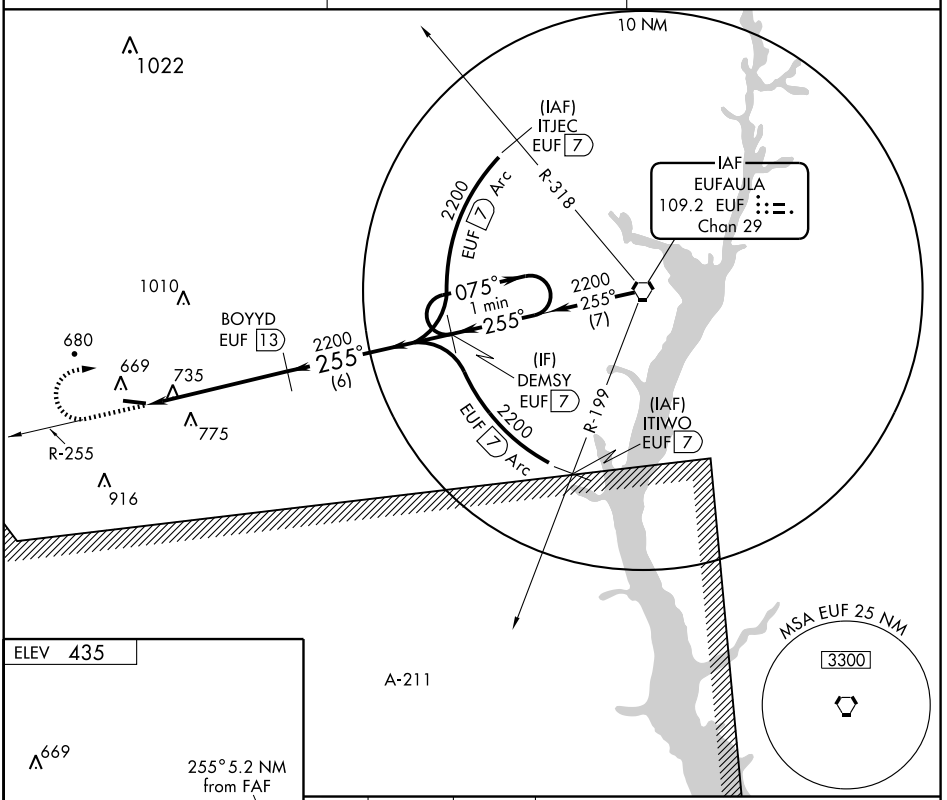
VOR/DME RWY 27

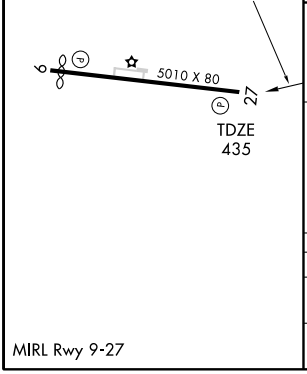
CLAYTON MUNI (11A)

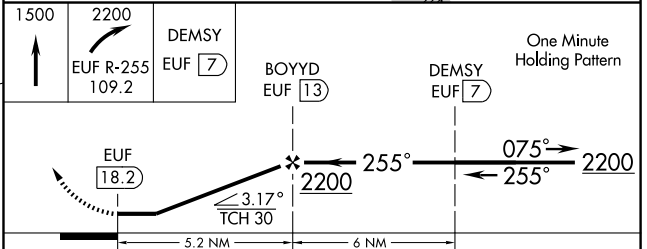
When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, S-27 Cat C and D visibility ¼, circling Cat B visibility ¼ and Cat C and D ½. Visibility reduction by helicopters NA. Circling NA south of Runway 9/27.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 via EUF VORTAC R-255 to DEMSY/EUF 7 DME and hold.

AWOS-3	CAIRNS APP CON ★	CTAF
118.775	121.1 319.25	122.9







CATEGORY	A	B	C	D
S-27	1040-1 605 (700-1)		1040-1¾ 605 (700-1¾)	1040-2 605 (700-2)
CIRCLING	1100-1 665 (700-1)		1100-1¾ 665 (700-1¾)	1100-2 665 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

COURTLAND (9A4)

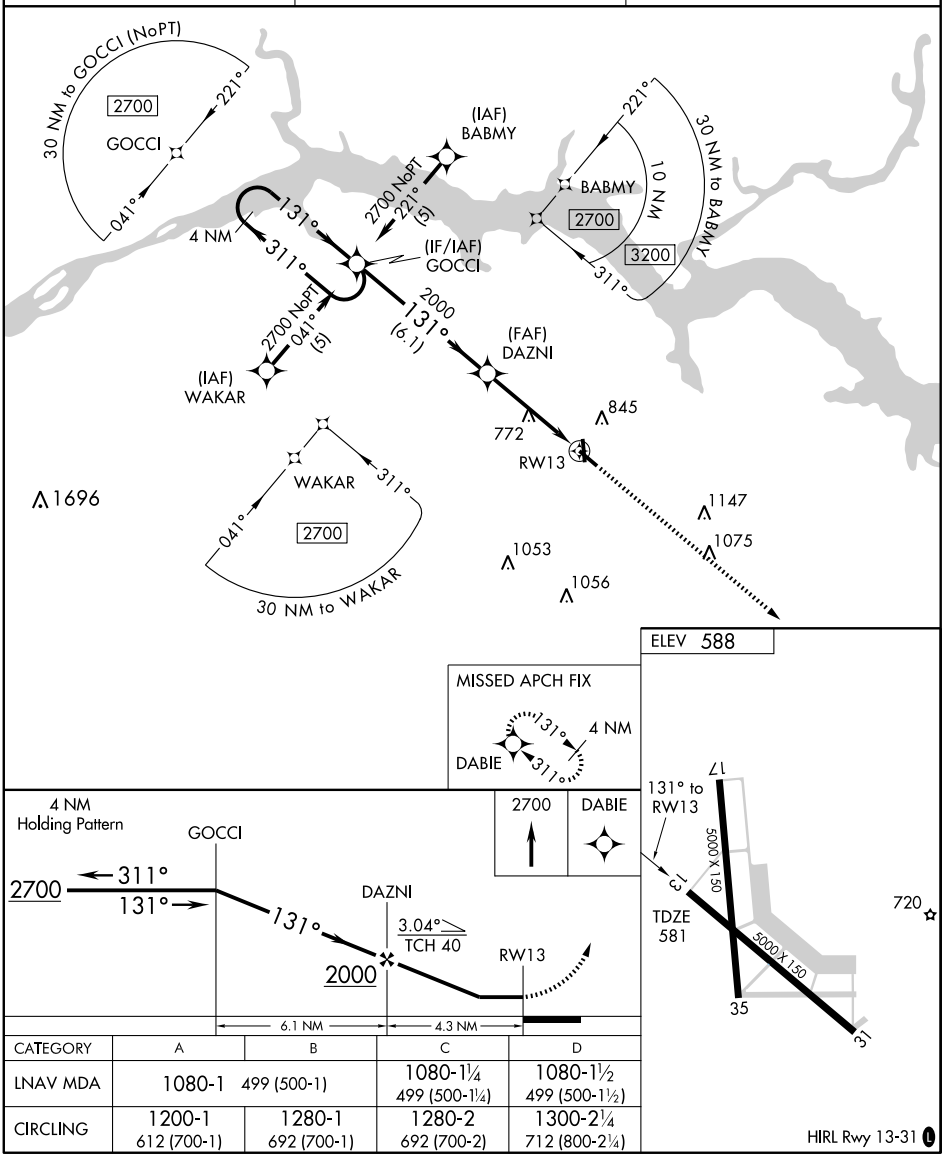
APP CRS	Rwy Idg	5000
131°	TDZE	581
	Apt Elev	588

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet, increase LNAV Cat C and D and Circling Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2700 direct DABIE and hold.

MUSCLE SHOALS ASOS	HUNTSVILLE APP CON ★	UNICOM
119.425	118.05 239.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1 499 (500-1)		1080-1¼ 499 (500-1¼)	1080-1½ 499 (500-1½)
CIRCLING	1200-1 612 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

HIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

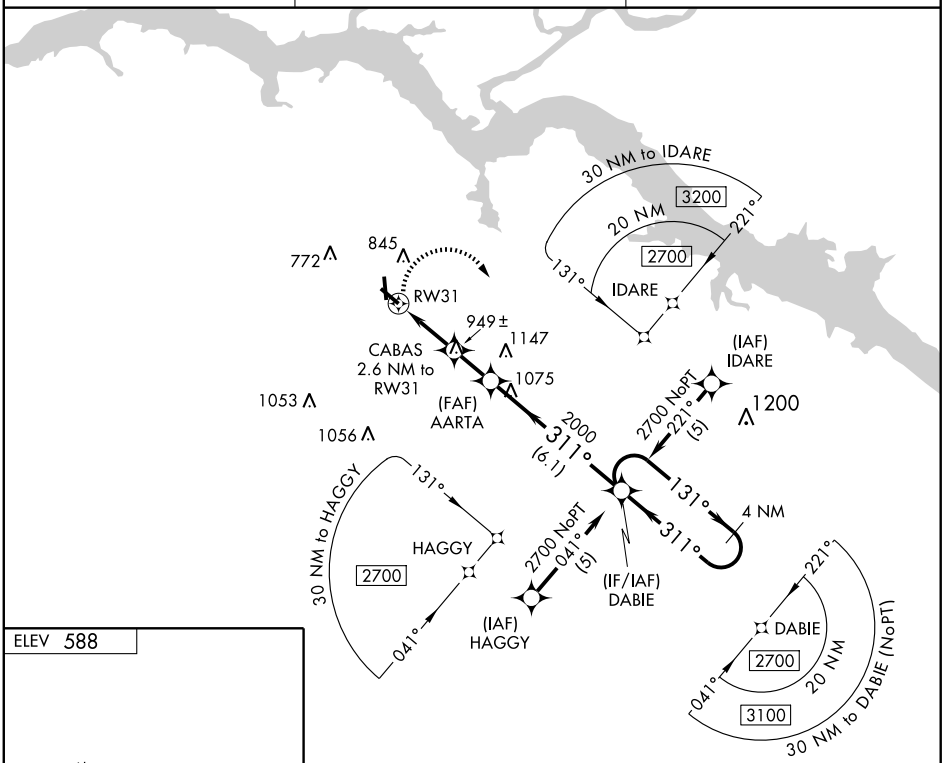
APP CRS		
311°	Rwy Idg	5000
	TDZE	579
	Apt Elev	588

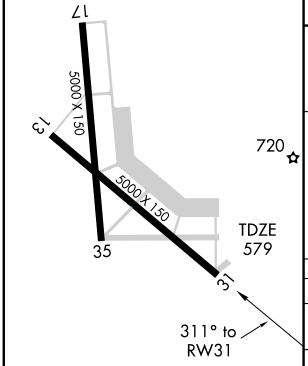
RNAV (GPS) RWY 31
COURTLAND (9A4)

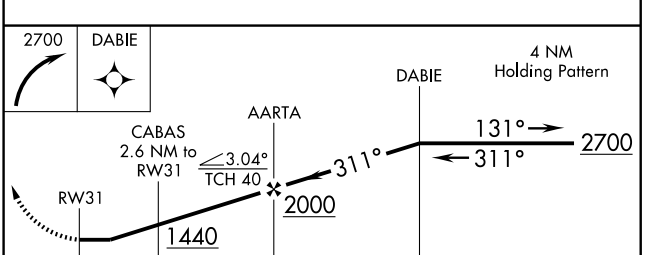
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet and increase LNAV Cat C and D and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2700 direct DABIE and hold.

MUSCLE SHOALS ASOS	HUNTSVILLE APP CON ★	UNICOM
119.425	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 661 (700-1)		1240-1¾ 661 (700-1¾)	1240-2 661 (700-2)
CIRCLING	1240-1 652 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

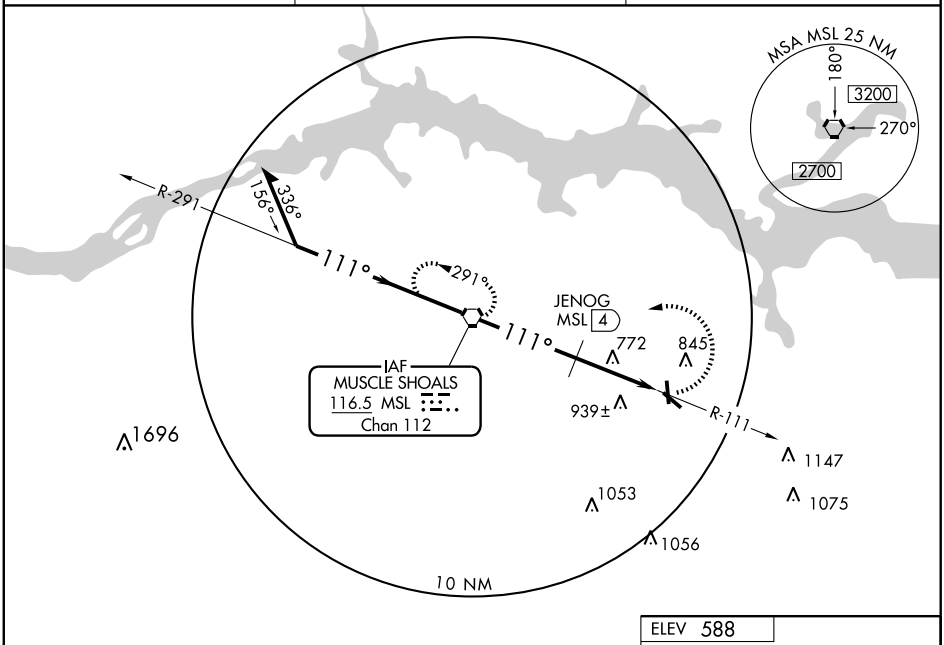
VORTAC MSL	APP CRS	Rwy Idg	5000
116.5	111°	TDZE	581
Chan 112		Apt Elev	588

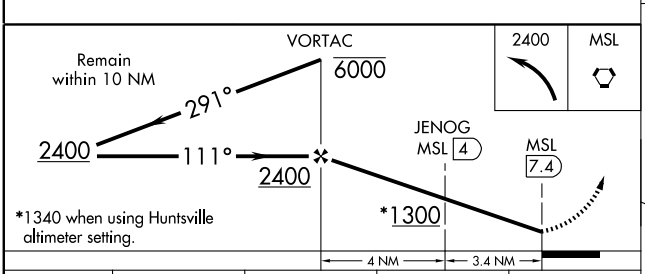
VOR RWY 13
COURTLAND (9A4)

NA Visibility reduction by helicopters NA. Use Muscle Shoals altimeter setting; when not received use Huntsville Intl-Carl T. Jones Field altimeter setting and increase all MDA 40 feet; increase S-13 Cat B/C/D visibilities and Circling Cat B/C/D visibilities ¼ mile and JENOG fix minimums: S-13 Cats C/D visibilities ¼ mile and Circling Cat D visibility ¼ mile.

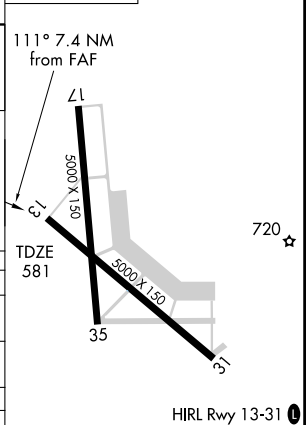
MISSED APPROACH: Climbing left turn to 2400 direct to MSL VORTAC and hold.

MUSCLE SHOALS ASOS	HUNTSVILLE APP CON ★	UNICOM
119.425	118.05 239.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-13	1300-1	719 (800-1)	1300-2 719 (800-2)	1300-2¼ 719 (800-2¼)
CIRCLING	1300-1	712 (800-1)	1300-2 712 (800-2)	1300-2¼ 712 (800-2¼)
JENOG FIX MINIMUMS				
S-13	1240-1	659 (700-1)	1240-1¾ 659 (700-1¾)	1240-2 659 (700-2)
CIRCLING	1240-1 652 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)



FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
018°	TDZE	957
	Apt Elev	969

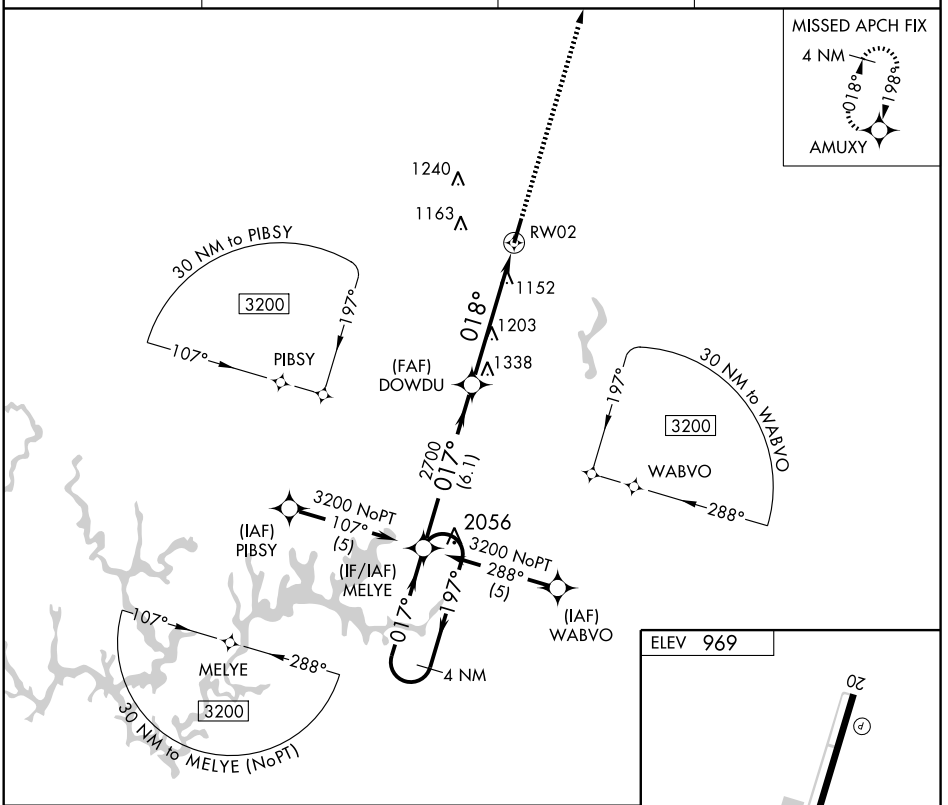
RNAV (GPS) RWY 2

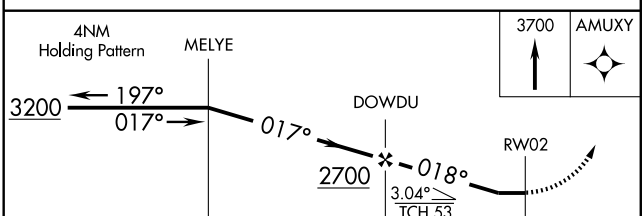
CULLMAN / FOLSOM FIELD (3A1)

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 100 feet, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and Circling Cat C visibility ¼ mile. When VGSI Inop, Straight-in/Circling Rwy 2 procedure NA at night.

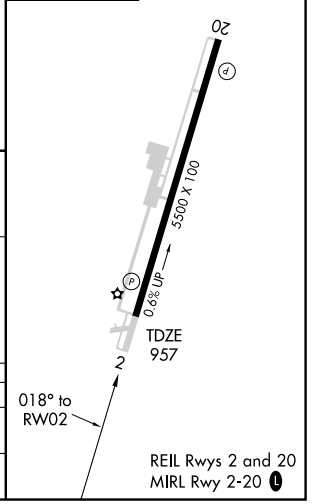
MISSED APPROACH: Climb to 3700 direct AMUXY and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
124.175	118.05 239.0	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1 503 (500-1)		1460-1½ 503 (500-1½)	
CIRCLING	1500-1 531 (600-1)		1500-1½ 531 (600-1½)	1520-2 551 (600-2)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 50514	198°	TDZE	969
W20A		Apt Elev	969

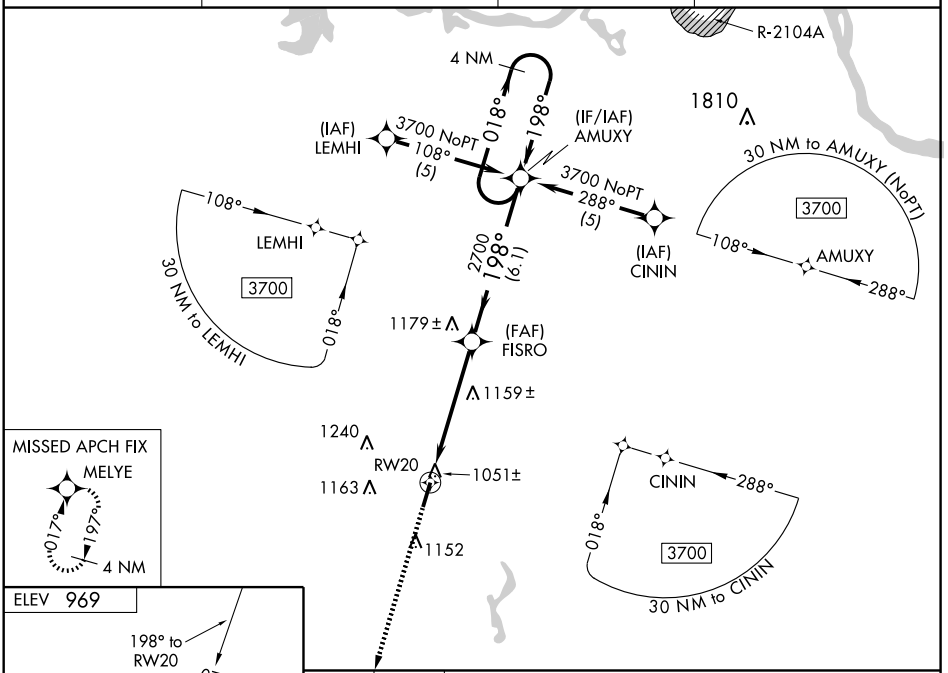
RNAV (GPS) RWY 20

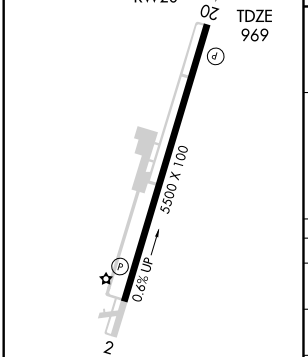
CULLMAN / FOLSOM FIELD (3A1)

When VGSI Inop, Circling Rwy 2 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hunstville altimeter setting and increase all DA/MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C, D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Huntsville altimeter setting.

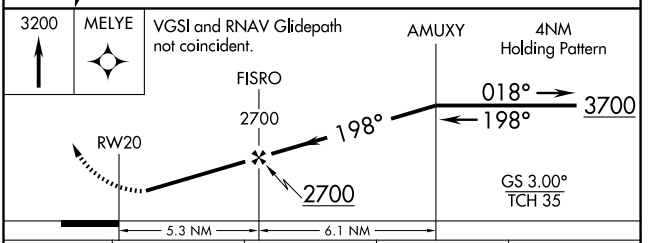
MISSED APPROACH: Climb to 3200 direct MELYE and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
124.175	118.05 239.0	121.725	122.8 (CTAF) L





REIL Rwys 2 and 20
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LPV DA	1255-1 286 (300-1)			
LNAV/VNAV DA	1340-1¼ 371 (400-1¼)			
LNAV MDA	1420-1 451 (500-1)		1420-1¼ 451 (500-1¼)	1420-1½ 451 (500-1½)
CIRCLING	1500-1 531 (600-1)		1500-1½ 531 (600-1½)	1520-2 551 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6107
CH 82200	182°	TDZE	592
W18A		Apt Elev	592

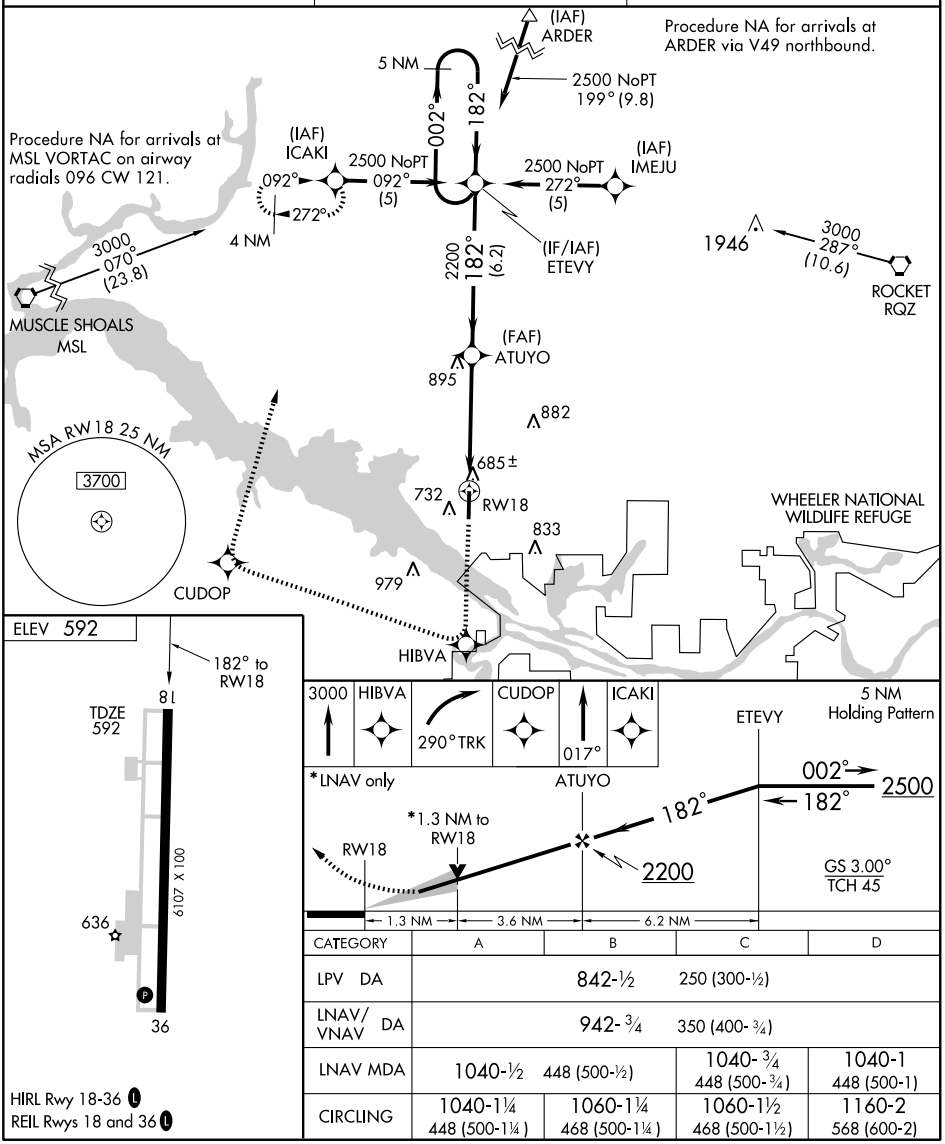
RNAV (GPS) RWY 18

DECATUR/ PRYOR FIELD RGNL (DCU)

DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Huntsville-Carl T. Jones Field altimeter setting. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 867, LNAV/VNAV DA to 967, and increase all MDAs 40 feet. For inoperative MALSR, increase LPV all Cats. visibility to 1. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 3000 direct HIBVA and right turn via 290° track to CUDOP and via 017° to ICAKI and hold.

ASOS	HUNTSVILLE APP CON ★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	842-½	250 (300-½)		
LNAV/VNAV DA	942-¾	350 (400-¾)		
LNAV MDA	1040-½	448 (500-½)	1040-¾ 448 (500-¾)	1040-1 448 (500-1)
CIRCLING	1040-1¼ 448 (500-1¼)	1060-1¼ 468 (500-1¼)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6107
CH 90204	002°	TDZE	588
W36A		Apt Elev	592

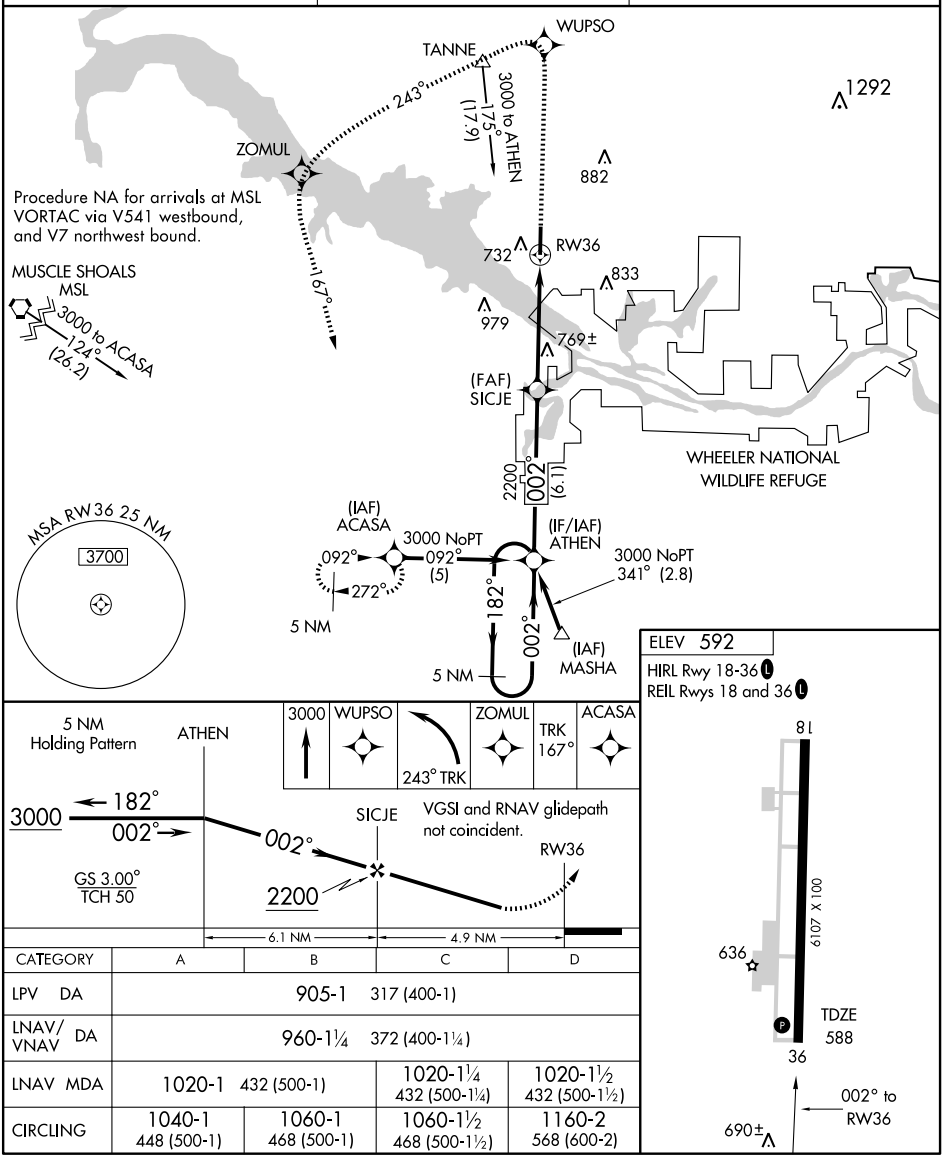
RNAV (GPS) RWY 36

DECATUR/ PRYOR FIELD RGNL (DCU)

T A Baro-VNAV NA when using Huntsville Intl-Carl T. Jones Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 930, LNAV/VNAV DA to 985, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct WUPSO and left turn via 243° track to ZOMUL and via 167° track to ACASA and hold.

ASOS	HUNTSVILLE APP CON ★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	905-1 317 (400-1)			
LNAV/VNAV DA	960-1¼ 372 (400-1¼)			
LNAV MDA	1020-1 432 (500-1)		1020-1¼ 432 (500-1¼)	1020-1½ 432 (500-1½)
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME DCU	APP CRS	Rwy Idg	6107
112.8	170°	TDZE	592
Chan 75		Apt Elev	592

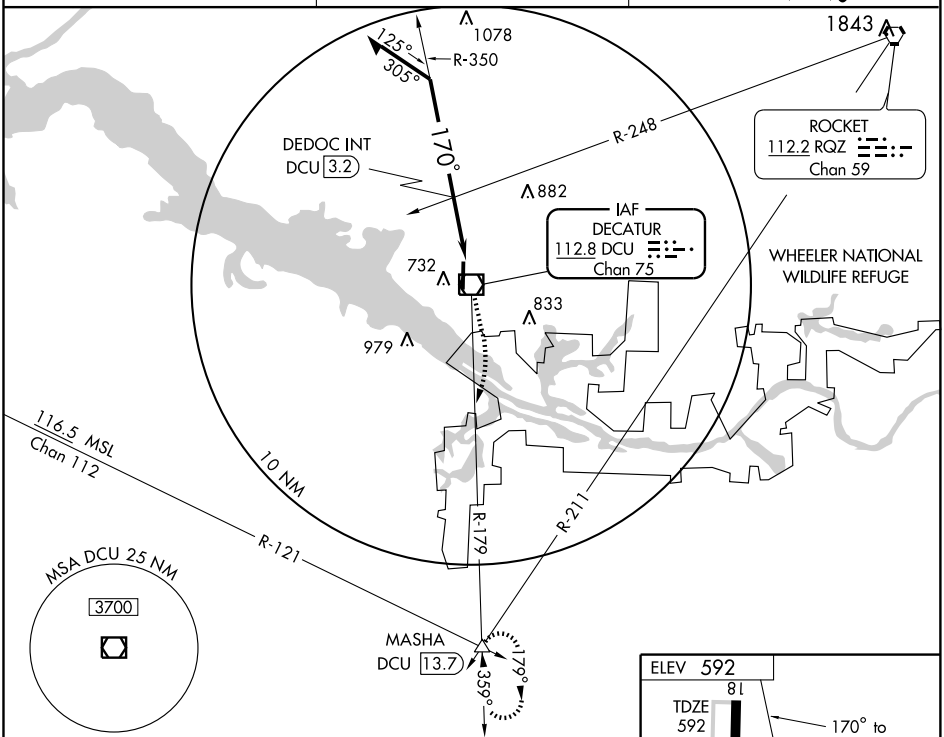
VOR RWY 18

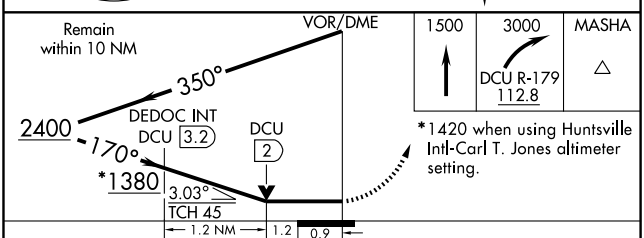
DECATUR/PRYOR FIELD RGNL (DCU)

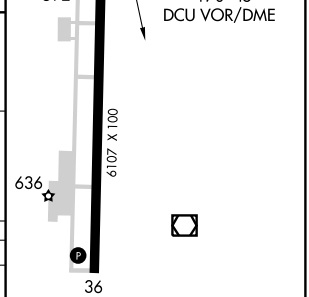
When local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase all MDA 40 feet, and increase DEDOC fix minimums visibility Cat D ¼ mile. VDP NA when using Huntsville-Carl T. Jones Field altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via DCU R-179 to MASHA Int/13.7 DME and hold.

ASOS	HUNTSVILLE APP CON★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-18	1380-1 788 (800-1)	1380-1¼ 788 (800-1¼)	1380-2¼ 788 (800-2¼)	1380-2½ 788 (800-2½)
CIRCLING	1380-1 788 (800-1)	1380-1¼ 788 (800-1¼)	1380-2¼ 788 (800-2¼)	1380-2½ 788 (800-2½)
DEDOC FIX MINIMUMS				
S-18	1000-1 408 (500-1)		1000-1¼ 408 (500-1¼)	
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME DCU	APP CRS	Rwy Idg	6107
112.8	019°	TDZE	588
Chan 75		Apt Elev	592

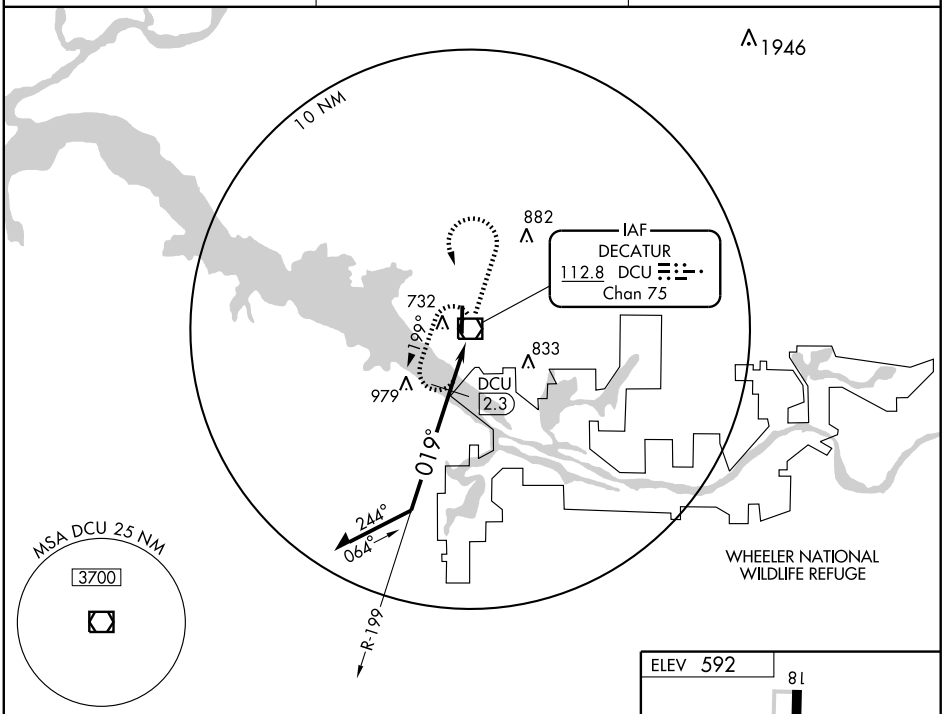
VOR RWY 36

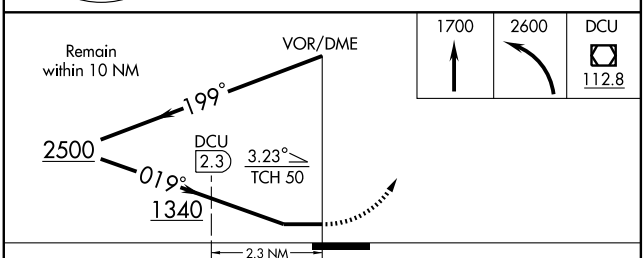
DECATUR/ PRYOR FIELD RGNL (DCU)

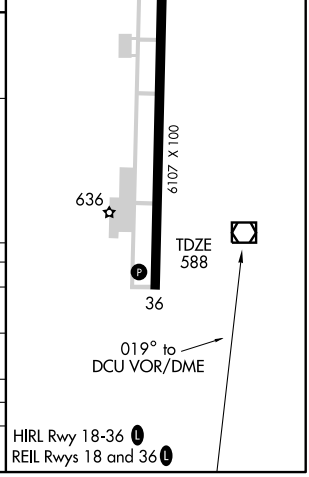
NA

MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct DCU VOR/DME and hold.

ASOS	HUNTSVILLE APP CON ★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-36	1340-1 752 (800-1)	1340-1¼ 752 (800-1¼)	1340-2¼ 752 (800-2¼)	1340-2½ 752 (800-2½)
CIRCLING	1340-1 748 (800-1)	1340-1¼ 748 (800-1¼)	1340-2¼ 748 (800-2¼)	1340-2½ 748 (800-2½)
DME MINIMUMS				
S-36	1000-1 412 (500-1)		1000-1¼ 412 (500-1¼)	
CIRCLING	1060-1 468 (500-1)		1060-1½ 468 (500-1½)	1160-2 568 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB RZO	APP CRS	Rwy Idg	5000
391	049°	TDZE	113
		Apt Elev	113

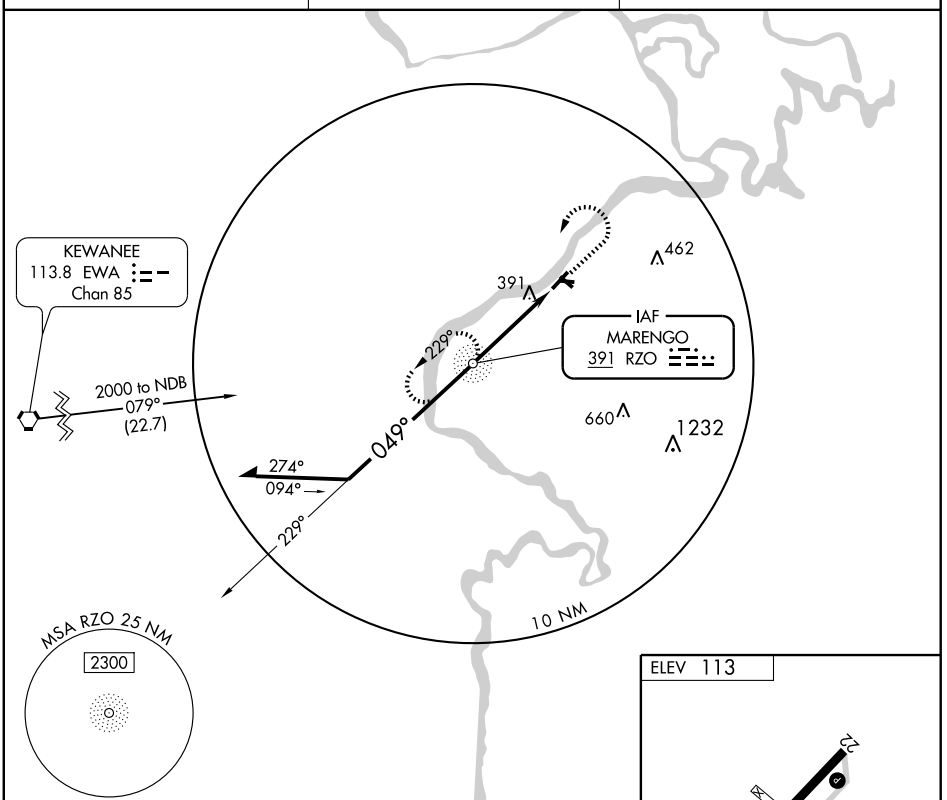
NDB RWY 4

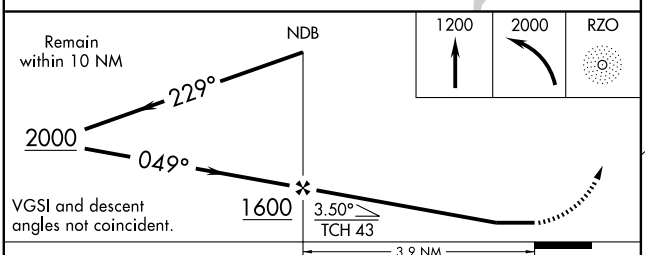
DEMOPOLIS MUNI (DYA)

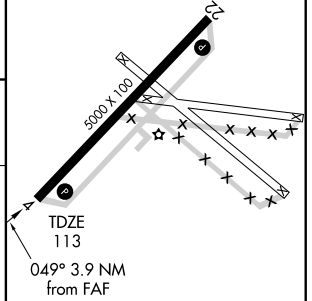
Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase S-4 and Circling Cat. B visibility ¼ mile. Increase Cats. C/D visibility ½ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct RZO NDB and hold.

AWOS-3	MERIDIAN APP CON ★	UNICOM
119.475	119.2 348.7	122.8 (CTAF) L







MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	760-1 647 (700-1)		760-1¾ 647 (700-1¾)	760-2 647 (700-2)
CIRCLING	760-1 647 (700-1)		760-1¾ 647 (700-1¾)	760-2 647 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

DEMOPOLIS MUNI (DYA)

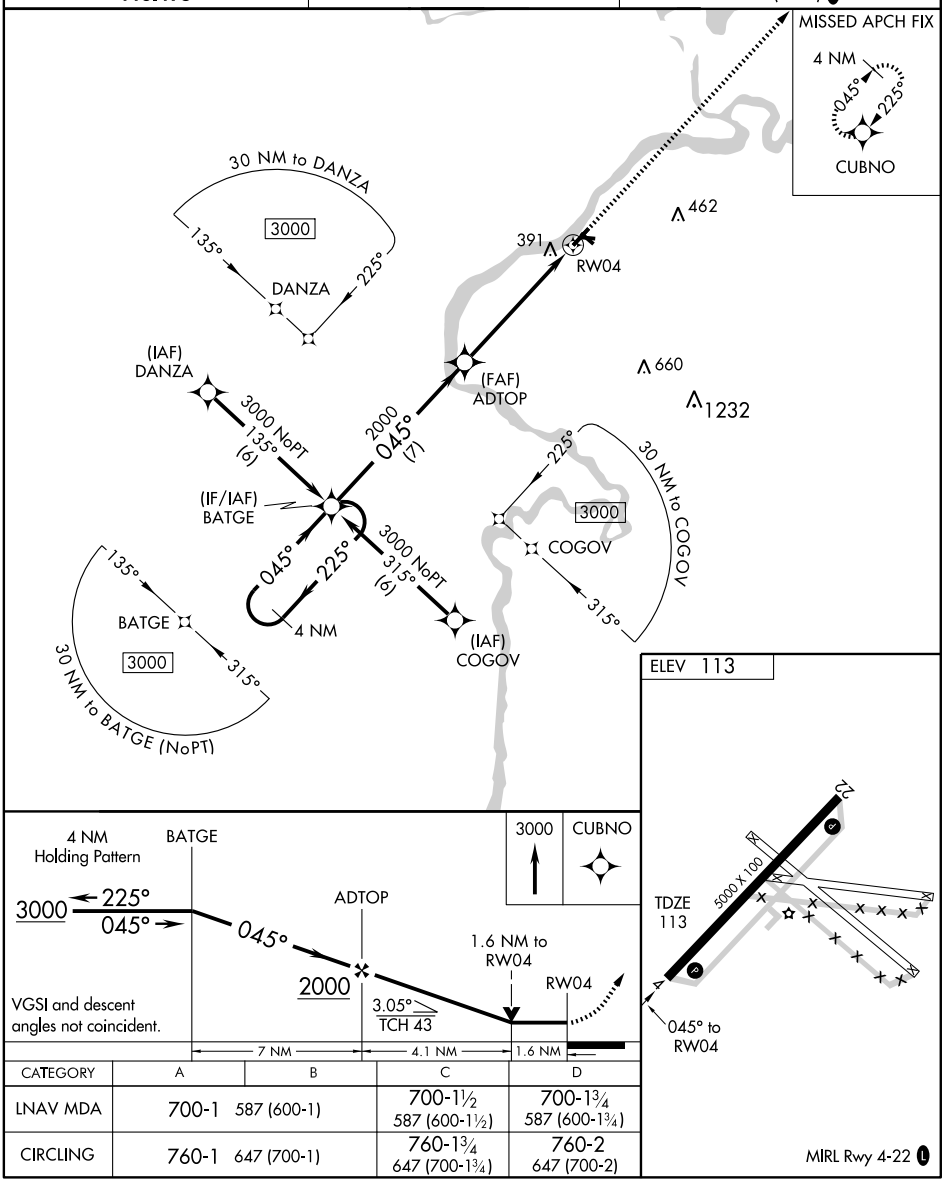
APP CRS	Rwy Idg	5000
045°	TDZE	113
	Apt Elev	113

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C/D visibility ½ mile. Increase Circling visibility Cat. B ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

MISSED APPROACH: Climb to 3000 direct CUBNO and hold.

AWOS-3	MERIDIAN APP CON★	UNICOM
119.475	119.2 348.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	700-1 587 (600-1)		700-1½ 587 (600-1½)	700-1¾ 587 (600-1¾)
CIRCLING	760-1 647 (700-1)		760-1¾ 647 (700-1¾)	760-2 647 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
225°	TDZE	110
	Apt Elev	113

RNAV (GPS) RWY 22

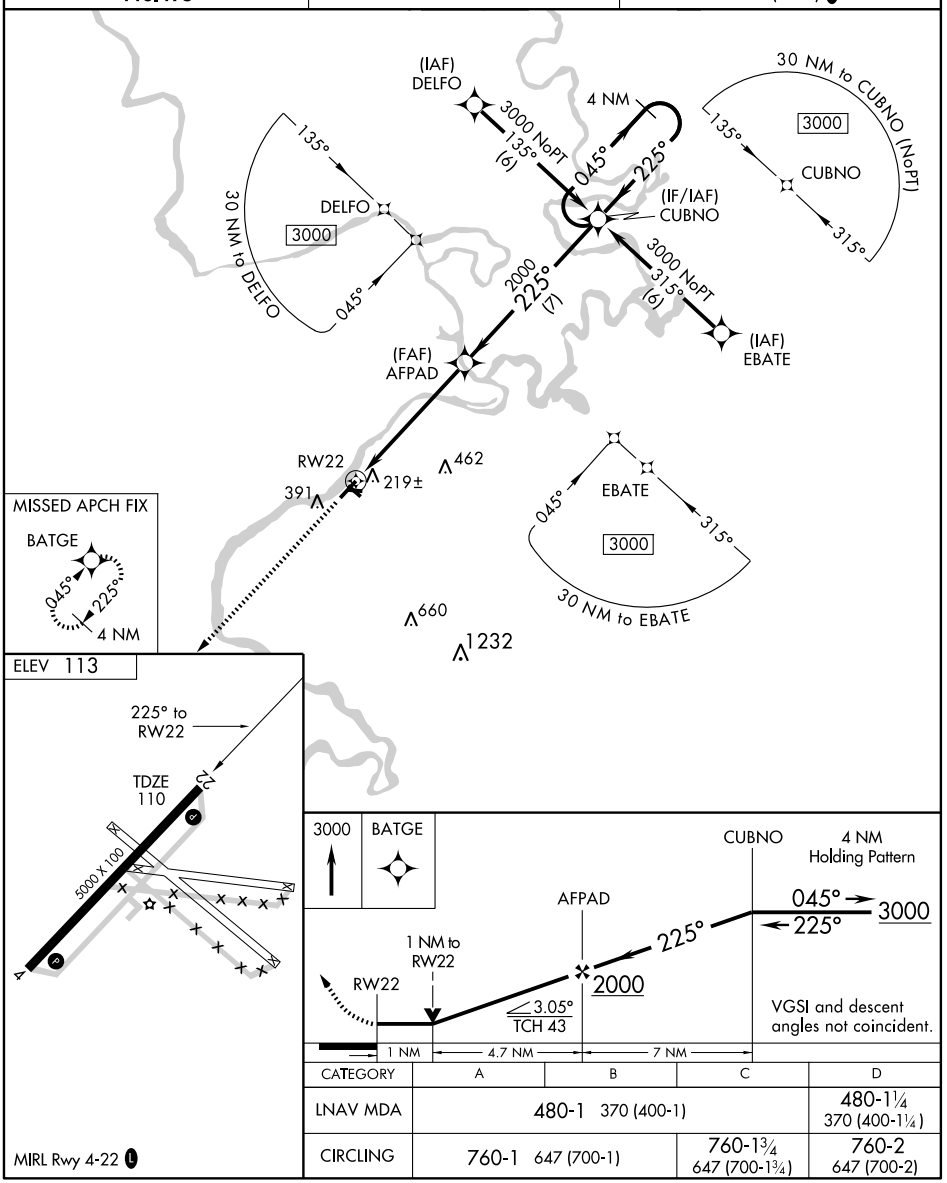
DEMOPOLIS MUNI (DYA)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C visibility ½ mile, Cat. D ¼ mile. Increase Circling Cat. B visibility ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

MISSED APPROACH: Climb to 3000 direct BATGE and hold.

AWOS-3	MERIDIAN APP CON★	UNICOM
119.475	119.2 348.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1 370 (400-1)			480-1¼ 370 (400-1¼)
CIRCLING	760-1 647 (700-1)		760-1¾ 647 (700-1¾)	760-2 647 (700-2)

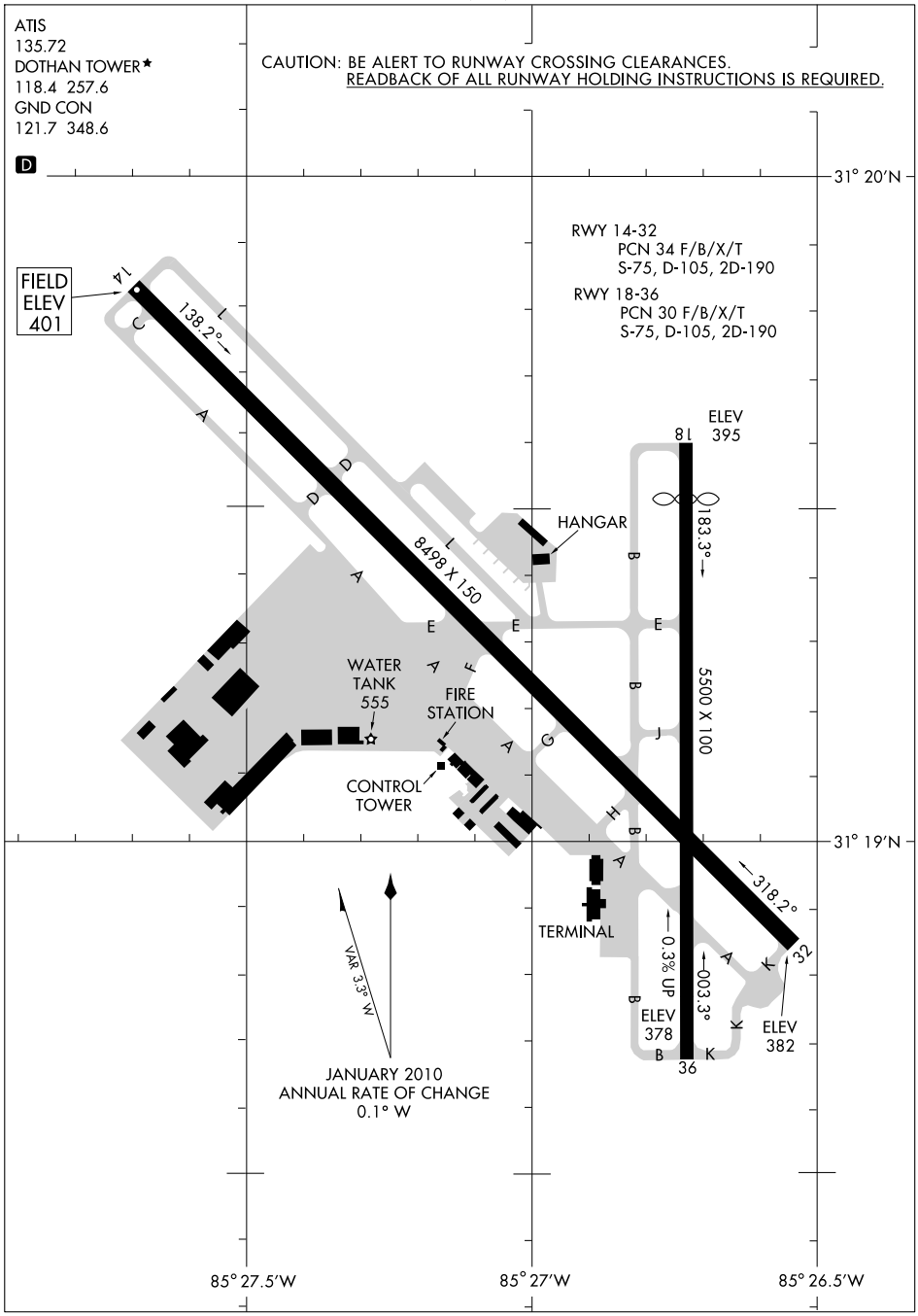
MIRL Rwy 4-22 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-123 (FAA)

DOTHAN RGNL (DHN)
DOTHAN, ALABAMA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

COPTER VOR 336°

DOTHAN RGNL (KDHN)

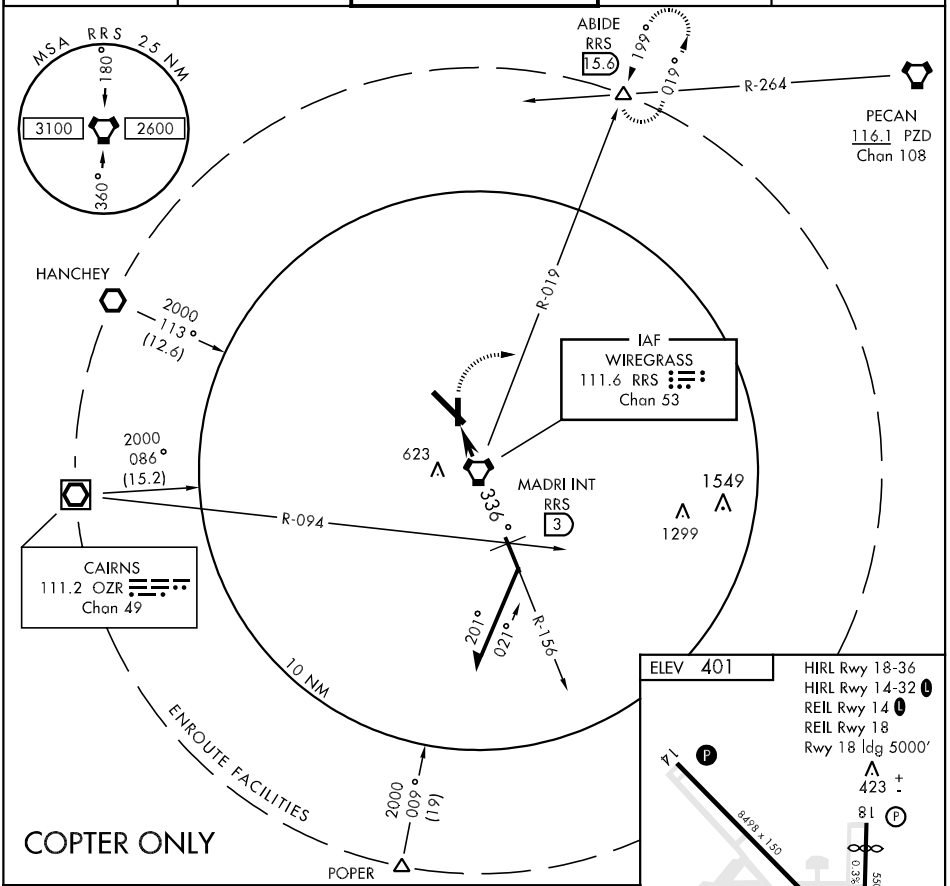
VORTAC RRS	APCH CRS	Rwy ldg	NA
111.6	336°	TDZE	378
Chan 53		Arpt Elev	401

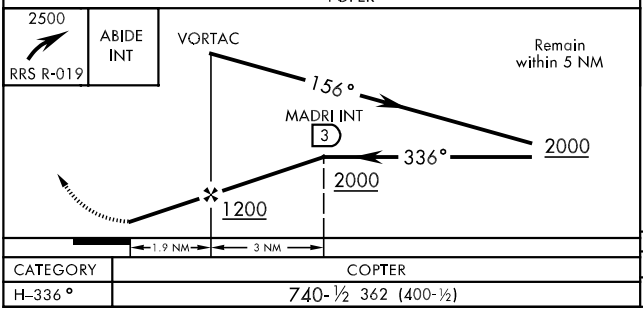
AL-123 [USA]

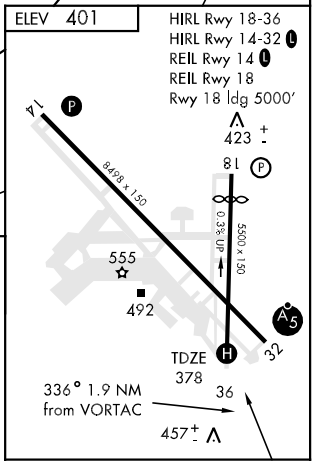
When control tower closed, obtain local altimeter setting on CTAF; when not received use Cairns altimeter setting and increase all MDAs 40 feet.
⚠ NA when FSS closed.

MISSED APPROACH: Climbing right turn to 2500 via RRS R-019 to ABIDE INT and hold; or when directed by ATC, climbing left turn to 2000 heading 240° within 10 NM.

ATIS	CAIRNS APP CON	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







CATEGORY	COPTER
H–336°	740-½ 362 (400-½)

Knots	45	60	75	90	105
Min:Sec	2:32	1:54	1:32	1:16	1:06

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

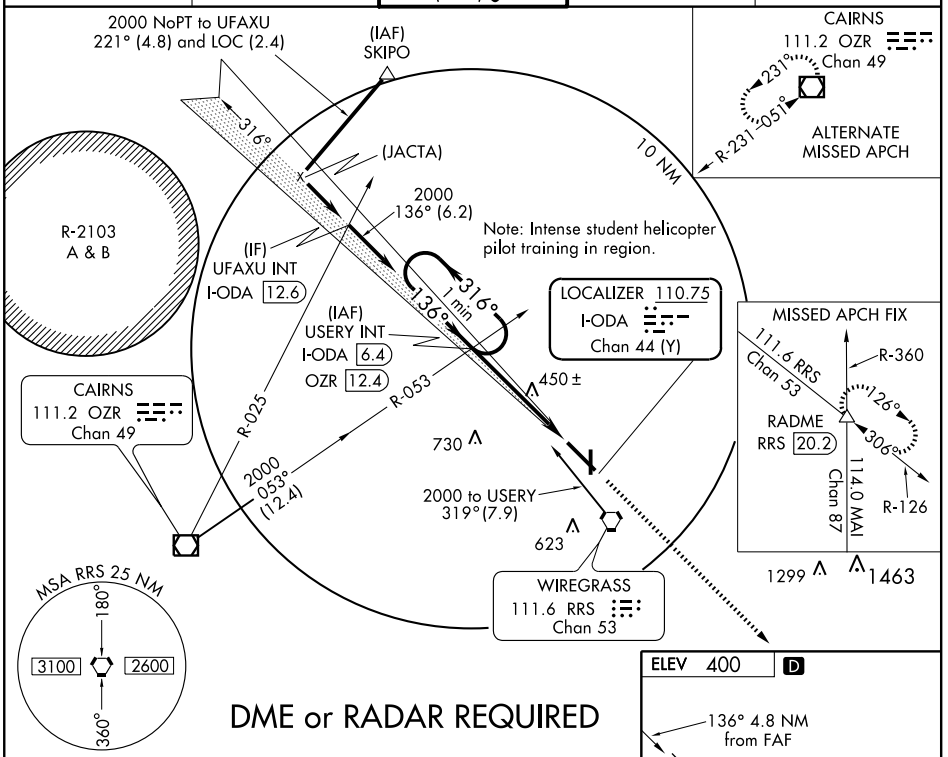
LOC/DME I-ODA	APP CRS	Rwy Idg	8498
110.75	136°	TDZE	400
Chan 44 (Y)		Apt Elev	400

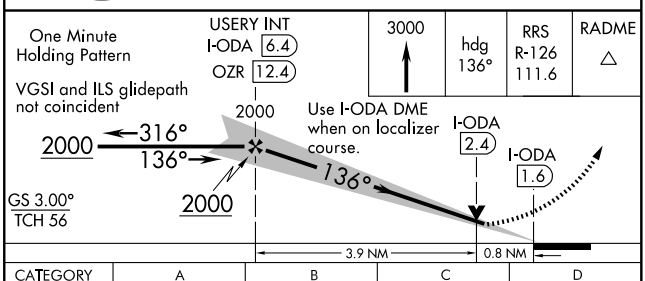
ILS or LOC RWY 14
DOTHAN REGIONAL (DHN)

VDP NA when using Cairns altimeter setting.
When local altimeter setting not received, use Cairns altimeter setting and increase DA to 646, all MDAs 60 feet, and S-LOC 14 visibility Cat D ¼ mile.

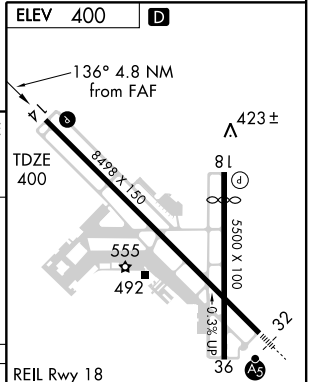
MISSED APPROACH: Climb to 3000 via heading 136° and via RRS VORTAC R-126 to RADME INT/ RRS 20.2 DME and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





CATEGORY	A	B	C	D
S-ILS 14	600-¾ 200 (200-¾)			
S-LOC 14	700-1 300 (300-1)			
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-DHN	APP CRS	Rwy Idg	8498
108.3	316°	TDZE	381
		Apt Elev	401

ILS or LOC RWY 32

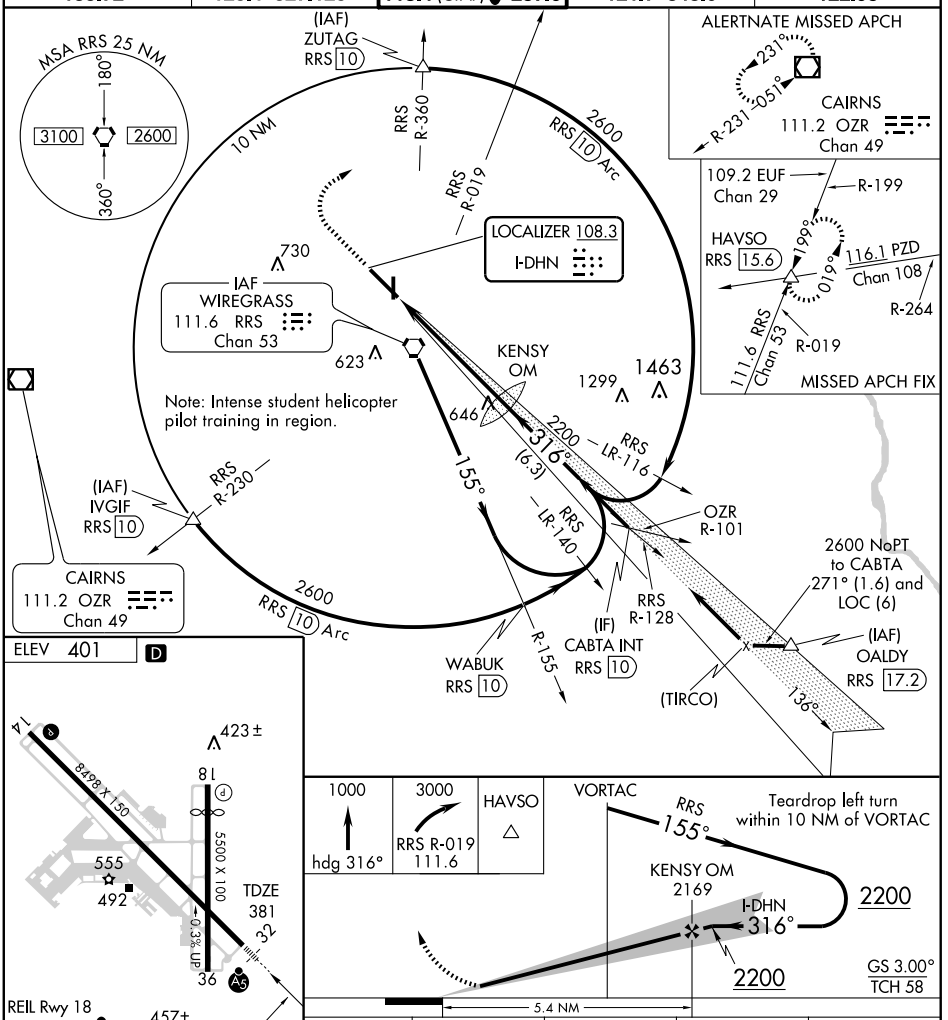
DOTHAN RGNL (DHN)

When local altimeter setting not received, use Cairns altimeter setting and increase DA to 627 and all MDAs 60 feet and increase visibility Cats C/D ¼ mile. * S-ILS 32 RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 via hdg 316° then climbing right turn to 3000 via RRS VORTAC R-019 to HAVSO INT and hold.

ATIS	CAIRNS APP CON *	DOTHAN TOWER *	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 32	*581/24 200 (200-½)			
S-LOC 32	960/24 579 (600-½)		960/50 579 (600-1)	960/60 579 (600-1¼)
CIRCLING	960-1 560 (600-1)		960-1½ 560 (600-1½)	980-2 580 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

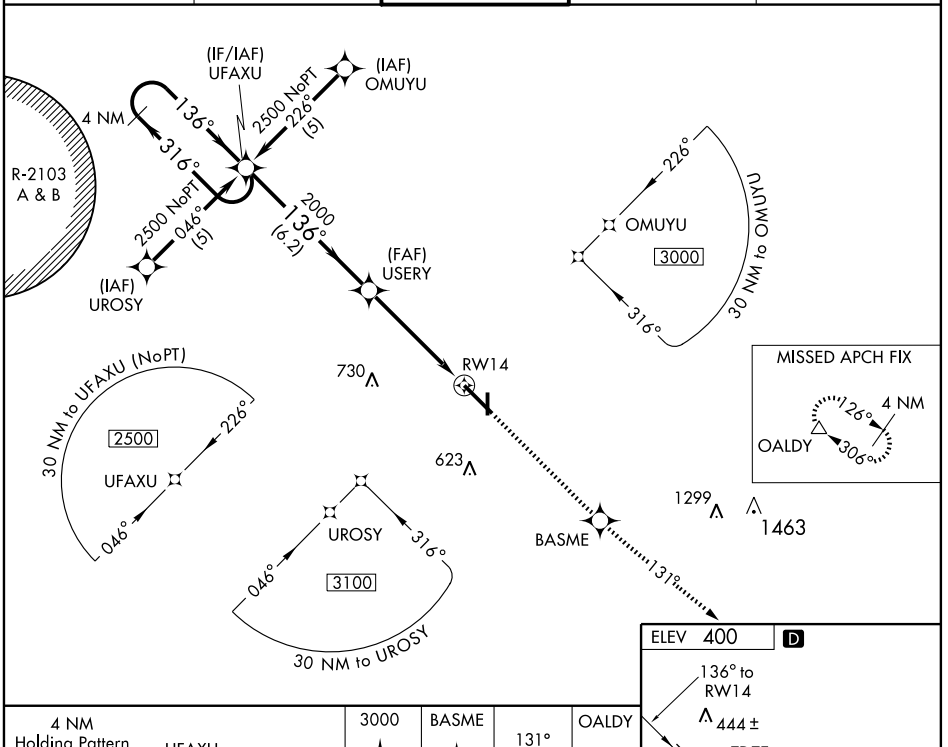
WAAS	APP CRS	Rwy Idg	8498
CH 86504	136°	TDZE	400
W14A		Apt Elev	400

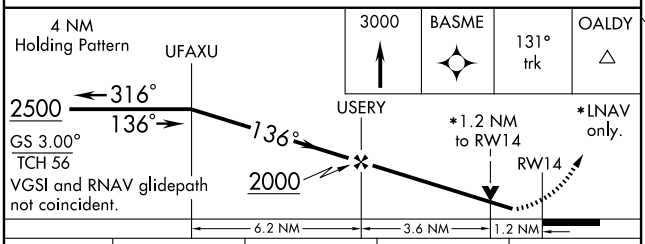
RNAV (GPS) RWY 14
DOTHAN RGNL (DHN)

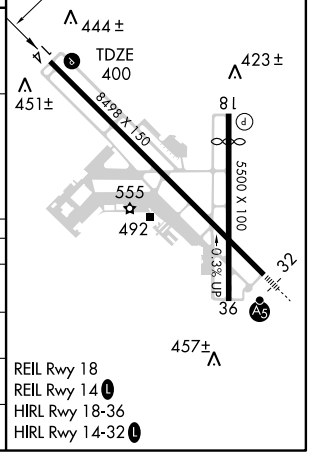
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). VDP NA when using Cairns altimeter setting. Baro-VNAV NA when using Cairns altimeter setting. When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 696, LNAV/VNAV DA to 830, all MDAs 60 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct BASME and via 131° track to OALDY and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	650-¾ 250 (300-¾)			
LNAV/VNAV DA	784-1¼ 384 (400-1¼)			
LNAV MDA	760-1 360 (400-1)			760-1¼ 360 (400-1¼)
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

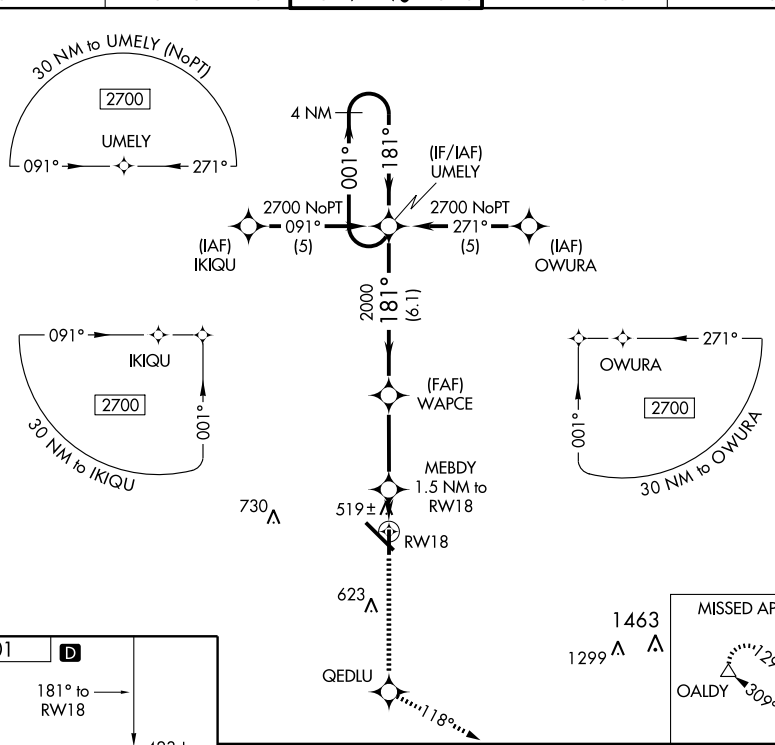
DOTHAN RGNL (DHN)

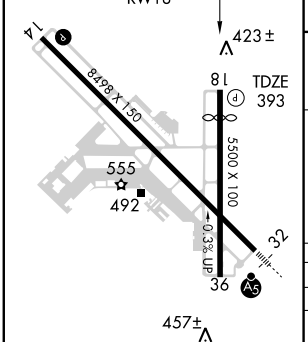
WAAS	APP CRS	Rwy ldg	5000
CH 49118	181°	TDZE	393
W18A		Apt Elev	401

Baro-VNAV NA when using Cairns AAF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairns AAF altimeter setting and increase all DA 46 feet and all MDA 60 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

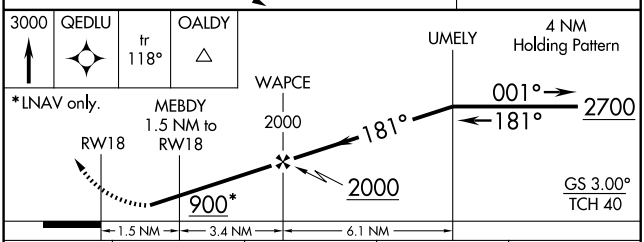
MISSED APPROACH: Climb to 3000 direct QEDLU and on track 118° to OALDY and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





REIL Rwy 18
REIL Rwy 14 L
HIRL Rwy 18-36
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	751-1¼ 358 (400-1¼)			
LNAV/VNAV DA	809-1½ 416 (500-1½)			
LNAV MDA	800-1 407 (400-1)		800-1¼ 407 (400-1¼)	
CIRCLING	860-1 459 (500-1)		860-1½ 459 (500-1½)	980-2 579 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8498
CH 93704	316°	TDZE	381
W32A		Apt Elev	400

RNAV (GPS) RWY 32

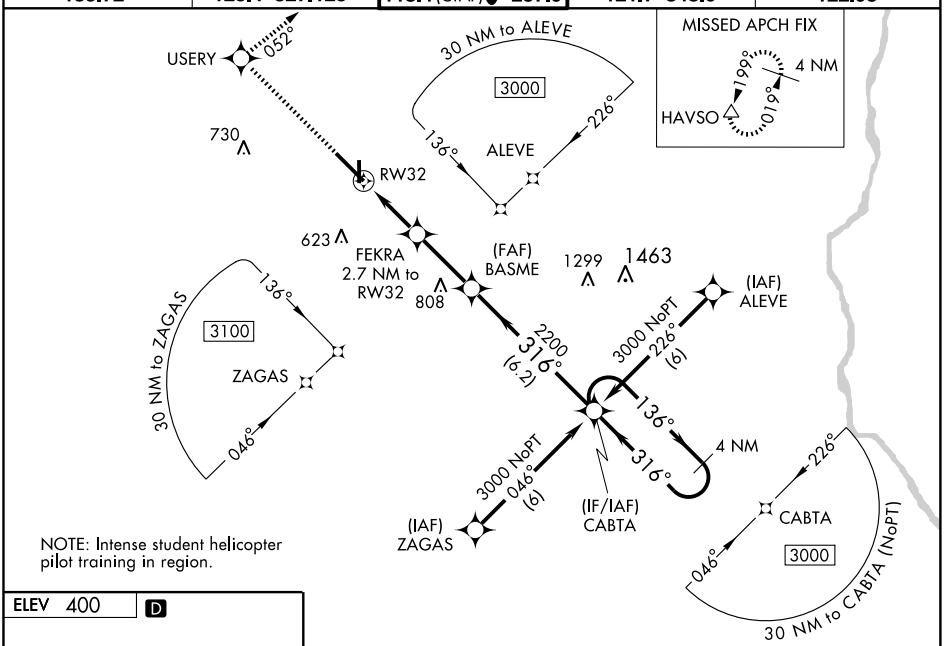
DOTHAN RGNL (DHN)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 677, LNAV/VNAV DA to 753, all MDAs 60 feet and increase visibility LNAV/VNAV all Cats and LNAV Cat C ¼ mile. When using Cairns altimeter setting increase LPV all Cats visibility ½ mile. Baro-VNAV NA when using Cairns altimeter setting. VDP NA when using Cairns altimeter setting.

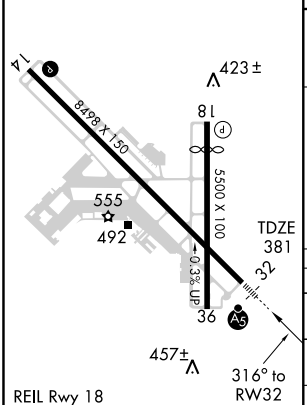
MALSR

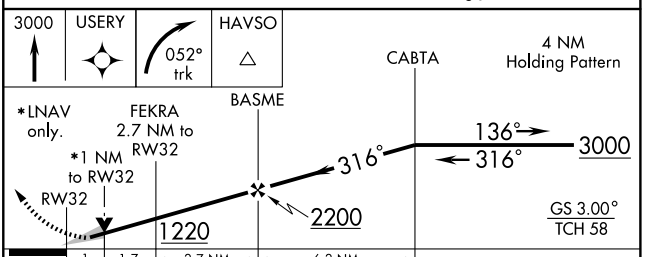
MISSED APPROACH: Climb to 3000 direct USERY and right turn via 052° track to HAVSO and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95



NOTE: Intense student helicopter pilot training in region.





CATEGORY	A	B	C	D
LPV DA	631/24 250 (300-½)			
LNAV/VNAV DA	707/24 326 (400-½)			707/40 326 (400-¾)
LNAV MDA	760/24 379 (400-½)			760/50 379 (400-1)
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

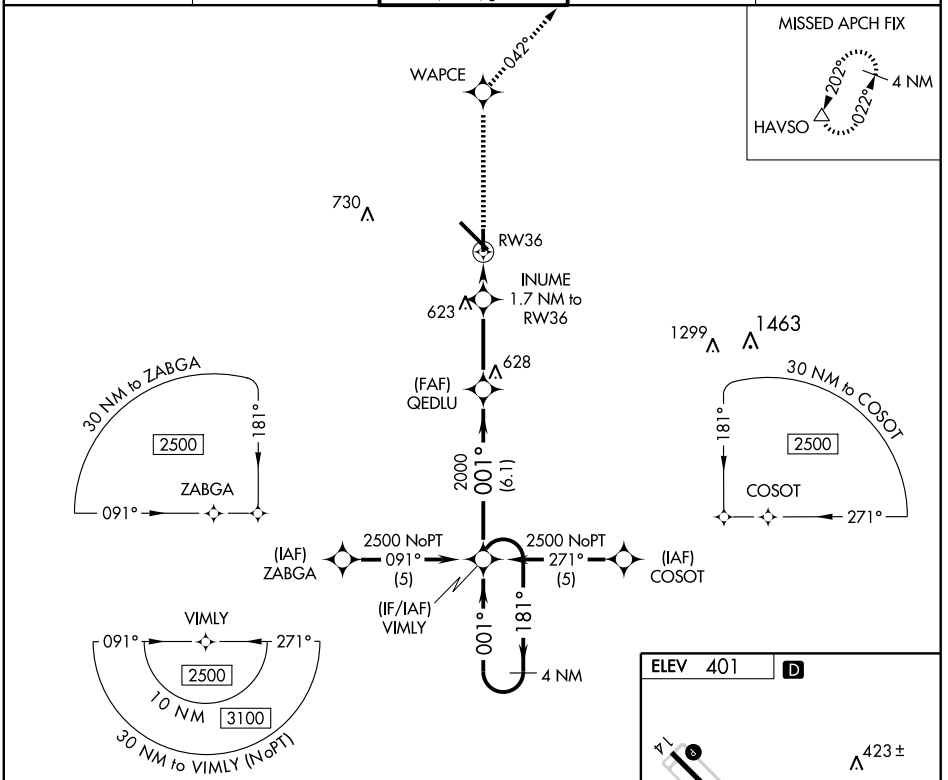
DOTHAN RGNL (DHN)

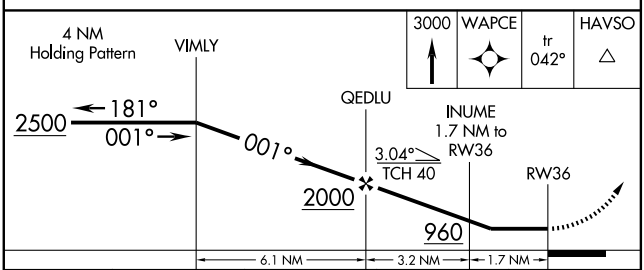
APP CRS	Rwy Idg	5500
001°	TDZE	378
	Apt Elev	401

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile.

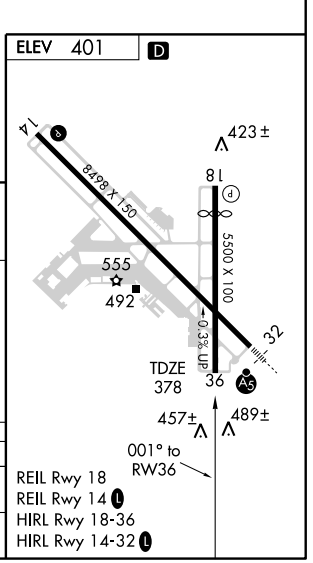
MISSED APPROACH: Climb to 3000 direct WAPCE and on track 042° to HAVSO and hold.

ATIS	CAIRNS APP CON★	DOTHAN TOWER★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	800-1 422 (400-1)		800-1¼ 422 (400-1¼)	
CIRCLING	860-1 459 (500-1)		860-1½ 459 (500-1½)	980-2 579 (600-2)



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RRS	APP CRS	Rwy Idg	N/A
111.6	334°	TDZE	N/A
Chan 53		Apt Elev	400

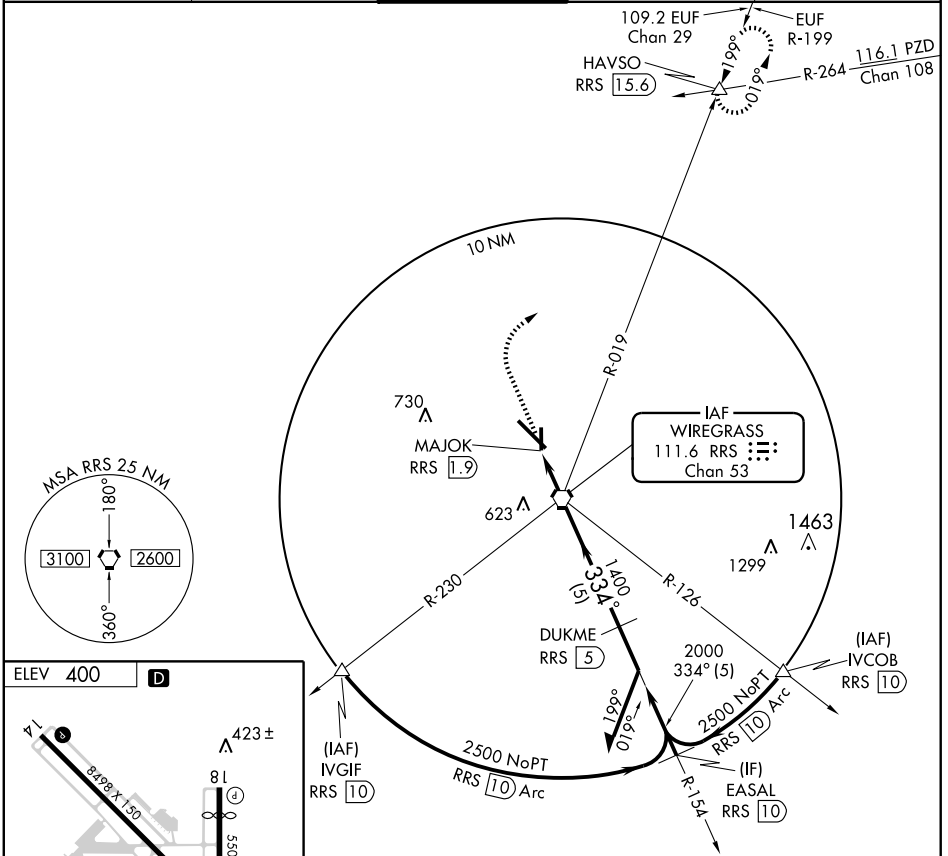
VOR or TACAN-A

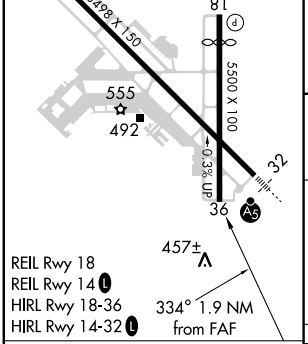
DOTHAN RGNL (DHN)

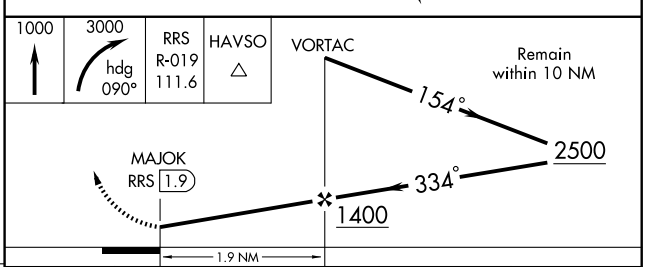
When local altimeter setting not received, use Cairns altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 090° and RRS VORTAC R-019 to HAVSO INT/RRS 15.6 DME and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)

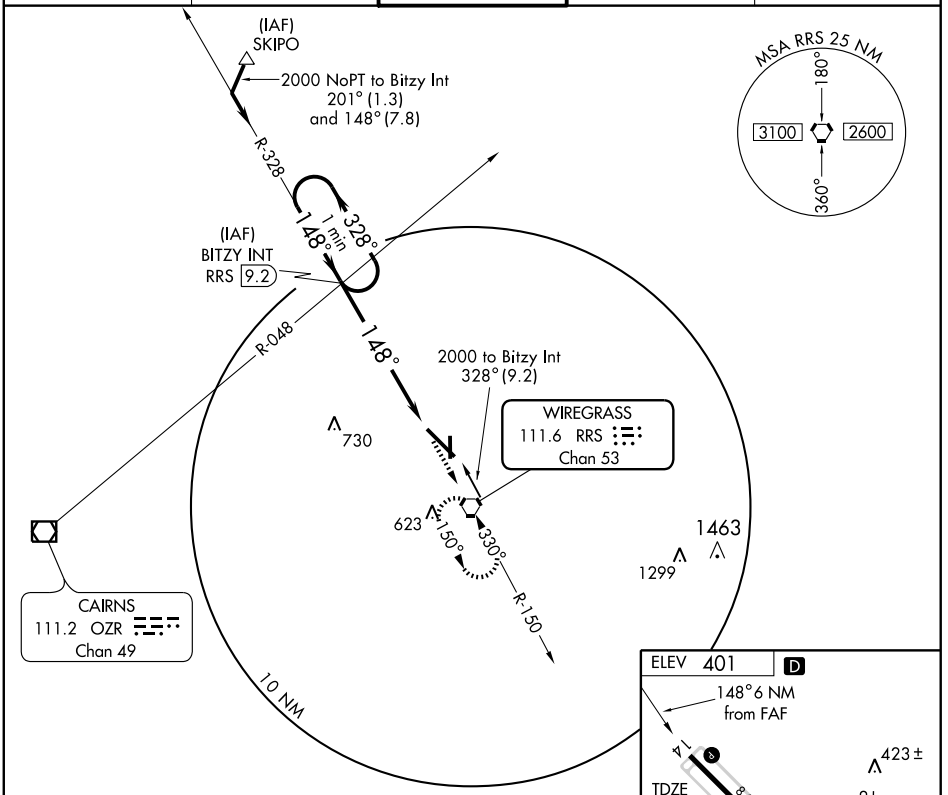
SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

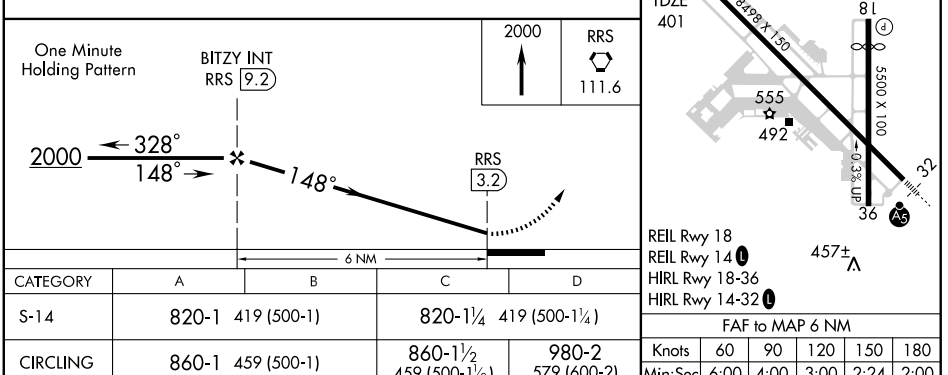
VORTAC RRS	APP CRS	Rwy Idg	8498
111.6	148°	TDZE	401
Chan 53		Apt Elev	401

VOR RWY 14
DOTHAN RGNL (DHN)

MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





CATEGORY	A	B	C	D
S-14	820-1 419 (500-1)		820-1¼ 419 (500-1¼)	
CIRCLING	860-1 459 (500-1)		860-1½ 459 (500-1½)	980-2 579 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

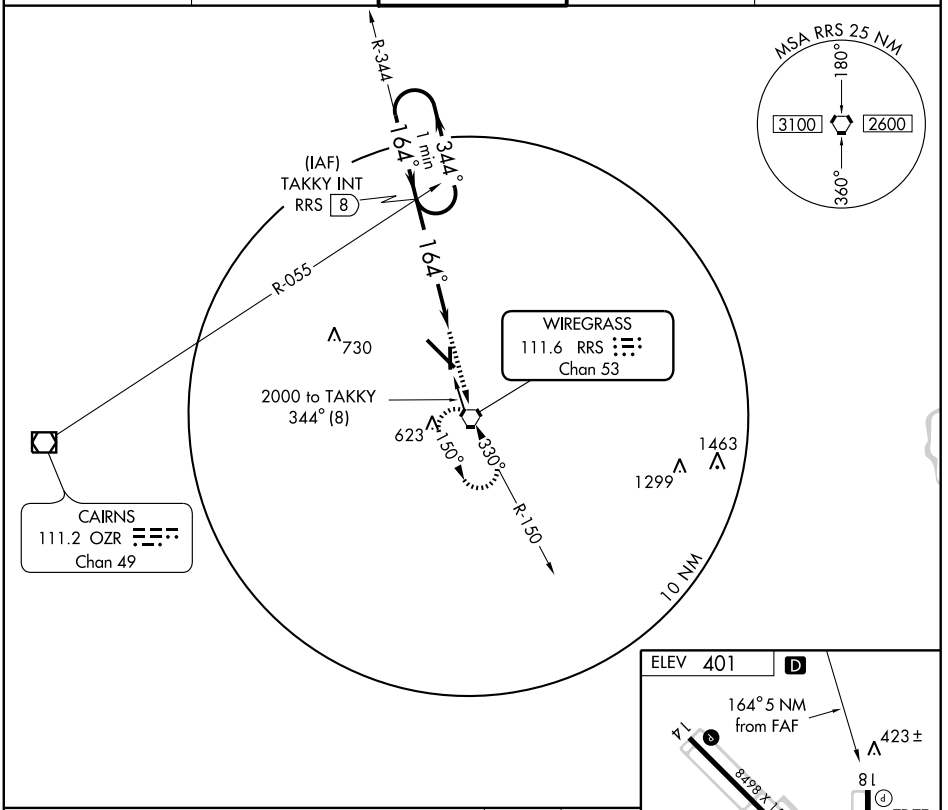
SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

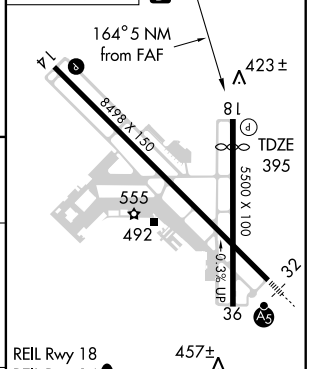
VORTAC RRS	APP CRS	Rwy Idg	5000
111.6	164°	TDZE	395
Chan 53		Apt Elev	401

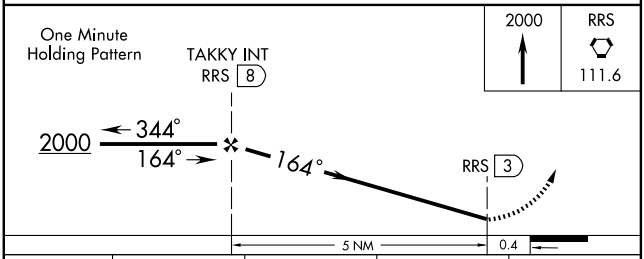
VOR RWY 18
DOTHAN RGNL (DHN)

MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







CATEGORY	A	B	C	D
S-18	820-1 425 (500-1)		820-1¼ 425 (500-1¼)	
CIRCLING	860-1 459 (500-1)		860-1½ 459 (500-1½)	980-2 579 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5080
CH 72614	055°	TDZE	360
W05A		Apt Elev	361

RNAV (GPS) RWY 5

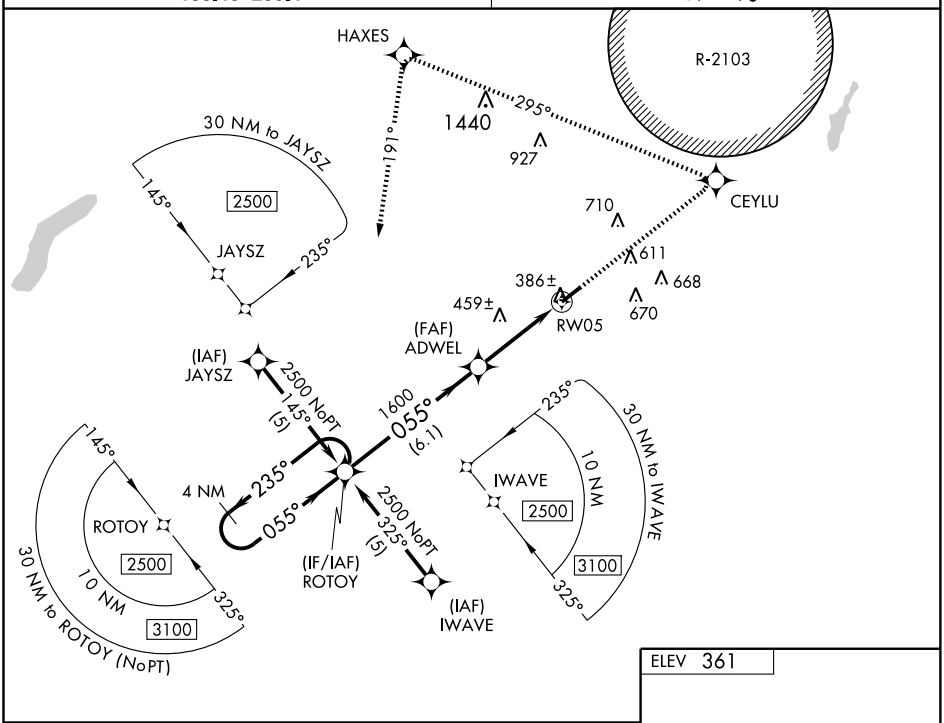
ENTERPRISE MUNI (EDN)

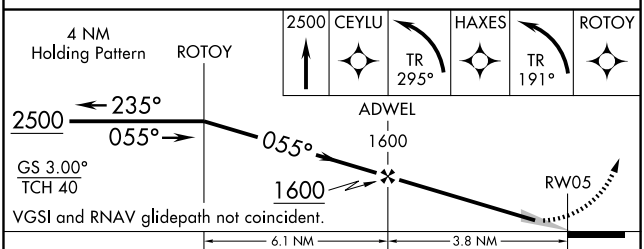
Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Cairns AAF (Fort Rucker) altimeter setting.

NA

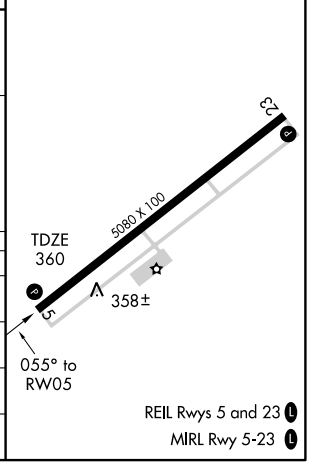
MISSED APPROACH: Climb to 2500 direct CEYLU and left turn via track 295° to HAXES and left turn via track 191° to ROTOY and hold.

CAIRNS APP CON ★	UNICOM
133.45 239.4	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	642-1 282 (300-1)			NA
LNAV/VNAV DA	688-1¼ 328 (400-1¼)			NA
LNAV MDA	760-1 400 (400-1)			NA
CIRCLING	860-1 499 (500-1)		860-1½ 499 (500-1½)	NA



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

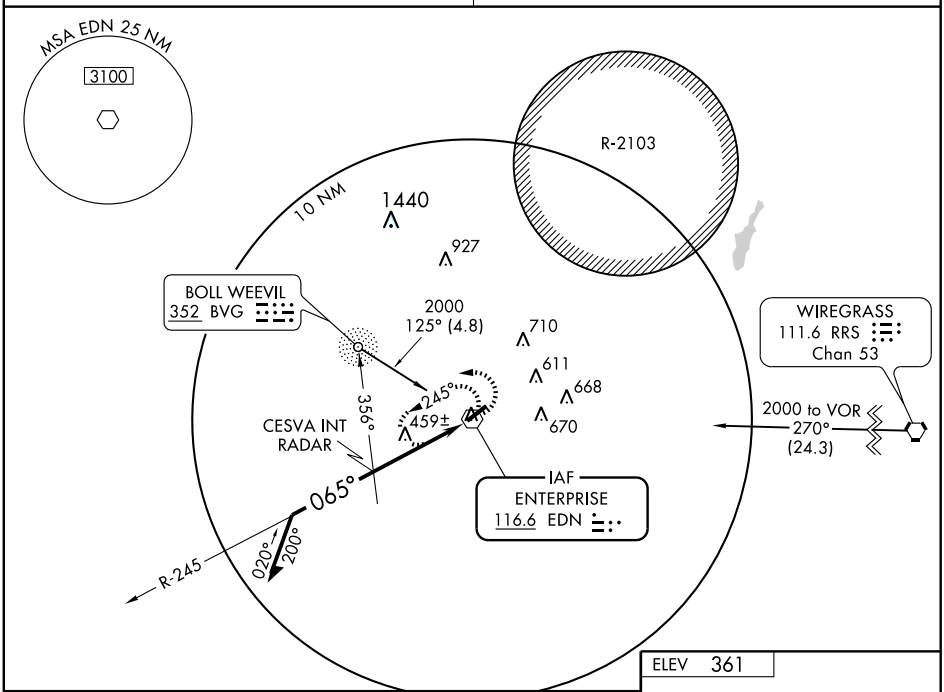
VOR EDN	APP CRS	Rwy Idg	5080
116.6	065°	TDZE	360
		Apt Elev	361

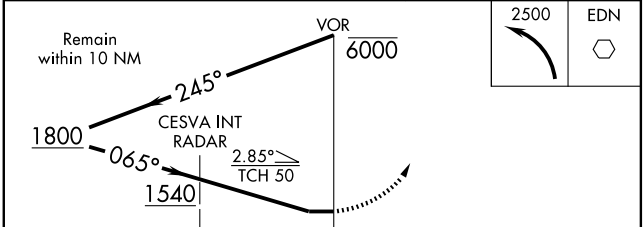
VOR RWY 5
ENTERPRISE MUNI (EDN)

ADF or RADAR Required.
NA Use Cairns AAF (Fort Rucker) altimeter setting.

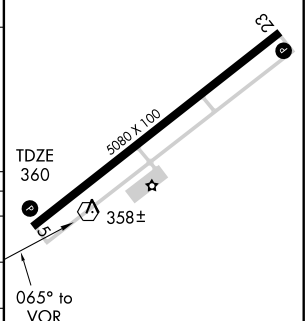
MISSED APPROACH:
Climbing left turn to 2500 in EDN VOR holding pattern.

CAIRNS APP CON ★	UNICOM
133.45 239.4	122.8 (CTAF) L





2500	EDN



CATEGORY	A	B	C	D
S-5	1540-1¼ 1180 (1200-1¼)	1540-1½ 1180 (1200-1½)	1540-3 1180 (1200-3)	NA
CIRCLING	1540-1¼ 1179 (1200-1¼)	1540-1½ 1179 (1200-1½)	1540-3 1179 (1200-3)	NA
	CESVA INT/RADAR MINIMUMS			
S-5	820-1 460 (500-1)		820-1¼ 460 (500-1¼)	NA
CIRCLING	860-1 499 (500-1)		860-1½ 499 (500-1½)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

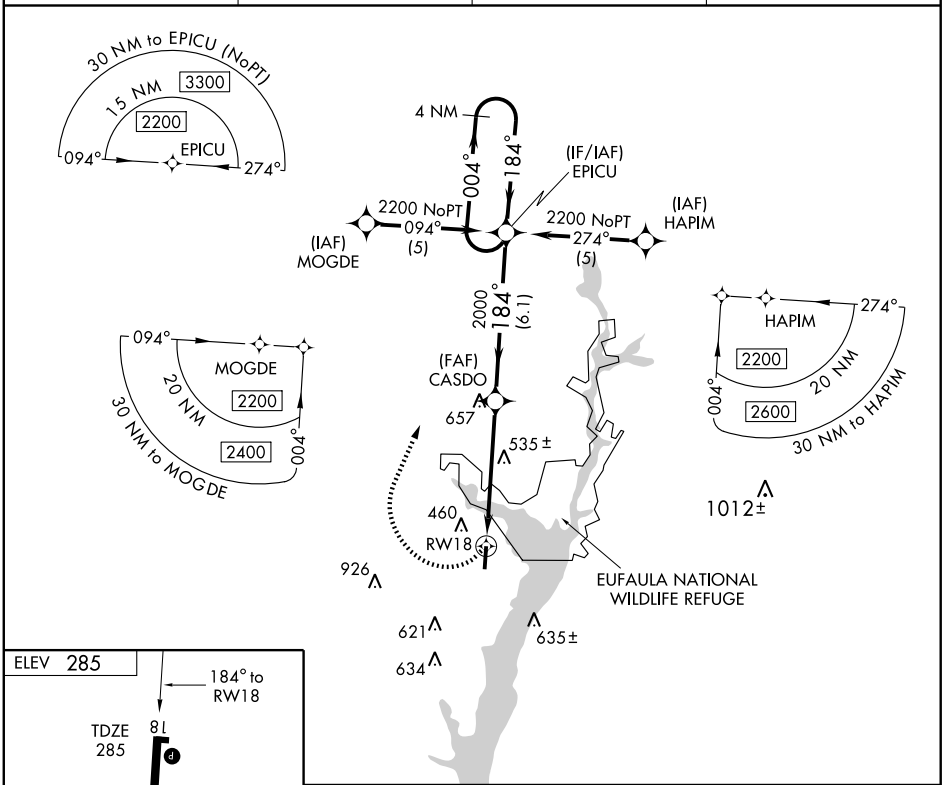
EUFAULA/ WEEDON FIELD (EUF)

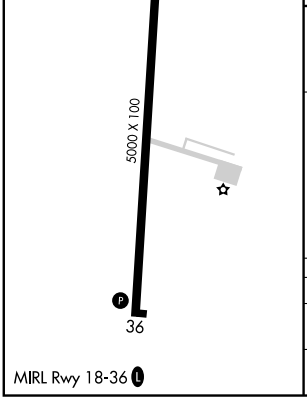
APP CRS	Rwy Idg	5000
184°	TDZE	285
	Apt Elev	285

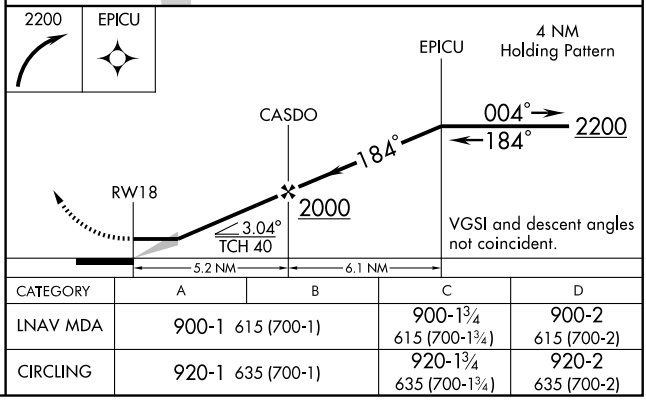
Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet, and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct EPICU and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1 615 (700-1)		900-1¾ 615 (700-1¾)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
004°	TDZE	285
	Apt Elev	285

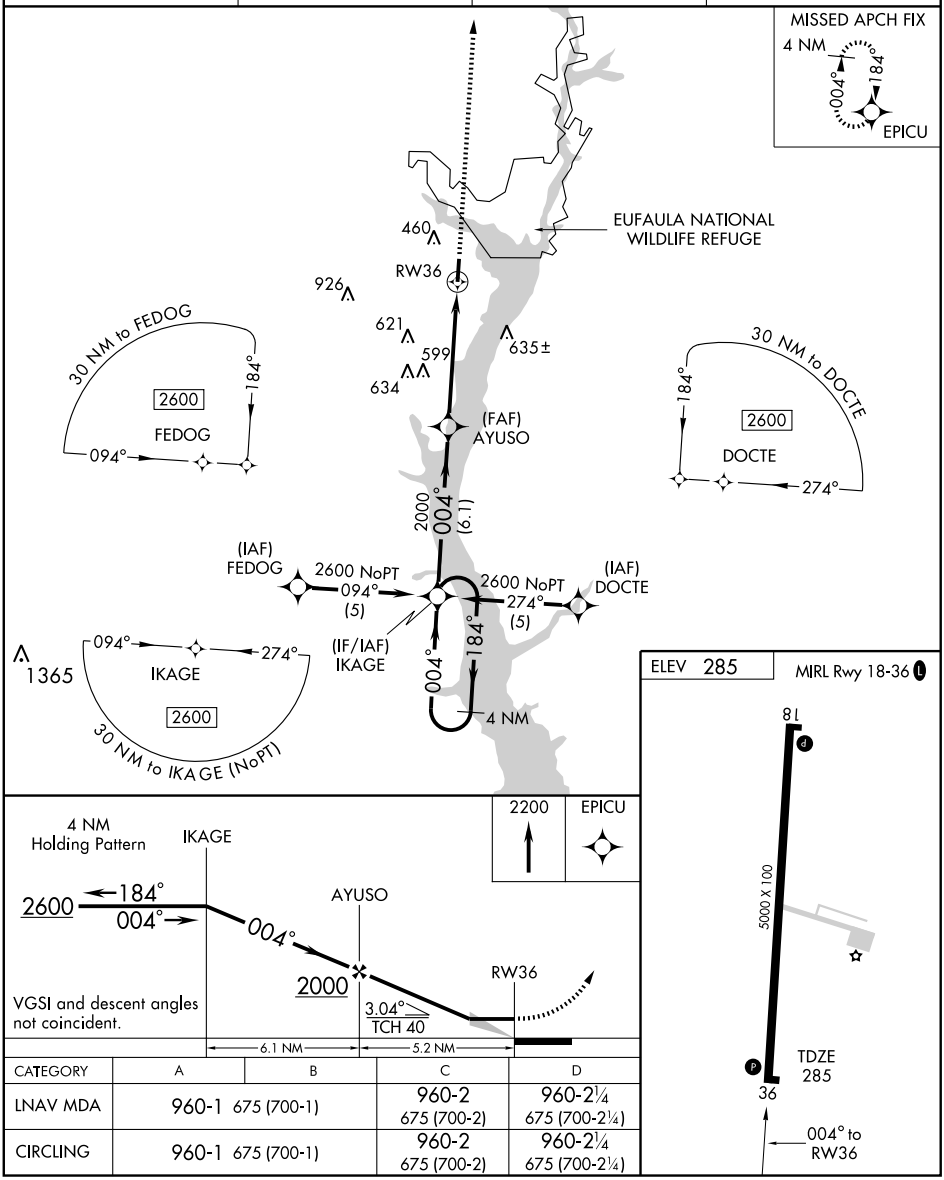
RNAV (GPS) RWY 36

EUFAULA/ WEEDON FIELD (EUF)

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct EPICU and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	960-1 675 (700-1)		960-2 675 (700-2)	960-2¼ 675 (700-2¼)
CIRCLING	960-1 675 (700-1)		960-2 675 (700-2)	960-2¼ 675 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC EUF 109.2 Chan 29	APP CRS 356°	Rwy Idg 5000 TDZE 285 Apt Elev 285

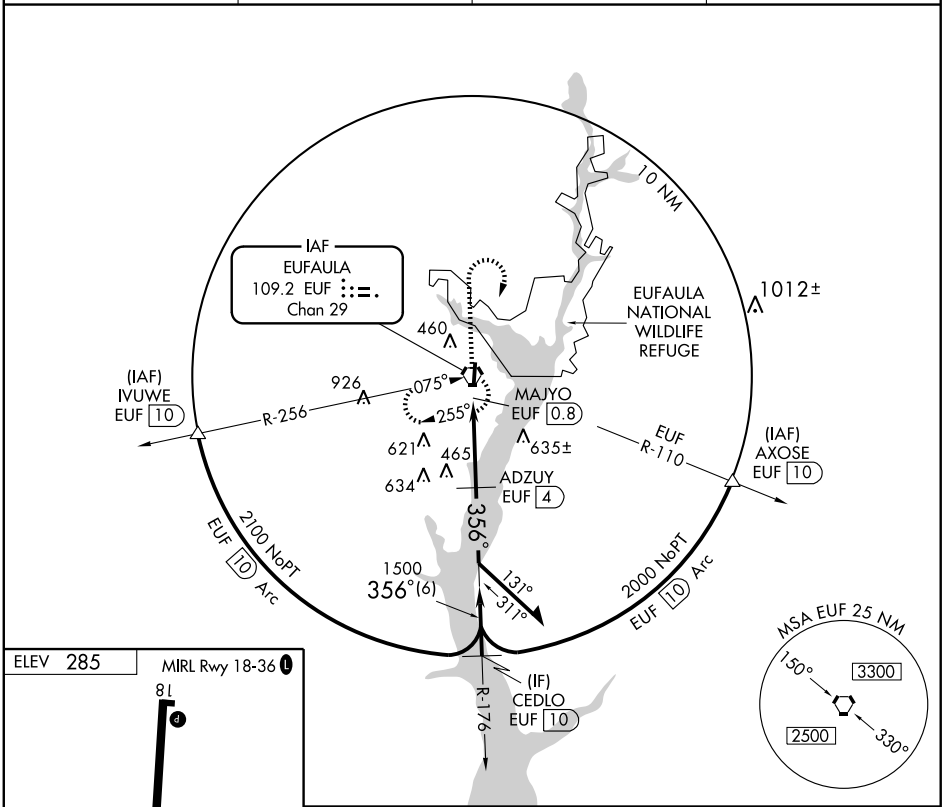
VOR/DME RWY 36

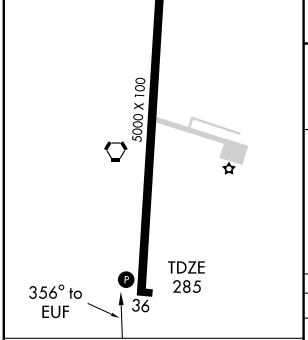
EUFAULA/ WEEDON FIELD (EUF)

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and S-36 Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L

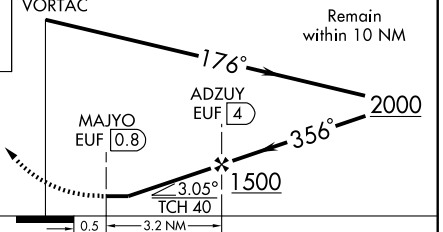




Knots	60	90	120	150	180
Min:Sec					

1500	2000	EUF 109.2

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-36	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC EUF 109.2 Chan 29	APP CRS 187°	Rwy Idg 5000 TDZE 285 Apt Elev 285

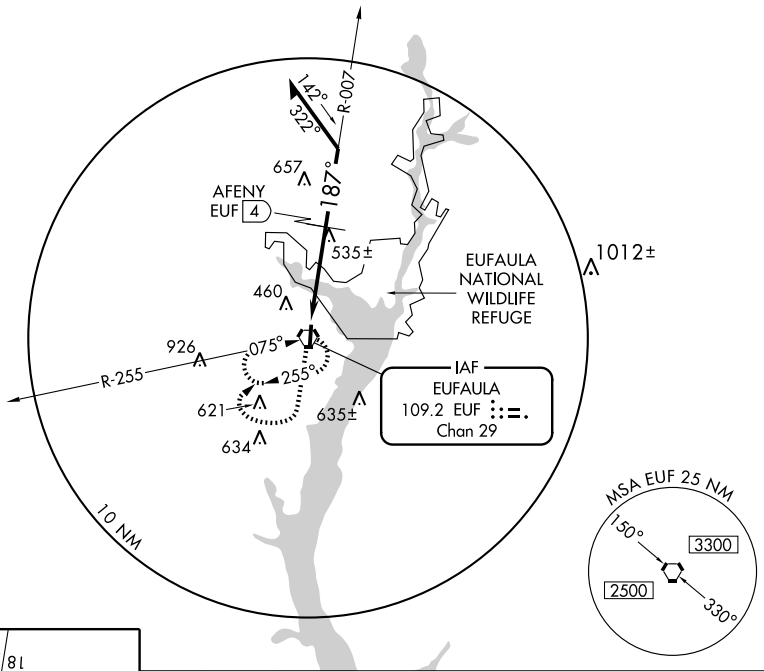
VOR RWY 18

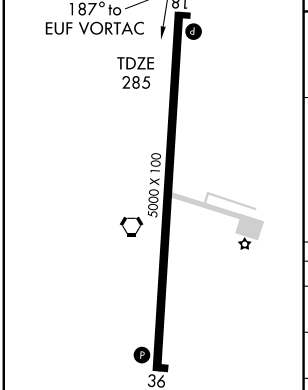
EUFAULA/ WEEDON FIELD (EUF)

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and AFENY Fix Minimums Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L

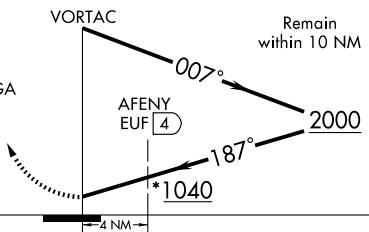




Knots	60	90	120	150	180
Min:Sec					

1500	2000	EUF 109.2

*1080 when using Columbus, GA altimeter setting.



CATEGORY	A	B	C	D
S-18	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
CIRCLING	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
AFENY FIX MINIMUMS				
S-18	900-1 615 (700-1)		900-1¾ 615 (700-1¾)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
003°	TDZE	259
	Apt Elev	259

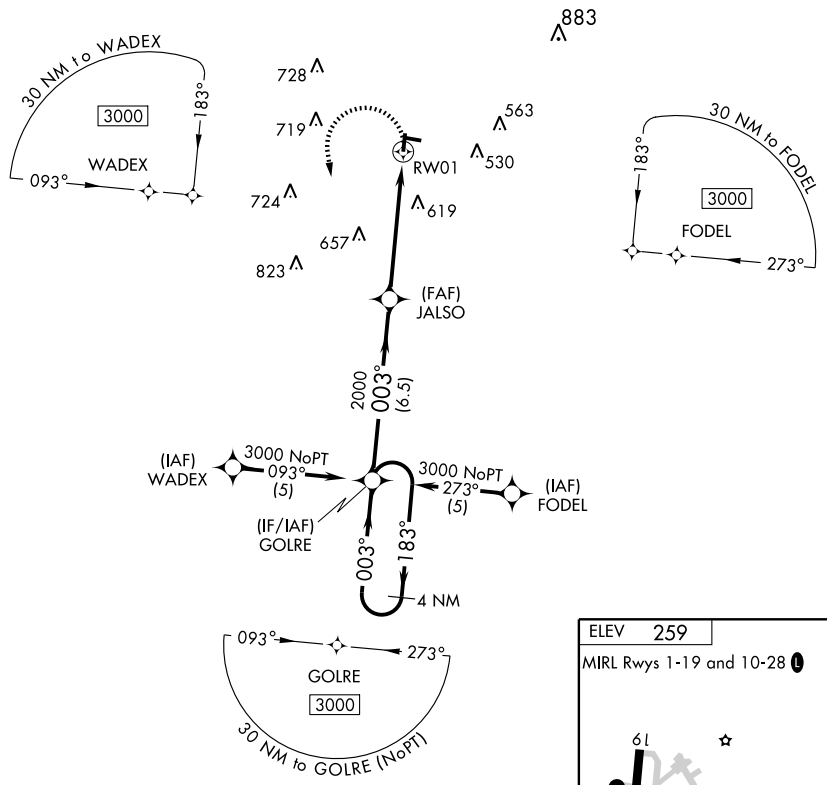
RNAV (GPS) RWY 1

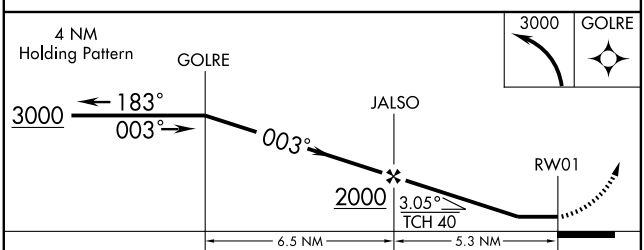
EVERGREEN/ MIDDLETON FIELD (GZH)

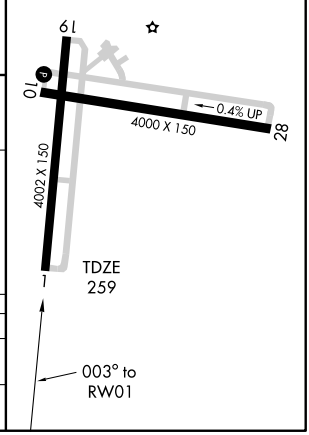
Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct GOLRE and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1 621 (700-1)		880-1¾ 621 (700-1¾)	880-2 621 (700-2)
CIRCLING	920-1 661 (700-1)		920-1¾ 661 (700-1¾)	920-2 661 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
097°	TDZE	259
	Apt Elev	259

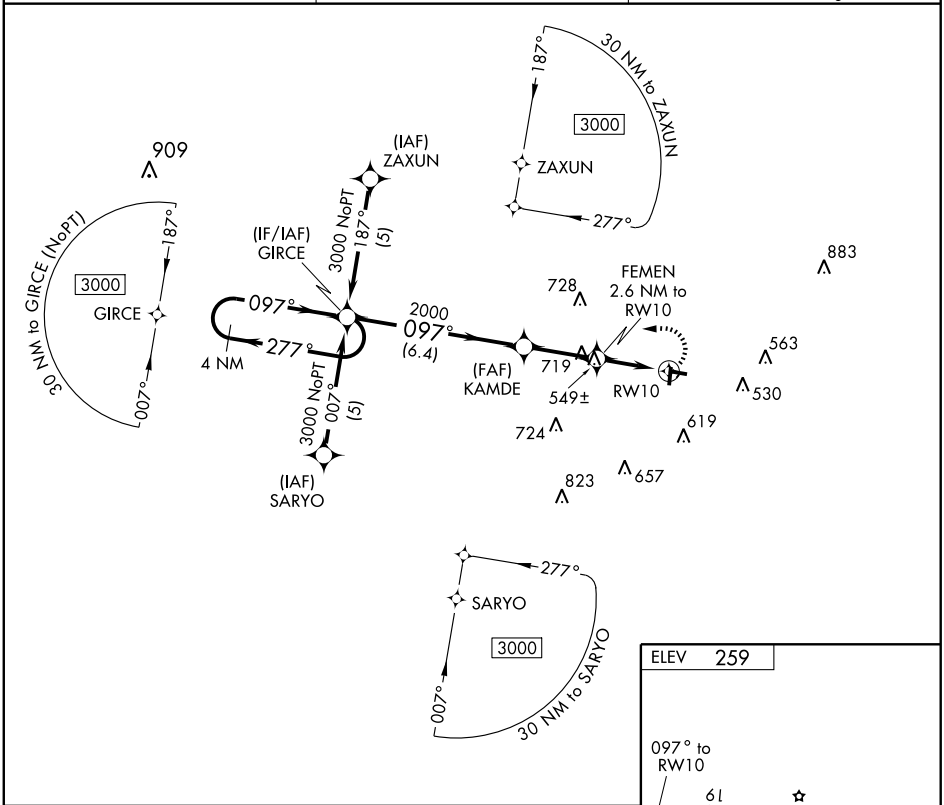
RNAV (GPS) RWY 10

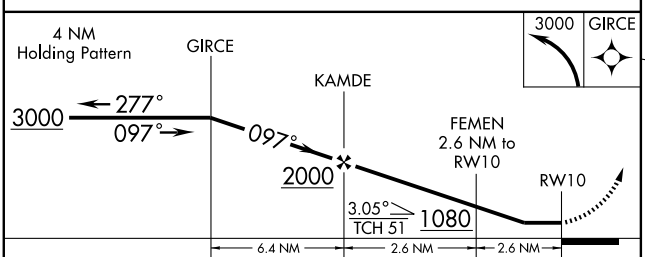
EVERGREEN/ MIDDLETON FIELD (GZH)

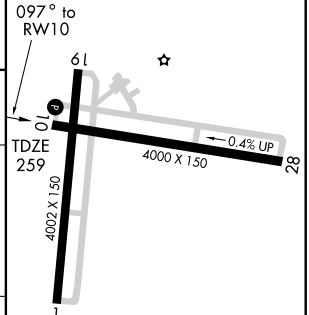
When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct GIRCE and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 541 (600-1)		800-1½ 541 (600-1½)	800-1¾ 541 (600-1¾)
CIRCLING	800-1 541 (600-1)		800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwys 1-19 and 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
183°	TDZE	259
	Apt Elev	259

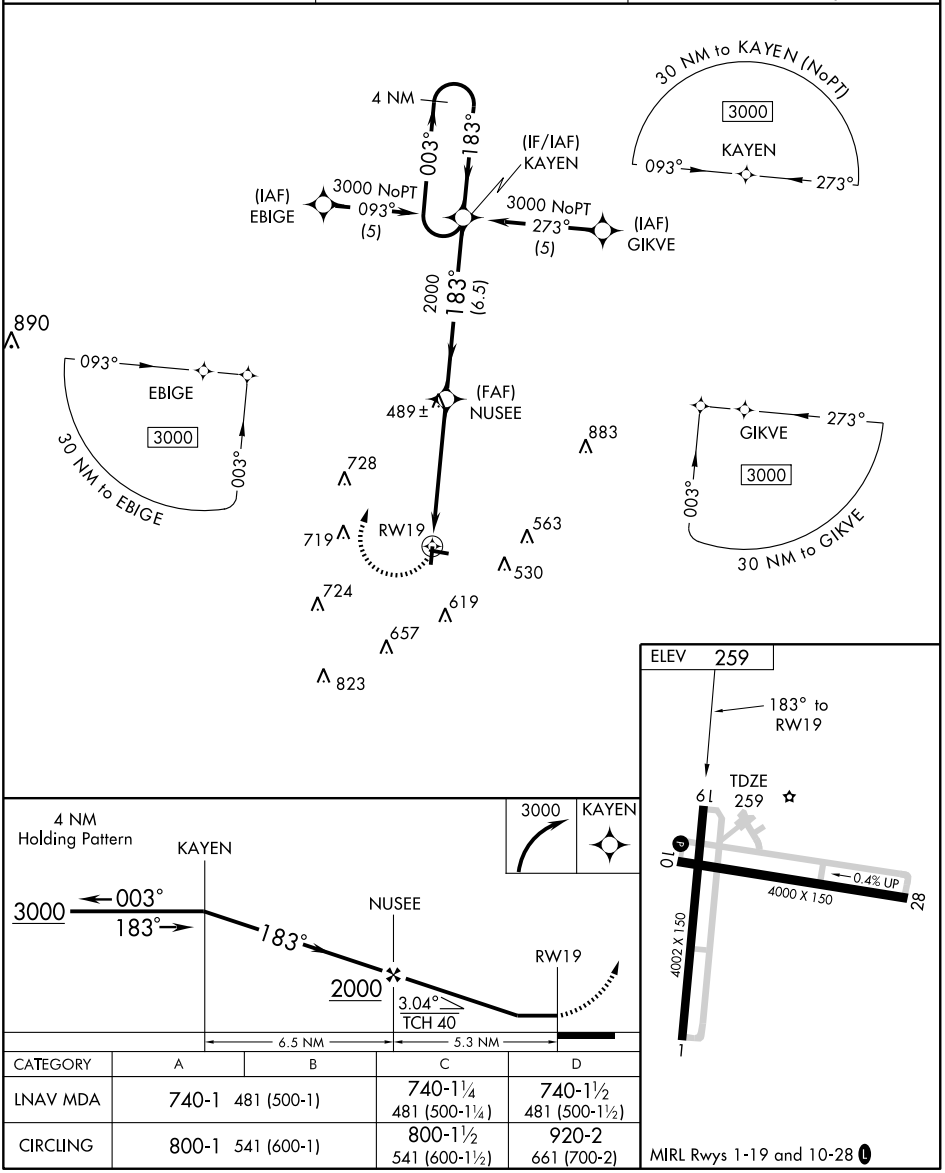
RNAV (GPS) RWY 19

EVERGREEN/ MIDDLETON FIELD (GZH)

Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct KAYEN and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	740-1 481 (500-1)		740-1¼ 481 (500-1¼)	740-1½ 481 (500-1½)
CIRCLING	800-1 541 (600-1)		800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwys 1-19 and 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
278°	TDZE	258
	Apt Elev	259

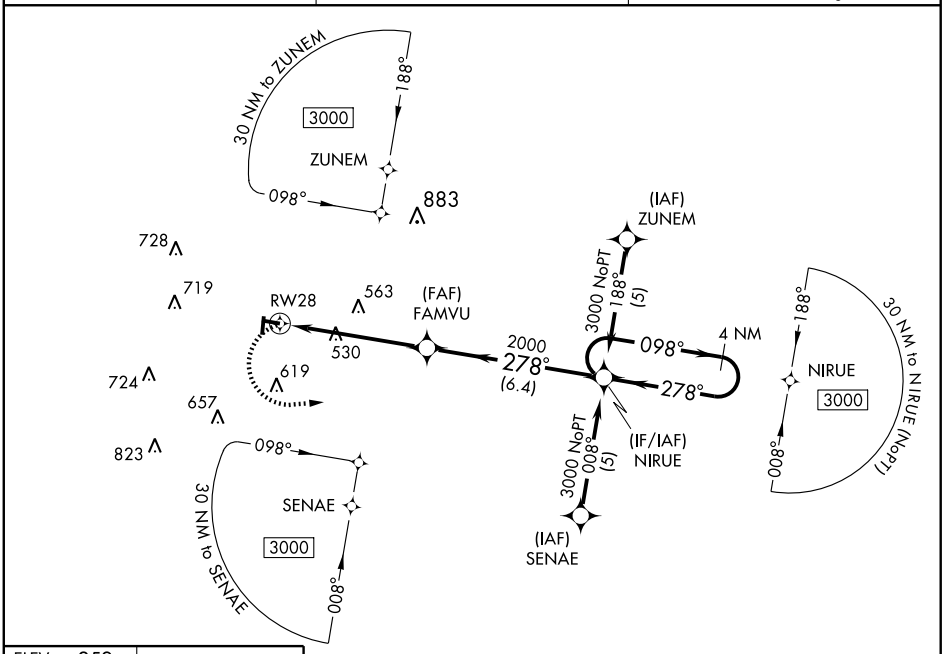
RNAV (GPS) RWY 28

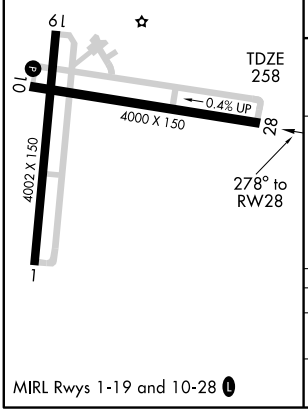
EVERGREEN/MIDDLETON FIELD (GZH)

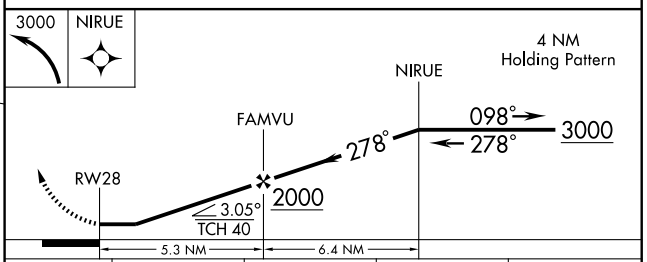
Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct NIRUE and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 542 (600-1)		800-1½ 542 (600-1½)	800-1¾ 542 (600-1¾)
CIRCLING	800-1 541 (600-1)		800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwys 1-19 and 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MVC	APP CRS	Rwy Idg	4000
116.8	095°	TDZE	259
Chan 115		Apt Elev	259

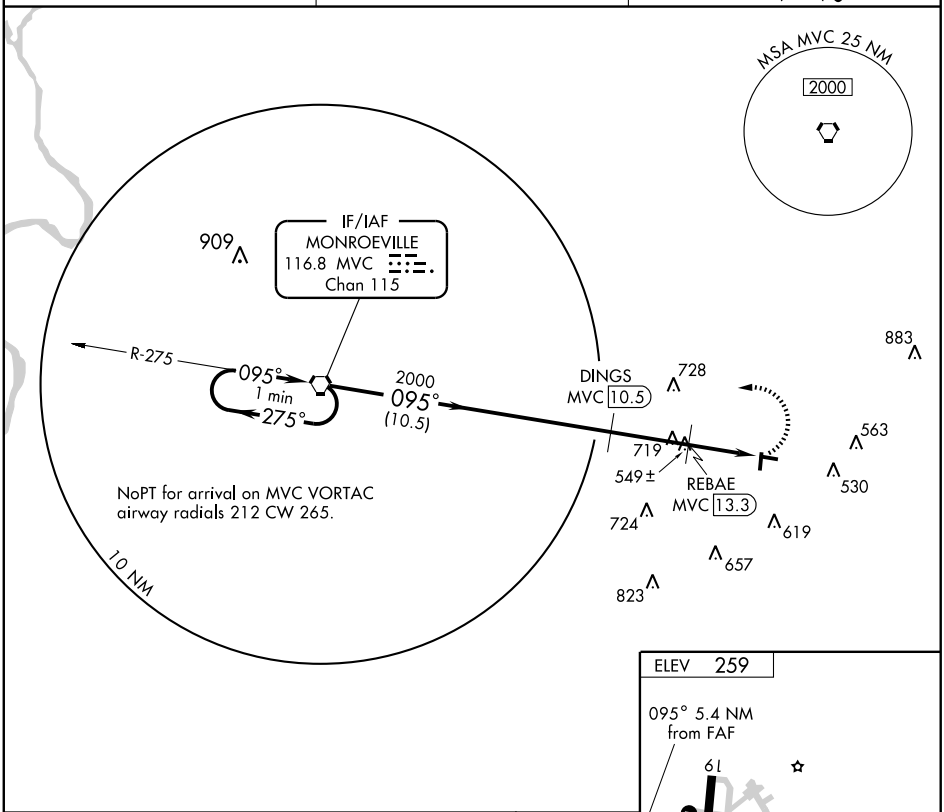
VOR/DME RWY 10

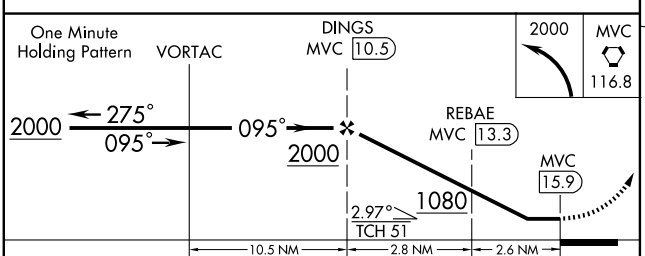
EVERGREEN/ MIDDLETON FIELD (GZH)

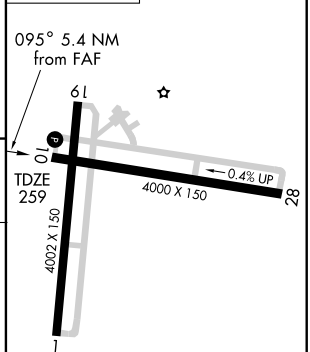
When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, S-10 visibility Cat. C/D ¼ mile, Circling visibility Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MVC VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







MIRL Rwys 1-19 and 10-28 L

CATEGORY	A	B	C	D
S-10	800-1	541 (600-1)	800-1½ 541 (600-1½)	800-1¾ 541 (600-1¾)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93513 W01A	APP CRS 010°	Rwy Idg 6604 TDZE 87 Apt Elev 91

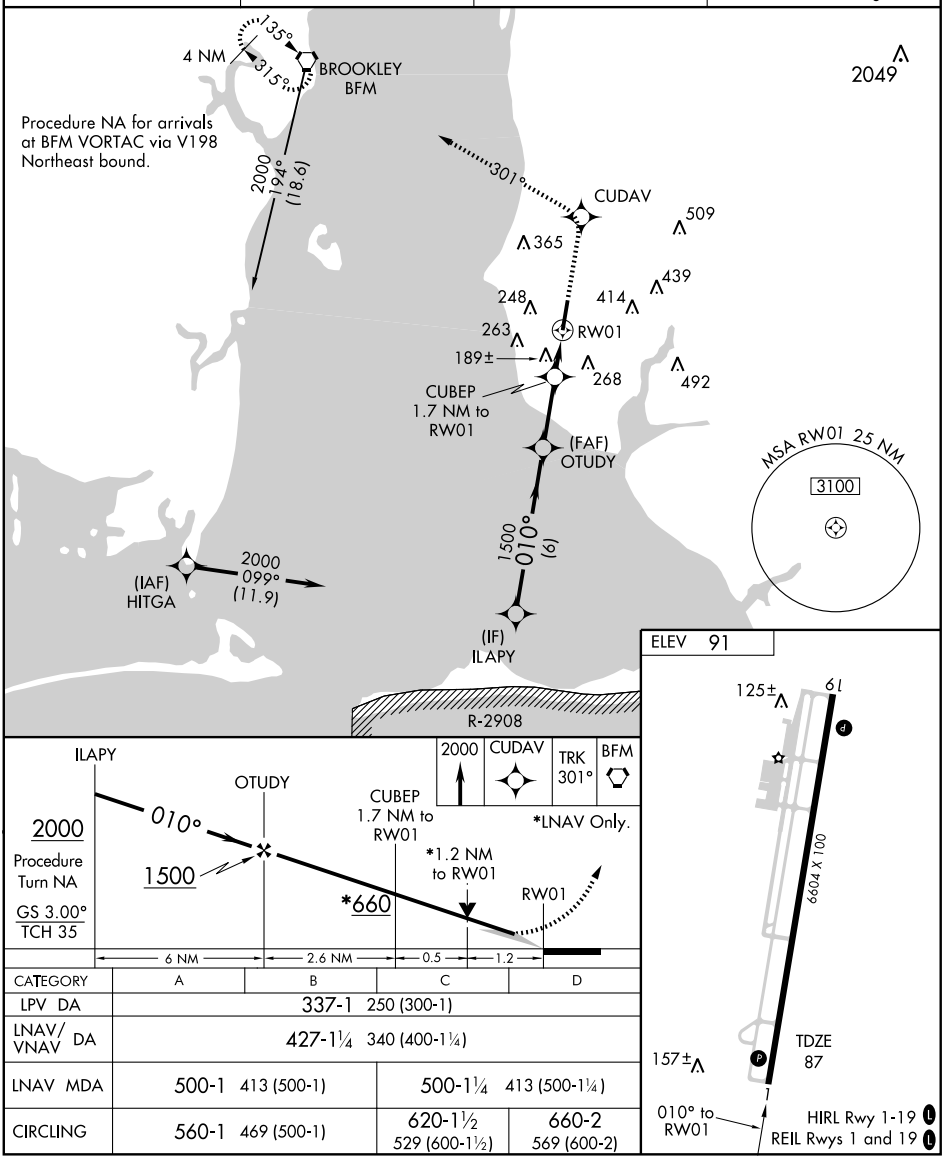
RNAV (GPS) RWY 1

FAIRHOPE/ H L SONNY CALLAHAN (4R4)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase LPV DA 42 feet, LNAV/VNAV DA 132 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 direct CUDAV and via track 301° to BFM VORTAC and hold.

AWOS-3	MOBILE DOWNTOWN ASOS	MOBILE APP CON ★	UNICOM
118.425	135.575	118.5 269.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	337-1 250 (300-1)			
LNAV/ VNAV DA	427-1¼ 340 (400-1¼)			
LNAV MDA	500-1 413 (500-1)		500-1¼ 413 (500-1¼)	
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)	660-2 569 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6604
CH 99313	190°	TDZE	91
W19A		Apt Elev	91

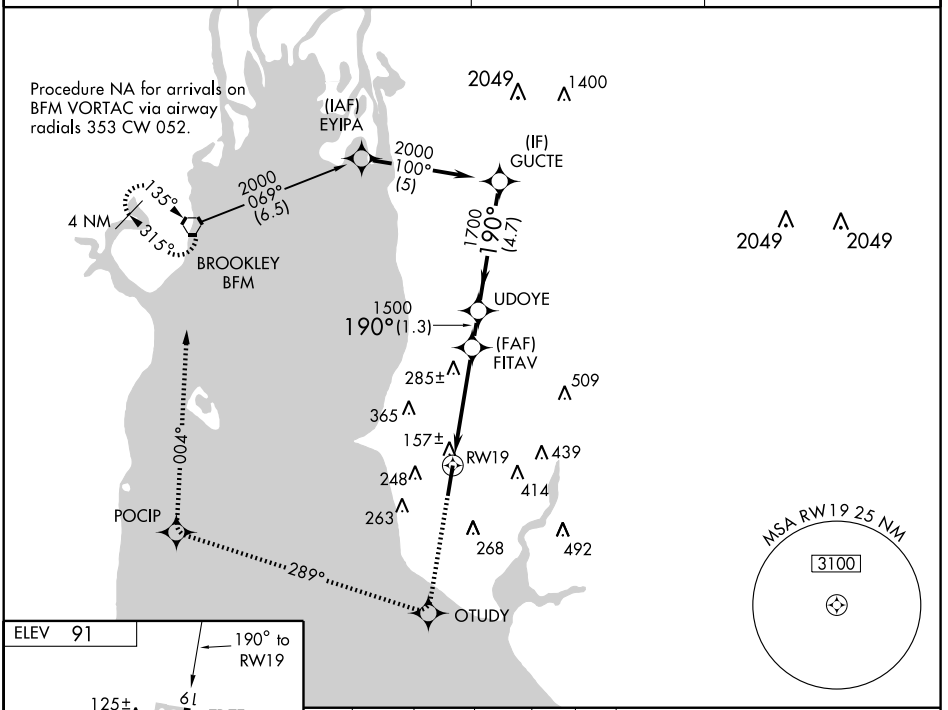
RNAV (GPS) RWY 19

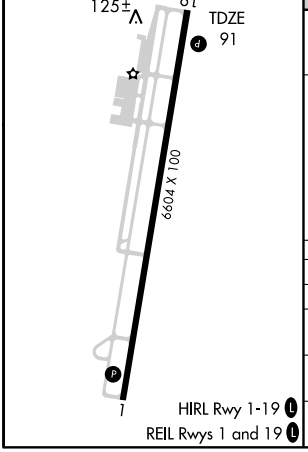
FAIRHOPE/ H L SONNY CALLAHAN (4R4)

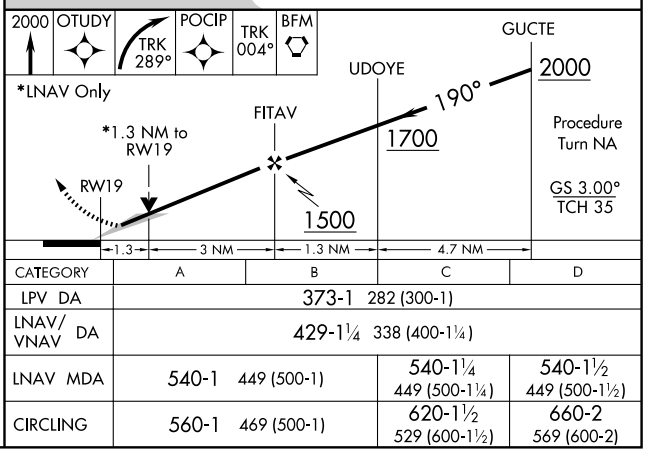
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct OTUDY and right turn via track 289° to POCIP and via track 004° to BFM VORTAC and hold.

AWOS-3	MOBILE DOWNTOWN ASOS	MOBILE APP CON ★	UNICOM
118.425	135.575	118.5 269.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	373-1 282 (300-1)			
LNAV/ VNAV DA	429-1¼ 338 (400-1¼)			
LNAV MDA	540-1 449 (500-1)		540-1¼ 449 (500-1¼)	540-1½ 449 (500-1½)
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)	660-2 569 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg N/A TDZE N/A Apt Elev 91

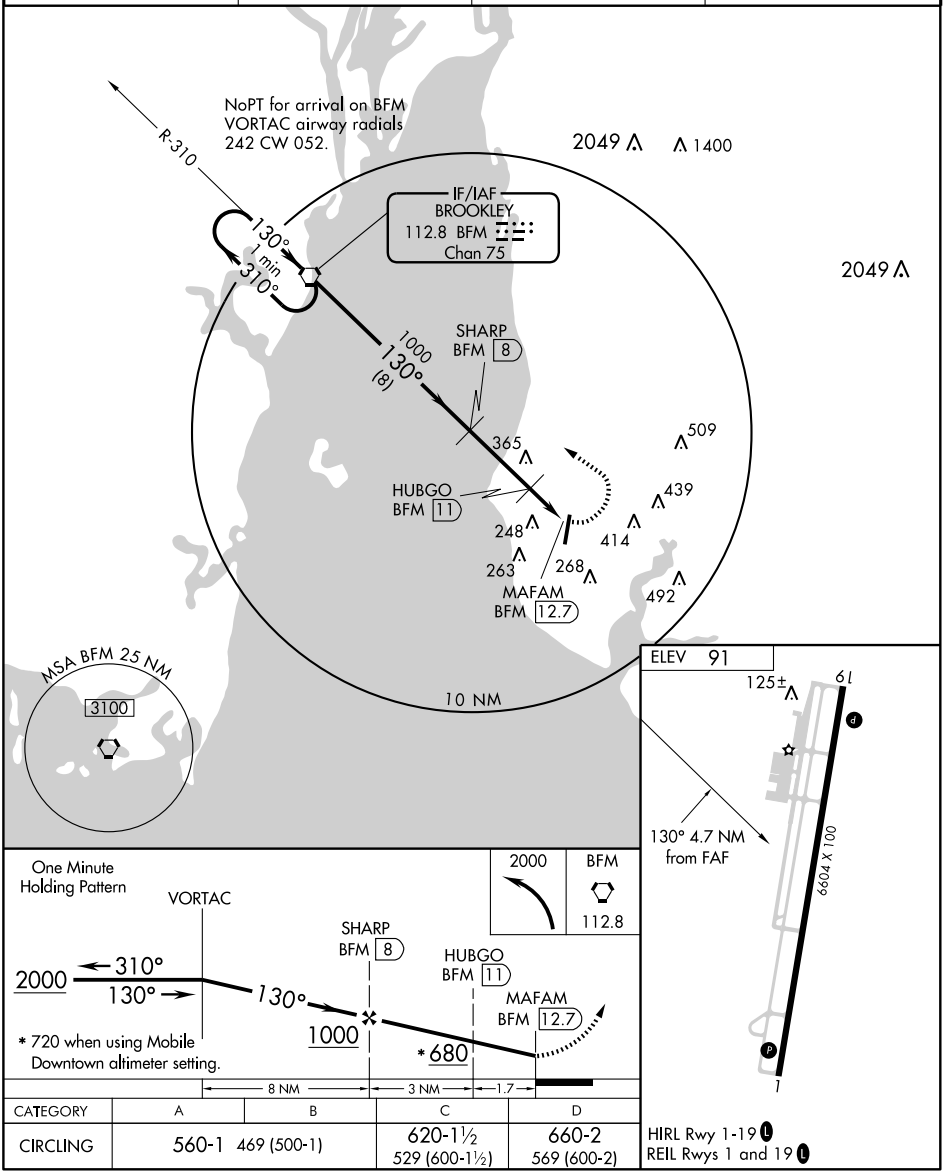
VOR/DME-A

FAIRHOPE/ H L SONNY CALLAHAN (4R4)

When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all Cats MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2000 direct BFM VORTAC and hold.

AWOS-3	MOBILE DOWNTOWN ASOS	MOBILE APP CON ★	UNICOM
118.425	135.575	118.5 269.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)	660-2 569 (600-2)

HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB FDF 204	APP CRS 171°	Rwy Idg 5008 TDZE 357 Apt Elev 357

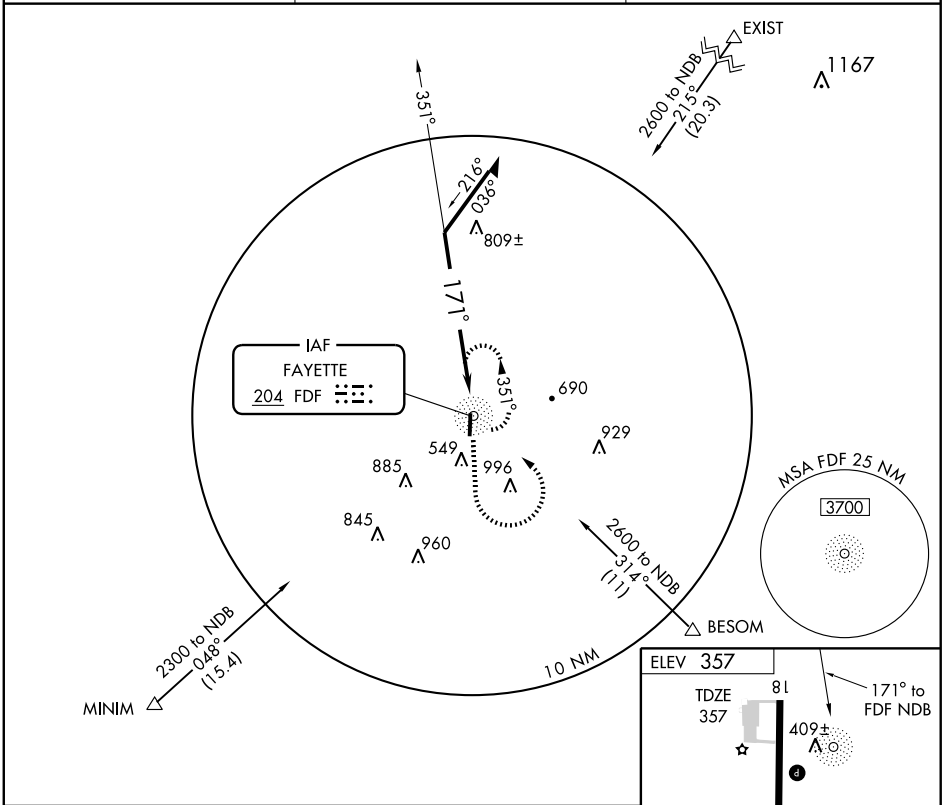
NDB RWY 18

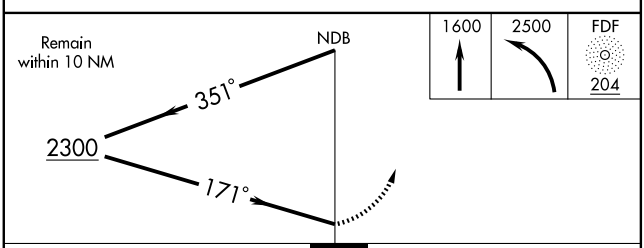
FAYETTE/ RICHARD ARTHUR FIELD (M95)

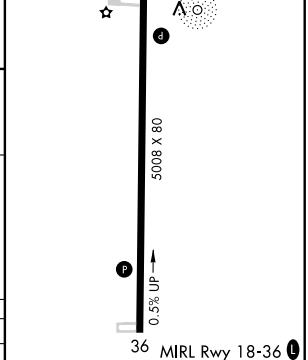
T
NA Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct FDF NDB and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3 119.225	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1240-1¼	883 (900-1¼)	1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)
CIRCLING	1240-1¼	883 (900-1¼)	1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5008
183°	TDZE	357
	Apt Elev	357

RNAV (GPS) RWY 18

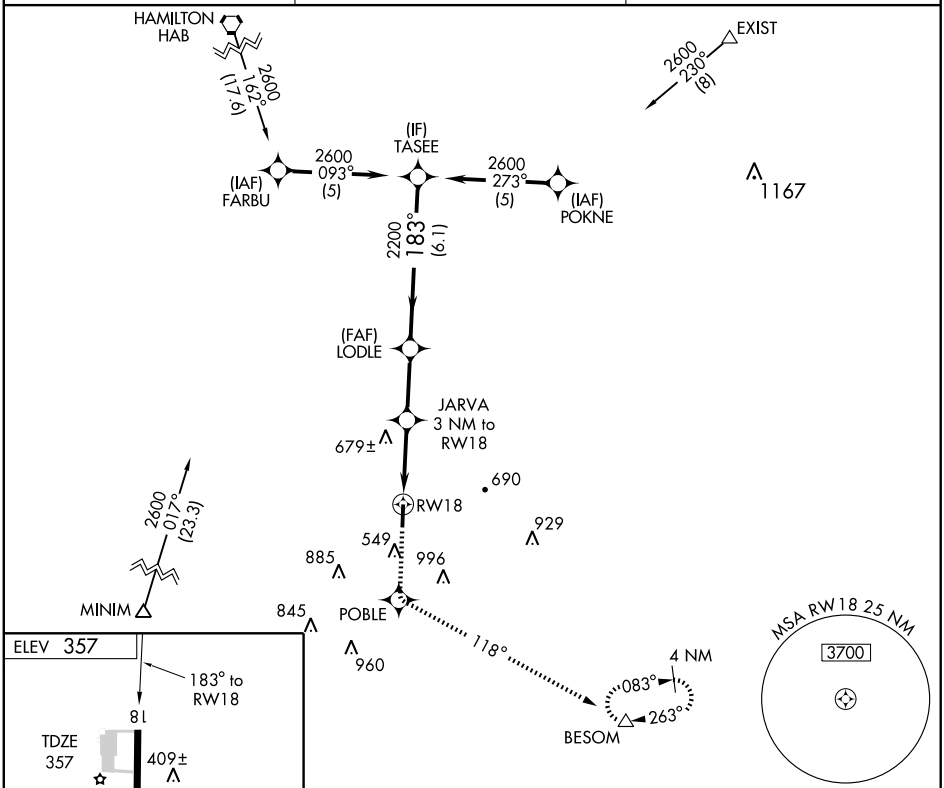
FAYETTE/ RICHARD ARTHUR FIELD (M95)

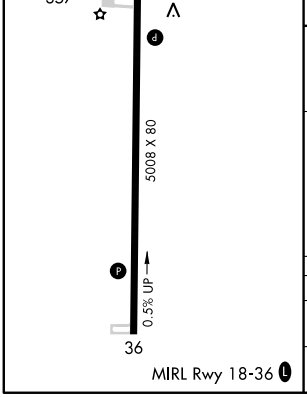
T
NA

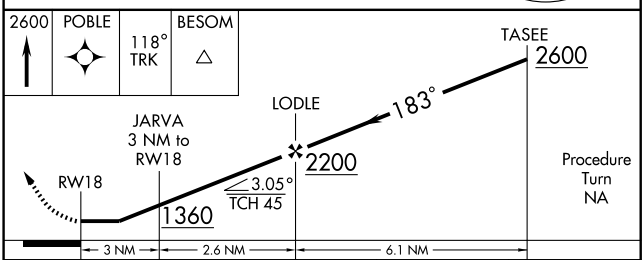
Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and LNAV visibility Cats C/D ¼ mile and circling Cat. D ½ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct POBLE and via 118° track to BESOM and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3 119.225	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 663 (700-1)		1020-1¾ 663 (700-1¾)	1020-2 663 (700-2)
CIRCLING	1020-1 663 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5008
003°	TDZE	346
	Apt Elev	357

RNAV (GPS) RWY 36

FAYETTE/ RICHARD ARTHUR FIELD (M95)

T
NA

Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and circling Cat. D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct LODLE and via 046° track to EXIST and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3 119.225	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) L

HAMILTON HAB

Procedure NA for arrivals at HAB VORTAC via V159 Northwest Bound.

2600 to Cibex 174° (41)

MISSED APCH FIX

120° 4 NM 300°

EXIST

046°

1167

LODLE

690

RW36

549 639± 929

885 996

POBLE 2.6 NM to RW36

699±

845 960

(FAF) JIMGO

Procedure NA for arrivals at MINIM via V245 Northwest Bound.

MSA RW36 25 NM

3700

BESOM

2600 216° (5.9)

2100 003° (6.2)

MINIM 2600 106° (6)

2600 093° (5)

2600 273° (5)

(IAF) CIBEX

(IF) PUGME

(IAF) FEBSO

ELEV 357

8l

409±

5008 X 80

0.5% UP

TDZE 346

36

003° to RW36

MIRL Rwy 18-36 L

PUGME

2600

003°

JIMGO

3.04° TCH 45

POBLE 2.6 NM to RW36

2100

1200

RW36

Procedure Turn NA

6.2 NM 2.7 NM 2.6 NM

2600	LODLE	046° TRK	EXIST

CATEGORY	A	B	C	D
LNAV MDA	980-1 634 (700-1)		980-1¾ 634 (700-1¾)	980-2 634 (700-2)
CIRCLING	1000-1 643 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3197
220°	TDZE	314
	Apt Elev	314

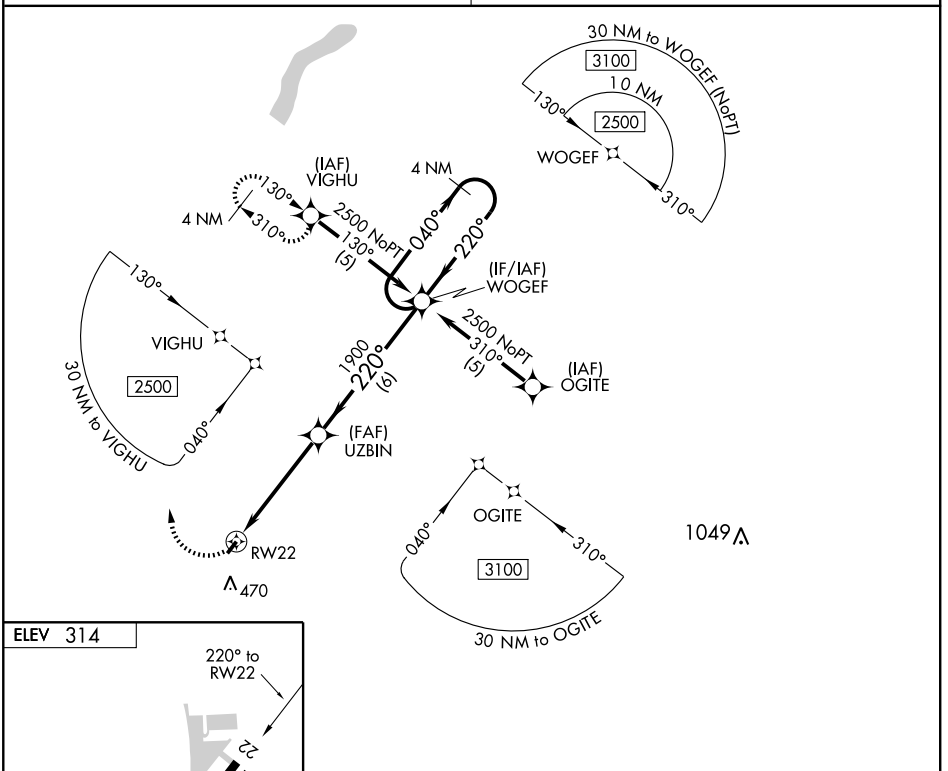
RNAV (GPS) RWY 22

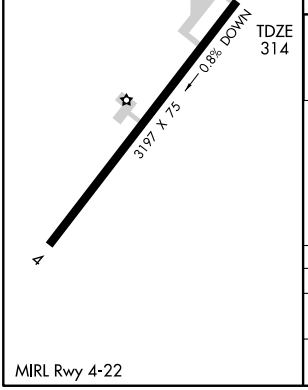
FLORALA MUNI (ØJ4)

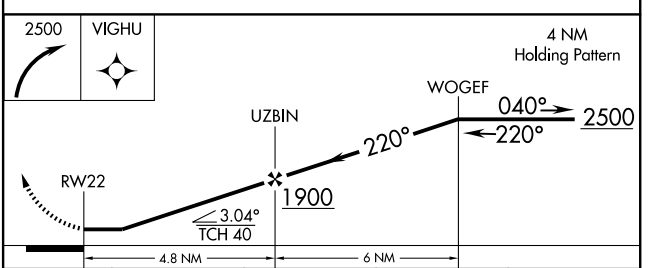
Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crestview altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2500 direct VIGHU and hold.

CAIRNS APP CON	UNICOM
133.45 239.4	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1	506 (600-1)	820-1½ 506 (600-1½)	NA
CIRCLING	820-1	506 (600-1)	820-1½ 506 (600-1½)	NA

MIRL Rwy 4-22

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB RWY 18

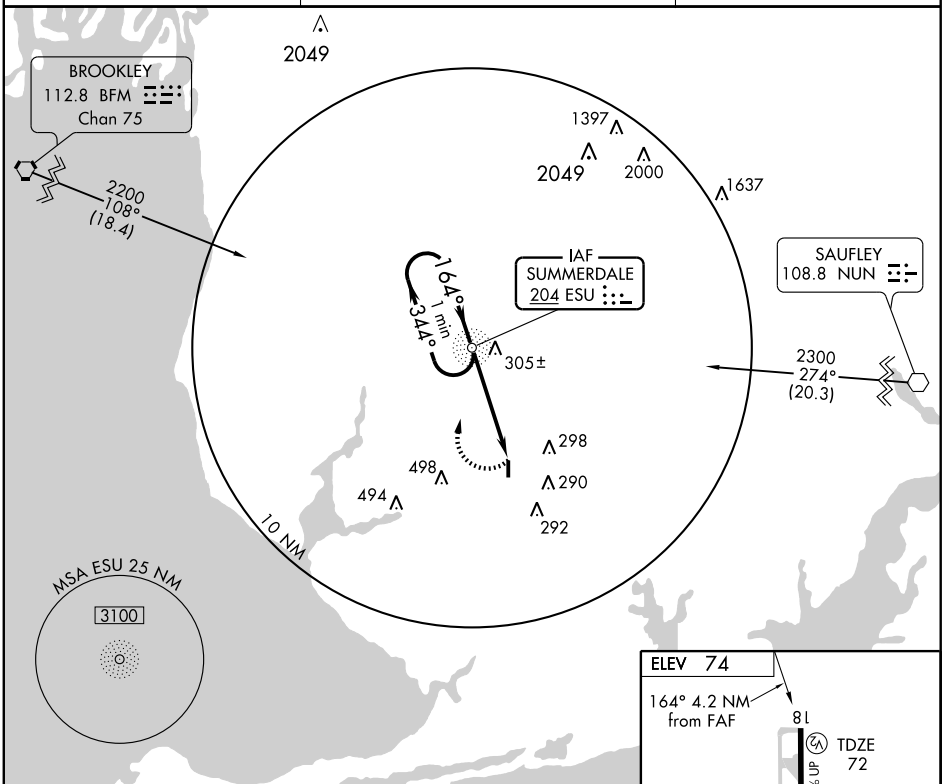
FOLEY MUNI (5R4)

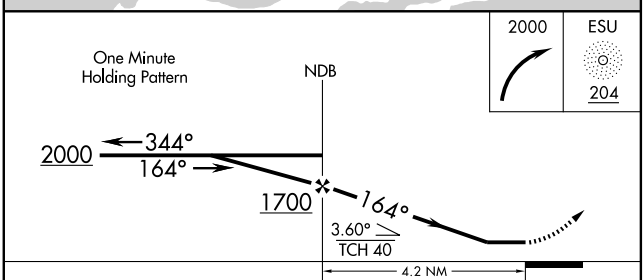
NDB ESU	APP CRS	Rwy Idg	3700
204	164°	TDZE	72
		Apt Elev	74

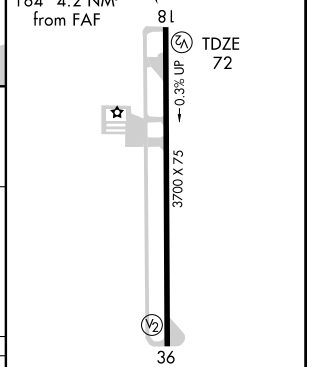
Visibility reduction by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all MDA 20 feet and visibilities Cat C and D¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ESU NDB and hold.

FAIRHOPE AWOS-3	PENSACOLA APP CON	UNICOM
118.425	118.6 380.6	123.05 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	800-1 728 (800-1)		800-2 728 (800-2)	NA
CIRCLING	800-1 726 (800-1)		800-2 726 (800-2)	NA

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	3700
CH 45516	182°	TDZE	72
W18A		Apt Elev	74

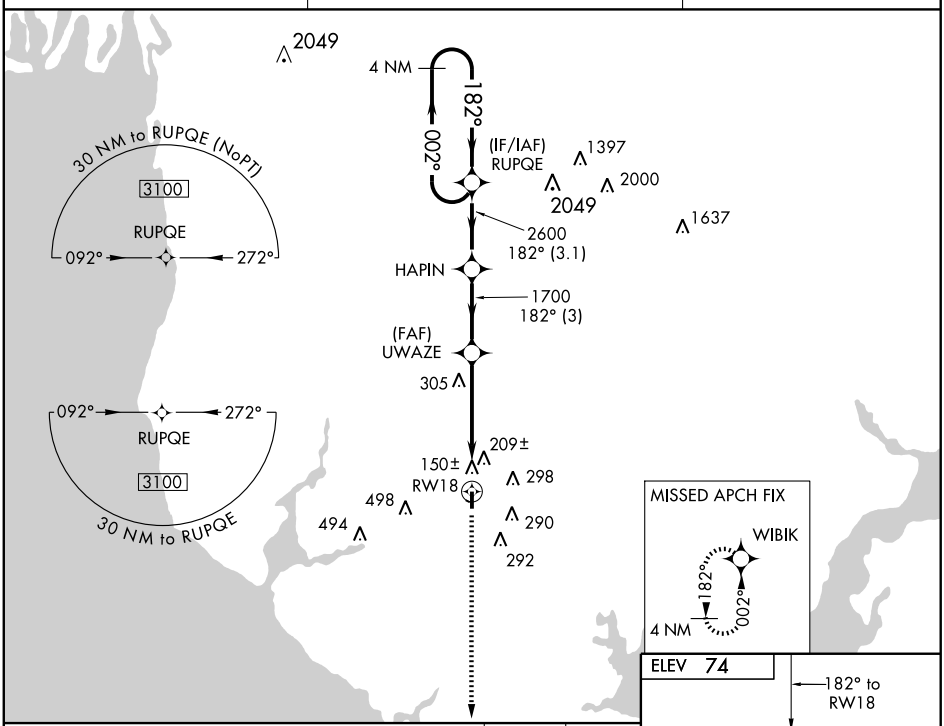
RNAV (GPS) RWY 18

FOLEY MUNI (5R4)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct WIBIK and hold, continue climb-in-hold to 3000.

FAIRHOPE AWOS-3	PENSACOLA APP CON	UNICOM
118.425	118.6 380.6	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	447-1¼ 375 (400-1¼)			NA
LNAV/VNAV DA	596-1¾ 524 (600-1¾)			NA
LNAV MDA	580-1 508 (600-1)		580-1½ 508 (600-1½)	NA
CIRCLING	680-1 606 (700-1)		720-1¾ 646 (700-1¾)	NA

MIRL Rwy 18-36 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93515 W36A	APP CRS 002°	Rwy Idg 3700 TDZE 74 Apt Elev 74

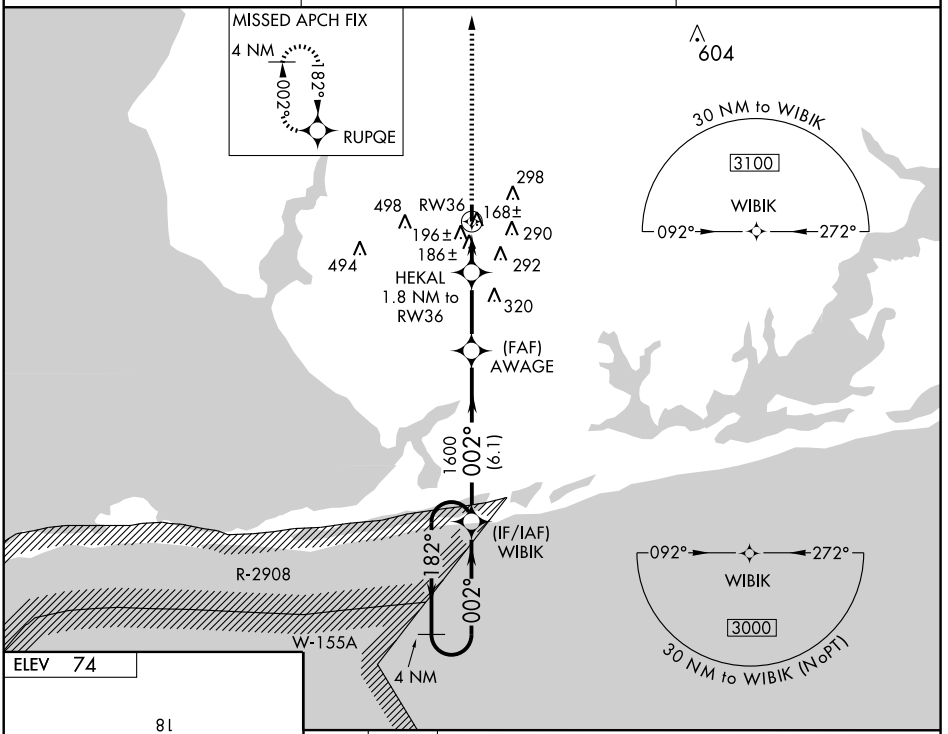
RNAV (GPS) RWY 36

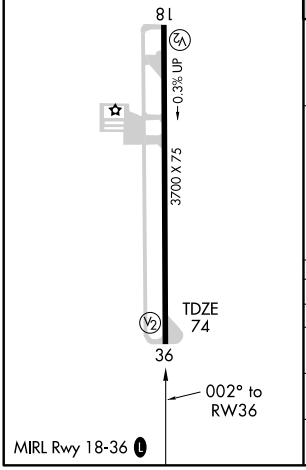
FOLEY MUNI (5R4)

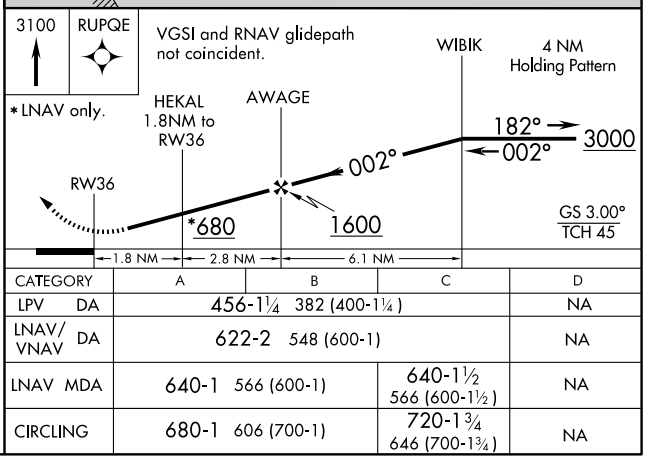
NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct RUPQE and hold, continue climb-in-hold to 3100.

FAIRHOPE AWOS-3	PENSACOLA APP CON	UNICOM
118.425	118.6 380.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	456-1¼ 382 (400-1¼)			NA
LNAV/VNAV DA	622-2 548 (600-1)			NA
LNAV MDA	640-1 566 (600-1)		640-1½ 566 (600-1½)	NA
CIRCLING	680-1 606 (700-1)		720-1¾ 646 (700-1¾)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB FTP	APP CRS	Rwy Idg	N/A
426	224°	TDZE	N/A
		Apt Elev	877

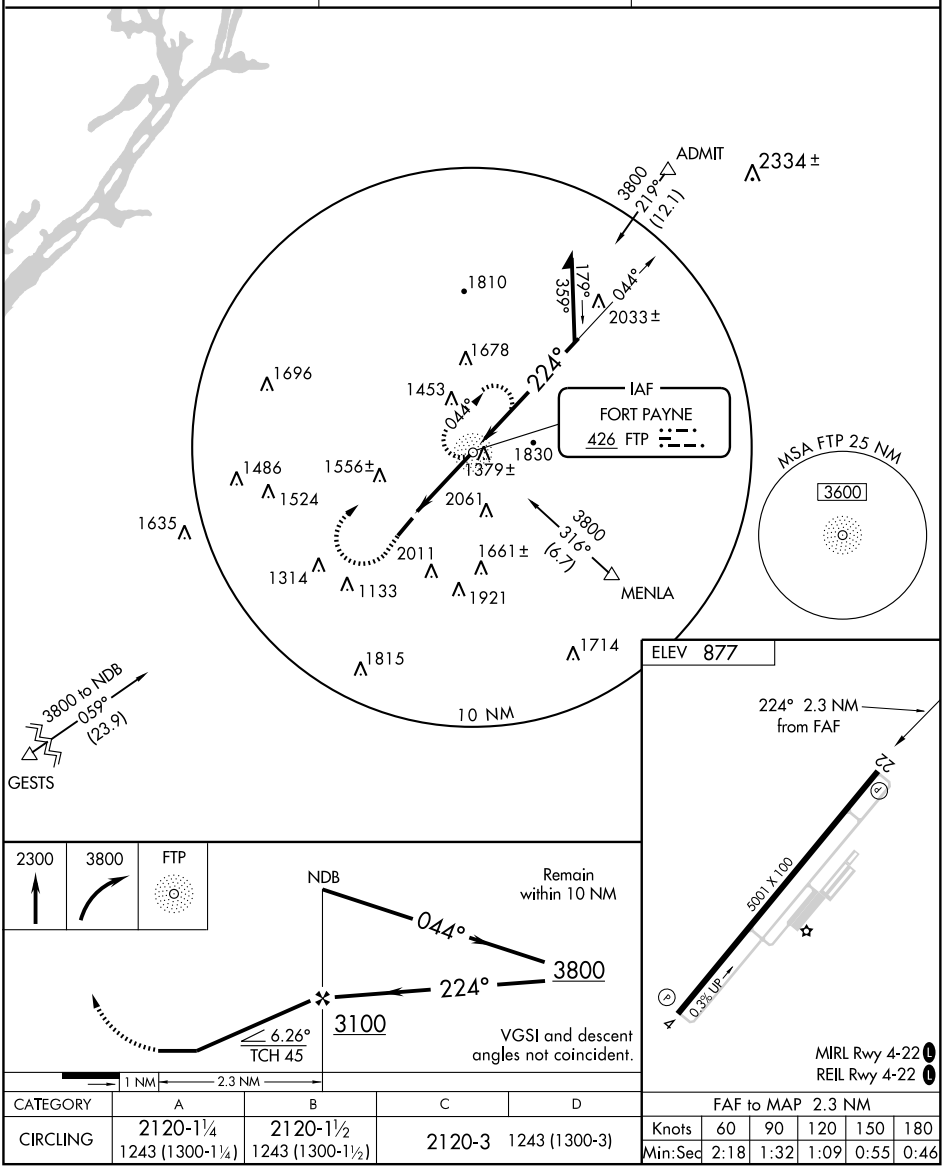
NDB-A

FORT PAYNE/ ISBELL FIELD (4A9)

When VGSI inoperative, procedure NA at night.
Circling NA southeast of Rwy 4-22. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Rome altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2300 then climbing right turn to 3800 direct FTP NDB and hold, continue climb-in-hold to 3800.

AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2120-1¼ 1243 (1300-1¼)	2120-1½ 1243 (1300-1½)	2120-3 1243 (1300-3)	

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42518 W04A	APP CRS 044°	Rwy Idg 5001 TDZE 877 Apt Elev 877

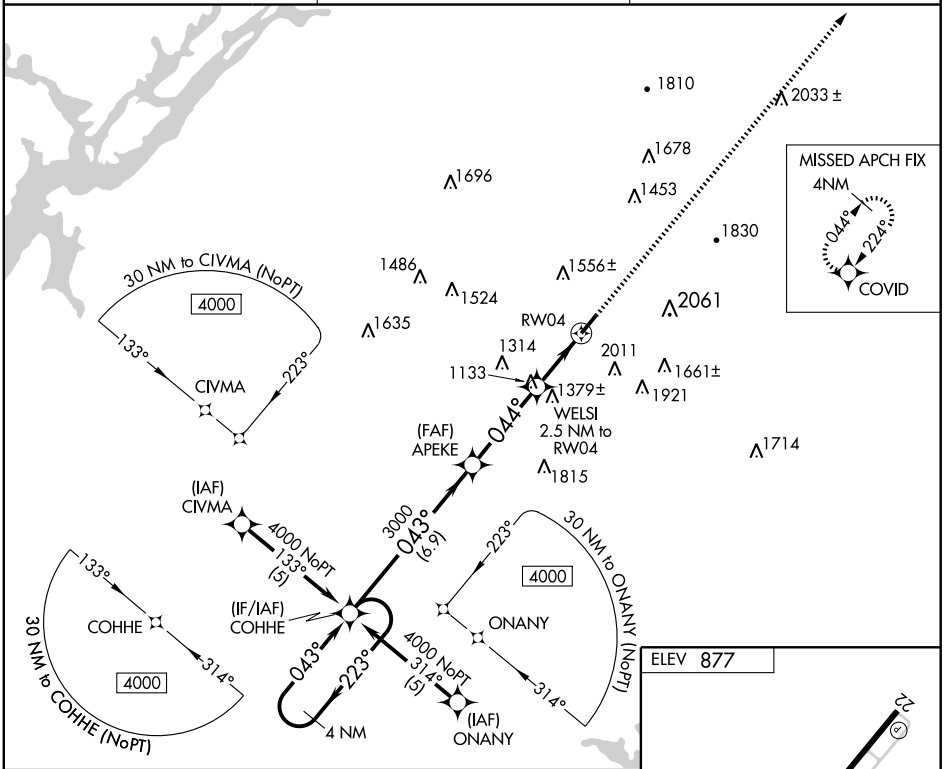
RNAV (GPS) RWY 4

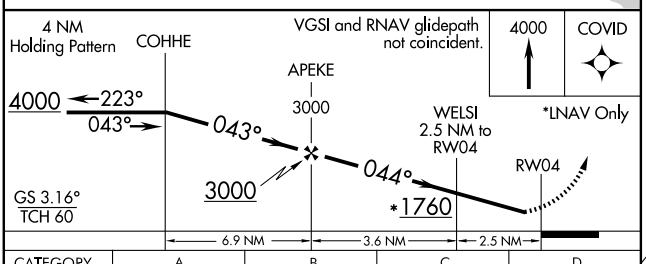
FORT PAYNE/ ISBELL FIELD (4A9)

When VGSI inoperative, procedure NA at night. Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rome altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

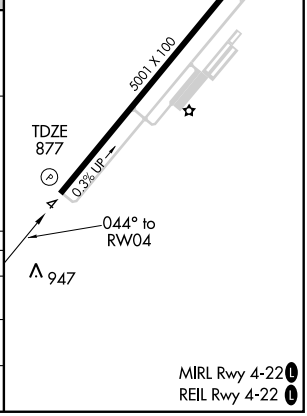
MISSED APPROACH: Climb to 4000 direct COVID and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1234-1¼ 357 (400-1¼)			NA
LNAV MDA	1620-1 743 (800-1)	1620-1¼ 743 (800-1¼)	1620-2¼ 743 (800-2¼)	NA
CIRCLING	1620-1 743 (800-1)	1620-1¼ 743 (800-1¼)	1660-2¼ 783 (800-2¼)	NA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
214°	TDZE	877
	Apt Elev	877

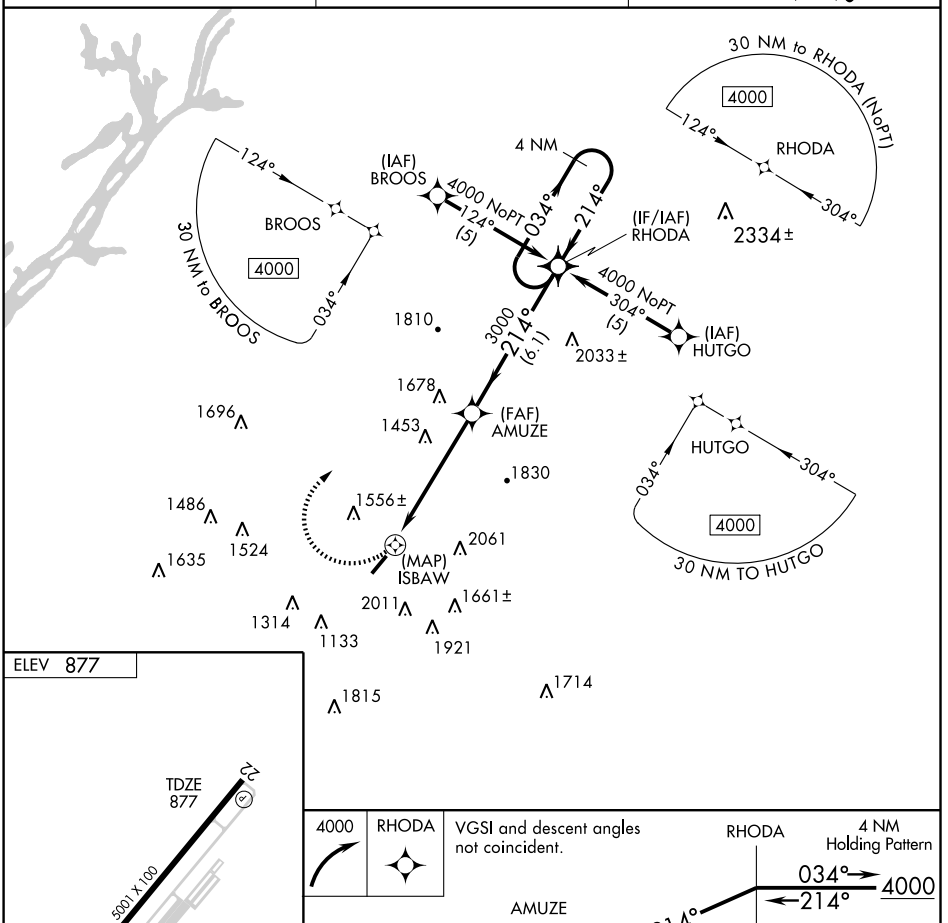
RNAV (GPS) Y RWY 22

FORT PAYNE/ ISBELL FIELD (4A9)

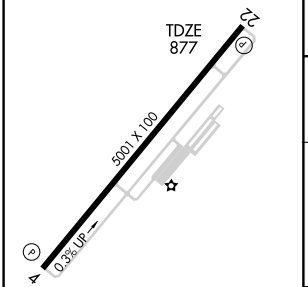
When VGSI inoperative, procedure NA at night. Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rome altimeter setting and increase all DA/MDA 100 feet, increase LNAV and Circling Cats A/C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 direct RHODA and hold.

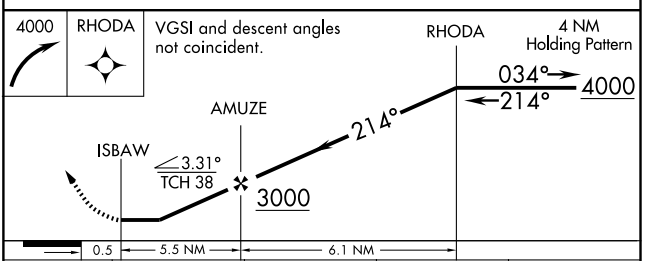
AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L



ELEV 877



MIRL Rwy 4-22 L
REIL Rwy 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	1700-1 823 (900-1)	1700-1¼ 823 (900-1¼)	1700-2½ 823 (900-2½)	1700-2¾ 823 (900-2¾)
CIRCLING	1700-1 823 (900-1)	1700-1¼ 823 (900-1¼)	1700-2½ 823 (900-2½)	1860-3 983 (1000-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH40118 W22A	APP CRS 224°	Rwy Idg 5001 TDZE 877 Apt Elev 877

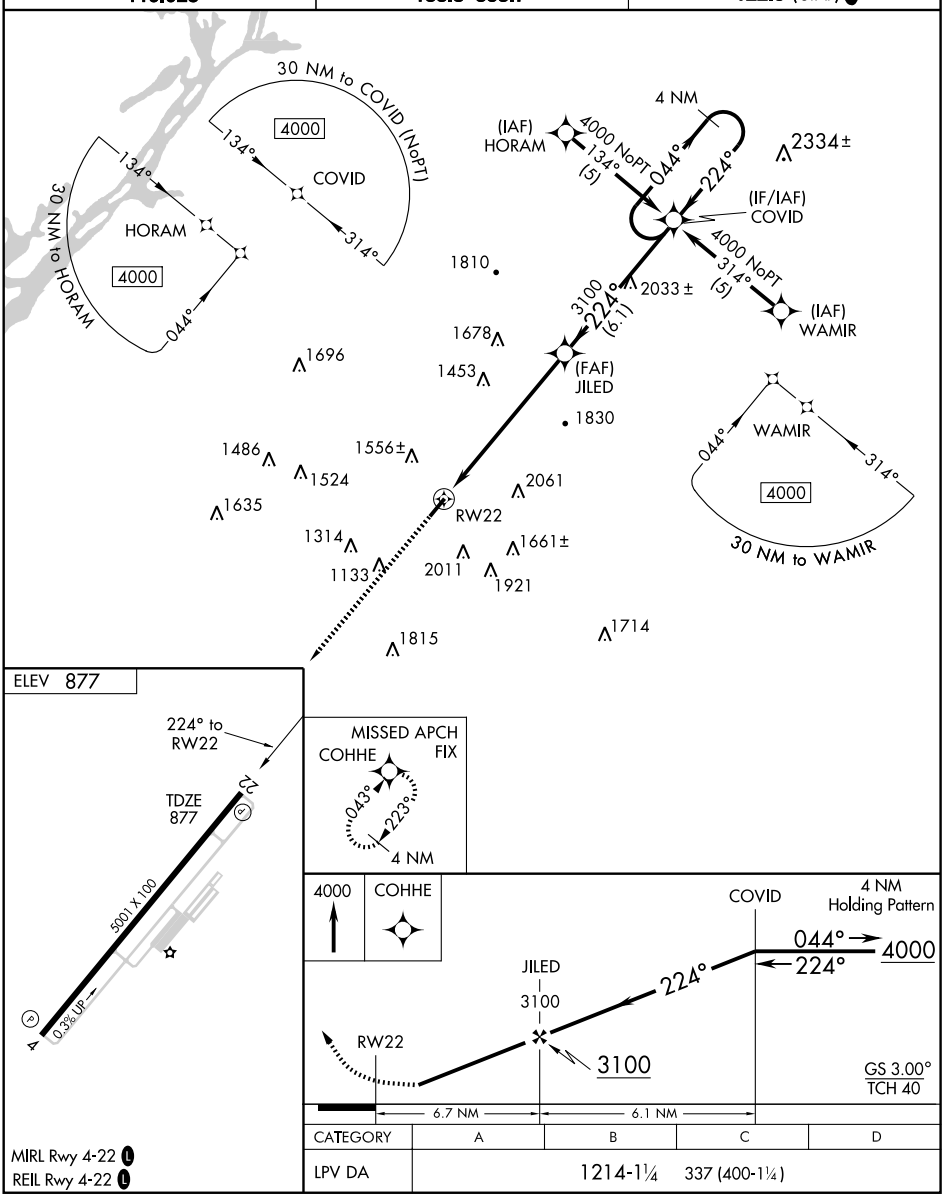
RNAV (GPS) Z RWY 22

FORT PAYNE/ ISBELL FIELD (4A9)

When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rome altimeter setting and increase all DA 100 feet, increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct COHHE and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L



MIRL Rwy 4-22 L
REIL Rwy 4-22 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

COPTER NDB RWY 17

HANCHEY AHP (STRIP) (KHEY)

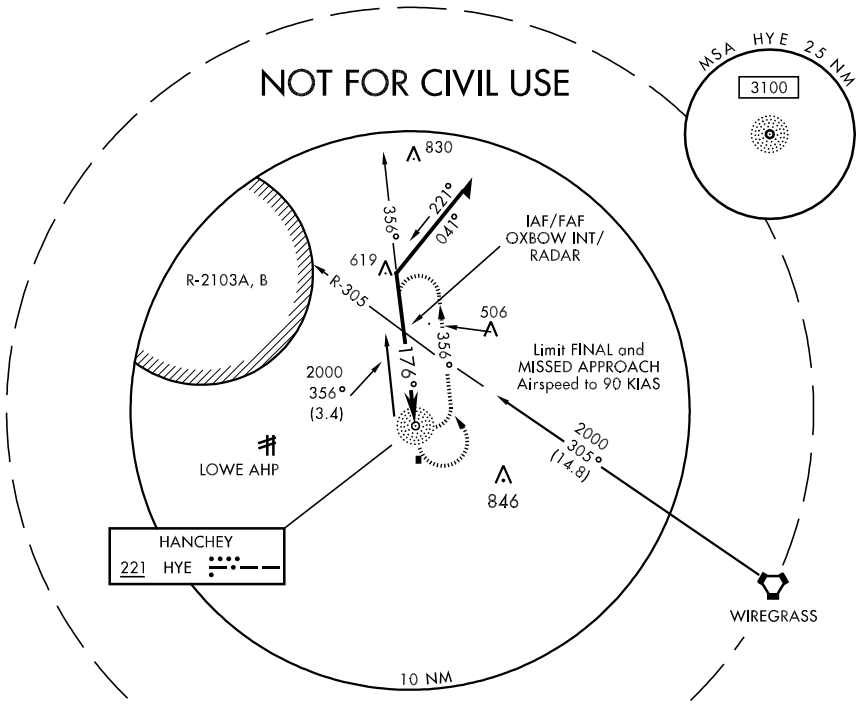
NDB HYE 221	APCH CRS 176°	Rwy Idg 467 / TDZE 318 / Arpt Elev 318

AL-5183 [USA]

MISSED APPROACH: Climbing left turn to 2000 in HYE NDB holding pattern.

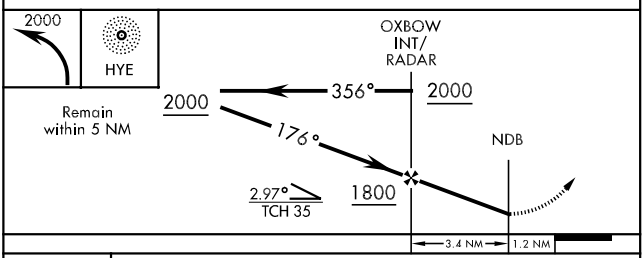
ATIS ★	LOWE ASOS	CAIRNS APP CON	HANCHEY TOWER ★	GND CON	CAIRNS CLNC DEL
141.375	118.225	125.4 327.125	141.8 387.85	149.6 225.575	118.075 380.1

NOT FOR CIVIL USE

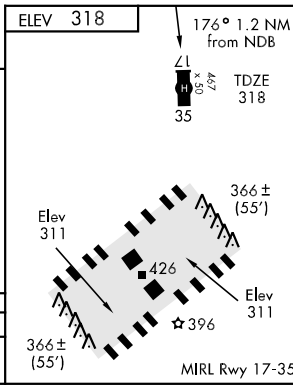


Use CAIRNS altimeter setting, when not received, use LOWE altimeter setting.

ENROUTE FACILITIES



CATEGORY	COPTER
H-17	840-¾ 522 (600-¾)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 17

APCH CRS	Rwy Idg	467
176°	TDZE	318
	Arpt Elev	318

AL-5183 [USA]

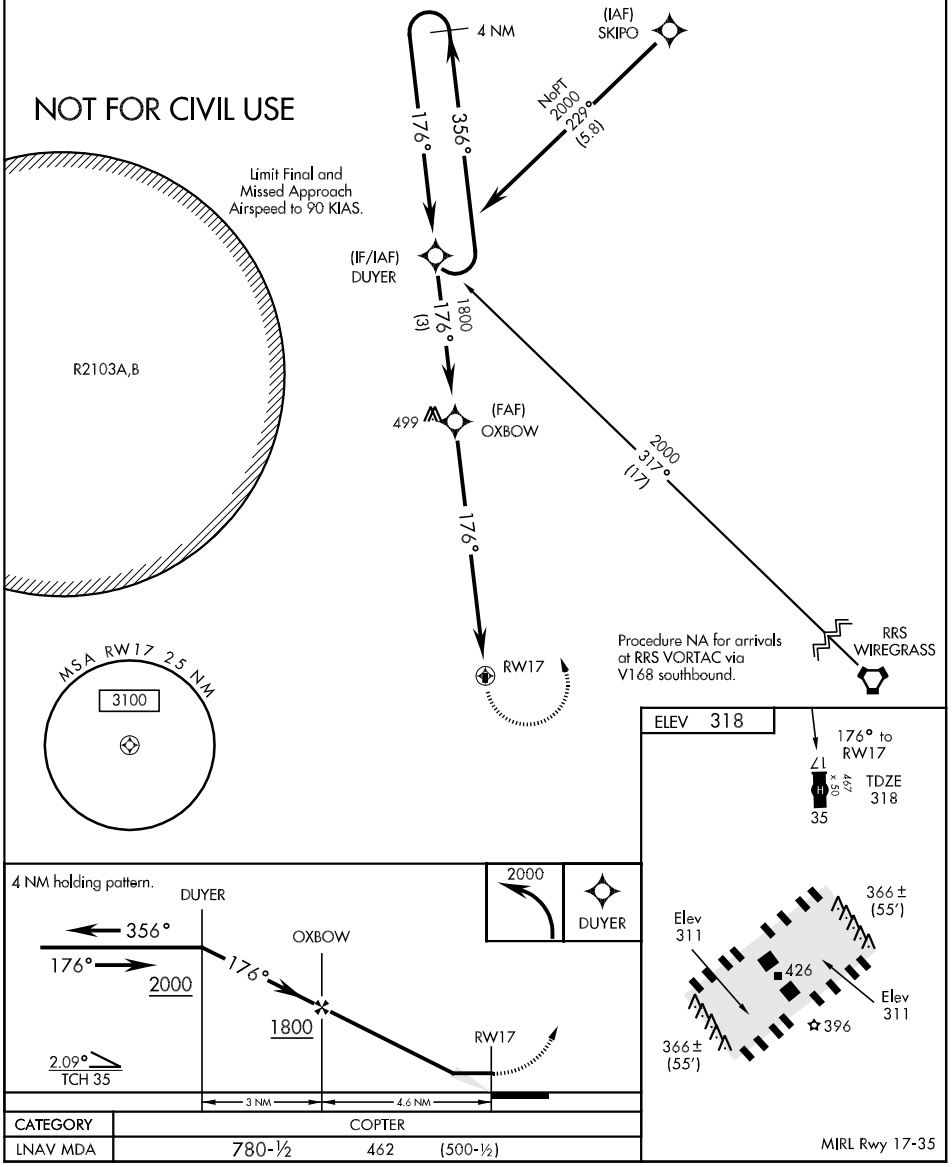
HANCHEY AHP (STRIP) (KHEY)

DME/DME RNP-0.3 NA.
Use CARINS altimeter setting, when not received, use LOWE altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct DUYER and hold.

ATIS	LOWE ASOS	CAIRNS APP CON	HANCHEY TOWER ★	GND CON	CAIRNS CLNC DEL
141.375	118.225	125.4 327.125	141.8 387.85	149.6 225.575	118.075 380.1

NOT FOR CIVIL USE



CATEGORY	COPTER		
LNAV MDA	780-½	462	(500-½)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

COPTER NDB 066°

LOWE AHP (KLOR)

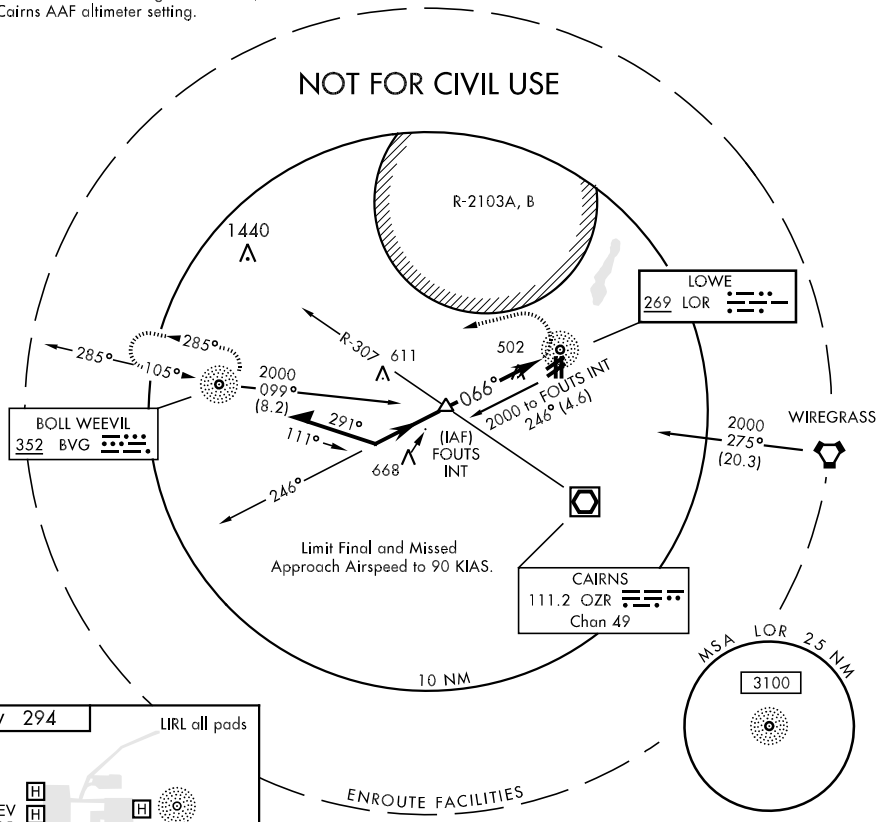
NDB LOR	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-5176 [USA]
269	066°	N/A / N/A / 294	

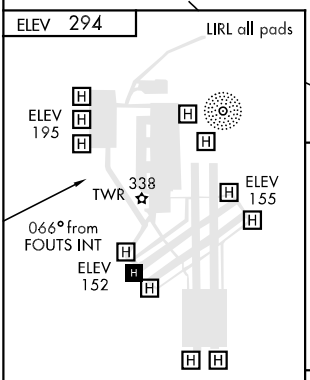
MISSED APPROACH: Climbing left turn to 2500 direct BVG NDB and hold.

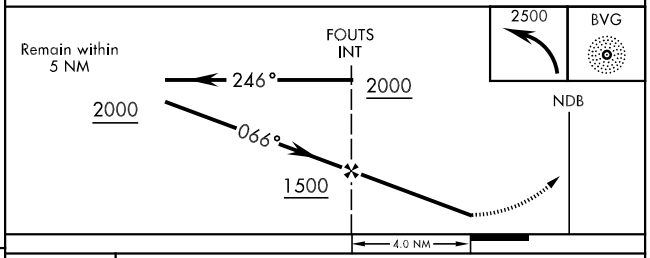
ATIS	ASOS	CAIRNS APP CON	LOWE TOWER ★	GND CON
361.1	118.225	133.45 239.4	141.3 289.15	357.15

When local altimeter setting not received, use Cairns AAF altimeter setting.

NOT FOR CIVIL USE







FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER
H-066°	820-¾ 579 (600-¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) 069°

APCH CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Arpt Elev	294

AL-5176 [USA]

LOWE AHP (KLOR)

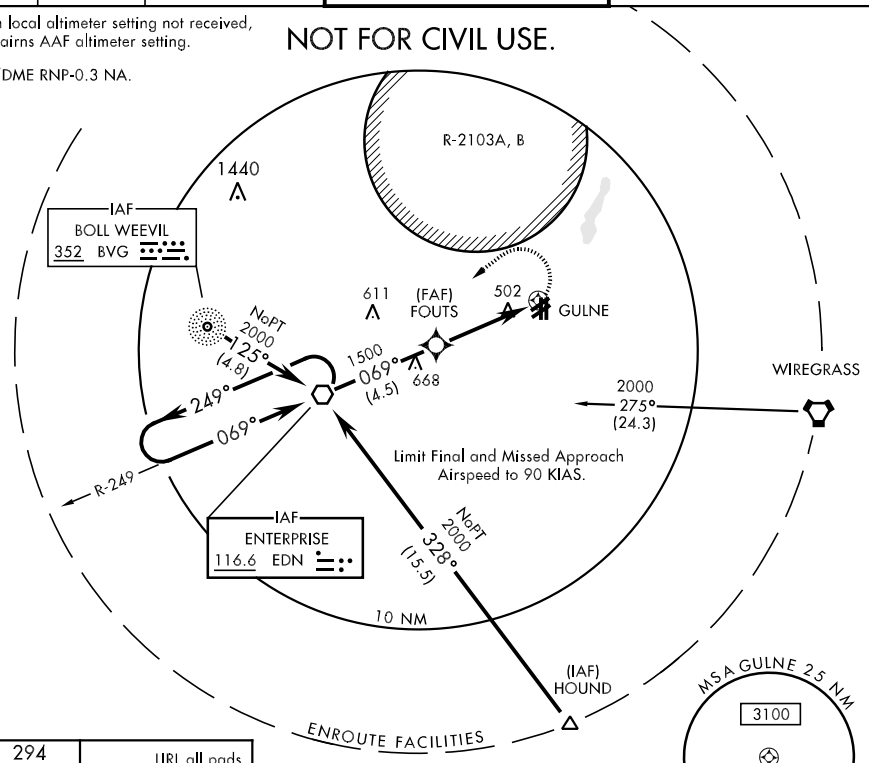
MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

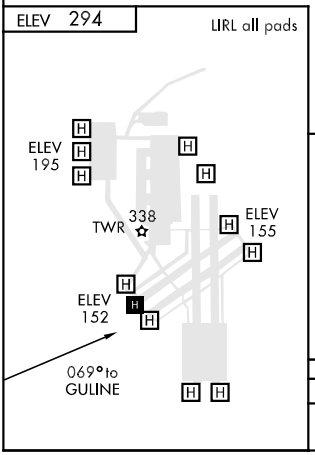
ATIS	ASOS	CAIRNS APP CON		LOWE TOWER ★		GND CON
361.1	118.225	133.45	239.4	141.3	289.15	357.15

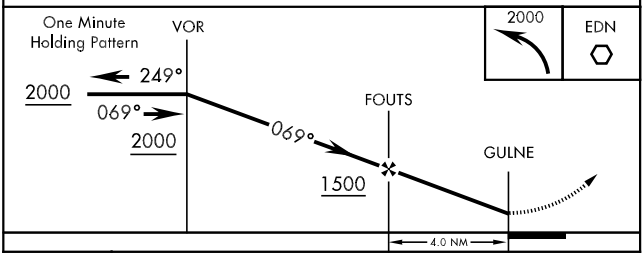
When local altimeter setting not received, use Cairns AAF altimeter setting.

DME/DME RNP-0.3 NA.

NOT FOR CIVIL USE.







CATEGORY	COPTER
LNAV-MDA	760-¾ 519 (600- ¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

COPTER VOR 069°

VOR EDN 116.6	APCH CRS 069°	Rwy ldg N/A TDZE N/A Arpt Elev 294

AL-5176 [USA]

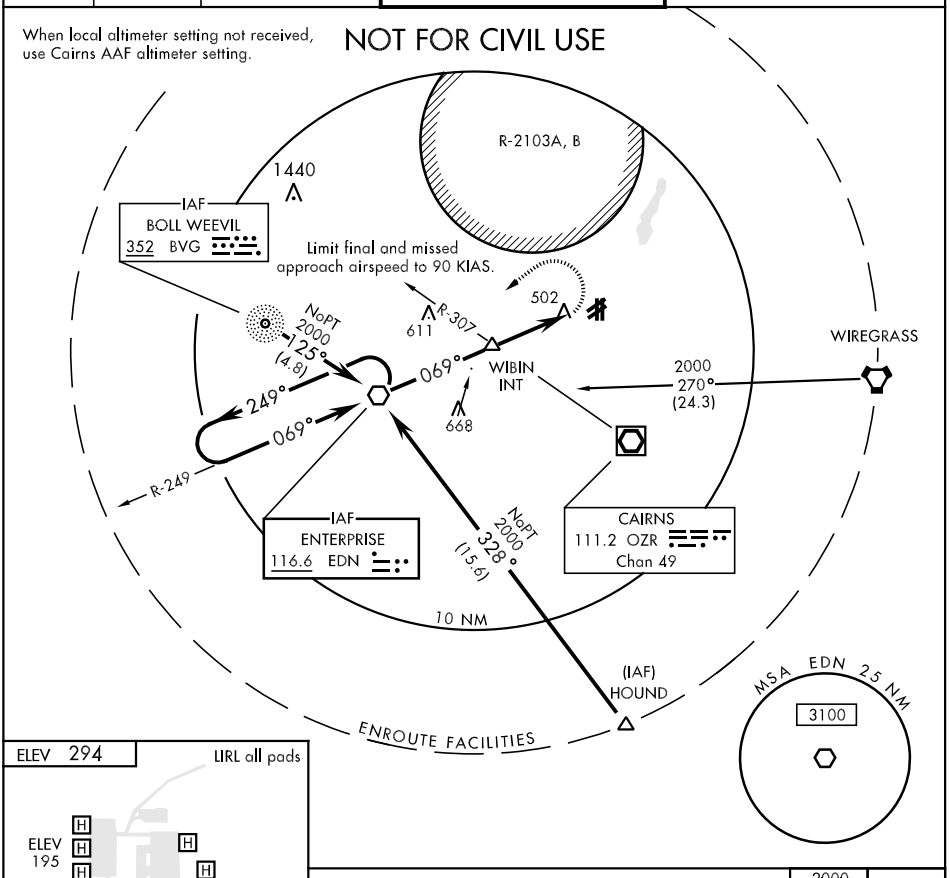
LOWE AHP (KLOR)

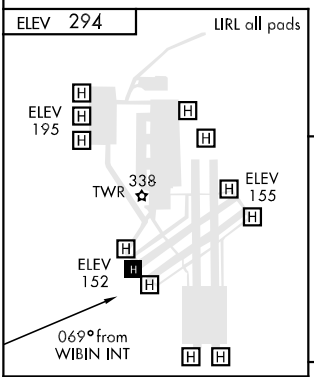
MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

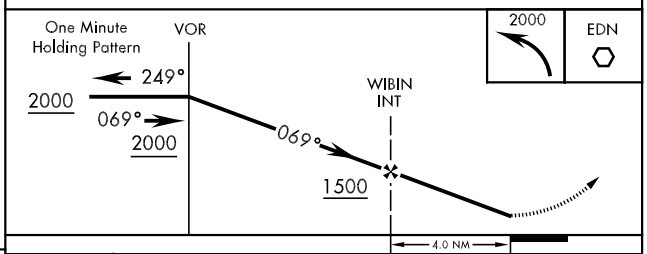
ATIS	ASOS	CAIRNS APP CON	LOWE TOWER ★	GND CON
361.1	118.225	133.45 239.4	141.3 289.15	357.15

When local altimeter setting not received, use Cairns AAF altimeter setting.

NOT FOR CIVIL USE





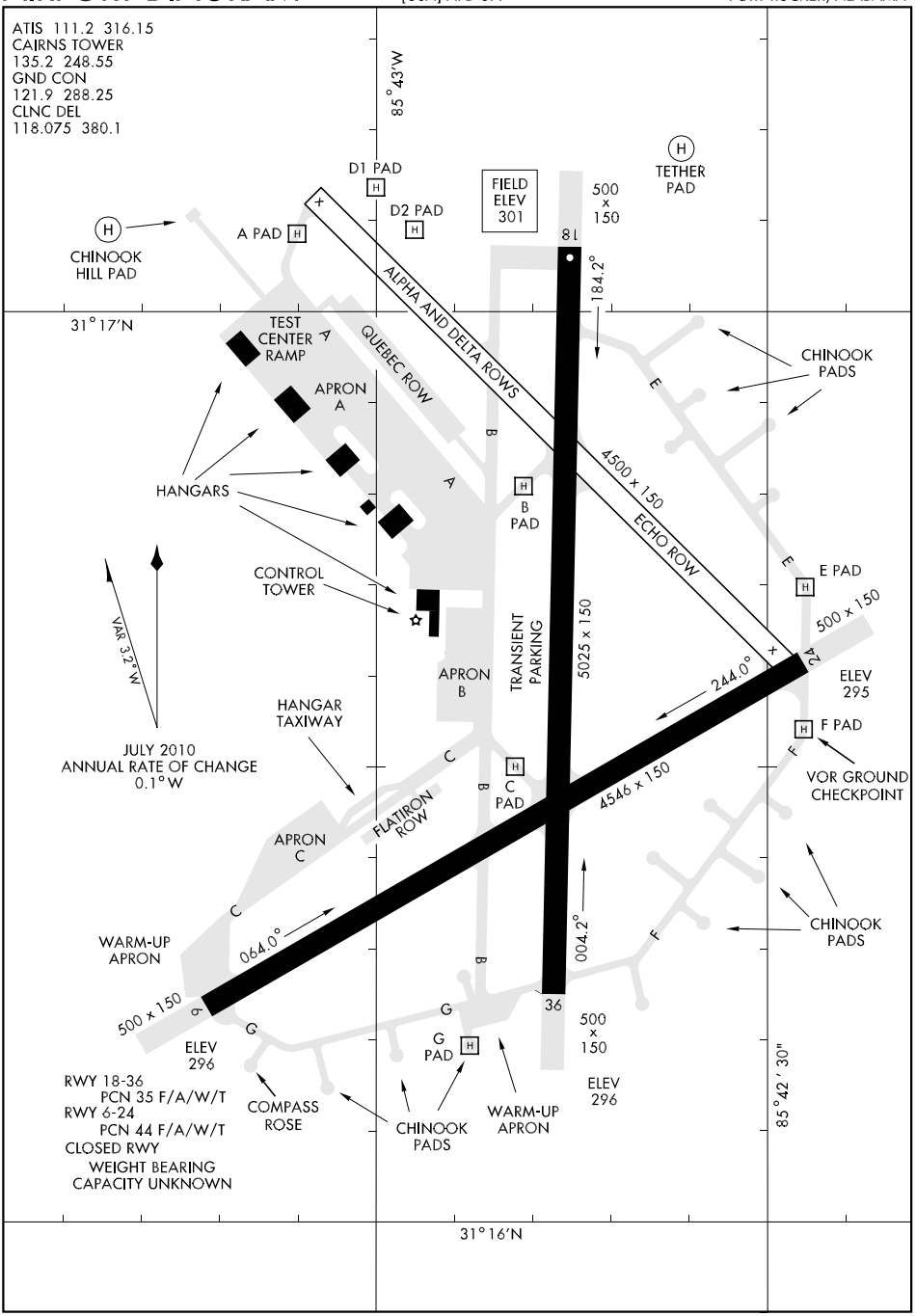


FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER
H-069°	760-¾ 519 (600- ¾)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



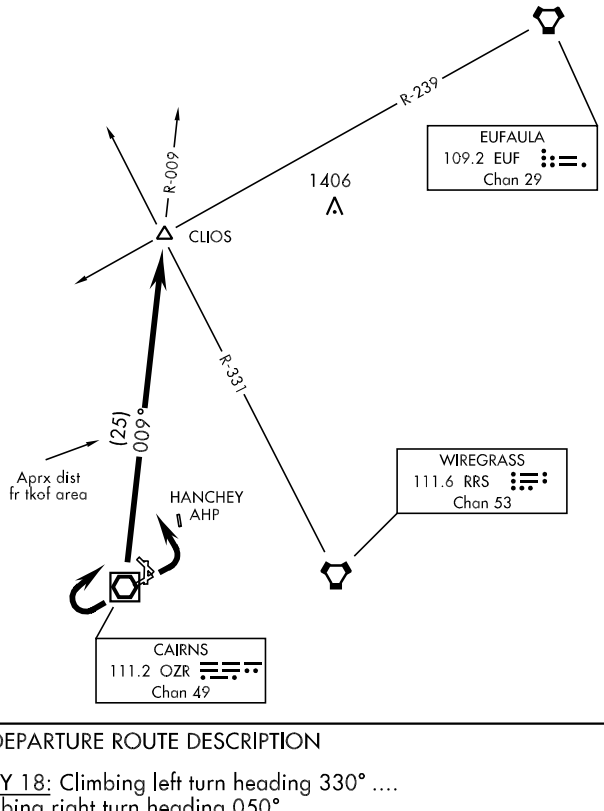
SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

CLIOS-TWO DEPARTURE (CLIOS2•CLIOS)

SL-577 [USA]

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
121.1 319.25
JACKSONVILLE CENTER
120.2 346.4

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

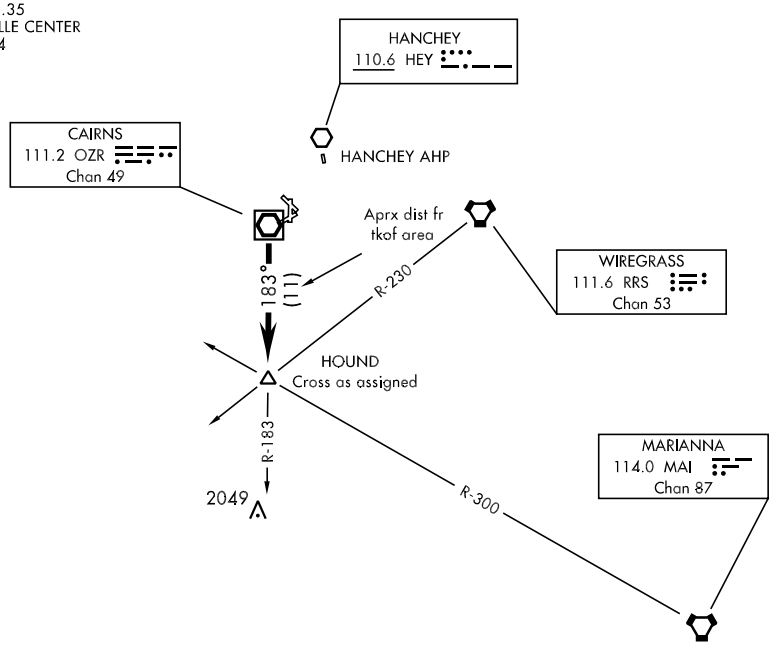
TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 330° ....
TAKE-OFF RWY 24: Climbing right turn heading 050° ....
TAKE-OFF RWY 36: Climb on heading 350° ....
TAKE-OFF PAD D1: Climb on heading 350° ....
TAKE-OFF PAD D2: Climb on heading 350° ....
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

.... Intercept OZR VOR/DME R-009 to CLIOS INT.

HOUND-TWO DEPARTURE (HOUND2•HOUND)

SL-577 [USA]

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.75 270.35
JACKSONVILLE CENTER
120.2 346.4



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205° ....
TAKE-OFF RWY 24: Climbing left turn heading 120° ....
TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205° ....
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
.... intercept OZR VOR/DME R-183 to HOUND INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 6

LOC I-OZR	APCH CRS	Rwy Idg	4546
109.7	064°	TDZE	298
Chan 34		Arpt Elev	301

AL-577 [USA]

CAIRNS AAF (KOZR)

▼ * When ALS inop, increase CAT ABC RVR to 5000 and vis to 1 mile, and CAT D RVR to 6000 and vis to 1¼ miles.

MALSR (A5)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT (OZR 9 DME) and hold; or when directed by ATC, climb to 800 then climbing left turn to 2000 heading 290°within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				

Visibility reduction by helicopters NA.

R2103A,B

IAF/LOM RUCKR 212 OZ

CAIRNS 111.2 OZR Chan 49

846

2000 258° (20.1)

OPPTO INT

R-273

2000 101° (19)

064°

LOCALIZER 109.7 I-OZR Chan 34

WIREGRASS 111.6 RRS Chan 53

R-041

064°

244°

I-OZR 6.5

R-183

R-162

R-230

2000 335° (9.6)

10 NM

REHOB INT OZR 9

162°

342°

MSA OZ 25 NM 3100

CRESTVIEW 115.9 CEW Chan 106

FEEDER FACILITIES

ENROUTE FACILITIES

594

HOUND INT

R-230

ADF OR DME REQUIRED

800	2000	REHOB INT
	OZR R-162	

Use I-OZR DME when on the localizer course.

RUCKR LOM I-OZR 6.5

1989

2000 244° 064° 2000

I-OZR 1.9

I-OZR .9

I-OZR DME

064°

GS 2.70°

TCH 57

5.6 NM

ELEV 301

D1 D2 8L

CHINOOK HILL PAD

TWR 430

400 422

5025 x 150

45/16 x 150

375 332

TDZE 298

064° 5.6 NM from FAF

HIRL Rwy 6-24

MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-ILS 6	548/40	250	(300-¾)	
S-LOC 6 *	640/40	342	(400-¾)	
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB RWY 6

NDB OZR	APCH CRS	Rwy Idg	4546
212	064°	TDZE	298
		Arpt Elev	301

AL-577 [USA]

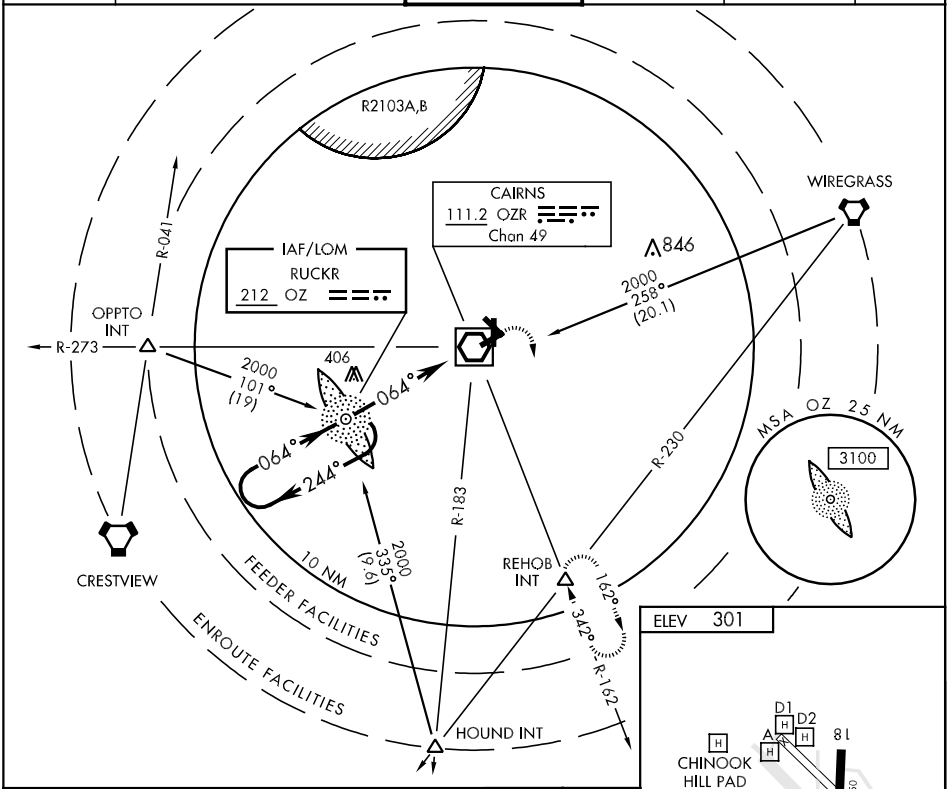
CAIRNS AAF (KOZR)

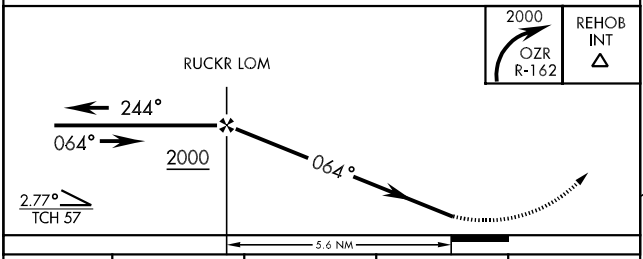
▼ * Visibility reduction by helicopters NA. When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

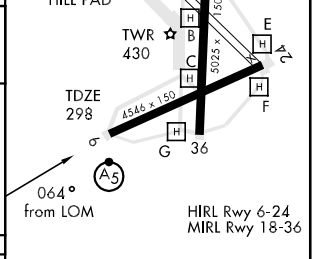
MALSR (A5)

MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS	CAIRNS APP CON			CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4	327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75	270.35	248.55	288.25	380.1	
	220°-340°	133.45	239.4				
	341°-020°	121.1	319.25				







CATEGORY	A	B	C	D
S-6 *	720/40 422 (500-¾)			
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

FAF to MAP 5.6 NM

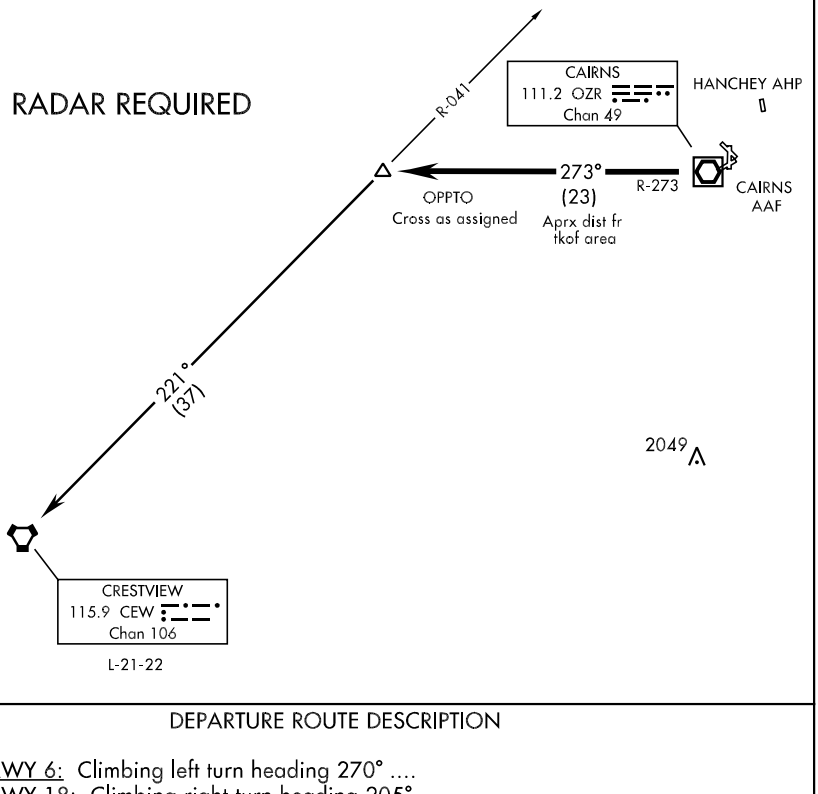
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1.52

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

OPPTO-TWO DEPARTURE (OPPTO2•OPPTO)

SL-577 [USA]

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.45 239.4
JACKSONVILLE CENTER
120.2 346.4



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climbing left turn heading 270° ....
TAKE-OFF RWY 18: Climbing right turn heading 205° ....
TAKE-OFF RWY 24: Climbing right turn heading 300° ....
TAKE-OFF RWY 36: Climbing left turn heading 270° ....
TAKE-OFF PAD A: Climb heading 310° ....
TAKE-OFF PAD D2: Climb heading 360° ....
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
Expect Radar vector to intercept OZR VOR/DME R-273 to OPPTO INT. Thence via Transition.

CRESTVIEW TRANSITION: (OPPTO2 • CEW) Turn left via CEW R-041 to CEW VORTAC.

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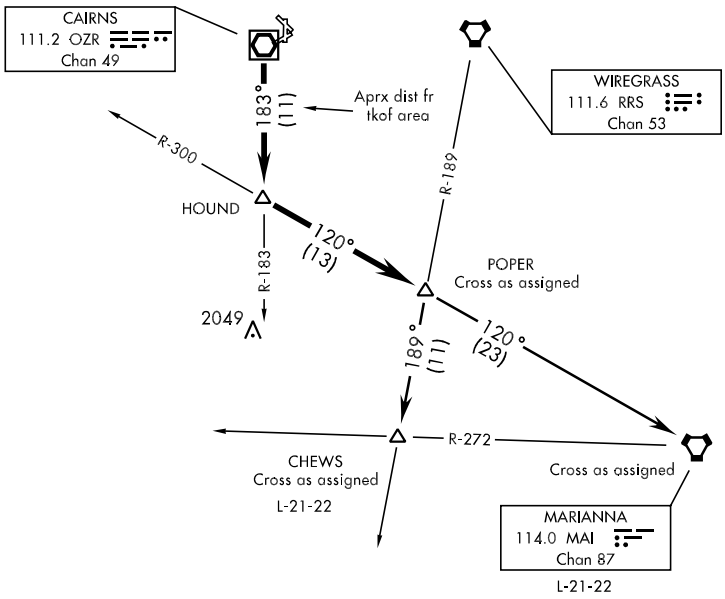
POPER-ONE DEPARTURE (POPER1• POPER)

SL-577 [USA]

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.75 270.35
JACKSONVILLE CENTER
120.2 346.4



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205° ....
TAKE-OFF RWY 24: Climbing left turn heading 120° ....
TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205 .... to intercept OZR VOR/DME R-183 to HOUND INT, and via MAI VORTAC R-300 to POPER INT. Thence via assigned Transition. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

CHEWS TRANSITION: (POPER 1• CHEWS) Proceed via RRS VORTAC R-189 to CHEWS INT.
MARIANNA TRANSITION: (POPER 1•MAI) Proceed via MAI R-300 to MAI VORTAC.

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

APCH CRS	Rwy Idg	4546
064°	TDZE	298
	Arpt Elev	301

AL-577 [USA]

CAIRNS AAF (KOZR)

▼ Visibility reduction by helicopters NA.
* When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

MALSR

MISSED APPROACH: Climbing right turn to 2000 direct REHOB and hold.

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				

DME/DME RNP-0.3 NA.

R-2103A,B

ENTERPRISE
116.6 EDN

(IAF)
OPPTO

2100 NoPT
115°
(14.5)

(IF/IAF)
JONAL

2100
190°
(7.2)

(FAF)
JAMUP

2000
064°
(6.1)

780

064°
244°
6 NM

2100
302°
(11.3)

594

HOUND

REHOB

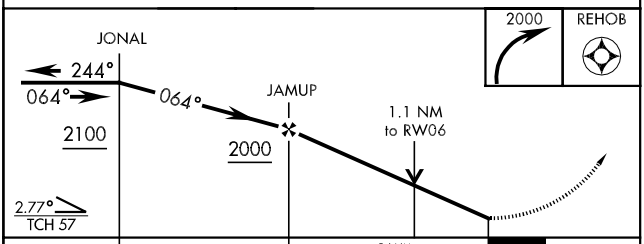
162°
342°
6 NM

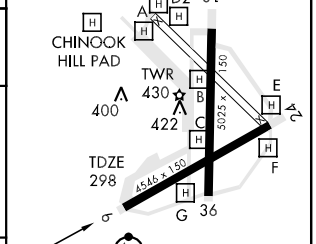
1049

MSA RW06 25 NM
3100

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA *	700/40 402 (500-¾)			
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

RNAV (GPS) RWY 36

WAAS	APCH CRS	Rwy Idg	5025
CH 63110	004°	TDZE	298
W36A		Arpt Elev	301

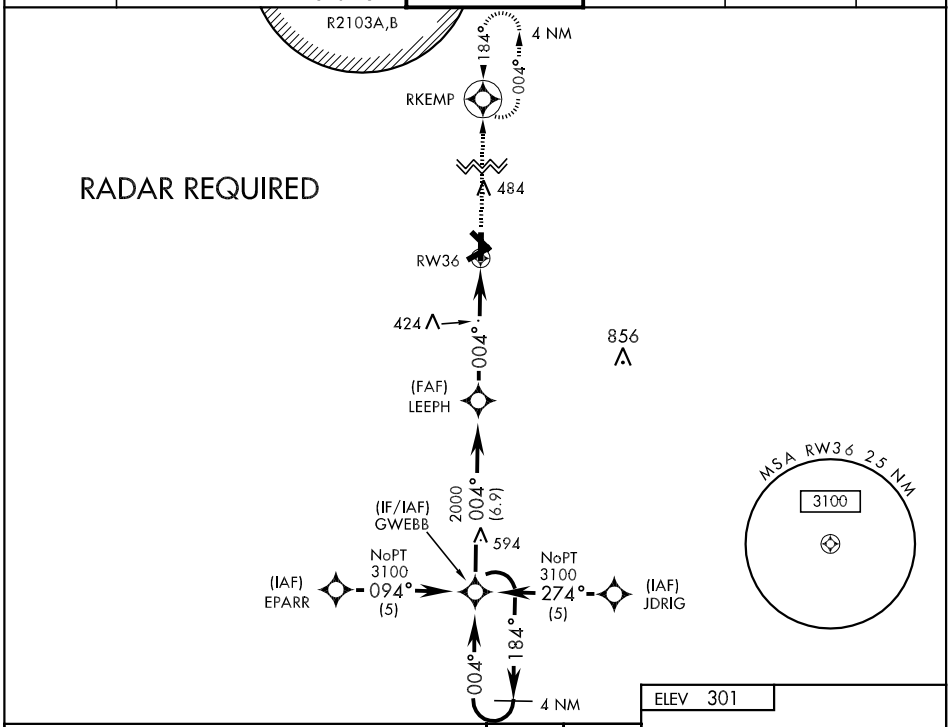
AL-577 [USA]

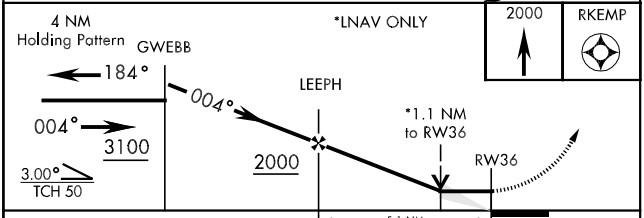
CAIRNS AAF (KOZR)

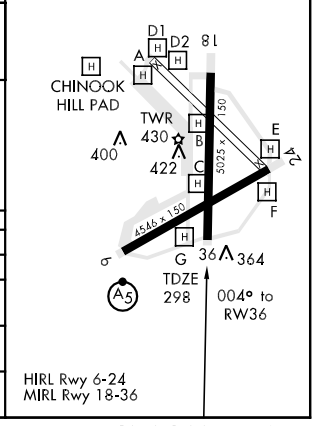
DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15C (5F) or above 48C (118F).

MISSED APPROACH: Climb to 2000 direct RKEMP and hold.

ATIS	CAIRNS APP CON	CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2 316.15	021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25	135.2 (CTAF) 248.55	121.9 288.25	118.075 380.1	







CATEGORY	A	B	C	D
LPV DA	565-1 267 (300-1)			
LNAV/VNAV DA	634-1¼ 336 (400-1¼)			
LNAV MDA	680-1 382 (400-1)			680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

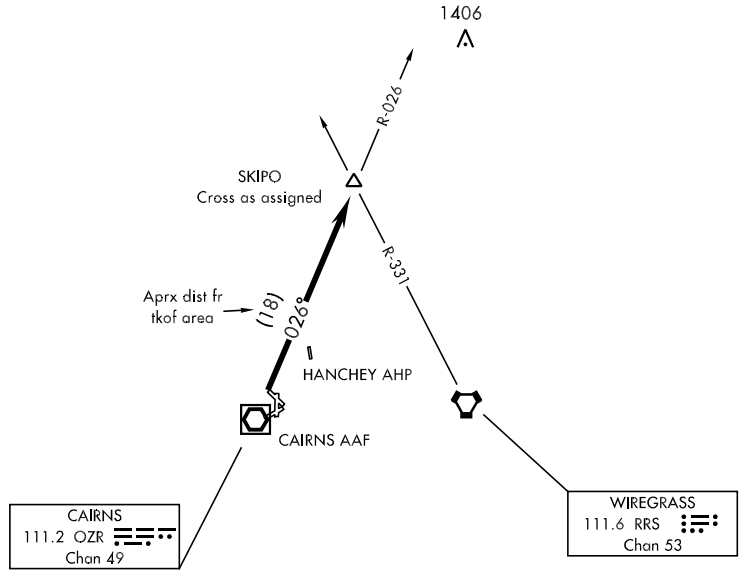
SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

SKIPO-TWO DEPARTURE (SKIPO2•SKIPO)

SL-577 [USA]

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
125.4 327.125
JACKSONVILLE CENTER
120.2 346.4

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 360° ....
TAKE-OFF RWY 24: Climbing right turn heading 050° ....
TAKE-OFF RWY 36: Climb heading 360° ....
TAKE-OFF PAD D1: Climb heading 015° ....
TAKE-OFF PAD D2: Climb heading 360° ....
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
.... Intercept OZR VOR/DME R-026 to SKIPO INT.

VOR RWY 6

VOR/DME OZR	APCH CRS	Rwy Idg	4546
111.2	056°	TDZE	298
Chan 49		Arpt Elev	301

AL-577 [USA]

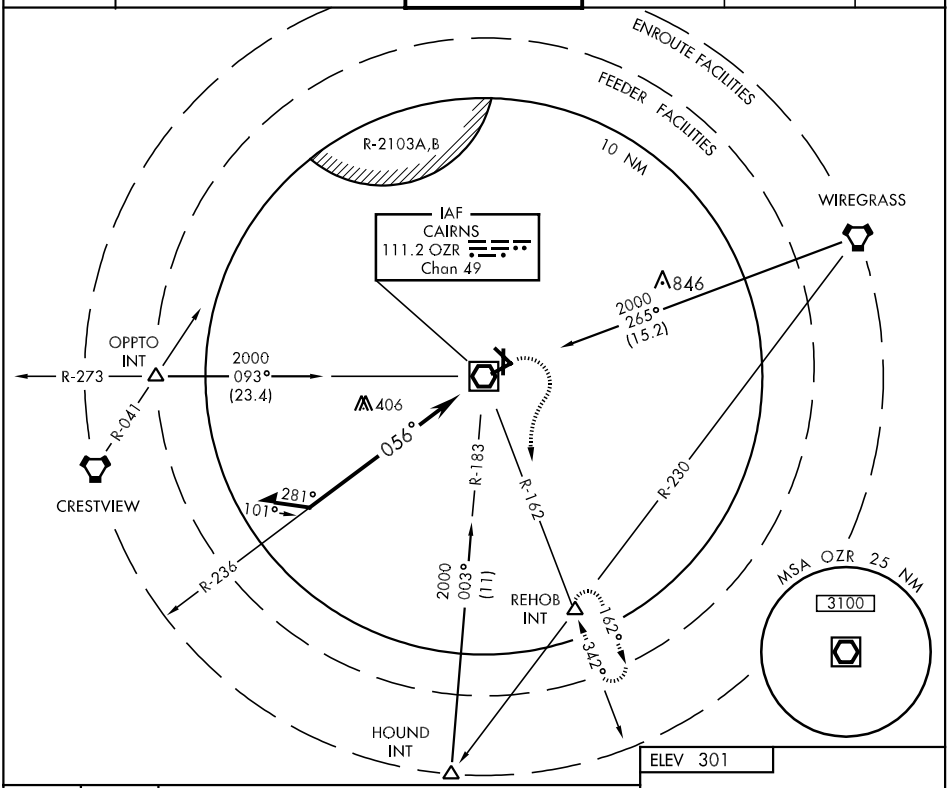
CAIRNS AAF (KOZR)

Visibility reduction by helicopters NA.
* When ALS inop, increase CAT AB RVR to 5000, vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

MALSR

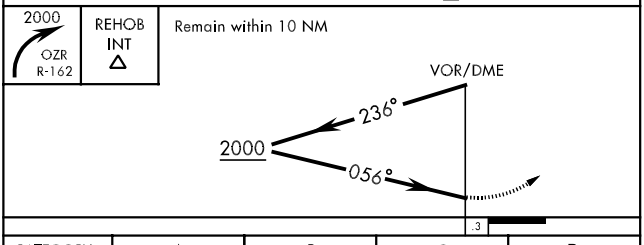
MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				

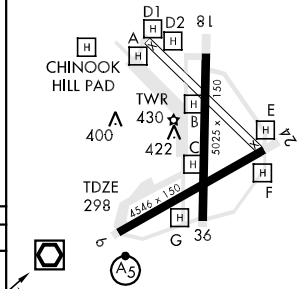


SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



ELEV 301



CATEGORY	A	B	C	D
S-6 *	720/40 422 (500-¾)			
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

VOR RWY 24

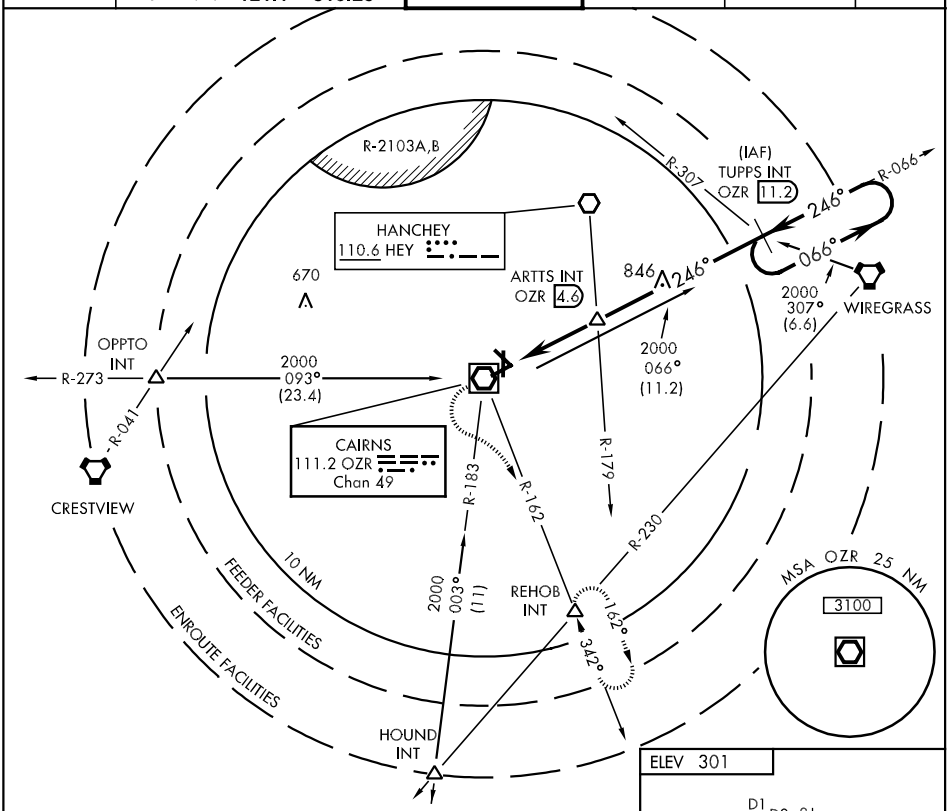
VOR/DME OZR	APCH CRS	Rwy Idg	4546
111.2	246°	TDZE	298
Chan 49		Arpt Elev	301

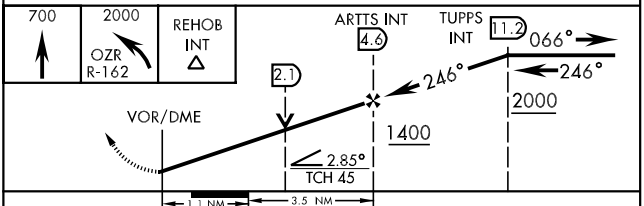
AL-577 [USA]

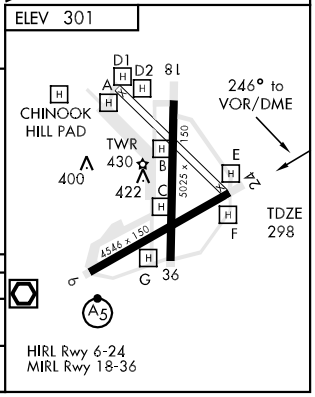
CAIRNS AAF (KOZR)

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climb to 700 then climbing right turn heading 290° to 2000 within 10 NM (RADAR required).

ATIS	CAIRNS APP CON			CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4	327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75	270.35	248.55	288.25	380.1	
	220°-340°	133.45	239.4				
	341°-020°	121.1	319.25				







CATEGORY	A	B	C	D
S-24	680-1	382	(400-1)	680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6802
CH 65706	061°	TDZE	569
W06A		Apt Elev	569

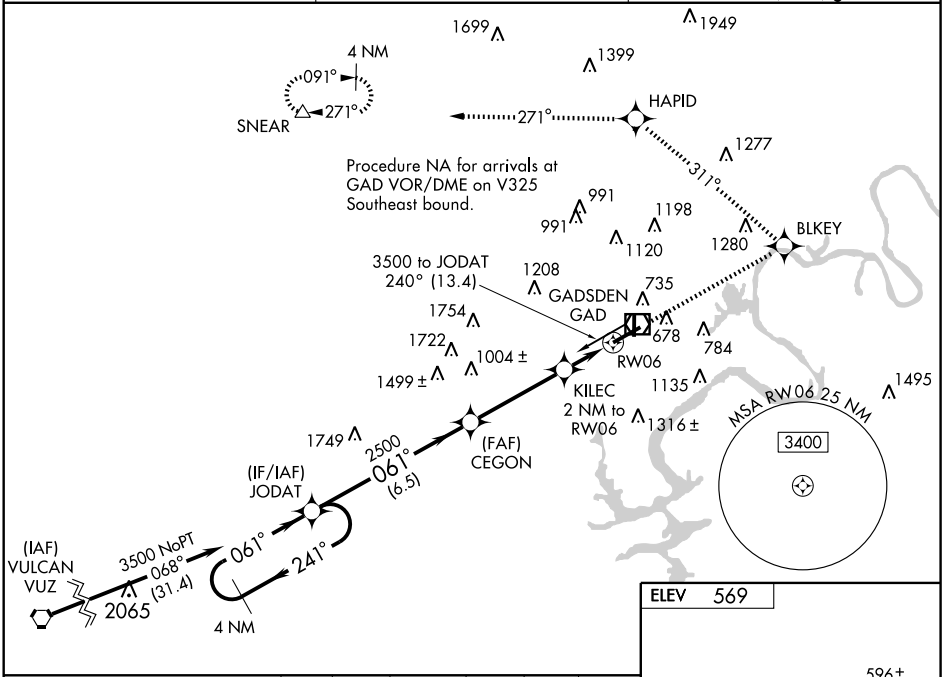
RNAV (GPS) RWY 6

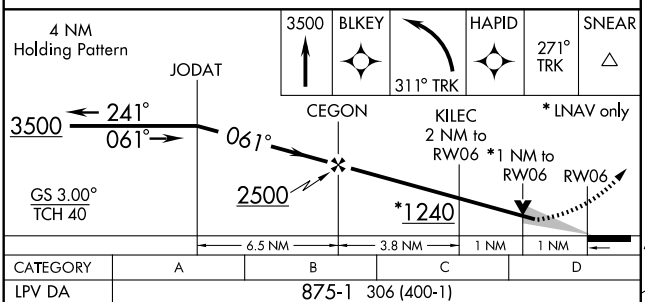
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

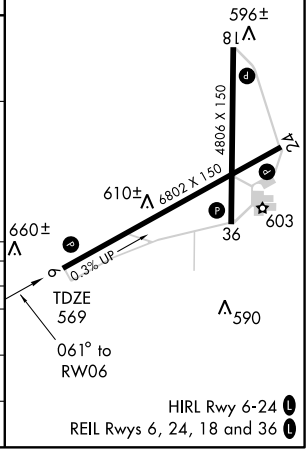
Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 941,LNAV/VNAV DA to 996 and all MDAs 80 feet; increase LPV and LNAV/VNAV visibility ¼ all Cats, LNAV Cat. C & D visibility ¼ , and Circling Cat. C visibility ¼ . VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 3500 direct BLKEY and left turn via 311° track to HAPID and 271° track to SNEAR and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	875-1 306 (400-1)			
LNAV/ VNAV DA	930-1¼ 361 (400-1¼)			
LNAV MDA	940-1 371 (400-1)			940-1¼ 371 (400-1¼)
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	1120-2 551 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4806
CH 90500	180°	TDZE	553
W18A		Apt Elev	569

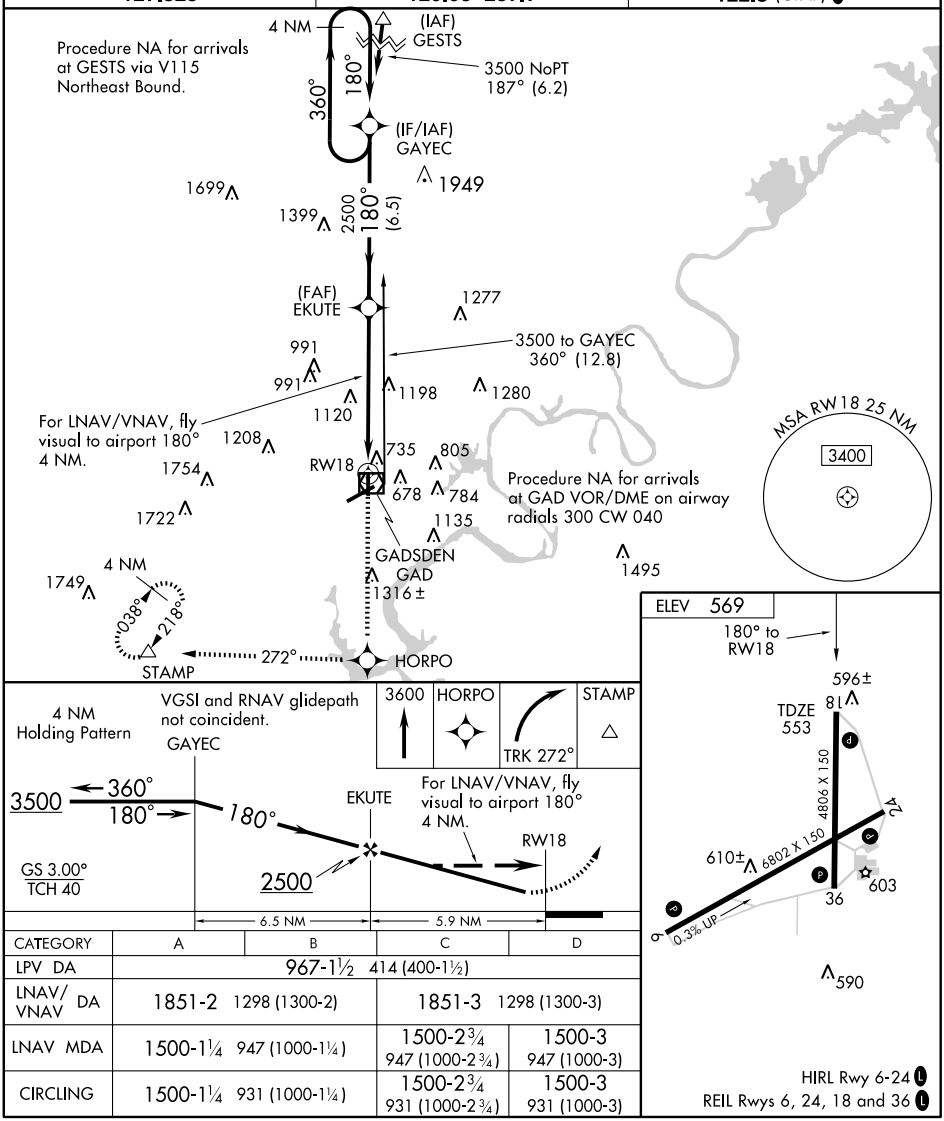
RNAV (GPS) RWY 18

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 1033, LNAV/VNAV DA to 1917, and all MDAs 80 feet; increase LPV visibility all Cats. ¼ mile, increase LNAV and Circling Cat. B & C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct HORPO and right turn via 272° track to STAMP and hold, continue climb-in-hold to 3600.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	967-1½ 414 (400-1½)			
LNAV/ VNAV DA	1851-2 1298 (1300-2)		1851-3 1298 (1300-3)	
LNAV MDA	1500-1¼ 947 (1000-1¼)		1500-2¾ 947 (1000-2¾)	1500-3 947 (1000-3)
CIRCLING	1500-1¼ 931 (1000-1¼)		1500-2¾ 931 (1000-2¾)	1500-3 931 (1000-3)

HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65905 W24A	APP CRS 241°	Rwy Idg 6802 TDZE 560 Apt Elev 569

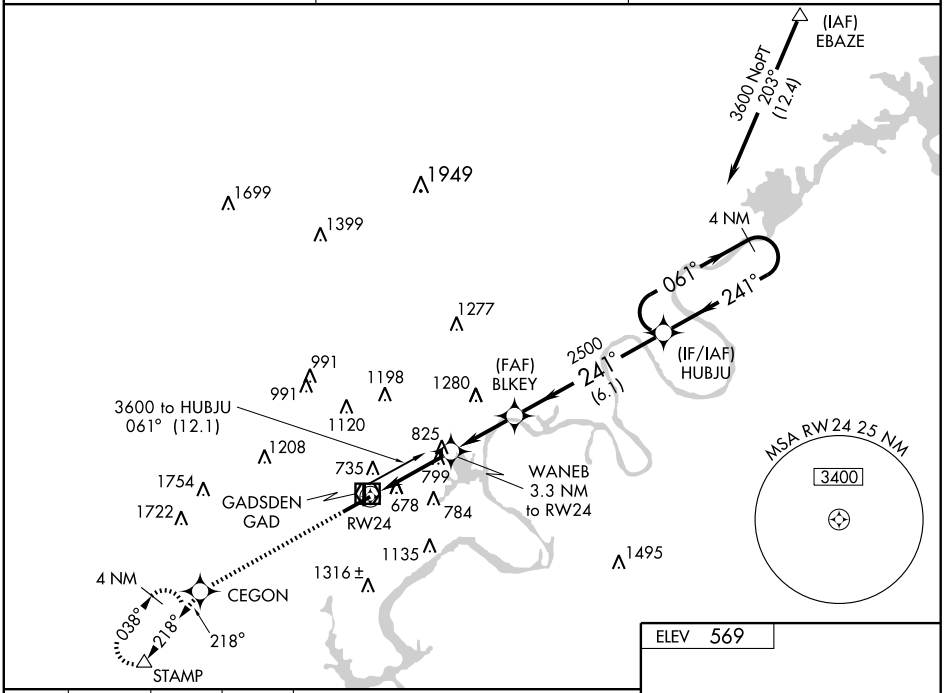
RNAV (GPS) RWY 24

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 918, LNAV/VNAV DA to 1145, and all MDAs 80 feet; increase LPV all Cats, LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CEGON and via 218° track to STAMP and hold, continue climb-in-hold to 3600.

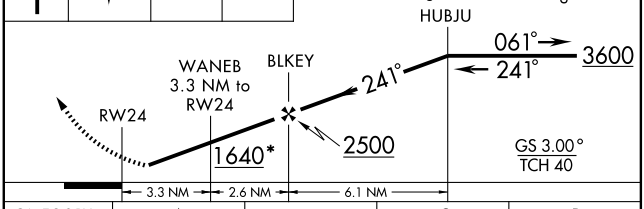
AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L

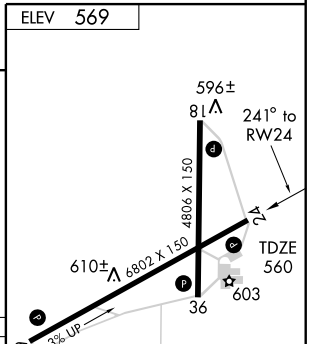


3600	CEGON	TRK 218°	STAMP

*LNAV only.
*1720 when using Anniston altimeter setting.

4 NM Holding Pattern





CATEGORY	A	B	C	D
LPV DA	852-1 292 (300-1)			
LNAV/VNAV DA	1079-2 519 (600-2)			
LNAV MDA	1060-1 500 (500-1)		1060-1¼ 500 (500-1¼)	1060-1½ 500 (500-1½)
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	1120-2 551 (600-2)

HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4806
360°	TDZE	555
	Apt Elev	569

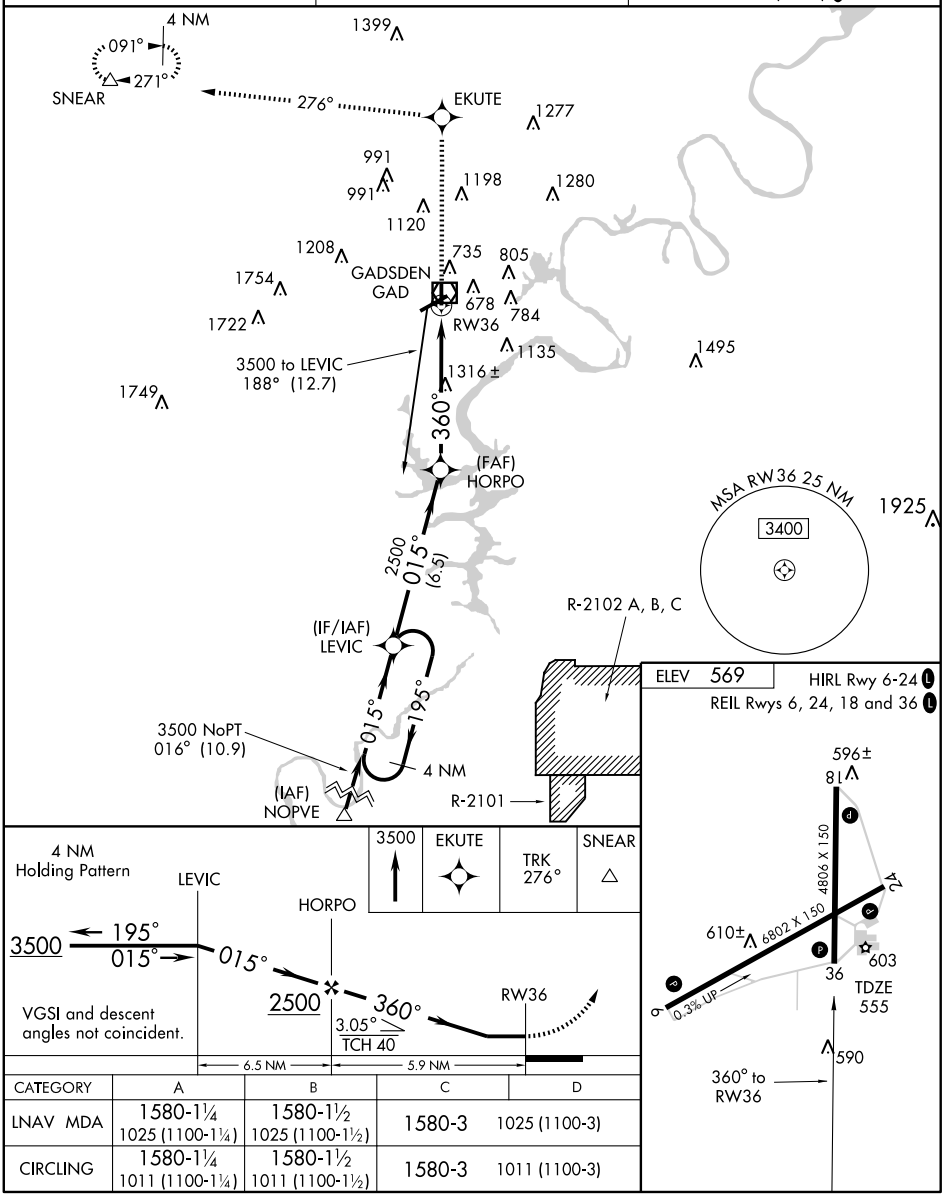
RNAV (GPS) RWY 36

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3500 direct EKUTE and via 276° track to SNEAR and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1580-1¼ 1025 (1100-1¼)	1580-1½ 1025 (1100-1½)	1580-3	1025 (1100-3)
CIRCLING	1580-1¼ 1011 (1100-1¼)	1580-1½ 1011 (1100-1½)	1580-3	1011 (1100-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME GAD	APP CRS	Rwy Idg	6802
112.3	052°	TDZE	569
Chan 70		Apt Elev	569

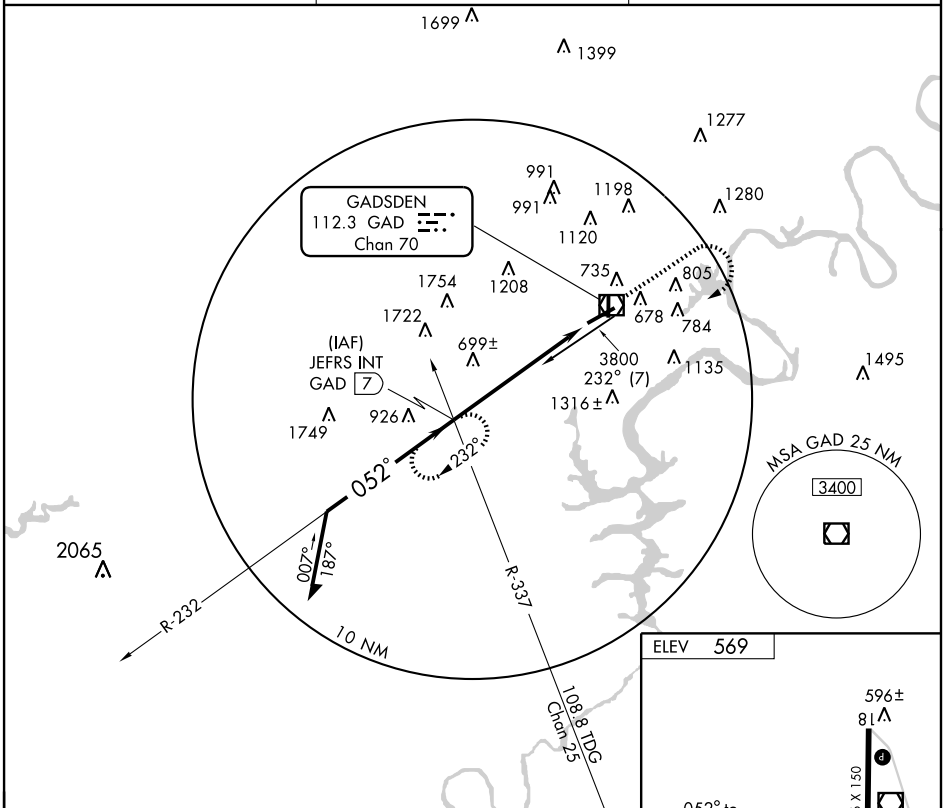
VOR RWY 6

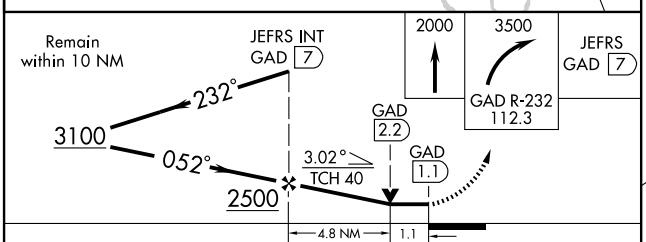
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

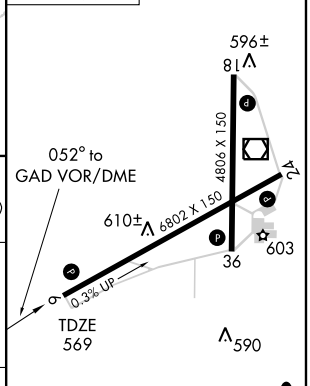
Circling to Rwy 18/36 NA at night. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet; increase S-6 Cat. C and D visibility ¼ mile. VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 via GAD VOR/DME R-232 to JEFRS Int/7 DME and hold, continue climb-in-hold to 3500.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	960-1 391 (400-1)			960-1¼ 391 (400-1¼)
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	1120-2 551 (600-2)

HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5200
142°	TDZE	451
	Apt Elev	451

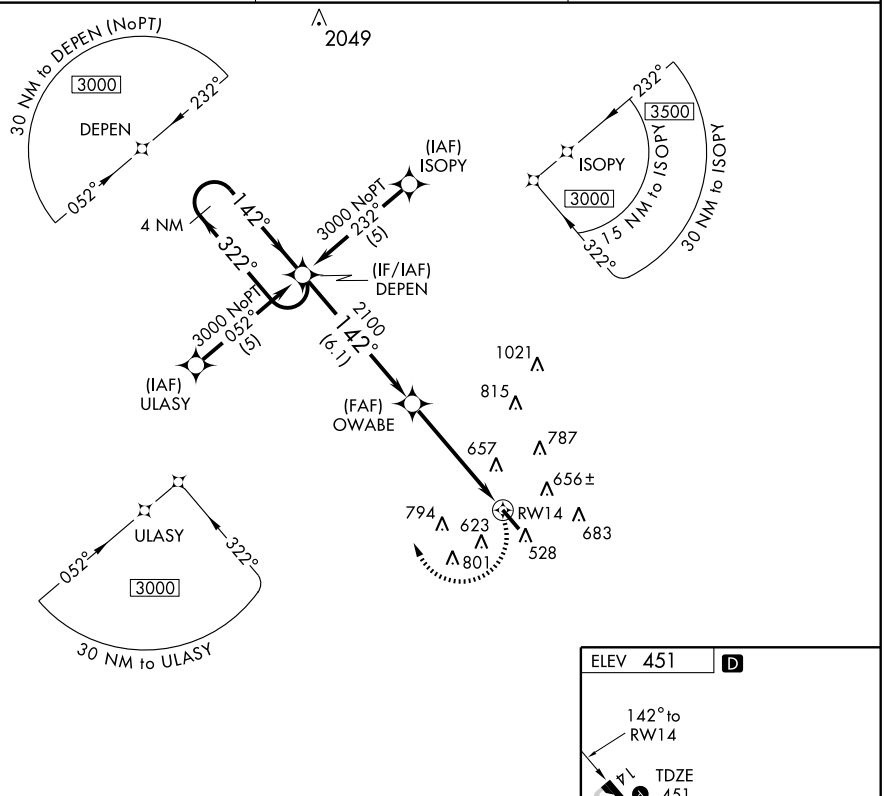
RNAV (GPS) RWY 14

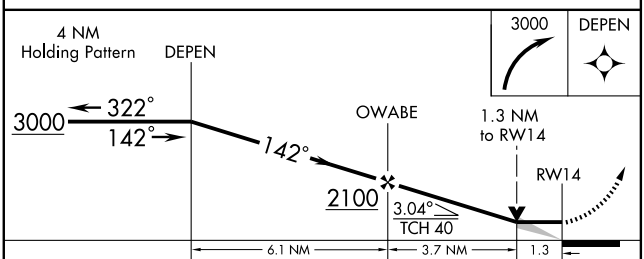
GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

DME/DME RNP-0.3 NA.

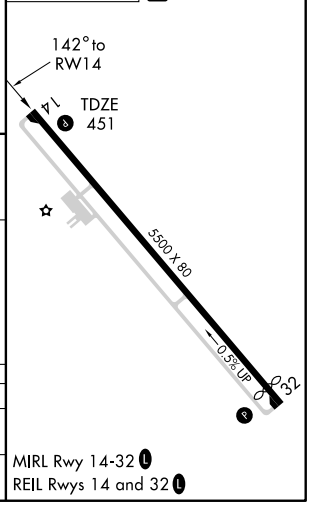
MISSED APPROACH: Climbing right turn to 3000 direct DEPEN and hold.

ASOS	ATLANTA CENTER	UNICOM
120.0	120.55 270.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	900-1 449 (500-1)		900-1¼ 449 (500-1¼)	900-1½ 449 (500-1½)
CIRCLING	900-1 449 (500-1)	960-1 509 (600-1)	960-1½ 509 (600-1½)	1140-2¼ 689 (700-2¼)



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

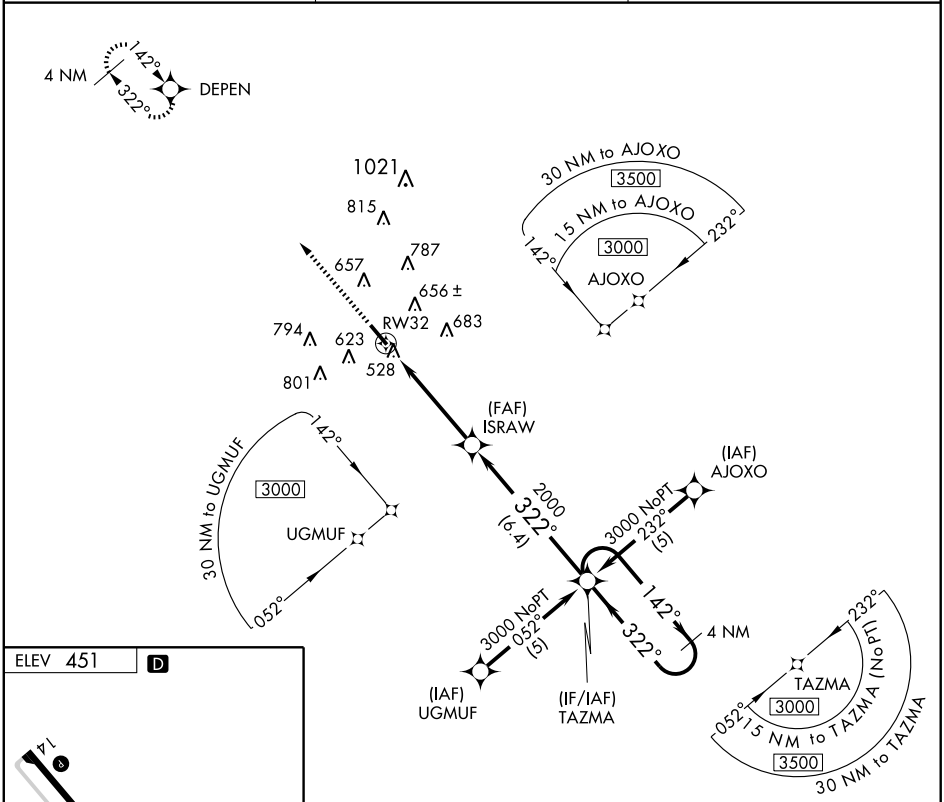
GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

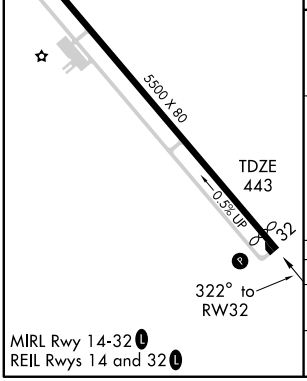
APP CRS	Rwy Idg	5200
322°	TDZE	443
	Apt Elev	451

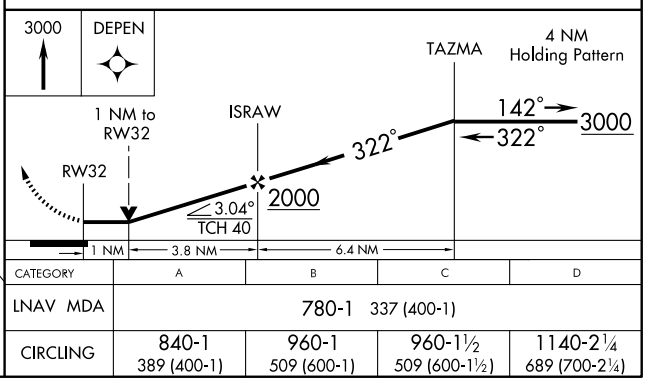
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DEPEN and hold.

ASOS	ATLANTA CENTER	UNICOM
120.0	120.55 270.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1 337 (400-1)			
CIRCLING	840-1 389 (400-1)	960-1 509 (600-1)	960-1½ 509 (600-1½)	1140-2¼ 689 (700-2¼)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 27

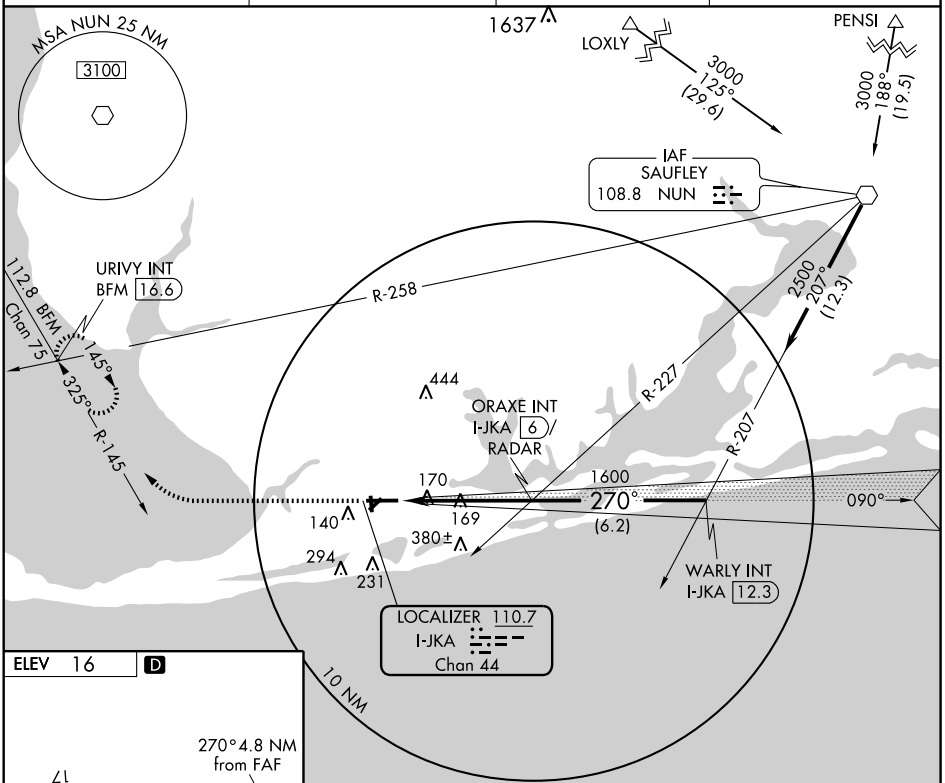
GULF SHORES/JACK EDWARDS (JKA)

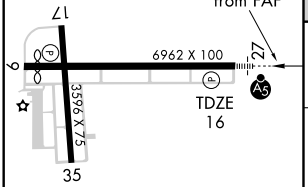
LOC/DME I-JKA	APP CRS	Rwy Idg	6500
110.7	270°	TDZE	16
Chan 44		Apt Elev	16

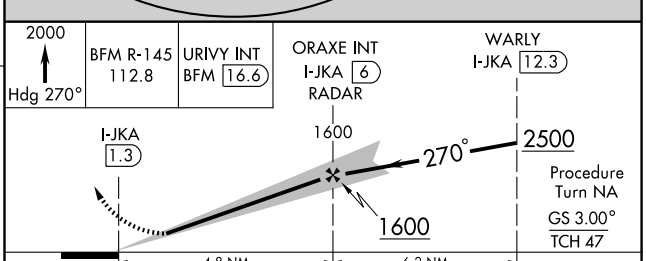
MALSR

MISSED APPROACH: Climb to 2000 via 270° heading and BFM VORTAC R-145 to URIVY Int/BFM 16.6 DME and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 27 DH	216-½ 200 (200-½)			
S-LOC 27 MDA	540-½ 524 (600-½)		540-1 524 (600-1)	540-1¼ 524 (600-1¼)
CIRCLING	540-1 524 (600-1)		540-1½ 524 (600-1½)	580-2 564 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 86503	090°	TDZE	16
W09A		Apt Elev	17

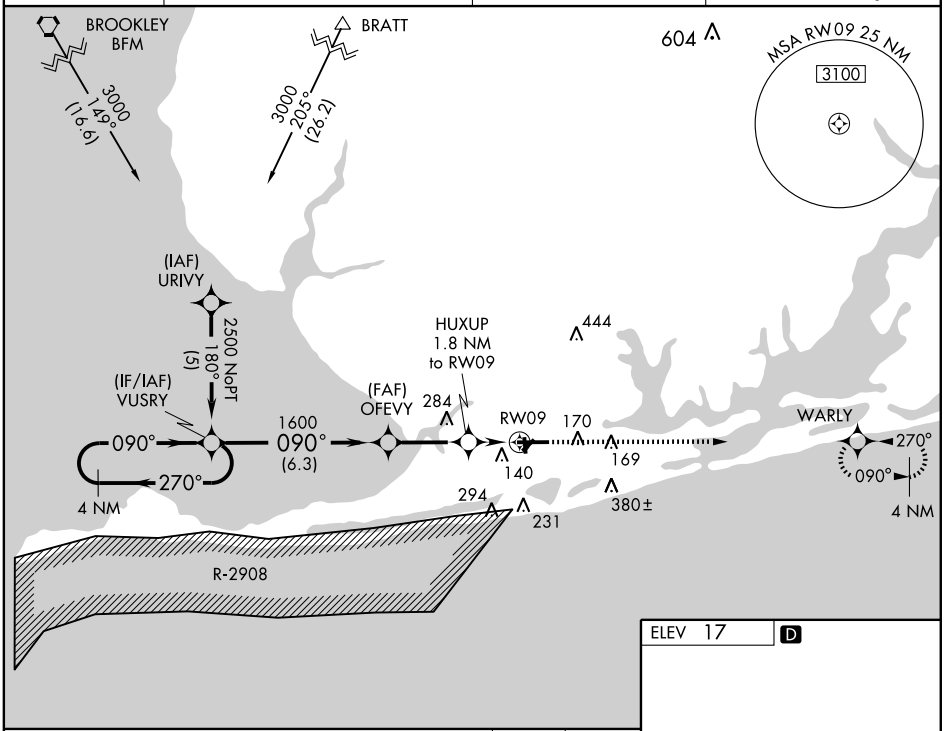
RNAV (GPS) RWY 9

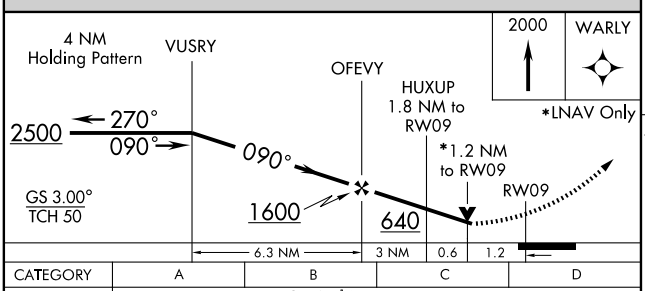
GULF SHORES/JACK EDWARDS (JKA)

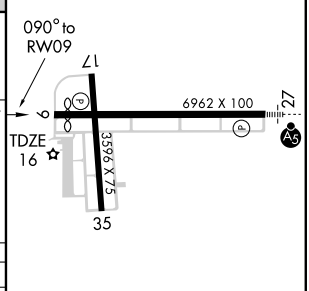
If local altimeter setting not received, use Pensacola Gulf Coast Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.VDP and Baro-VNAV NA when using Pensacola Gulf Coast Rgnl, FL altimeter setting.

MISSED APPROACH: Climb to 2000 direct WARLY and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	354-1¼ 338 (400-1¼)			
LNAV/VNAV DA	476-1½ 460 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	480-1 463 (500-1)		480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 17-35
HIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 99503	270°	TDZE	17
W27A		Apt Elev	17

RNAV (GPS) RWY 27

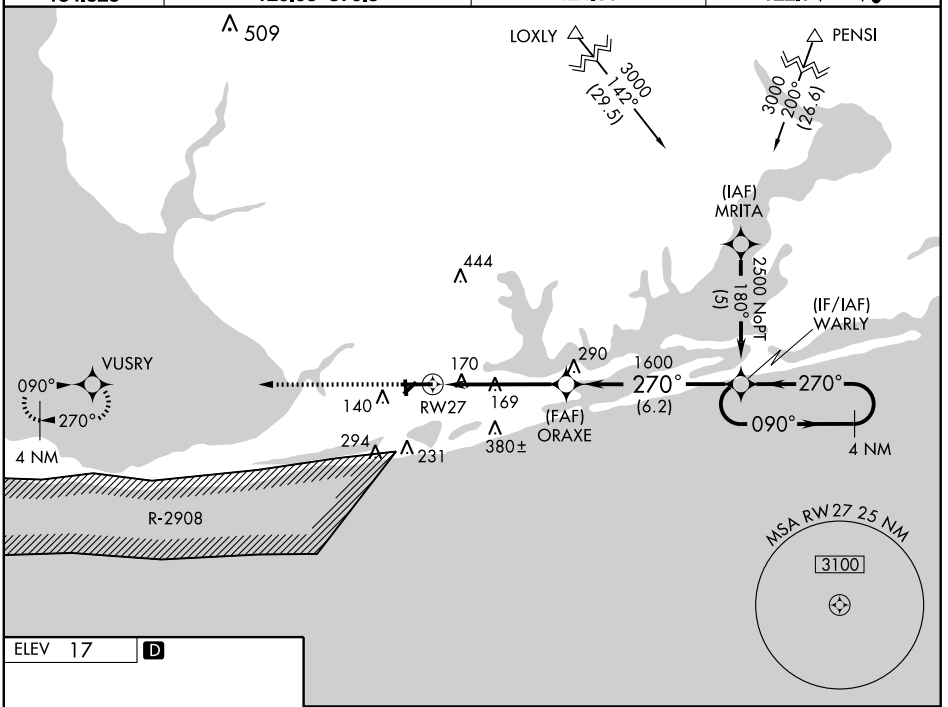
GULF SHORES/JACK EDWARDS (JKA)

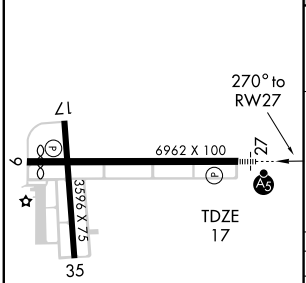
TAA: If local altimeter setting not received, use Pensacola Gulf Coast Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Pensacola Gulf Coast Rgnl, FL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cat D visibility to 1¼.

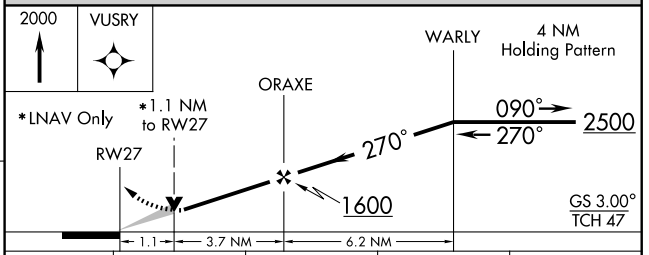
MALSR

MISSED APPROACH: Climb to 2000 direct VUSRY and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	448-1 431 (500-1)			
LNAV/VNAV DA	480-1¼ 463 (500-1¼)			
LNAV MDA	420-½ 403 (500-½)		420-¾ 403 (500-¾)	420-1 403 (500-1)
CIRCLING	480-1 463 (500-1)		480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 17-35
HIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC	BFM	APP CRS	Rwy Idg	N/A
	112.8	130°	TDZE	N/A
Chan	75		Apt Elev	16

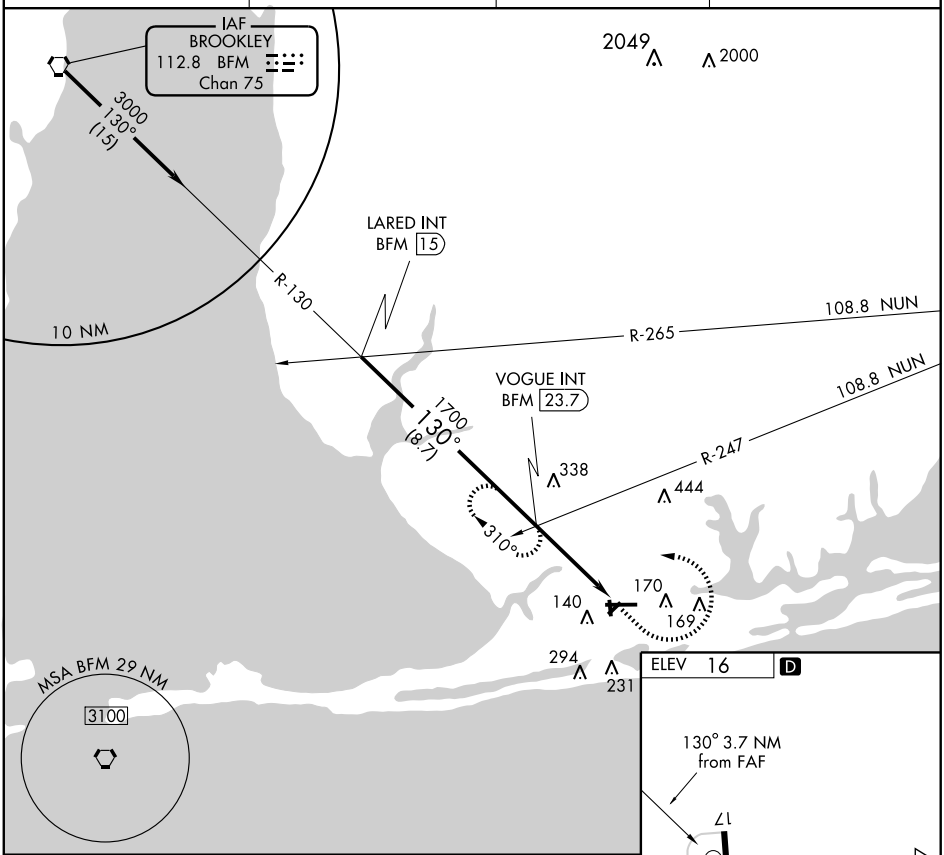
AL-6827 (FAA)

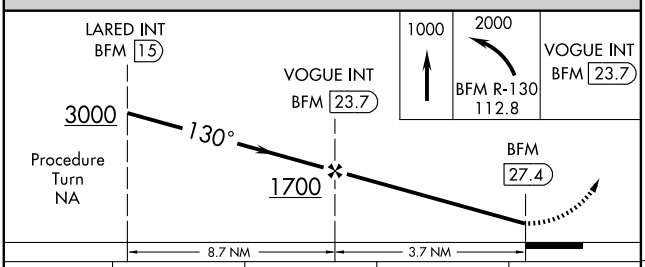
VOR-A

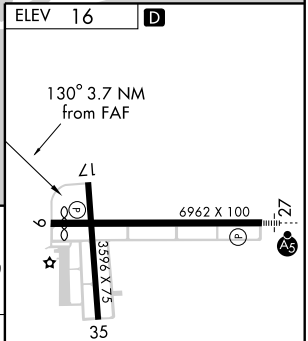
GULF SHORES/JACK EDWARDS (JKA)

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via BFM R-130 to VOGUE Int/23.7 DME and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L







MIRL Rwy 17-35
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	520-1 504 (600-1)	520-1¼ 504 (600-1¼)	520-1½ 504 (600-1½)	580-2 564 (600-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
222°	TDZE	N/A
	Apt Elev	613

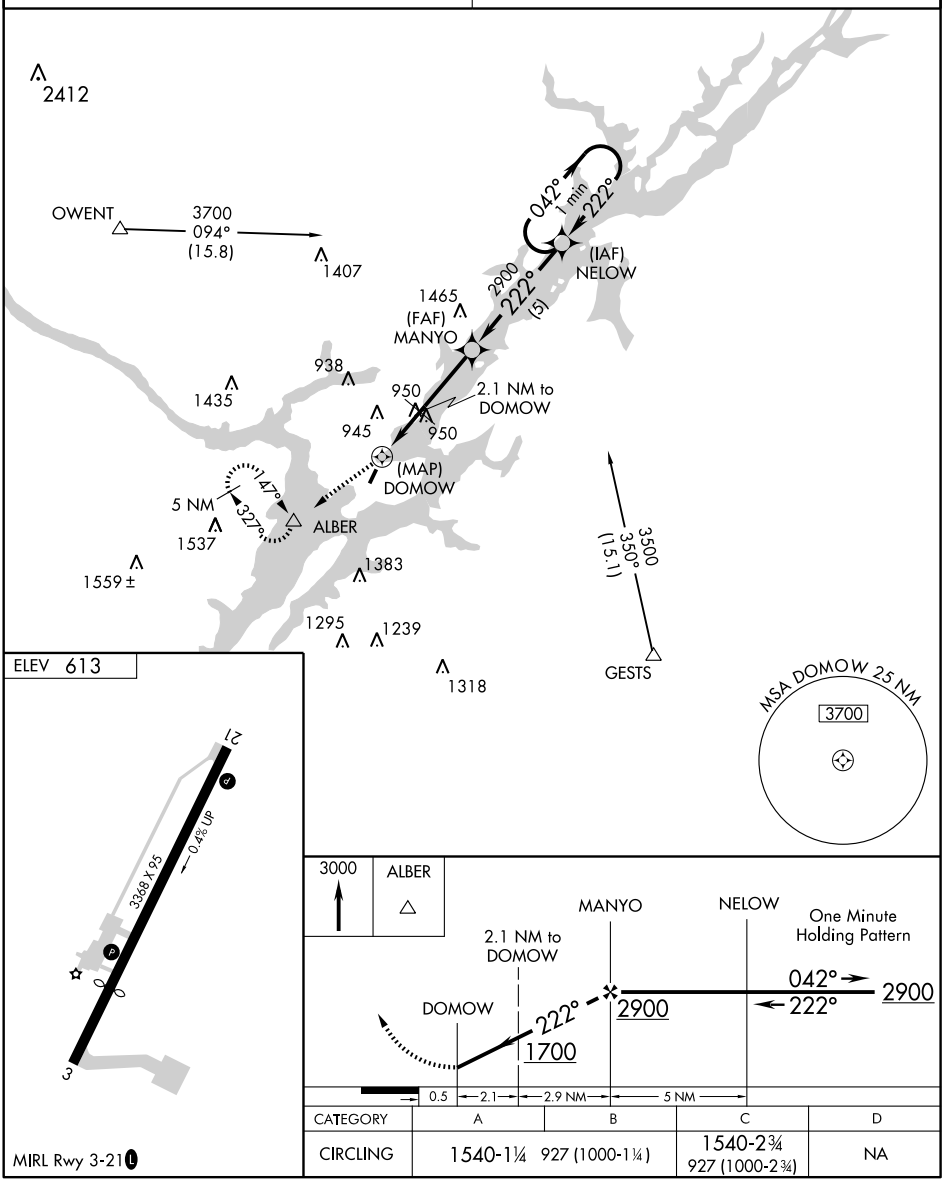
GPS-A

GUNTERSVILLE MUNI-JOE STARNES FIELD (8A1)

T NA — Procedure not authorized at night. Use Huntsville Intl. altimeter setting. Circling not authorized southeast of Rwys 3 and 21.

MISSED APPROACH: Climb to 3000 direct ALBER WP and hold.

HUNTSVILLE APP CON ★	UNICOM
125.6 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 927 (1000-1¼)		1540-2¾ 927 (1000-2¾)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5008
003°	TDZE	918
	Apt Elev	930

GPS RWY 36

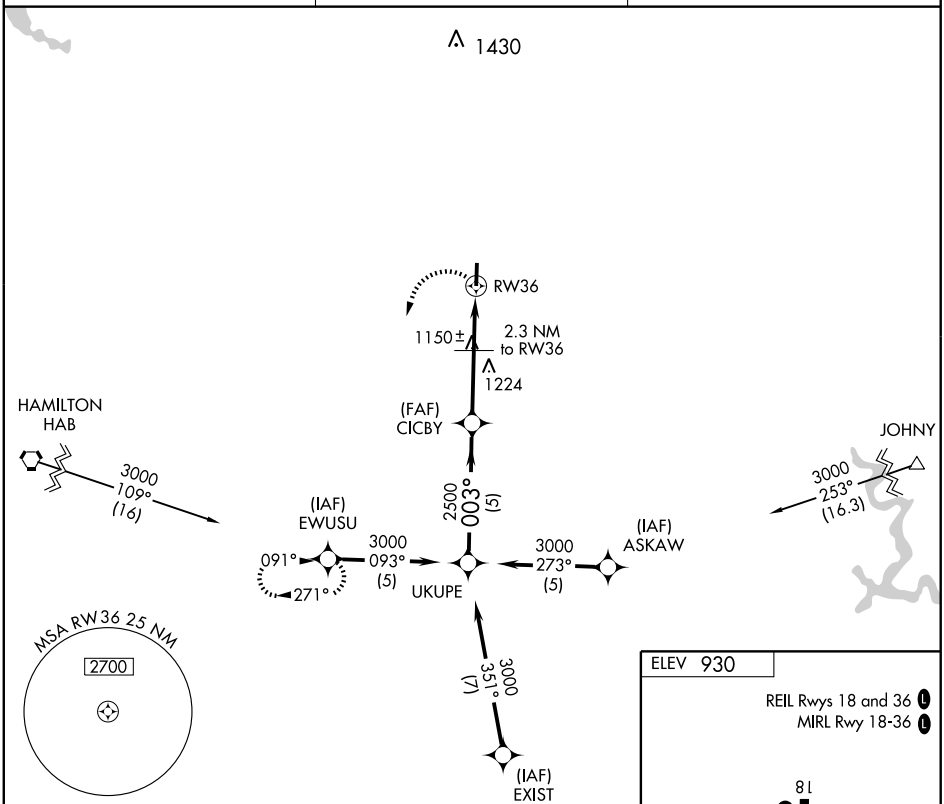
HALEYVILLE / POSEY FIELD (1M4)

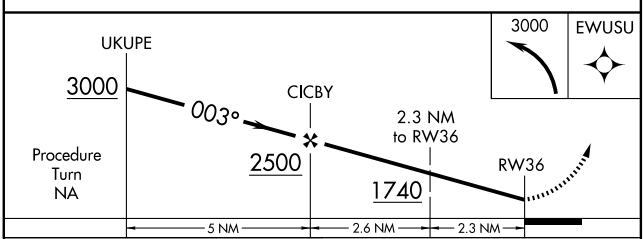
NA

Use Muscle Shoals altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct EWUSU WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.525	120.8 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1520-1	602 (600-1)	NA	
CIRCLING	1540-1	610 (700-1)	NA	

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC HAB	APP CRS	Rwy Idg	N/A
110.4	074°	TDZE	N/A
Chan 41		Apt Elev	930

VOR/DME or GPS-A

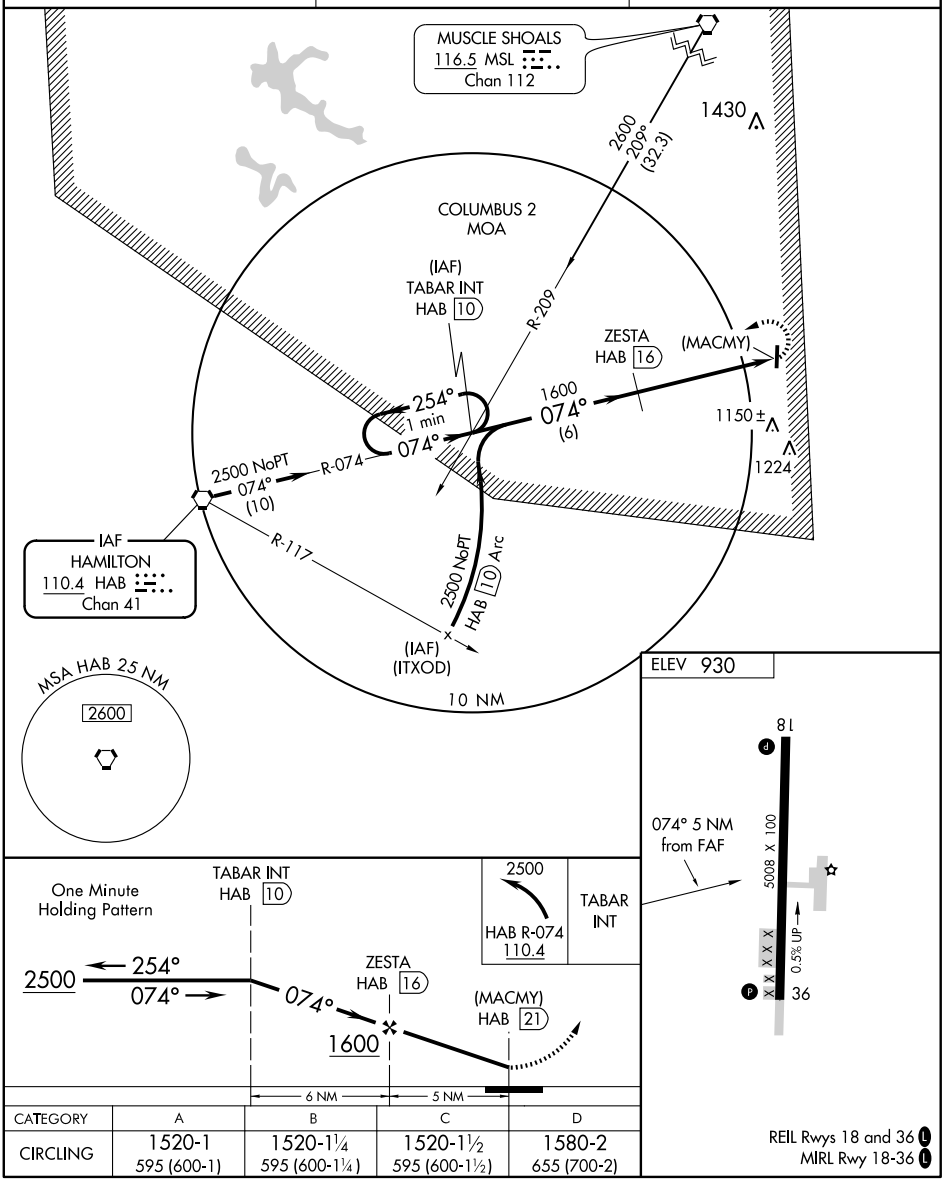
HALEYVILLE / POSEY FIELD (1M4)

Use Muscle Shoals altimeter setting; when not received, use Huntsville altimeter setting and increase all MDAs 40 feet and visibility Cat. C and D ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2500 via HAB R-074 to TABAR Int/10 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.525	120.8 307.0	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1520-1 595 (600-1)	1520-1¼ 595 (600-1¼)	1520-1½ 595 (600-1½)	1580-2 655 (700-2)

REIL Rwys 18 and 36
MIRL Rwy 18-36

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MSL	APP CRS	Rwy Idg	5008
116.5	190°	TDZE	930
Chan 112		Apt Elev	930

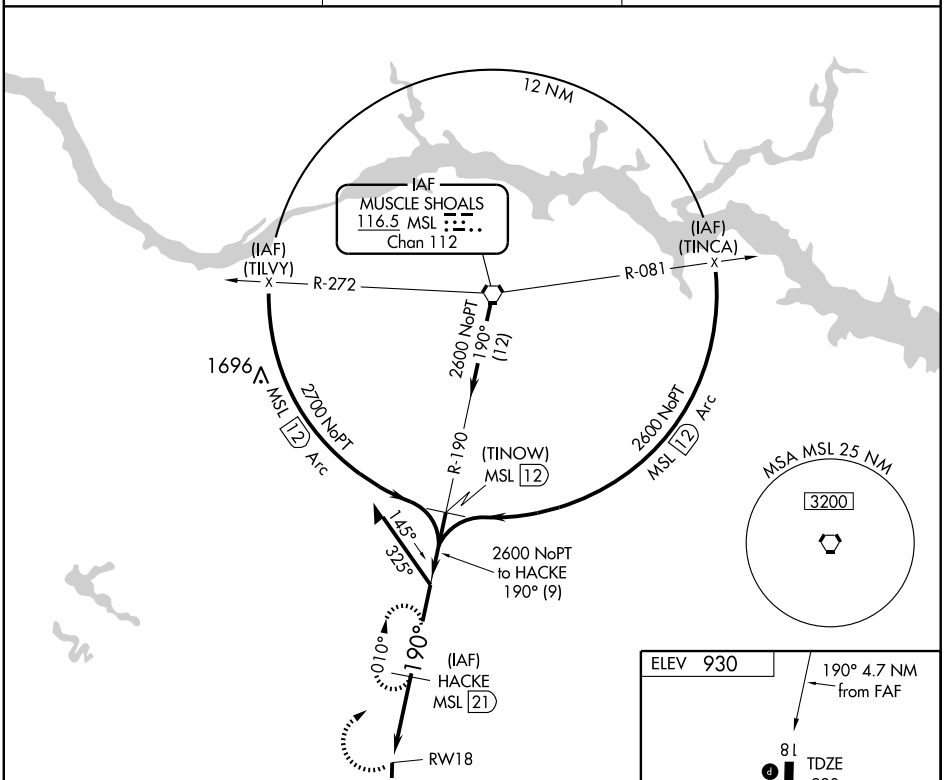
VOR/DME or GPS RWY 18

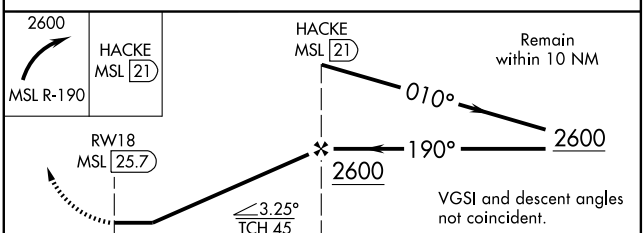
HALEYVILLE / POSEY FIELD (1M4)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Muscle Shoals altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via MSL R-190 to HACKE MSL 21 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.525	120.8 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1520-1 590 (600-1)	1520-1¼ 590 (600-1¼)	1520-1½ 590 (600-1½)	NA
CIRCLING	1540-1 610 (700-1)	1540-1¼ 610 (700-1¼)	1540-1¾ 610 (700-1¾)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5495
181°	TDZE	436
	Apt Elev	436

RNAV (GPS) RWY 18

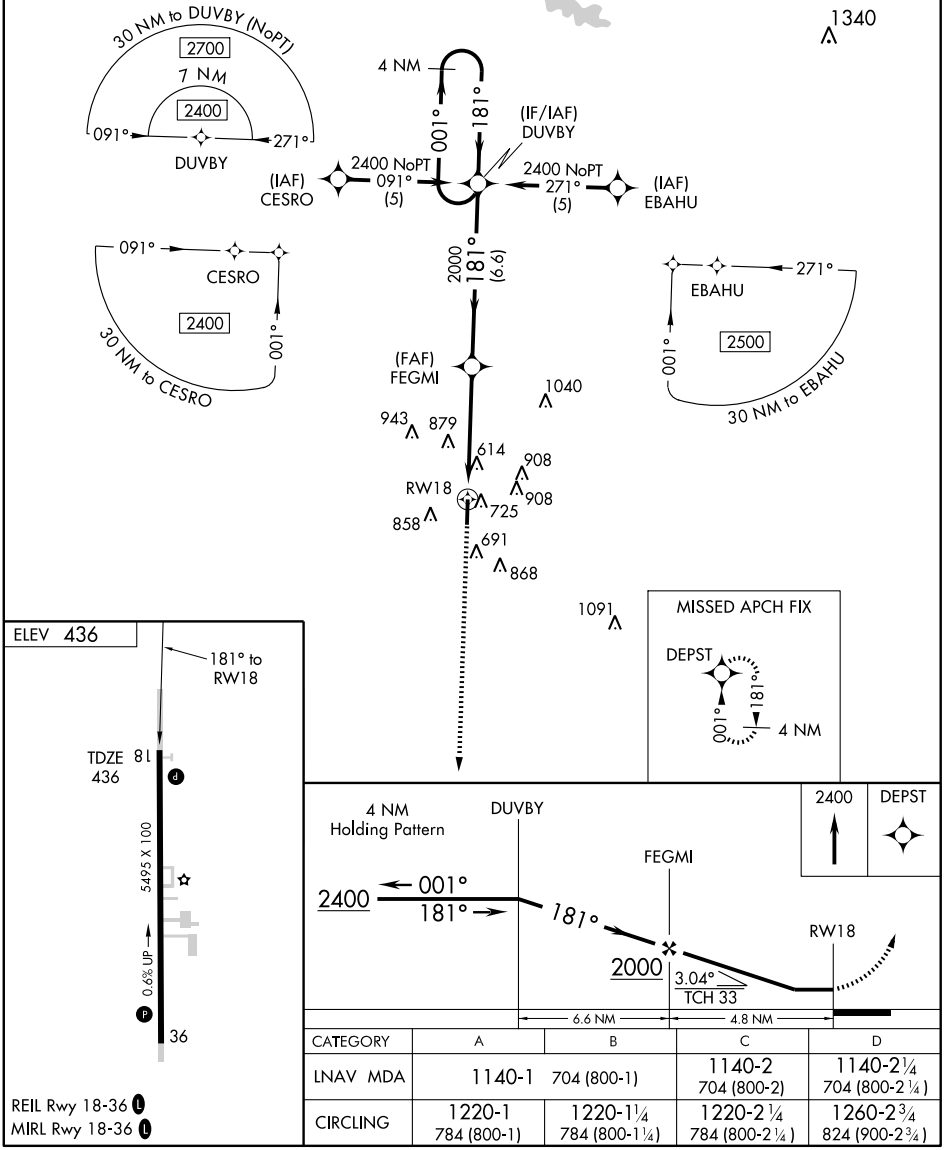
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

T
A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF. When not received, use Tupelo altimeter setting and increase all MDA 120 feet, increase LNAV MDA visibility Cat B ¼ mile, Cat C, D ½ mile and Circling visibility Cats A, D ¼ mile, Cat C ½ mile.

MISSED APPROACH: Climb to 2400 direct DEPST and hold.

MEMPHIS CENTER	UNICOM
127.1 269.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1	704 (800-1)	1140-2 704 (800-2)	1140-2¼ 704 (800-2¼)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2¼ 784 (800-2¼)	1260-2¾ 824 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42712 W36A	APP CRS 001°	Rwy Idg 5495 TDZE 418 Apt Elev 436

RNAV (GPS) RWY 36

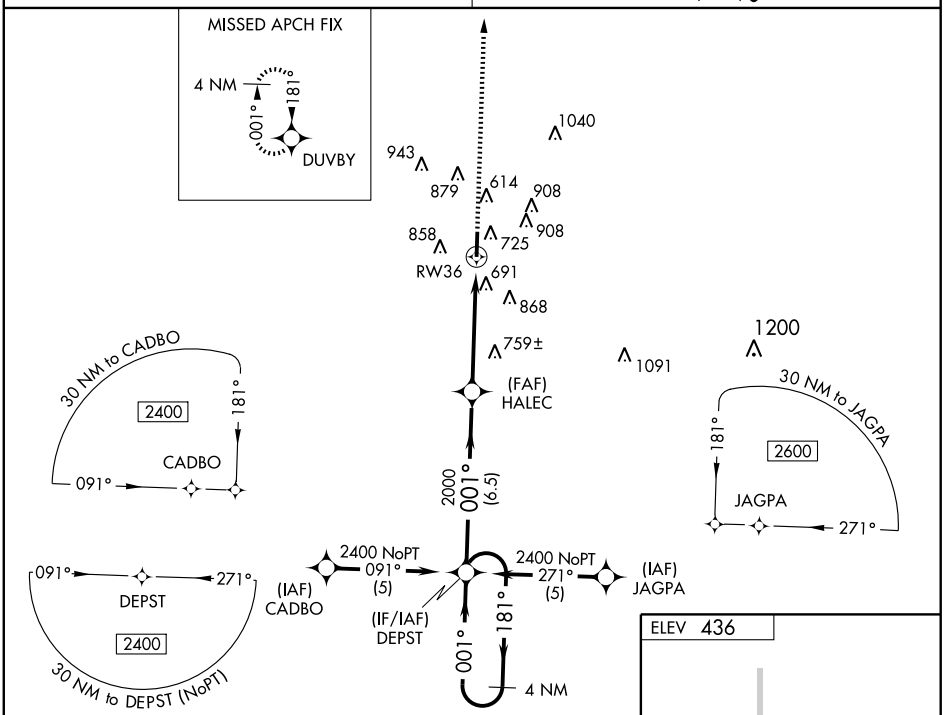
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

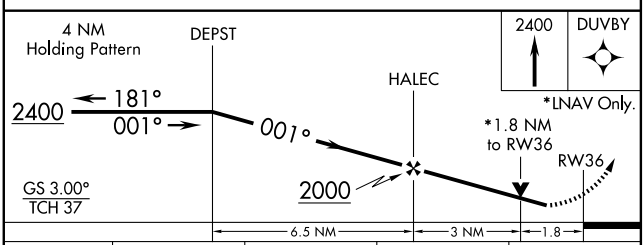
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase DA 104 feet and all MDA 120 feet, increase visibility LPV all Cats and LNAV Cats C, D ¼ mile, Circling Cats A, D ¼ mile, and Cat C ½ mile. LNAV/VNAV NA when using Tupelo altimeter setting. VDP NA when using Tupelo altimeter setting.

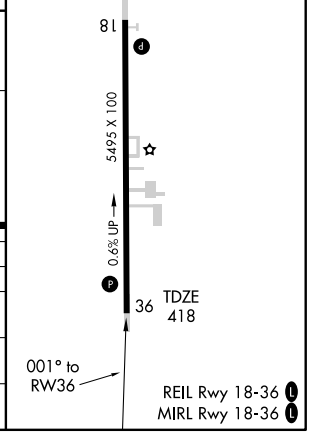
NA

MISSED APPROACH: Climb to 2400 direct DUVBY and hold.

MEMPHIS CENTER	UNICOM
127.1 269.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	723-1¼ 305 (300-1¼)			
LNAV/ VNAV DA	1219-3 801 (800-3)			
LNAV MDA	1020-1 602 (600-1)		1020-1¾ 602 (600-1¾)	1020-2 602 (600-2)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2¼ 784 (800-2¼)	1260-2¾ 824 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC HAB	APP CRS	Rwy Idg	5495
110.4	169°	TDZE	436
Chan 41		Apt Elev	436

VOR RWY 18

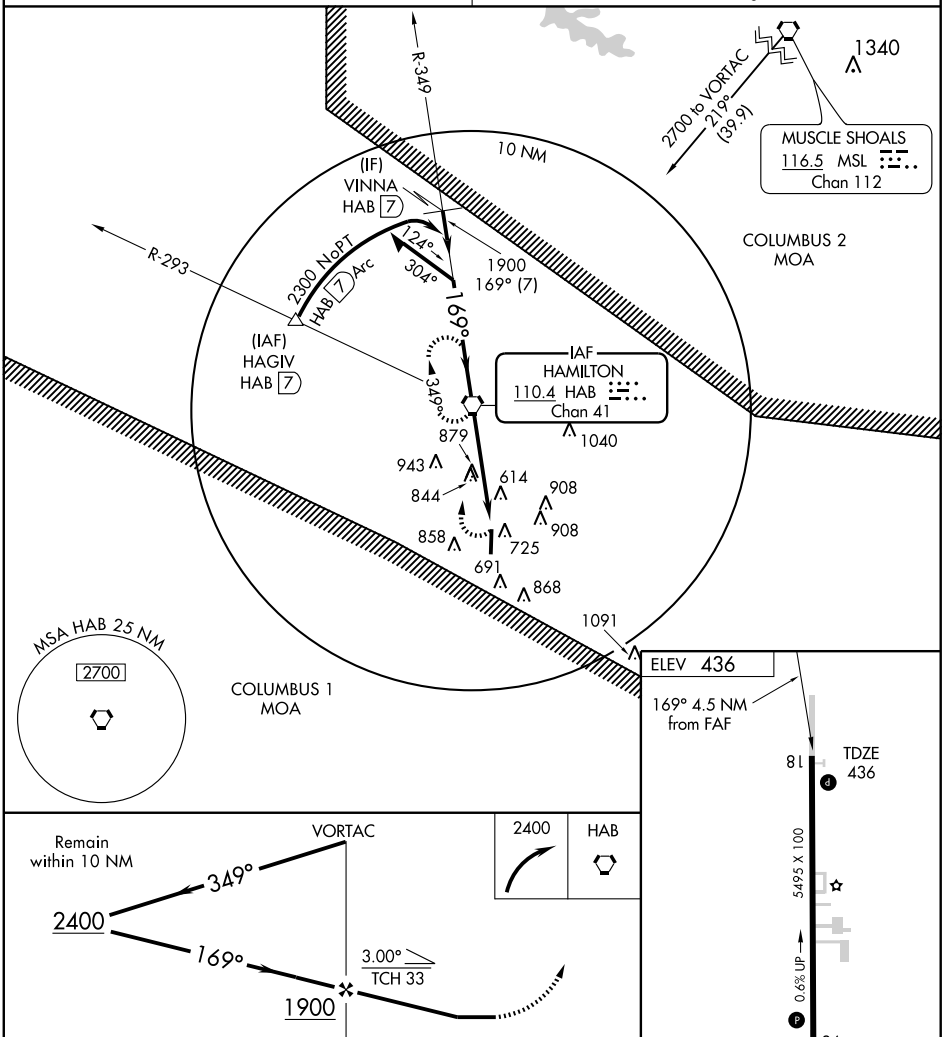
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase all MDA 120 feet, increase S-18 Cats A, B, D visibility ¼ mile, Cat C ½ mile, and Circling Cats A, B, D ¼ mile, Cat C ½ mile.

NA

MISSED APPROACH: Climbing right turn to 2400 direct HAB VORTAC and hold.

MEMPHIS CENTER	UNICOM
127.1 269.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1300-1 864 (900-1)	1300-1¼ 864 (900-1¼)	1300-2½ 864 (900-2½)	1300-2¾ 864 (900-2¾)
CIRCLING	1300-1 864 (900-1)	1300-1¼ 864 (900-1¼)	1300-2½ 864 (900-2½)	1300-2¾ 864 (900-2¾)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

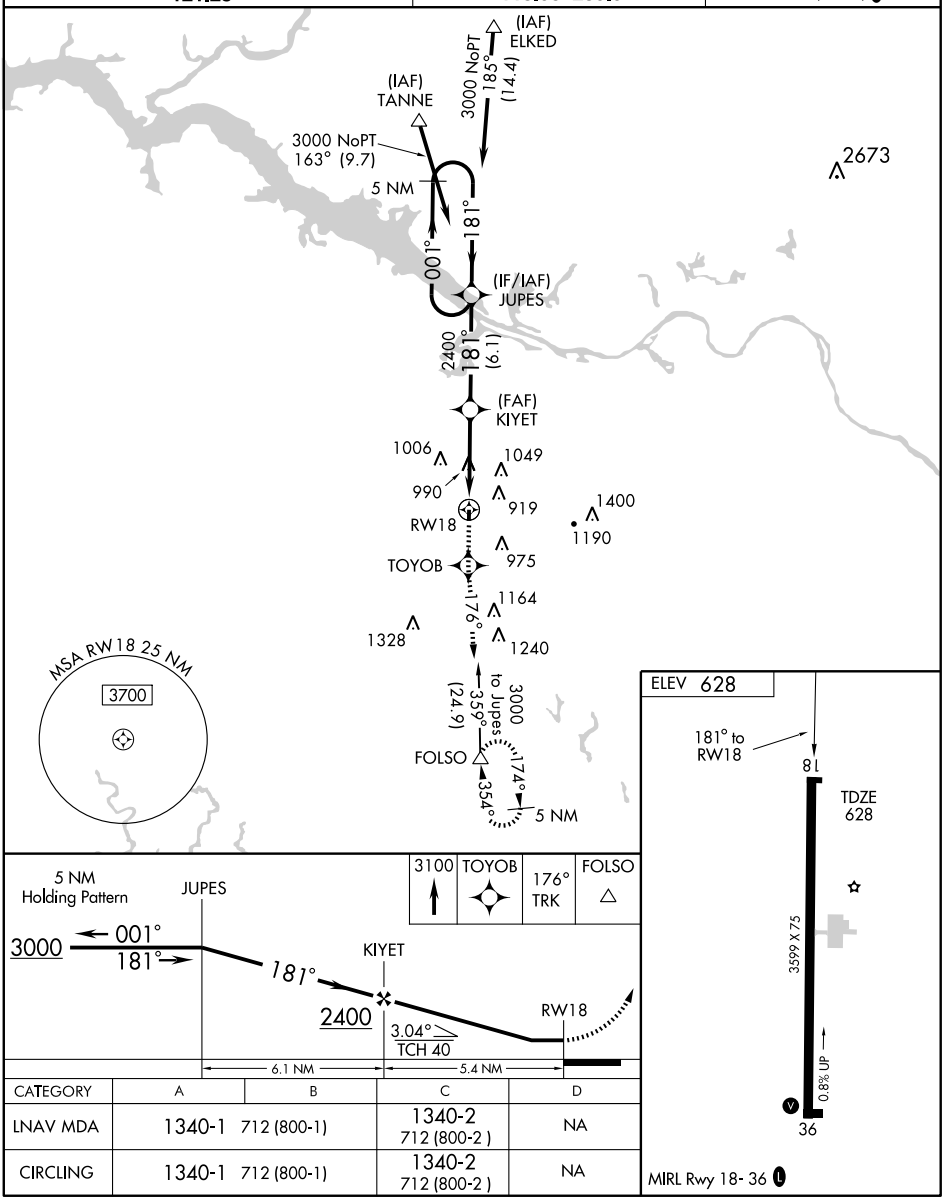
HARTSELLE-MORGAN COUNTY RGNL (5MØ)

APP CRS	Rwy Idg	3599
181°	TDZE	628
	Apt Elev	628

Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 3100 direct TOYOB and via 176° track to FOLSO and hold.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS	HUNTSVILLE APP CON ★	UNICOM
121.25	118.05 239.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1	712 (800-1)	1340-2 712 (800-2)	NA
CIRCLING	1340-1	712 (800-1)	1340-2 712 (800-2)	NA

MIRL Rwy 18- 36 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

HARTSELLE-MORGAN COUNTY RGNL (5MØ)

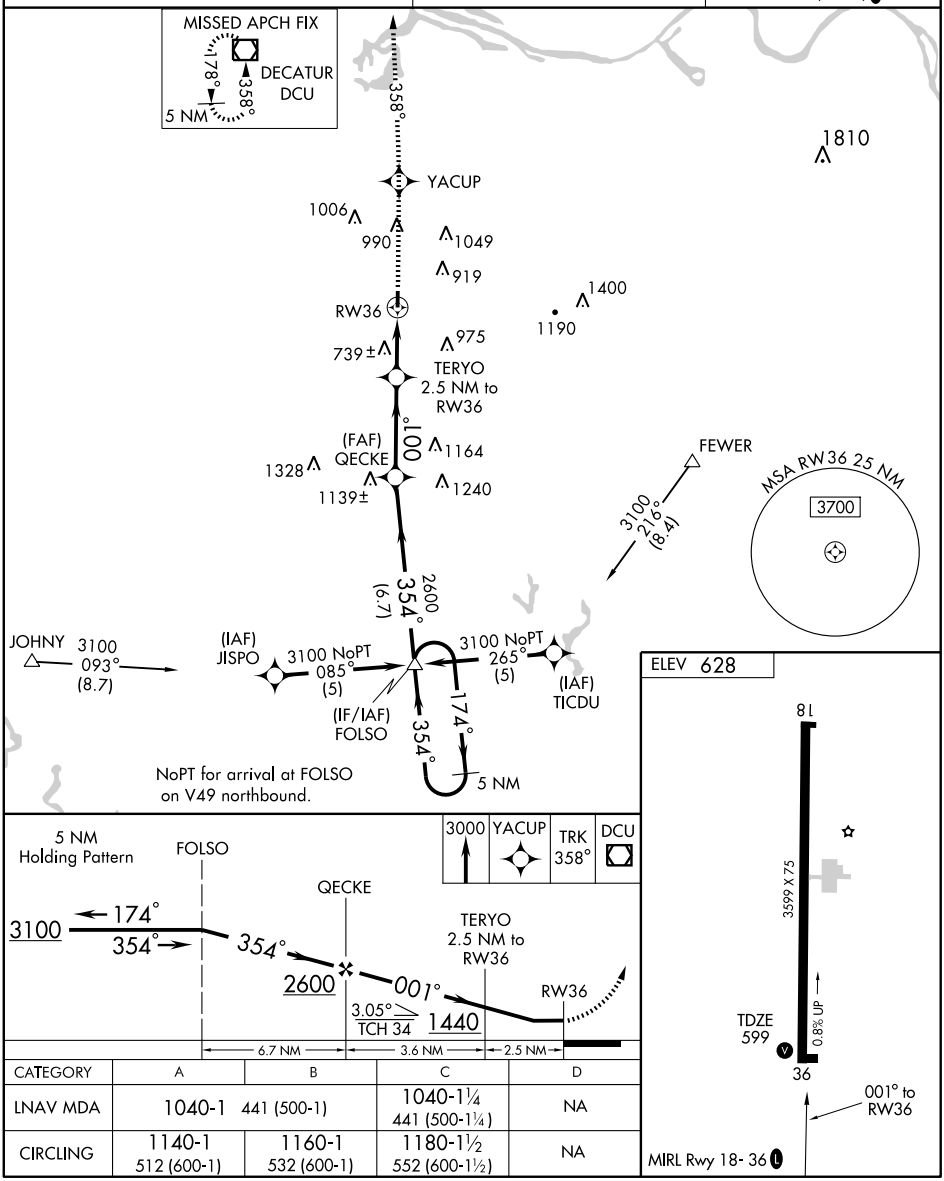
APP CRS	Rwy Idg	3599
001°	TDZE	599
	Apt Elev	628

Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. When VGSI Inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

NA

MISSED APPROACH: Climb to 3000 direct YACUP and via 358° track to DCU VOR/DME and hold.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS	HUNTSVILLE APP CON ★	UNICOM
121.25	118.05 239.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1040-1 441 (500-1)		1040-1¼ 441 (500-1¼)	NA
CIRCLING	1140-1 512 (600-1)	1160-1 532 (600-1)	1180-1½ 552 (600-1½)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

HEADLAND MUNI (ØJ6)

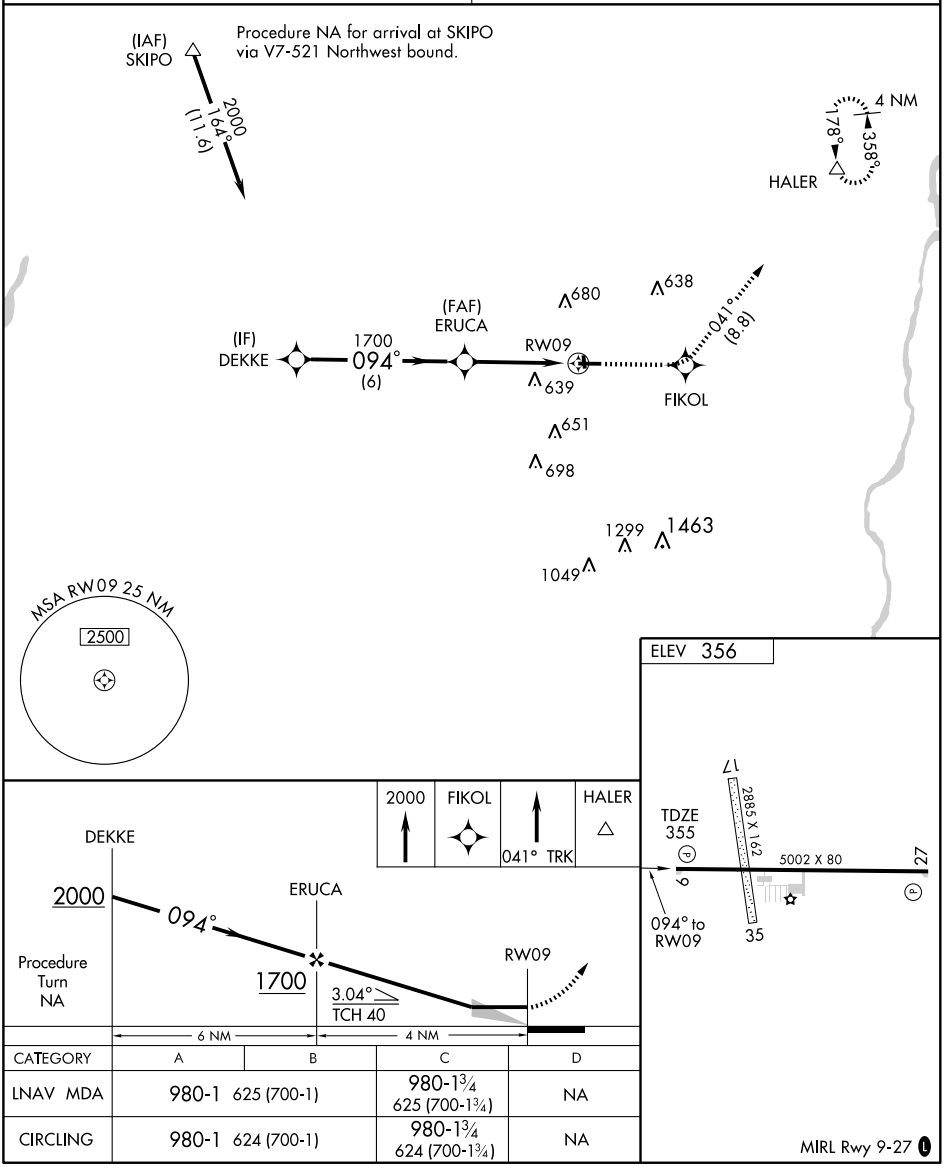
APP CRS	Rwy Idg	5002
094°	TDZE	355
	Apt Elev	356

Use Dothan altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Procedure NA at night.

NA

MISSED APPROACH: Climb to 2000 direct FIKOL and via 041° track to HALER and hold.

CAIRNS APP CON ★	CTAF
125.4	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	980-1 625 (700-1)		980-1¾ 625 (700-1¾)	NA
CIRCLING	980-1 624 (700-1)		980-1¾ 624 (700-1¾)	NA

MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010

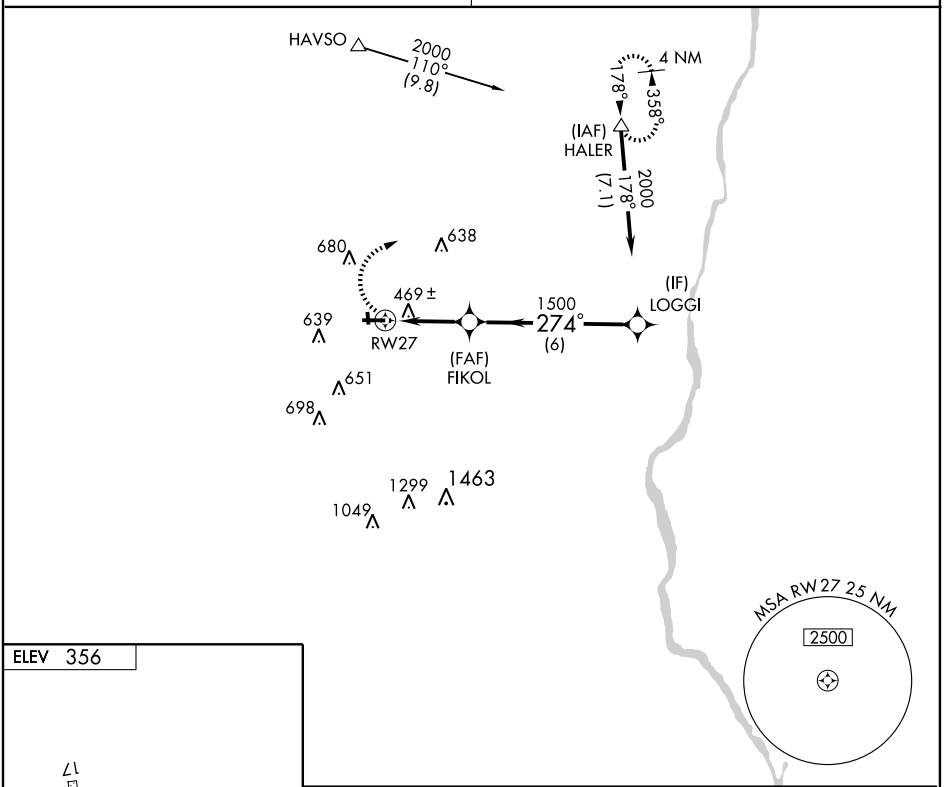
SE-4, 21 OCT 2010 to 18 NOV 2010

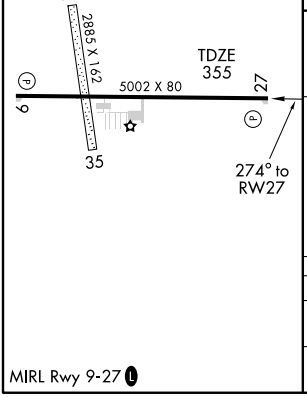
APP CRS	Rwy Idg	5002
274°	TDZE	355
	Apt Elev	356

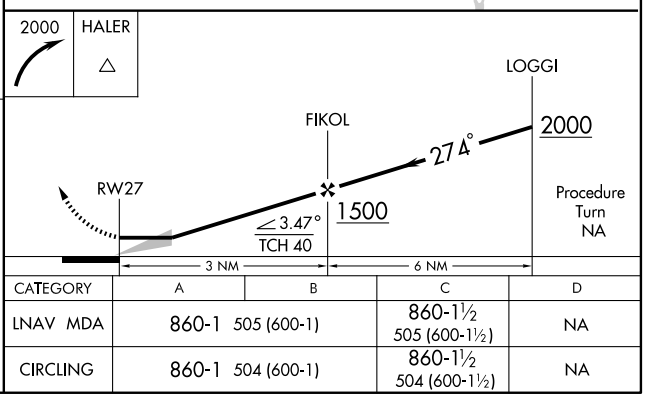
RNAV (GPS) RWY 27

HEADLAND MUNI (ØJ6)

NA Use Dothan altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 2000 direct HALER and hold.
CAIRNS APP CON★ 125.4	CTAF 122.9 L







CATEGORY	A	B	C	D
LNAV MDA	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA
CIRCLING	860-1 504 (600-1)		860-1½ 504 (600-1½)	NA

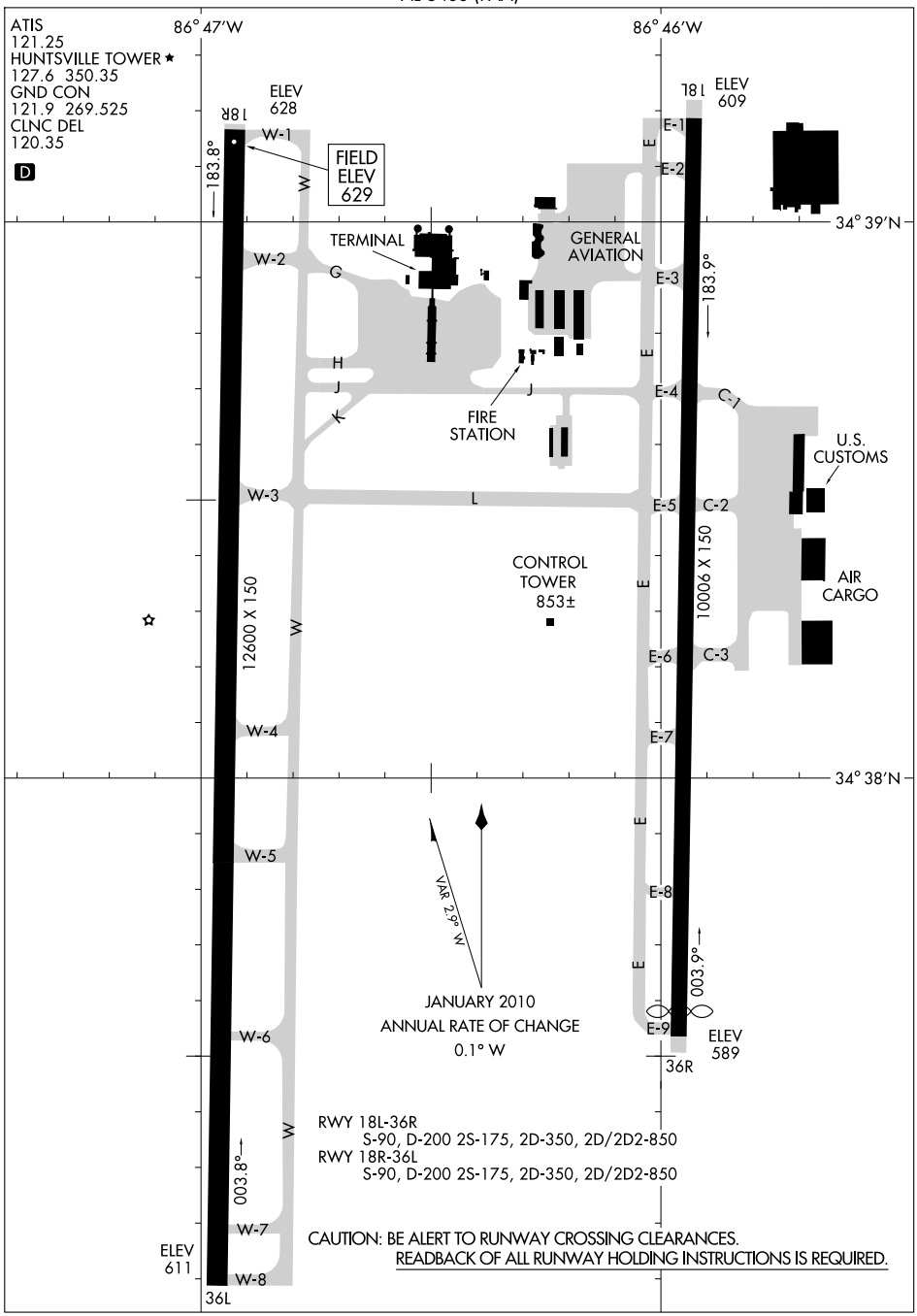
MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)
HUNTSVILLE, ALABAMA

AL-5488 (FAA)



SE-4, 21 OCT 2010 to 18 NOV 2010

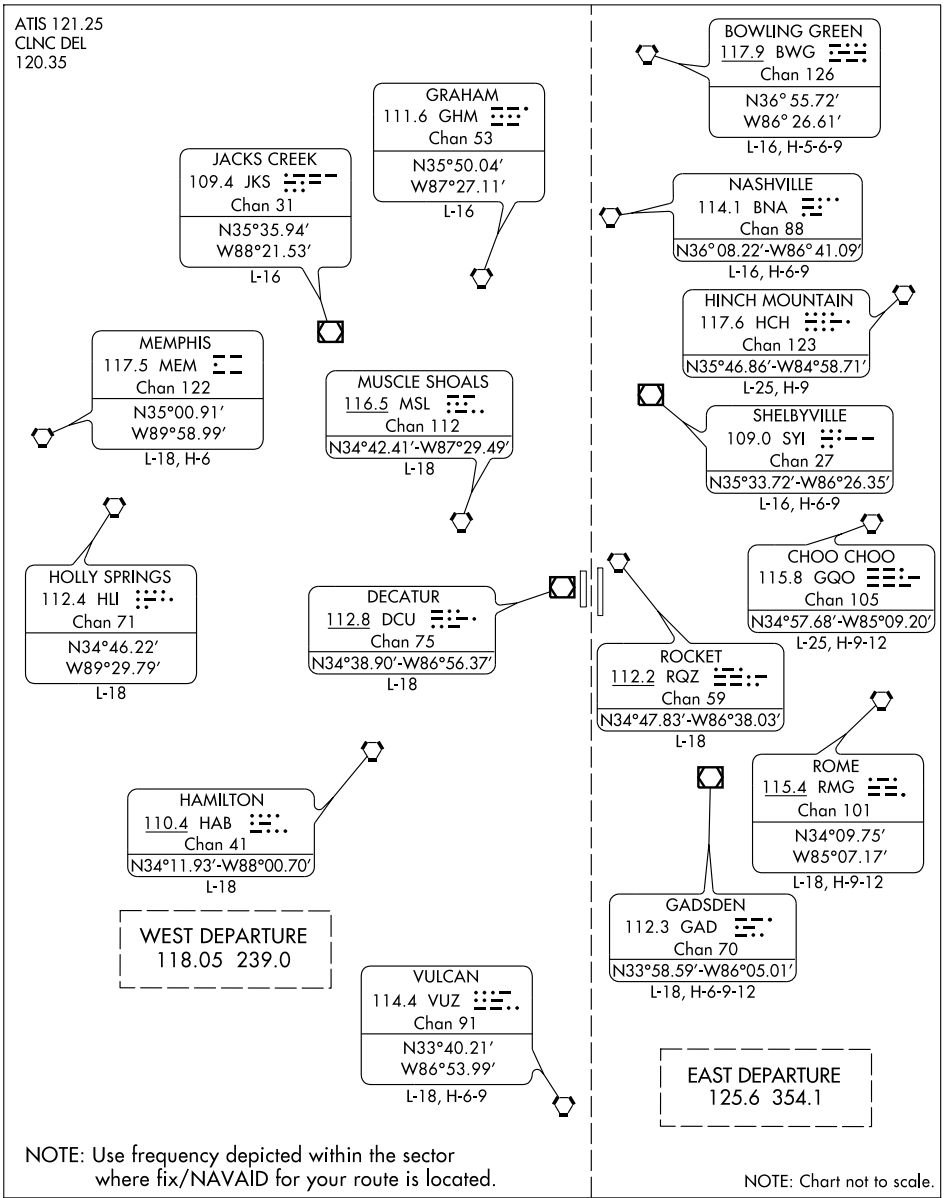
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HUNTSVILLE, ALABAMA
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

10210

HUNTSVILLE ONE DEPARTURE



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Maintain 5,000 feet or assigned lower altitude. Expect clearance to requested filed altitude/flight level ten minutes after departure.

LOC I-TVN	APP CRS	Rwy Idg	9800
111.9	182°	TDZE	609
		Apt Elev	629

ILS or LOC RWY 18L

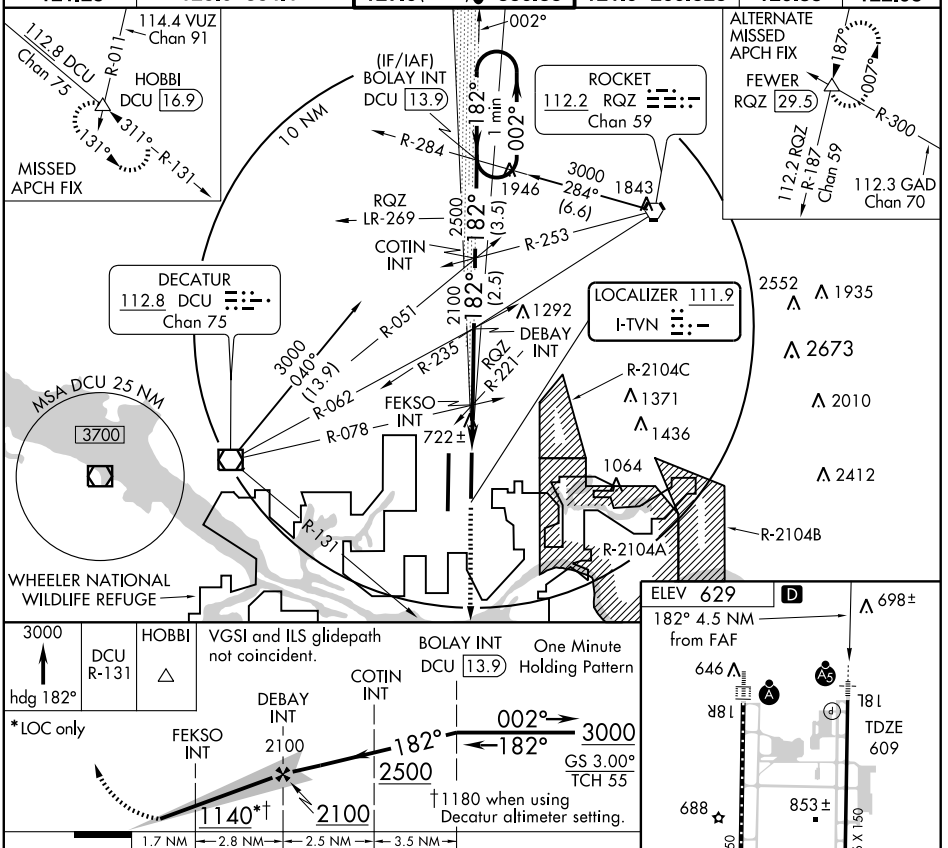
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

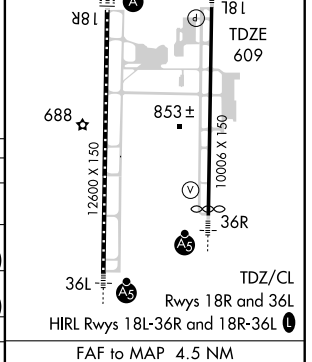
When local altimeter setting not received, use Decatur altimeter setting and increase DA 834 and all MDA 40 feet, increase FEKSO fix minimums S-LOC 18L Cat C visibility to RVR 4000, and Cat E visibility to RVR 5000. For inoperative MALSR increase S-ILS 18L Cat E visibility to RVR 4000 and S-LOC 18L Cat E visibility to 2; FEKSO fix minimums increase S-LOC 18L Cat E visibility to RVR 6000. For inoperative MALSR when using Decatur altimeter setting, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 2; FEKSO fix minimums increase S-LOC 18L Cat E visibility to 1½. Circling NA for Cat E east of Rwy 18L-36R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via heading 182° and DCU VOR/DME R-131 to HOBBI INT/DCU 6.9 DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95





CATEGORY	A	B	C	D	E
S-ILS 18L		**809/24 200 (200-½)			809/24 200 (200-½)
S-LOC 18L	1140/24 531 (600-½)		1140/50 531 (600-1)	1140/60 531 (600-1¼)	1140-1½ 531 (600-1½)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
FEKSO FIX MINIMUMS					
S-LOC 18L	980/24 371 (400-½)			980/40 371 (400-¾)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-HSV	APP CRS	Rwy Idg	12600
109.3	182°	TDZE	629
		Apt Elev	629

ILS or LOC RWY 18R

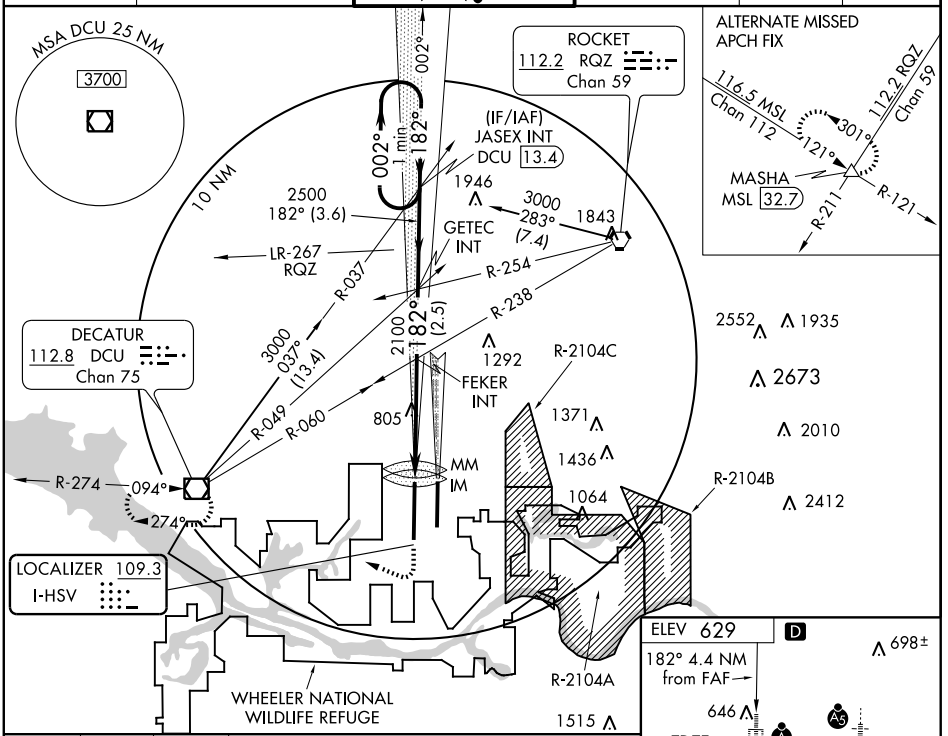
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

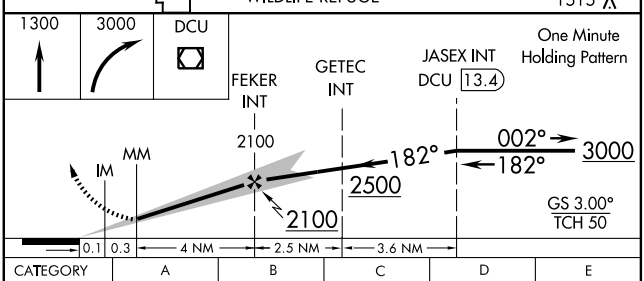
ASR: For inoperative ALSF-2, increase S-ILS 18R Cat E visibility to RVR 4000 and S-LOC 18R Cat E visibility to 1½ miles, when using Decatur altimeter setting increase S-ILS 18R Cat E visibility to RVR 4000, and S-LOC 18R Cat E visibility to 1¾. Circling NA for Cat E east of Rwy 18L-36R. When local altimeter setting not received, use Decatur altimeter setting and increase S-ILS 18R DA to 854 and all MDA 40 feet, and increase S-LOC 18R Cat E visibility to RVR 6000. Cat II minimums NA.

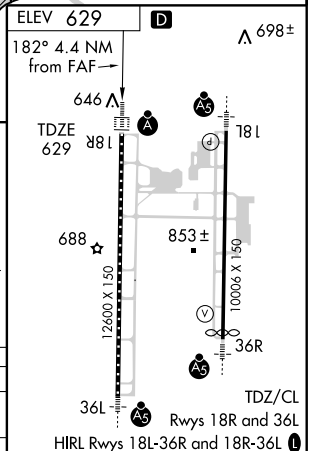
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
S-ILS 18R	829/18 200 (200-½)				
S-LOC 18R	1060/24 431 (500-½)		1060/40 431 (500-¾)	1060/50 431 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-ELL	APP CRS	Rwy Idg	12600
108.5	002°	TDZE	615
		Apt Elev	629

ILS or LOC RWY 36L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

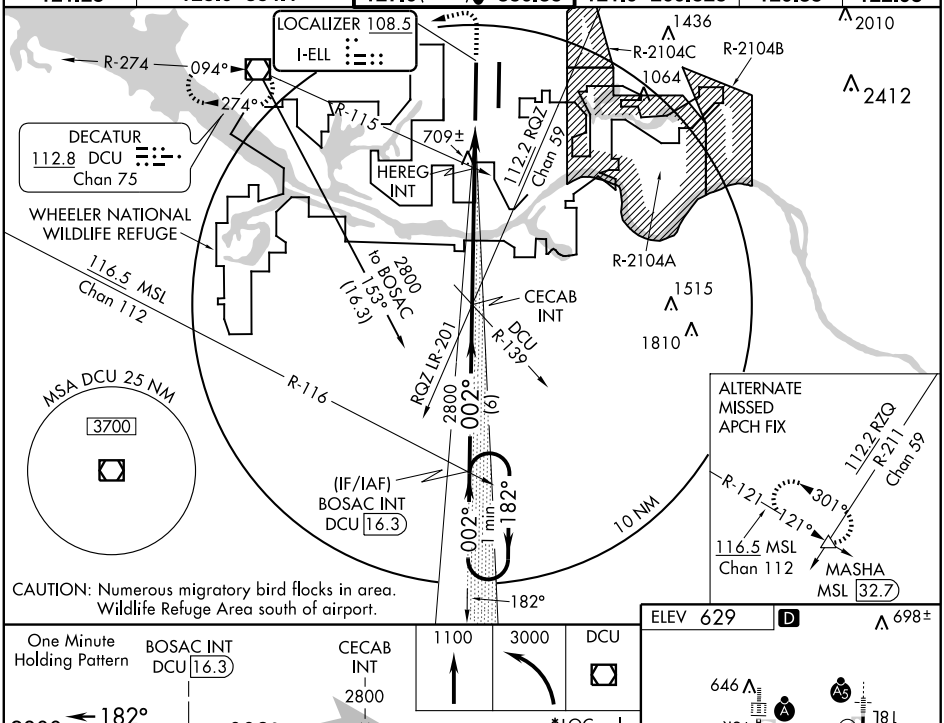
ASR

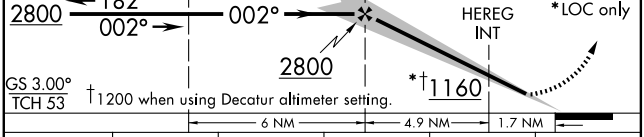
For inoperative MALSR, increase S-ILS 36L Cat E visibility to RVR 4000, S-LOC 36L Cat E visibility to 2 miles. HEREG fix minimums S-LOC 36L increase Cat E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and increase DA to 840 and all MDA 40 feet. For inoperative MALSR when using Decatur altimeter setting increase S-ILS 36L Cat E visibility to RVR 4000, S-LOC 36L Cat E visibility to 2 miles, HEREG fix minimums: S-LOC 36L increase Cat E visibility to RVR 6000. Circling NA for Cat E east of Rwy 18L-36R.

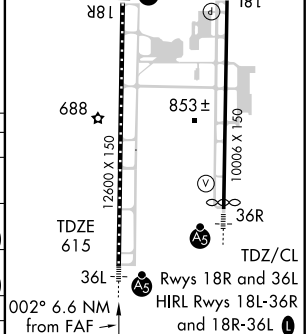
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct DCU VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
S-ILS 36L	815/18 200 (200-½)				815/24 200 (200-½)
S-LOC 36L	1160/24 545 (600-½)		1160/50 545 (600-1)	1160/60 545 (600-1¼)	1160-1½ 545 (600-1½)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
HEREG FIX MINIMUMS					
S-LOC 36L	960/24 345 (400-½)			960/40 345 (400-¾)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JJC	APP CRS	Rwy Idg	9800
109.55	002°	TDZE	595
Chan 32 (Y)		Apt Elev	629

ILS or LOC RWY 36R

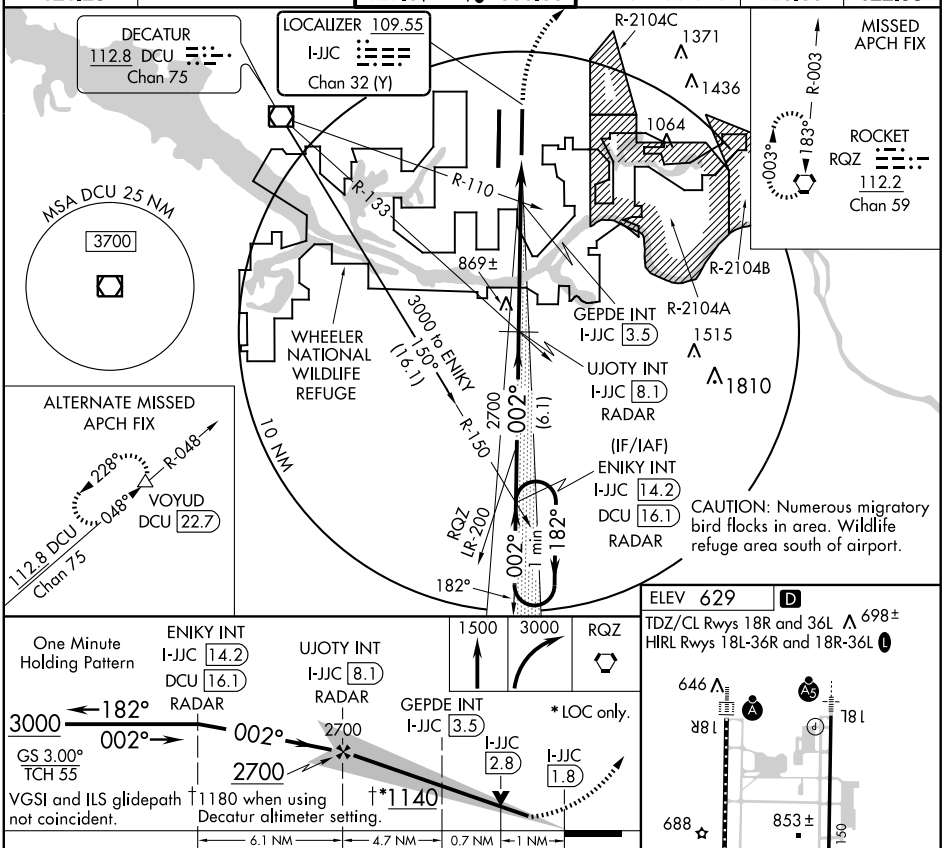
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

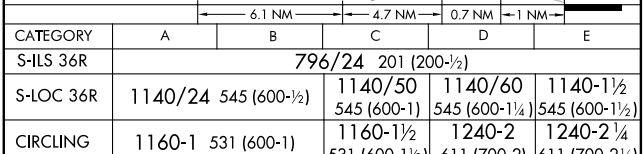
▼ For inoperative MALSR, increase S-ILS 36R Cat E visibility to RVR 4000, S-LOC 36R Cat E visibility to 2 miles, and GEPDE fix minimums S-LOC 36R Cat E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and ASR increase S-ILS 36R DA to 821 feet and all MDAs 40 feet, and GEPDE fix minimums S-LOC 36R Cat C and E visibility ¼ mile. For inoperative MALSR, when using Decatur altimeter setting, increase S-ILS 36R Cat E visibility to RVR 4000, S-LOC 36R Cat E visibility to 2 miles, and GEPDE fix minimums S-LOC 36R Cat E visibility to 1 ½ miles. VDP NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R.

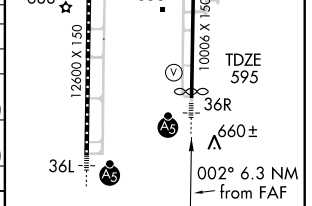
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct RQZ VORTAC and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) (L) 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
S-ILS 36R	796/24 201 (200-½)				
S-LOC 36R	1140/24 545 (600-½)		1140/50 545 (600-1)	1140/60 545 (600-1¼)	1140-1½ 545 (600-1½)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
GEPDE FIX MINIMUMS					
S-LOC 36R	980/24 385 (400-½)			980/40 385 (400-¾)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-HSV	APP CRS	Rwy Idg	12600
109.3	182°	TDZE	629
		Apt Elev	629

ILS RWY 18R (CAT II)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

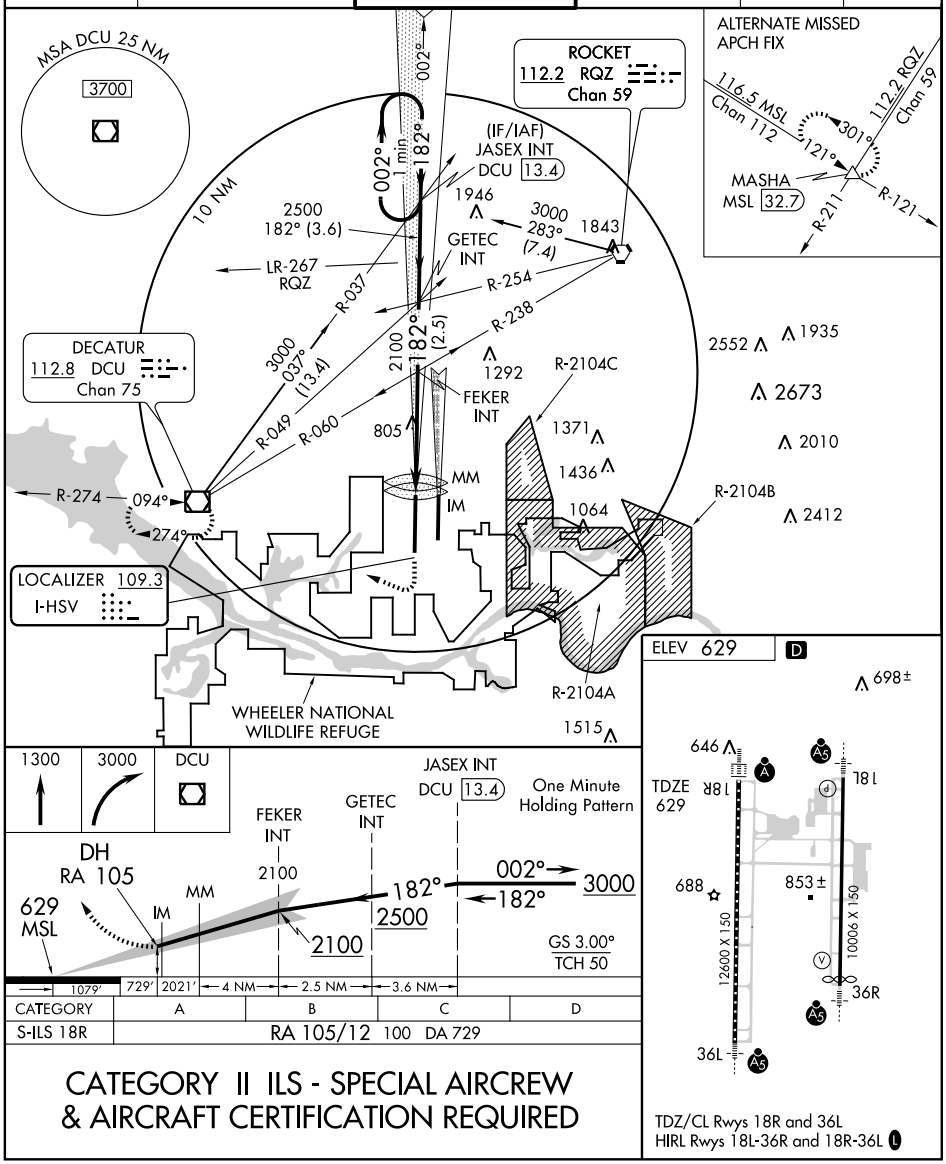
ASR

Cat II minimums NA when Control Tower closed.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95



CATEGORY	A	B	C	D
S-ILS 18R	RA 105/12 100 DA 729			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9800
CH 72906	182°	TDZE	609
W18A		Apt Elev	629

RNAV (GPS) RWY 18L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

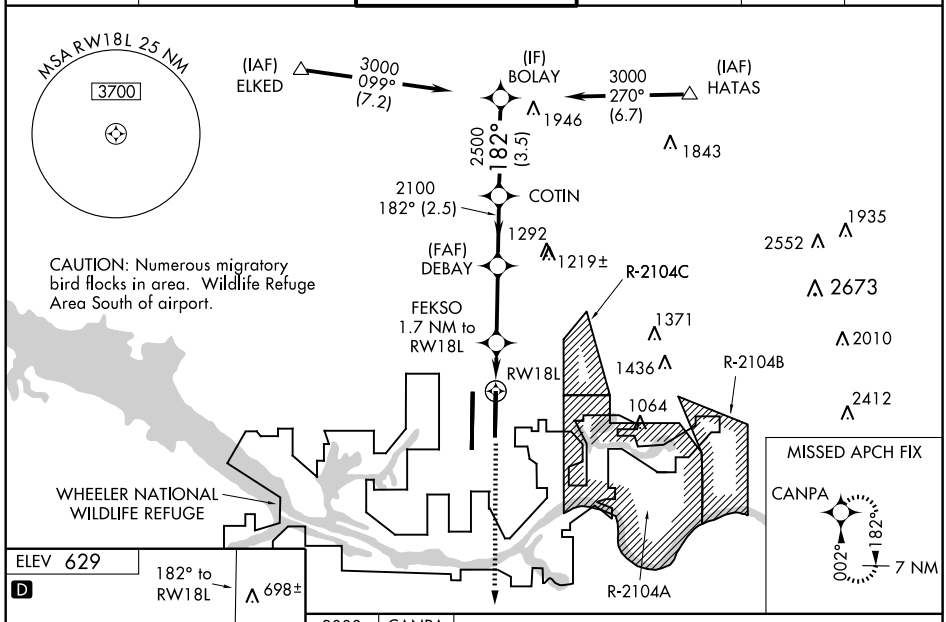
ASR

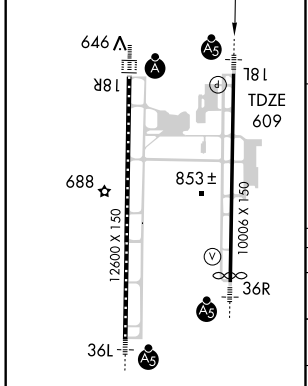
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1½. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 834, LNAV/VNAV DA to 1042 and all MDAs 40 feet. VDP NA when using Decatur altimeter setting. For inoperative MALSR when using Decatur altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾.

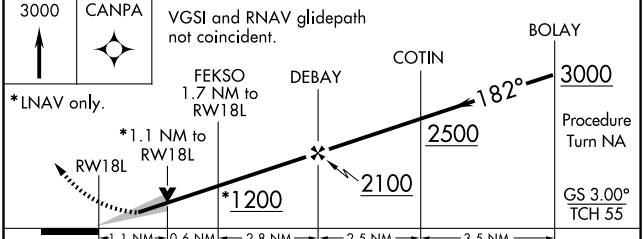
MALSR

MISSED APPROACH: Climb to 3000 direct CANPA and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
LPV DA	809/24 200 (200-½)				
LNAV/VNAV DA	1017/50 408 (400-1)				
LNAV MDA	1040/24 431 (500-½)		1040/40 431 (500-¾)	1040/50 431 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12600
CH 58206	182°	TDZE	629
W18B		Apt Elev	629

RNAV (GPS) RWY 18R

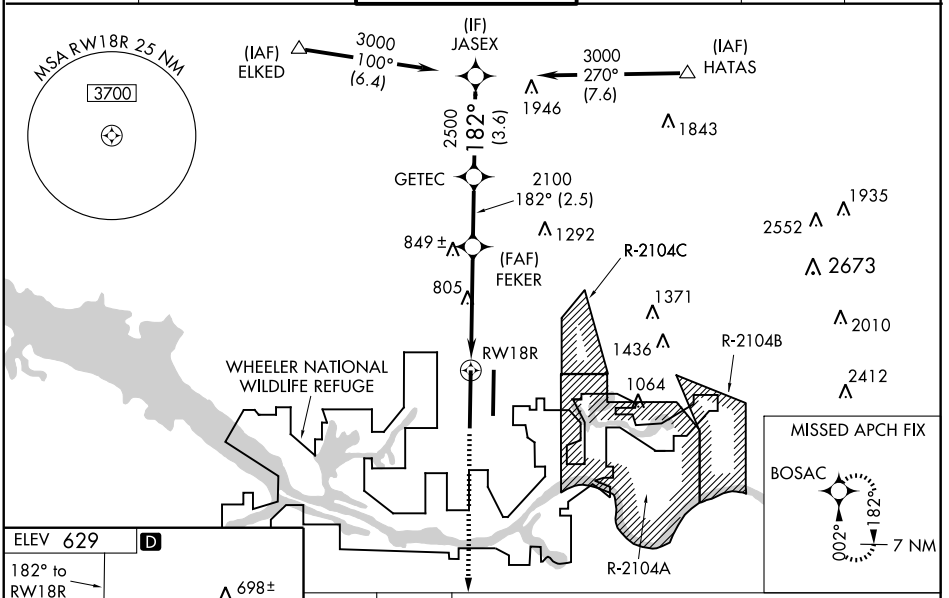
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

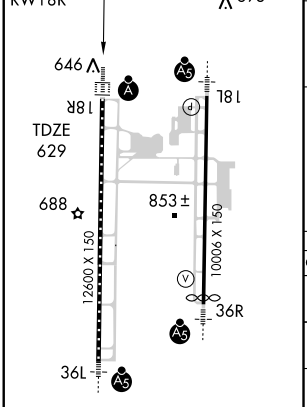
ASR For inoperative ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat E visibility to 1½, when using Decatur altimeter setting, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase visibility to RVR 5000 and LNAV Cat E visibility to RVR 6000. VDP NA when using Decatur altimeter setting.

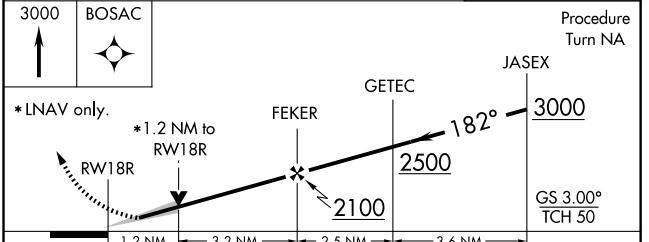
ALSF-2

MISSED APPROACH: Climb to 3000 direct BOSAC WP and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
LPV DA	829/24 200 (200-½)				
LNAV/VNAV DA	1017/40 388 (400-¾)				
LNAV MDA	1060/24 431 (500-½)		1060/40 431 (500-¾)	1060/50 431 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12600
CH 82606	002°	TDZE	615
W36A		Apt Elev	629

RNAV (GPS) RWY 36L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

ASR

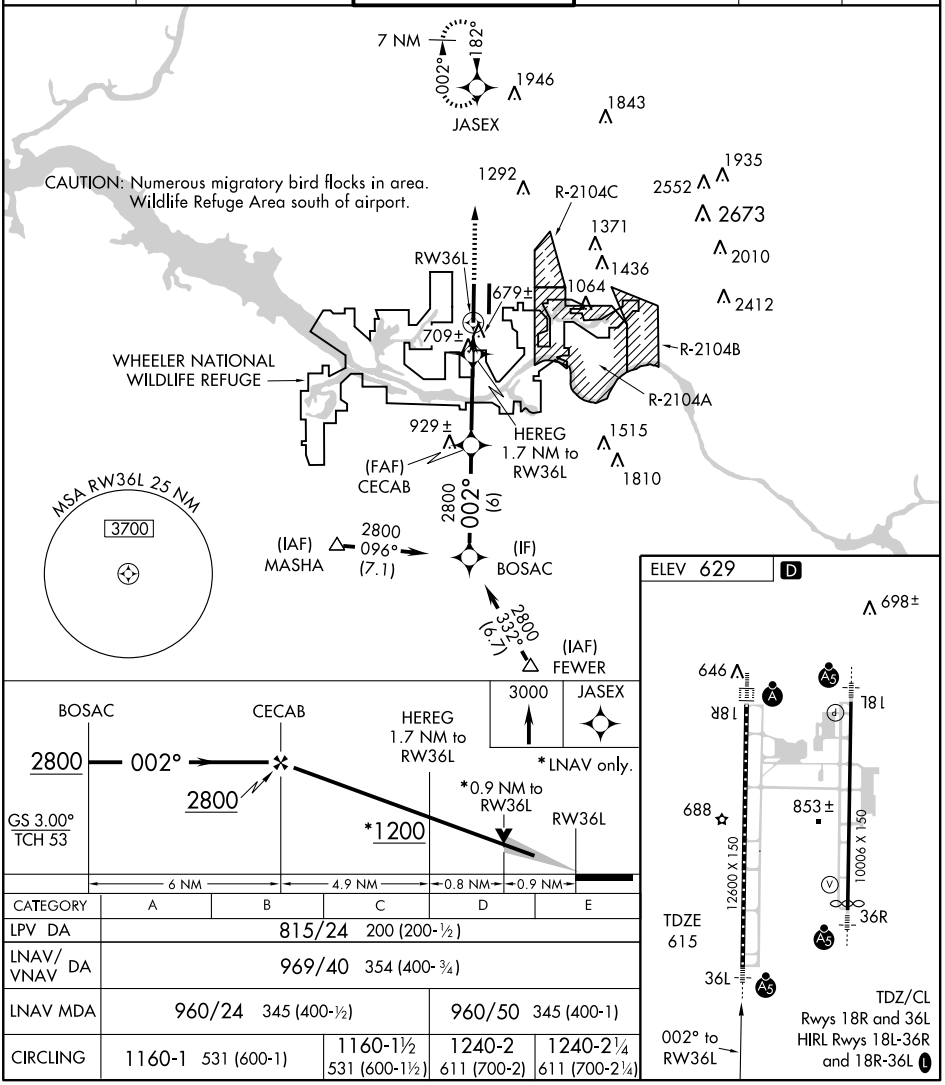
For inoperative MALSR, increase LNAV Cat D and E visibility to RVR 6000, LPV Cat E visibility to RVR 4000, and LNAV/VNAV Cat E visibility to RVR 6000. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 840, LNAV/VNAV DA to 994 and all MDA 40 feet. VDP NA when using Decatur altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct JASEX and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95

SE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D	E
LPV DA	815/24 200 (200-½)				
LNAV/VNAV DA	969/40 354 (400-¾)				
LNAV MDA	960/24 345 (400-½)			960/50 345 (400-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

WAAS	APP CRS	Rwy Idg	9800
CH 86606	002°	TDZE	595
W36B		Apt Elev	629

RNAV (GPS) RWY 36R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

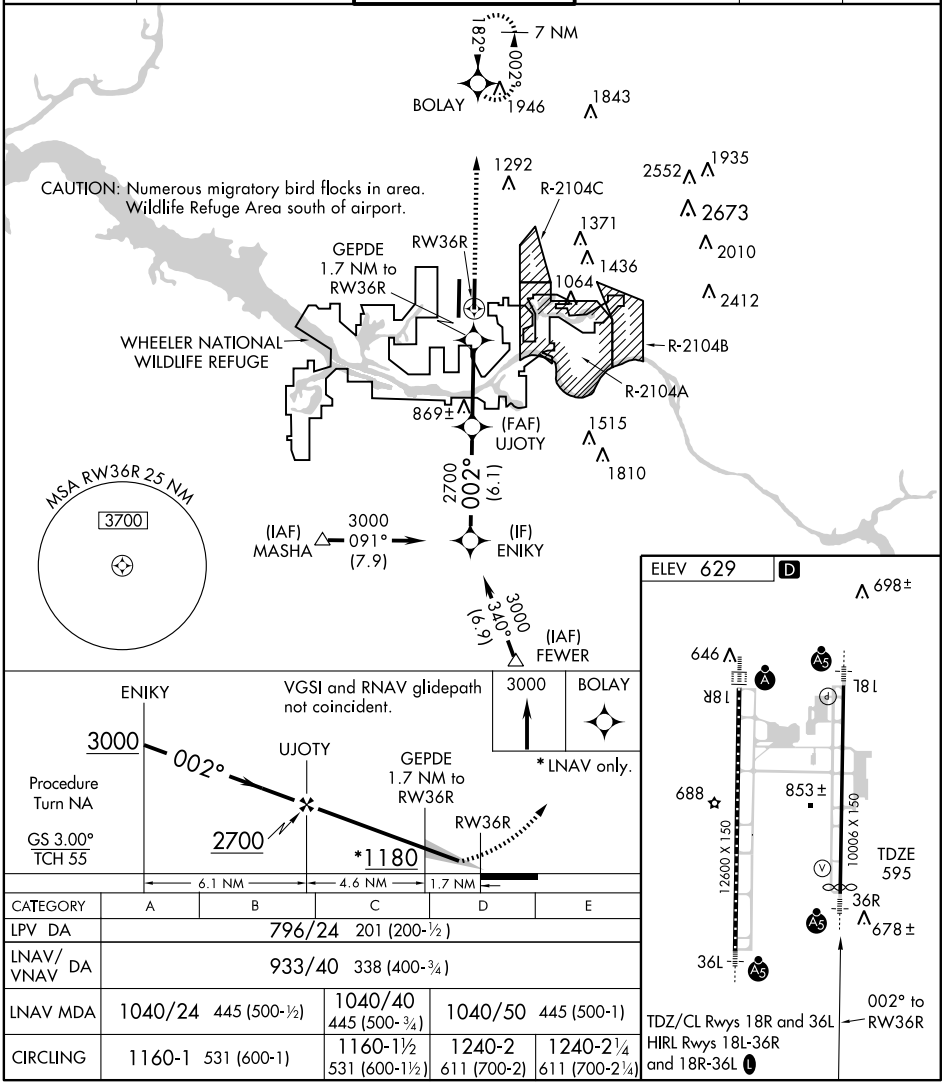
ASR

For inoperative MALSR when using Decatur altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat E visibility to 1½ mile. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 821, LNAV/VNAV DA to 958 and MDA 40 feet, and LNAV Cat E visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 direct BOLAY and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95



CATEGORY	A	B	C	D	E
LPV DA	796/24 201 (200-½)				
LNAV/VNAV DA	933/40 338 (400-¾)				
LNAV MDA	1040/24 445 (500-½)		1040/40 445 (500-¾)	1040/50 445 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME DCU	APP CRS	Rwy Idg	N/A
112.8	094°	TDZE	N/A
Chan 75		Apt Elev	629

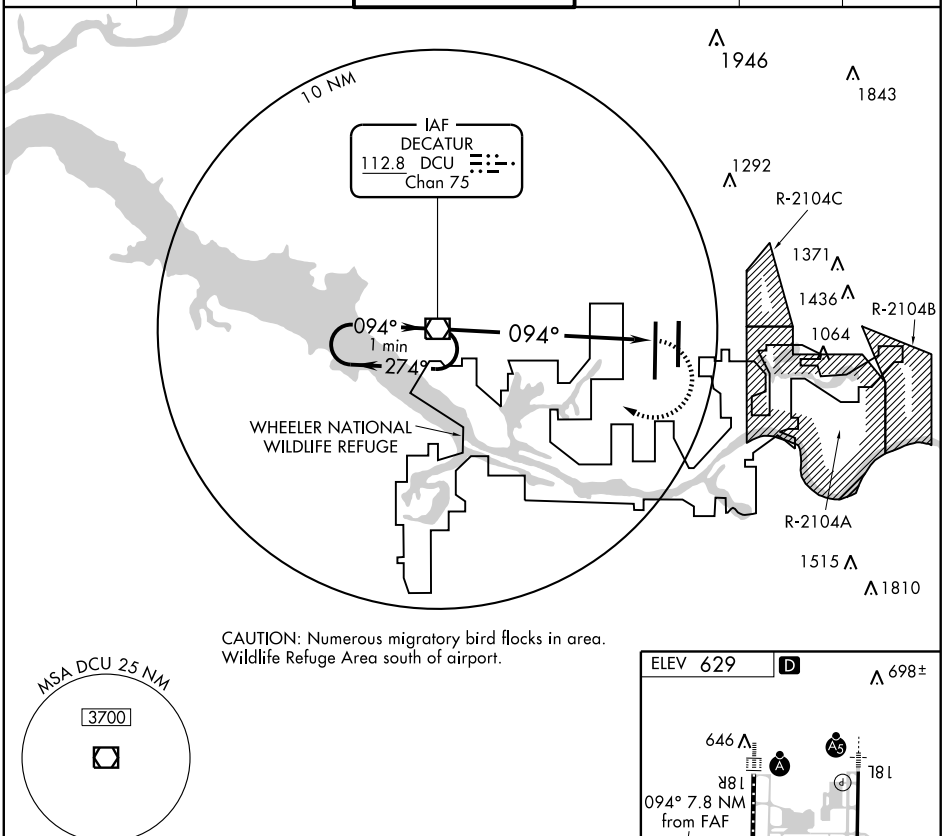
VOR-A

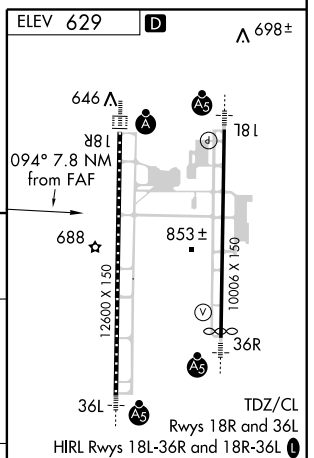
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

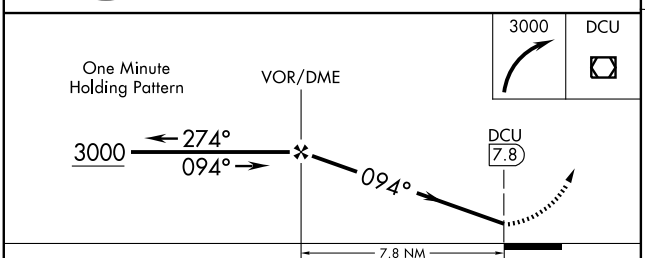
ASR

MISSED APPROACH: Climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D
CIRCLING	1180-1 551 (600-1)		1180-1½ 551 (600-1½)	1240-2 611 (700-2)

FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MDQ	APP CRS	Rwy Idg	5008
109.75	183°	TDZE	740
Chan 34 (Y)		Apt Elev	756

HUNTSVILLE/ MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

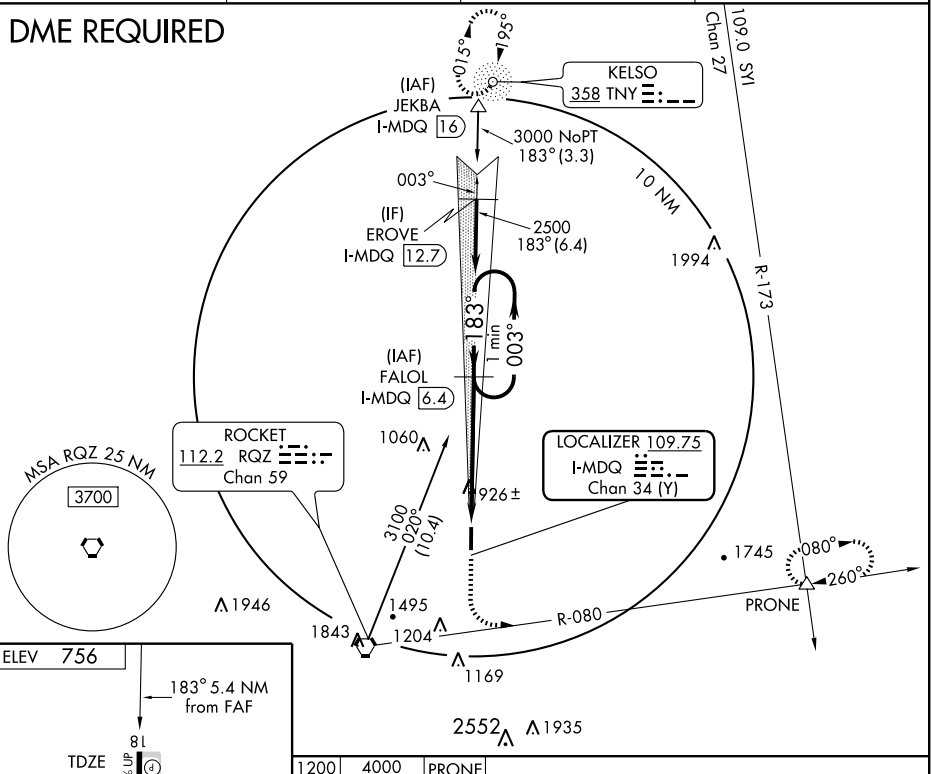
ILS or LOC/DME RWY 18

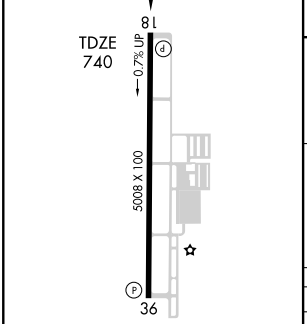
If local altimeter setting not received, use Huntsville Intl altimeter setting and increase DA to 998 feet; increase all MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting.

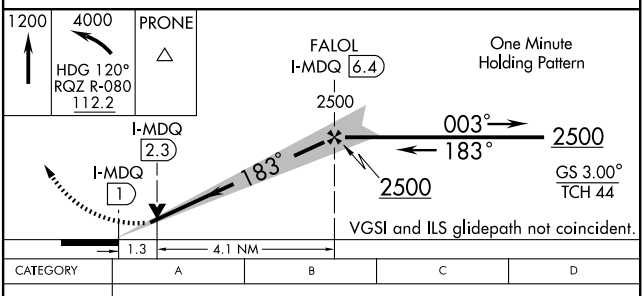
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 120° and RQZ VORTAC R-080 to PRONE Int and hold, continue climb-in-hold to 4000.

AWOS-3	HUNTSVILLE APP CON ★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725

DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 18	940-¾ 200 (200-¾)			
S-LOC 18	1180-1 440 (500-1)		1180-1¼ 440 (500-1¼)	1180-1½ 440 (500-1½)
CIRCLING	1260-1 504 (600-1)		1260-1½ 504 (600-1½)	1320-2 564 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86501 W18A	APP CRS 183°	Rwy Idg 5008 TDZE 740 Apt Elev 756

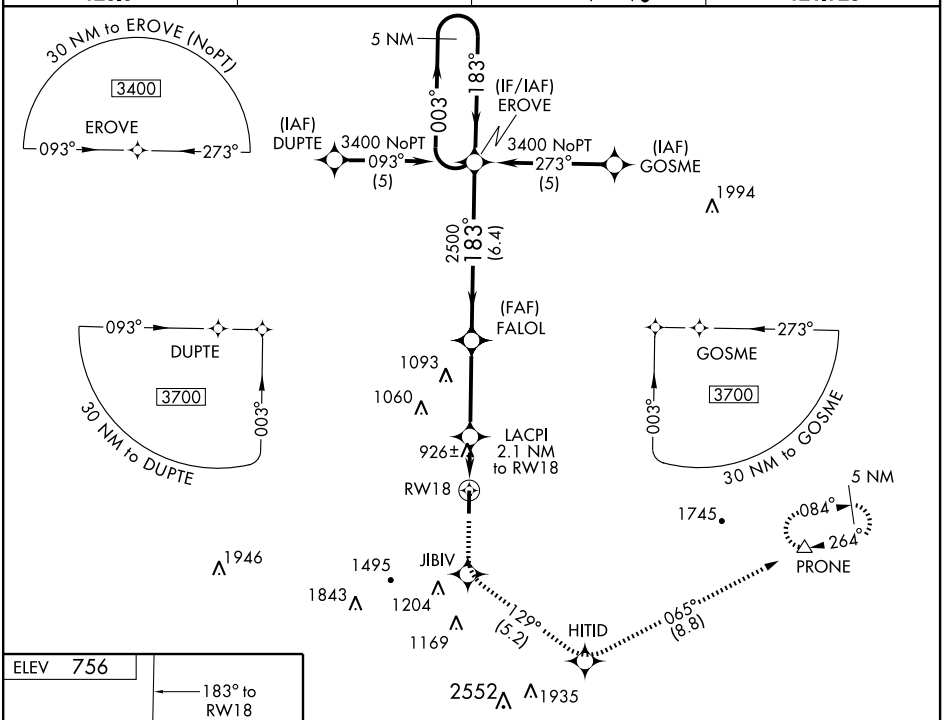
RNAV (GPS) RWY 18

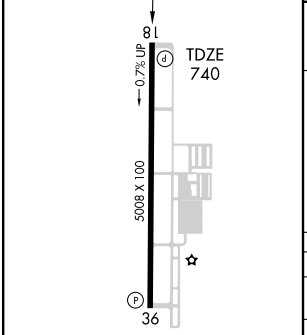
HUNTSVILLE/ MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

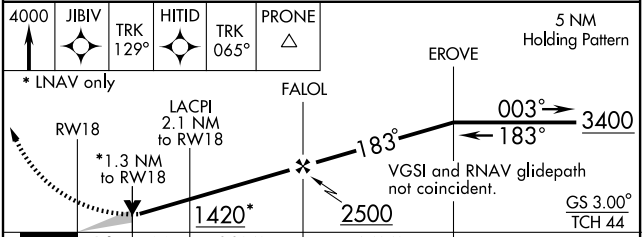
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Huntsville Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct JIBIV and via 129° track to HITID and via 065° track to PRONE and hold.

AWOS-3	HUNTSVILLE APP CON★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LPV DA	1212-1¾ 472 (500-1¾)			
LNAV/VNAV DA	1236-1¾ 496 (500-1¾)			
LNAV MDA	1180-1 440 (500-1)		1180-1¼ 440 (500-1¼)	1180-1½ 440 (500-1½)
CIRCLING	1260-1¾ 504 (600-1¾)			1320-2 564 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53702 W36A	APP CRS 003°	Rwy Idg 5008 TDZE 756 Apt Elev 756

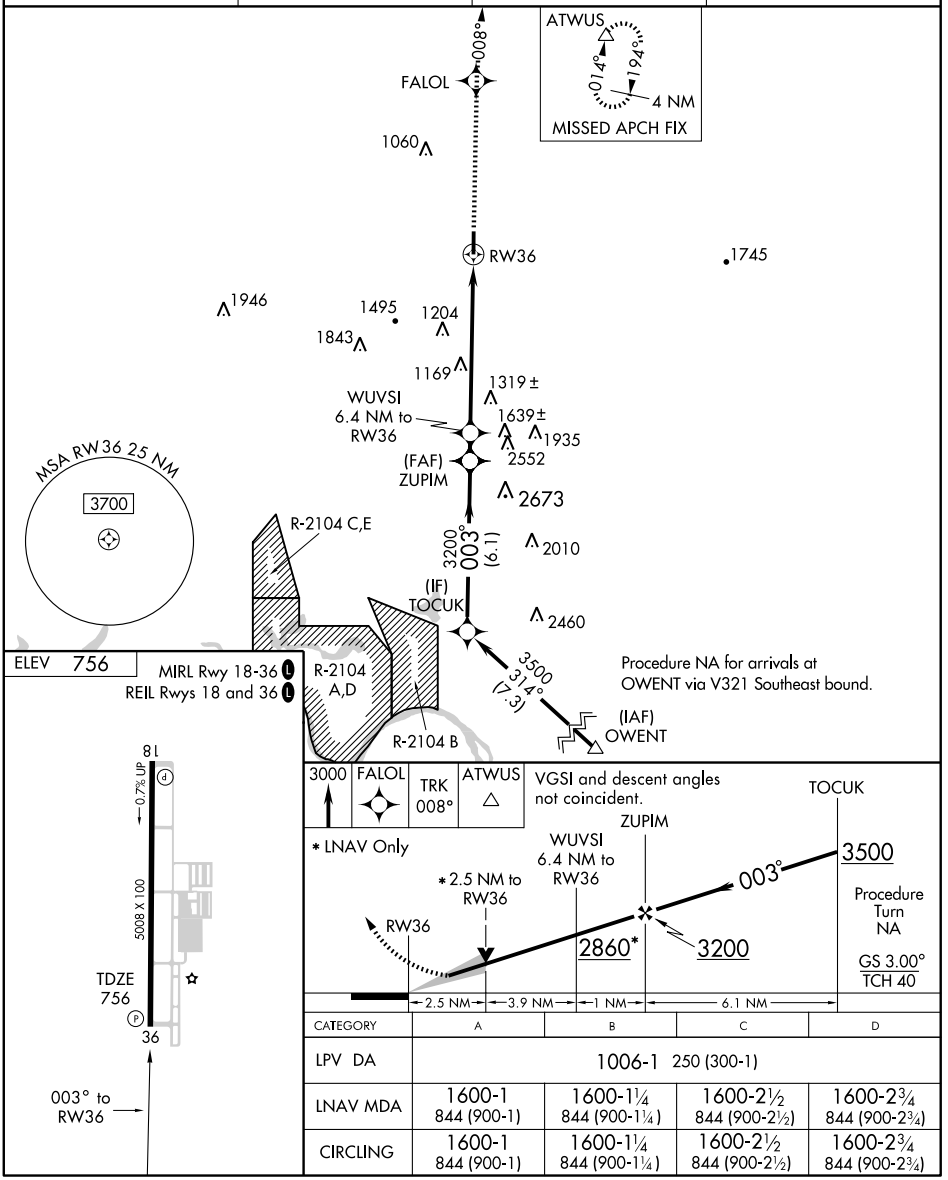
RNAV (GPS) RWY 36

HUNTSVILLE/ MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FALOL and via 008° track to ATWUS and hold.

AWOS-3	HUNTSVILLE APP CON★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725



CATEGORY	A	B	C	D
LPV DA	1006-1 250 (300-1)			
LNAV MDA	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)
CIRCLING	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RQZ 112.2 Chan 59	APP CRS 042°	Rwy Idg N/A TDZE N/A Apt Elev 755

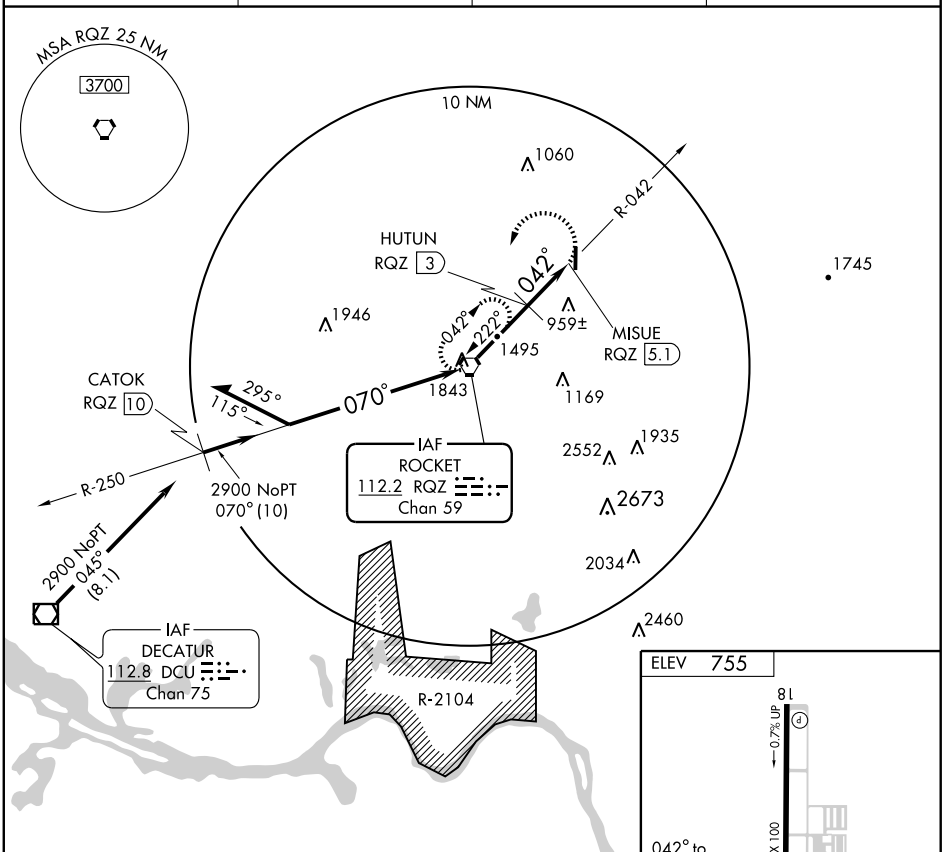
VOR/DME-B

HUNTSVILLE/ MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

NA

MISSED APPROACH: Climbing left turn to 3000 direct RQZ VORTAC and hold.

AWOS-3	HUNTSVILLE APP CON★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725



CATEGORY	A	B	C	D
CIRCLING	1320-1 565 (600-1)		1320-1½ 565 (600-1½)	1340-2 585 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

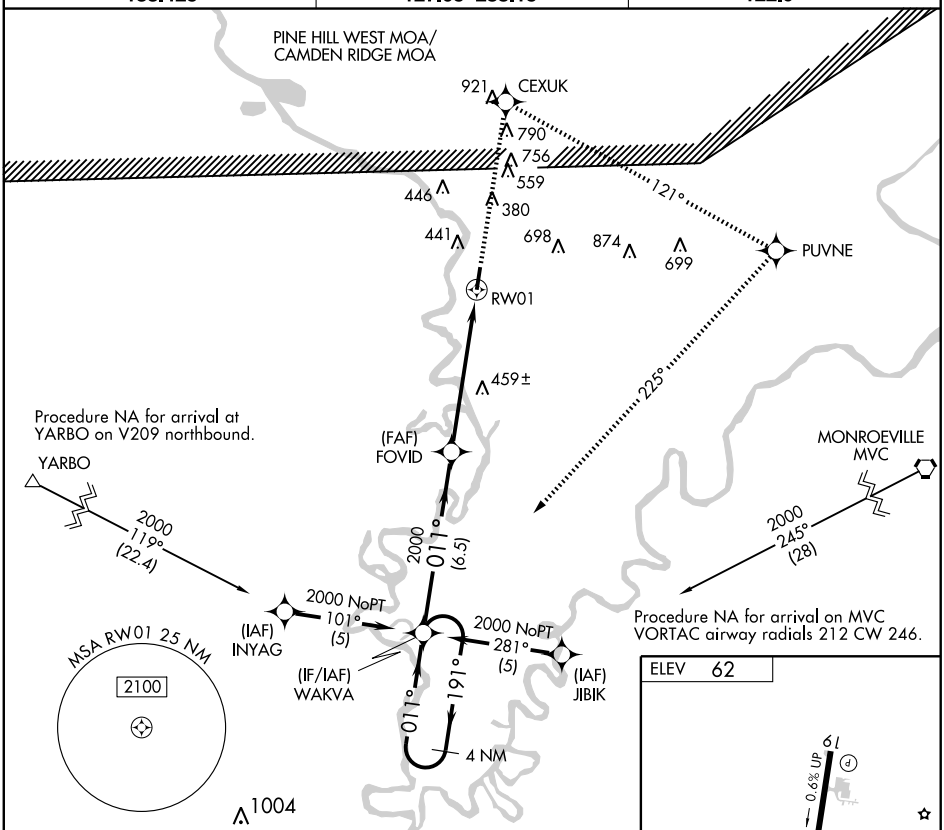
JACKSON MUNI (4R3)

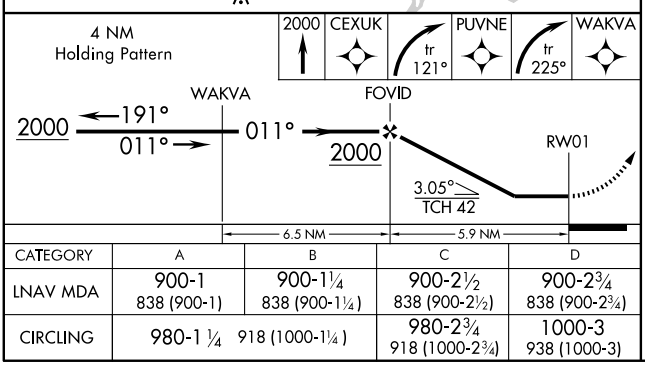
APP CRS	Rwy Idg	5003
011°	TDZE	62
	Apt Elev	62

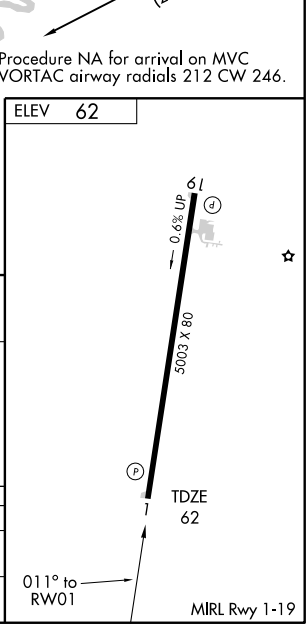
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Evergreen altimeter setting; when not received, use Mobile Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct CEXUK and right turn on track 121° to PUVNE and right turn on track 225° to WAKVA and hold.

EVERGREEN ASOS	HOUSTON CENTER	CTAF
133.425	127.65 288.15	122.9







CATEGORY	A	B	C	D
LNAV MDA	900-1 838 (900-1)	900-1¼ 838 (900-1¼)	900-2½ 838 (900-2½)	900-2¾ 838 (900-2¾)
CIRCLING	980-1 ¼ 918 (1000-1¼)		980-2¾ 918 (1000-2¾)	1000-3 938 (1000-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

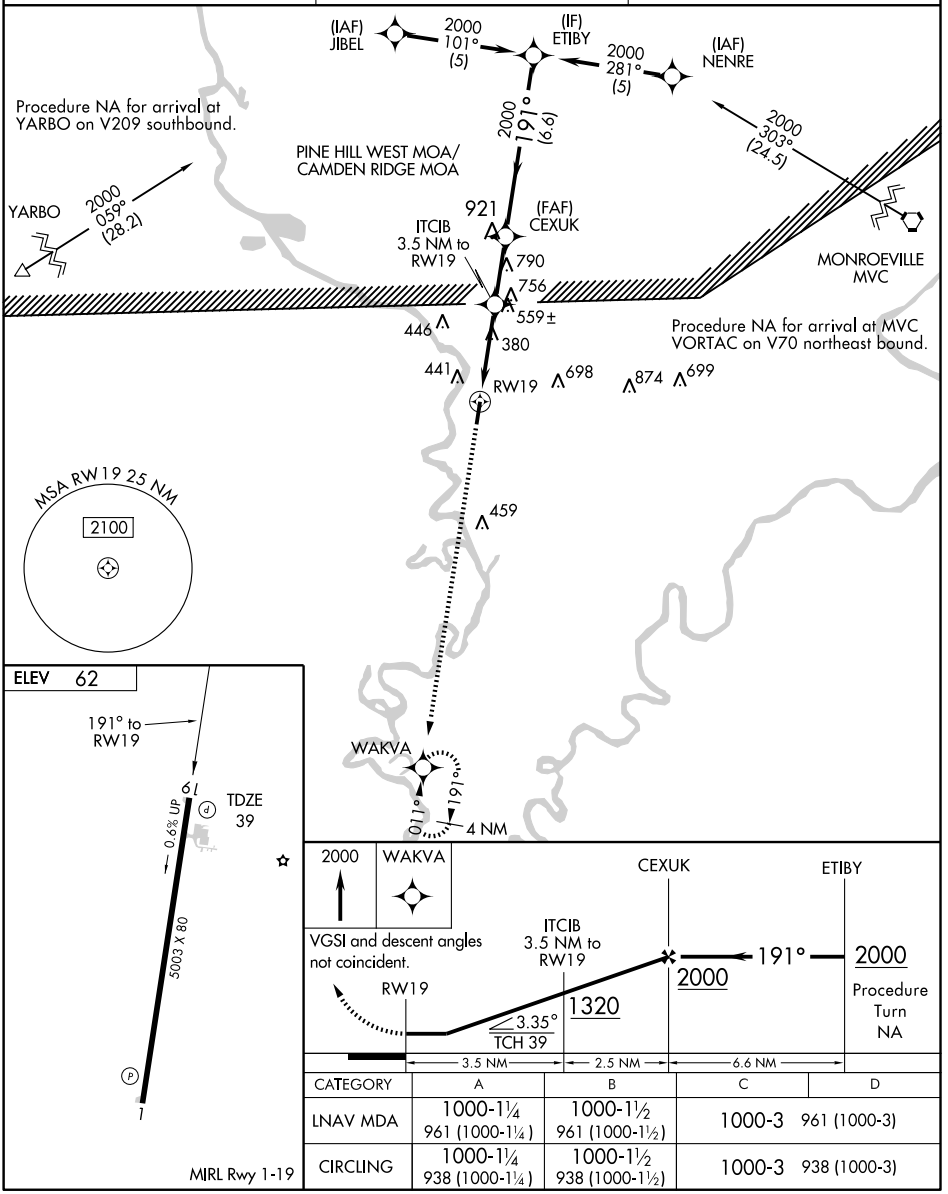
JACKSON MUNI (4R3)

APP CRS	Rwy Idg	5003
191°	TDZE	39
	Apt Elev	62

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Evergreen altimeter setting; when not received, use Mobile Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct WAKVA and hold.

EVERGREEN ASOS	HOUSTON CENTER	CTAF
133.425	127.65 288.15	122.9



CATEGORY	A	B	C	D
LNAV MDA	1000-1¼ 961 (1000-1¼)	1000-1½ 961 (1000-1½)	1000-3 961 (1000-3)	
CIRCLING	1000-1¼ 938 (1000-1¼)	1000-1½ 938 (1000-1½)	1000-3 938 (1000-3)	

MIRL Rwy 1-19

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JFX	APP CRS	Rwy Idg	4800
108.9	273°	TDZE	479
Chan 26		Apt Elev	482

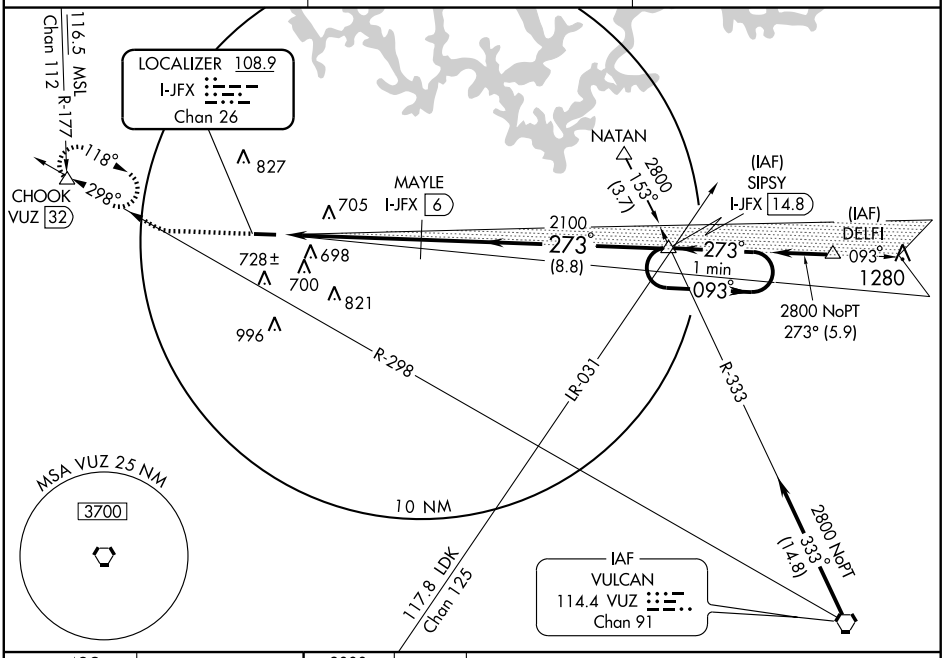
ILS/DME RWY 27

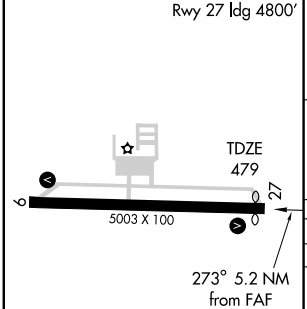
JASPER/ WALKER COUNTY-BEVILL FIELD (JFX)

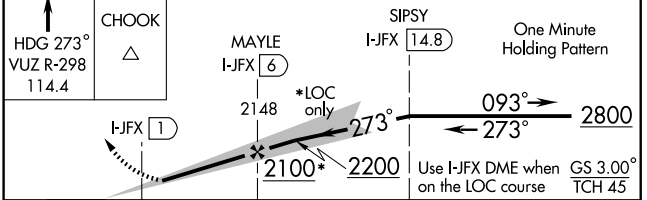
T
NA When local altimeter setting not received, use Birmingham altimeter setting.

MISSED APPROACH: Climb to 3000 via heading 273° and VUZ R-298 to CHOOK Int and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.225	127.675 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	679-¾ 200 (200-¾)			NA
S-LOC 27	940-1 461 (500-1)		940-1¼ 461 (500-1¼)	NA
CIRCLING	1000-1 518 (600-1)		1000-1½ 518 (600-1½)	NA
BIRMINGHAM ALTIMETER SETTING				
S-ILS 27	902-1½ 423 (500-1½)			NA
S-LOC 27	1160-1 681 (700-1)		1160-2 681 (700-2)	NA
CIRCLING	1240-1½ 758 (800-1½)		1240-2¼ 758 (800-2¼)	NA

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC VUZ 114.4 Chan 91	APP CRS 302°	Rwy Idg N/A TDZE N/A Apt Elev 482

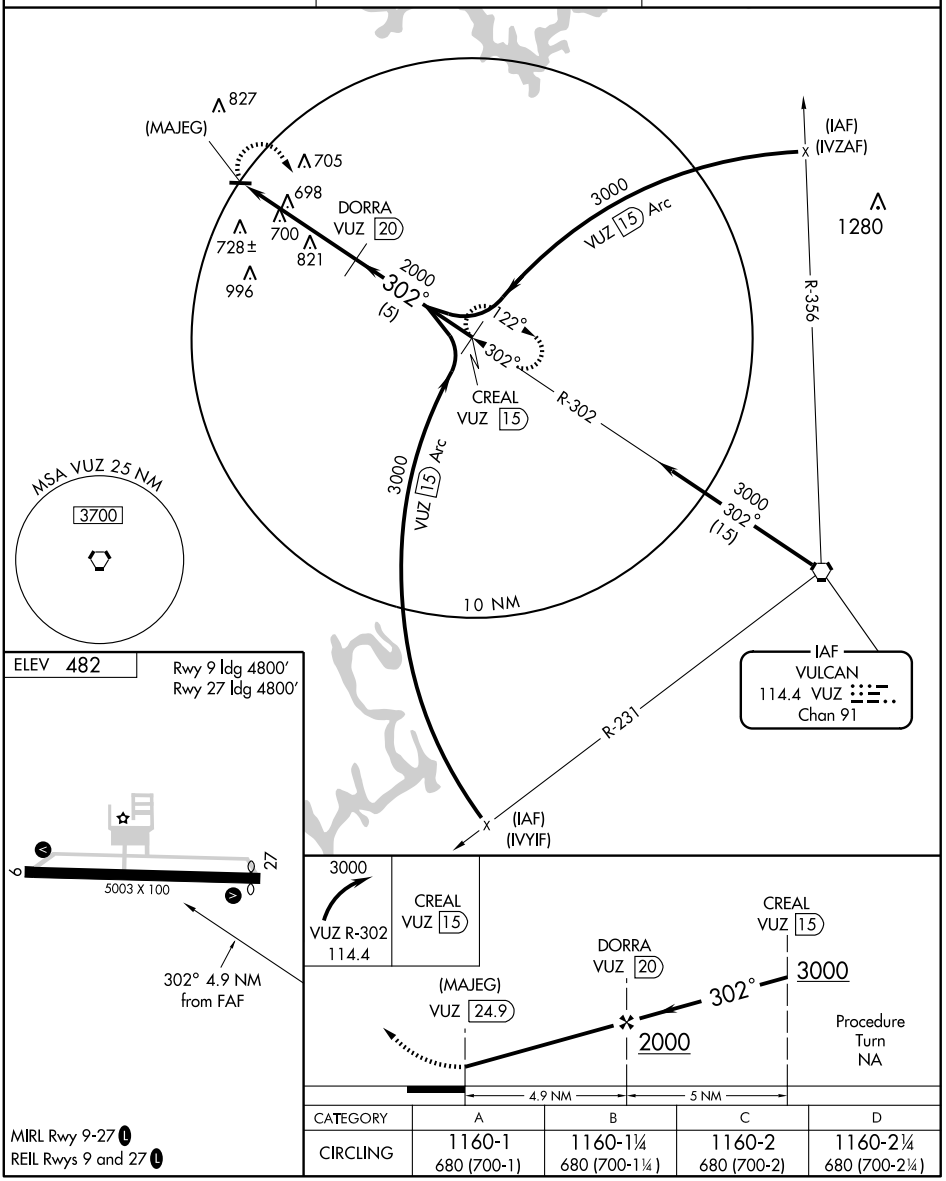
VOR/DME or GPS-A

JASPER/ WALKER COUNTY-BEVILL FIELD (JFX)

T NA When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 160 feet. ACTIVATE MIRL Rwy 9-27 and VASI Rwys 9 and 27-CTAF.

MISSED APPROACH: Climbing right turn to 3000 via VUZ R-302 to CREAL 15 DME and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.225	127.675 338.2	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1160-1 680 (700-1)	1160-1¼ 680 (700-1¼)	1160-2 680 (700-2)	1160-2¼ 680 (700-2¼)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC CSG 117.1 Chan 118	APP CRS 317°	Rwy Idg N/A TDZE N/A Apt Elev 624

VOR/DME or GPS-A

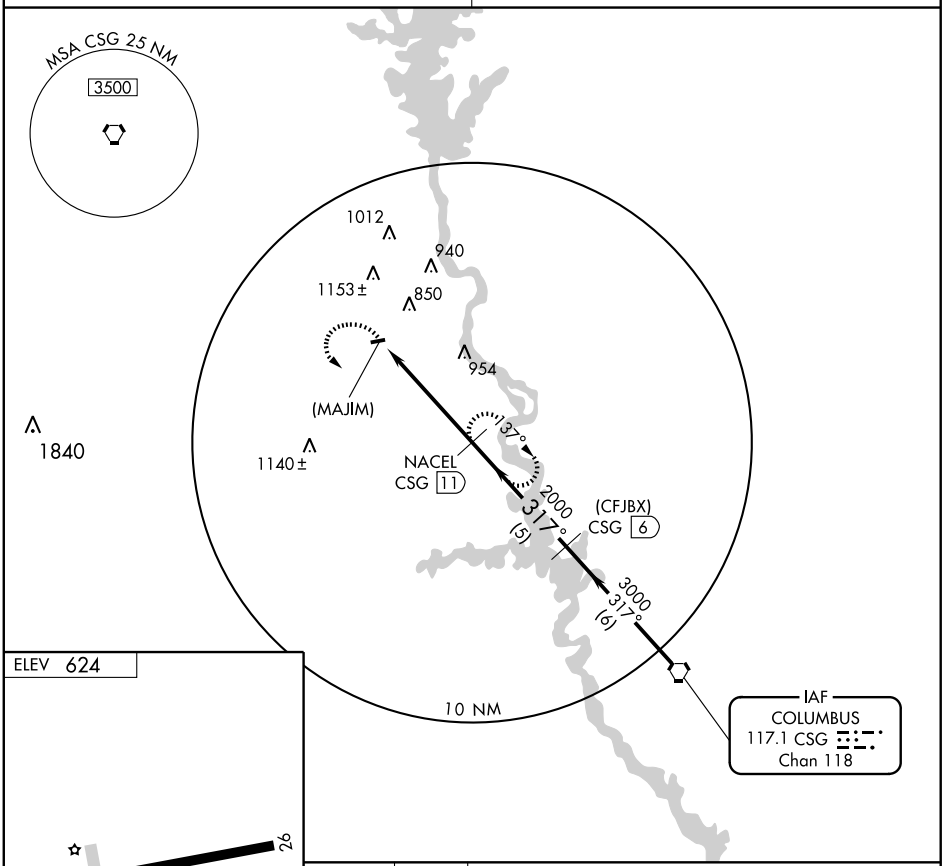
LANETT MUNI (7A3)

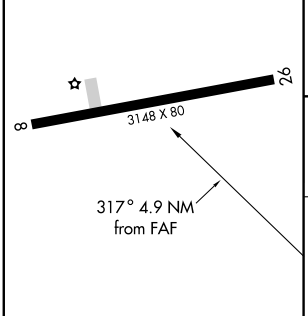
Use Columbus altimeter setting.
ACTIVATE MIRL Rwy 8-26-CTAF.

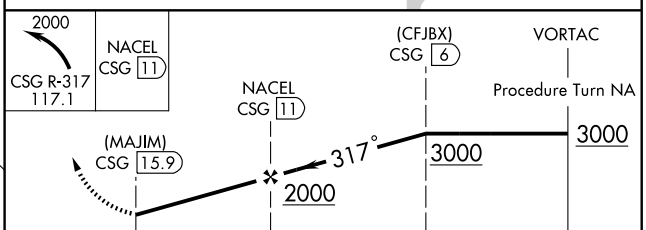
MISSED APPROACH: Climbing left turn to 2000 via CSG R-317 to NACEL 11 DME and hold.

ATLANTA APP CON ★	UNICOM
125.5 323.1	122.8 (CTAF)

SE-4, 21 OCT 2010 to 18 NOV 2010







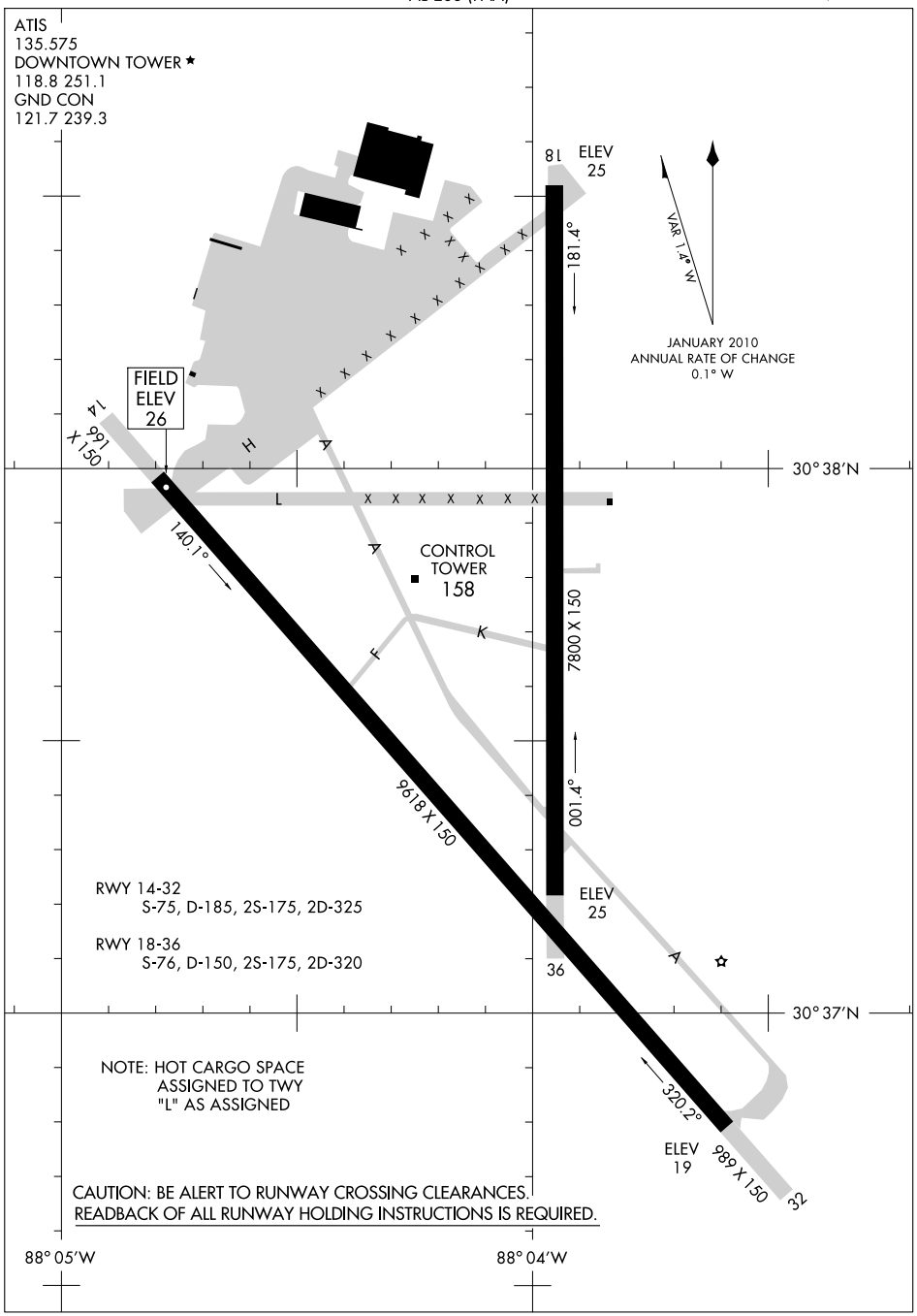
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1240-1 617 (700-1)		1240-1¾ 617 (700-1¾)	NA

AIRPORT DIAGRAM

AL-268 (FAA)

MOBILE DOWNTOWN (BFM)
MOBILE, ALABAMA



SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MOBILE, ALABAMA
MOBILE DOWNTOWN (BFM)

10210

LOC/DME I-RUJ	APP CRS	Rwy Idg	9618
108.5	320°	TDZE	25
Chan 22		Apt Elev	26

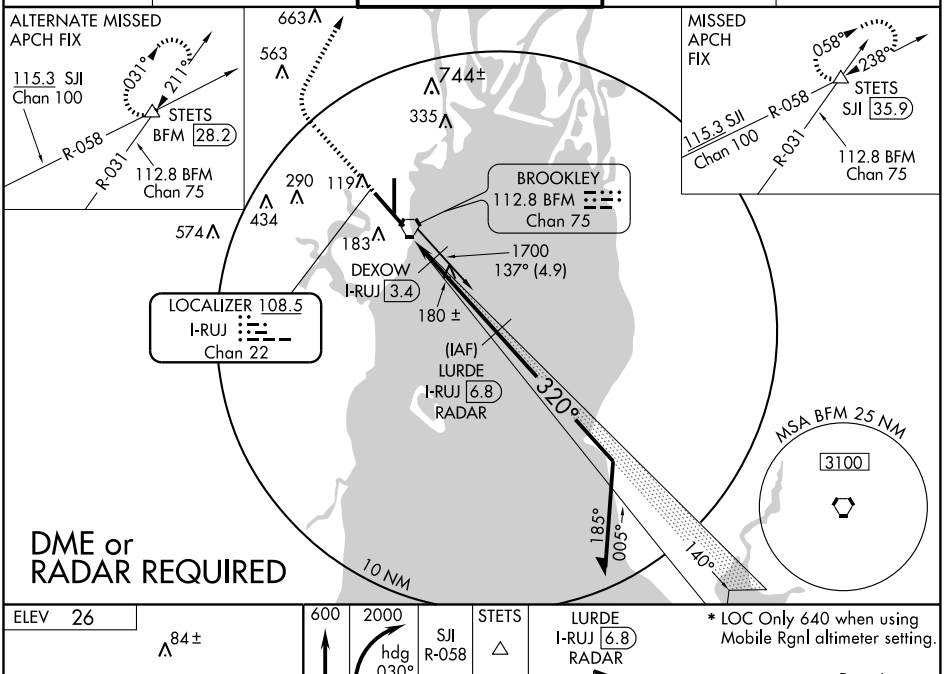
ILS or LOC RWY 32
MOBILE DOWNTOWN (BFM)

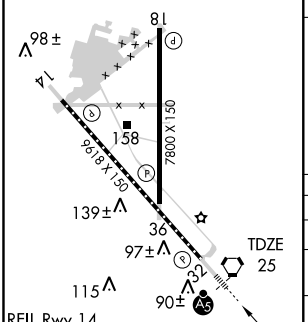
DME or Radar Required. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet. For inoperative MALSR, increase ILS all Cats visibility to RVR 4000, DEXOW fix minimums LOC Cat D to RVR 5000. For inoperative MALSR when using Mobile Rgnl altimeter setting increase ILS all Cats visibility to RVR 4000.

MALSR

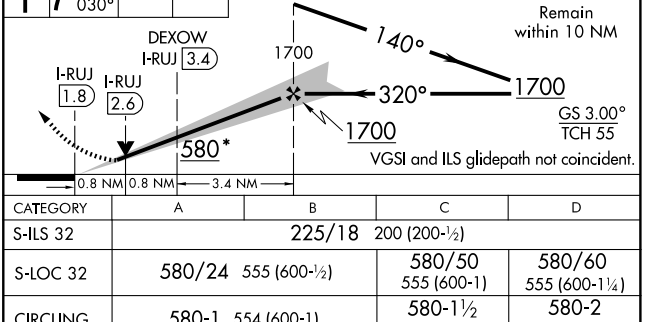
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 030° and SJI R-058 to STETS INT/SJI 35.9 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 32	225/18 200 (200-½)			
S-LOC 32	580/24 555 (600-½)		580/50 555 (600-1)	580/60 555 (600-1¼)
CIRCLING	580-1 554 (600-1)		580-1½ 554 (600-1½)	580-2 554 (600-2)
DEXOW FIX MINIMUMS				
S-LOC 32	360/24 335 (400-½)			360/40 335 (400-¾)
CIRCLING	520-1 494 (500-1)		520-1½ 494 (500-1½)	580-2 554 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

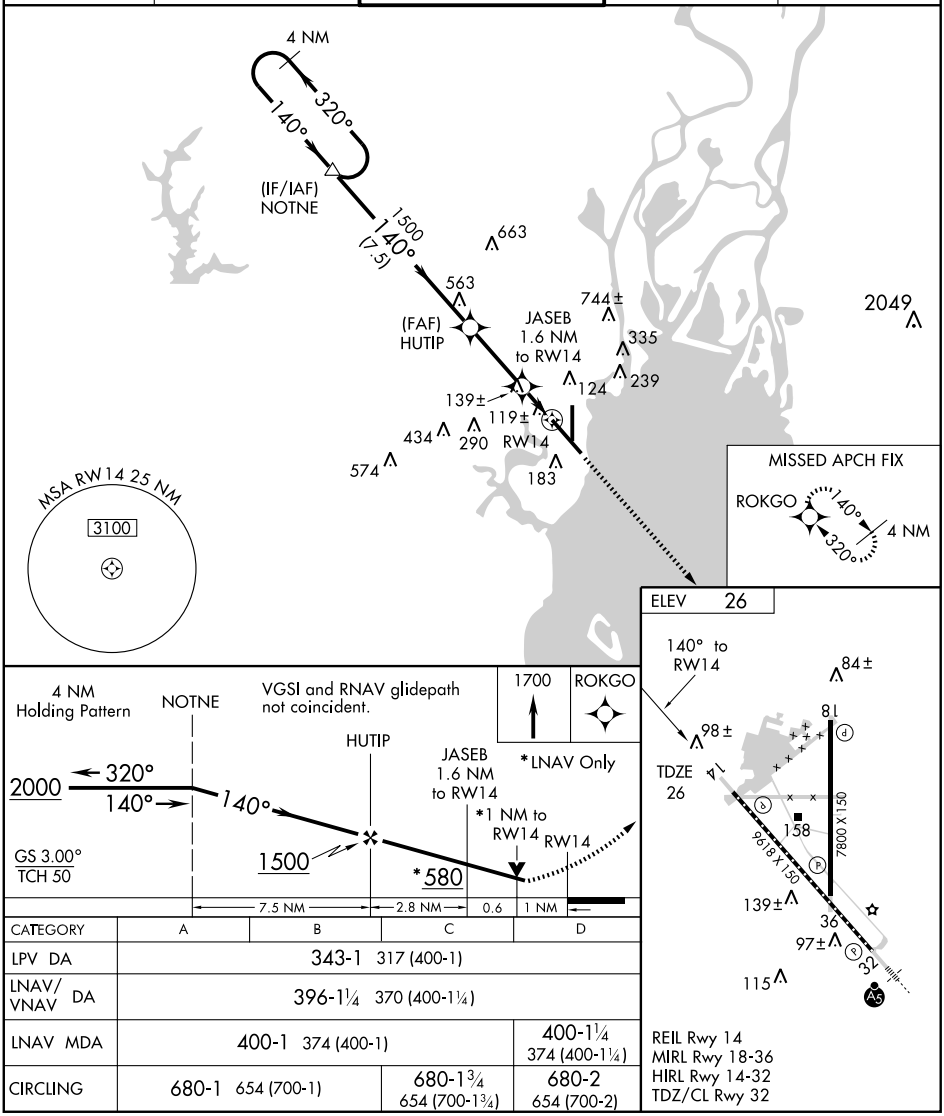
WAAS CH 50411 W14A	APP CRS 140°	Rwy Idg 9618 TDZE 26 Apt Elev 26

RNAV (GPS) RWY 14
MOBILE DOWNTOWN (BFM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cats. C and D and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1700 direct ROKGO and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95



CATEGORY	A	B	C	D
LPV DA	343-1 317 (400-1)			
LNAV/VNAV DA	396-1¼ 370 (400-1¼)			
LNAV MDA	400-1 374 (400-1)			400-1¼ 374 (400-1¼)
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)

REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7800
CH 97611	181°	TDZE	26
W18A		Apt Elev	26

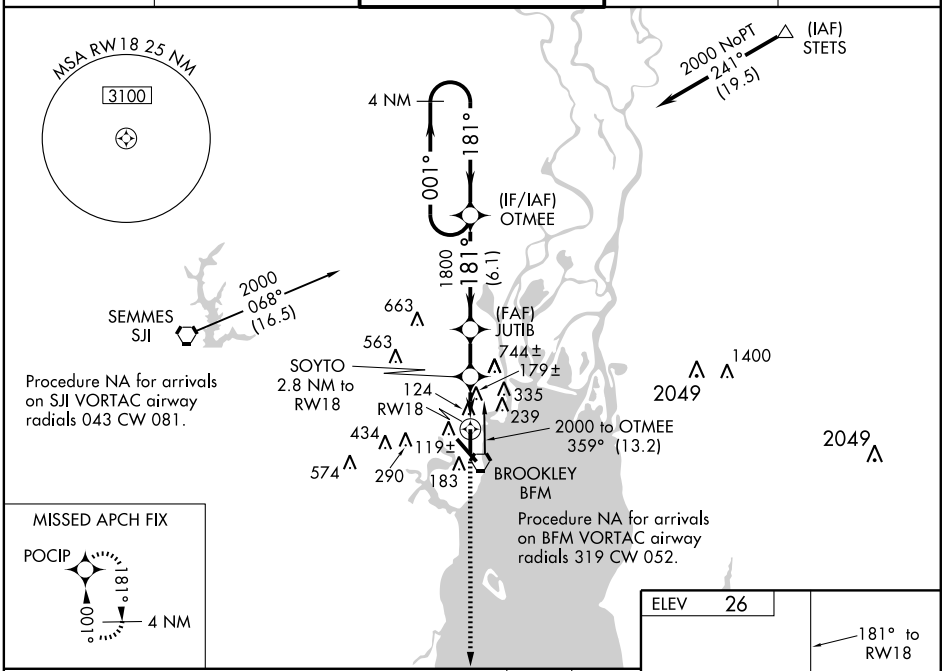
RNAV (GPS) RWY 18

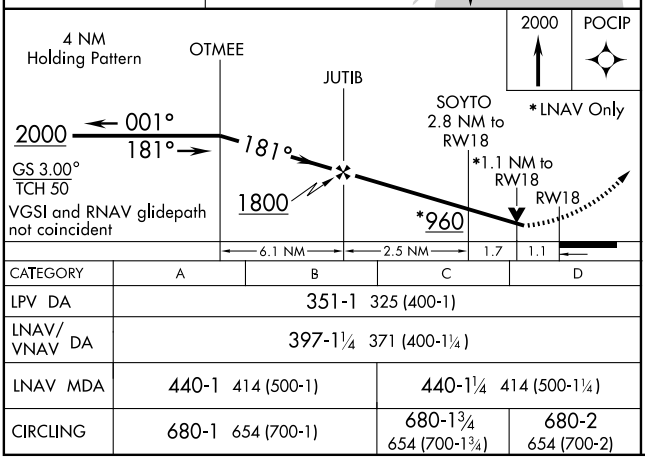
MOBILE DOWNTOWN (BFM)

Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cats. C and D visibility ¼ mile.

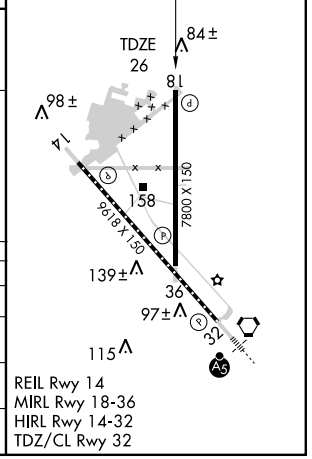
MISSED APPROACH: Climb to 2000 direct POCIP and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95





CATEGORY	A	B	C	D
LPV DA	351-1 325 (400-1)			
LNAV/VNAV DA	397-1¼ 371 (400-1¼)			
LNAV MDA	440-1 414 (500-1)		440-1¼ 414 (500-1¼)	
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)



REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9618
CH 70304	320°	TDZE	25
W32A		Apt Elev	26

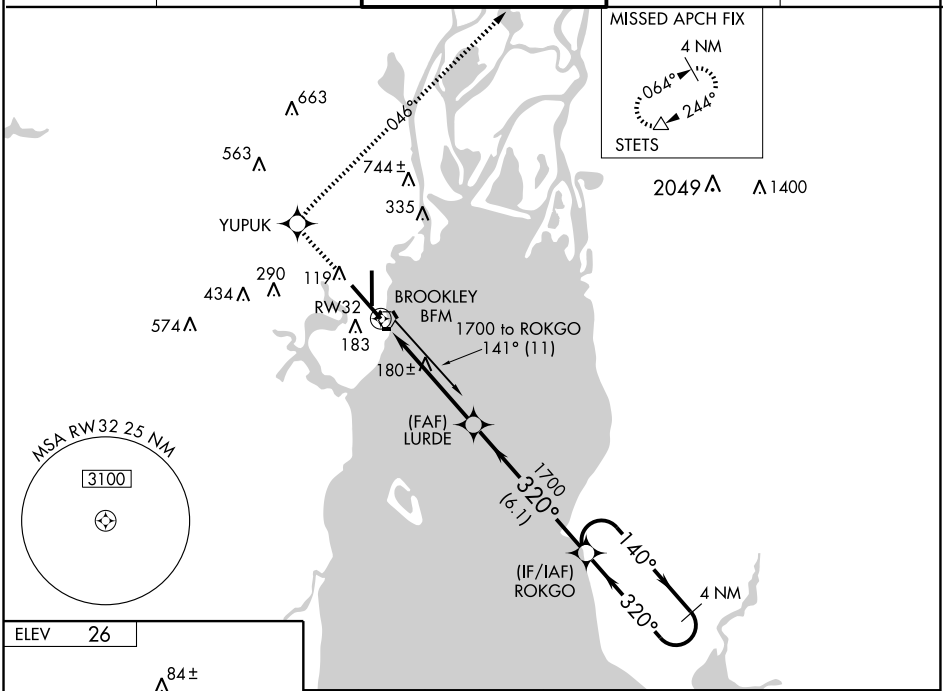
RNAV (GPS) RWY 32
MOBILE DOWNTOWN (BFM)

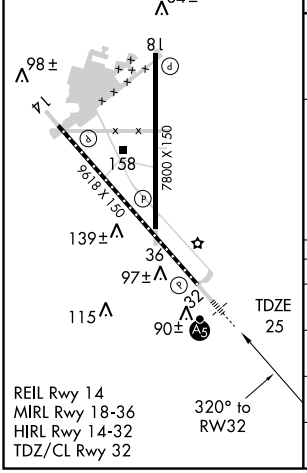
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LNAV Cat C visibility to RVR 5000, Cat D to RVR 6000. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

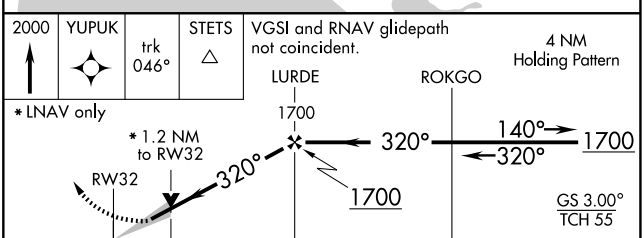
MALSR

MISSED APPROACH: Climb to 2000 direct YUPUK and via track 046° to STETS and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
LPV DA	225/24 200 (200-½)			
LNAV/VNAV DA	368/40 343 (400-¾)			
LNAV MDA	480/24 455 (500-½)		480/40 455 (500-¾)	480/50 455 (500-1)
CIRCLING	520-1 494 (500-1)		520-1½ 494 (500-1½)	580-2 554 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56511 W36A	APP CRS 001°	Rwy Idg 7800 TDZE 26 Apt Elev 26

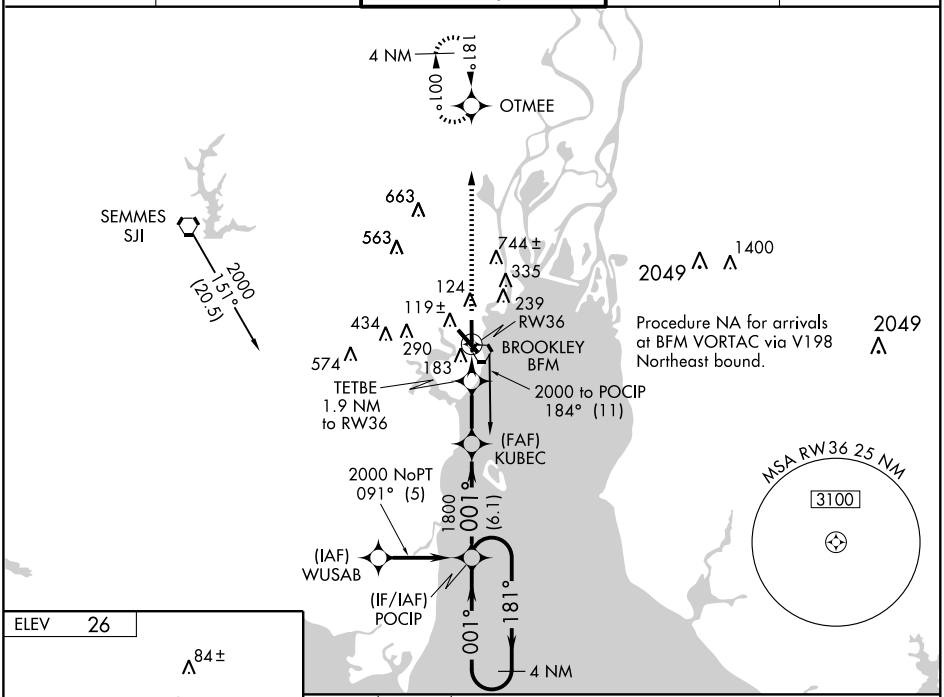
RNAV (GPS) RWY 36

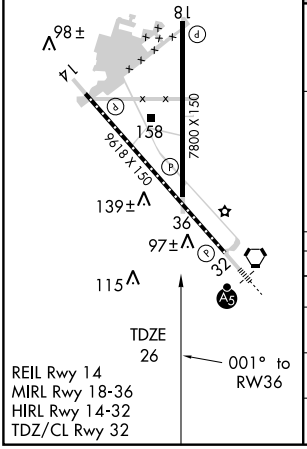
MOBILE DOWNTOWN (BFM)

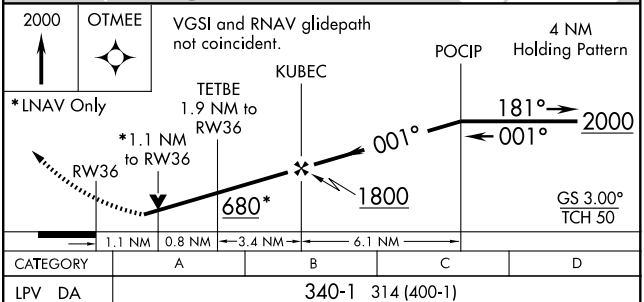
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats., LNAV Cat. D and Circling Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct OTMEE and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
LPV DA	340-1 314 (400-1)			
LNAV/VNAV DA	586-2 560 (600-2)			
LNAV MDA	440-1 414 (500-1)		440-1¼ 414 (500-1¼)	
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

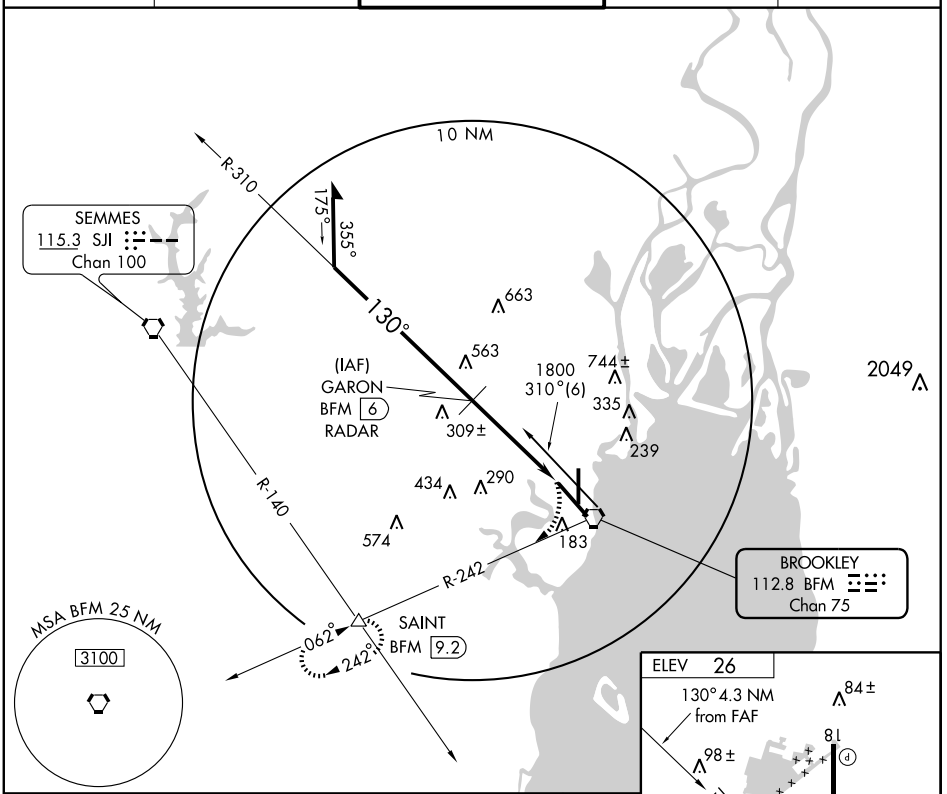
VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg 9618 TDZE 26 Apt Elev 26

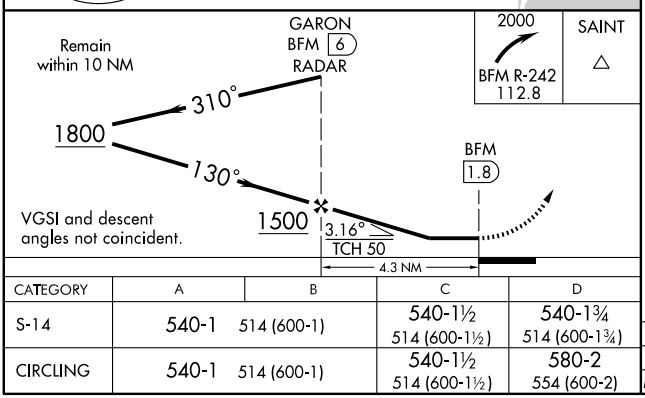
VOR RWY 14
MOBILE DOWNTOWN (BFM)

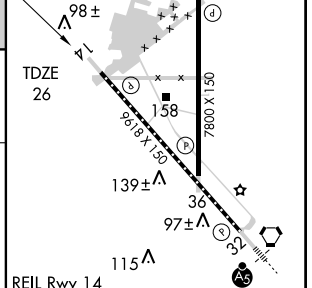
RADAR or DME Required.

MISSED APPROACH: Climbing right turn to 2000 via BFM R-242 to SAINT INT/9.2 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
S-14	540-1	514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

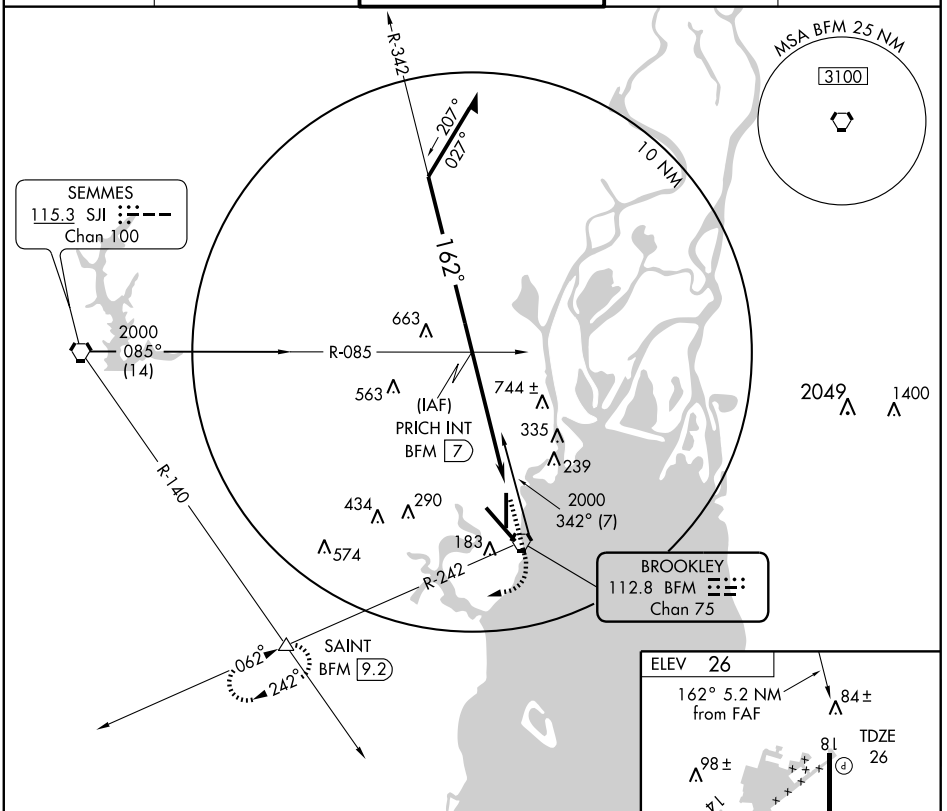
VORTAC BFM 112.8 Chan 75	APP CRS 162°	Rwy Idg 7800 TDZE 26 Apt Elev 26

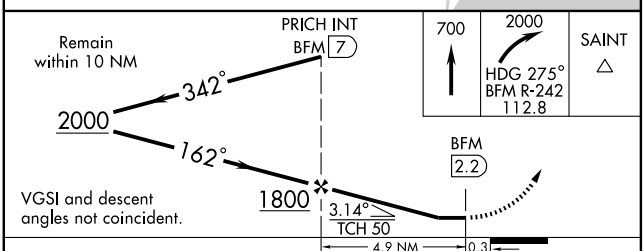
VOR RWY 18

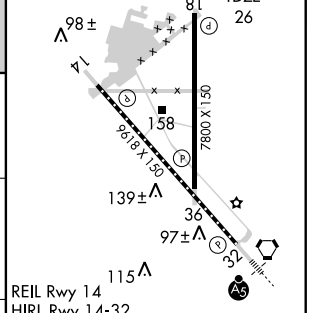
MOBILE DOWNTOWN (BFM)

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 275° and BFM R-242 to SAINT INT/9.2 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
S-18	540-1	514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BFM 112.8 Chan 75	APP CRS 333°	Rwy Idg 9618 TDZE 25 Apt Elev 26

VOR RWY 32

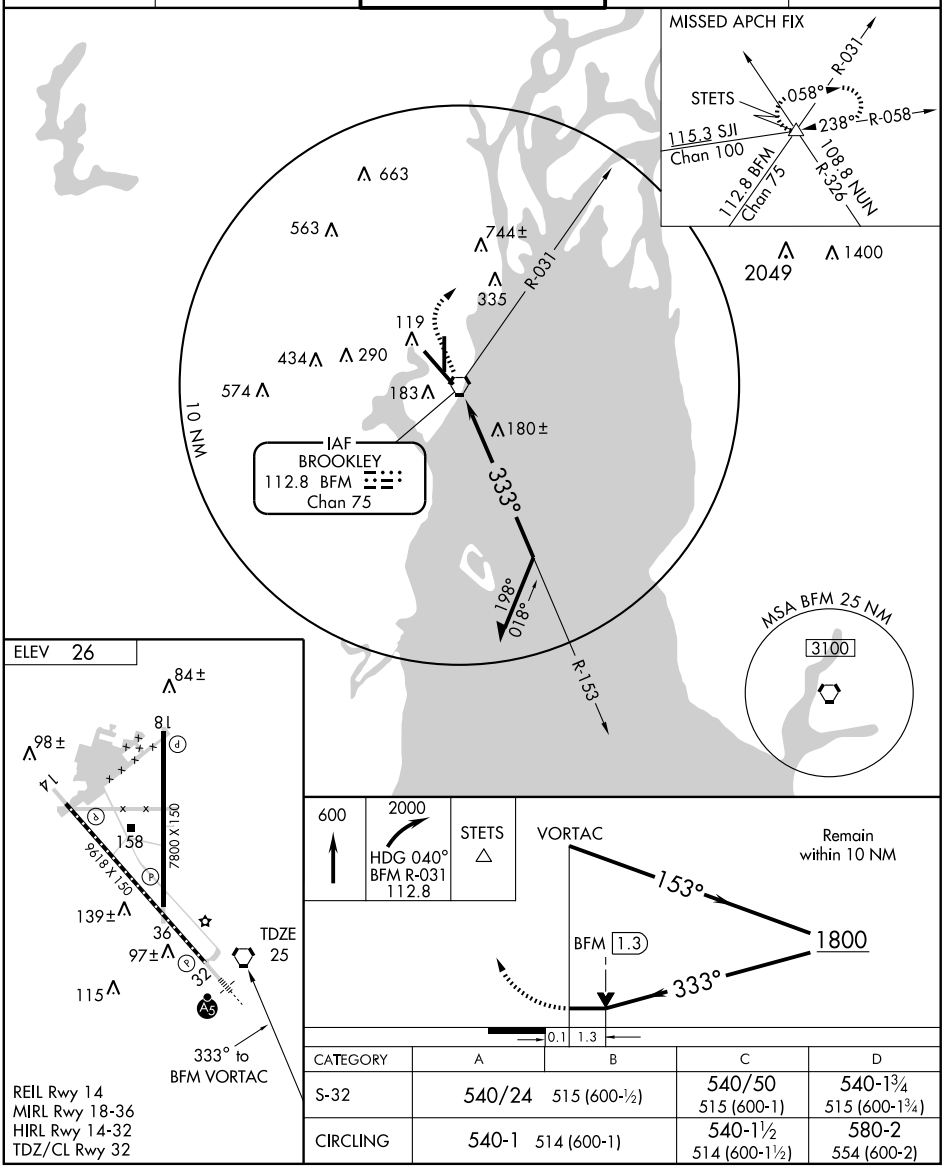
MOBILE DOWNTOWN (BFM)

When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDA 60 feet.
When using local altimeter setting or Mobile Rgnl altimeter setting, inoperative table does not apply to Cat D.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 040° and BFM VORTAC R-031 to STETS INTand hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95



CATEGORY	A	B	C	D
S-32	540/24 515 (600-½)		540/50 515 (600-1)	540-1¾ 515 (600-1¾)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MOBILE RGNL (MOB)
MOBILE, ALABAMA

AL-267 (FAA)

ATIS
124.75 257.85
MOBILE TOWER ★
118.3 239.0
GND CON
121.9 348.6
CLNC DEL
119.85

ARMY NATIONAL GUARD

VAR 1.3° W

JANUARY 2010
ANNUAL RATE RATE OF CHANGE
0.1° W

ELEV 213

14
L-1
A-1
145.5°

A-2
8502 X 150

30° 42′N

USCG

ELEV 216

8L
R-1
181.3°
R
4376 X 150
R-2
001.3°

L-2
A-3
A-4
FIELD ELEV 218
A
L

CONTROL TOWER 348
ARFF

A-5
325.5°

C
C
C
C-1
C-2
C-3
A-5
B
B
B
B
B
B
L
R
B

30° 41′N

A-6
32
36
R-3

ELEV 213
1007 X 150
599 X 150
ELEV 212

TERMINAL BUILDING

RWY 14-32
S-75, D-162, 2S-175, 2D-270, 2D/2D2-550
RWY 18-36
S-47, D-60, 2D-96

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

88° 15′W
88° 14′W

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 14

MOBILE RGNL (MOB)

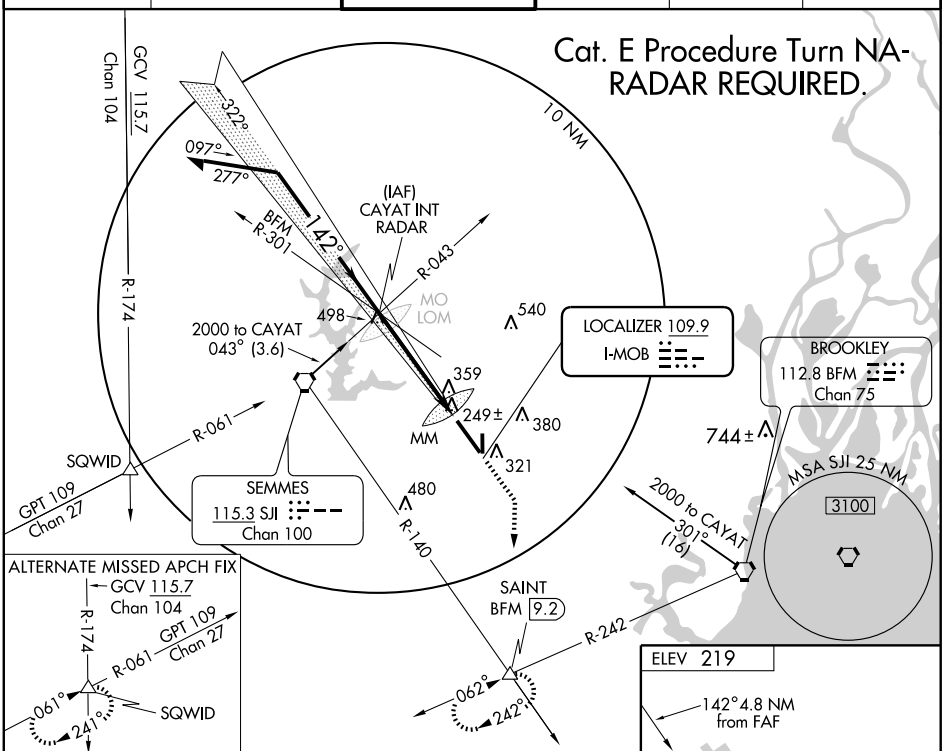
LOC I-MOB	APP CRS	Rwy Idg	8502
109.9	142°	TDZE	215
		Apt Elev	219

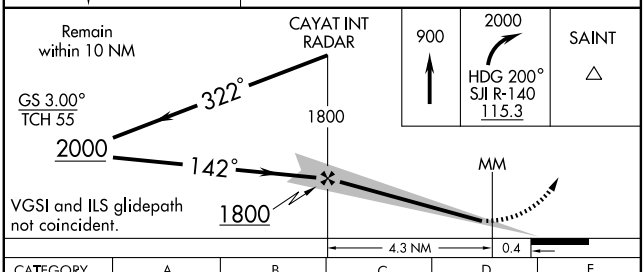
ASR For inoperative MALSR, increase S-ILS 14 Cat. E visibility to RVR 4000, and S-LOC 14 Cat. E visibility to RVR 6000. *Cats A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

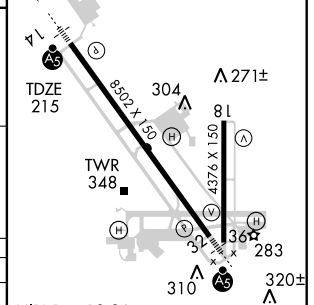
MALSR

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI VORTAC R-140 to SAINT Int/BFM 9.2 DME and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95







CATEGORY	A	B	C	D	E
S-ILS 14	*415/24 200 (200-½)				
S-LOC 14	540/24 325 (400-½)			540/40 325 (400-¾)	
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 32

MOBILE RGNL (MOB)

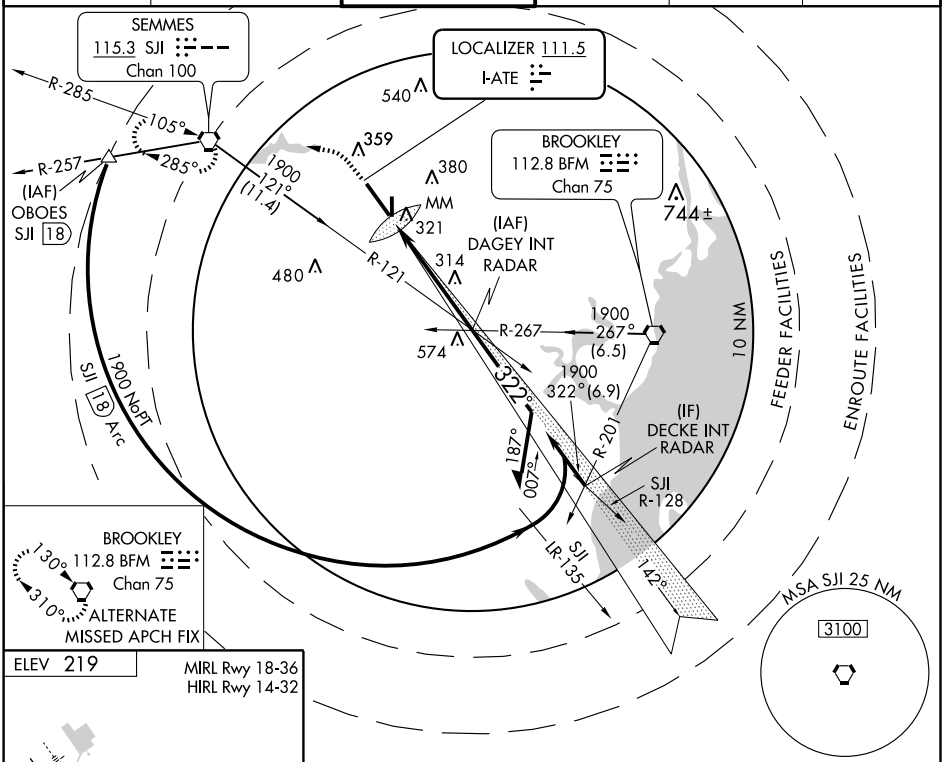
LOC I-ATE	APP CRS	Rwy Idg	8502
111.5	322°	TDZE	219
		Apt Elev	219

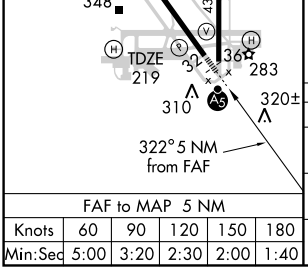
ASR — For inoperative MALSR, increase S-LOC Cat. D visibility to 1 mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

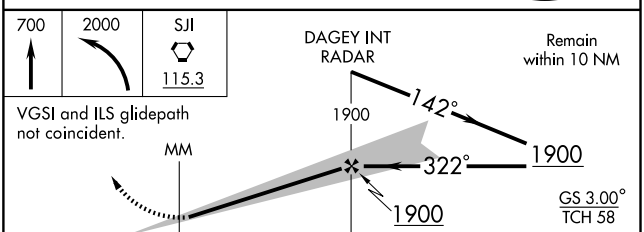
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) L 239.0	121.9 348.6	119.85	122.95





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 32	*419/24 200 (200-½)			
S-LOC 32	560/24 341 (400-½)			560/40 341 (400-¾)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB RWY 14

MOBILE RGNL (MOB)

LOM MO 248	APP CRS 142°	Rwy Idg 8502 TDZE 215 Apt Elev 219

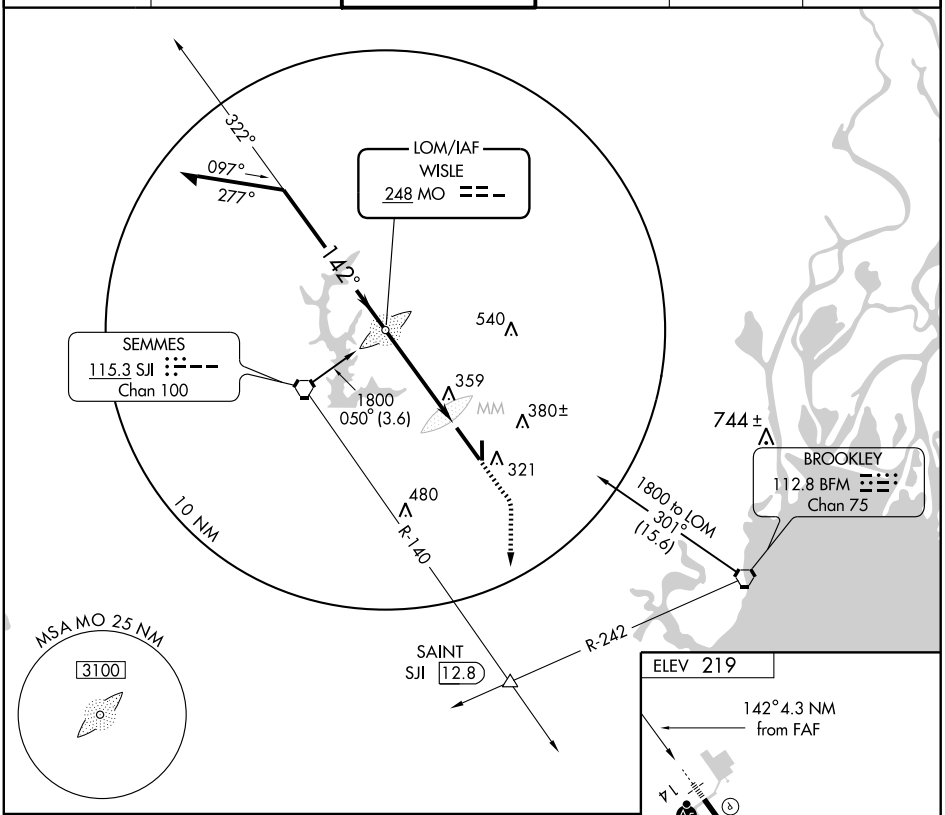
ASR

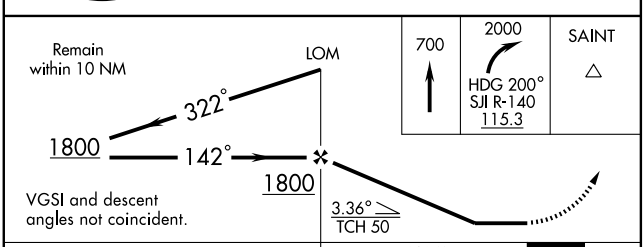
MALSR

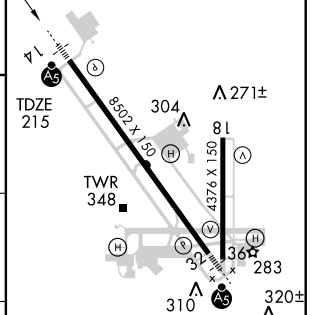
MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) L 239.0	121.9 348.6	119.85	122.95

SE-4, 21 OCT 2010 to 18 NOV 2010







MIRL Rwy 18-36
HIRL Rwy 14-32

CATEGORY	A	B	C	D
S-14	680/40 465 (500-¾)			680/60 465 (500-1¼)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

WAAS	APP CRS	Rwy Idg	8502
CH 97506	142°	TDZE	215
W14A		Apt Elev	219

RNAV (GPS) RWY 14

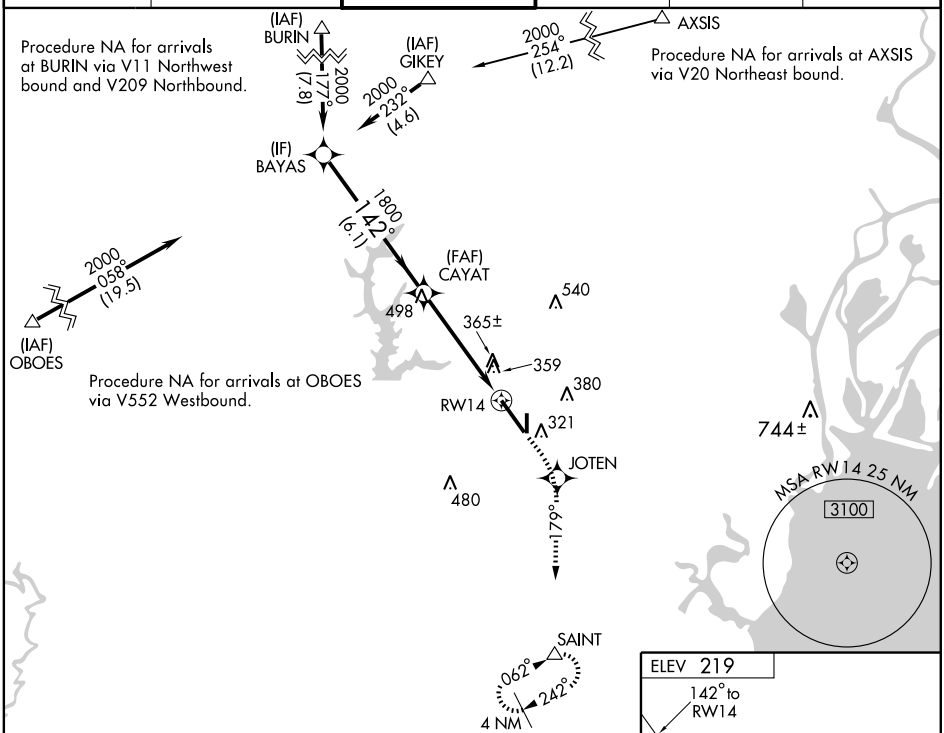
MOBILE RGNL (MOB)

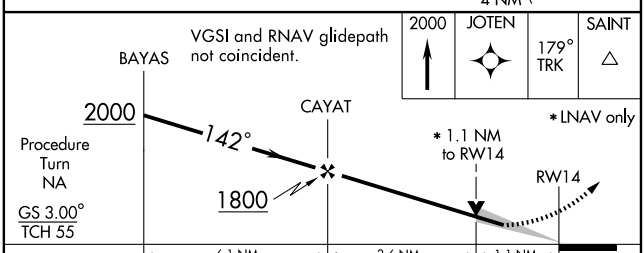
ASR: For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

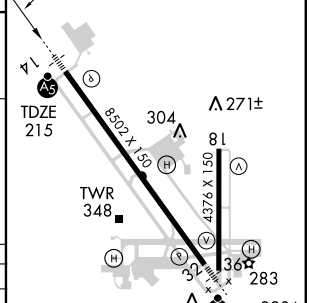
MALSR

MISSED APPROACH: Climb to 2000 direct JOTEN and via 179° track to SAINT and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95







CATEGORY	A	B	C	D
LPV DA	465/24 250 (300-½)			
LNAV/VNAV DA	650/50 435 (500-1)			
LNAV MDA	620/24 405 (500-½)		620/40 405 (500-¾)	620/50 405 (500-1)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

MIRL Rwy 18-36
HIRL Rwy 14-32

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

MOBILE RGNL (MOB)

APP CRS	Rwy Idg	4376
178°	TDZE	217
	Apt Elev	219

NA ASR

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 2000 direct SAYOK WP and left turn via 101° track to BFM VORTAC and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95

(IAF) BURIN

2000 NoPT 125° (9.3)

Procedure NA for arrival at BURIN on V209 Northbnd and V11 Northwestbnd.

4 NM

358° 178°

(IF/IAF) CECAP

2000 178° (6)

(IAF) AXSIS

2000 NoPT 244° (9.1)

Procedure NA for arrival at AXSIS on V20 Northeastbnd.

(FAF) BAKAY

558 540

2000 032° (11.4)

SEMMES SJI

DIDEC 2 NM to RW18

359 380

RW18

321

744±

MSA RW18 25 NM

3100

480

SAYOK

101° (9.6)

130° 310° 4 NM

BROOKLEY BFM

ELEV 219

178° to RW18

271±

304

14

8502 X 150

8L

TDZE 217

4376 X 150

TWR 348

36

31

283

310

320±

MIRL Rwy 18-36
HIRL Rwy 14-32

4 NM Holding Pattern

2000	SAYOK	101° TRK	BFM

CECAP BAKAY DIDEC 2 NM to RW18 RW18

2000 358° 178° 178° 2000

3.04° TCH 45 900

VGSI and descent angles not coincident.

6 NM 3.4 NM 2 NM

CATEGORY	A	B	C	D
LNAV MDA	640-1 423 (500-1)		640-1¼ 423 (500-1¼)	
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

MOBILE RGNL (MOB)

WAAS	APP CRS	Rwy ldg	8502
CH 69306	322°	TDZE	219
W32A		Apt Elev	219

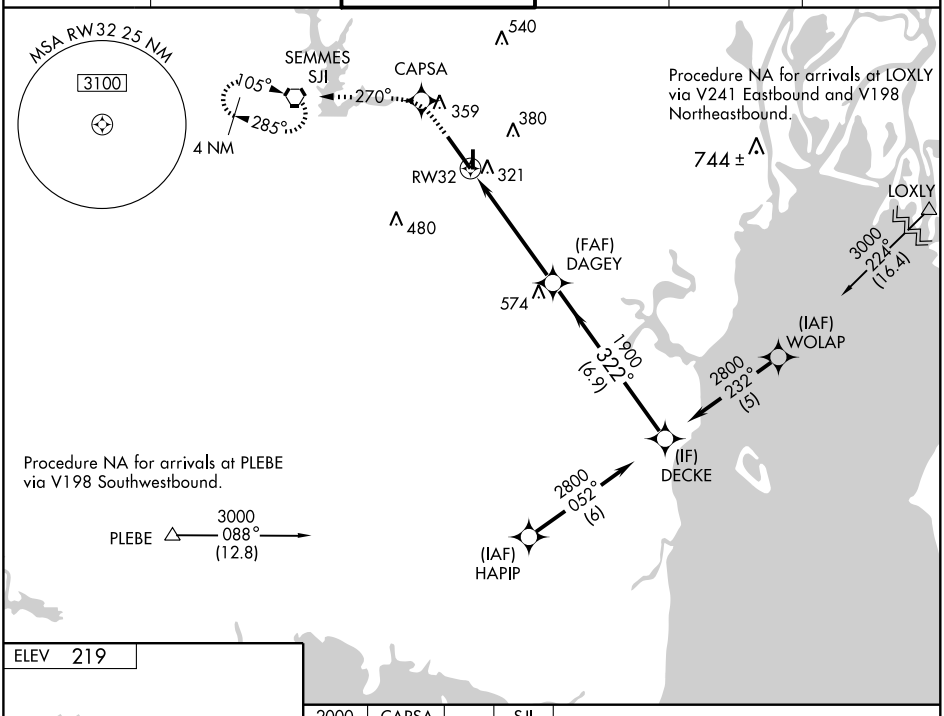
T A ASR

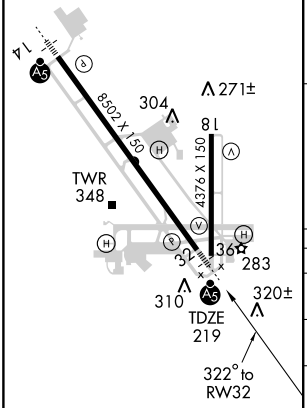
DME/DME RNP-0.3 NA. Circling Rwy 18 NA at night. For inoperative MALSR, increase LPV all Cats. visibility to 1 and LNAV Cat. D visiblity to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

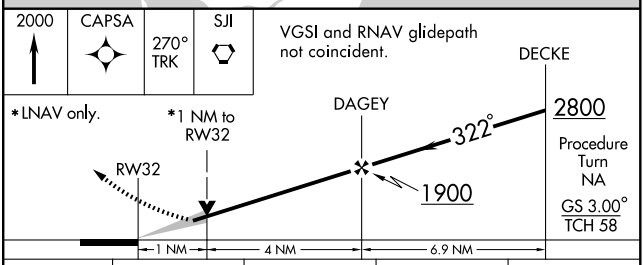
MISSED APPROACH: Climb to 2000 direct CAPSA and via 270° track to SJI VORTAC and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32



CATEGORY	A	B	C	D
LPV DA	510/24 291 (300-½)			
LNAV/VNAV DA	586/40 367 (400-¾)			
LNAV MDA	580/24 361 (400-½)			580/50 361 (400-1)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4376
CH 50215	358°	TDZE	216
W36A		Apt Elev	219

RNAV (GPS) RWY 36

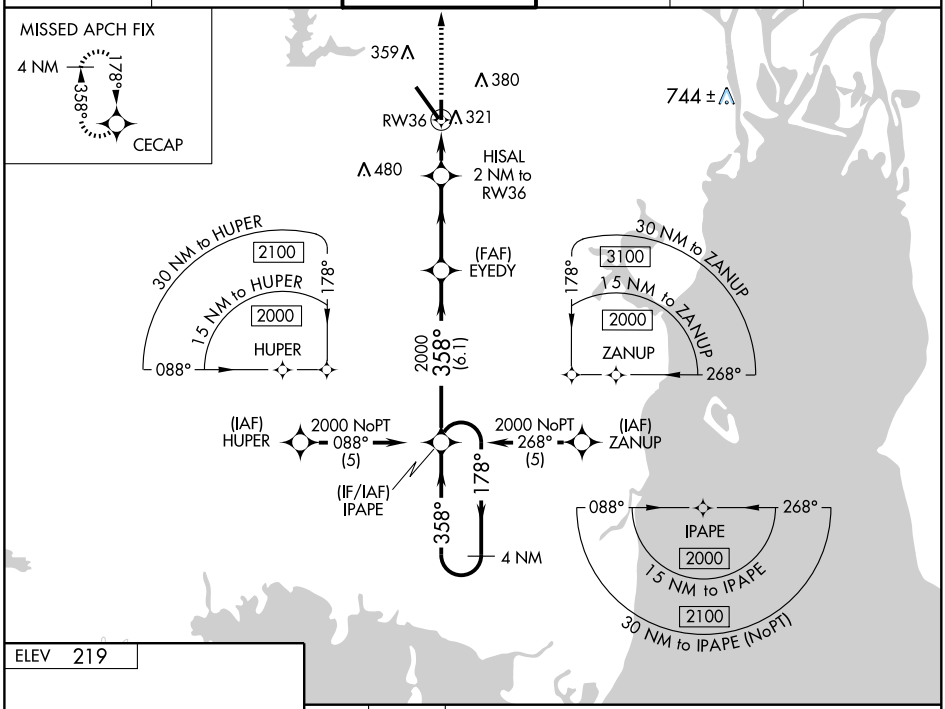
MOBILE RGNL (MOB)

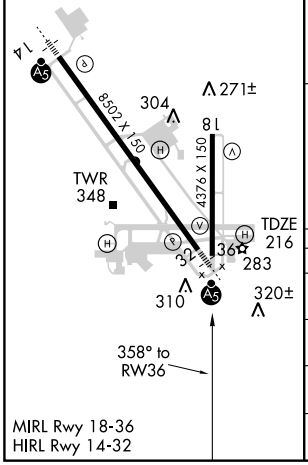
ASR

Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CECAP and hold.

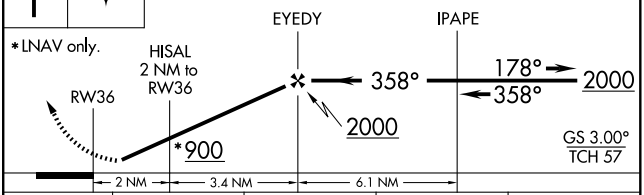
ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95





2000 CECAP VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	515-1 299 (300-1)			
LNAV/VNAV DA	571-1¼ 355 (400-1¼)			
LNAV MDA	600-1 384 (400-1)			600-1¼ 384 (400-1¼)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SJI 115.3 Chan 100	APP CRS 104°	Rwy Idg N/A TDZE N/A Apt Elev 219

VOR or TACAN-A

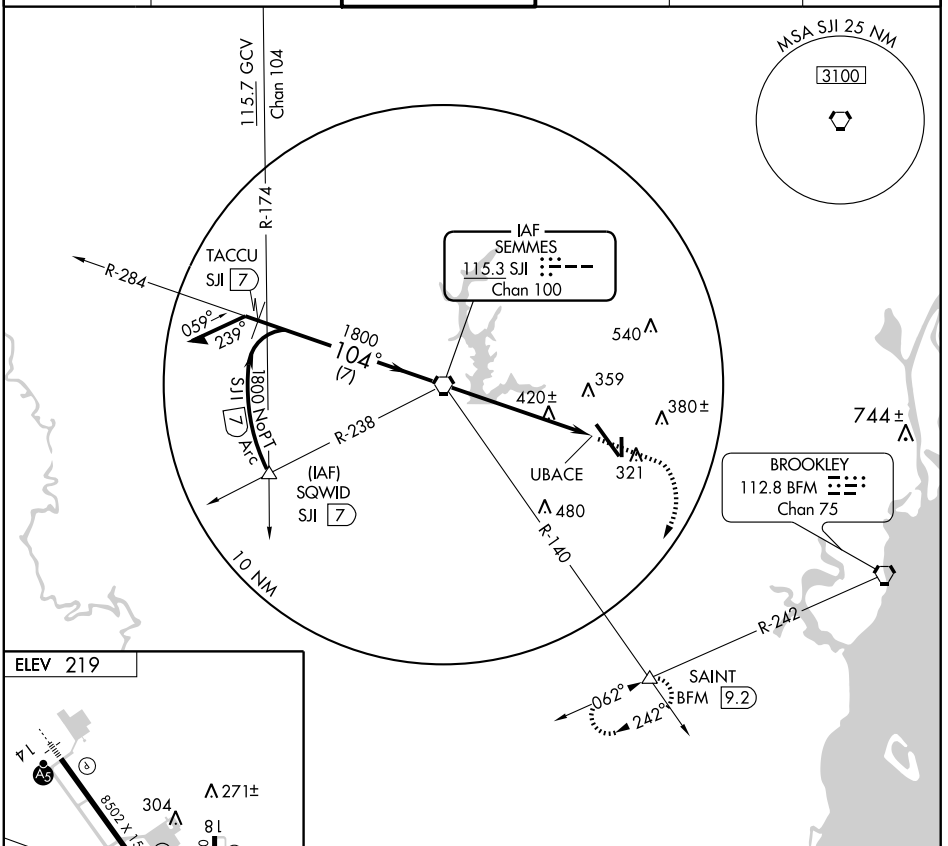
MOBILE RGNL (MOB)

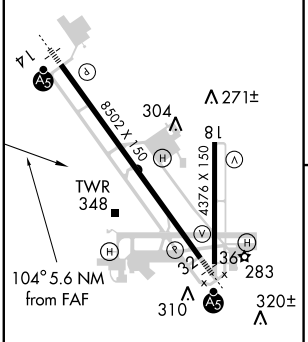
ASR

Circling to Rwy 18 NA at night.

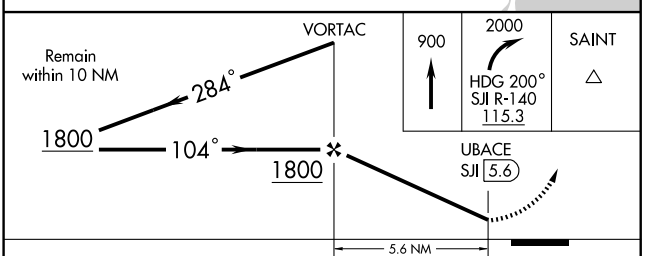
MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int/BFM 9.2 DME and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) L 239.0	121.9 348.6	119.85	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6028
028°	TDZE	418
	Apt Elev	419

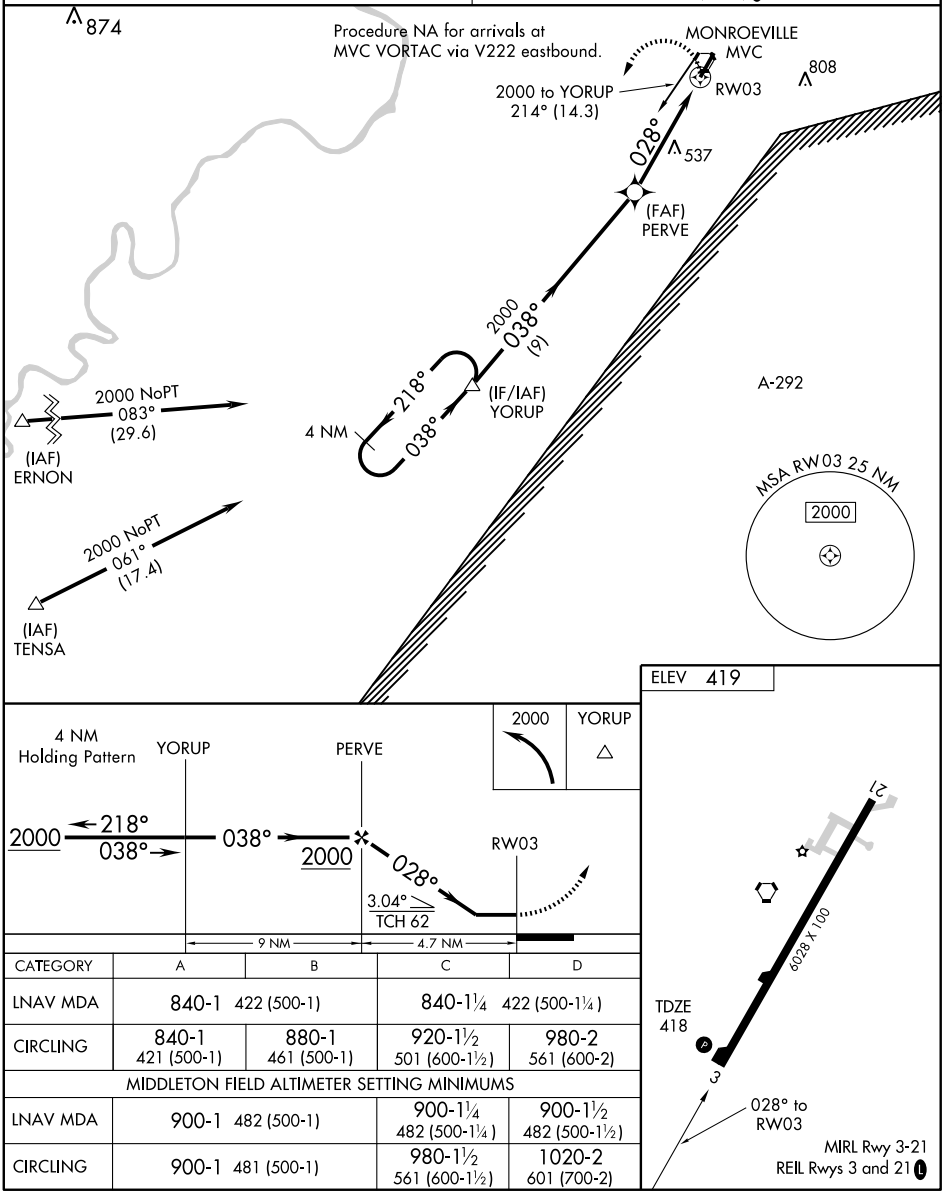
RNAV (GPS) RWY 3

MONROEVILLE / MONROE COUNTY (MVC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct YORUP and hold.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	840-1 422 (500-1)		840-1¼ 422 (500-1¼)	
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	900-1 482 (500-1)		900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1 481 (500-1)		980-1½ 561 (600-1½)	1020-2 601 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6028
208°	TDZE	419
	Apt Elev	419

RNAV (GPS) RWY 21

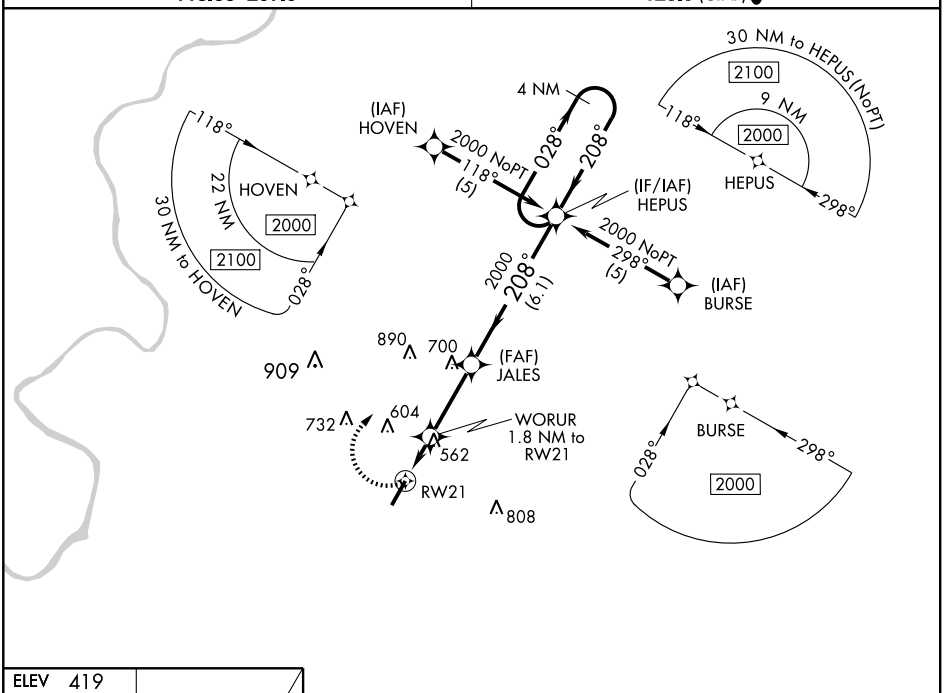
MONROEVILLE/MONROE COUNTY (MVC)

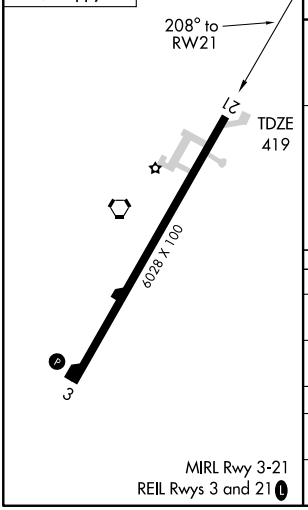
T
A NA

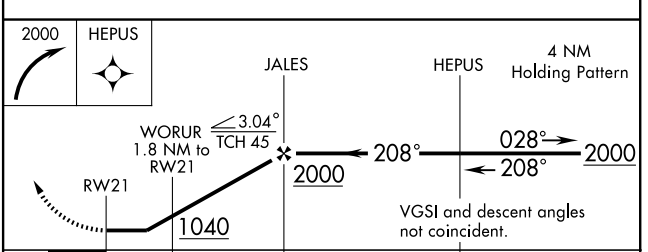
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct HEPUS and hold.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/MDA	880-1 461 (500-1)		880-1¼ 461 (500-1¼)	880-1½ 461 (500-1½)
CIRCLING	880-1 461 (500-1)		920-1½ 501 (600-1½)	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
LNAV/MDA	940-1 521 (600-1)		940-1½ 521 (600-1½)	940-1¾ 521 (600-1¾)
CIRCLING	940-1 521 (600-1)		980-1½ 561 (600-1½)	1020-2 601 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MVC 116.8 Chan 115	APP CRS 018°	Rwy Idg 6028 TDZE 418 Apt Elev 419

VOR RWY 3

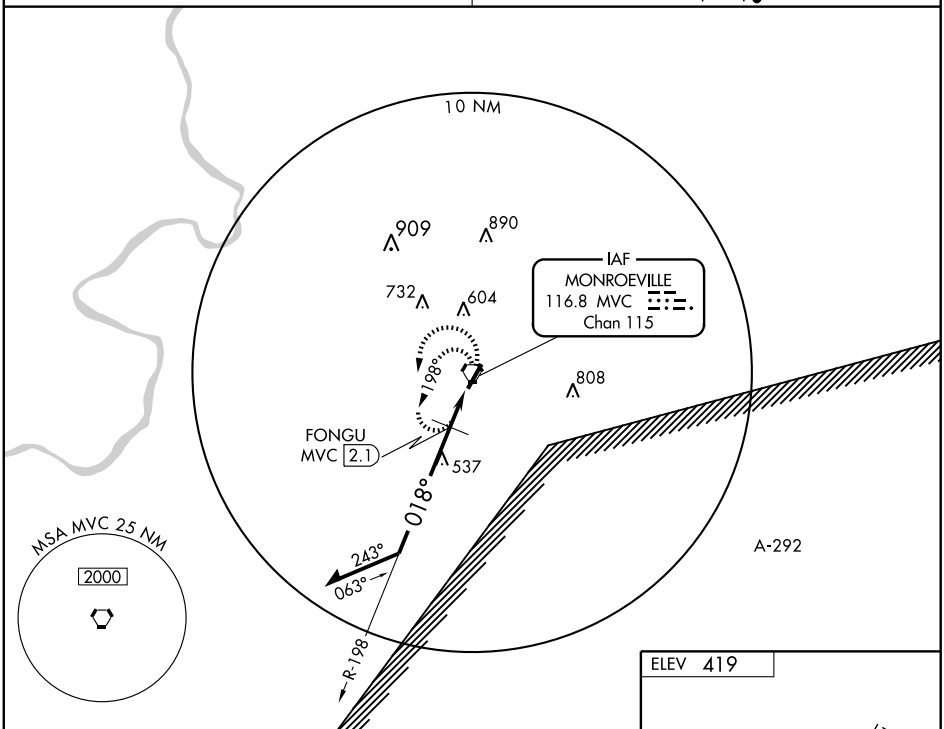
MONROEVILLE / MONROE COUNTY (MVC)

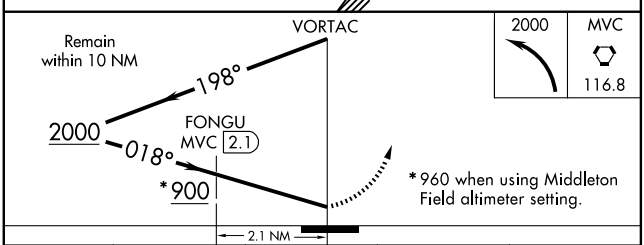
Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-3 visibility Cats C and D ¼ mile, and FONGU fix minimums increase S-3 visibility Cat D ¼ mile. Visibility reduction by helicopters NA.

NA

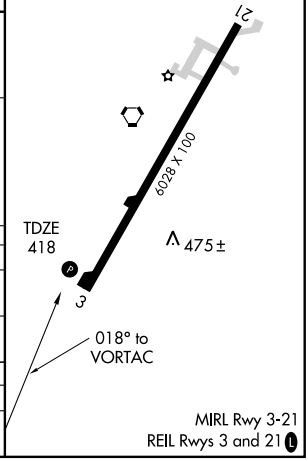
MISSED APPROACH: Climbing left turn to 2000 in MVC VORTAC holding pattern.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-3	900-1 482 (500-1)		900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1 481 (500-1)		920-1½ 501 (600-1½)	980-2 561 (600-2)
FONGU FIX MINIMUMS				
S-3	820-1 402 (500-1)		820-1¼ 402 (500-1¼)	
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)



SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MVC 116.8 Chan 115	APP CRS 215°	Rwy Idg 6028 TDZE 419 Apt Elev 419

VOR RWY 21

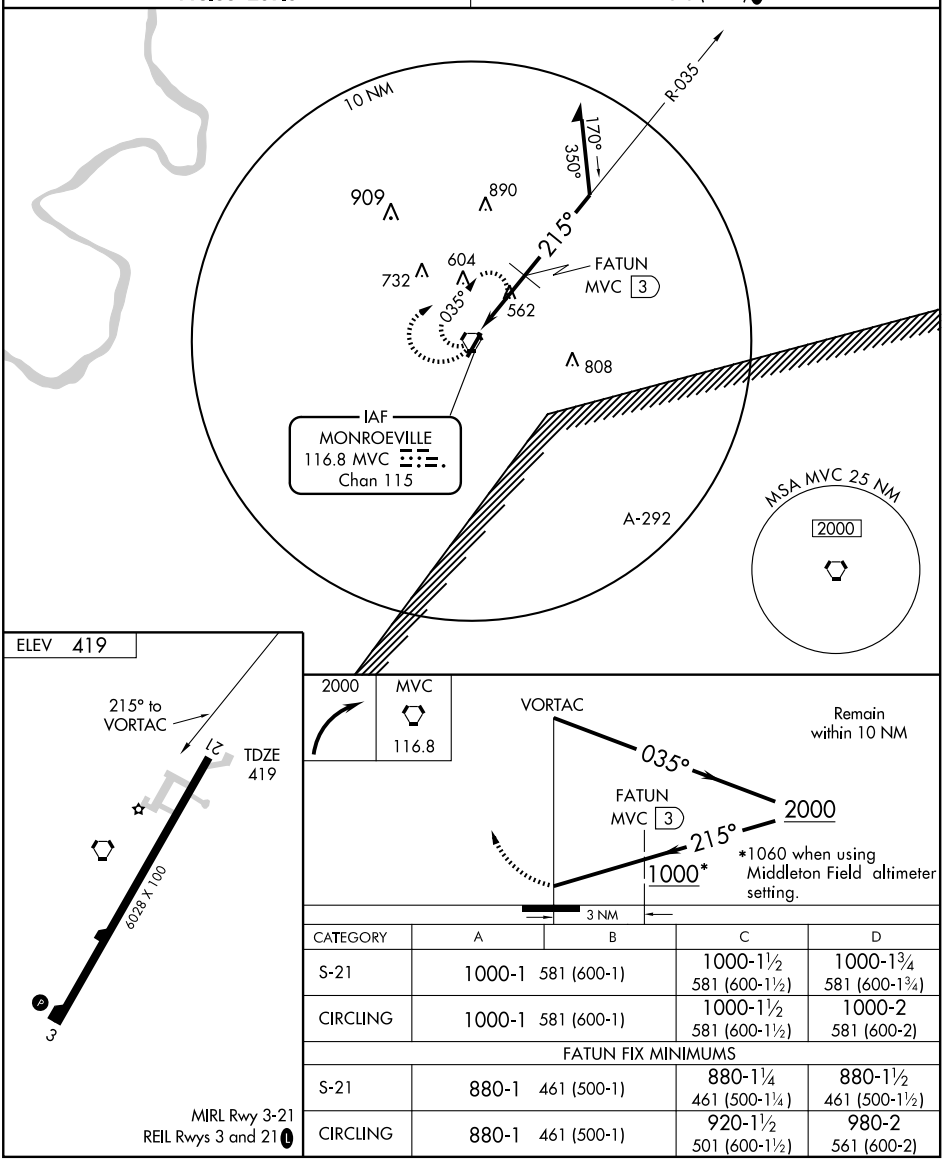
MONROEVILLE / MONROE COUNTY (MVC)

Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-21 visibility Cats. C and D ¼ mile and circling Cat. C visibility ¼ mile, and FATUN fix minimums increase S-21 visibility Cats. C and D ¼ mile. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing right turn to 2000 in MVC VORTAC holding pattern.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-21	1000-1 581 (600-1)		1000-1½ 581 (600-1½)	1000-1¾ 581 (600-1¾)
CIRCLING	1000-1 581 (600-1)		1000-1½ 581 (600-1½)	1000-2 581 (600-2)
FATUN FIX MINIMUMS				
S-21	880-1 461 (500-1)		880-1¼ 461 (500-1¼)	880-1½ 461 (500-1½)
CIRCLING	880-1 461 (500-1)		920-1½ 501 (600-1½)	980-2 561 (600-2)

MIRL Rwy 3-21
REIL Rwys 3 and 21 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)
AL-272 (FAA)
MONTGOMERY, ALABAMA

ATIS
120.675
DANNELLY TOWER ★
119.7 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3

RWY 03-21
PCN 28 F/C/X/T
S-40, D-95
RWY 10-28
PCN 35 F/C/X/T
S-105, D-116, 2D-180

32° 19′N

GENERAL AVIATION PARKING
TERMINAL
TERMINAL RAMP
ALABAMA ANG
FIRE STATION
HS 2
HS 1
ELEV 219
ELEV 186
ELEV 195
BAK 12
098.8°
278.8°
215.8°
035.8°
0.3% DOWN
0.9% UP
9010 X 150
4010 X 150
ILS HOLD
TWR 368
FIELD ELEV 221
VAR 2.8° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
ALABAMA ARNG

32° 18′N

32° 17′N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

86° 24′W

86° 23′W

SE-4, 21 OCT 2010 to 18 NOV 2010

MONTGOMERY, ALABAMA

HI-ILS or LOC RWY 10

LOC I-MGM	APCH CRS	Rwy ldg 9010 TDZE 219 Arpt Elev 221
109.9	097°	

JAL-272 [USAF]

MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

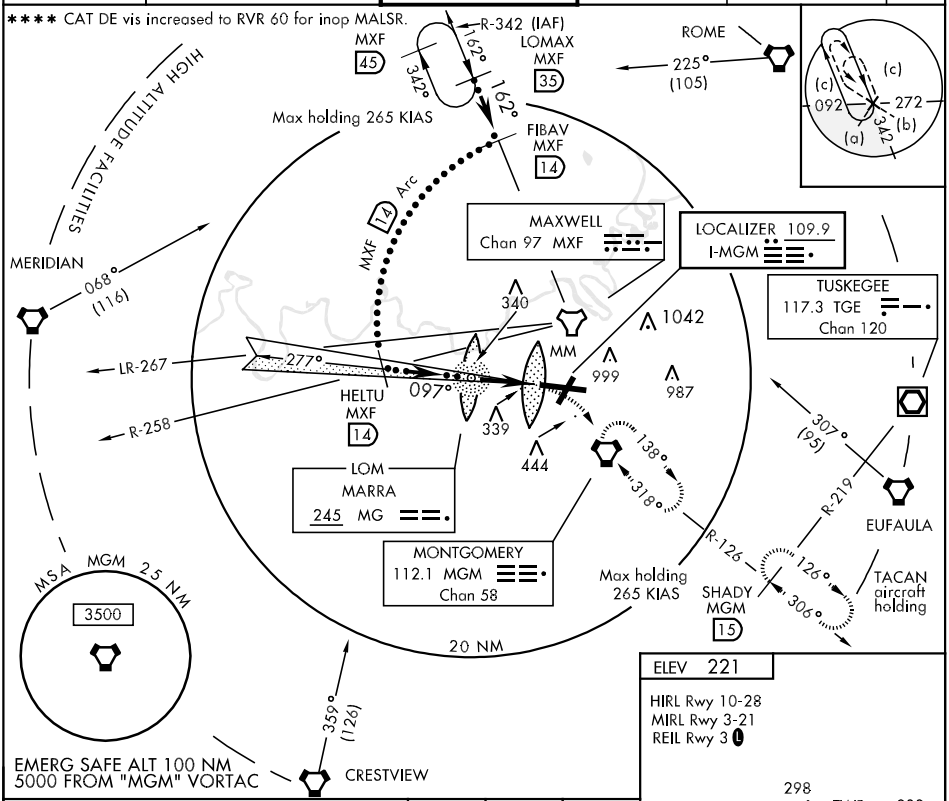
T * For inop MALSR incr vis all CATs to RVR 40.
** For inop MALSR, incr CAT C vis to RVR 50, CAT DE RVR 60.
*** Circling not authorized for CAT E N of Rwy 10-28.

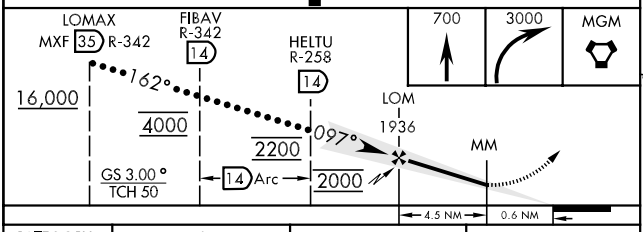
MALSR

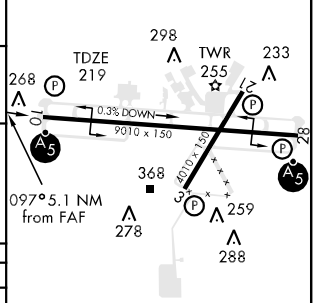
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue to 3500 via MGM R-126 to SHADY INT.

ATIS *	MONTGOMERY APP CON	MONTGOMERY TOWER *	GND CON	CLNC DEL	ASR ASOS
120.675	121.2 380.225 N 124.0 363.025 S	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3	

**** CAT DE vis increased to RVR 60 for inop MALSR.







CATEGORY	C	D	E
S-ILS 10 *	419/24 200 (200-½)		
S-LOC 10 **	600/40 381 (400-¾)		
CIRCLING ***	700-1½ 479 (500-1½)	800-2 579 (600-2)	
S-ASR 10 ****	600/40 381 (400-¾)	600/50 381 (400-1)	

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

MONTGOMERY, ALABAMA

Amdt 9 09351

32°18'N-86°24'W

MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

HI-ILS or LOC RWY 10

HI-TACAN-A

MGM 112.1 Chan 58	APCH CRS 133°	Rwy ldg 9010 TDZE N/A Arpt Elev 221

JAL-272 [USAF]

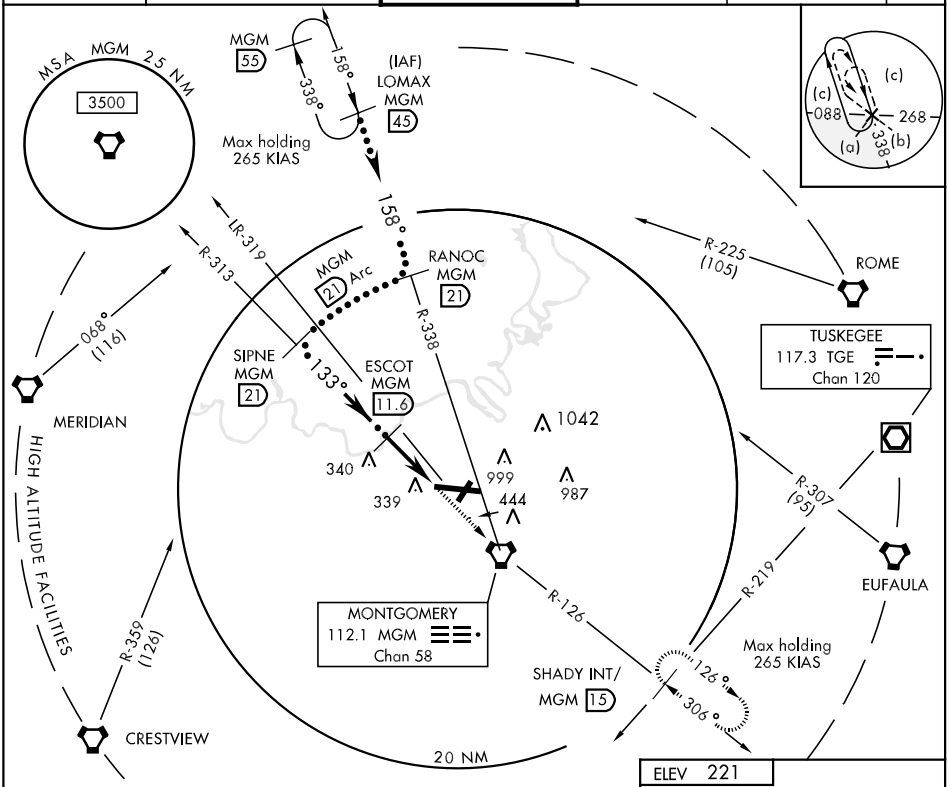
MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

▼ * Circling not authorized for CAT E N of Rwy 10-28.

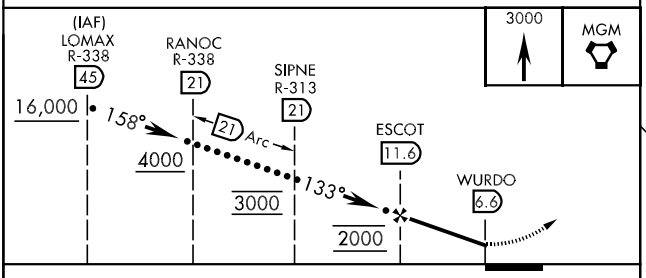
MALSR

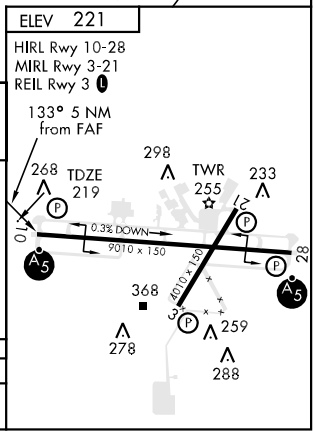
MISSED APPROACH: Climb to 3000 direct MGM VORTAC. Continue climb to 3500 via MGM R-126 to SHADY INT and hold.

ATIS *	MONTGOMERY APP CON	MONTGOMERY TOWER *	GND CON	CLNC DEL	ASR
120.675	121.2 380.225 N 124.0 363.025 S	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3	ASOS



EMERG SAFE ALT 100 NM 5000 FROM "MGM" VORTAC





CATEGORY	C	D	E
CIRCLING *	700-1½ 479 (500-1½)	800-2 579 (600-2)	

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATLANTA, GA		
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	HS 1	Twy C and Twy D at Rwy 08L-26R.
	HS 2	Twy C and Twy D at Rwy 08R-26L.
	HS 3	Twy H at Rwy 08R-26L.
	HS 4	Twy D at Rwy 09L-27R.
AUGUSTA, GA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
MONTGOMERY, AL		
MONTGOMERY RGNL (DANELLY FLD) (MGM)	HS 1	Int of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.
TUSCALOOSA, AL		
TUSCALOOSA RGNL (TLC)	HS 1	Rwy 29 hold just beyond Twy F.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-MGM	APP CRS	Rwy Idg	9010
109.9	097°	TDZE	219
		Apt Elev	221

ILS or LOC RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

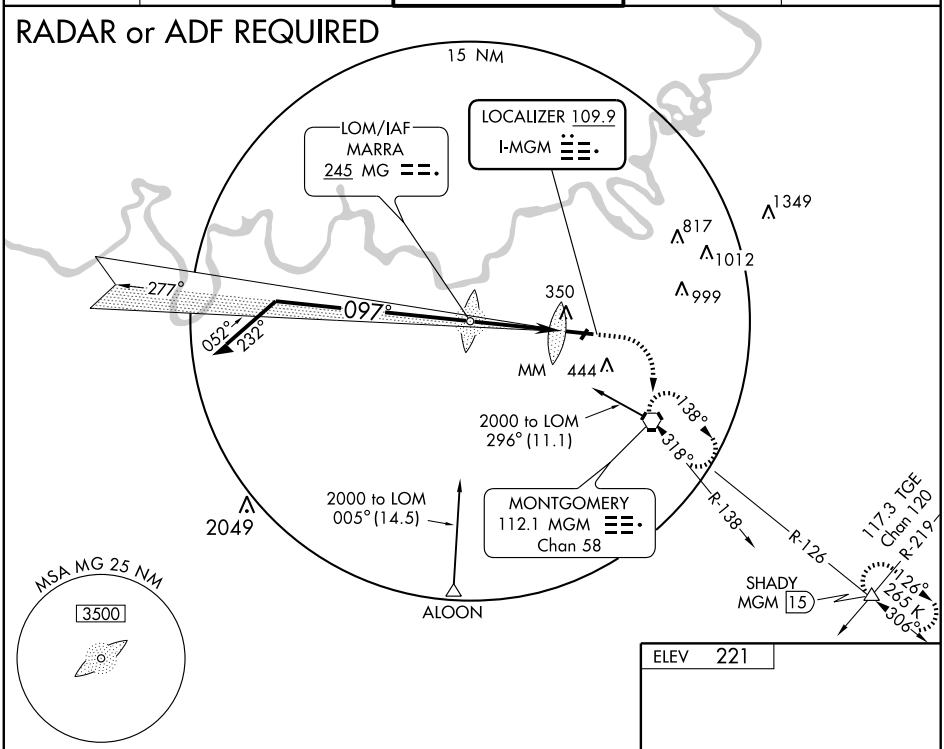
Circling NA for Cat. E North of Rwy 10-28. For inoperative MALSR, increase S-ILS-28 Cat. E visibility to RVR 4000 and S-LOC-28 Cat. E visibility to RVR 6000. *Vis Cats. A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD or DA.

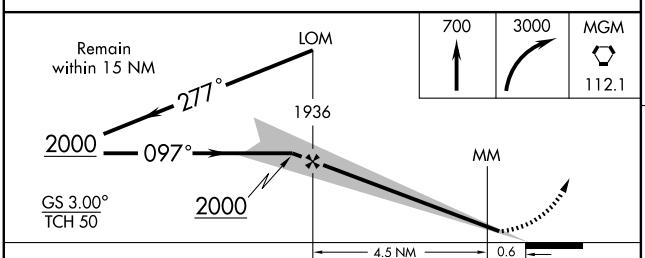
MALSR

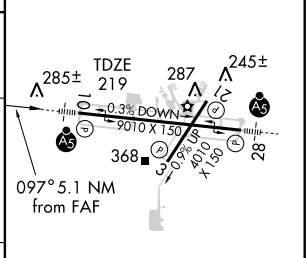
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3

RADAR or ADF REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 10	* 419/24 200 (200-½)				
S-LOC 10	600/24 381 (400-½)			600/40 381 (400-¾)	
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)	

REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-DLV	APP CRS	Rwy Idg	9010
108.5	277°	TDZE	197
		Apt Elev	221

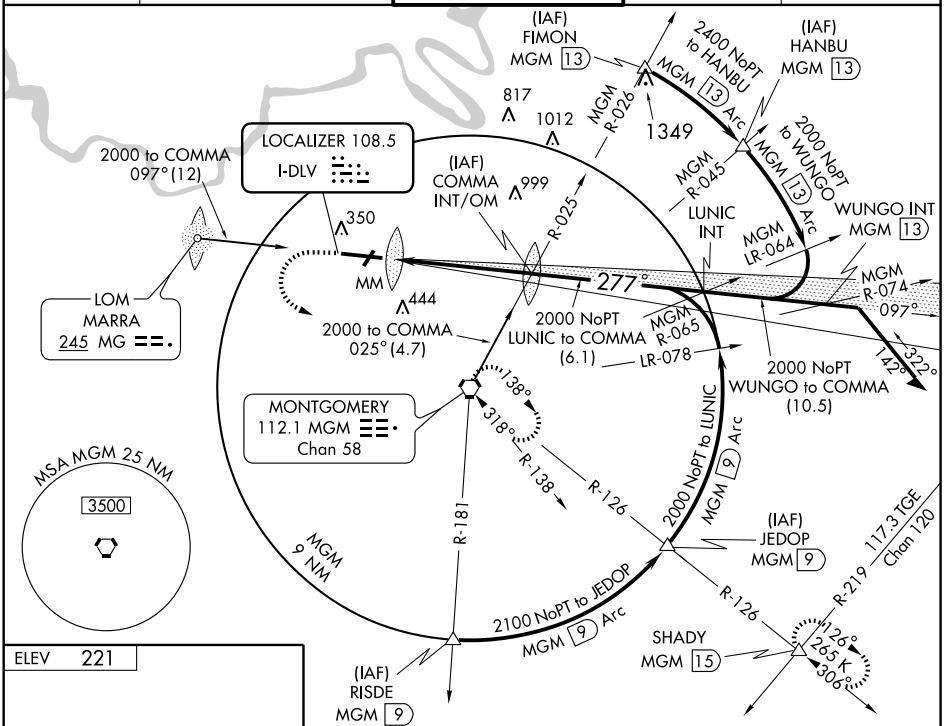
ILS or LOC RWY 28

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

T A ASR — Autopilot coupled approach not authorized below 842 MSL. Circling NA for Cat. E north of Rwy 10-28. For inoperative MALSR, increase S-ILS-28 Cat. E visibility to ¾ and S-LOC-28 Cat. E visibility to 1¼.

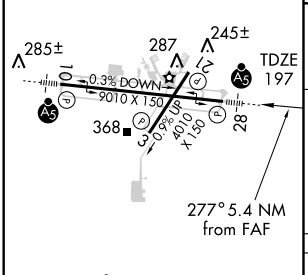
MALSR — MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3



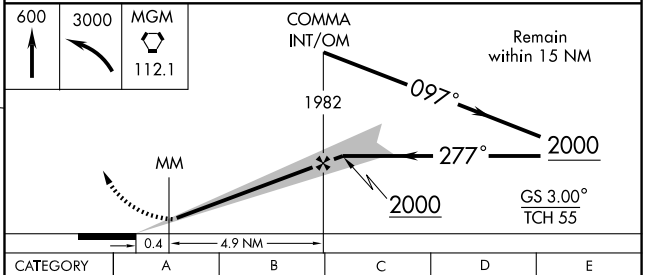
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D	E
S-ILS 28	397-½ 200 (200-½)				
S-LOC 28	580-½ 383 (400-½)			580-¾ 383 (400-¾)	
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)	

LOM MG	APP CRS	Rwy Idg	9010
245	097°	TDZE	219
		Apt Elev	221

NDB RWY 10

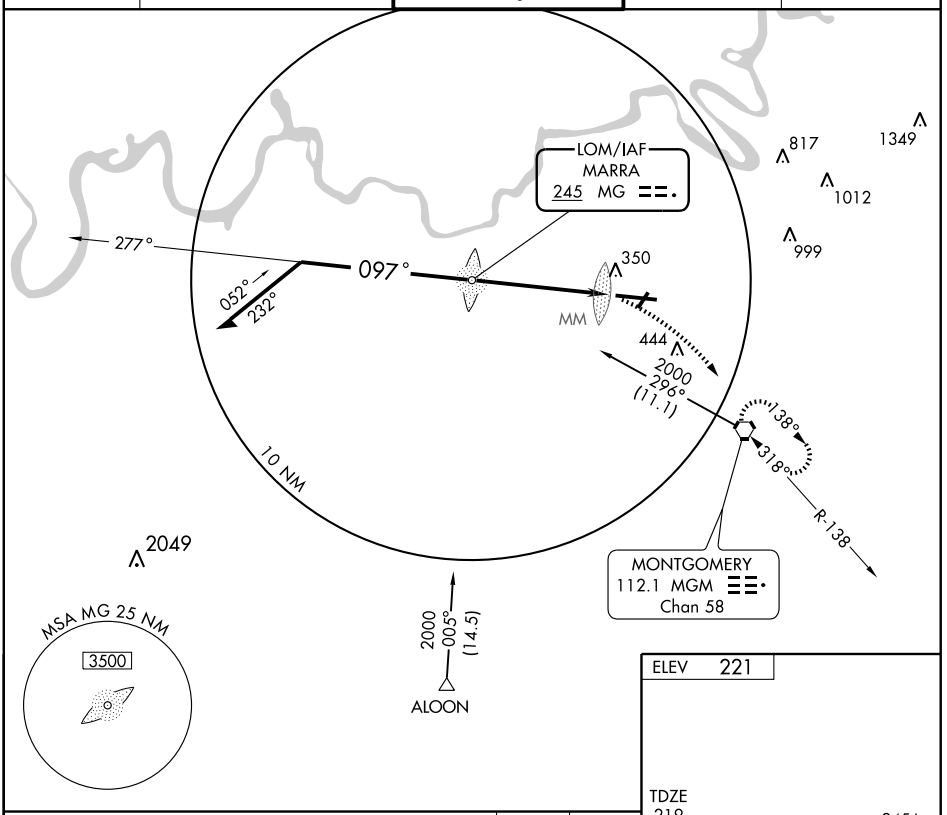
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

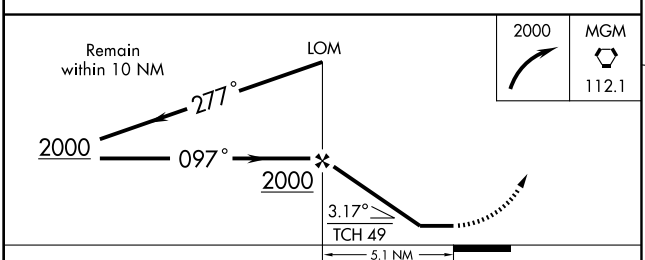
ASR

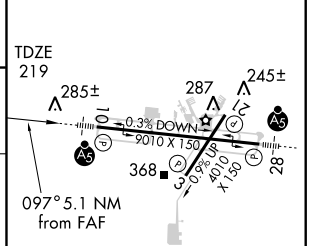
MALSR

MISSED APPROACH: Climbing right turn to 2000 direct MGM VORTAC and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3







REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

CATEGORY	A	B	C	D
S-10	700/40 481 (500-¾)			700/60 481 (500-1¼)
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4010
034°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 3

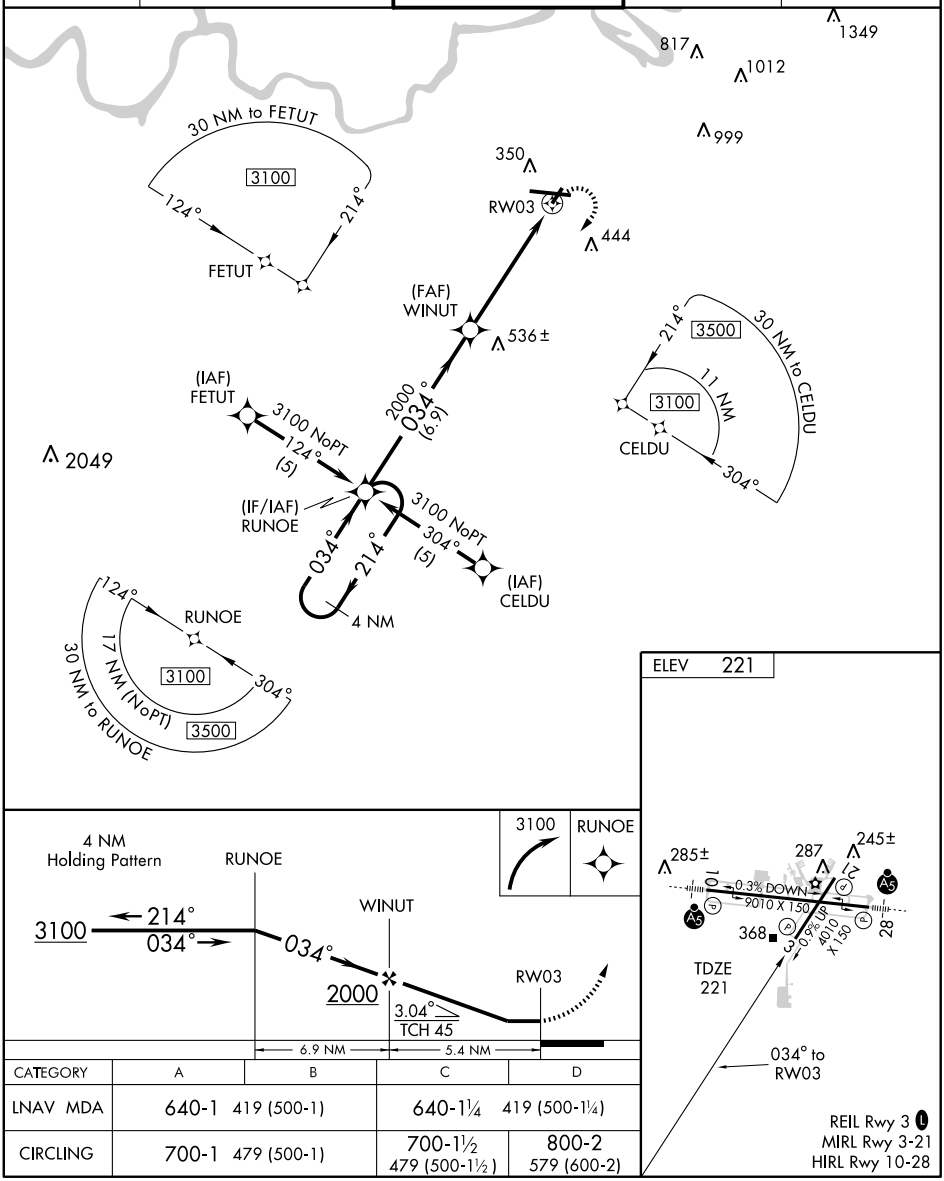
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

ASR

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 21.

MISSED APPROACH: Climbing right turn to 3100 direct RUNOE WP and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3



CATEGORY	A	B	C	D
LNAV MDA	640-1 419 (500-1)		640-1¼ 419 (500-1¼)	
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)

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WAAS	APP CRS	Rwy Idg	9010
CH 50100	097°	TDZE	219
W10A		Apt Elev	221

RNAV (GPS) RWY 10

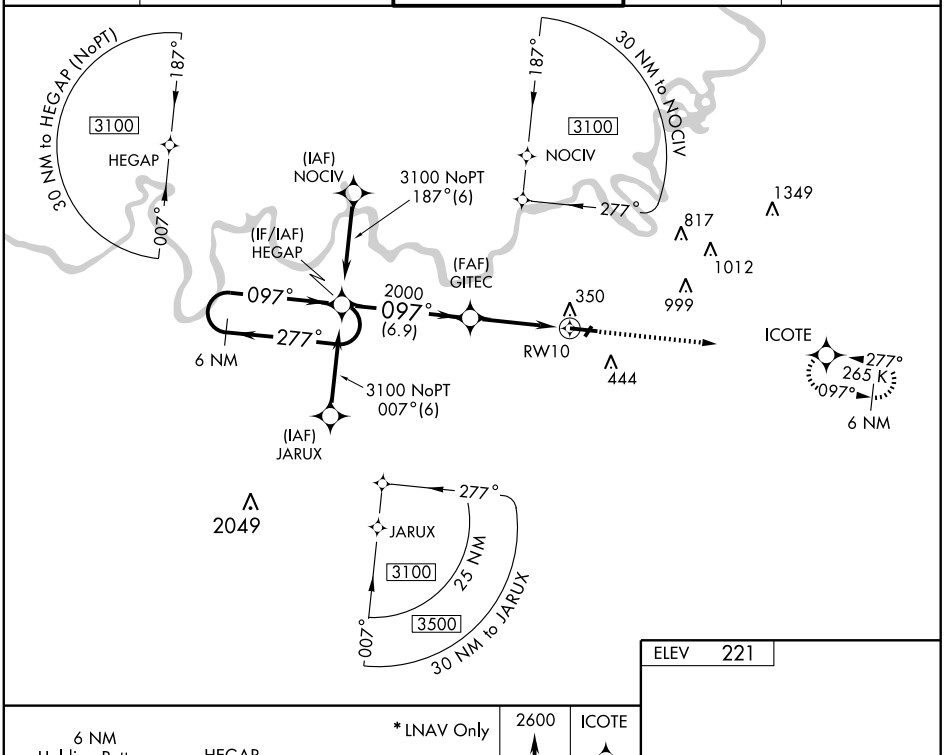
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

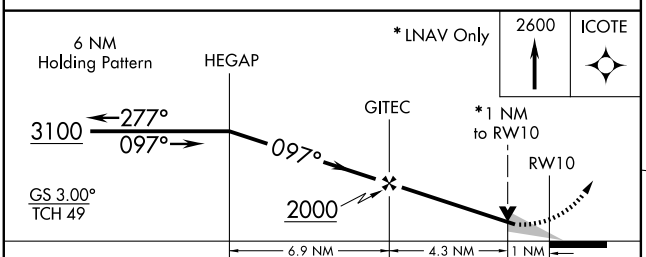
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F). For inoperative MALSR, increase LPV Cat. E visibility to RVR 5000, LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 6000. Circling NA at night to Rwy 21.
ASR Circling NA for Cat. E North of Rwy 10-28.

MALSR

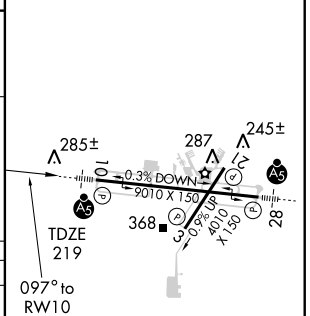
MISSED APPROACH: Climb to 2600 direct ICOTE and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3





CATEGORY	A	B	C	D	E
LPV DA	500/24 281 (300-½)				
LNAV/VNAV DA	600/40 381 (400-¾)				
LNAV MDA	600/24 381 (400-½)			600/50 381 (400-1)	
CIRCLING	700-1¼ 479 (500-1¼)		700-1½ 479 (500-1½)	800-2 579 (600-2)	



REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9010
CH 56200	277°	TDZE	197
W28A		Apt Elev	221

RNAV (GPS) RWY 28

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

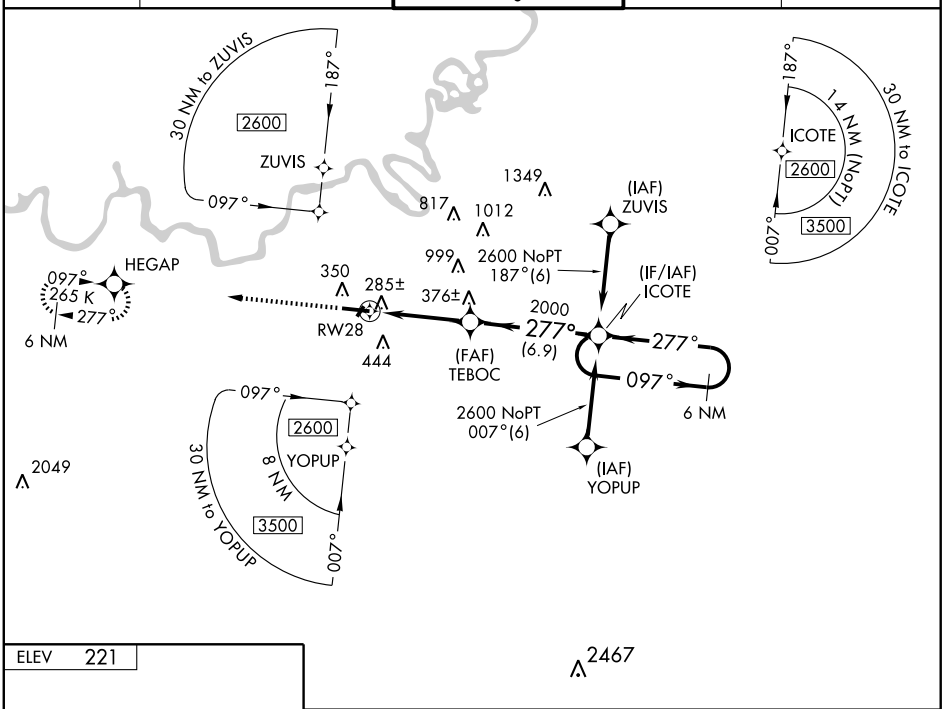
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F). For inoperative MALSR, increase LPV Cat. E visibility to 1 and LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 1¼. Circling NA at night to Rwy 21. Circling NA for Cat. E North of Rwy 10-28.

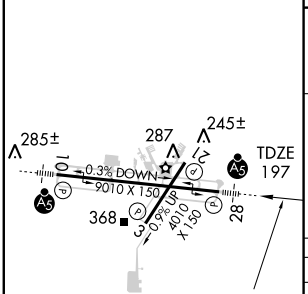
ASR

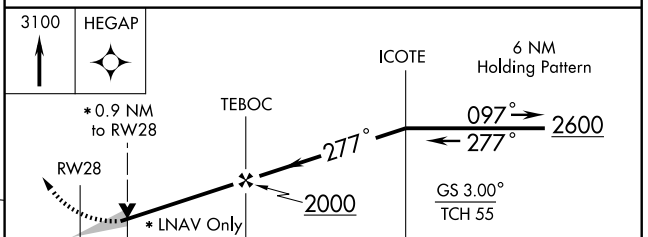
MALSR

MISSED APPROACH: Climb to 3100 direct HEGAP and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3







CATEGORY	A	B	C	D	E
LPV DA	500-½ 303 (300-½)				
LNAV/VNAV DA	560-¾ 363 (400-¾)				
LNAV MDA	580-½ 383 (400-½)				580-1 383 (400-1)
CIRCLING	700-1¼ 479 (500-1¼)		700-1½ 479 (500-1½)		800-2 579 (600-2)

REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

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VORTAC MGM 112.1 Chan 58	APP CRS 318°	Rwy Idg N/A TDZE N/A Apt Elev 221

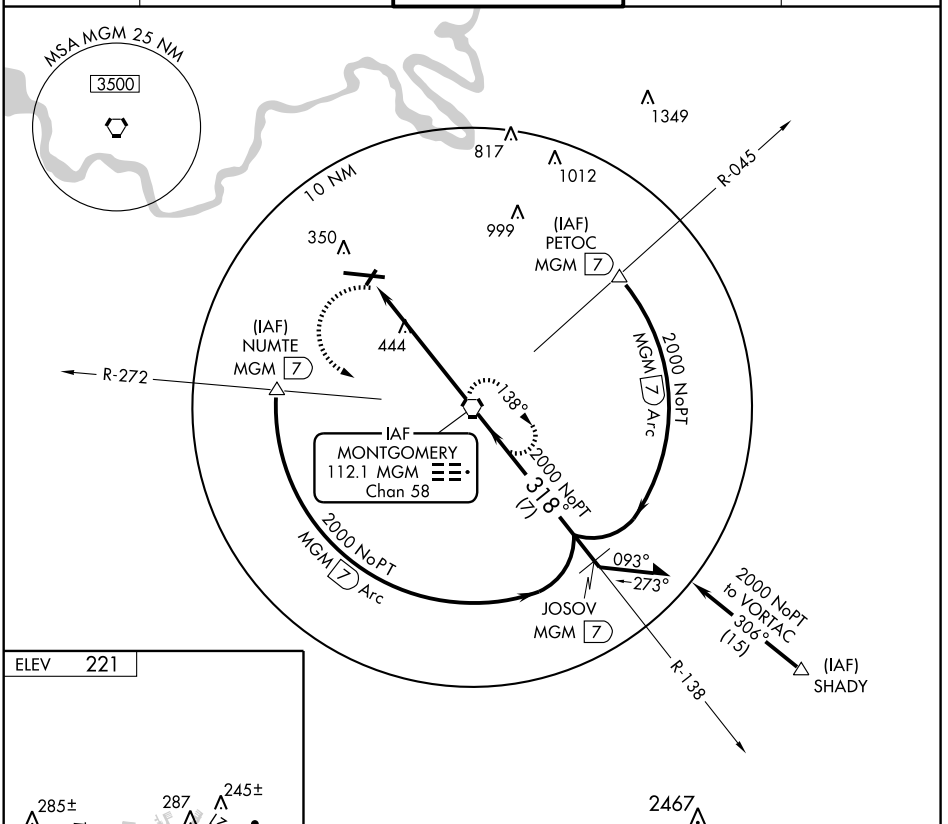
VOR-A

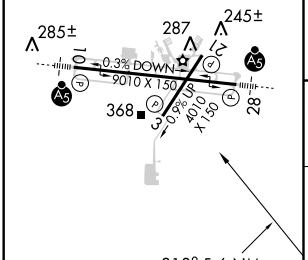
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

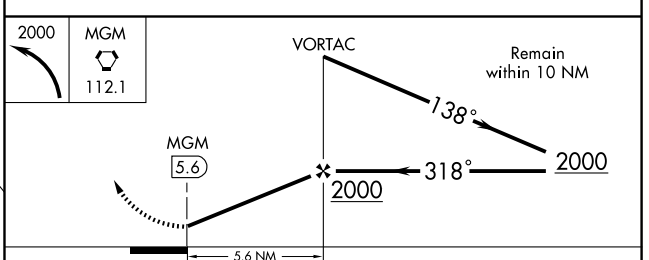
ASR

MISSED APPROACH: Climbing left turn to 2000 direct MGM VORTAC and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7(CTAF)(L) 360.85	121.7 348.6	118.3 270.3



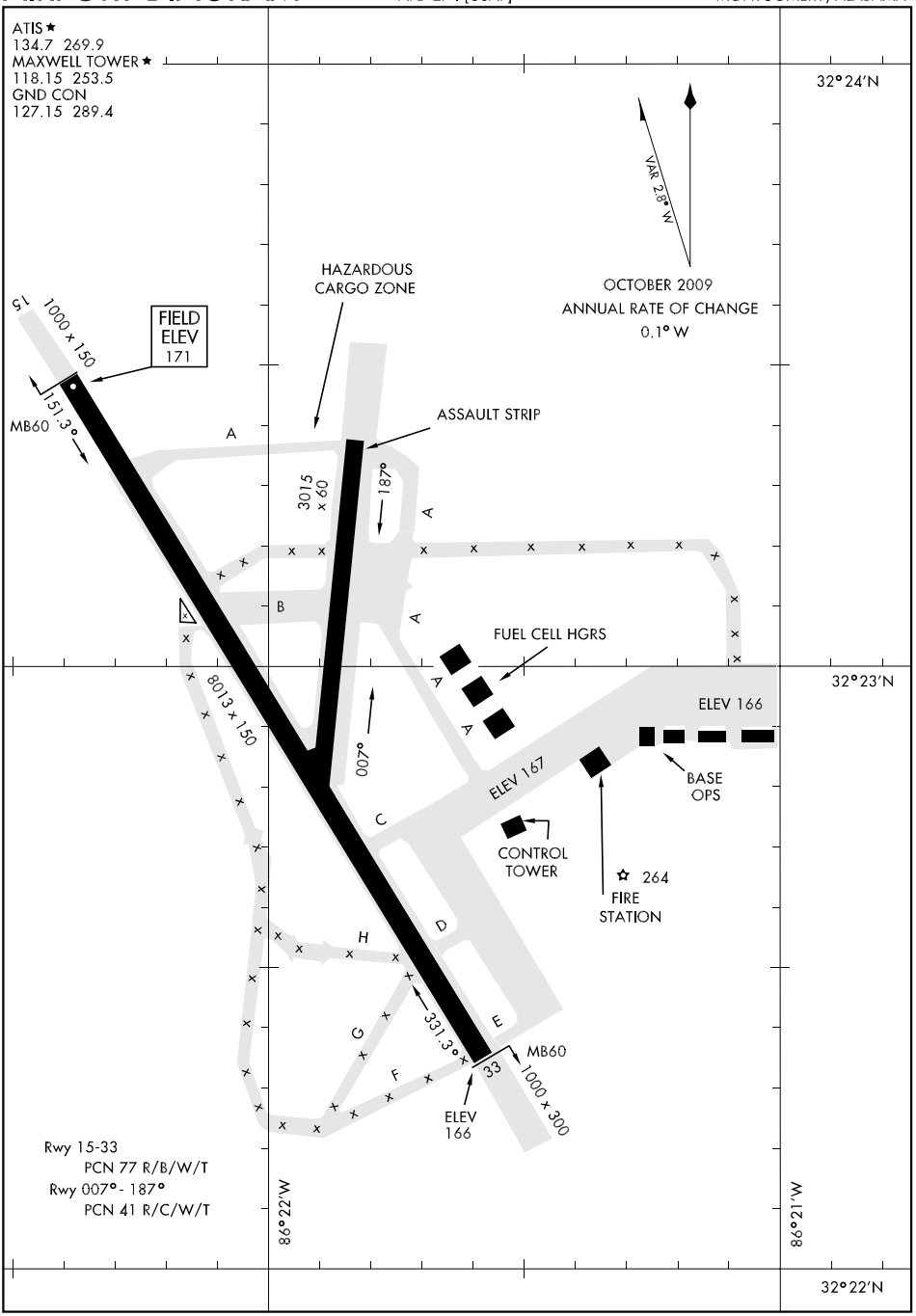




FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	760-1 539 (600-1)		760-1½ 539 (600-1½)	800-2 579 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 15

MAXWELL AFB (KMXF)

LOC I-MXF	APCH CRS	Rwy ldg 8013 TDZE 171 Arpt Elev 171
109.3	150°	

AL-274 [USAF]

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR all CAT to 55 and vis to 1 mile.
*** Circling not authorized E of Rwy 15-33.

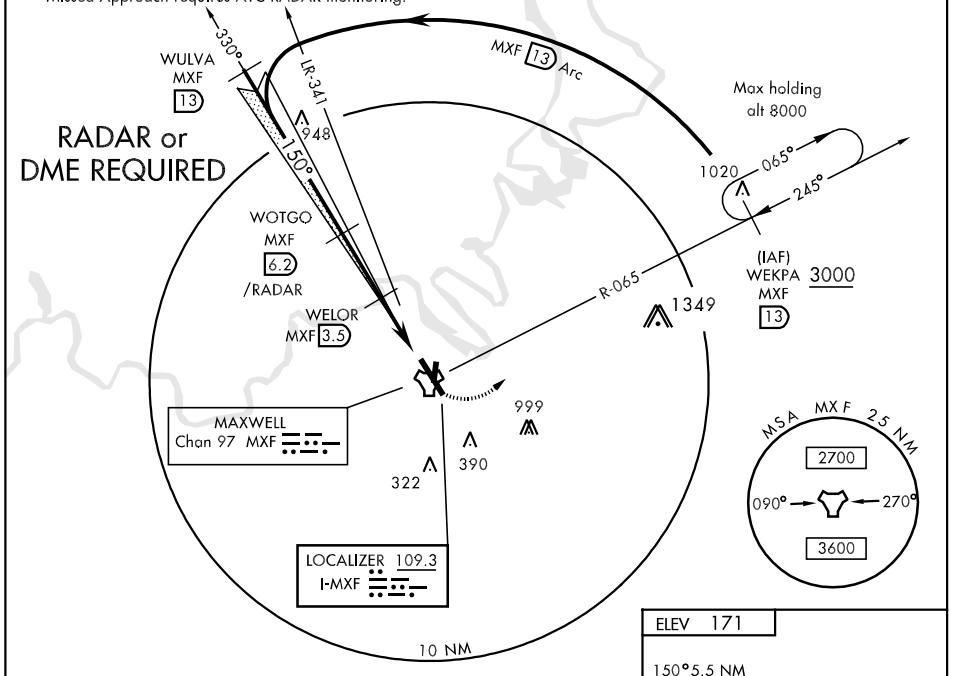
ALSF-1

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

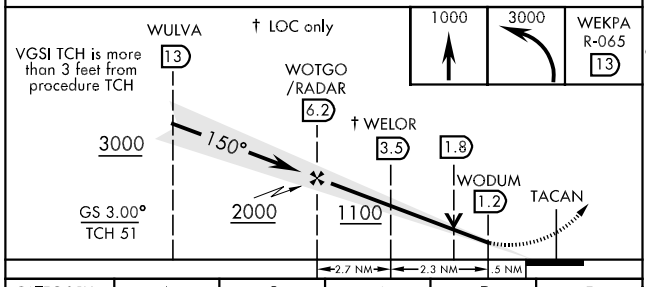
ATIS ★	MONTGOMERY APP CON	MAXWELL TOWER ★	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4

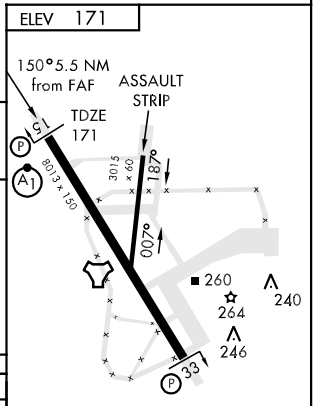
MXF DME available on freq. 115.0.
Missed Approach requires ATC RADAR monitoring.

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 5100





HIRL Rwy 15-33

CATEGORY	A	B	C	D	E
S-ILS 15 *	371/24 200 (200-½)				
S-LOC 15**	540/24 369 (400-½)		540/35 369 (400-⅝)		
CIRCLING***	680-1 509 (600-1)		680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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TACAN RWY 15

MAXWELL AFB (KMXF)

TACAN MXF Chan 97	APCH CRS 158°	Rwy Idg 8013 TDZE 171 Arpt Elev 171

AL-274 [USAF]

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized E of Rwy 15-33

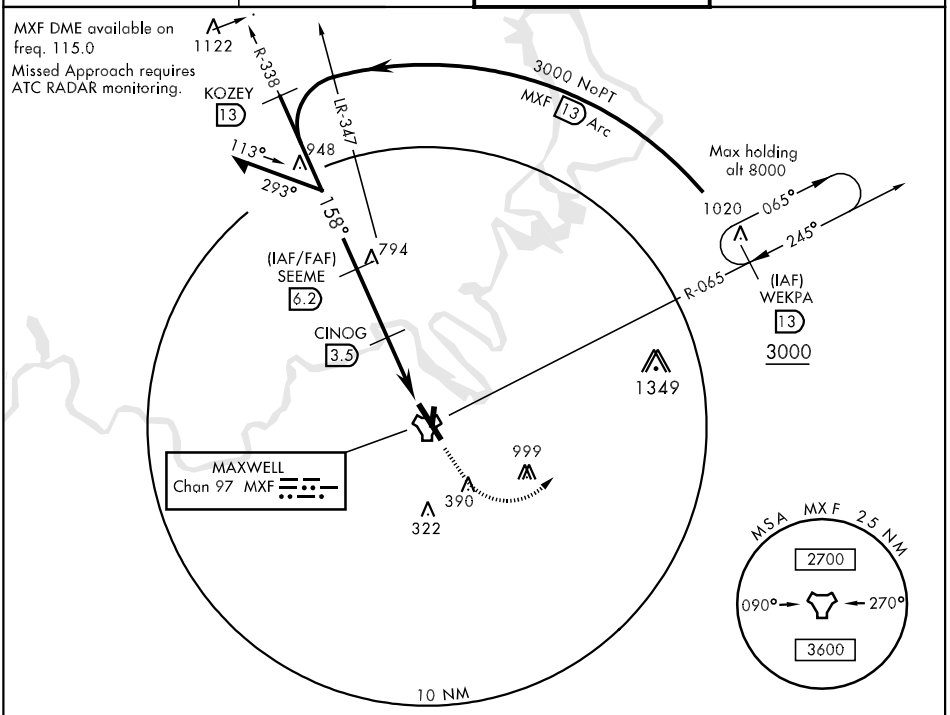
ALSF-1

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

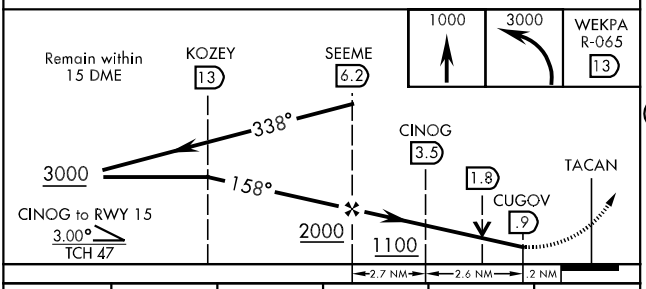
ATIS ★	MONTGOMERY APP CON	MAXWELL TOWER ★	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4

MXF DME available on freq. 115.0

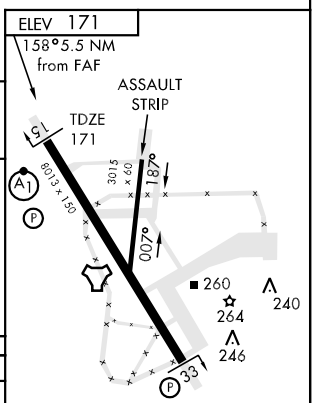
Missed Approach requires ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D	E
S-15 *	560/24	389 (400-½)	560/40	389 (400-¾)	
CIRCLING**	680-1	509 (600-1)	680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A



HIRL Rwy 15-33

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
MXF Chan 97	323°	8013	166	171

AL-274 [USAF]

TACAN RWY 33

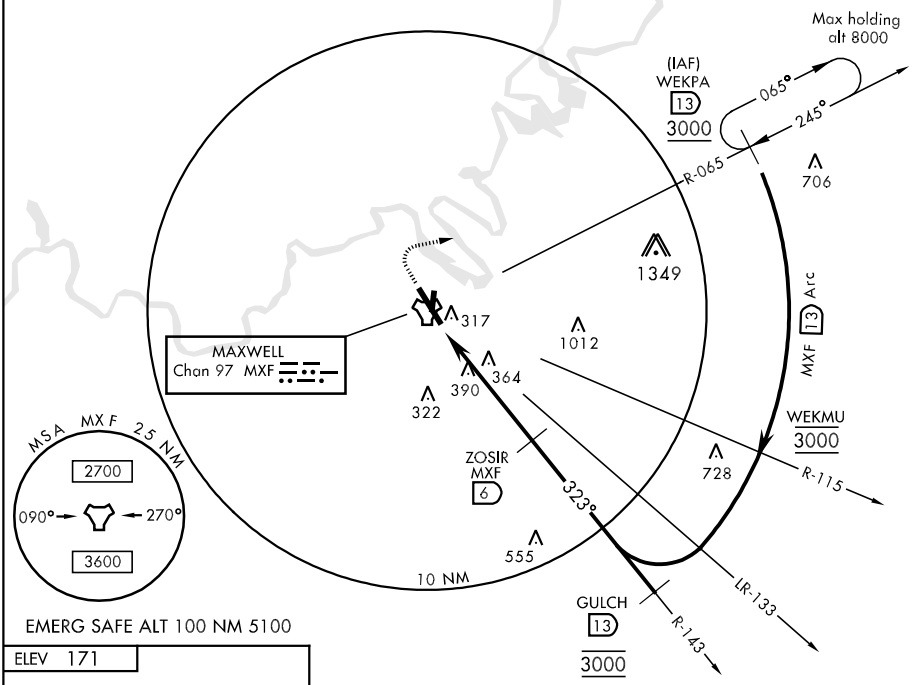
MAXWELL AFB (KMXF)

▼ * Circling not authorized E of Rwy 15-33.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WEKPA and hold.

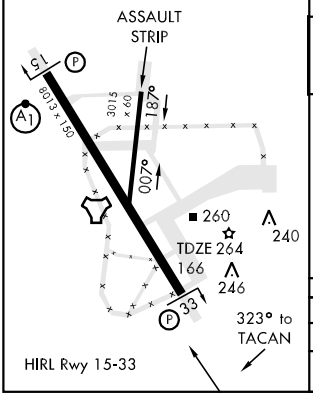
ATIS ★	MONTGOMERY APP CON	MAXWELL TOWER ★	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4

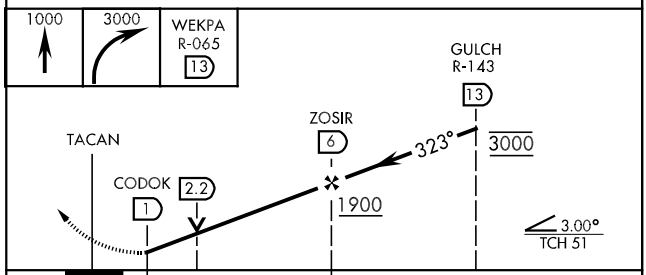
MXF DME available on freq. 115.0.
Missed Approach requires ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5100

ELEV 171





CATEGORY	A	B	C	D	E
S-33	740-1 574 (600-1)		740-1⅝ 574 (600-1⅝)		
CIRCLING *	740-1 569 (600-1)		740-1⅝ 569 (600-1⅝)	740-2 569 (600-2)	N/A

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MSL	APP CRS	Rwy Idg	6694
109.7	294°	TDZE	551
		Apt Elev	551

ILS or LOC RWY 29

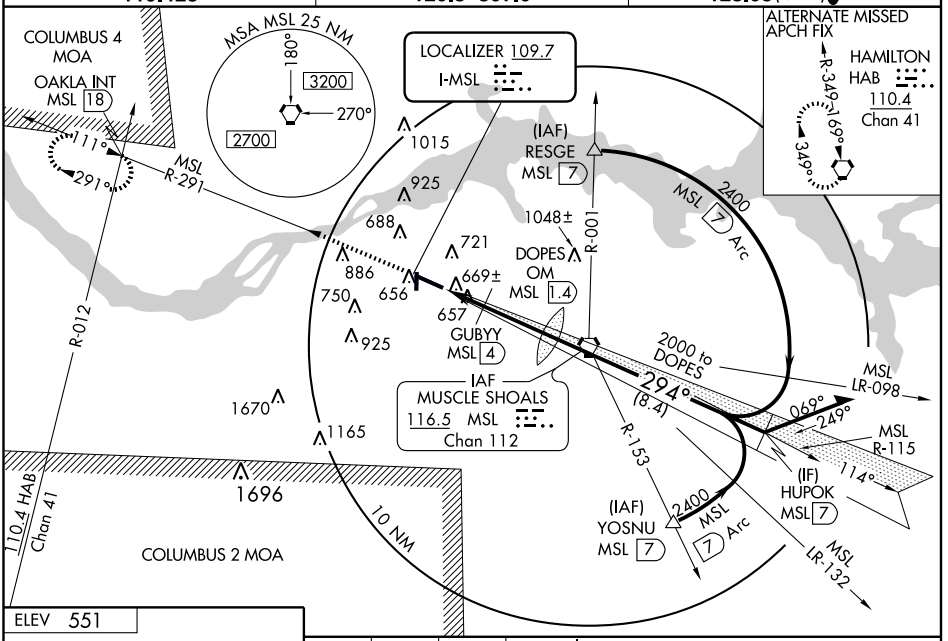
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

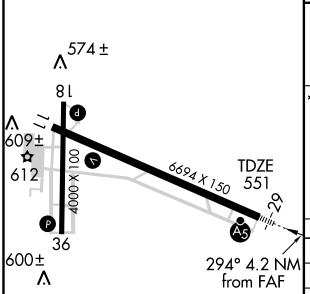
When local altimeter setting not received, use Decatur altimeter setting: increase all DA 83 feet; all MDA 100 feet and increase S-LOC 29 Cat C visibility ¼ mile and Cat D visibility ½ mile, and Circling Cat C visibility ¼ mile; increase GUBYY Fix minimums S-LOC 29 Cat C and D visibility ¼ mile. DME from MSL VORTAC. Simultaneous reception of I-MSL and MSL VORTAC DME required for GUBYY fix minimums. For inoperative MALSR when using Decatur altimeter setting, increase S-ILS 29 all Cats visibility to 1 mile.
When VGSI Inop, Circling Rwy 18 NA at night.

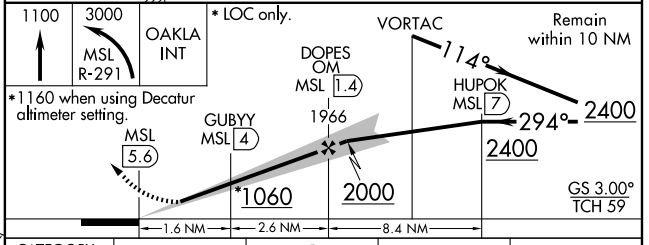
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via MSL VORTAC R-291 to OAKLA INT/MSL VORTAC 18 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF)







CATEGORY	A	B	C	D
S-ILS 29	751-½	200 (200-½)		
S-LOC 29	1060-½ 509 (600-½)		1060-1 509 (600-1)	
CIRCLING	1060-1 509 (600-1)		1060-1½ 509 (600-1½)	1120-2 569 (600-2)
GUBYY FIX MINIMUMS				
S-LOC 29	920-½ 369 (400-½)			920-¾ 369 (400-¾)
CIRCLING	1040-1 489 (500-1)		1040-1½ 489 (500-1½)	1120-2 569 (600-2)

REIL Rwy 11 (L)
MIRL Rwy 18-36 (L)
HIRL Rwy 11-29 (L)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6694
CH 90518	114°	TDZE	544
W11A		Apt Elev	551

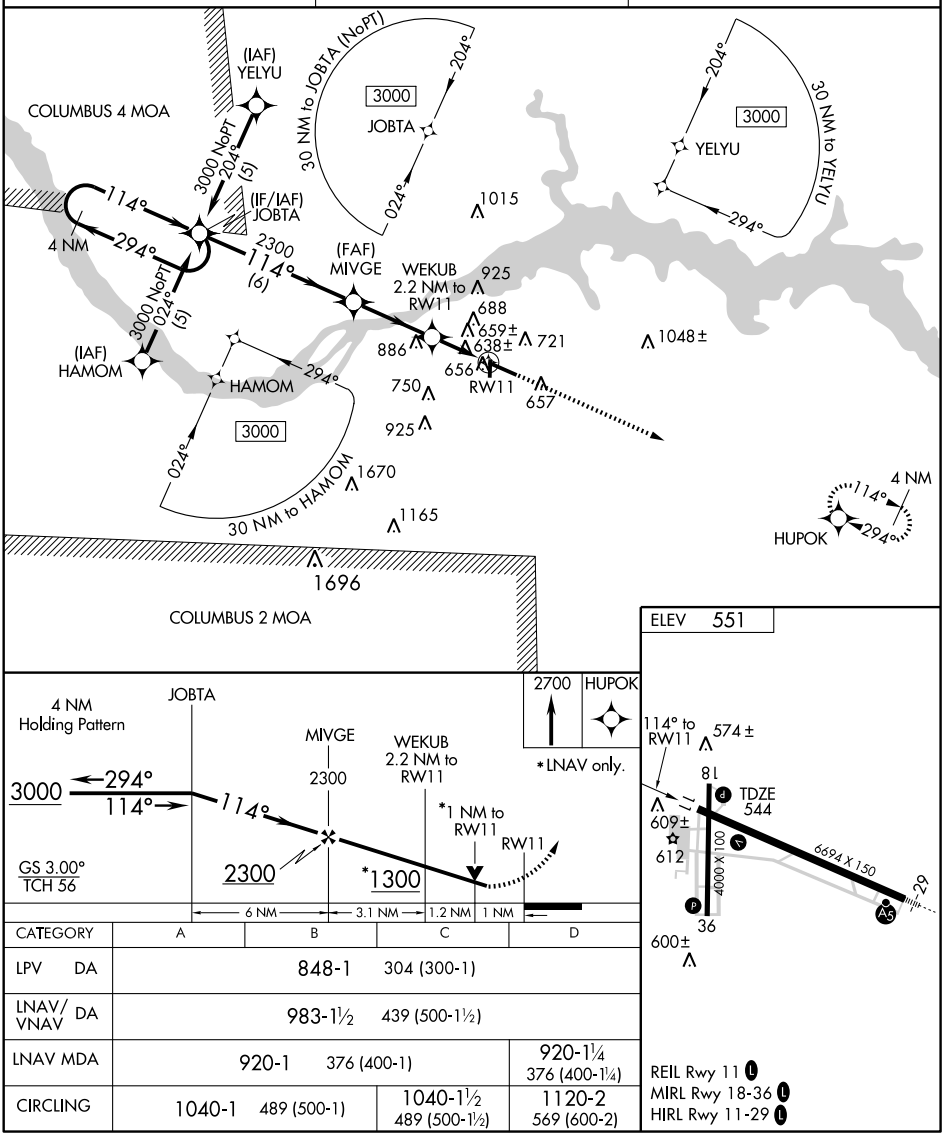
RNAV (GPS) RWY 11

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop, Circling Rwy 18 NA at night. When local altimeter setting not received use Decatur altimeter setting and increase all DA 83 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4° F) or above 48°C (118°F).
Baro-VNAV NA when using Decatur altimeter setting. VDP NA with Decatur altimeter setting.

MISSED APPROACH: Climb to 2700 direct HUPOK and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	848-1	304 (300-1)		
LNAV/ VNAV DA	983-1½	439 (500-1½)		
LNAV MDA	920-1	376 (400-1)		920-1¼ 376 (400-1¼)
CIRCLING	1040-1	489 (500-1)	1040-1½ 489 (500-1½)	1120-2 569 (600-2)

REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

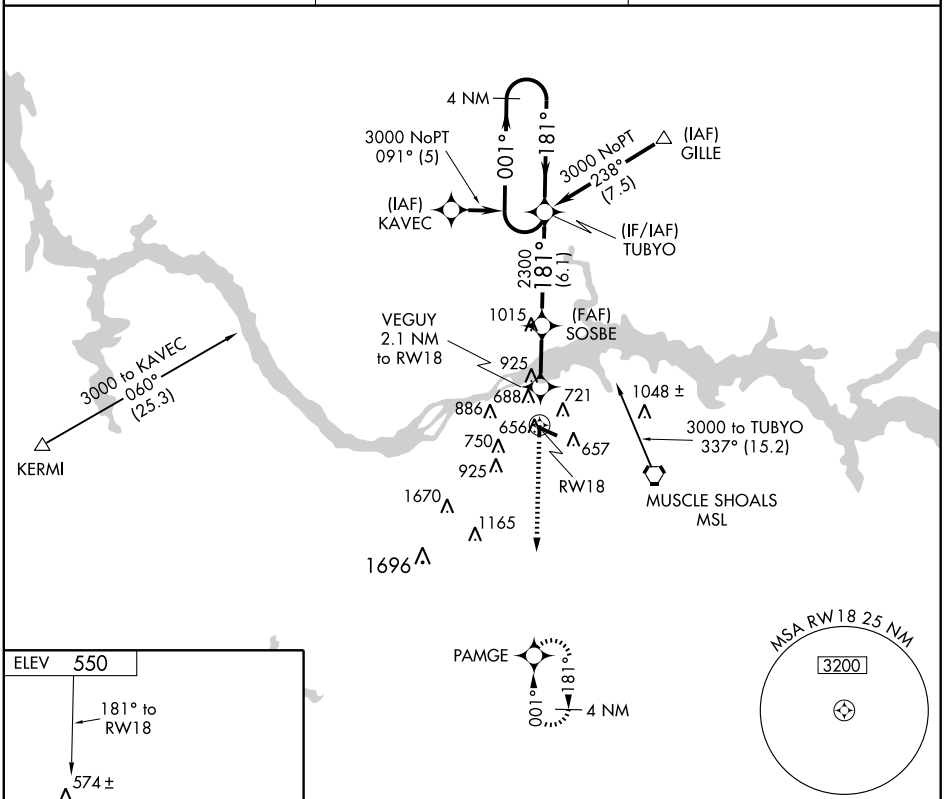
APP CRS	Rwy Idg	4000
181°	TDZE	547
	Apt Elev	550

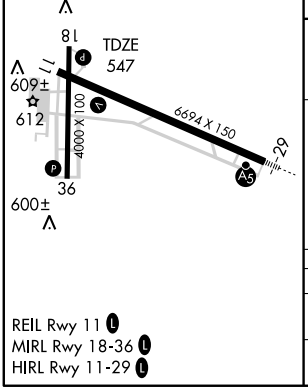
RNAV (GPS) RWY 18

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

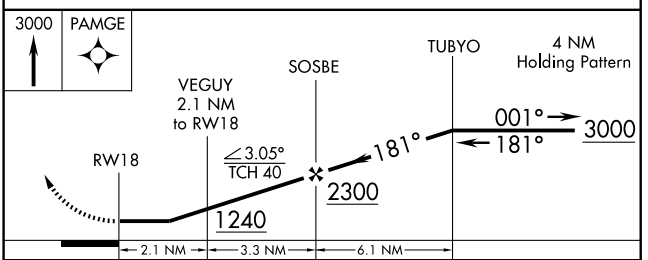
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct PAMGE WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L





REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	940-1 393 (400-1)			940-1¼ 393 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40000 W29A	APP CRS 294°	Rwy Idg 6694 TDZE 551 Apt Elev 551

RNAV (GPS) RWY 29

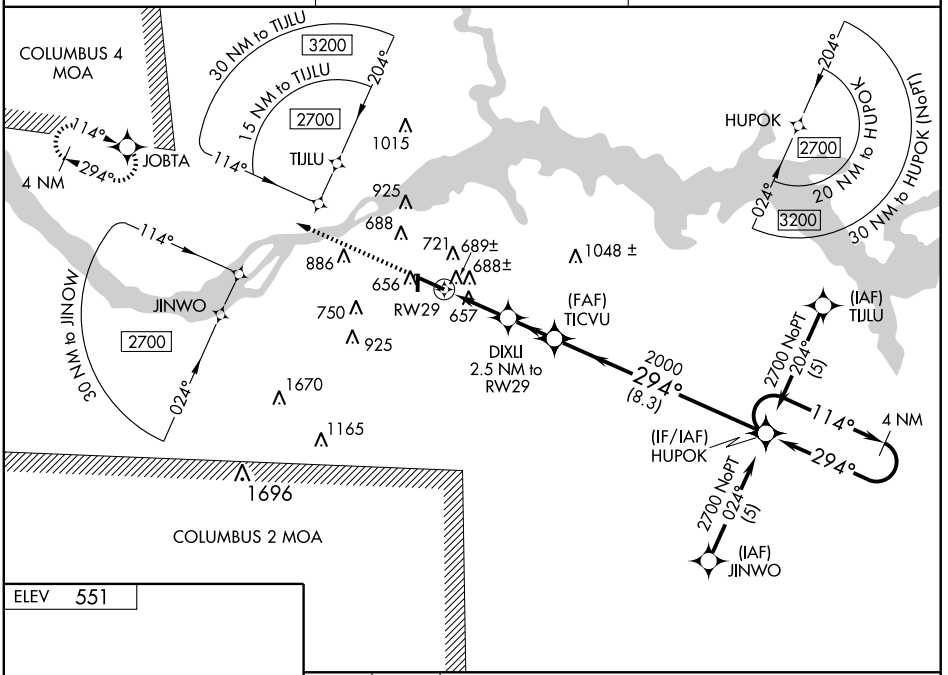
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

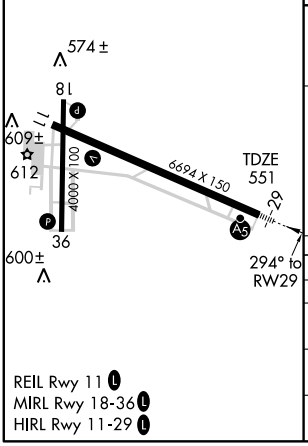
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116°F). When local altimeter setting not received use Decatur altimeter setting and increase all DA 83 feet and all MDA 100 feet; increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. When VGSI Inop, circling Rwy 18 NA at night. Baro-VNAV NA when using Decatur altimeter setting. For inoperative MALSR when using Decatur altimeter setting, increase LPV all Cats visibility to 1 mile.
VDP NA with Decatur altimeter setting.

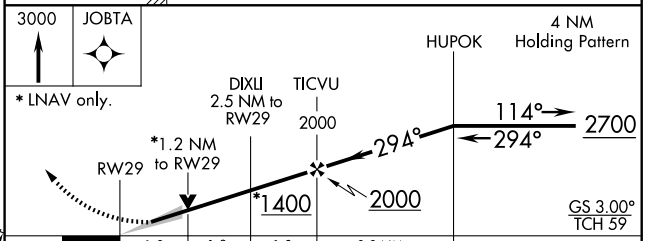
MALSR

MISSED APPROACH: Climb to 3000 direct JOBTA and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		751-½	200 (200-½)	
LNAV/VNAV DA		975-1	424 (500-1)	
LNAV MDA	980-½ 429 (500-½)		980-¾ 429 (500-¾)	980-1 429 (500-1)
CIRCLING	1040-1 489 (500-1)		1040-1½ 489 (500-1½)	1120-2 569 (600-2)

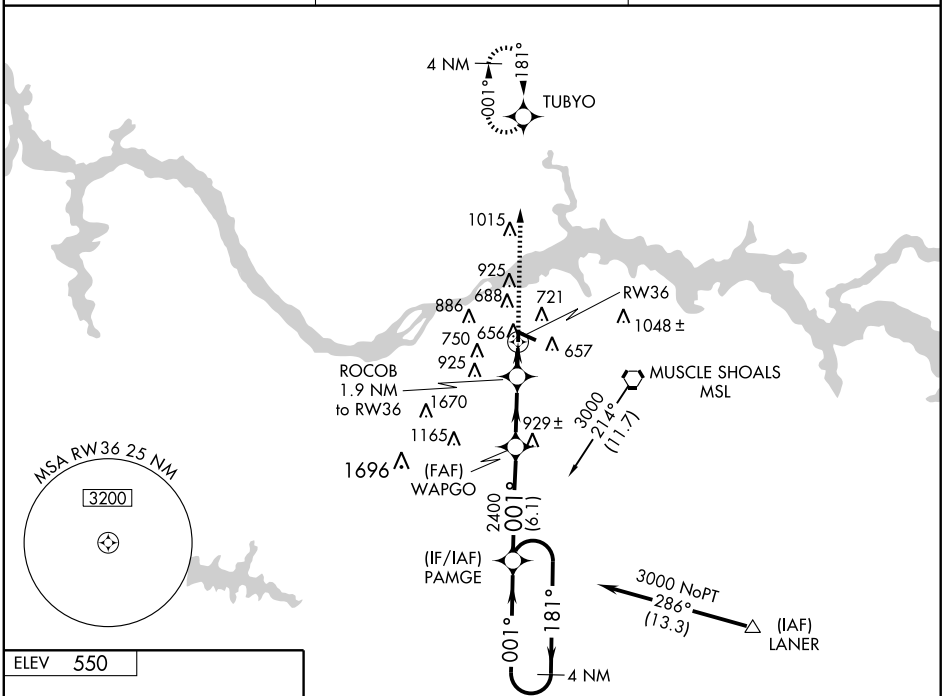
SE-4, 21 OCT 2010 to 18 NOV 2010

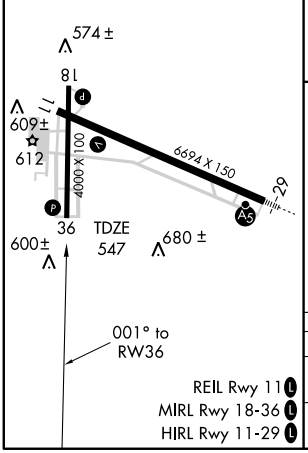
APP CRS	Rwy Idg	4000
001°	TDZE	547
	Apt Elev	550

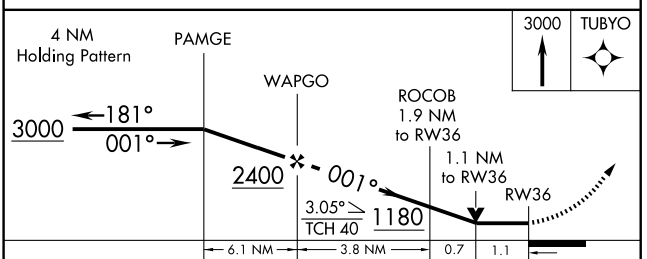
RNAV (GPS) RWY 36

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 18.		MISSED APPROACH: Climb to 3000 direct TUBYO WP and hold.
ASOS 119.425	MEMPHIS CENTER 120.8 307.0	UNICOM 123.05 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	940-1 393 (400-1)			940-1¼ 393 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MSL	APP CRS	Rwy Idg	6694
116.5	111°	TDZE	544
Chan 112		Apt Elev	550

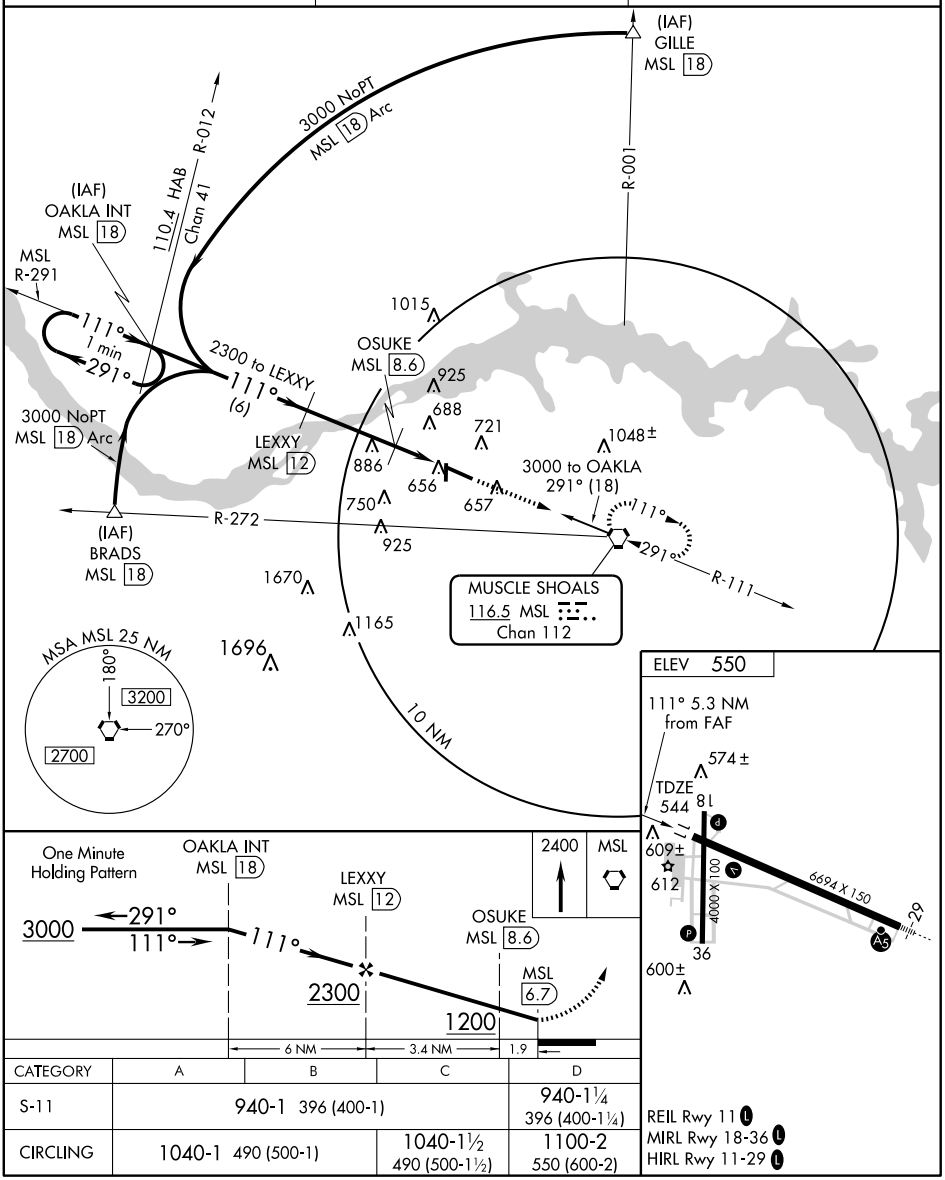
VOR/DME RWY 11

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

NA — Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to 2400 direct MSL VORTAC and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-11	940-1 396 (400-1)			940-1¼ 396 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MSL	APP CRS	Rwy Idg	6694
116.5	291°	TDZE	550
Chan 112		Apt Elev	550

VOR RWY 29

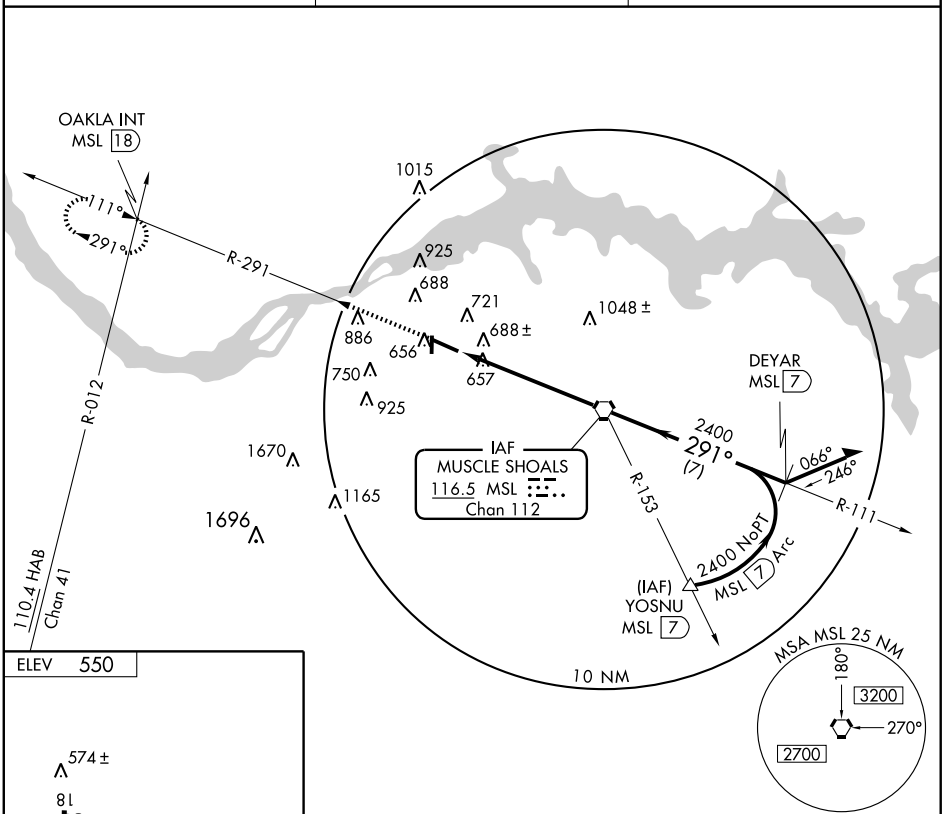
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

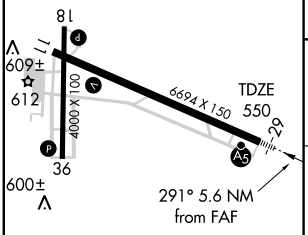
NA For inoperative MALSR, increase S-29 Cat. D visibility to 1¼. Circling NA at night to Rwy 18.

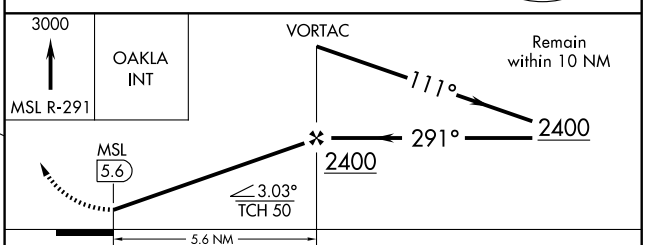
MALSR

MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int/MSL 18 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L







REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-29	960-½	410 (500-½)	960-¾ 410 (500-¾)	960-1 410 (500-1)
CIRCLING	1040-1	490 (500-1)	1040-1½ 490 (500-1½)	1100-2 550 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5152
303°	TDZE	353
	Apt Elev	356

GPS RWY 30

OZARK / BLACKWELL FIELD (71J)

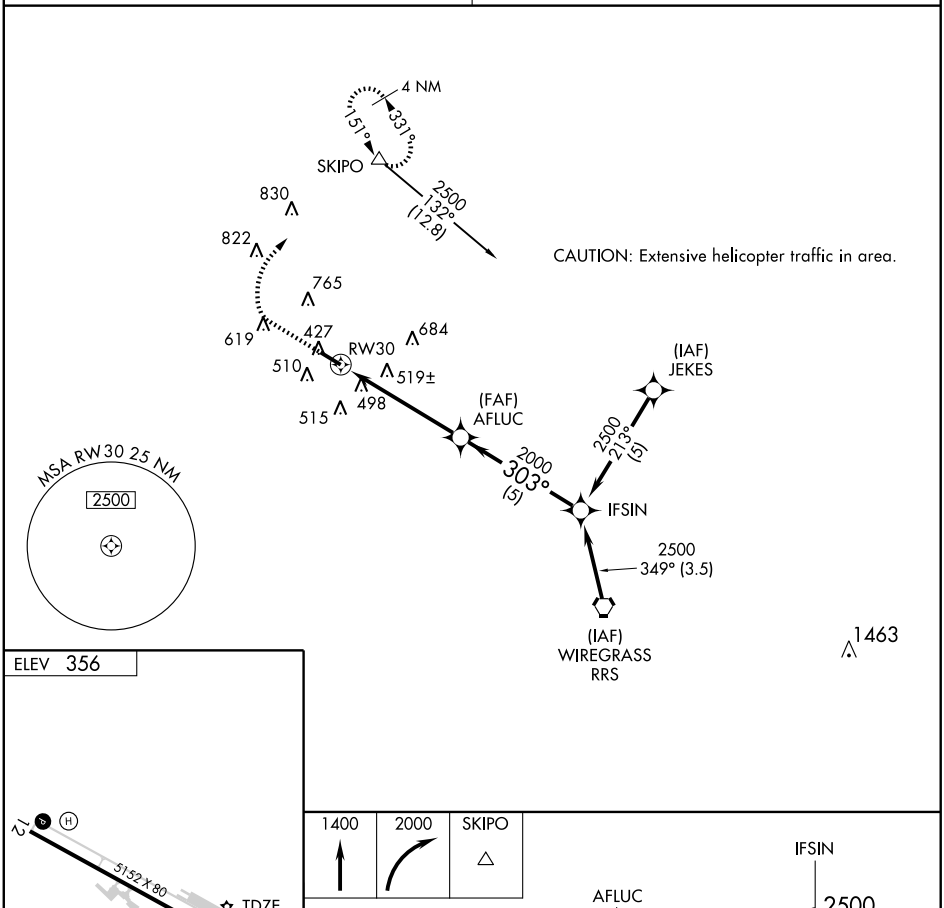
NA

Use Cairns AAF (Fort Rucker) altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct SKIPO WP and hold.

CAIRNS APP CON ★
125.4 327.125

UNICOM
122.7 (CTAF) L



CATEGORY	A	B	C	D
S-30	820-1 467 (500-1)		820-1¼ 467 (500-1¼)	NA
CIRCLING	940-1 584 (600-1)		960-1¾ 604 (700-1¾)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RRS	APP CRS	Rwy Idg	5152
111.6	311°	TDZE	354
Chan 53		Apt Elev	356

VOR RWY 30

OZARK / BLACKWELL FIELD (71J)

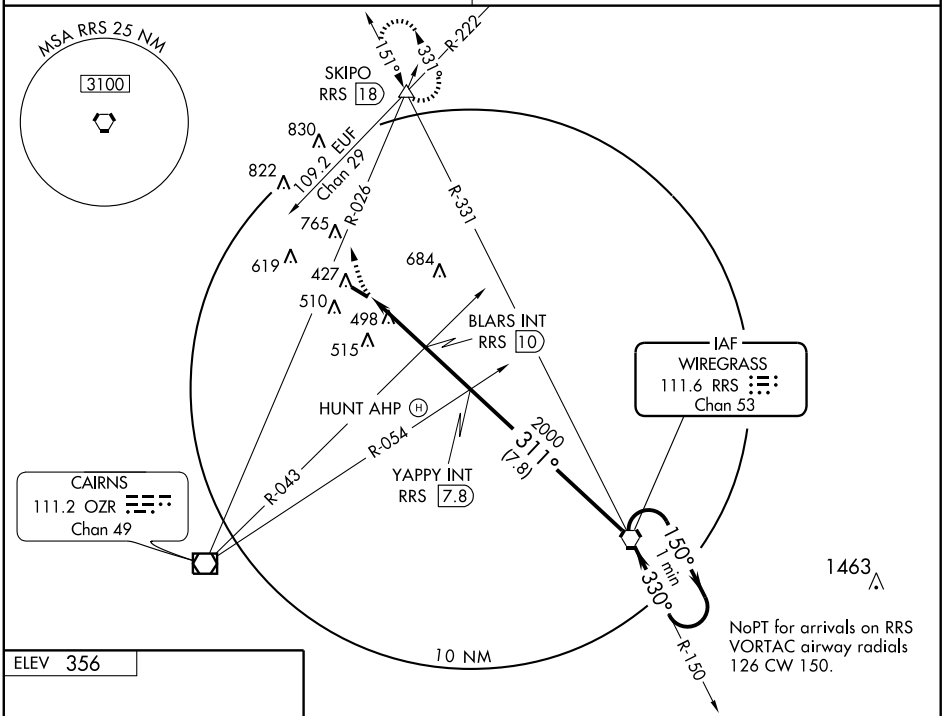
Use Cairns altimeter setting.
CAUTION: Extensive helicopter traffic in area.

NA

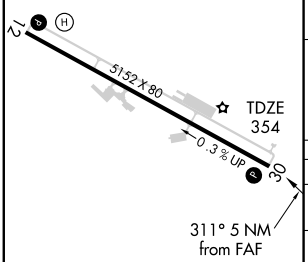
MISSED APPROACH: Climbing right turn to 2000 via OZR R-021 to SKIPO Int and hold.

CAIRNS APP CON ★
125.4 327.125

UNICOM
122.7 (CTAF) L

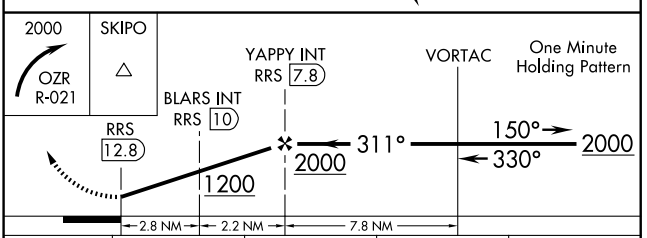


ELEV 356



REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-30	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
CIRCLING	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
BLARS FIX MINIMA				
S-30	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	NA
CIRCLING	880-1 526 (600-1)		920-1½ 566 (600-1½)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

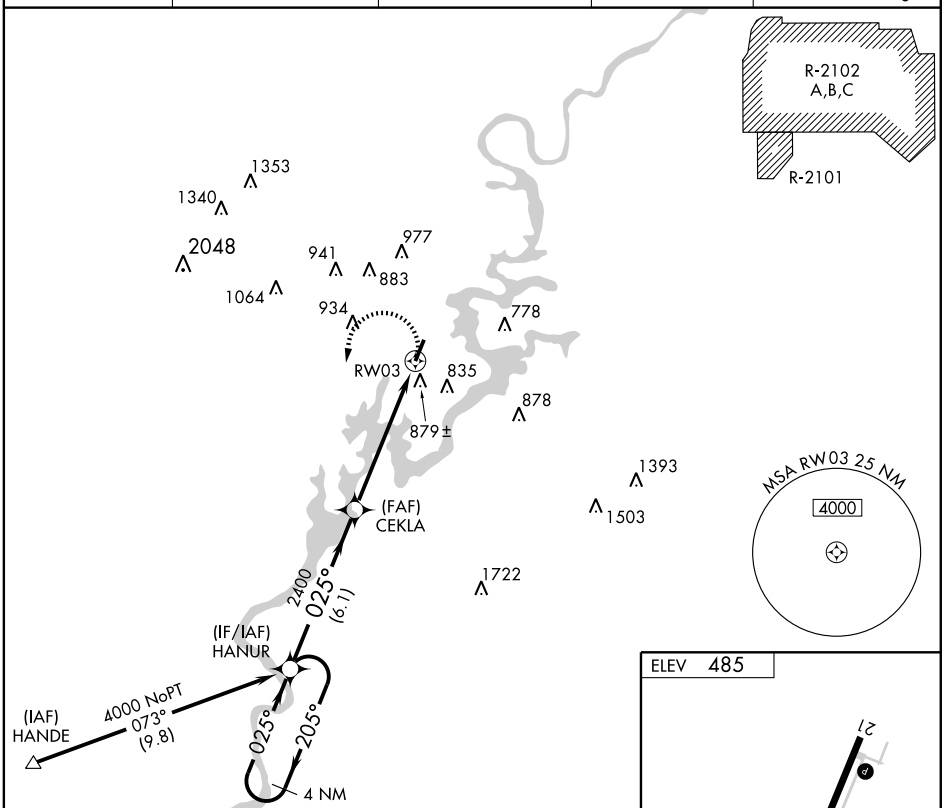
PELL CITY/ST CLAIR COUNTY (PLR)

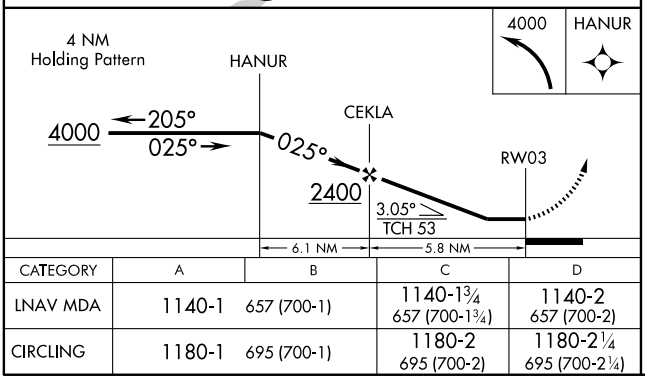
APP CRS	Rwy Idg	4951
025°	TDZE	483
	Apt Elev	485

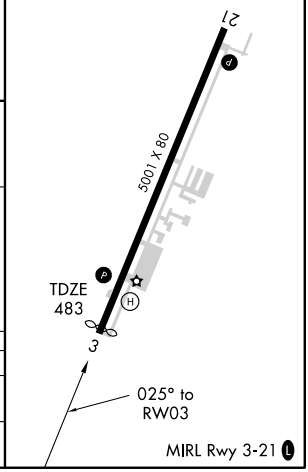
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 80 feet. Increase LNAV Cat C/D and Circling Cats B/C/D, visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3	TALLADEGA AWOS-3	BIRMINGHAM APP CON	GCO	UNICOM
119.625	118.425	123.8 381.5	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1 657 (700-1)		1140-1¾ 657 (700-1¾)	1140-2 657 (700-2)
CIRCLING	1180-1 695 (700-1)		1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

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WAAS	APP CRS	Rwy Idg	5001
CH 78304	205°	TDZE	485
W21A		Apt Elev	485

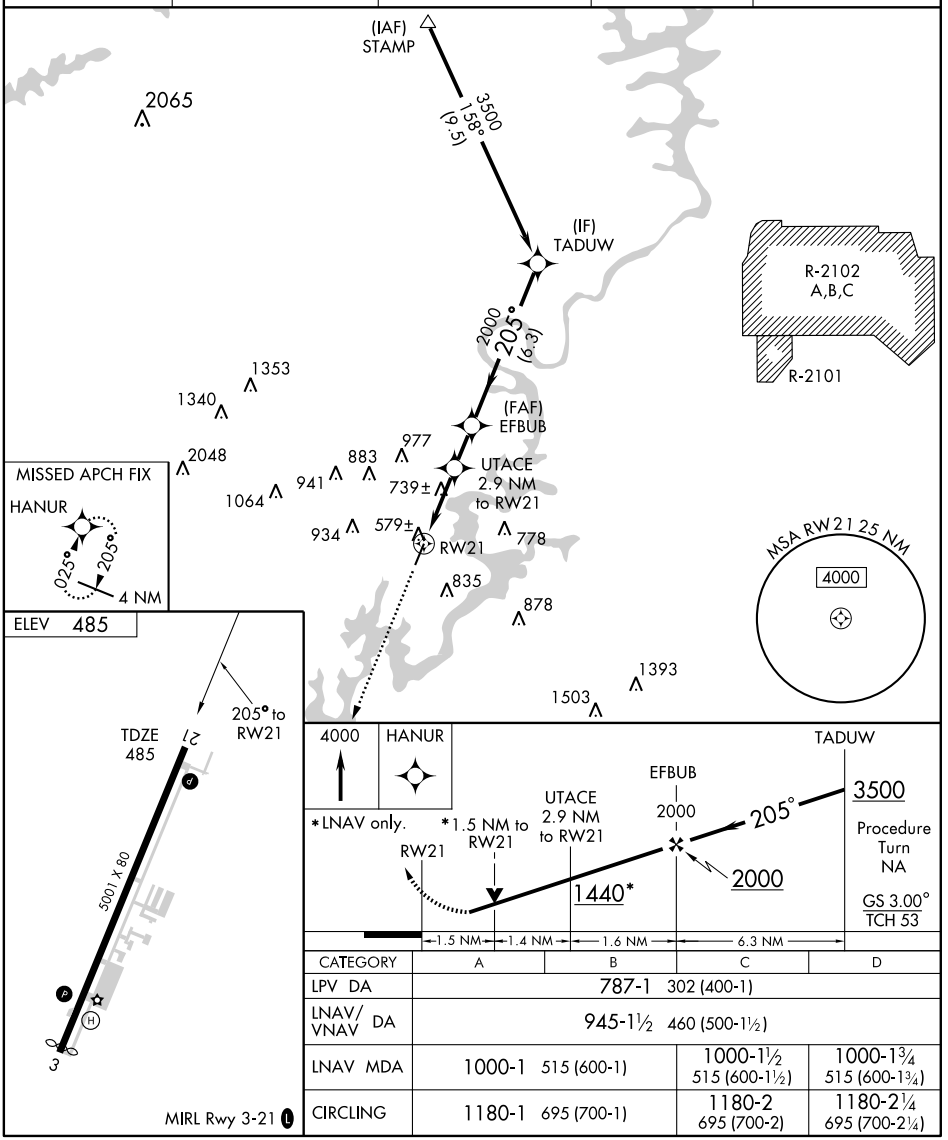
RNAV (GPS) RWY 21

PELL CITY/ST CLAIR COUNTY (PLR)

T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV and LNAV/VNAV DA 64 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, and Circling Cats B/C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3	TALLADEGA AWOS-3	BIRMINGHAM APP CON	GCO	UNICOM
119.625	118.425	123.8 381.5	121.725	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	787-1 302 (400-1)			
LNAV/VNAV DA	945-1½ 460 (500-1½)			
LNAV MDA	1000-1 515 (600-1)		1000-1½ 515 (600-1½)	1000-1¾ 515 (600-1¾)
CIRCLING	1180-1 695 (700-1)		1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

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SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME TDG	APP CRS	Rwy Idg	N/A
108.8	263°	TDZE	N/A
Chan 25		Apt Elev	485

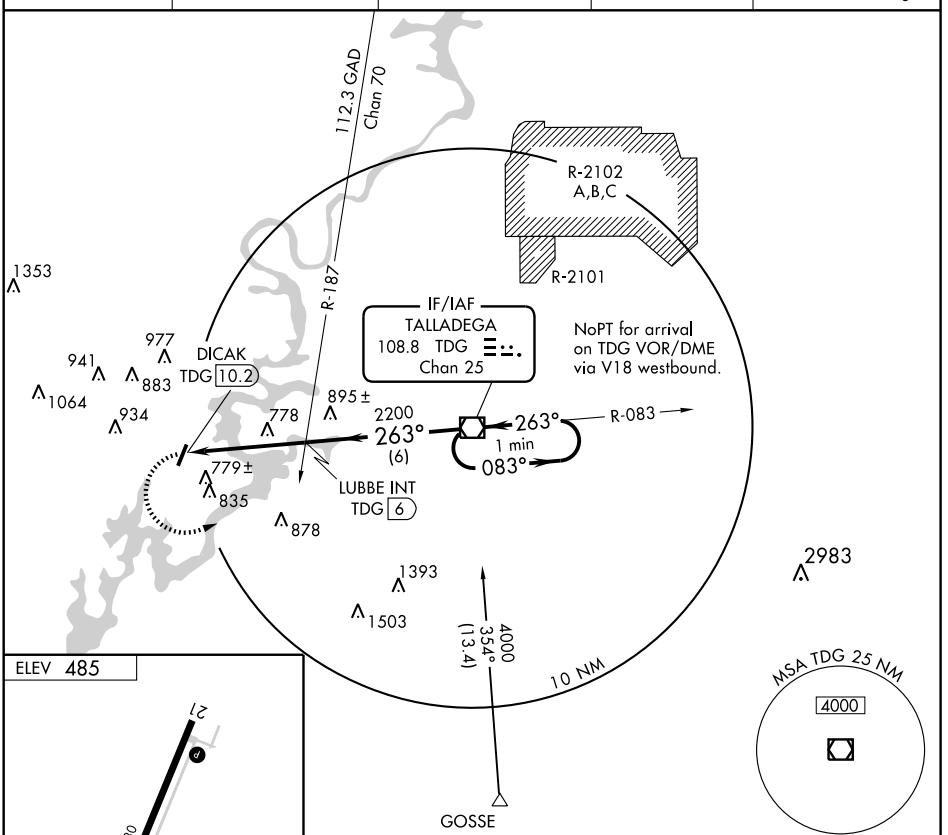
VOR-A

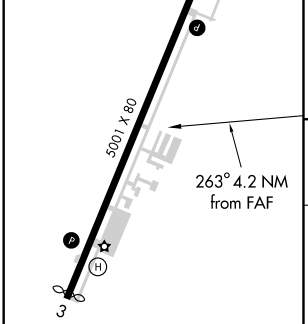
PELL CITY/ ST CLAIR COUNTY (PLR)

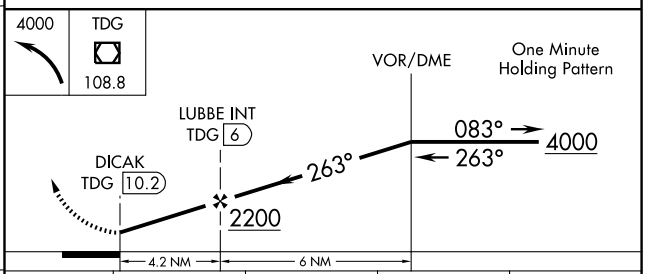
T
NA When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 80 feet, and Circling Cats B/C/D visibility ¼ mile. Dual VOR or DME Required.

MISSED APPROACH: Climbing left turn to 4000 direct TDG VOR/DME and hold, continue climb-in-hold to 4000.

AWOS-3	TALLADEGA AWOS-3	BIRMINGHAM APP CON	GCO	UNICOM
119.625	118.425	123.8 381.5	121.725	123.05 (CTAF) L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	1180-1 695 (700-1)		1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

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APP CRS	Rwy Idg	5400
089°	TDZE	225
	Apt Elev	225

RNAV (GPS) RWY 9

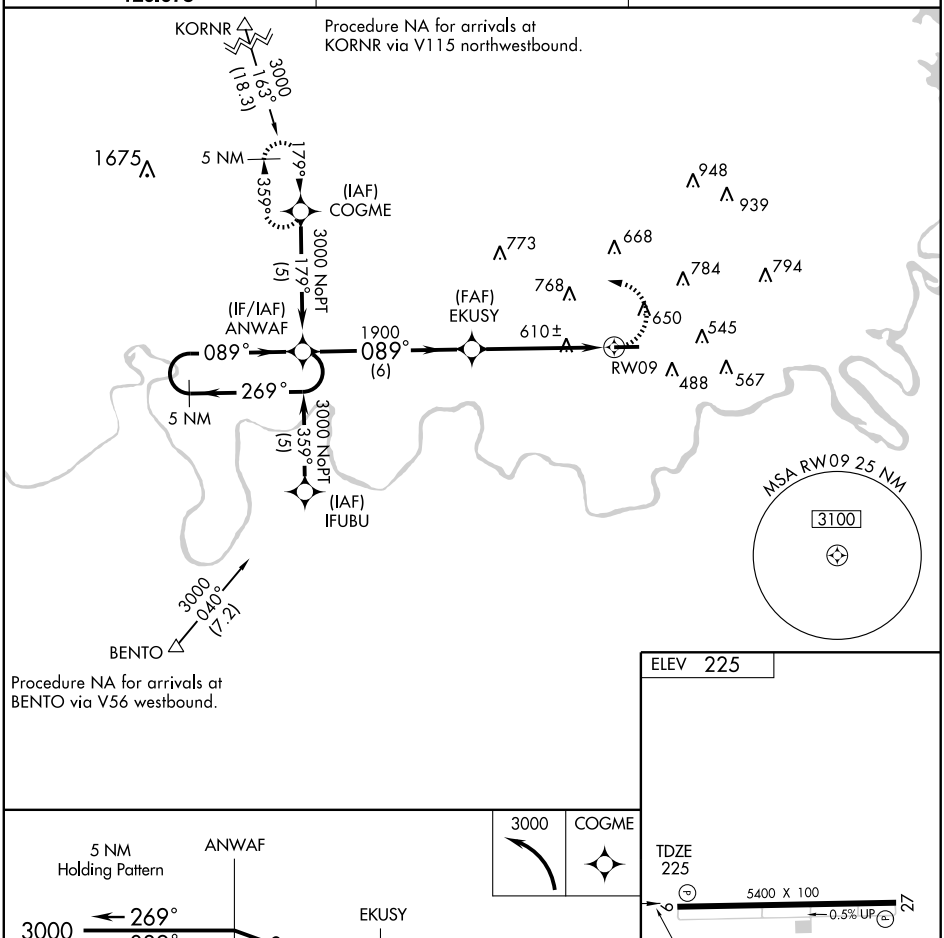
PRATTVILLE-GROUBY FIELD (1A9)

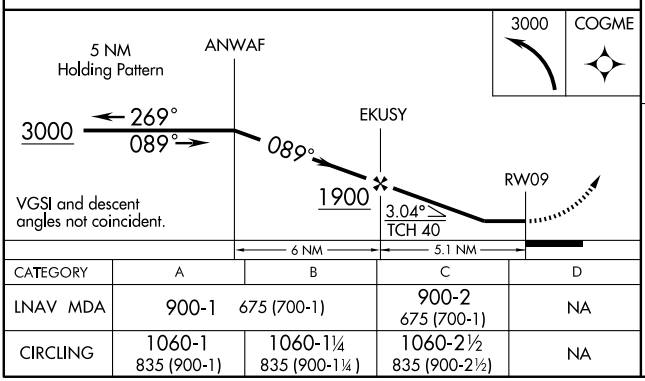
T
NA

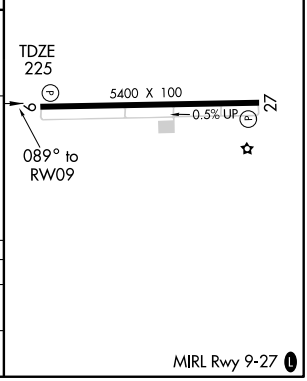
Use Montgomery altimeter setting.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct COGME and hold.

MONTGOMERY ASOS	MONTGOMERY APP CON ★	UNICOM
120.675	121.2 380.225	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1 675 (700-1)		900-2 675 (700-1)	NA
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)	NA

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VORTAC MGM 112.1 Chan 58	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 225

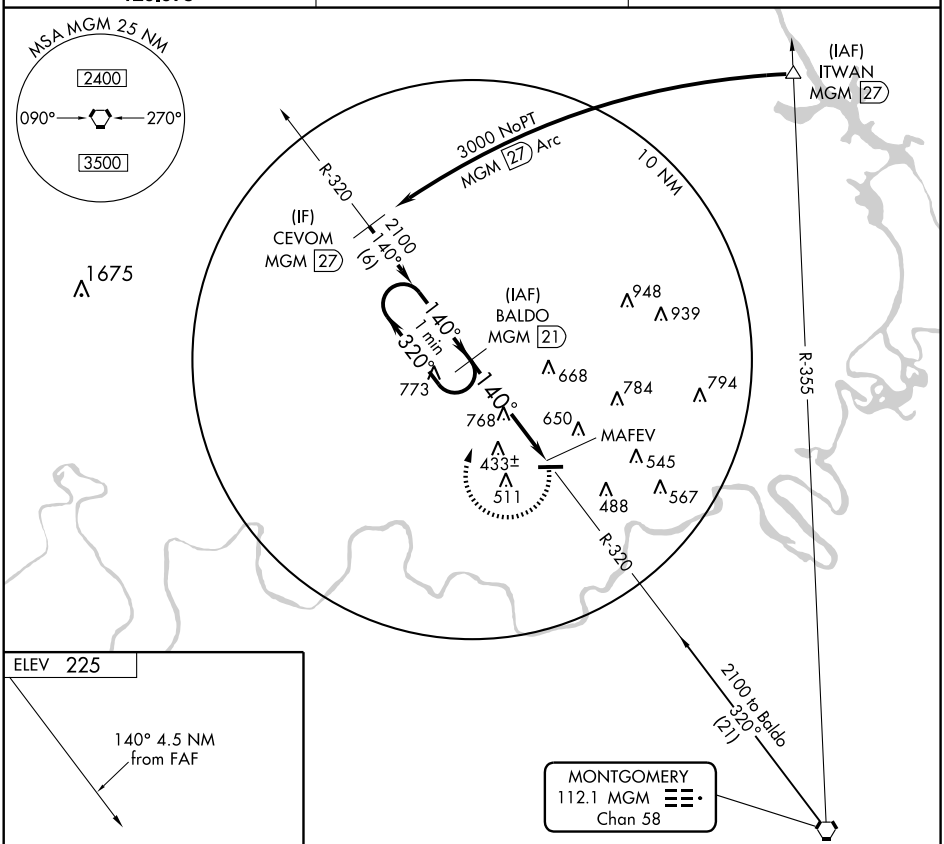
VOR/DME-A

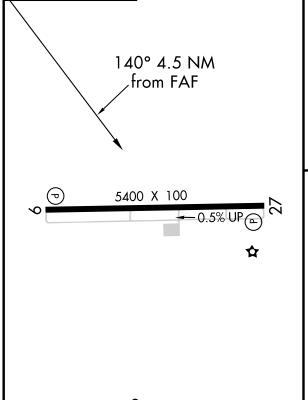
PRATTVILLE-GROUBY FIELD (1A9)

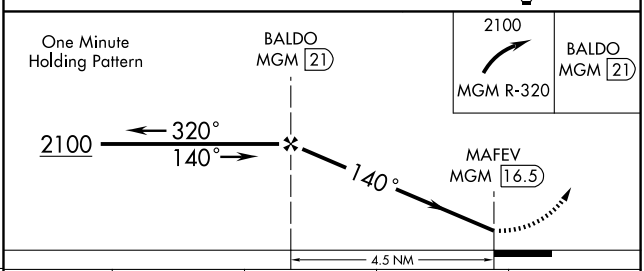
Use Montgomery altimeter setting; if not received, use Alexander City altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing right turn to 2100 via MGM VORTAC R-320 to BALDO/21 DME and hold.

MONTGOMERY ASOS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	UNICOM 122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)	NA

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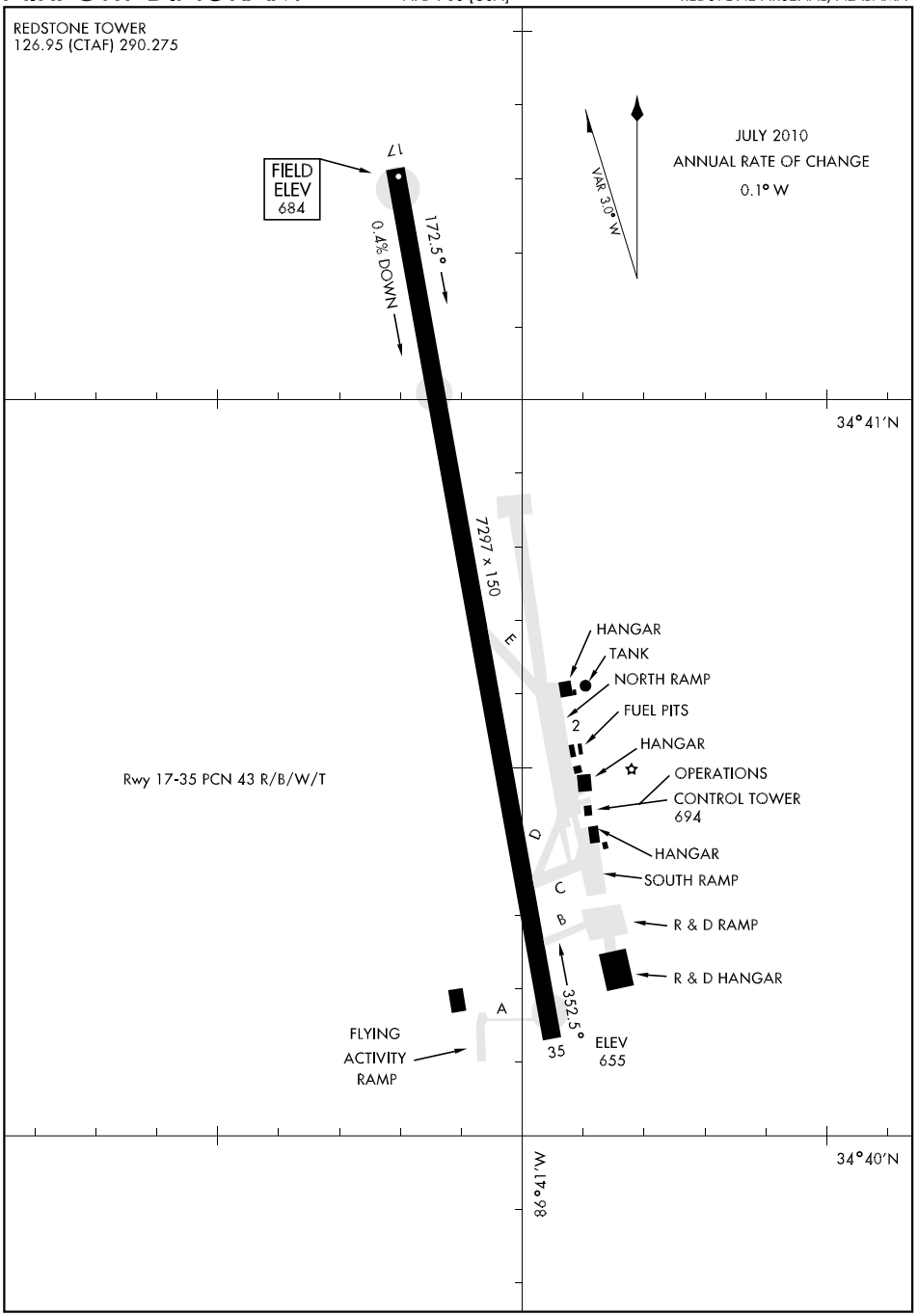
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB RWY 17

NDB HUA 287	APCH CRS 183°	Rwy Idg 7297 TDZE 684 Arpt Elev 684

AL-703 [USA]

REDSTONE AAF (KHUA)

NA
* When ALS inop, increase CAT BCD vis ¼ mile.
** When ALS inop, increase CAT CD vis ¼ mile.
*** Circling not authorized E of Rwy 17-35.

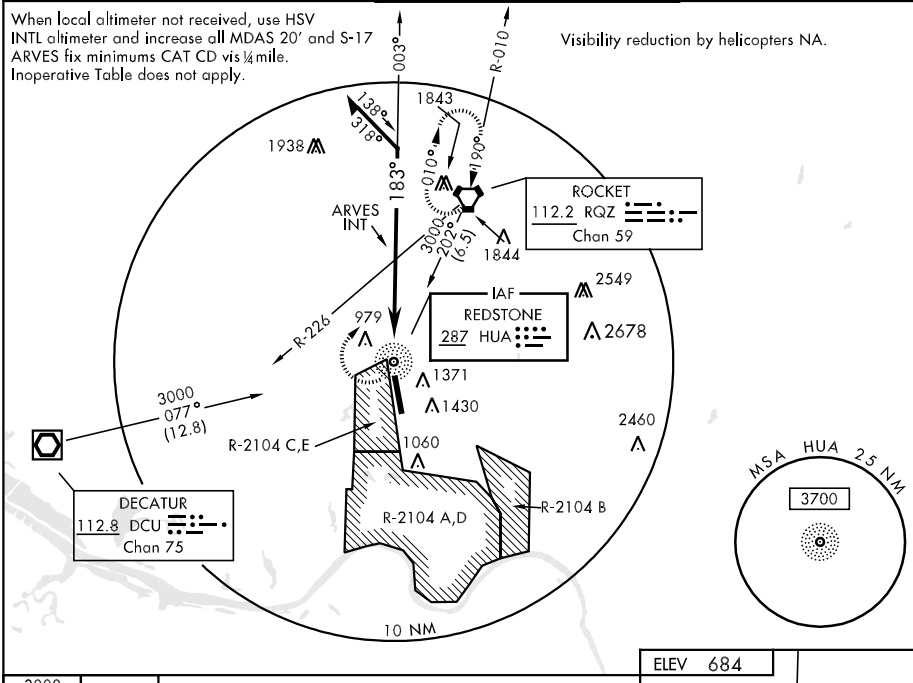
SALS (A2)

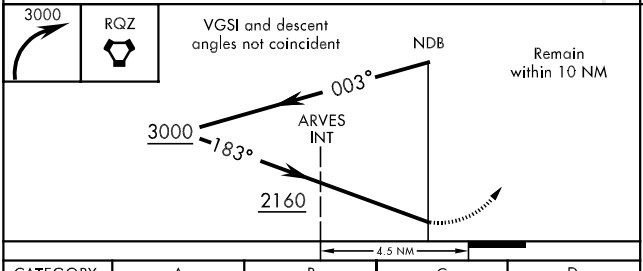
MISSED APPROACH: Climbing right turn to 3000 direct RQZ VORTAC and hold.

HUNTSVILLE APP CON	REDSTONE TOWER ★	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) L 290.275	

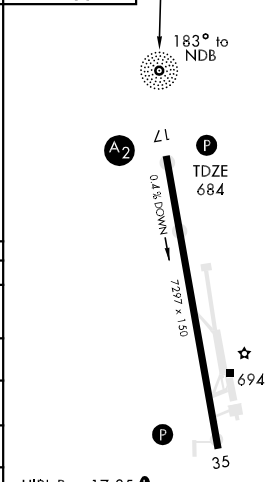
When local altimeter not received, use HSV INTL altimeter and increase all MDAS 20' and S-17 ARVES fix minimums CAT CD vis ¼ mile. Inoperative Table does not apply.

Visibility reduction by helicopters NA.





ELEV 684



CATEGORY	A	B	C	D
S-17*	2160-1¼ 1476 (1500-1¼)		2160-2¾ 1476 (1500-2¾)	
CIRCLING***	2160-1¼ 1476 (1500-1¼)	2160-1½ 1476 (1500-1½)	2160-3 1476 (1500-3)	
ARVES FIX MINIMUMS				
S-17**	1280-1 596 (600-1)		1280-1¼ 596 (600-1¼)	1280-1½ 596 (600-1½)
CIRCLING***	1280-1 596 (600-1)		1280-1½ 596 (600-1½)	1280-2 596 (600-2)

HIRL Rwy 17-35 L

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SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

APCH CRS	Rwy Idg	7297
169°	TDZE	684
	Arpt Elev	684

AL-703 [USA]

REDSTONE AAF (KHUA)

NA * When ALS inop, increase CAT CDE vis ¼ mile.
** Circling not authorized E of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 3000 direct FASOV and hold.

HUNTSVILLE APP CON	REDSTONE TOWER ★	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) L 290.275	

Visibility reduction by helicopters NA.

When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20' and increase LNAV CAT CDE and circling CAT C vis ¼ mile.

Procedure NA for arrivals on RQZ VORTAC radials R-261 cw 010.

Procedure NA for arrivals at DCU VOR/DME via V49 southbound.

6 NM

Max holding 230 KIAS

169° 349°

(IAF) IPUDE

2600 169° (6.3)

3000 318° (7.2)

ROCKET 112.2 RQZ Chan 59

(FAF) OYOVA

1700 169° (2.8)

1292 NICGI 954

2678

3000 036° (17.5)

DECATUR 112.8 DCU Chan 75

R-2104 C,E

RW17

R-2104 A,D

R-2104 B

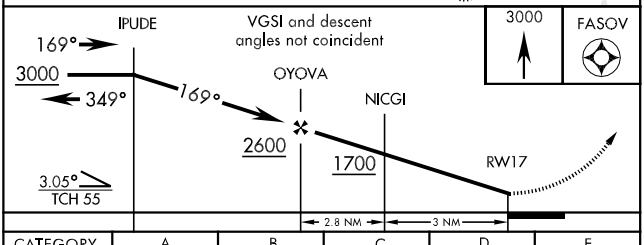
FASOV

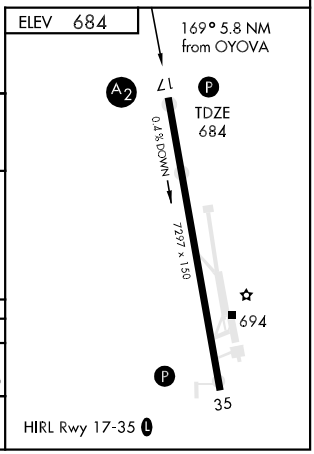
170° 350°

Max holding 230 KIAS

6 NM

M.S.A RW17 25 NM 3700





CATEGORY	A	B	C	D	E
LNAV MDA *	1280-1	596 (600-1)	1280-1¼ 596 (600-1¼)	1280-1½ 596 (600-1½)	1280-1¾ 596 (600-1¾)
CIRCLING **	1280-1	596 (600-1)	1280-1½ 596 (600-1½)	1280-2 596 (600-2)	1600-3 916 (1000-3)

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RNAV (GPS) RWY 35

APCH CRS	Rwy Idg	7297
349°	TDZE	657
	Arpt Elev	684

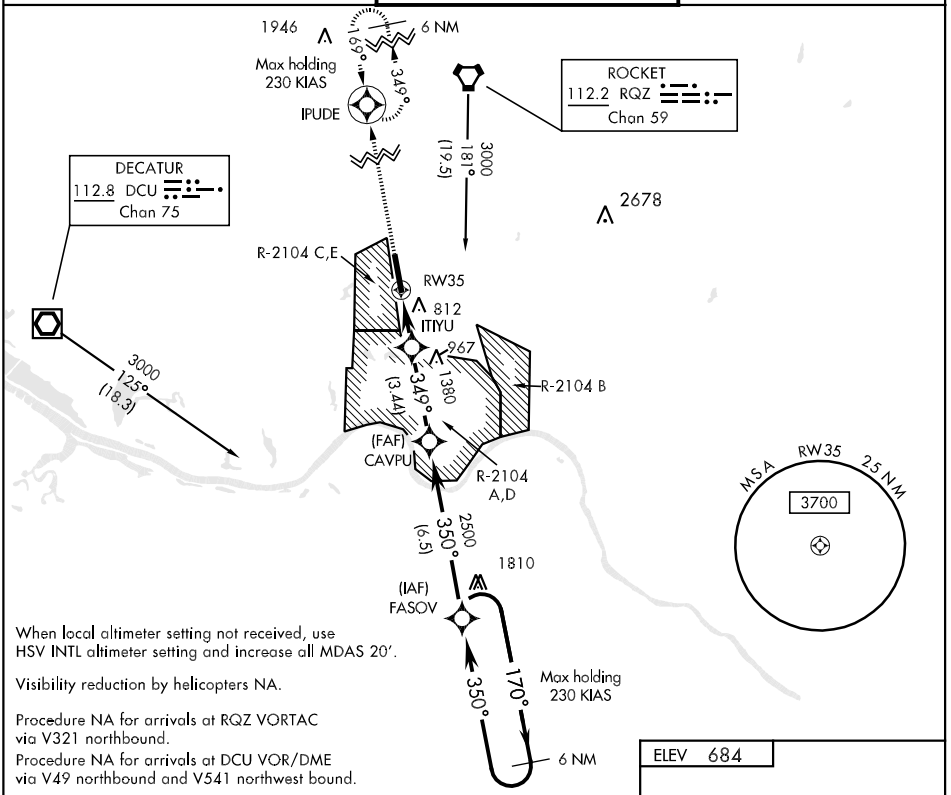
AL-703 [USA]

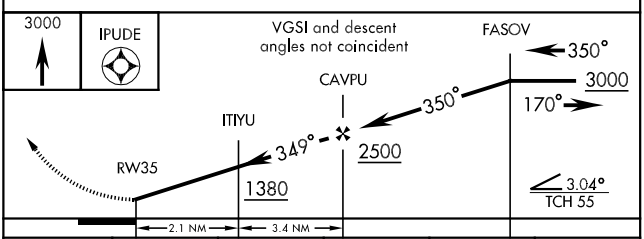
REDSTONE AAF (KHUA)

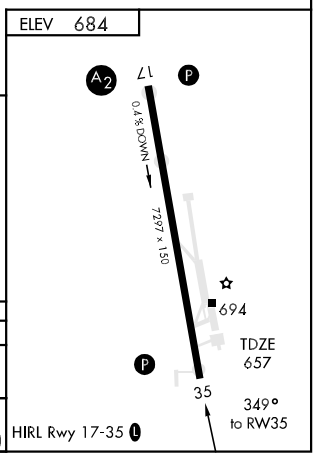
NA * When ALS inop, increase CAT CDE vis ¼ mile.
** Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 direct IPUDE and hold.

HUNTSVILLE APP CON	REDSTONE TOWER ★	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) 290.275	







CATEGORY	A	B	C	D	E
LNAV MDA *	1260-1	603 (600-1)	1260-1½ 603 (600-1½)	1260-1¾ 603 (600-1¾)	1260-2 603 (600-2)
CIRCLING **	1260-1	576 (600-1)	1260-1¾ 576 (600-1¾)	1280-2 596 (600-2)	1600-3 916 (1000-3)

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REDSTONE ARSENAL, ALABAMA

VOR/DME RWY 35

REDSTONE AAF (KHUA)

VORTAC RQZ 112.2 Chan 59	APCH CRS 015°	Rwy Idg 7297 TDZE 657 Arpt Elev 684	AL-703 [USA]

NA

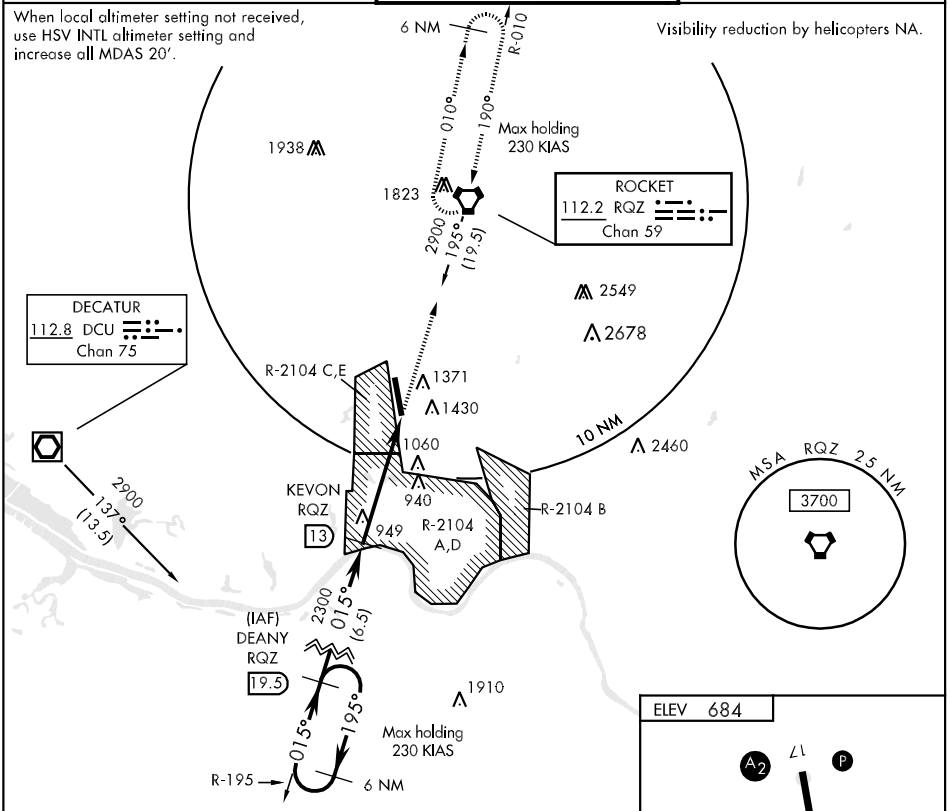
* Circling not authorized E of Rwy 17-35. High terrain and 1430′ twr 1.7 NM E.

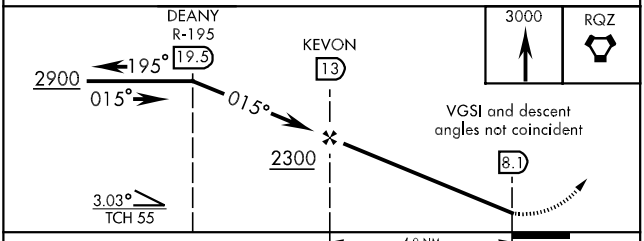
MISSED APPROACH: Climb to 3000 direct RQZ VORTAC and hold.

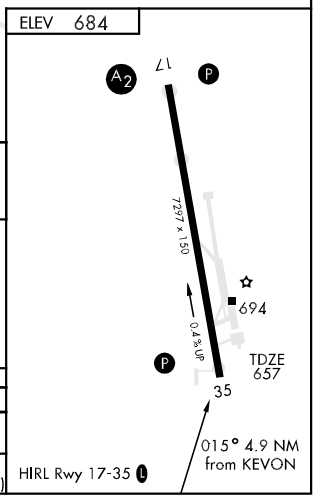
HUNTSVILLE APP CON	REDSTONE TOWER ★	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) 290.275	

When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20′.

Visibility reduction by helicopters NA.







CATEGORY	A	B	C	D	E
S-35	1500-1 843 (900-1)	1500-1¼ 843 (900-1¼)	1500-2½ 843 (900-2½)	1500-2¾ 843 (900-2¾)	1500-3 843 (900-3)
CIRCLING *	1500-1 816 (900-1)	1500-1¼ 816 (900-1¼)	1500-2½ 816 (900-2½)	1500-2¾ 816 (900-2¾)	1600-3 916 (1000-3)

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RNAV (GPS) RWY 19

REFORM/NORTH PICKENS (3M8)

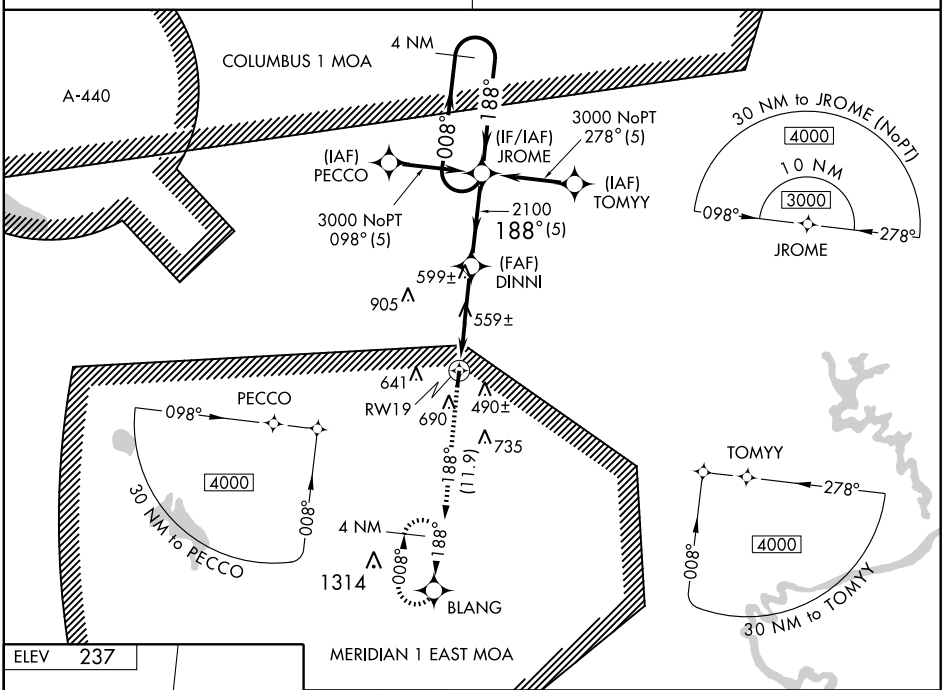
APP CRS	Rwy Idg	5144
188°	TDZE	237
	Apt Elev	237

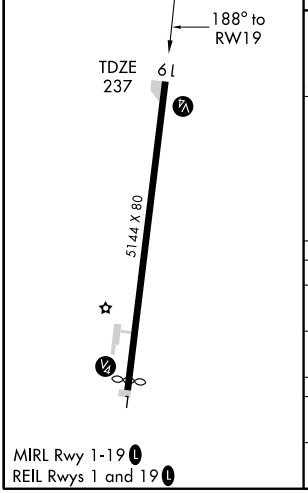
Obtain local altimeter setting on CTAF. When not received, use Tuscaloosa altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
VDP NA with Tuscaloosa altimeter setting.

MISSED APPROACH: Climb to 4000 via 188° course to BLANG WP and hold.

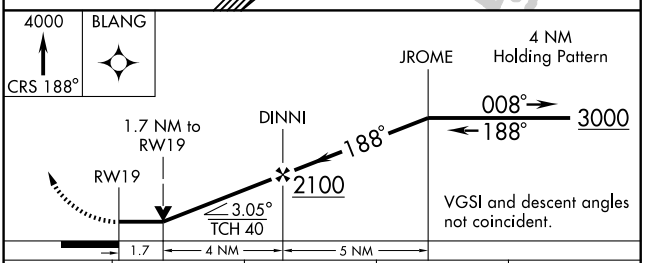
COLUMBUS APP CON ★ 135.6 323.275

CTAF 122.9 L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LNAV MDA	820-1 583 (600-1)		820-1½ 583 (600-1½)	820-1¾ 583 (600-1¾)
CIRCLING	1000-1 763 (800-1)	1000-1¼ 763 (800-1¼)	1000-2¼ 763 (800-2¼)	1000-2½ 763 (800-2½)
TUSCALOOSA ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 643 (700-1)		880-1¾ 643 (700-1¾)	880-2 643 (700-2)
CIRCLING	1060-1 823 (900-1)	1060-1¼ 823 (900-1¼)	1060-2½ 823 (900-2½)	1060-2¾ 823 (900-2¾)

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SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
003°	TDZE	721
	Apt Elev	723

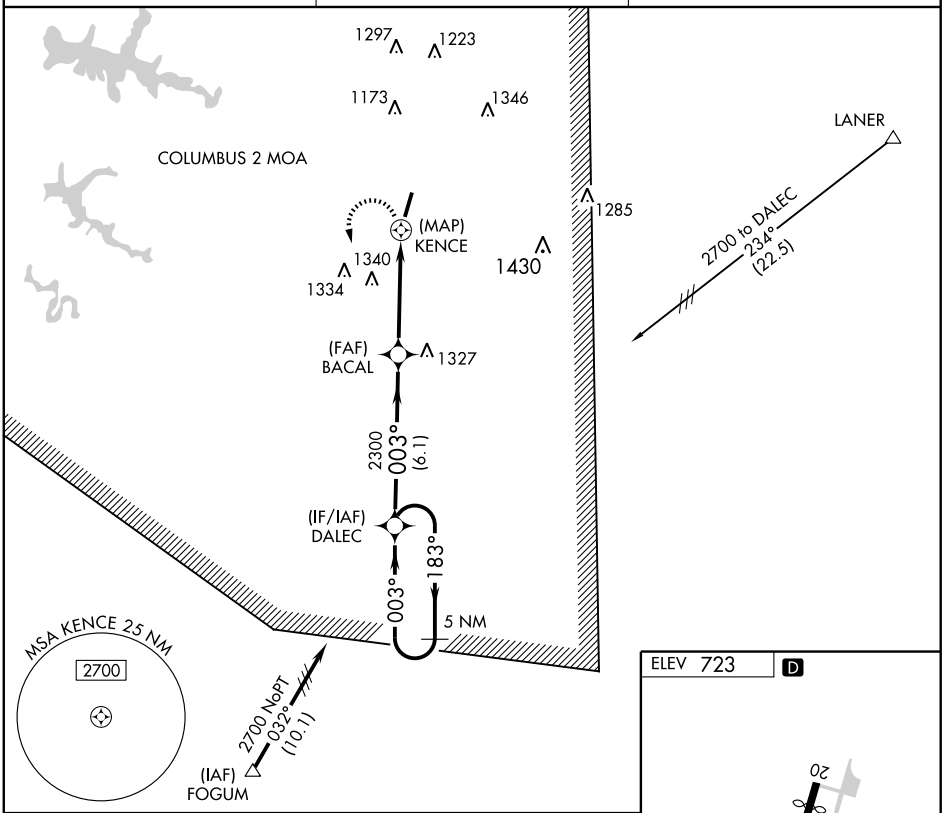
RNAV (GPS) RWY 2

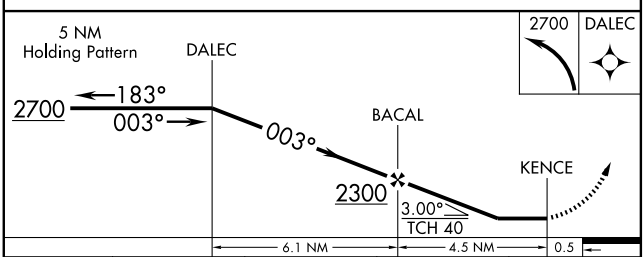
RUSSELLVILLE/ BILL PUGH FIELD (M22)

Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

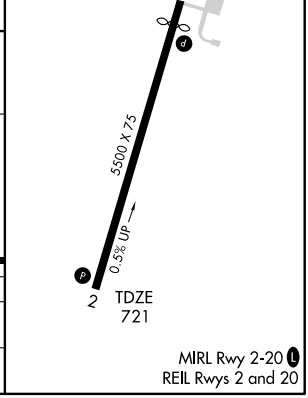
MISSED APPROACH: Climbing left turn to 2700 direct DALEC and hold.

MUSCLE SHOALS ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1660-1¼	939 (1000-1¼)	1660-2¾ 939 (1000-2¾)	1660-3 939 (1000-3)
CIRCLING	1660-1¼	937 (1000-1¼)	1660-2¾ 937 (1000-2¾)	1660-3 937 (1000-3)



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
198°	TDZE	721
	Apt Elev	723

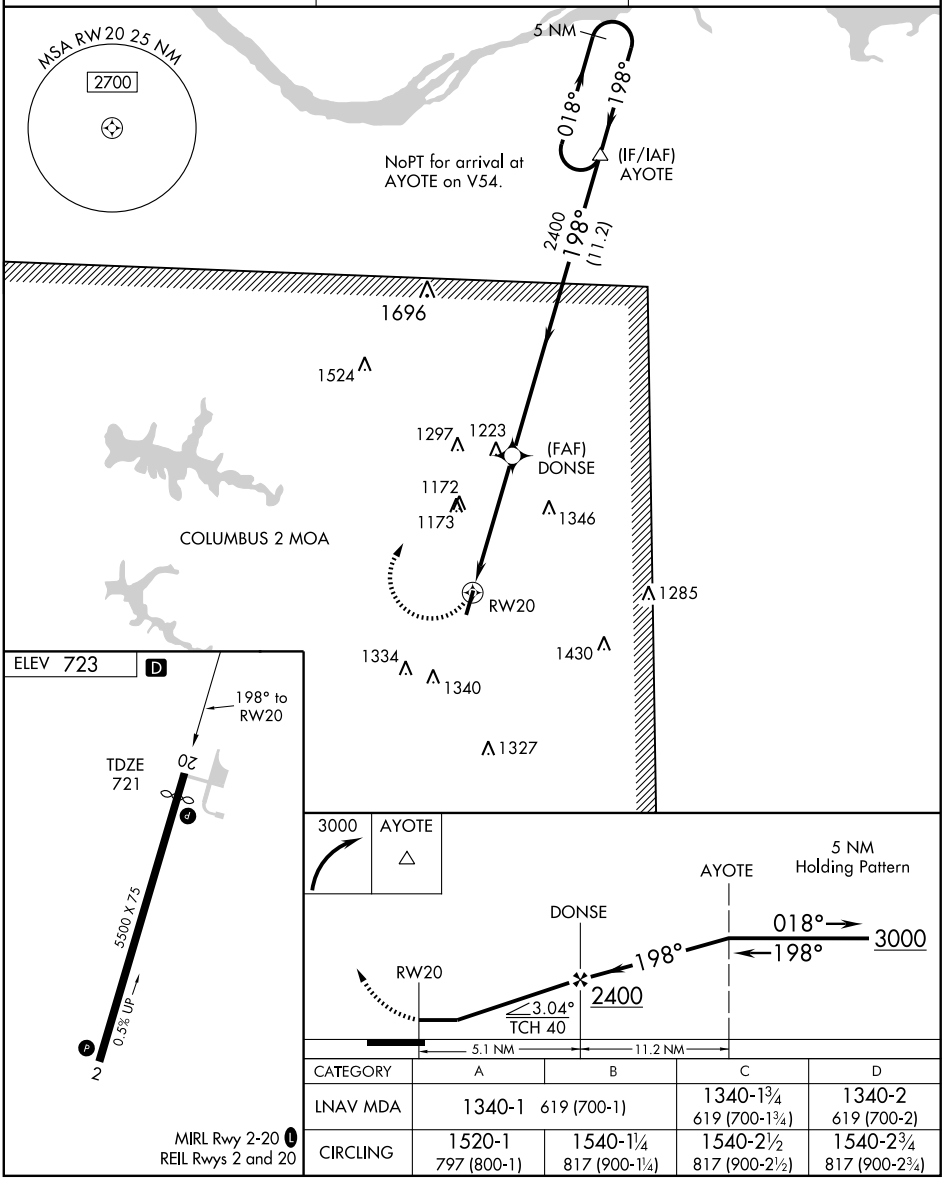
RNAV (GPS) RWY 20

RUSSELLVILLE/ BILL PUGH FIELD (M22)

Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct AYOTE and hold.

MUSCLE SHOALS ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1 619 (700-1)		1340-1¾ 619 (700-1¾)	1340-2 619 (700-2)
CIRCLING	1520-1 797 (800-1)	1540-1¼ 817 (900-1¼)	1540-2½ 817 (900-2½)	1540-2¾ 817 (900-2¾)

MIRL Rwy 2-20 L
REIL Rwys 2 and 20

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
040°	Rwy Idg	5250
	TDZE	650
	Apt Elev	650

RNAV (GPS) RWY 4

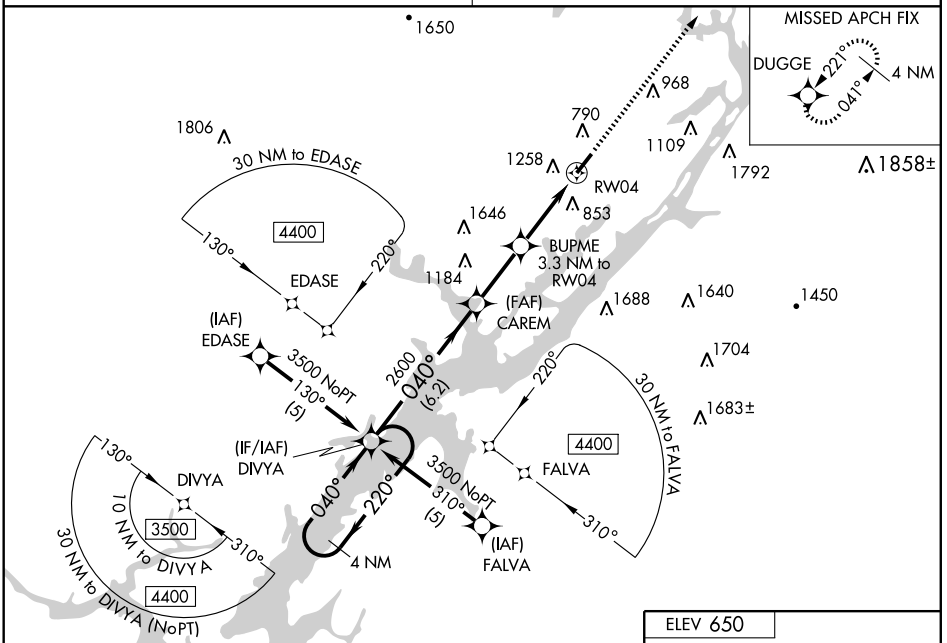
SCOTTSBORO MUNI-WORD FIELD (4A6)

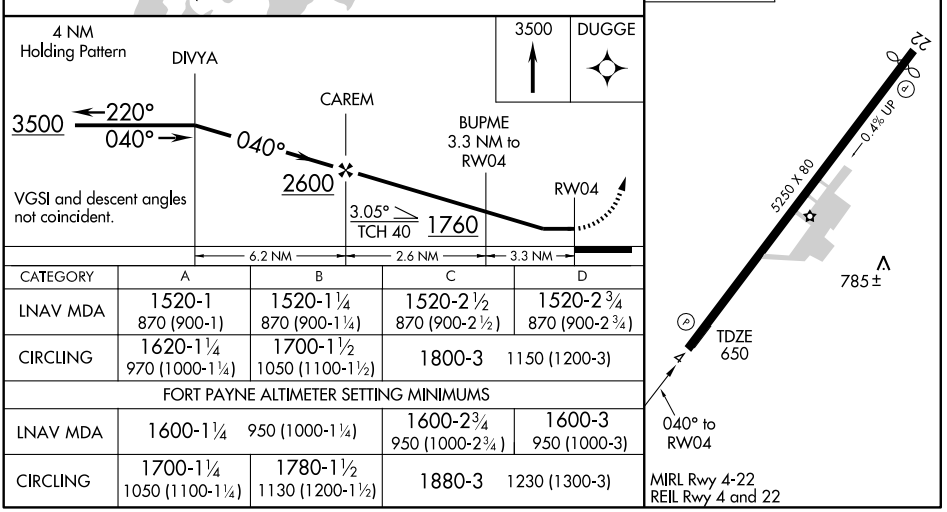
T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

MISSED APPROACH: Climb to 3500 direct DUGGE and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1520-1 870 (900-1)	1520-1¼ 870 (900-1¼)	1520-2½ 870 (900-2½)	1520-2¾ 870 (900-2¾)
CIRCLING	1620-1¼ 970 (1000-1¼)	1700-1½ 1050 (1100-1½)	1800-3 1150 (1200-3)	
FORT PAYNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1600-1¼ 950 (1000-1¼)		1600-2¾ 950 (1000-2¾)	1600-3 950 (1000-3)
CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3 1230 (1300-3)	

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5020
221°	TDZE	639
	Apt Elev	650

RNAV (GPS) RWY 22

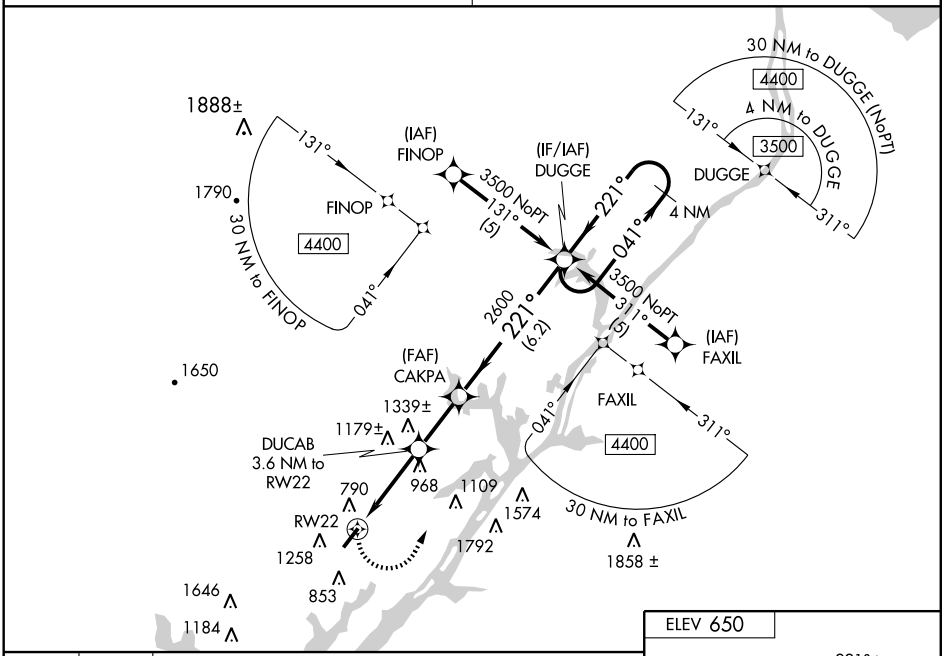
SCOTTSBORO MUNI-WORD FIELD (4A6)

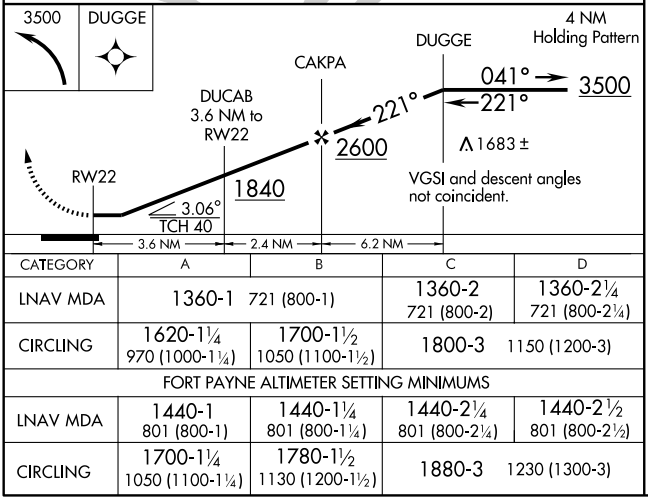
T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

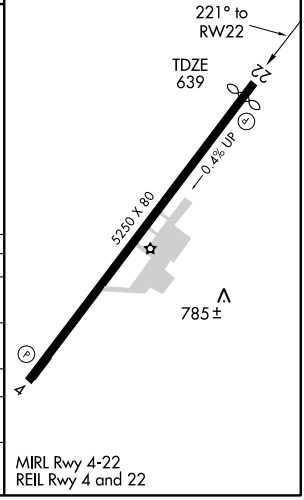
MISSED APPROACH: Climbing left turn to 3500 direct DUGGE and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1360-1 721 (800-1)		1360-2 721 (800-2)	1360-2¼ 721 (800-2¼)
CIRCLING	1620-1¼ 970 (1000-1¼)	1700-1½ 1050 (1100-1½)	1800-3 1150 (1200-3)	
FORT PAYNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1 801 (800-1)	1440-1¼ 801 (800-1¼)	1440-2¼ 801 (800-2¼)	1440-2½ 801 (800-2½)
CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3 1230 (1300-3)	



MIRL Rwy 4-22
REIL Rwy 4 and 22

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-SEM	APP CRS	Rwy Idg	8002
110.5	327°	TDZE	165
		Apt Elev	166

ILS or LOC RWY 33

SELMA/ CRAIG FIELD (SEM)

Inoperative table does not apply to S-LOC 33 Cat. C.
Visibility reduction by helicopters NA.
Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase ILS DA to 592 feet: increase all MDAs 100 feet.

MALS

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct JYU VOR/DME and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★
124.0 363.025

UNICOM
122.7 (CTAF) L

LOM
POLLK
344 SE
146°
326°
ALTERNATE MISSED APCH FIX

MSA SE 25 NM
3100

R-329
422
316
149°
329°
LOCALIZER 110.5
I-SEM
708
JUNIOR
113.6 JYU
Chan 83
422
419
SAFFO
3100
074°
(11.9)
3100 to CADIP
146° (11.8)
369 ±
LOM
POLLK
344 SE
JYU 5.5
IAF
MONTGOMERY
112.1 MGM
Chan 58
1800
LR-138
(6.3)
327°
3100 NoPT
262°
(27.6)
R-262
(IF/IAF)
CADIP INT
JYU 11.8
MGM 27.6
1 min
327°
147°
JYU R-146
1995
2049
10 NM
147°

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 166
15
315
8002 X 150
TDZE
165
33
327° 4.7 NM
from FAF
REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1300 | 3100 | JYU 113.6

VGSI and ILS glidepath not coincident.

POLLK LOM
JYU 5.5

CADIP INT
JYU 11.8

One Minute Holding Pattern

JYU 0.8
1748
327°
147°
327°
3100
1800
GS 3.00°
TCH 54
4.7 NM
6.3 NM

CATEGORY	A	B	C	D
S-ILS 33	493-1 328 (400-1)			
S-LOC 33	700-¾ 535 (600-¾)		700-1½ 535 (600-1½)	700-1¾ 535 (600-1¾)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

LOM SE	APP CRS	Rwy Idg	8002
344	326°	TDZE	165
		Apt Elev	166

NDB RWY 33

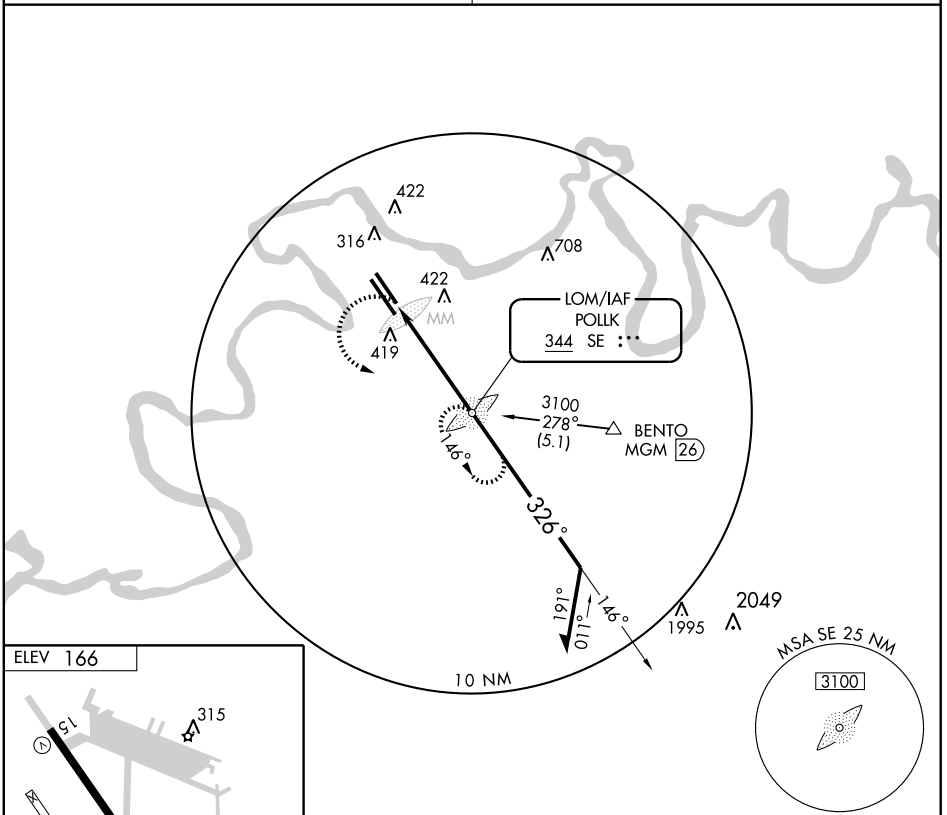
SELMA/ CRAIG FIELD (SEM)

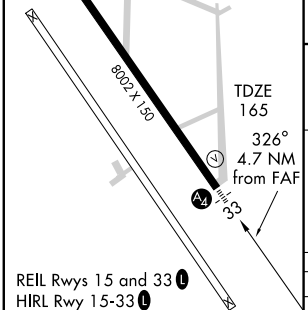
Inoperative table does not apply to S-33 Cat. C.
Visibility reduction by helicopters NA.
NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

MALS

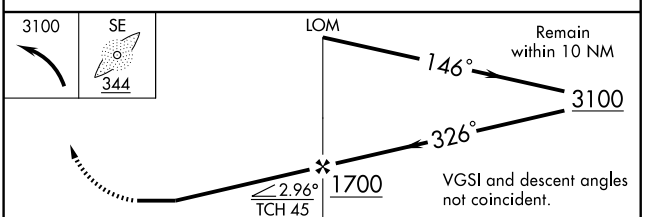
MISSED APPROACH: Climbing left turn to 3100 direct POLLK LOM and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-33	800-¾ 635 (700-¾)		800-1¾ 635 (700-1¾)	800-2 635 (700-2)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8002
147°	TDZE	166
	Apt Elev	166

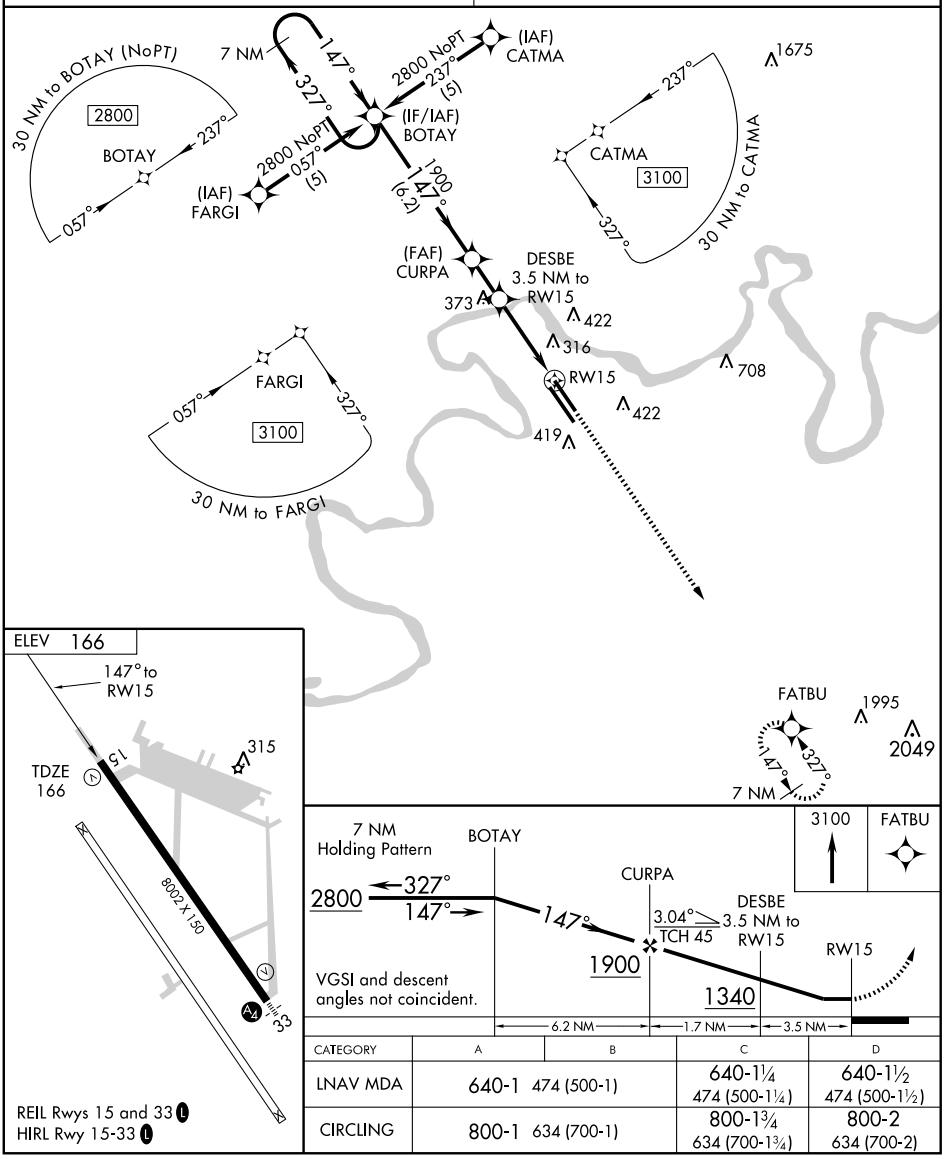
RNAV (GPS) RWY 15

SELMA/ CRAIG FIELD (SEM)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3100 direct FATBU and hold.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	640-1 474 (500-1)		640-1¼ 474 (500-1¼)	640-1½ 474 (500-1½)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 90205	327°	TDZE	165
W33A		Apt Elev	166

RNAV (GPS) RWY 33

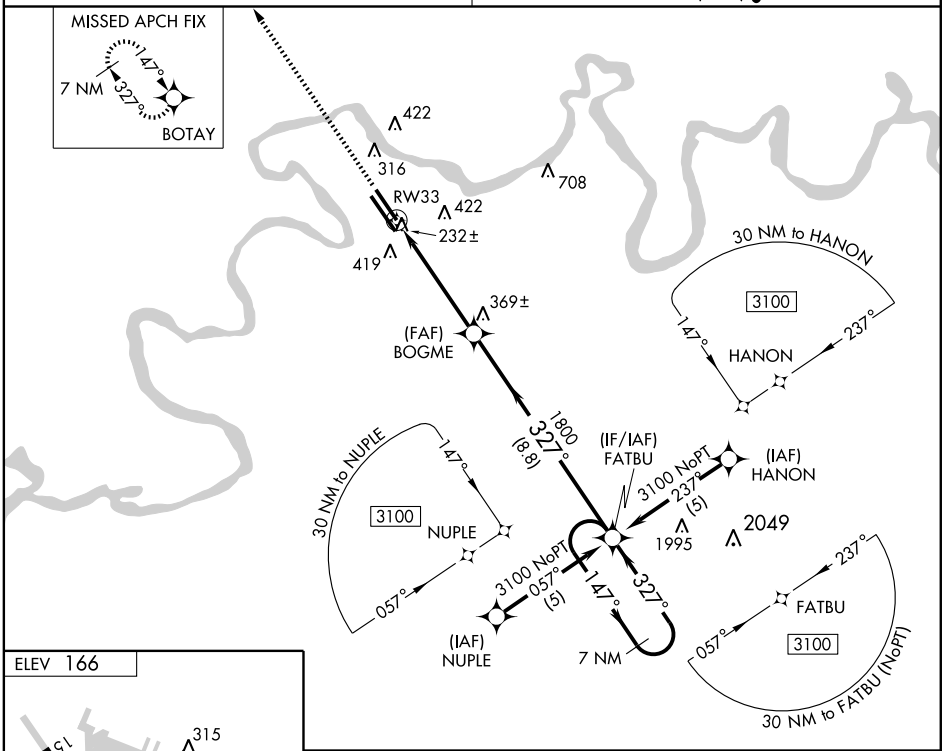
SELMA/ CRAIG FIELD (SEM)

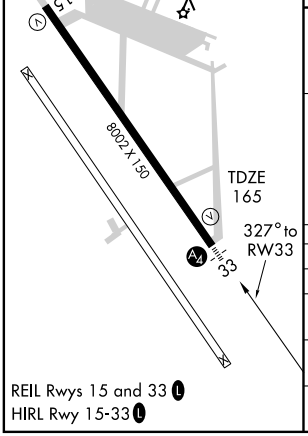
T NA — Inoperative table does not apply to LNAV Cat C. Baro-VNAV NA
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase LPV DA to 627′; LNAV/VNAV DA to 804′; increase all MDAs 100′.

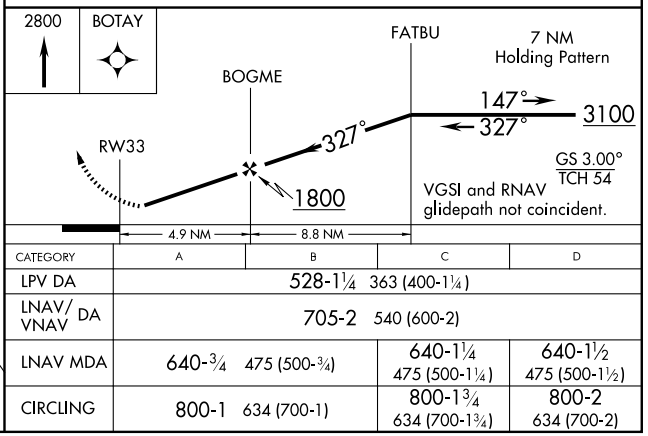
MALS

MISSED APPROACH: Climb to 2800 direct BOTAY and hold.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	528-1¼ 363 (400-1¼)			
LNAV/ VNAV DA	705-2 540 (600-2)			
LNAV MDA	640-¾ 475 (500-¾)		640-1¼ 475 (500-1¼)	640-1½ 475 (500-1½)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME JYU	APP CRS	Rwy Idg	8002
113.6	154°	TDZE	166
Chan 83		Apt Elev	166

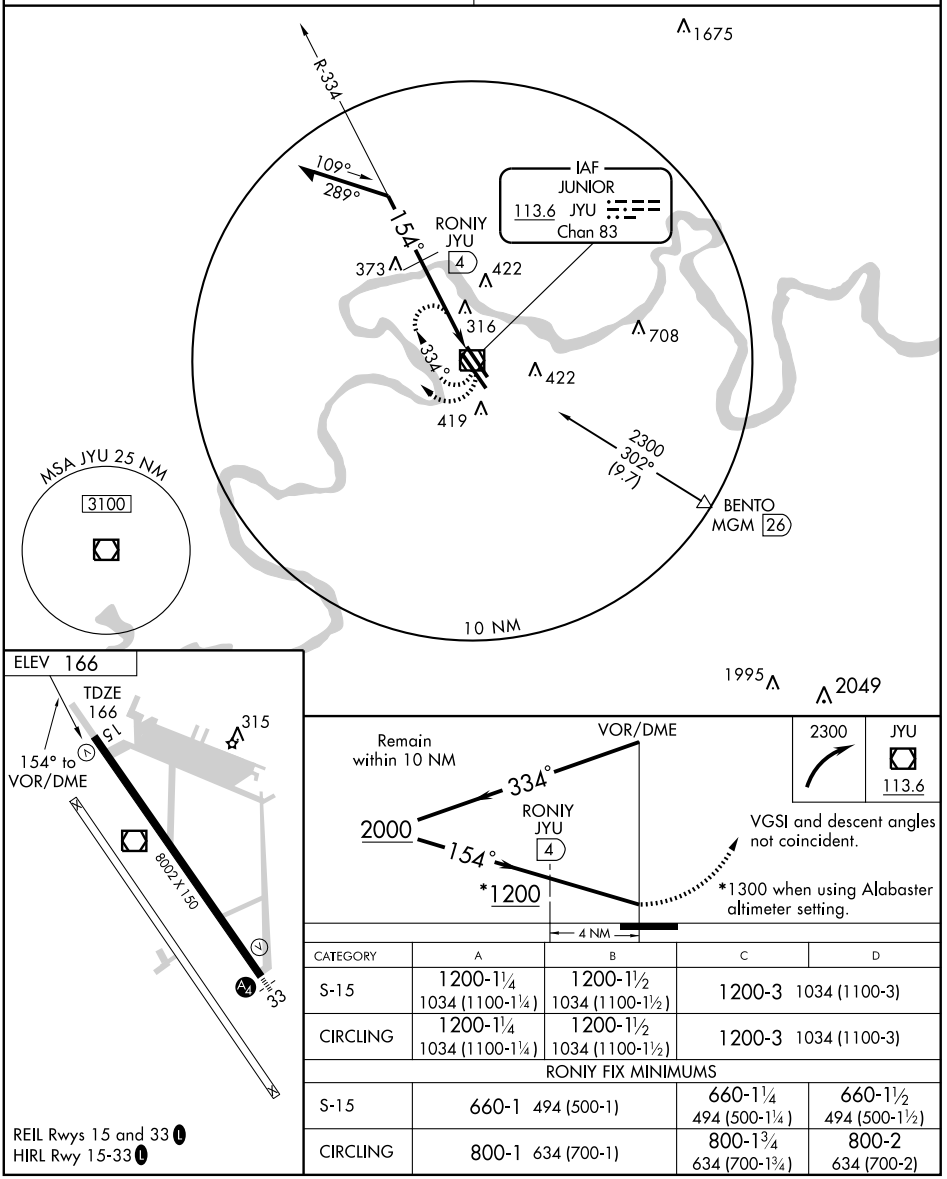
VOR RWY 15

SELMA/ CRAIG FIELD (SEM)

Visibility reduction by helicopters NA.
Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 2300 in JYU VOR/DME holding pattern, continue climb-in-hold to 2300.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-15	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3 1034 (1100-3)	
CIRCLING	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3 1034 (1100-3)	
RONIY FIX MINIMUMS				
S-15	660-1 494 (500-1)		660-1¼ 494 (500-1¼)	660-1½ 494 (500-1½)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME JYU	APP CRS	Rwy Idg	8002
113.6	325°	TDZE	165
Chan 83		Apt Elev	166

VOR RWY 33

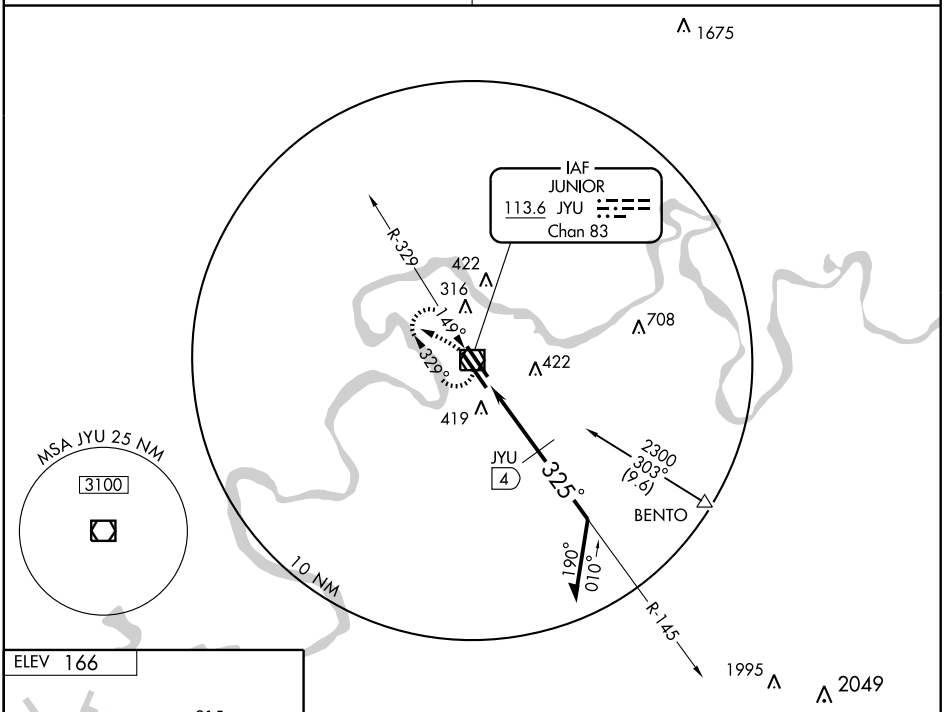
SELMA/ CRAIG FIELD (SEM)

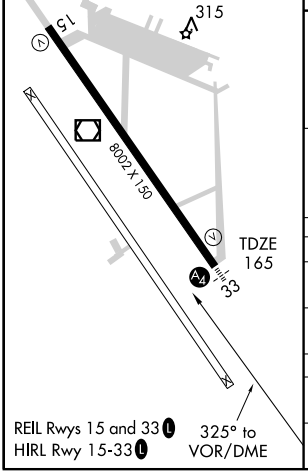
Use Montgomery altimeter setting.
NA VOR MINIMUMS: Inoperative table does not apply.
DME MINIMUMS: Inoperative table does not apply to CATs C and D.

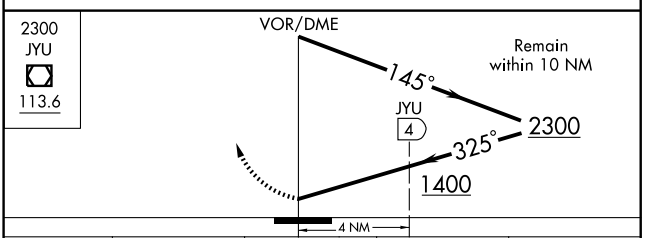
MALS

MISSED APPROACH: Climb to 2300 in JYU VOR/DME holding pattern.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	1400-1¼ 1235 (1300-1¼)	1400-1½ 1235 (1300-1½)	1400-3 1235 (1300-3)	
CIRCLING	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3 1234 (1300-3)	
DME MINIMUMS				
S-33	760-¾ 595 (600-¾)		760-1½ 595 (600-1½)	760-1¾ 595 (600-1¾)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3998
CH 69507	059°	TDZE	132
W06A		Apt Elev	132

RNAV (GPS) RWY 6

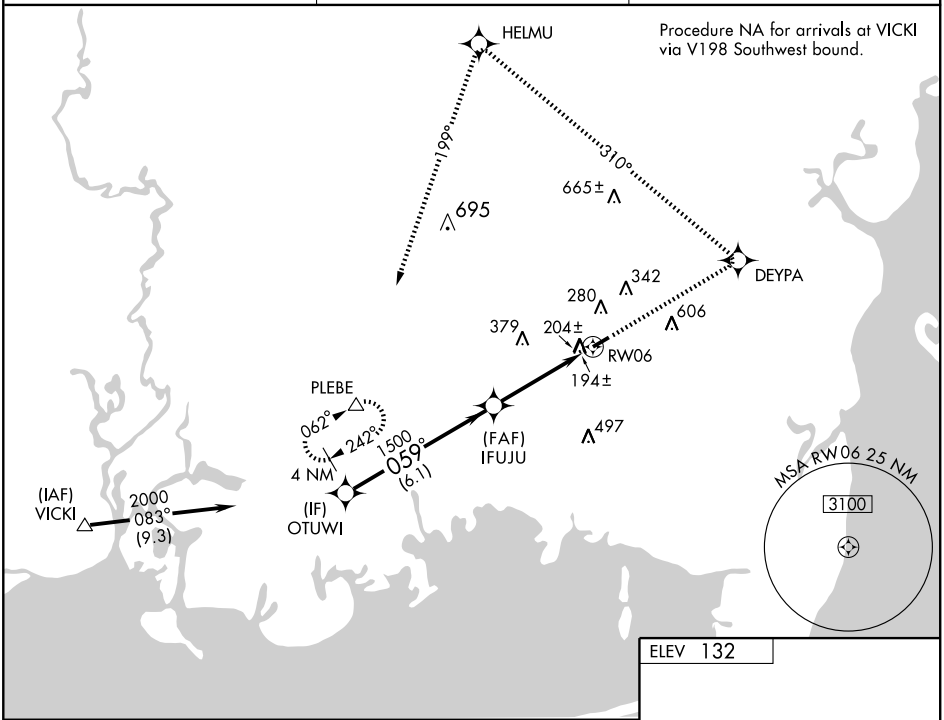
ST. ELMO (2R5)

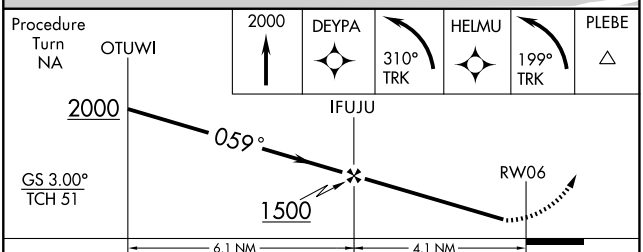
NA

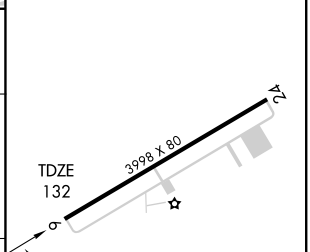
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Mobile Rgnl altimeter setting; when not received use Pascagoula altimeter setting and increase DA to 483 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct DEYPA and left turn via 310° track to HELMU and left turn via 199° track to PLEBE and hold.

MOBILE APP CON	CTAF	
121.0 307.1	122.9	122.75 L







CATEGORY	A	B	C	D
LPV DA	475-1¼ 343 (400-1¼)			NA
LNAV MDA	540-1 408 (500-1)		540-1¼ 408 (500-¼)	NA
CIRCLING	620-1 488 (500-1)		700-1½ 568 (600-1½)	NA

MIRL Rwy 6-24 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB SCD 284	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 569

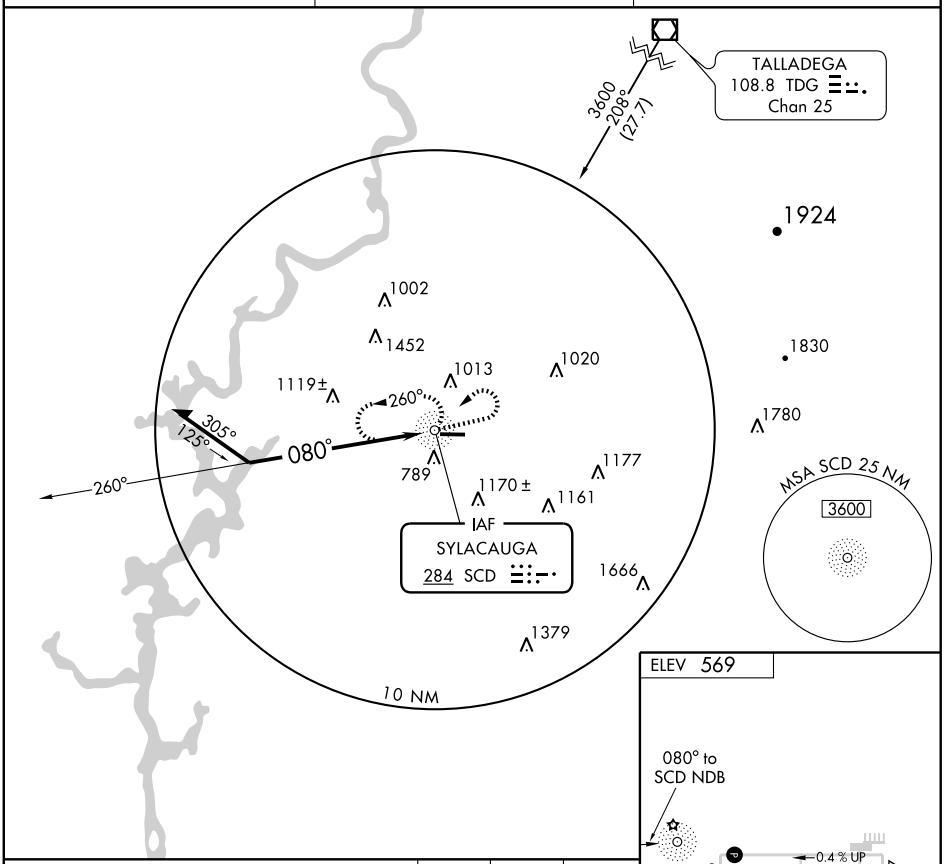
NDB-A

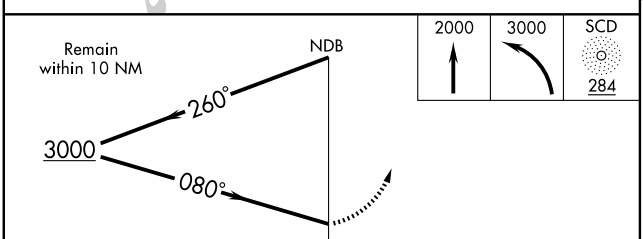
SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

If local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SCD NDB and hold

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.125	123.8 256.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1480-1¼	911 (1000-1¼)	1480-2¾ 911 (1000-2¾)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5390
CH 40216	094°	TDZE 569
W09A		Apt Elev 569

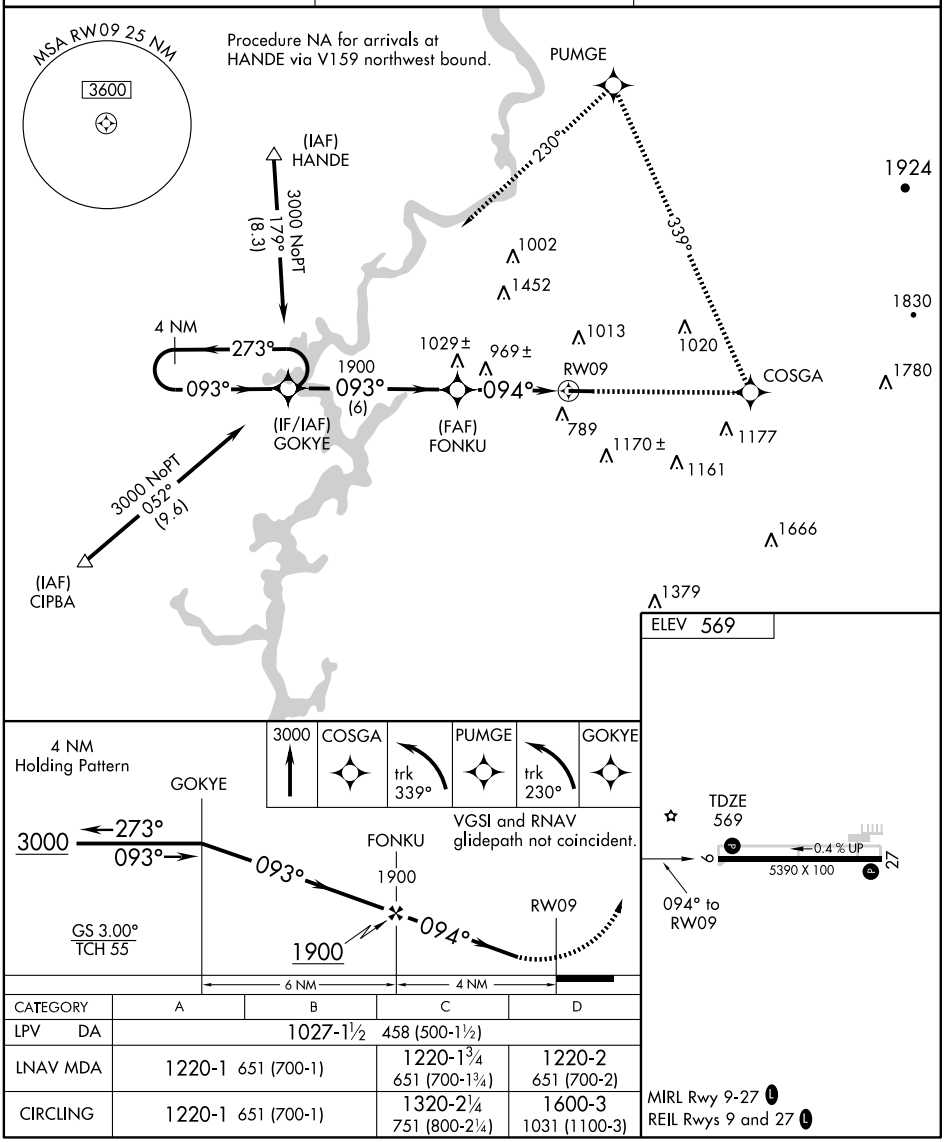
RNAV (GPS) RWY 9

SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV DA 86 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cats C and D visibility ½ mile, increase LNAV Cat B and Circling Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COSGA and left turn via track 339° to PUMGE and left turn via track 230° to GOKYE and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.125	123.8 256.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1027-1½ 458 (500-1½)			
LNAV MDA	1220-1 651 (700-1)		1220-1¾ 651 (700-1¾)	1220-2 651 (700-2)
CIRCLING	1220-1 651 (700-1)		1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5390
CH 90216	274°	TDZE	552
W27A		Apt Elev	569

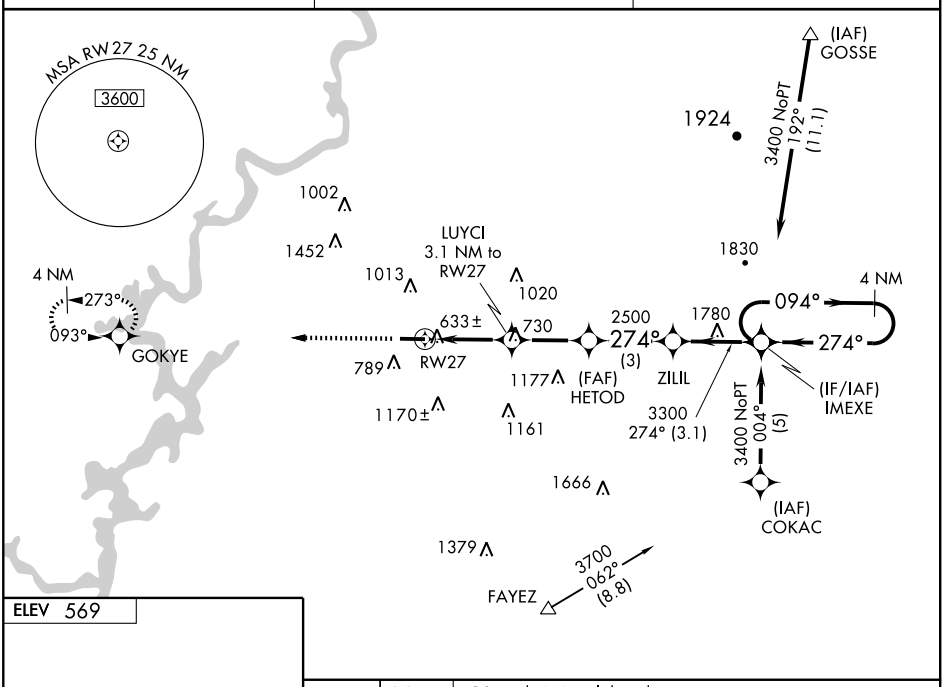
RNAV (GPS) RWY 27

SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

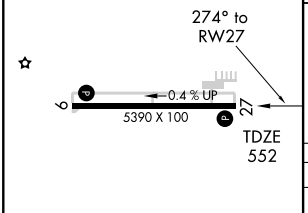
Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 86 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibility ¼ mile.

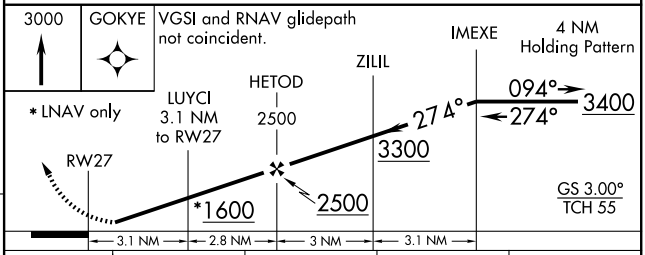
MISSED APPROACH: Climb to 3000 direct GOKYE and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.125	123.8 256.8	122.8 (CTAF) L



ELEV 569





CATEGORY	A	B	C	D
LPV DA	861-1 309 (300-1)			
LNAV/VNAV DA	1201-2¼ 649 (700-2¼)			
LNAV MDA	980-1 428 (500-1)		980-1¼ 428 (500-1¼)	980-1½ 428 (500-1½)
CIRCLING	1140-1 571 (600-1)		1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)

SE-4, 21 OCT 2010 to 18 NOV 2010

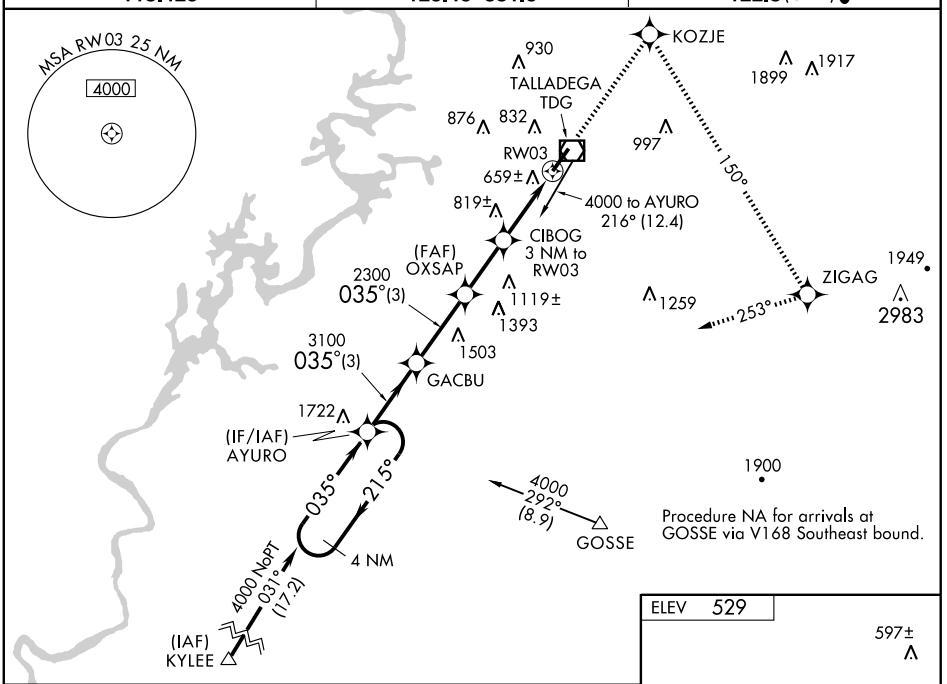
WAAS	APP CRS		
CH 61008	035°	Rwy Idg	6001
W03A		TDZE	511
		Apt Elev	529

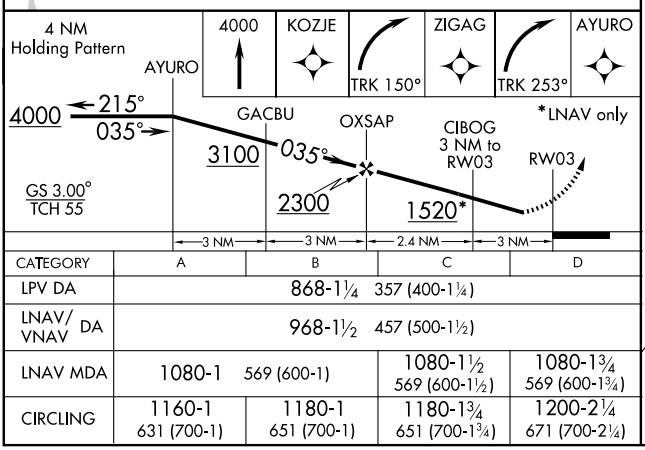
RNAV (GPS) RWY 3
TALLADEGA MUNI (ASN)

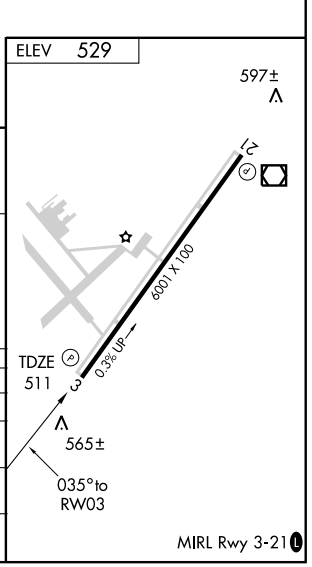
Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 902, LNAV/VNAV DA to 1002, and all MDA 40 feet; Increase LNAV/VNAV visibility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct KOZJE and right turn via 150° track to ZIGAG and right turn via 253° track to AYURO and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	868-1¼ 357 (400-1¼)			
LNAV/ VNAV DA	968-1½ 457 (500-1½)			
LNAV MDA	1080-1 569 (600-1)		1080-1½ 569 (600-1½)	1080-1¾ 569 (600-1¾)
CIRCLING	1160-1 631 (700-1)	1180-1 651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

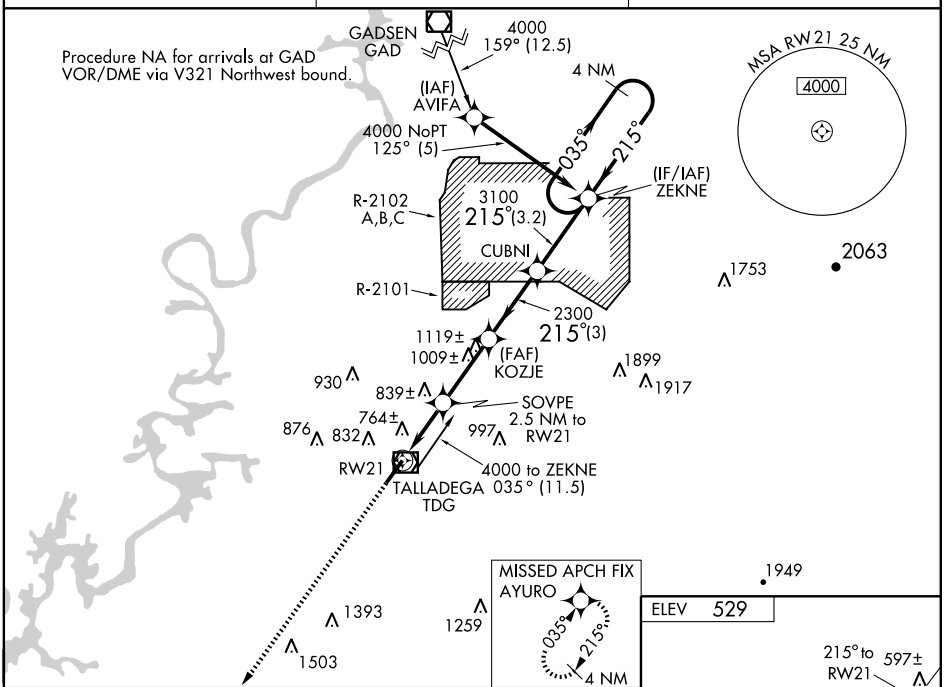
WAAS	APP CRS	Rwy Idg	6001
CH 45608	215°	TDZE	529
W21A		Apt Elev	529

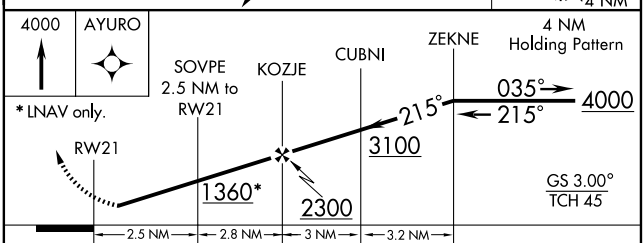
RNAV (GPS) RWY 21
TALLADEGA MUNI (ASN)

Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 922, LNAV/VNAV DA to 1179, and all MDA 40 feet; increase LPV visbility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct AYURO and hold, continue climb-in-hold to 4000.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	888-1¼ 359 (400-1¼)			
LNAV/VNAV DA	1145-2¼ 616 (700-2¼)			
LNAV MDA	1100-1 571 (600-1)		1100-1½ 571 (600-1½)	1100-1¾ 571 (600-1¾)
CIRCLING	1160-1 631 (700-1)	1180-1 651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME TDG	APP CRS	Rwy Idg	N/A
108.8	070°	TDZE	N/A
Chan 25		Apt Elev	529

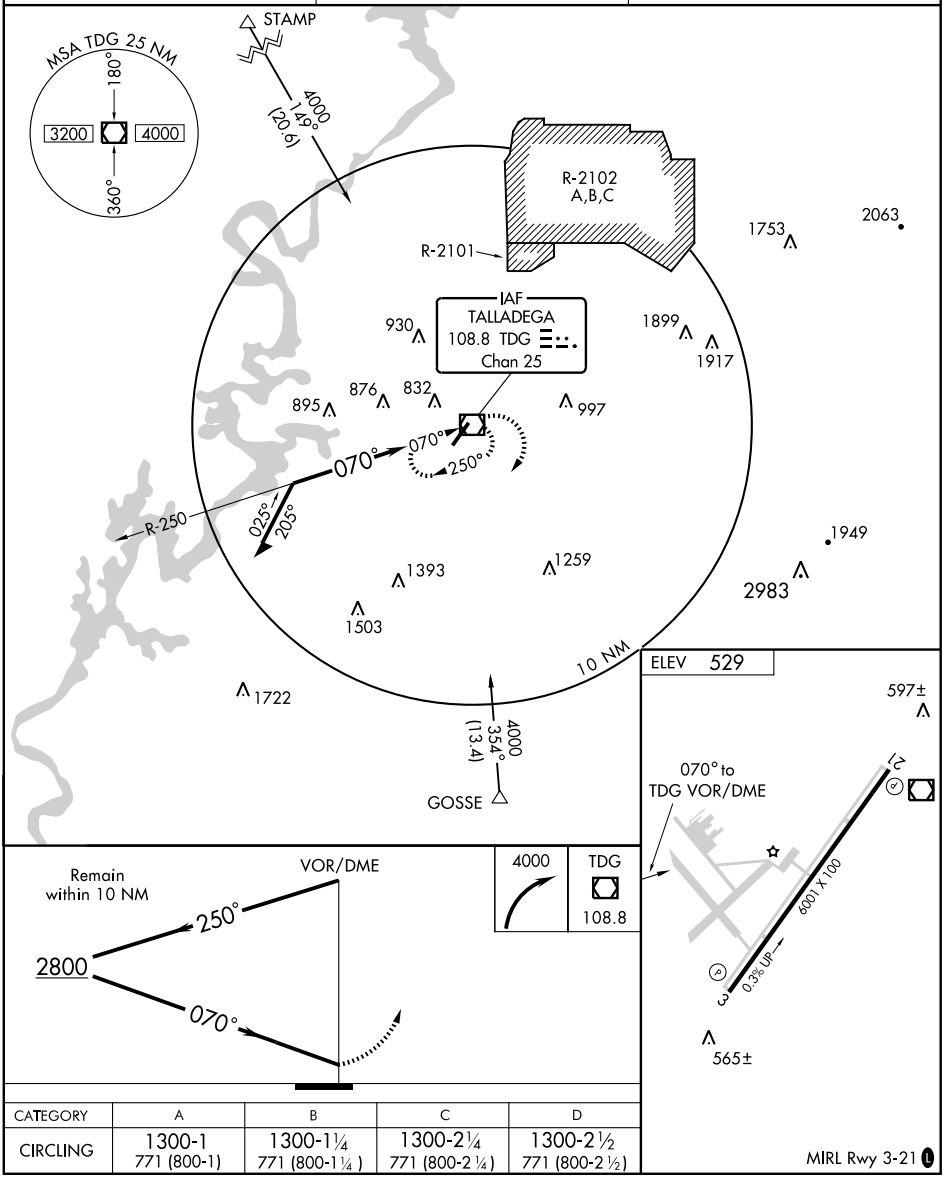
VOR-A

TALLADEGA MUNI (ASN)

When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 in TDG VOR/DME holding pattern.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1300-1 771 (800-1)	1300-1¼ 771 (800-1¼)	1300-2¼ 771 (800-2¼)	1300-2½ 771 (800-2½)

MIRL Rwy 3-21 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME TDG	APP CRS	Rwy Idg	6001
108.8	039°	TDZE	511
Chan 25		Apt Elev	529

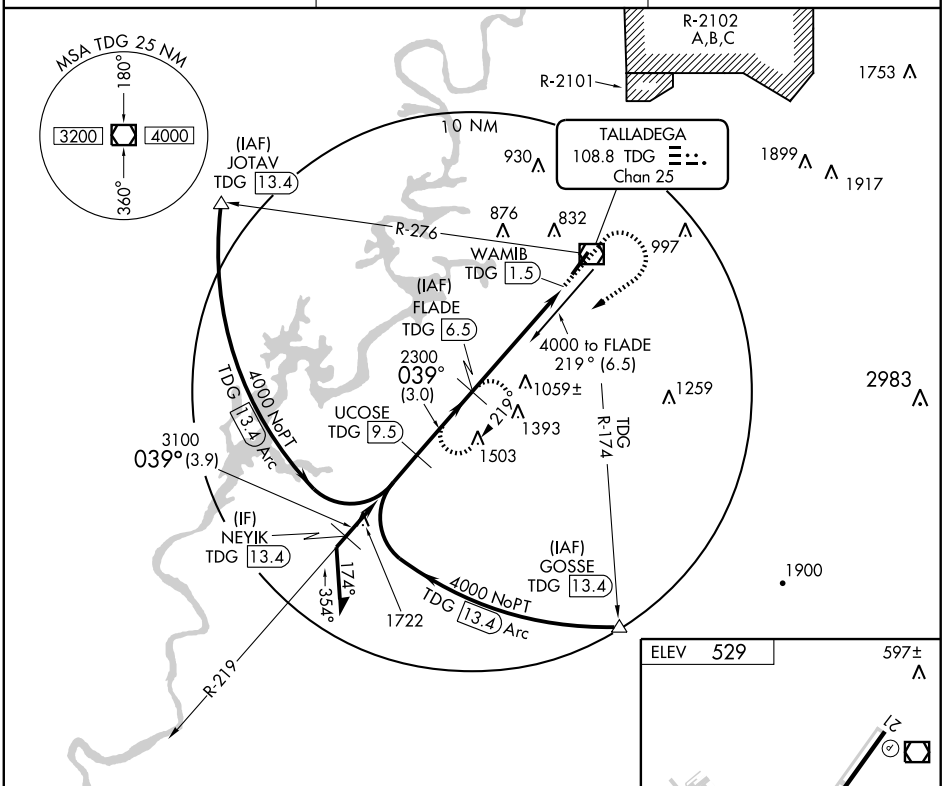
VOR/DME RWY 3

TALLADEGA MUNI (ASN)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase S-3 Cats C/D visibility and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 260° and TDG VOR/DME R-219 to FLADE/6.5 DME and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	1180-1	669 (700-1)	1180-1¾ 669 (700-1¾)	1180-2 669 (700-2)
CIRCLING	1180-1	651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TOI	APP CRS	Rwy Idg	5009
108.9	070°	TDZE	392
Chan 26		Apt Elev	398

ILS or LOC RWY 7

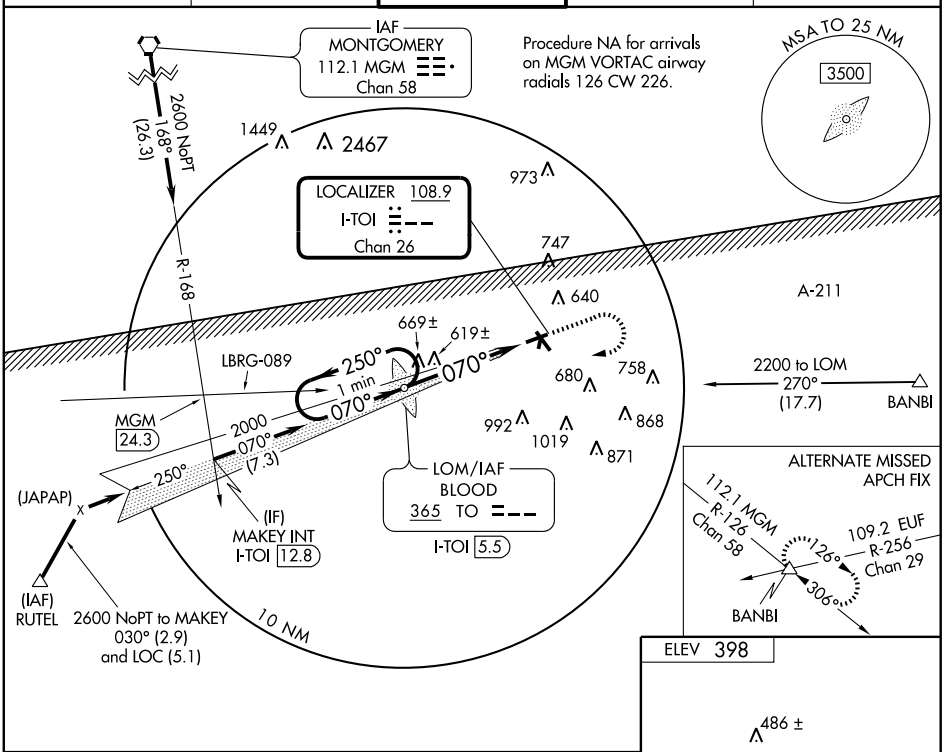
TROY MUNI (TOI)

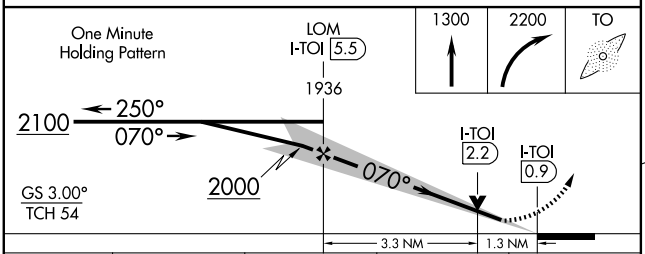
ASR/PAR

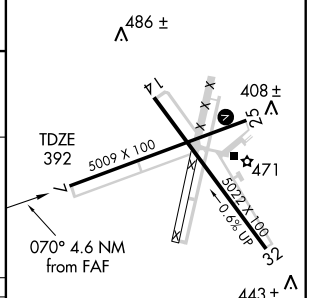
ADF Required. VDP NA when using Montgomery Rgnl (Dannelly Field) altimeter setting. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Field) altimeter setting and increase all DA to 701 and all MDA 120 feet; increase S-ILS 7 visibility all Cats ¼ mile, S-LOC 7 Cats C/D visibility ½ mile and Circling Cats C/D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	600-¾ 208 (300-¾)			
S-LOC 7	880-1 488 (500-1)		880-1¼ 488 (500-1¼)	880-1½ 488 (500-1½)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOM TO	APP CRS	Rwy Idg	5009
365	070°	TDZE	392
		Apt Elev	398

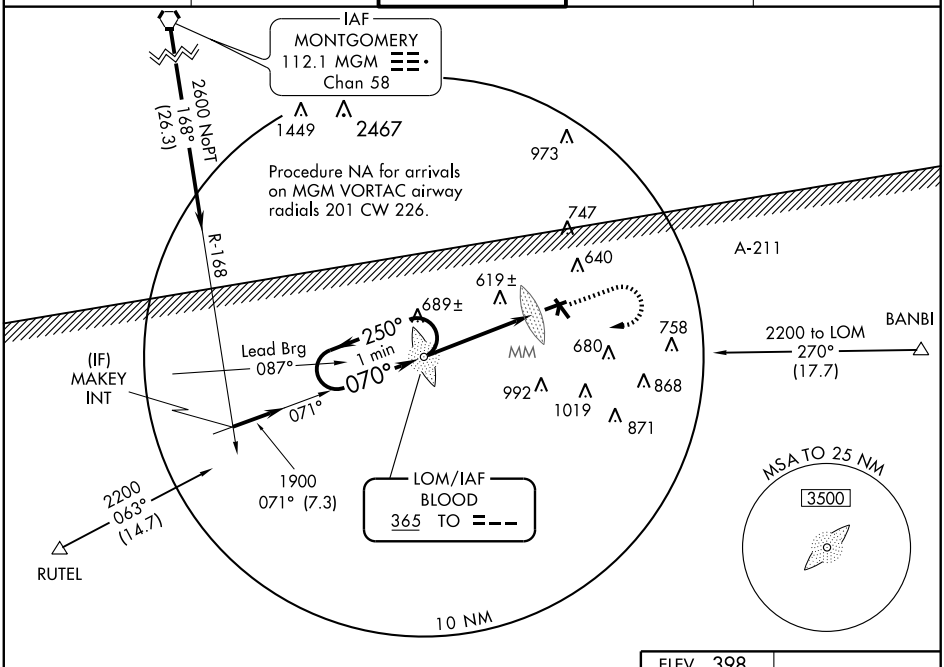
NDB RWY 7
TROY MUNI (TOI)

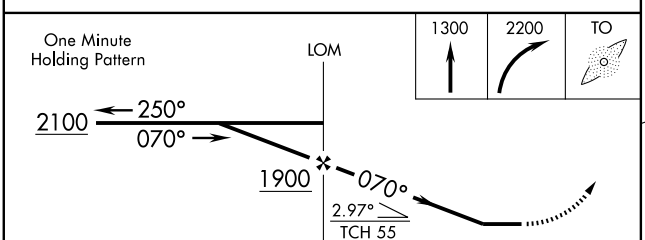
ASR/PAR

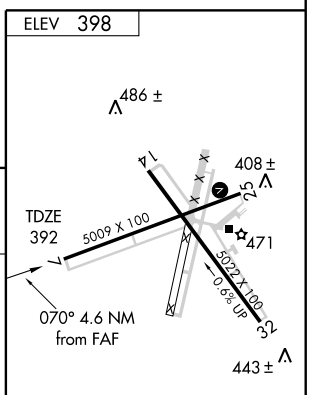
When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase S-7 and Circling Cats. C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS	CAIRNS APP CON★	TROY TOWER★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-7	920-1	528 (600-1)	920-1½ 528 (600-1½)	920-1¾ 528 (600-1¾)
CIRCLING	940-1	542 (600-1)	940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5009
CH 82006	070°	TDZE	392
W07A		Apt Elev	398

RNAV (GPS) RWY 7

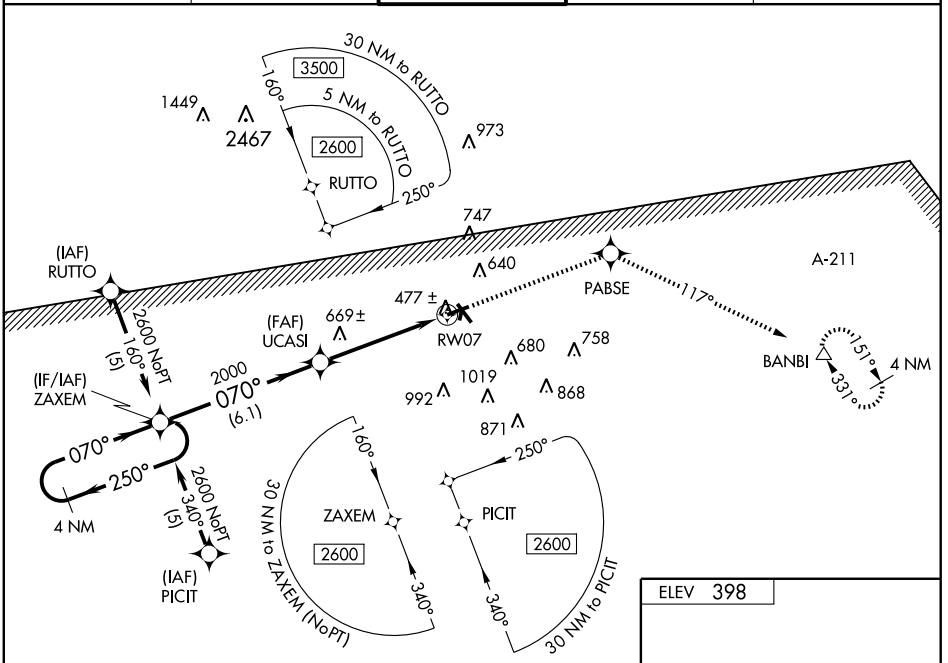
TROY MUNI (TOI)

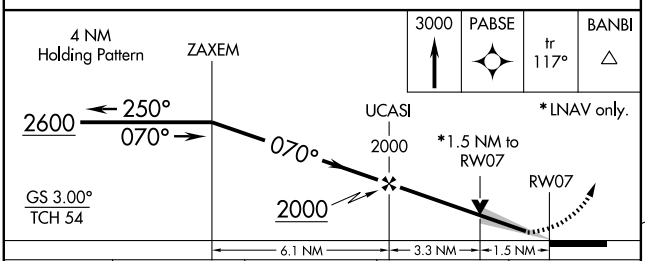
ASR/PAR

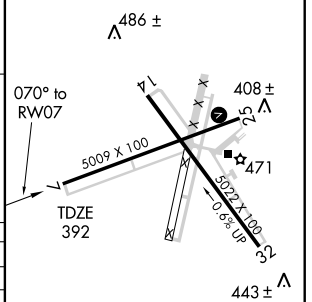
Circling to Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Field) altimeter setting and increase all DA 101 feet, and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA when using Montgomery Rgnl (Dannelly Field) altimeter setting.

MISSED APPROACH: Climb to 3000 direct PABSE and track 117° to BANBI and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	600-¾ 208 (300-¾)			
LNAV/VNAV DA	727-1¼ 335 (400-1¼)			
LNAV MDA	920-1 528 (600-1)		920-1½ 528 (600-1½)	920-1¾ 528 (600-1¾)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

TROY MUNI (TOI)

APP CRS	Rwy Idg	5022
158°	TDZE	398
	Apt Elev	398

ASR/PAR

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase LNAV visibility Cats. C and D ¼ mile, increase Circling visibility Cat. C ½ mile and Cat. D ¼ mile.

MISSED APPROACH: Climb to 3000 direct JARIP and via 077° track to BANBI and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L

SE-4, 21 OCT 2010 to 18 NOV 2010

NoPT for arrivals at SHADY via V7-521 Southeast Bound.

4 NM

168°

348°

(IF/IAF) SHADY

1568

2200

168°

(7.1)

1449

2467

(FAF) CELUT

973

775 ±

709 ±

158°

747

640

(MAP) SUKOC

680

758

868

992

1019

871

077°

JARIP

BANBI

151°

331°

4 NM

MSA SUKOC 25 NM

3500

A-211

ELEV 398

486 ±

TDZE 398

408 ±

5009 X 100

471

5022 X 100

0.8% UP

443 ±

MIRL Rwy 14-32 L ★

MIRL Rwy 7-25 L

4 NM Holding Pattern

SHADY

348°

168°

2400

168°

CELUT

2200

158°

SUKOC

3.03°

TCH 40

7.1 NM

5 NM

0.5

3000	JARIP	tr 077°	BANBI

CATEGORY	A	B	C	D
LNAV MDA	960-1	562 (600-1)	960-1½ 562 (600-1½)	960-1¾ 562 (600-1¾)
CIRCLING	960-1	562 (600-1)	960-1½ 562 (600-1½)	980-2 582 (600-2)

31° 52′N-86° 01′W

TROY MUNI (TOI)
RNAV (GPS) RWY 14

RNAV (GPS) RWY 25

TROY MUNI (TOI)

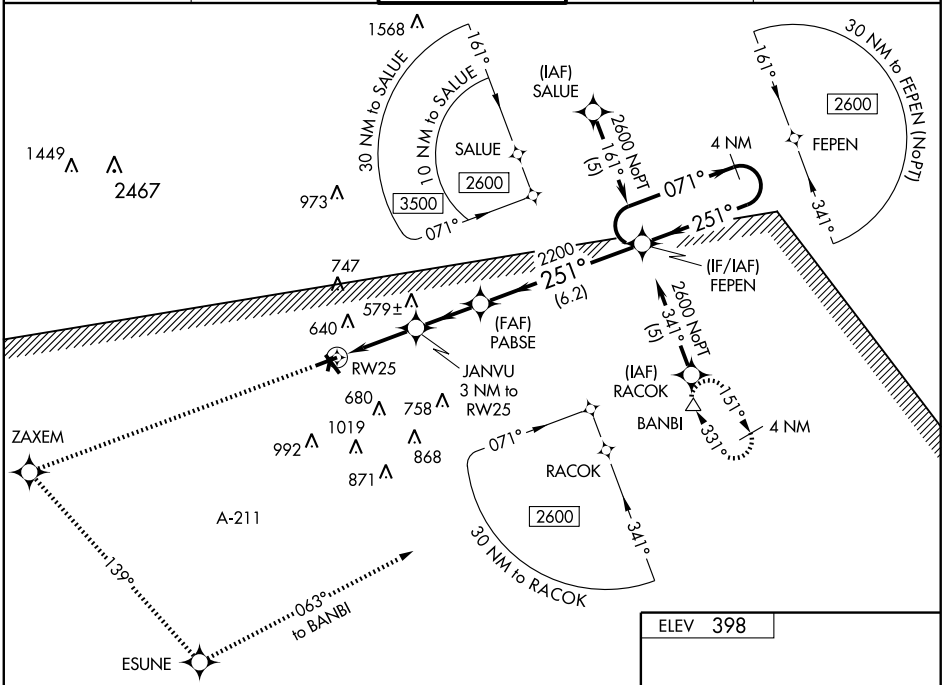
APP CRS	Rwy Idg	5009
251°	TDZE	394
	Apt Elev	398

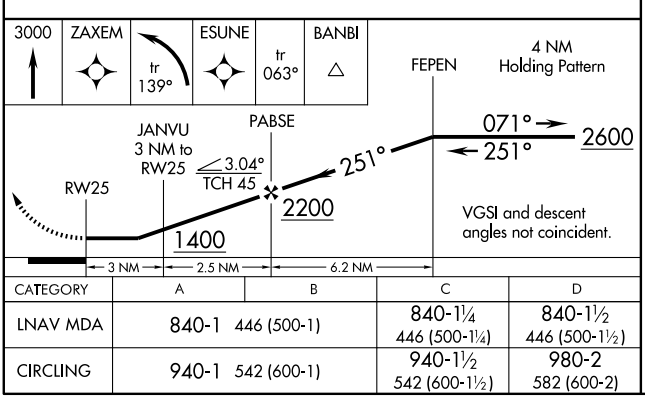
ASR/PAR

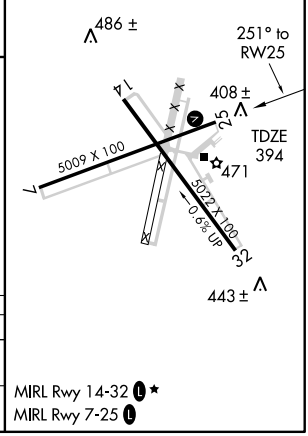
Circling to Rwy 14 NA at night. When VGSI inoperative, Straight-in/Circling Rwy 25 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Field) altimeter setting and increase all MDA 120 feet; increase LNAV and Circling visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct ZAXEM and left turn on track 139° to ESUNE and track 063° to BANBI and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1 446 (500-1)		840-1¼ 446 (500-1¼)	840-1½ 446 (500-1½)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53506 W32A	APP CRS 324°	Rwy Idg 5022 TDZE 393 Apt Elev 398

RNAV (GPS) RWY 32

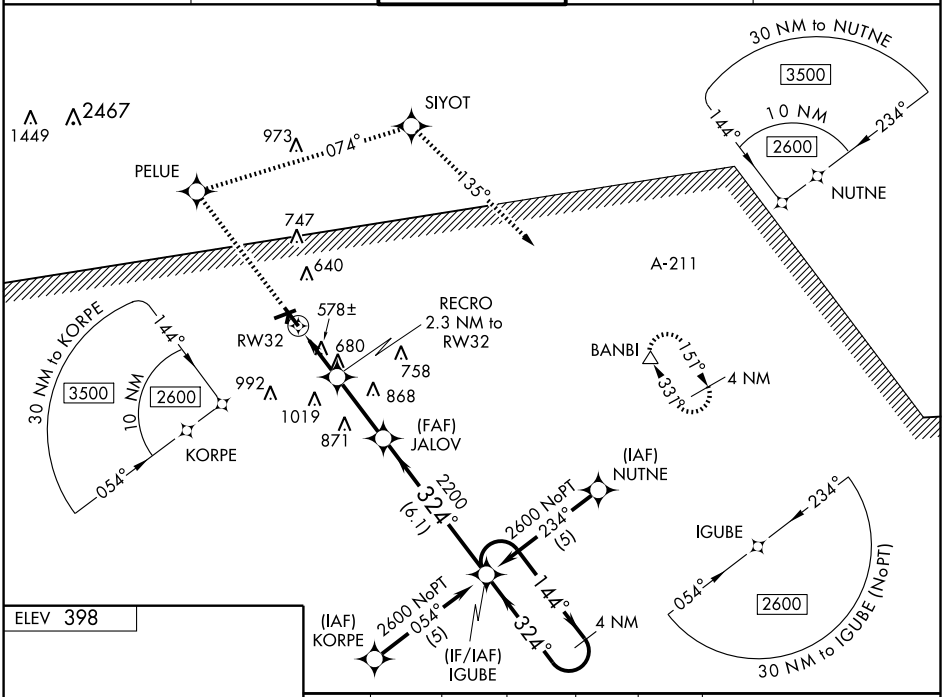
TROY MUNI (TOI)

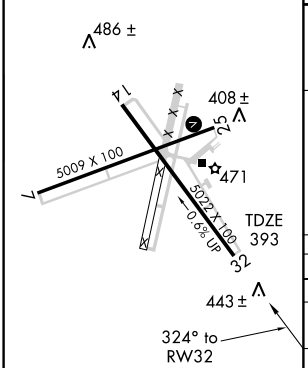
ASR/PAR

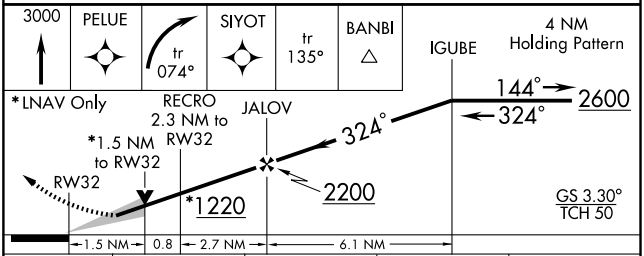
Circling to Rwy 14 NA at night. When VGSI inop, Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV, VDP, and Baro-VNAV NA when using Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DAs 101 feet, and all MDAs 120 feet; increase LPV and LNAV/VNAV all Cats. and Circling Cats. C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct PELUE and right turn via 074° track to SIYOT and via 135° track to BANBI and hold.

ATIS	CAIRNS APP CON★	TROY TOWER★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	645-1 252 (300-1)			NA
LNAV/VNAV DA	879-1¾ 486 (500-1¾)			NA
LNAV MDA	940-1 547 (600-1)		940-1½ 547 (600-1½)	940-1¾ 547 (600-1¾)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

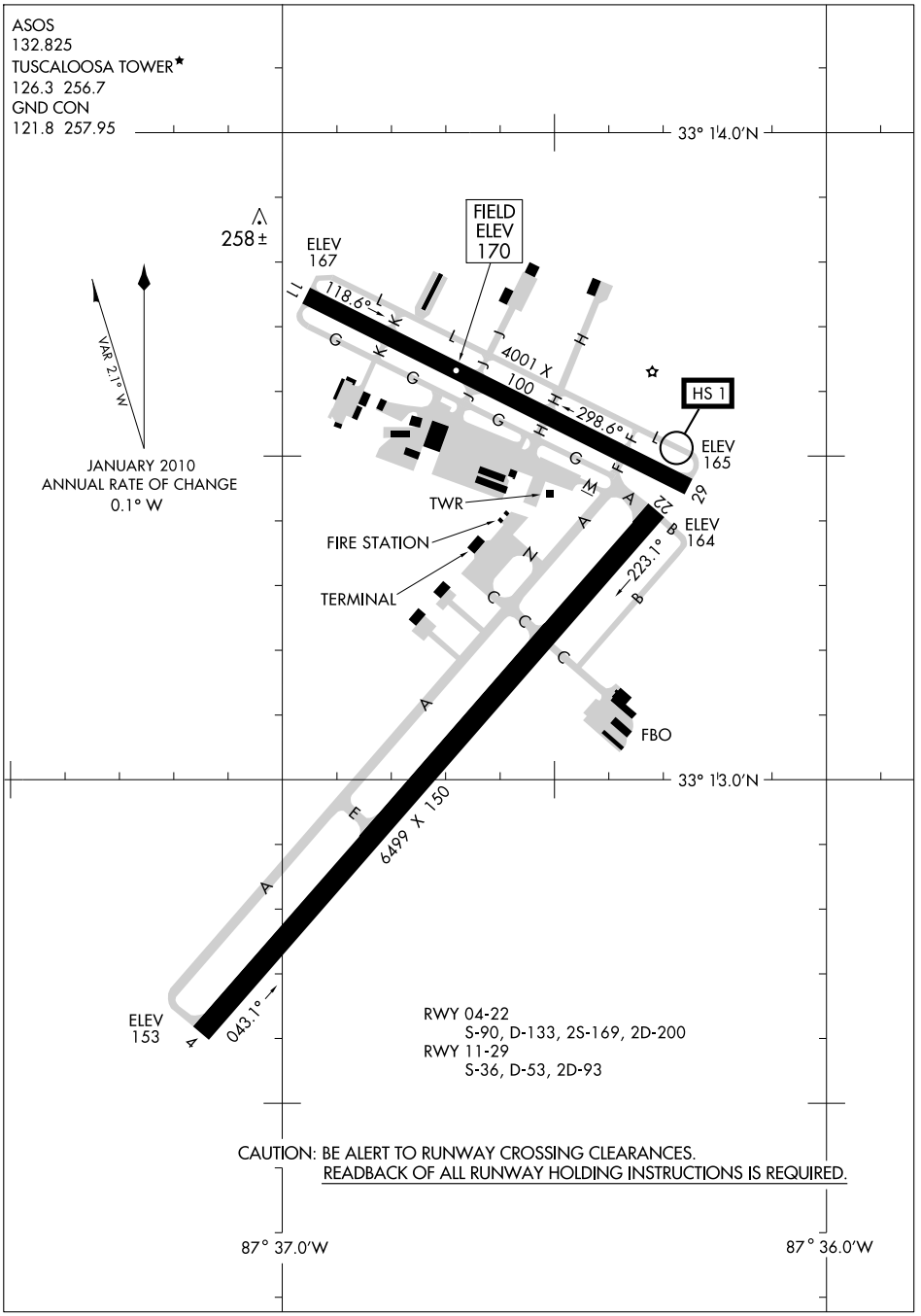
MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-487 (FAA)

TUSCALOOSA RGNL (TCL)
TUSCALOOSA, ALABAMA



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HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATLANTA, GA		
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	HS 1	Twy C and Twy D at Rwy 08L-26R.
	HS 2	Twy C and Twy D at Rwy 08R-26L.
	HS 3	Twy H at Rwy 08R-26L.
	HS 4	Twy D at Rwy 09L-27R.
AUGUSTA, GA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
MONTGOMERY, AL		
MONTGOMERY RGNL (DANELLY FLD) (MGM)	HS 1	Int of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.
TUSCALOOSA, AL		
TUSCALOOSA RGNL (TLC)	HS 1	Rwy 29 hold just beyond Twy F.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-TCL	APP CRS	Rwy Idg	6499
109.1	041°	TDZE	159
		Apt Elev	170

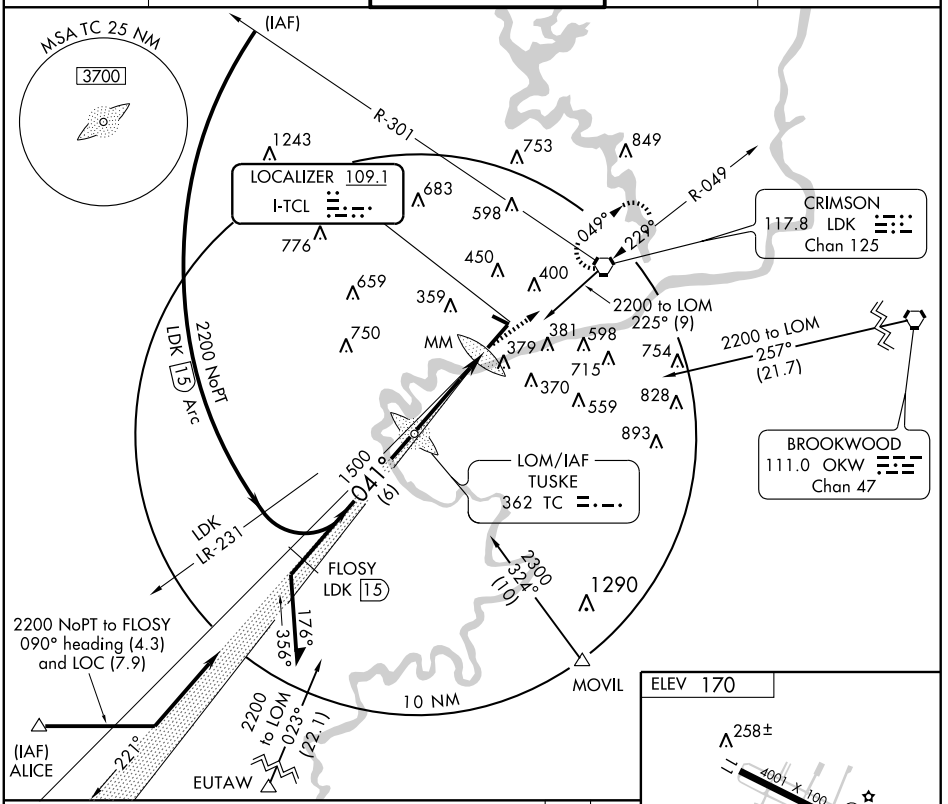
ILS RWY 4
TUSCALOOSA RGNL (TCL)

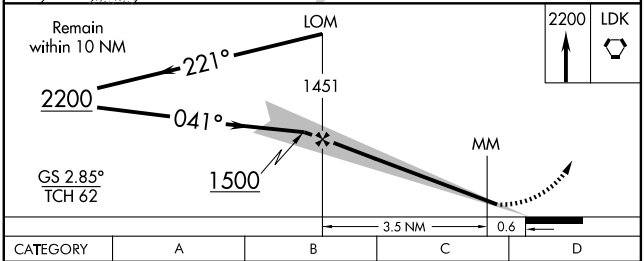
For inoperative MALSR increase S-LOC 4 visibility to 1.

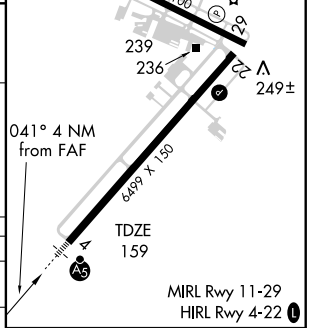
MALSR

MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
S-ILS 4	359-½ 200 (200-½)			
S-LOC 4	500-½ 341 (400-½)			500-¾ 341 (400-¾)
CIRCLING	800-1 630 (700-1)		800-1¾ 630 (700-1¾)	800-2 630 (700-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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WAAS	APP CRS	Rwy Idg	6499
CH 48906	041°	TDZE	159
W04A		Apt Elev	170

RNAV (GPS) RWY 4

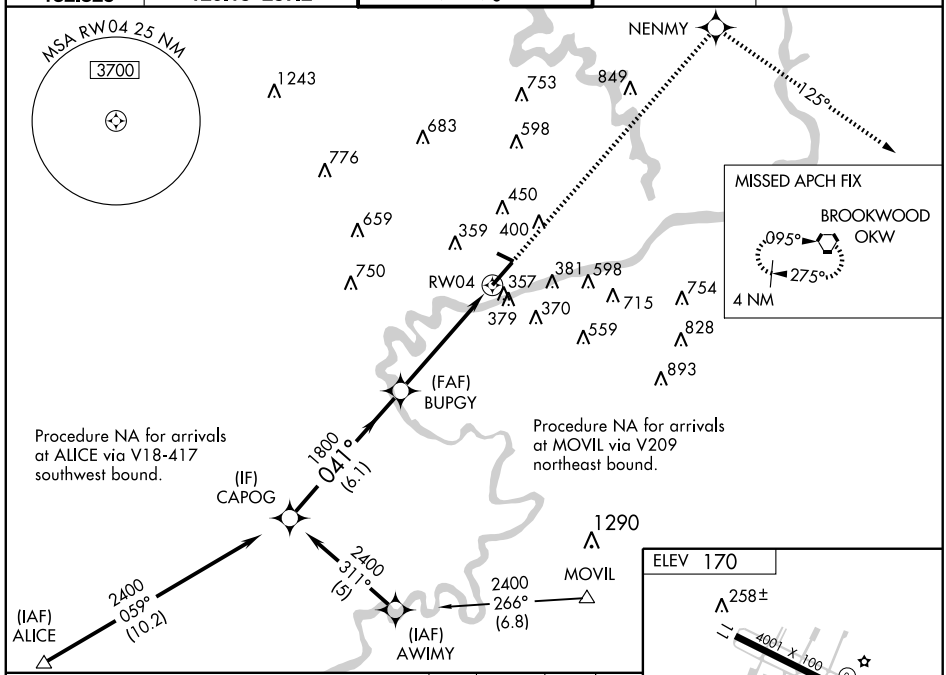
TUSCALOOSA RGNL (TCL)

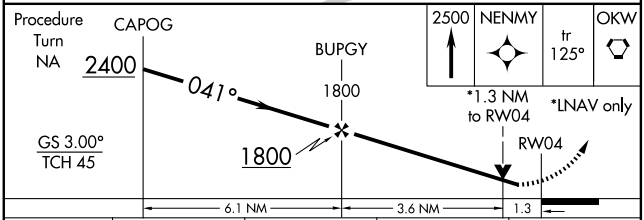
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV and LNAV/VNAV DA 177′, all MDAs 180′, LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile, Circling Cat B visibility ¼ mile, and Cats C and D visibility ½ mile. VDP and Baro-VNAV NA when using Birmingham altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility ¼ mile. For inoperative MALSR, when using Birmingham altimeter setting; increase LPV all Cats visibility ½ mile, and LNAV Cat A and B visibility ¼ mile.

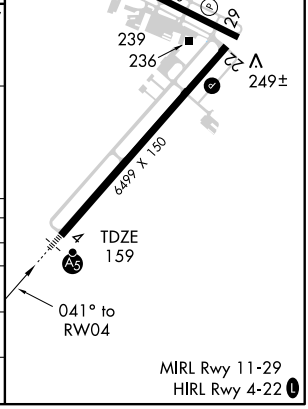
MALSR

MISSED APPROACH: Climb to 2500 direct NENMY then via 125° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
LPV DA	409-¾ 250 (300-¾)			
LNAV/VNAV DA	608-1 449 (500-1)			
LNAV MDA	620-¾ 461 (500-¾)			620-1 461 (500-1)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

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APP CRS	Rwy Idg	4001
116°	TDZE	170
	Apt Elev	170

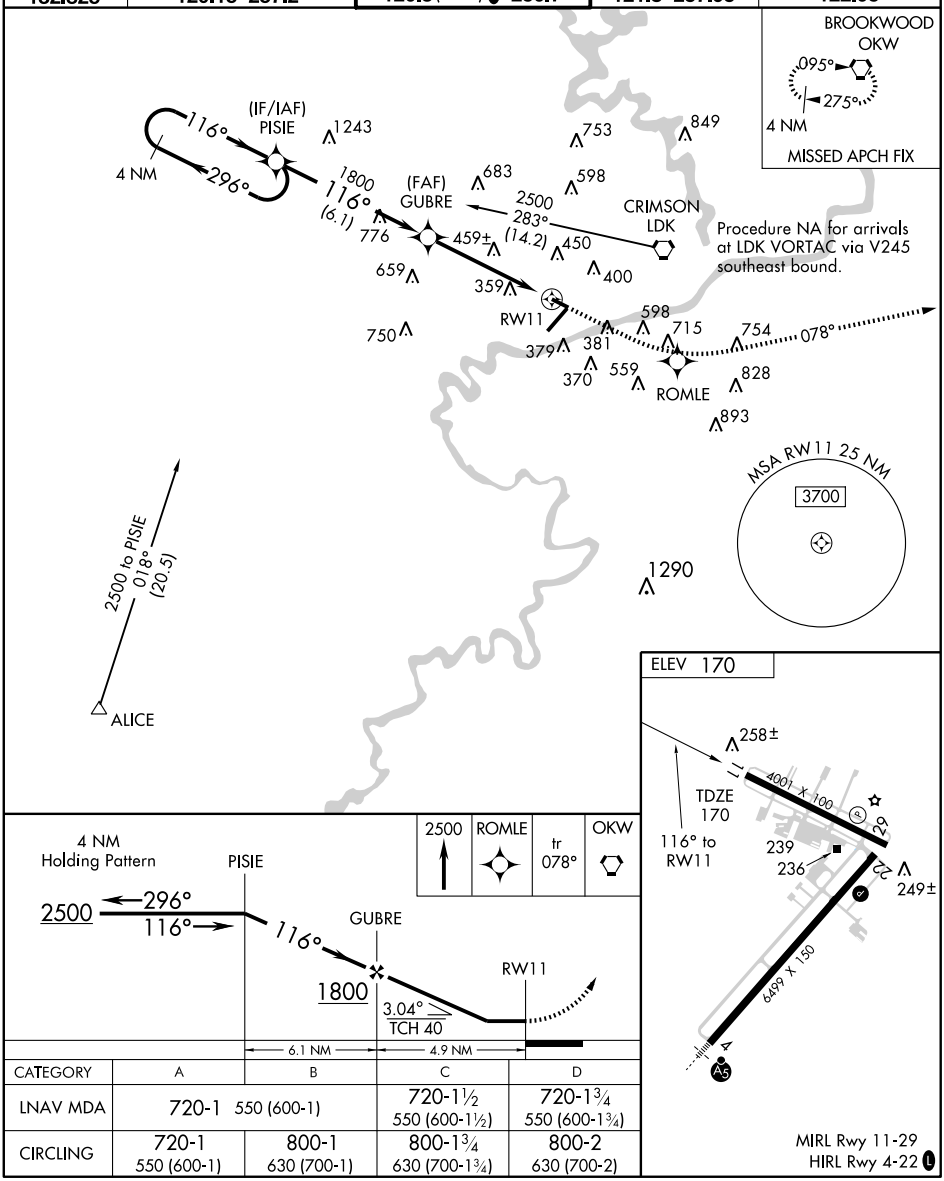
RNAV (GPS) RWY 11

TUSCALOOSA RGNL (TCL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180', LNAV Cat. C and D visibility ½ mile, Circling Cat. B visibility ¼ mile, Cat. C and D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct ROMLE then via 078° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95



CATEGORY	A	B	C	D
LNAV MDA	720-1 550 (600-1)		720-1½ 550 (600-1½)	720-1¾ 550 (600-1¾)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6499
CH 81918	221°	TDZE	164
W22A		Apt Elev	170

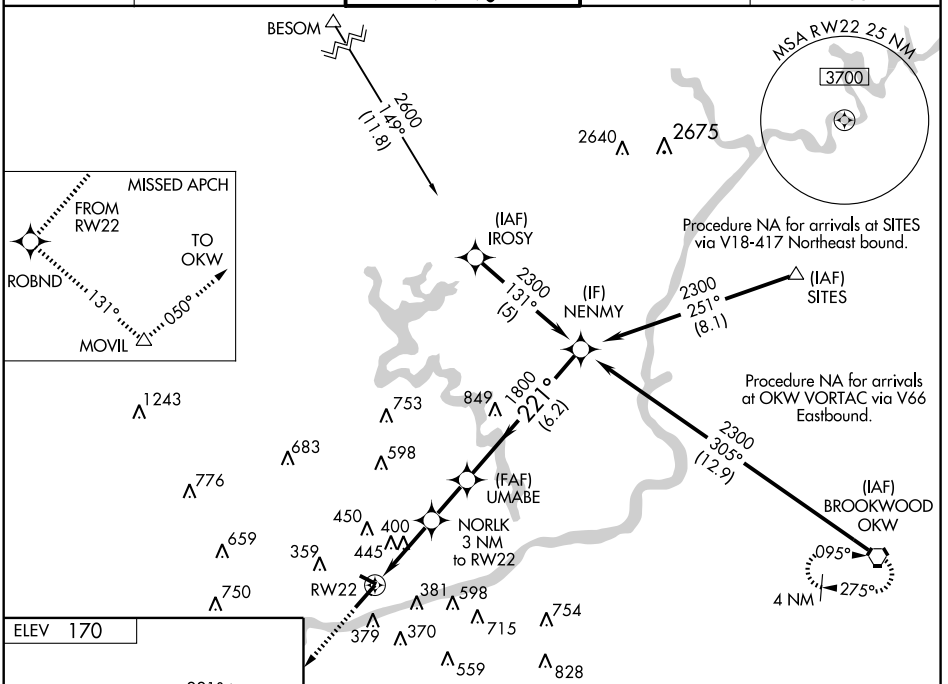
RNAV (GPS) RWY 22

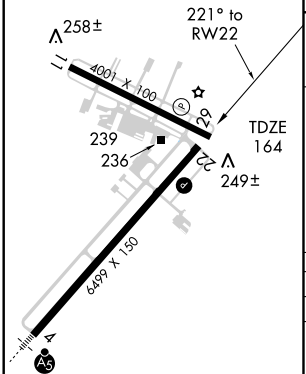
TUSCALOOSA RGNL (TCL)

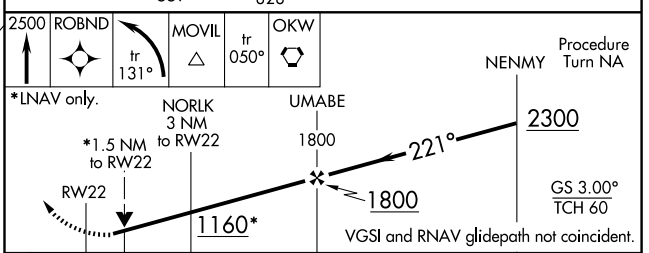
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA/MDA 180 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV visibility ¾ mile, LNAV Cat C and D visibility ½ mile, circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. Baro-VNAV and VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2500 direct ROBND and left turn on track 131° to MOVIL and on 050° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
LPV DA	582-1½ 418 (500-1½)			
LNAV/VNAV DA	759-2 595 (600-2)			
LNAV MDA	700-1 536 (600-1)		700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

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APP CRS	Rwy Idg	4001
297°	TDZE	170
	Apt Elev	170

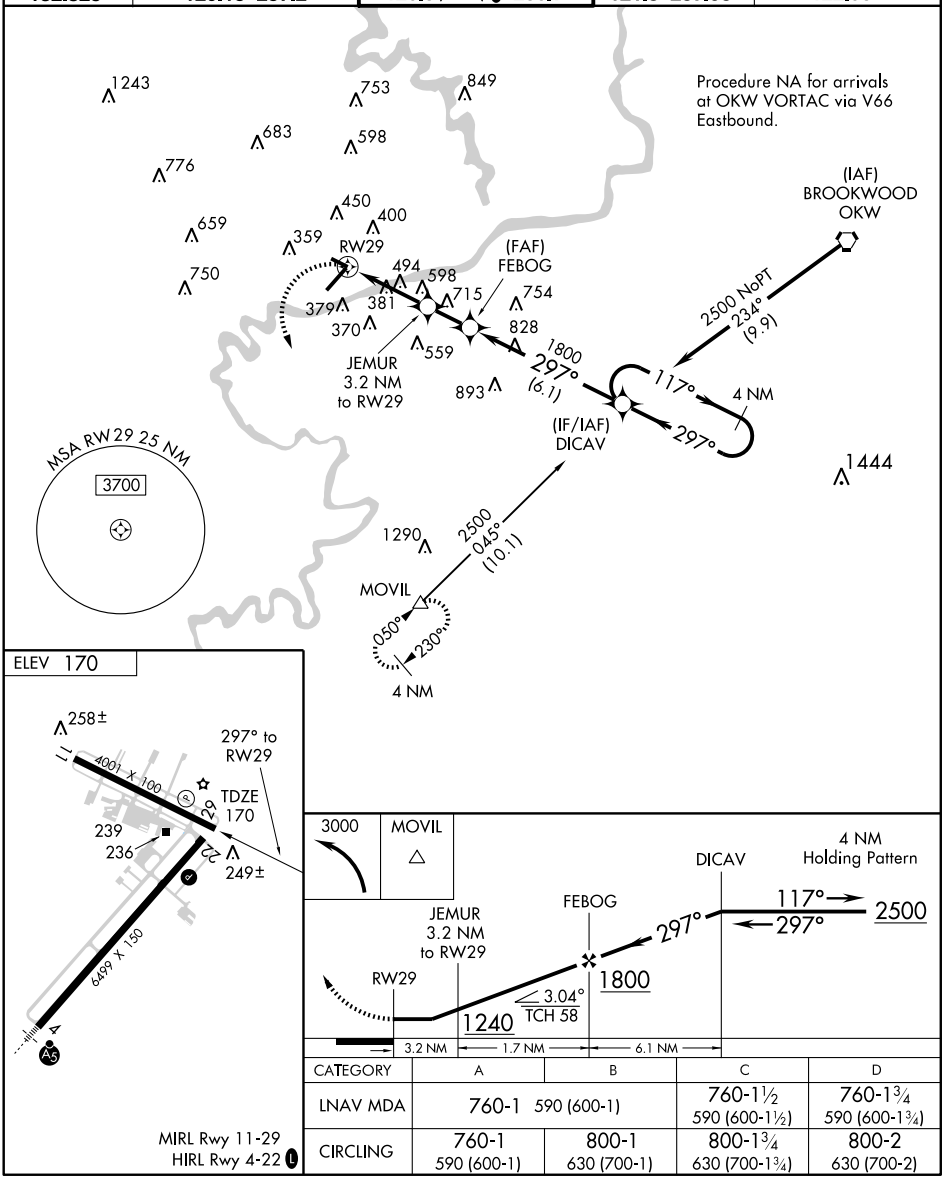
RNAV (GPS) RWY 29

TUSCALOOSA RGNL (TCL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180', LNAV Cat B visibility ¼ mile, Cat C and D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct MOVIL and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95



CATEGORY	A	B	C	D
LNAV MDA	760-1 590 (600-1)		760-1½ 590 (600-1½)	760-1¾ 590 (600-1¾)
CIRCLING	760-1 590 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

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VORTAC LDK	APP CRS	Rwy Idg	6499
117.8	052°	TDZE	159
Chan 125		Apt Elev	170

VOR or TACAN RWY 4

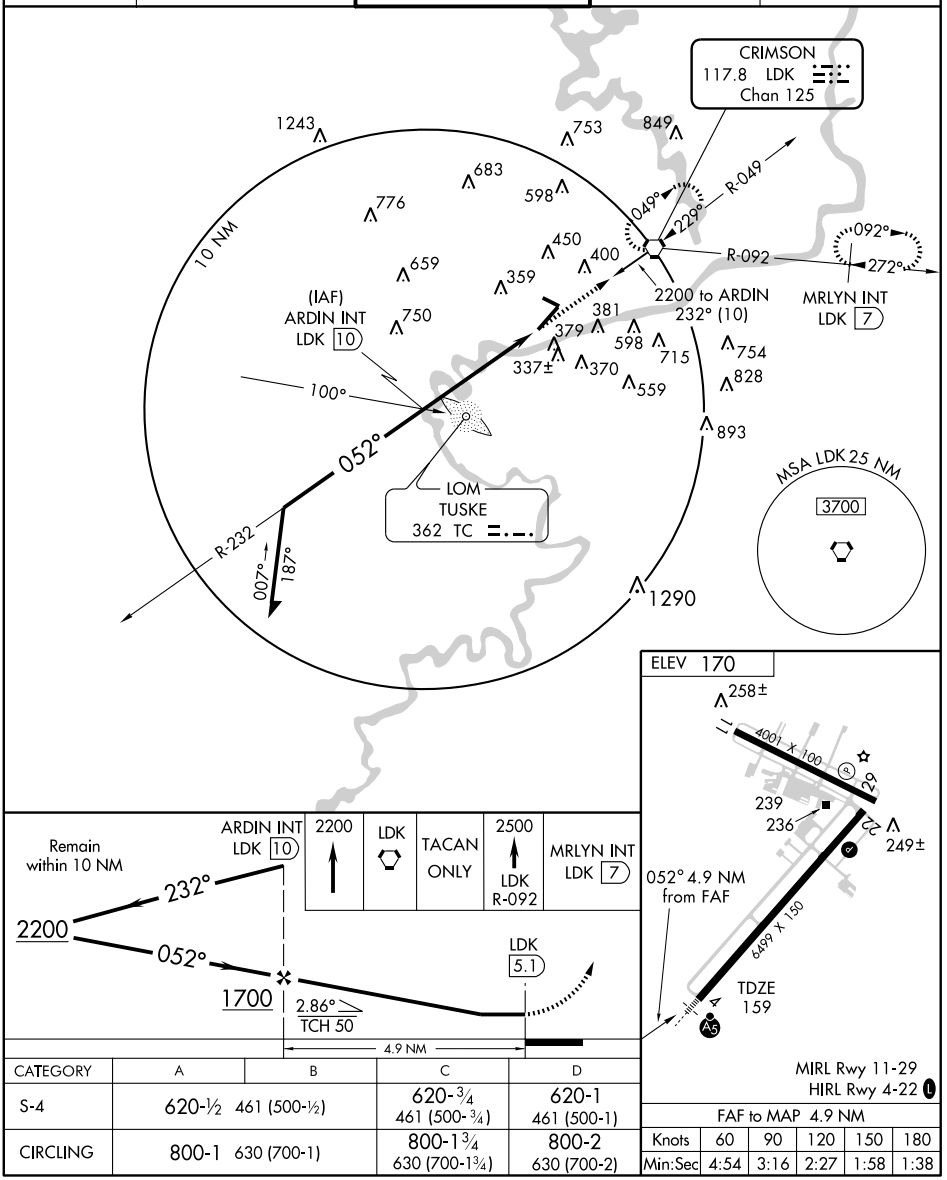
TUSCALOOSA RGNL (TCL)

DME OR ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold. (TACAN aircraft continue to 2500 via LDK R-092 to MRLYN Int/7 DME and hold E, right turns, 272° inbound.)

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95



CATEGORY	A	B	C	D
S-4	620-½	461 (500-½)	620-¾ 461 (500-¾)	620-1 461 (500-1)
CIRCLING	800-1	630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 21 OCT 2010 to 18 NOV 2010

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VORTAC LDK	APP CRS	Rwy Idg	6499
117.8	235°	TDZE	164
Chan 125		Apt Elev	170

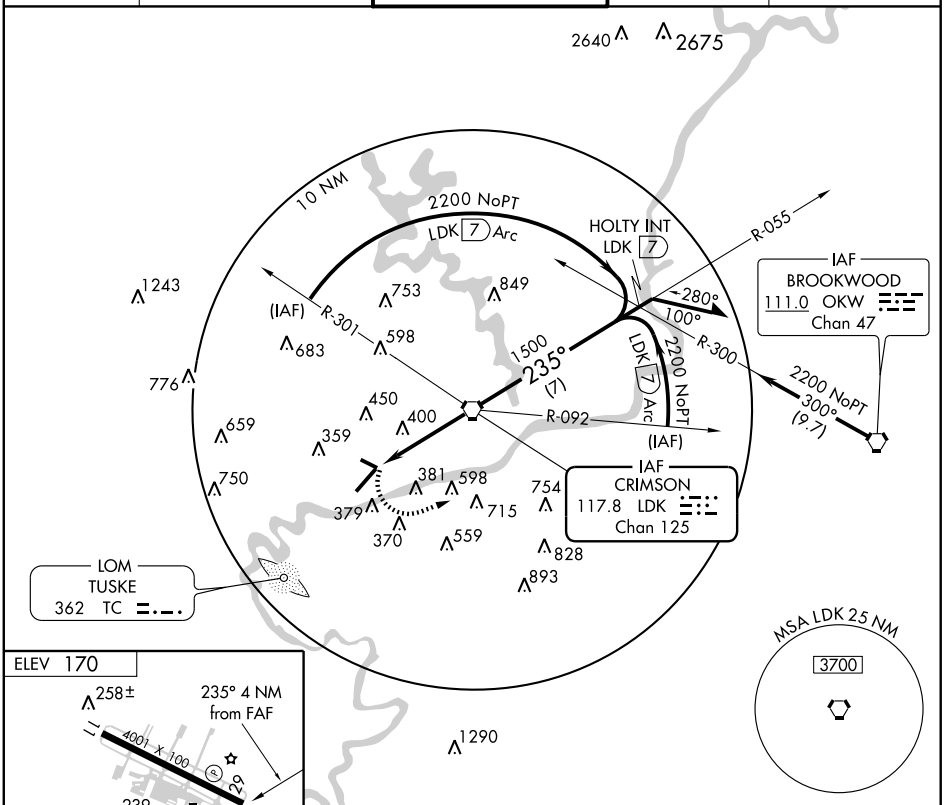
VOR or TACAN RWY 22

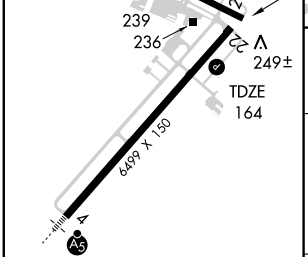
TUSCALOOSA RGNL (TCL)

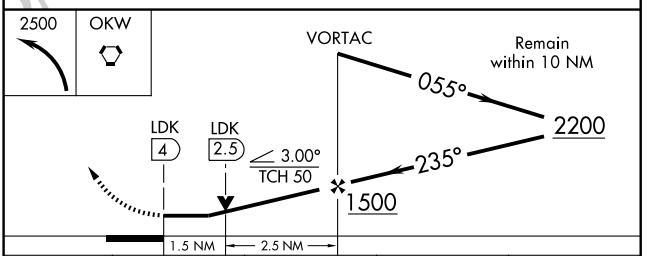
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct OKW VORTAC.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
S-22	700-1	536 (600-1)	700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)
CIRCLING	800-1	630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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APP CRS	Rwy ldg	5003
131°	TDZE	263
	Apt Elev	264

RNAV (GPS) RWY 13

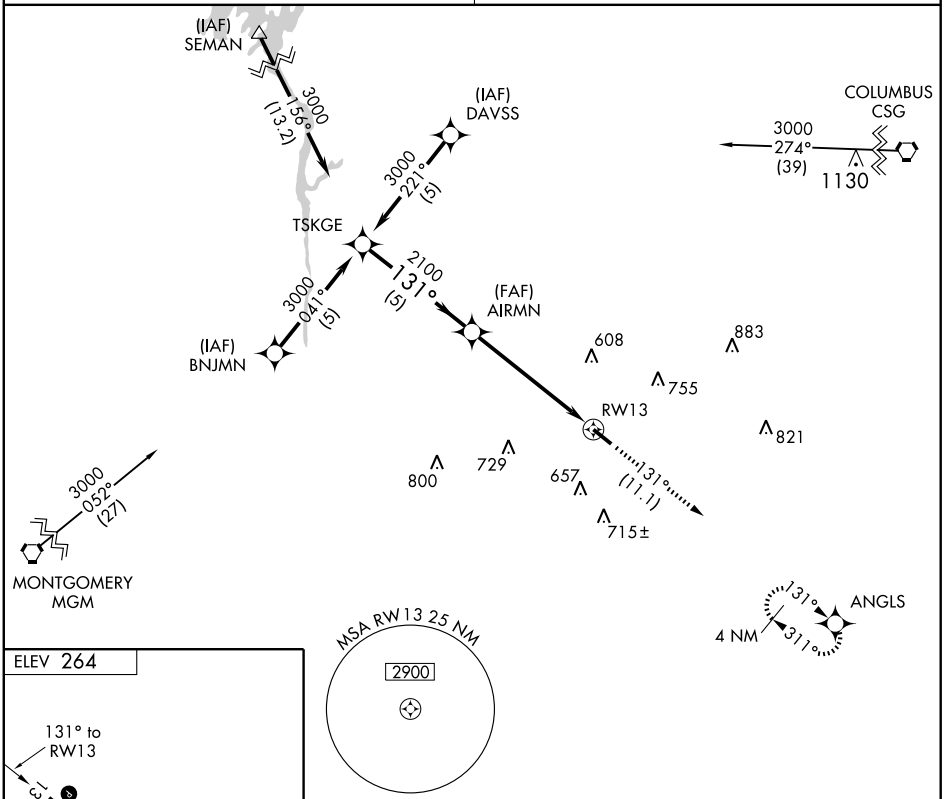
TUSKEGEE/MOTON FIELD MUNI (06A)

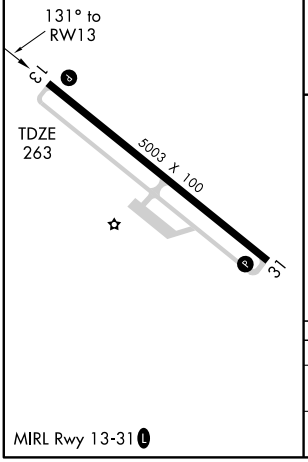
Use Montgomery altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

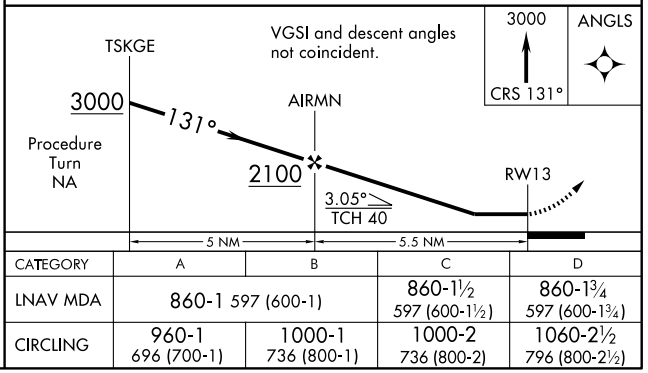
MISSED APPROACH: Climb to 3000 via 131° course to ANGLS WP and hold.

ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1 597 (600-1)		860-1½ 597 (600-1½)	860-1¾ 597 (600-1¾)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2½ 796 (800-2½)

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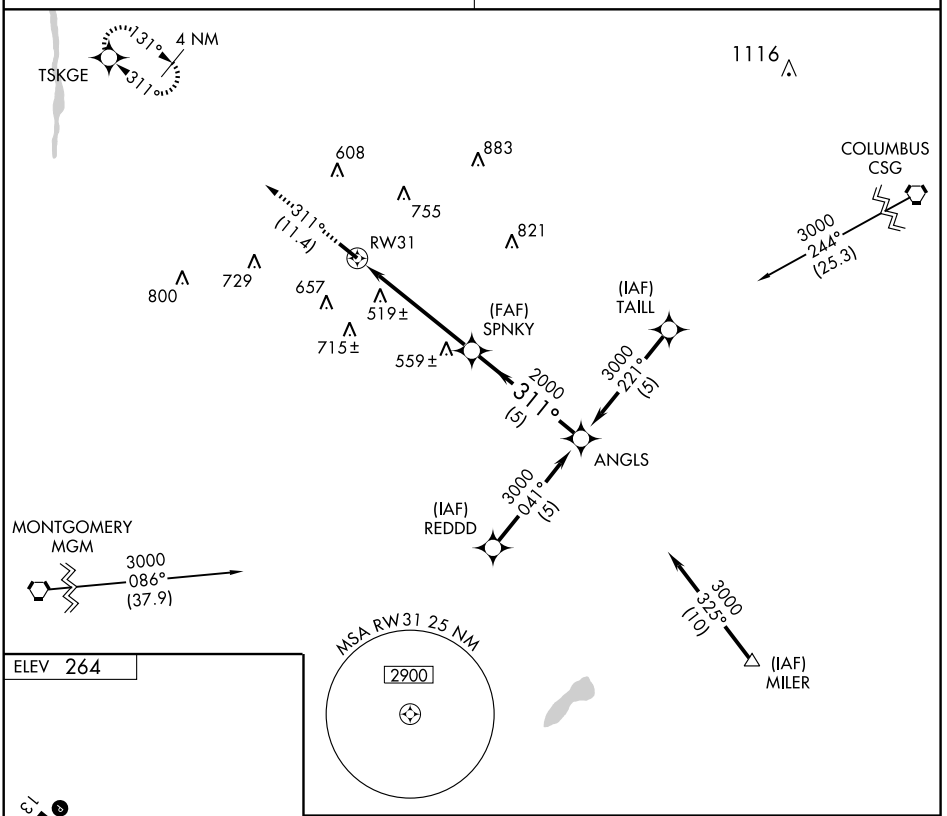
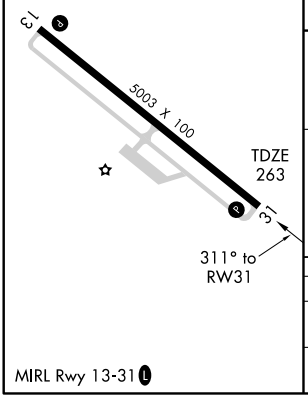
APP CRS	Rwy ldg	5003
311°	TDZE	263
	Apt Elev	264

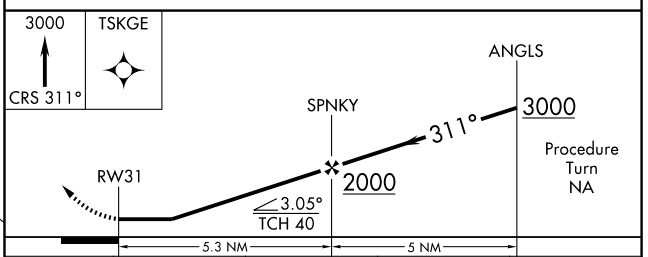
RNAV (GPS) RWY 31

TUSKEGEE/MOTON FIELD MUNI (06A)

NA Use Montgomery altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 3000 via 311° course to TSKGE WP and hold.
ATLANTA APP CON ★ 125.5 323.1	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1 617 (700-1)		880-1¾ 617 (700-1¾)	880-2 617 (700-2)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2½ 796 (800-2½)

MIRL Rwy 13-31 L

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VOR/DME TGE 117.3 Chan 120	APP CRS 198°	Rwy Idg N/A TDZE N/A Apt Elev 264

VOR-A

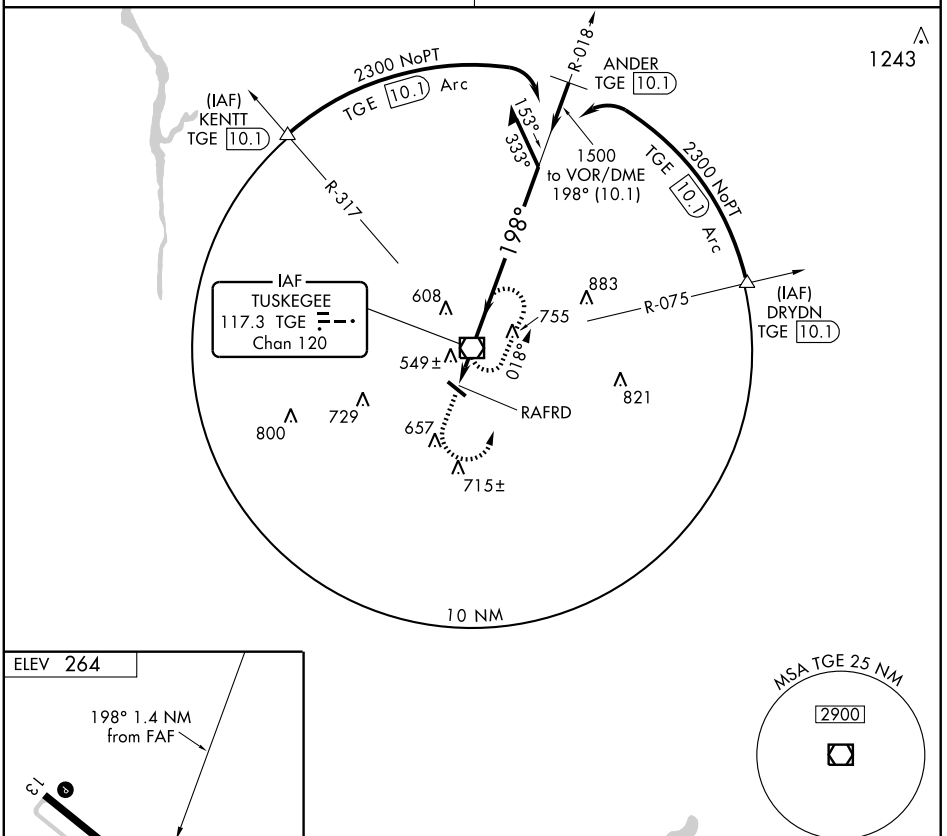
TUSKEGEE/MOTON FIELD MUNI (06A)

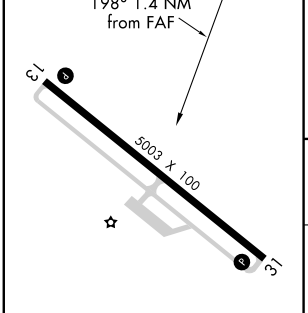
T NA — Use Montgomery altimeter setting.

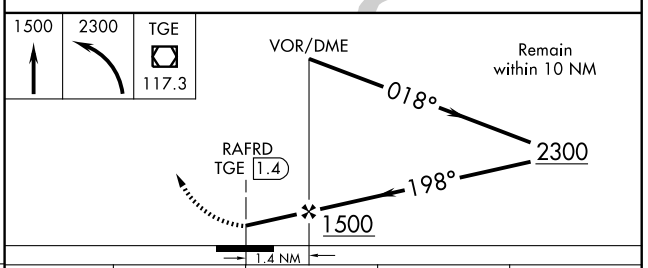
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct TGE VOR/DME and hold.

ATLANTA APP CON ★ 125.5 323.1

UNICOM 122.8 (CTAF) L







FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1020-1 756 (800-1)	1020-1¼ 756 (800-1¼)	1020-2¼ 756 (800-2¼)	1060-2½ 796 (800-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3613
168°	TDZE	463
	Apt Elev	463

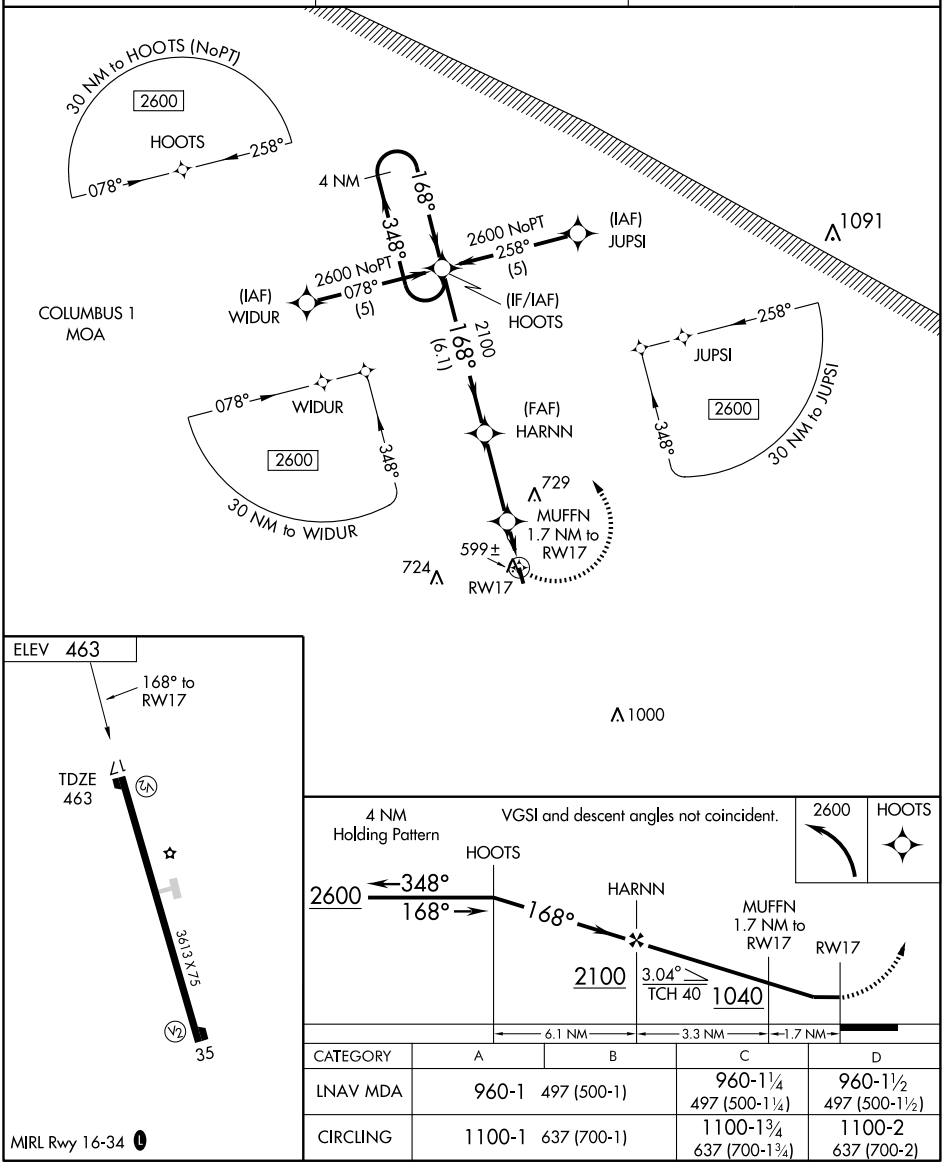
RNAV (GPS) RWY 17

VERNON/LAMAR COUNTY (M55)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 40 feet, LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct HOOTS and hold.

COLUMBUS AFB ATIS	COLUMBUS APP CON ★	CTAF
115.2 273.5	126.075 239.25	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	960-1	497 (500-1)	960-1¼ 497 (500-1¼)	960-1½ 497 (500-1½)
CIRCLING	1100-1	637 (700-1)	1100-1¾ 637 (700-1¾)	1100-2 637 (700-2)

MIRL Rwy 16-34 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

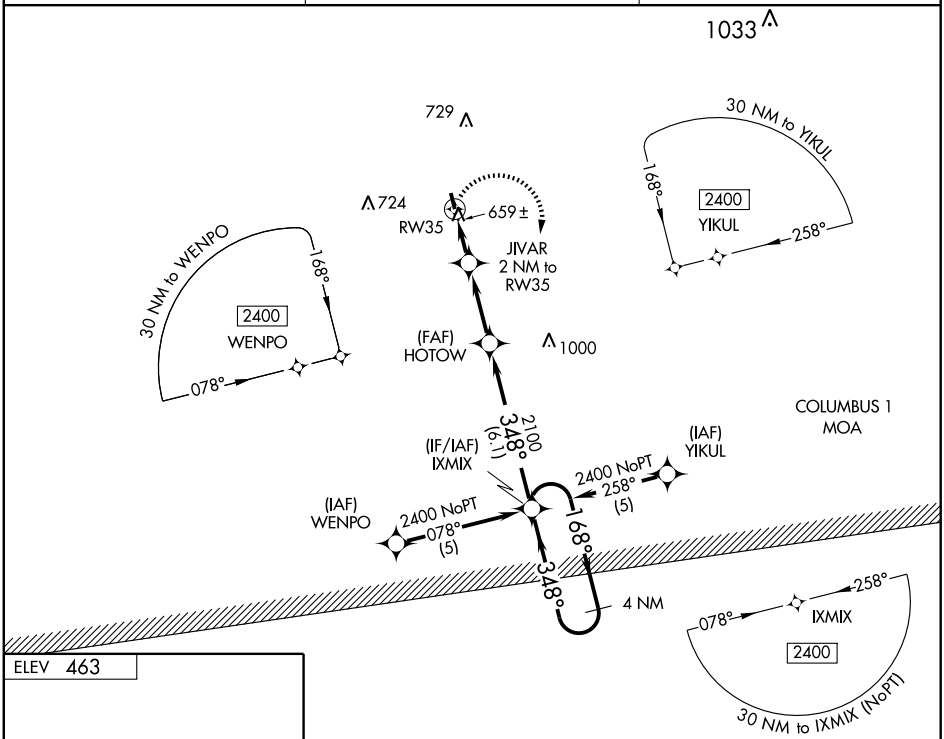
VERNON/LAMAR COUNTY (M55)

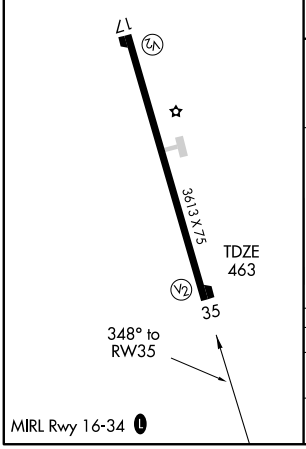
APP CRS	Rwy Idg	3613
348°	TDZE	463
	Apt Elev	463

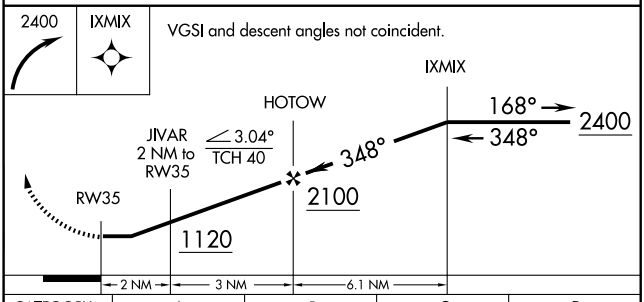
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbus AFB altimeter setting; when not received use Golden Triangle Rgnl altimeter setting and increase all MDA 40 feet and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 direct IXMIX and hold.

COLUMBUS AFB ATIS	COLUMBUS APP CON★	CTAF
115.2 273.5	126.075 239.25	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1000-1 537 (600-1)		1000-1½ 537 (600-1½)	1000-1¾ 537 (600-1¾)
CIRCLING	1100-1 637 (700-1)		1100-1¾ 637 (700-1¾)	1100-2 637 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC HAB 110.4 Chan 41	APP CRS 192°	Rwy Idg N/A TDZE N/A Apt Elev 463

VOR/DME-A

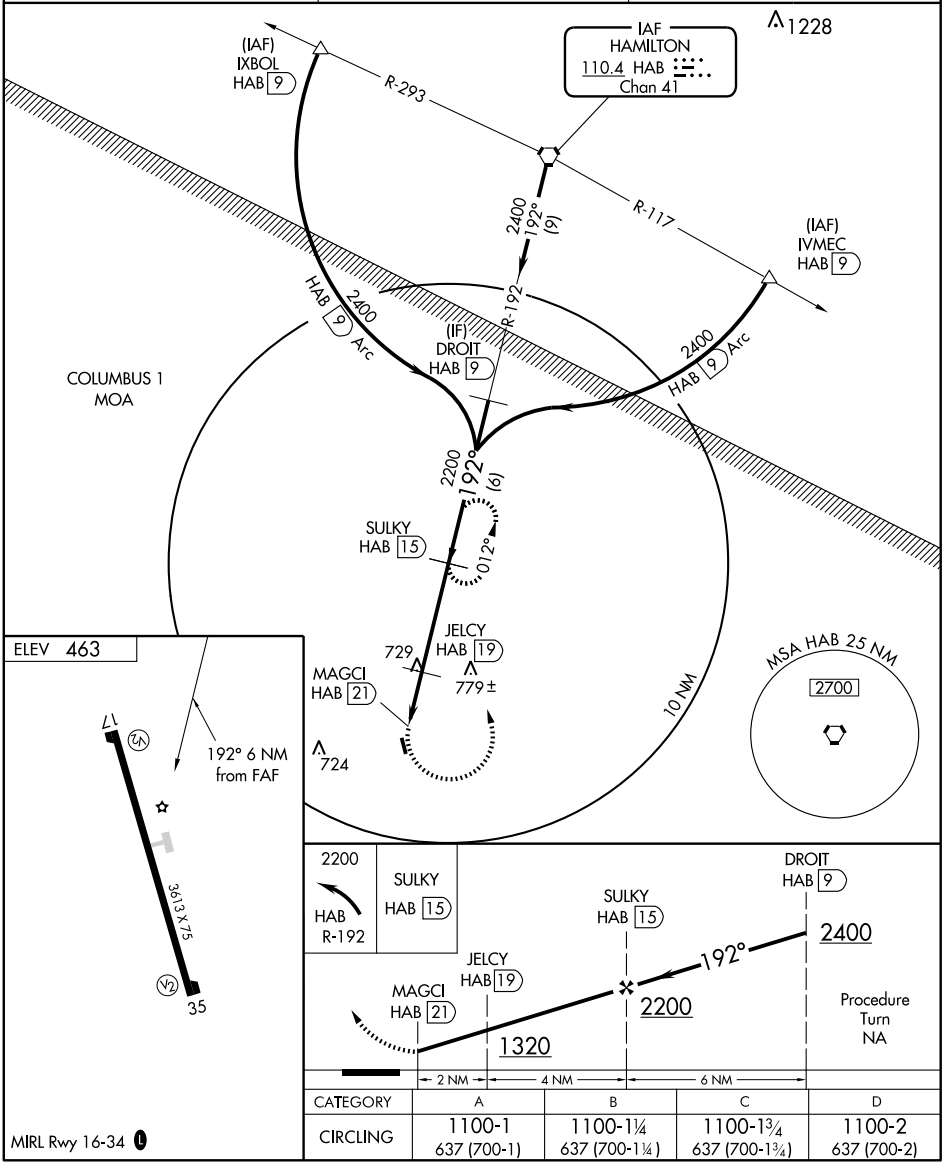
VERNON/LAMAR COUNTY (M55)

Use Columbus AFB altimeter setting; When not received use Golden Triangle Rgnl altimeter setting and increase all MDA 40 feet and Cat C/D visibility ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2200 via HAB VORTAC R-192 to SULKY/HAB 15 DME and hold.

COLUMBUS AFB ATIS	COLUMBUS APP CON★	CTAF
115.2 273.5	126.075 239.25	122.9 L



CATEGORY	A	B	C	D
CIRCLING	1100-1 637 (700-1)	1100-1¼ 637 (700-1¼)	1100-1¾ 637 (700-1¾)	1100-2 637 (700-2)

MIRL Rwy 16-34 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3011
092°	TDZE	197
	Apt Elev	197

RNAV (GPS) RWY 9

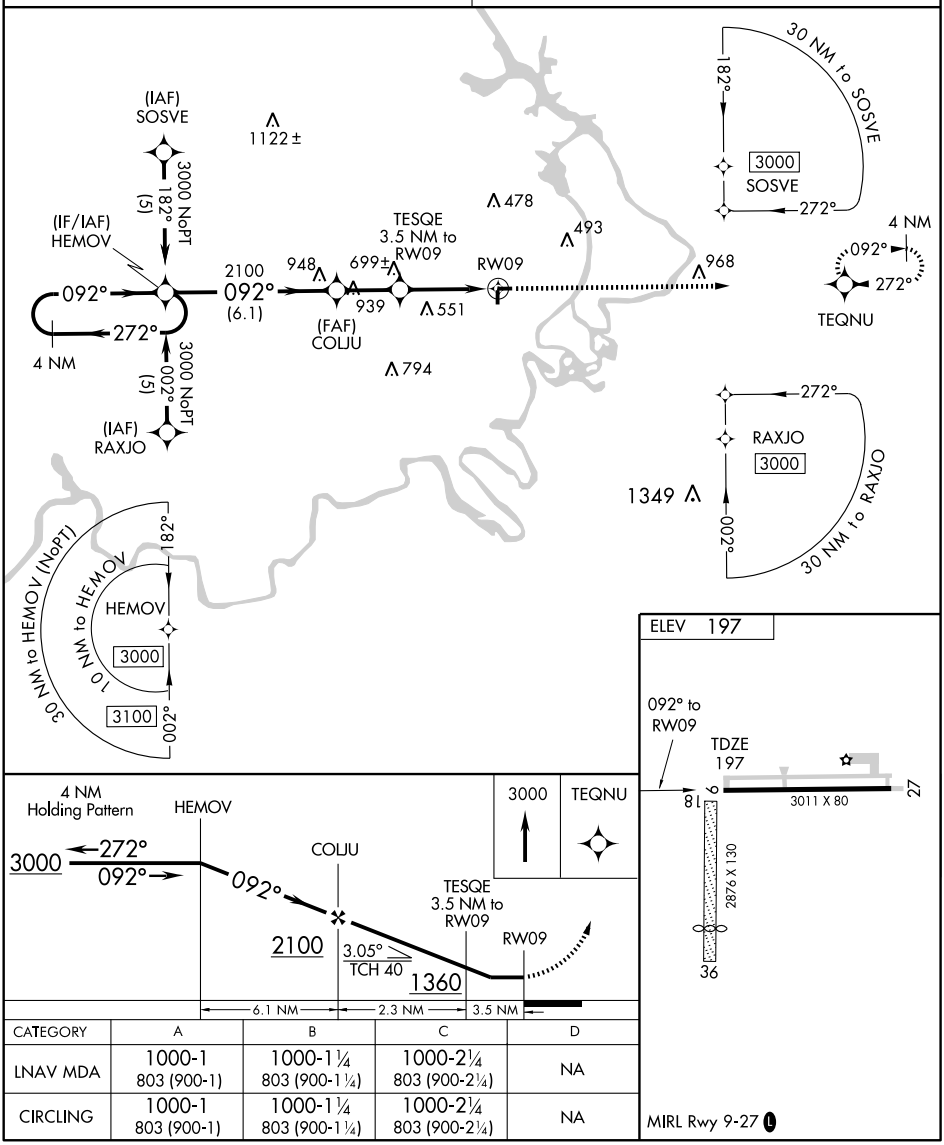
WETUMPKA MUNI (08A)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA to Rwy 18-36. Use Montgomery Rgnl (Dannelly Field) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase LNAV Cat A visibility ¼ mile, LNAV Cat C visibility ½ mile, Circling Cat A visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct TEQNU and hold.

MONTGOMERY APP CON ★ 121.2 380.225

UNICOM 123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1000-1 803 (900-1)	1000-1¼ 803 (900-1¼)	1000-2¼ 803 (900-2¼)	NA
CIRCLING	1000-1 803 (900-1)	1000-1¼ 803 (900-1¼)	1000-2¼ 803 (900-2¼)	NA

MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3011
272°	TDZE	197
	Apt Elev	197

RNAV (GPS) RWY 27

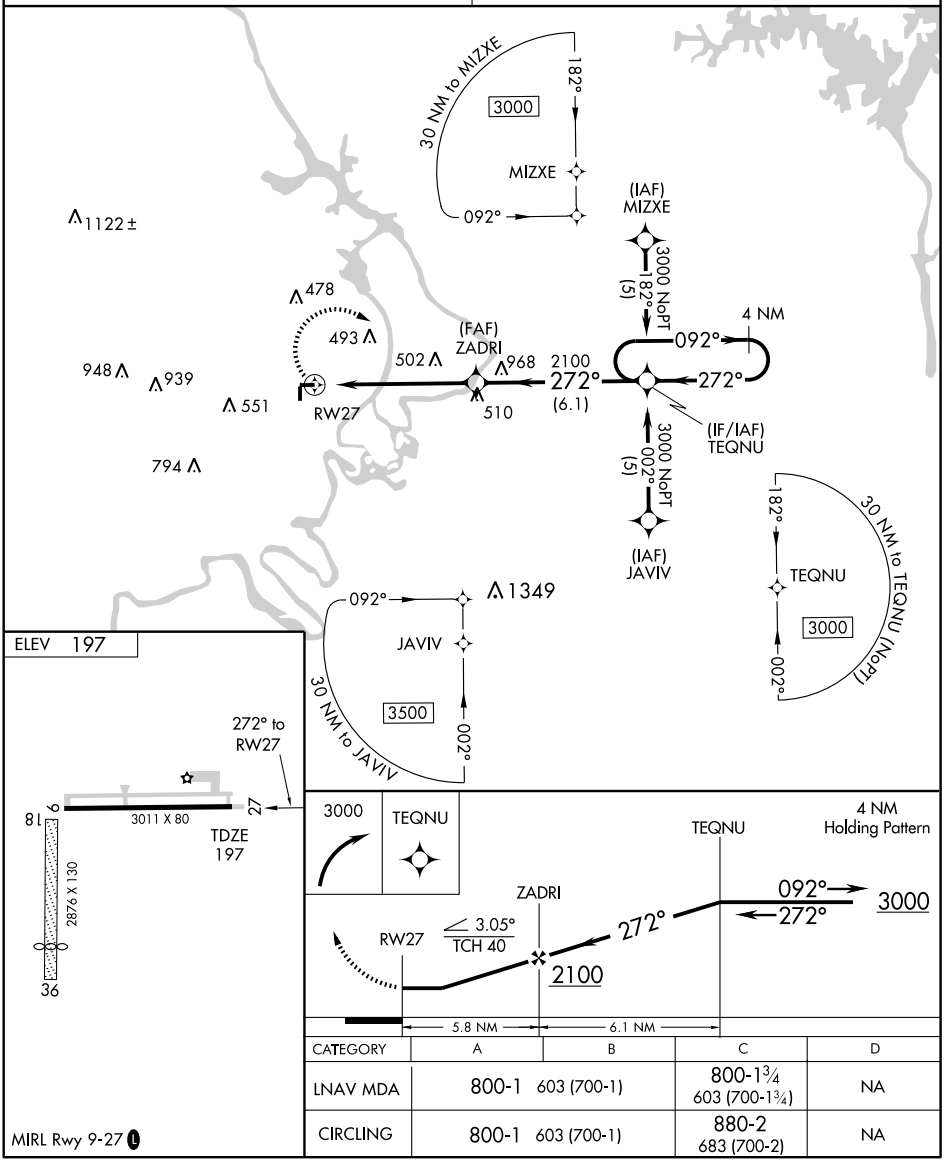
WETUMPKA MUNI (08A)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Montgomery Rgnl (Dannelly Field) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase LNAV Cat C and Circling Cat C visibility ¼ mile. Circling NA to Rwy 18/36.

MISSED APPROACH: Climbing right turn to 3000 direct TEQNU and hold.

MONTGOMERY APP CON ★
121.2 380.225

UNICOM
123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	800-1	603 (700-1)	800-1¾ 603 (700-1¾)	NA
CIRCLING	800-1	603 (700-1)	880-2 683 (700-2)	NA

MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MGM	APP CRS	Rwy Idg	N/A
112.1	176°	TDZE	N/A
Chan 58		Apt Elev	197

VOR-A

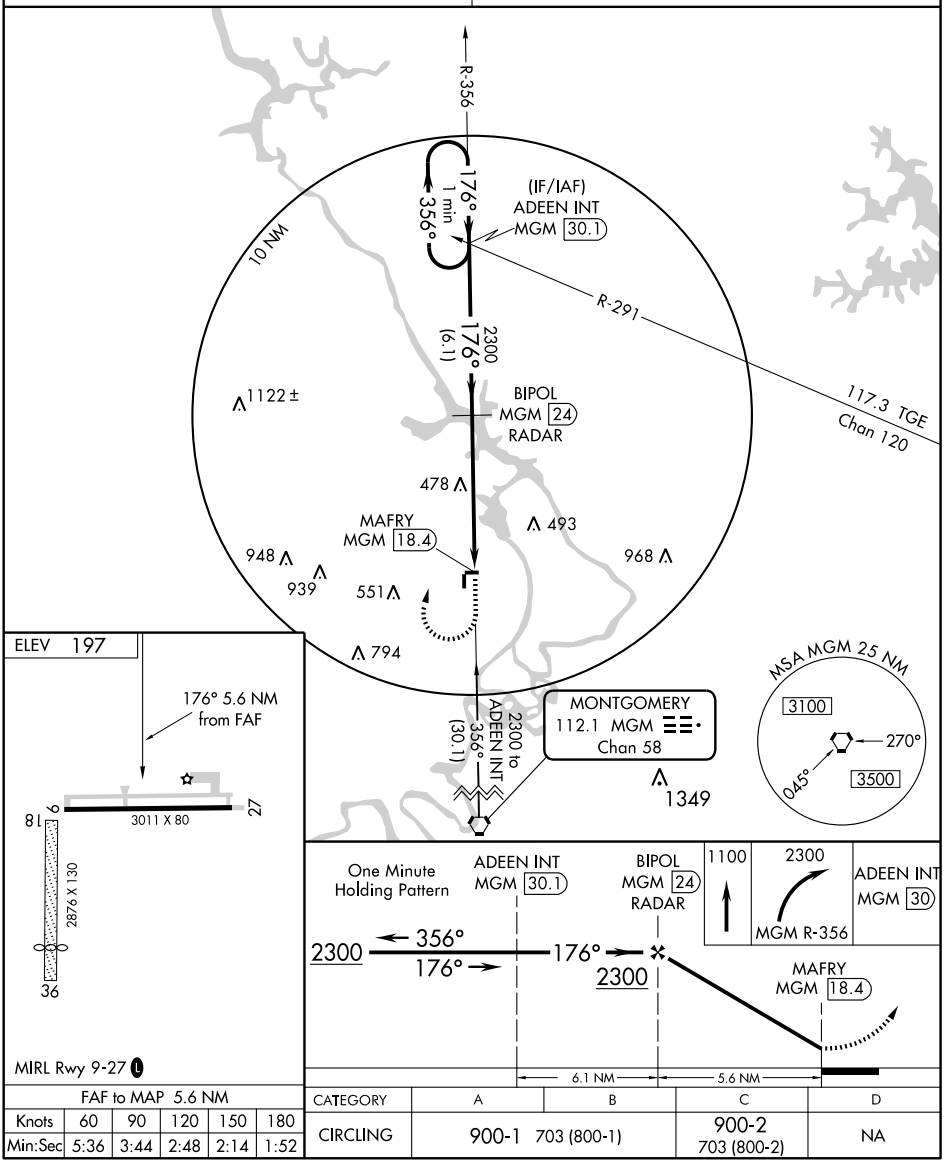
WETUMPKA MUNI (08A)

DME or RADAR REQUIRED. Use Montgomery Rgnl (Dannelly Field) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Circling NA to Rwy 18/36.

NA

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 via MGM R-356 to ADEEN INT/30 DME and hold.

MONTGOMERY APP CON ★	UNICOM
121.2 380.225	123.05 (CTAF) L



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	900-1 703 (800-1)		900-2 703 (800-2)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
APALACHICOLA, FL	
APALACHICOLA RGNL	**RNAV (GPS)-A**
	RNAV (GPS)-B
	RNAV (GPS) Rwy 6
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 24
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BARTOW, FL	
BARTOW MUNI	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 9L
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 27R
NA when local weather not available.	
BOCA RATON, FL	
BOCA RATON	**VOR/DME-A**
NA when local weather not available.	
BROOKSVILLE, FL	
HERNANDO COUNTY	**RNAV (GPS) Rwy 3**
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 27
NA when local weather not available.	
CHARLOTTE AMALIE, ST. THOMAS, VI	
CYRIL E. KING	**ILS Rwy 10[1]**, 700-2
	VOR-A, 1200-3
[1]NA when control tower closed.	
CHRISTIANSTED, ST. CROIX, VI	
HENRY E ROHLSEN	**ILS or LOC Rwy 10[1]**
	NDB Rwy 10[12]
	RNAV (GPS) Rwy 10[3]
	VOR Rwy 28[14]
[1]NA when control tower closed.	
[2]Category A,B, 1200-2; Category C,D, 1200-3.	
[3]Category A,B, 1000-2; Category C,D, 1000-3.	
[4]Category A,B, 900-2; Category C,D, 900-3.	

NAME	ALTERNATE MINIMUMS
CRESTVIEW, FL	
BOB SIKES	**ILS Rwy 17[12]**
	RNAV (GPS) Rwy 17[1]
	RNAV (GPS) Rwy 35[1]
	VOR-A[3]
[1]NA when local weather not available.	
[2]Category D, 700-2.	
[3]Category D, 800-2¼.	
CRYSTAL RIVER, FL	
CRYSTAL RIVER	**RNAV (GPS) Rwy 9**
	RNAV (GPS) Rwy 27
	VOR/DME-A
NA when local weather not available.	
Category D, 800-2½.	
DAYTONA BEACH, FL	
DAYTONA BEACH INTL	**ILS or LOC Rwy 7L[1]**
	LOC BC Rwy 25R[1]
	VOR Rwy 16[2]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
DELAND, FL	
DELAND MUNI- SIDNEY H. TAYLOR FIELD	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 30
NA when local weather not available.	
FORT LAUDERDALE, FL	
FORT LAUDERDALE EXECUTIVE	**ILS or LOC Rwy 8[1]**
	RNAV (GPS) Rwy 26[2]
[1]ILS, Category D, 700-2.	
[2]NA when local weather not available.	

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NAME ALTERNATE MINIMUMS

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL ..... **ILS or LOC Rwy 9L[1]**
ILS or LOC Rwy 27R[1]
LOC Rwy 9R[2]
LOC/DME Rwy 13[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Y Rwy 9R[2]
RNAV (GPS) Z Rwy 9L[2]
RNAV (GPS) Rwy 27L[2]
RNAV (GPS) Y Rwy 27R[2]
RNAV (GPS) Rwy 31[2]
RNAV (RNP) Z Rwy 27R, 800-2¼
VOR Rwy 27R[2]

[1]ILS, Categories A,B,C, 700-2, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

FORT MYERS, FL

PAGE FIELD ..... **ILS Rwy 5[1]**
RNAV (GPS) Rwy 13[2]

[1]NA when FMY tower closed.
[2]NA when local weather not available.

SOUTHWEST FLORIDA INTL ..... **ILS or LOC Rwy 6[12]**

[1]NA when control tower closed.
[2]ILS, Category E, 700-2½; LOC, Category E, 800-2½.

FORT PIERCE, FL

ST LUCIE COUNTY INTL ..... **ILS or LOC Rwy 10R[1]**
NDB Rwy 28L[1]
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 28L
RNAV (GPS) Rwy 32
VOR/DME Rwy 14

NA when local weather not available.
[1]NA when control tower closed.

GAINESVILLE, FL

GAINESVILLE RGNL ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[1]
RNAV (GPS) Rwy 29[1]
VOR Rwy 25[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½.

JACKSONVILLE, FL

CECIL FIELD ..... **ILS or LOC RWY 36R[1]**
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 36R

NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

JACKSONVILLE, FL (CON'T)

CRAIG MUNI ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 32
VOR Rwy 14[1]
VOR/DME Rwy 32

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

JACKSONVILLE INTL ..... **ILS Rwy 7[1]**
ILS Rwy 13[2]
ILS or LOC Rwy 25[2]
RNAV (GPS) Rwy 31[3]
VOR/DME Rwy 31[4]

[1]ILS, Category D, 700-2, Category E,800-2¾. LOC, Category E, 800-2¾.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

KEY WEST, FL

KEY WEST INTL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

LAKELAND, FL

LAKELAND LINDER RGNL .. **ILS or LOC Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27[1]

NA when control tower closed.
[1]Category C 800-2¼; Category D, 800-2½.

LEESBURG, FL

LEESBURG INTL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

MARATHON, FL

THE FLORIDA KEYS MARATHON ..... **NDB-A**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 31

NA when local weather not available.

MARIANNA, FL

MARIANNA MUNI ..... **RNAV (GPS) Rwy 18**
VOR-A
VOR-B

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

MAYAGUEZ, PR
EUGENIO MARIA
DE HOSTOS ..... **VOR or GPS Rwy 9**
Categories A,B, 1000-2; Category C, 1000-3.
NA except for operators with approved weather reporting service.

MERRITT ISLAND, FL
MERRITT ISLAND ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

MIAMI, FL
KENDALL-TAMIAMI
EXECUTIVE ..... **ILS or LOC Rwy 9R[1]**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 27R
NA when local weather not available.
[1]Category D, 700-2.

MIAMI INTL ..... **ILS or LOC Rwy 27[1]**
ILS or LOC Rwy 30[2]
[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾.

OPA LOCKA ..... **ILS Rwy 9L**
ILS Rwy 12
ILS/DME Rwy 27R
NA when control tower closed.

NAPLES, FL
NAPLES MUNI... ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

OCALA, FL
OCALA INTL-JIM
TAYLOR FIELD.. ..... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 36
NA when local weather not available.

OKEECHOBEE, FL
OKEECHOBEE COUNTY.. **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
NA when local weather not available.

ORLANDO, FL
EXECUTIVE ..... **ILS or LOC Rwy 7**
LOC BC Rwy 25
VOR/DME Rwy 7
VOR/DME Rwy 25
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ORLANDO, FL (CON'T)
KISSIMMEE GATEWAY ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

ORLANDO INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 18R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R
ILS or LOC Rwy 36R
ILS, 700-2.

ORLANDO SANFORD
INTL ..... **ILS or LOC Rwy 9L[12]**
ILS or LOC Rwy 9R[12]
ILS or LOC Rwy 27R[12]
NDB-B[2]
NDB-C[2]
RNAV (GPS) Rwy 9L[1]
RNAV (GPS) Rwy 9R[1]
RNAV (GPS) Rwy 27R[1]
[1]NA when local weather not available.
[2]NA when control tower closed.

PANAMA CITY, FL
NORTHWEST FLORIDA-PANAMA
CITY INTL ..... **ILS or LOC/DME Rwy 16**
NA when control tower closed.

PENSACOLA, FL
PENSACOLA GULF
COAST RGNL ..... **ILS or LOC Rwy 17[1]**
VOR Rwy 8[2]
[1]NA when Pensacola tower closed.
[2]Category D, 800-2¼.

PERRY, FL
PERRY-FOLEY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category D, 900-2¾.

POMPANO BEACH. FL
POMPANO BEACH AIRPARK ..... **LOC Rwy 15[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]NA when control tower closed.

21 OCT 2010 to 18 NOV 2010

NAME	ALTERNATE MINIMUMS
PUNTA GORDA, FL	
CHARLOTTE COUNTY	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 33
	VOR Rwy 4
	VOR Rwy 22
NA when local weather not available.	
ST. AUGUSTINE, FL	
ST. AUGUSTINE	**RNAV (GPS) Rwy 13**[1]
	RNAV (GPS) Rwy 31[1]
	VOR Rwy 13[2]
	VOR Rwy 31[2]
[1]NA when local weather not available.	
[2]NA when control tower closed.	
ST. PETERSBURG, FL	
ALBERT WHITTED	**RNAV (GPS) Rwy 7**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
	VOR Rwy 18
NA when local weather not available.	
ST. PETERSBURG-CLEARWATER, FL	
ST. PETERSBURG- CLEARWATER	
INTL	**ILS or LOC Rwy 17L**[12]
	ILS or LOC/DME Rwy 35R[12]
	RNAV (GPS)-A[2]
	RNAV (GPS) Rwy 17L[2]
	RNAV (GPS) Rwy 35R[2]
	VOR Rwy 4[3]
[1]Category E, 1000-3.	
[2]NA when local weather not available.	
[3]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.	
SAN JUAN, PR	
LUIS MUNOZ	
MARIN INTL	**ILS or LOC Rwy 10**[1]
	VOR or TACAN Rwy 8[2]
	VOR or TACAN Rwy 10[2]
	VOR or TACAN Rwy 26[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.	
[2]Category E, 900-3.	
SARASOTA(BRADENTON), FL	
SARASOTA/	
BRADENTON INTL	**ILS or LOC Rwy 14**[1]
	ILS or LOC Rwy 32[1]
	VOR Rwy 32[2]
[1]NA when control tower closed.	
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	

NAME	ALTERNATE MINIMUMS
STUART, FL	
WITHAM FIELD	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
TALLAHASSEE, FL	
TALLAHASSEE RGNL ...	**ILS or LOC Rwy 27**[123]
	ILS or LOC/DME Rwy 36[1]
	NDB Rwy 36[1]
	RNAV (GPS) Rwy 18[5]
	RNAV (GPS) Rwy 27[5]
	VOR/DME or TACAN Rwy 36[4]
	VOR Rwy 18[15]
[1]NA when control tower closed.	
[2]NA when local weather not available.	
[3]ILS,Categories A,B, 800-2; ILS,LOC,Category C, 800-2¼; Category D, 800-2½; Category E, 1000-3.	
[4]Category E, 1000-3.	
[5]Category D, 800-2¼.	
TAMPA, FL	
TAMPA INTL	**ILS or LOC Rwy 18R**
	ILS or LOC Rwy 36L
	RNAV (GPS) Rwy 18R
	RNAV (GPS) Rwy 36L
	RNAV (GPS) Rwy 36R
Category E, 1000-3.	
PETER O KNIGHT	**NDB-A**[1]
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 35
NA when local weather not available.	
[1]Categories A,B, 900-2; Category C, 900-2¾.	
TAMPA EXECUTIVE	**ILS or LOC Rwy 23**[1]
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 23
NA when local weather not available.	
[1]ILS,Categories B, C, 800-2.	
TITUSVILLE, FL	
NASA SHUTTLE	
LANDING FACILITY	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33
	TACAN Rwy 15
	TACAN Rwy 33
NA when local weather not available.	
Categories D, E, 1000-3.	
SPACE COAST RGNL	**ILS or LOC Rwy 36**[2]
	RNAV (GPS) Y Rwy 9[1]
	RNAV (GPS) Y Rwy 18[1]
	RNAV (GPS) Z Rwy 18[2]
	RNAV (GPS) Rwy 36[1]
[1]NA when local weather not available.	
[2]NA when control tower closed.	

NAME	ALTERNATE MINIMUMS
VERO BEACH, FL	
VERO BEACH MUNI	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 11R
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 29L

NA when local weather not available.

WEST PALM BEACH, FL

PALM BEACH INTL	**ILS or LOC Rwy 10L[1]**
	ILS or LOC Rwy 28R[1]
	RNAV (GPS) Y Rwy 14[2]
	VOR Rwy 14[3]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.
[3]Category A,B, 900-2;Category C, 900-2½;
Category D, 900-2¾.

WINTER HAVEN, FL

WINTER HAVEN'S	
GILBERT	**RNAV (GPS) Rwy 5[1]**
	RNAV (GPS) Rwy 11[1]
	VOR/DME-A

Category D, 800-2¼.
[1]NA when local weather not available.

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DAYTONA BEACH, FL

Amdt. 8B, SEP 25, 2008 (FAA) ELEV **34**

DAYTONA BEACH INTL

RADAR-1 125.72 379.95 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	25R	AB	**620**-1	586 (600-1)	C	**620**-1½	586 (600-1½)
		D	**620**-1¾	586 (600-1¾)			
	34	AB	**580**-1	546 (600-1)	C	**580**-1½	546 (600-1½)
		D	**580**-1¾	546 (600-1¾)			
	16	AB	**640**-1	607 (700-1)	C	**640**-1¾	607 (700-1¾)
		D	**640**-2	607 (700-2)			
	7L	ABC	**480**/40	450 (500-¾)	D	**480**/50	450 (500-1)
CIRCLING		AB	**640**-1	606 (700-1)	C	**640**-1¾	606 (700-1¾)
		D	**640**-2	606 (600-2)			

For inoperative MALSR, increase S-ASR 7L visibility CATS A/B/C to RVR 5000.

DELAND, FL

Amdt. 3, AUG 10, 2000 (FAA) ELEV **80**

DELAND MUNI/SIDNEY H. TAYLOR FIELD

RADAR- 125.35 322.3 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	23	AB	**480**-1	401 (400-1)	CD	**480**-1¼	401 (400-1¼)
CIRCLING		A	**560**-1	480 (500-1)	B	**580**-1	500 (500-1)
		C	**620**-1½	540 (600-1½)	D	**680**-2	600 (600-2)

Use Daytona Beach Intl altimeter setting.

21 OCT 2010 to 18 NOV 2010

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (10042 USN) ELEV 20

RADAR[1] - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2]	3.0°/38/739	ABCDE	120-¼	100	(100-¼)
	28[3][5]	3.0°/40/746	ABCDE	212-½	200	(200-½)
PAR W/O GS[1]	28[4]		ABCDE	340-¾	328	(400-¾)
	10[4]		ABCDE	360-¾	340	(400-¾)
ASR	28[6]		AB	400-½	388	(400-½)
			CDE	400-¾	388	(400-¾)
	10[7]		AB	420-½	400	(400-½)
			CD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	32		AB	420-1	400	(400-1)
			CD	420-1¼	400	(400-1¼)
			E	420-1½	400	(400-1½)
CIR[8]	All Rwy		AB	480-1	460	(500-1)
			C	480-1½	460	(500-1½)
			D	580-2	560	(600-2)
			E	860-3	840	(900-3)

[1]No-NOTAM MP: PAR 1200-1600Z++ Tue. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to ¾ mile. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]PAPI RRP and PAR RPI are not coincident. [6]When ALS inop, increase vis CAT ABC to 1mile, DE to 1¼ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]Increase vis CAT AB to 1¼ miles when circling from PAR W/O GS.

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KEY WEST, FL

Amdt. 4B, JAN 15, 2009 (FAA) ELEV 3

KEY WEST INTL

RADAR- 124.025 289.85

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	27	AB	**440**-1	437	(500-1)	C	**440**-1¼	437	(500-1¼)
		D	**440**-1½	437	(500-1½)				
	9	AB	**460**-1	457	(500-1)	C	**460**-1¼	457	(500-1¼)
		D	**460**-1½	457	(500-1½)				
CIRCLING		AB	**500**-1	497	(500-1)	C	**500**-1½	497	(500-1½)
		D	**620**-2	617	(700-2)				

KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (10154 USN) ELEV 6

RADAR[1] - (E) 134.925x 272.25x 348.25x 317.575x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	7[3]	3.0°/44/833	ABCDE	104-¼	100	(100-¼)
	25	3.0°/43/799	ABCDE	105-½	100	(100-½)
	3	3.0°/36/672	ABCDE	104-½	100	(100-½)
PAR W/O GS	3		ABCDE	300-1¼	296	(300-1¼)
	7[4]		ABCDE	360-¾	356	(400-¾)
	25		ABCDE	340-1¼	335	(400-1¼)
ASR	7[5]		AB	360-½	356	(400-½)
			CDE	360-¾	356	(400-¾)
	31		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	3		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	13		ABC	380-1	376	(400-1)
			DE	380-1¼	376	(400-1¼)
	21		AB	460-1	454	(500-1)
			C	460-1¼	454	(500-1¼)
			DE	460-1½	454	(500-1½)
	25		AB	460-1	455	(500-1)
			C	460-1¼	455	(500-1¼)
			DE	460-1½	455	(500-1½)
CIR[6]	21, 25		A	460-1	454	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)
	3,7,13,31		A	440-1	434	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)

[1]Opr 1200-0300Z++. [2]No-NOTAM preventive maint sked: 1100-1700Z++ Tue. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When circling from PAR W/O GS Rwys 3,7,25, increase CAT AB vis to 1¼ miles.

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MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (10042 USN) ELEV 15

RADAR[1 2] **- (E)** 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	5	3.0°/48/911	ABCDE	213-¾	200	(200-¾)
	23[3 4]	3.0°/48/912	ABCDE	309-1	294	(300-1)
	COP 5[5]	3.0°/48/911	COPTER	118-½	105	(200-½)
	COP 23[4 5]	3.0°/48/912	COPTER	265-¾	250	(300-¾)
PAR W/O GS						
	5		ABC	380-1	367	(400-1)
			DE	380-1¼	367	(400-1¼)
	23[4]		AB	420-1	405	(500-1)
			CD	420-1¼	405	(500-1¼)
			E	420-1½	405	(500-1½)
ASR	5		ABC	400-1	387	(400-1)
			DE	400-1¼	387	(400-1¼)
	23[4]		AB	500-1	485	(500-1)
			C	500-1¼	485	(500-1¼)
			D	500-1½	485	(500-1½)
			E	500-1¾	485	(500-1¾)
CIR PAR	5-23[4]		ABC	560-2	545	(600-2)
			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)
CIR	5-23[4]		AB	560-1	545	(600-1)
PAR W/O GS			C	560-1½	545	(600-1½)
ASR			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)

[1]SFA not avbl. [2]No-NOTAM preventive maint sked: ASR/PAR 1100-1500Z++ Tue. [3] Acft height groups 1 and 2 authorized. Acft height groups 3 and 4 authorized only when the St. Johns river is clear of vessels from the mouth of Haulover Creek to St. Johns Point. [4]Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold. [5]NOT FOR CIVIL USE.

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NEW SMYRNA BEACH, FL

Amdt. 3A, MAR 27, 2001 (FAA) ELEV **10**

NEW SMYRNA BEACH MUNI

RADAR- 125.35 322.3 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	11	AB	**620**-1	610	(700-1)	C	**620**-1¾	610	(700-1¾)
		D	**620**-2	610	(700-2)				
CIRCLING		AB	**620**-1	610	(700-1)	C	**620**-1¾	610	(700-1¾)
		D	**620**-2	610	(700-2)				

Use Daytona Beach altimeter setting.

ORMOND BEACH, FL

Amdt. 2C, MAR 26, 2001 (FAA) ELEV **28**

ORMOND BEACH MUNI

RADAR- 125.8 385.5 ⚠NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	8		ABC	**420**-1	392	(400-1)	D	**NA**		
CIRCLING			AB	**500**-1	472	(500-1)	C	**500**-1½	472	(500-1½)
			D	**NA**						

Use Daytona Beach, FL altimeter setting.

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (10294 USN) **ELEV 28**

RADAR[1] **- (E)** 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7L[2]	3.0°/55/1078	ABCDE	123-¼	100	(100-¼)
	7R	3.0°/55/1040	ABCDE	125-½	100	(100-½)
	25R	3.0°/38/710	ABCDE	121-½	100	(100-½)
	19	3.0°/40/737	ABCDE	122-½	100	(100-½)
	25L	3.0°/39/745	ABCDE	122-½	100	(100-½)
	1	3.0°/39/744	ABCDE	128-½	100	(100-½)
PAR	7R[3]		ABCDE	380-1¼	357	(400-1¼)
SIDESTEP	25L[3]		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
PAR W/O GS	7L[4]		AB	380-½	357	(400-½)
			CDE	380-¾	357	(400-¾)
	7R		ABC	380-1	355	(400-1)
			DE	380-1¼	355	(400-1¼)
	25L		ABCDE	360-1¼	338	(400-1¼)
	1		ABCDE	360-1¼	332	(400-1¼)
	19		ABCDE	380-1¼	358	(400-1¼)
	25R		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
PAR W/O GS	7R[3]		ABC	380-1	357	(400-1)
SIDESTEP			DE	380-1¼	357	(400-1¼)
	25L[3]		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
ASR	7L[7]		AB	480-¾	457	(500-¾)
			C	480-1	457	(500-1)
			DE	480-1½	457	(500-1½)

(CONTINUED ON NEXT PAGE)

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PENSACOLA NAS (KNPA) (CONT'D)

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1	AB	460-1¼	432	(500-1¼)
		C	460-1½	432	(500-1½)
		DE	460-2	432	(500-2)
	7R	AB	480-1¼	455	(500-1¼)
		C	480-1½	455	(500-1½)
		DE	480-2	455	(500-2)
	19	ABC	480-1¼	458	(500-1¼)
		DE	480-1½	458	(500-1½)
	25L	ABC	480-1¼	458	(500-1¼)
		DE	480-1½	458	(500-1½)
	25R	ABC	480-1¼	459	(500-1¼)
		DE	480-1½	459	(500-1½)
ASR SIDESTEP	7R[8]	AB	480-1¼	457	(500-1¼)
		C	480-1½	457	(500-1½)
		DE	480-2	457	(500-2)
	25L[9]	ABC	480-1¼	459	(500-1¼)
		DE	480-1½	459	(500-1½)
CIR[5 6]	7R-25L, 7L-25R, 1-19	AB	520-1¼	492	(500-1¼)
		C	520-1½	492	(500-1½)
		DE	580-2	552	(600-2)

[1]No-NOTAM preventive maint sked: PAR 1800-2300Z++ Sun. [2]When ALS inop, increase vis to ½ mile. [3]Sidestep not authorized until within 2 NM of Touchdown. [4]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE to 1¼ miles. [5]Circling authorized from PAR W/O GS and ASR only. Circling from sidestep not auth. [6]CIR vis PAR W/O GS RWY 7L and PAR W/O GS RWY 7R CAT AB 1 mile. [7]When ALS inop, increase vis CAT AB to 1¼ miles, CAT C to 1½ miles and CAT DE to 2 miles. [8]Sidestep not authorized until within 2.5 DME of NPA TACAN (1.73 NM from THLD). [9]Sidestep not authorized until within 2.5 DME of NPA TACAN (1.94 NM from THLD).

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TALLAHASSEE, FL

Amdt. 5A, FEB 16, 2006 (FAA) ELEV **81**

TALLAHASSEE RGNL

RADAR- 135.8 317.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	9	AB	**480**/50	410	(500-1)	CD	**480**/60	410	(500-1¼)
	36	AB	**460**/24	396	(400-½)	CD	**460**/40	396	(400-¾)
	27	AB	**460**/24	407	(500-½)	CD	**460**/40	407	(500-¾)
	18	AB	**560**-1	479	(500-1)	C	**560**-1¼	479	(500-1¼)
		D	**560**-1½	479	(500-1½)				
CIRCLING		AB	**560**-1	479	(500-1)	C	**580**-1½	499	(500-1½)
		D	**640**-2	559	(600-2)				

When control tower closed, ASR NA.
For inoperative ALSF, increase ASR-27 Cat D visibility to RVR 6000.
For inoperative MALSR increase ASR-36 Cat D visibility to RVR 6000.

TYNDALL AFB (KPAM), FL (Panama City) (Amdt 1, 10294 USAF) ELEV 17

RADAR[2]**- (E)** 125.2 392.1 (N above 5000') 119.1 379.3 (N below 5000') 124.15 341.7 (S above 5000') 136.4 338.35 (S below 5000')

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	13L[3]	2.5°/49/1131	ABCDE	214/24	200	(200-½)
	31R[3]	2.5°/50/1146	ABCDE	214/24	200	(200-½)
	13R[5]	2.5°/36/822	ABCDE	214-¾	200	(200-¾)
	31L[6]	2.5°/40/919	ABCDE	217-¾	200	(200-¾)
ASR[1]	31R[4]		AB	460/24	446	(500-½)
			CDE	460/45	446	(500-$^{7}/_{8}$)
	31L		AB	460-1	443	(500-1)
			CDE	460-1$^{3}/_{8}$	443	(500-1$^{3}/_{8}$)
	13L[4]		AB	520/24	506	(600-½)
			CDE	520/55	506	(600-1)
	13R		AB	520-1	506	(600-1)
			CDE	520-1$^{3}/_{8}$	506	(600-1$^{3}/_{8}$)
CIR	All Rwy		AB	560-1	543	(600-1)
			C	560-1½	543	(600-1½)
			D	580-2	563	(600-2)
			E	620-2¼	603	(700-2¼)

[1]When ASR out PAR not avbl. [2]No-NOTAM preventive maint sked: ASR-0930-1130Z++ Mon-Fri, 1200-1400Z++ wkend. PAR 1200-1400Z++ Mon-Fri, 1400-1600Z++ wkend. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1$^{3}/_{8}$miles. [5]CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'. [6]CAUTION: Height Group 4 WCH 15'.

WHITING FLD NAS-NORTH (KNSE), FL (Milton) (07354 USN) ELEV 199

RADAR[1]- Ctc PENSACOLA APP CON **(E)** 126.85 127.35 278.8 298.9

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14[2]		ABC	560-¾	361	(400-¾)
			DE	560-1½	361	(400-1½)
	23		ABC	540-1¼	357	(400-1¼)
			DE	540-2	357	(400-2)
	5		ABC	620-1¼	440	(500-1¼)
			DE	620-2	440	(500-2)
Circling[3]	14, 23, 32[4]		A	580-1	381	(400-1)
			B	660-1	461	(500-1)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)
	5		A	620-1¼	421	(500-1¼)
			B	660-1¼	461	(500-1¼)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1800Z++; Apch only avbl dur NDZ opr hr. [2]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 2 miles. [3]Circling not authorized in sector SE of Rwy 14-32 and SW of Rwy 5-23. [4]When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

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WHITING FIELD NAS-SOUTH (KNDZ), FL (Milton) (07354 USN) ELEV 177

RADAR[1]- Ctc PENSACOLA APP CON **(E)** 124.85 385.4

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/54/965	ABCDE	271-½	100	(100-½)
	23[2]	3.0°/39/665	ABCDE	427-1	250	(300-1)
PAR W/O GS	32[3]		ABCDE	420-¾	249	(300-¾)
	23		ABCDE	460-1¼	283	(300-1¼)
ASR	32[4]		ABC	500-¾	329	(400-¾)
			DE	500-1½	329	(400-1½)
	23		ABC	540-1¼	363	(400-1¼)
			DE	540-2	363	(400-2)
	14[5]		ABC	620-1¼	445	(500-1¼)
			DE	620-1½	445	(500-1½)
	5		ABC	620-1¼	451	(500-1¼)
			DE	620-2	451	(500-2)
CIR[6]	5, 14		A	620-1¼	443	(500-1¼)
			B	640-1¼	463	(500-1¼)
			C	640-1½	463	(500-1½)
			DE	740-2	563	(600-2)
	23, 32[7]		A	560-1	383	(400-1)
			B	640-1	463	(500-1)
			C	640-1½	463	(500-1½)
			DE	740-2	563	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1800Z++. [2]Caution: PAR TCH and RPI not coincident with PAPI. [3]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [4]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 2 miles. [5]20:1 visual area penetrated by unlit obstacles. When VGSI inop, night straight-in or circling procedure not authorized. [6]Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North. [7]When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

ORIG 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 262° CW to 158° from DER. **Rwy 26,** climb on a heading between 230° CW to 082° from DER.

NOTE: **Rwy 8,** vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. **Rwy 26,** vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: **Rwy 6,** multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. **Rwy 13,** multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. **Rwy 18,** multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72' MSL.

NAME	TAKE-OFF MINIMUMS

APALACHICOLA MUNI (CON'T)

Rwy 24, multiple trees beginning 24' from departure end of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/88' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end fo runway, 394' left of centerline, 41' AGL/47' MSL. **Rwy 31,** multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. **Rwy 36,** multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

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AVON PARK, FL

AVON PARK EXECUTIVE (AVO)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min. climb of 430' per NM to 500.

NOTE: **Rwy 5,** trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. **Rwy 10,** buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. **Rwy 28,** numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW MUNI (BOW)

ORIG 08157 (FAA)

NOTE: **Rwy 5,** trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway, 9' right of centerline, up to 65' AGL/184' MSL. **Rwy 9L,** vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from departure end of runway, 54' right of centerline, up to 54' AGL/173' MSL. **Rwy 9R,** trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL. **Rwy 23,** trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL. Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL. **Rwy 27L,** trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL. **Rwy 27R,** trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL.

BOCA RATON, FL

BOCA RATON

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1, or std. w/ a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 5,** numerous trees and poles beginning 185' from departure end of runway, 20' left of centerline, up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline, up to 28' AGL/45' MSL. **Rwy 23,** numerous trees, poles, and buildings beginning 278' from departure end of runway, 41' left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGL/171' MSL.

BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 2000 before turning west.

BROOKSVILLE, FL

HERNANDO COUNTY (BKV)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: **Rwy 3,** obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. **Rwy 9,** trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. **Rwy 21,** pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. **Rwy 27,** trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

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CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL 07046

DEPARTURE PROCEDURES: **Rwy 13**, diverse departure authorized. Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM. **Rwy 31**, diverse departure authorized 322° CCW to 143° only.

TAKE-OFF OBSTACLES: **Rwy 13**, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. **Rwy 31**, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL. Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions. **Rwy 28,** 800-3 or std. w/ min. climb of 366' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. **Rwy 28,** climb heading 280° to 2000 before turning north.

NOTE: **Rwy 10,** antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. **Rwy 28,** antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from departure end of runway, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121' left of centerline, 2' AGL/29' MSL. Trees beginning 2.39 NM from departure end of runway, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSEN

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ a min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 1300 before proceeding on course. **Rwy 28**, climb via heading 280° to 1100 before proceeding on course.

NOTE: **Rwy 10**, pole and bushes beginning 103' from departure end of runway, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway, 324' left of centerline, up to 203' AGL/231' MSL. **Rwy 28**, tree 517' from departure end of runway, 553' right of centerline, 54' AGL/114' MSL. Tower 1499' from departure end of runway, 802' right of centerline, 50' AGL/140' MSL.

CLEWISTON, FL

AIRGLADES (2IS)

ORIG 09071 (FAA)

NOTE: **Rwy 31,** vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

CRESTVIEW, FL

BOB SIKES (CEW)

ORIG 08213 (FAA)

NOTE: **Rwy 17,** trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. **Rwy 35,** trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

CROSS CITY, FL

CROSS CITY (CTY)

ORIG 08157 (FAA)

NOTE: **Rwy 4,** trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. **Rwy 13,** trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Tank 3302' from departure end of runway, 927' right of centerline, 101' AGL/141' MSL. **Rwy 22,** trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL. **Rwy 31,** trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.

CRYSTAL RIVER, FL

CRYSTAL RIVER (CGC)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 260' per NM to 600, or 500-2¾ with min. climb of 210' per NM to 900, or 900-2½ for climb in visual conditions. **Rwys 18, 36,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 096° to 700 before turning right, or for climb in visual conditions cross Crystal River airport at or above 800 before proceeding on course.

NOTE: **Rwy 9,** vehicles on road beginning 6' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Multiple trees beginning 364' from DER, from 680' left of centerline to 820' right of centerline, up to 100' AGL/129' MSL. **Rwy 27,** trees 17' from DER, 484' right of centerline, up to 100' AGL/109' MSL. Vehicles on road beginning 368' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Power line beginning 474' from DER, from left to right of centerline, up to 26' AGL/45' MSL. Building 916' from DER, on centerline, 26' AGL/35' MSL. Multiple trees beginning 762' from DER, from 915' left of centerline to 641' right of centerline, up to 100' AGL/119' MSL.

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)
AMDT 4 09239 (FAA)

NOTE: **Rwy 7L,** multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL. **Rwy 7R,** tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. **Rwy 16,** multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. **Rwy 25L,** multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. **Rwy 25R,** multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL. **Rwy 34,** multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2¼ or std. w/ min. climb of 254' per NM to 800. **Rwys 18, 36,** NA - dirt.

NOTE: **Rwy 9,** multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL. **Rwy 27,** multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 054° to 1800 before proceeding on course. **Rwy 12,** climb via heading 122° to 1800 before proceeding on course. **Rwy 23,** climb via heading 234° to 1800 before proceeding on course. **Rwy 30,** climb via heading 302° to 1800 before proceeding on course.

NOTE: **Rwy 5,** numerous trees beginning 64' from departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. **Rwy 12,** numerous trees beginning 154' from departure end of runway, 129' left of centerline, up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL. **Rwy 30,** numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. **Rwy 23,** light pole and numerous trees beginning 381' from departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of runway, 26' left of centerline, up to 100' AGL/129' MSL.

DESTIN, FL

DESTIN-FORT WALTON BEACH (DTS)
ORIG-A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 200-1 or std. w/ min. climb of 252' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 400 before making turn.

NOTE: **Rwy 14,** trees beginning 175' from DER, 351' left of centerline, up to 50' AGL/71' MSL. Buildings/rods beginning 3753' from DER, 76' left of centerline, up to 150' AGL/176' MSL. Buildings/rods 261' from DER, 76' right of centerline, up to 129' AGL/139' MSL. **Rwy 32,** trees beginning 65' from DER, 14' left of centerline, up to 50' AGL/83' MSL. Buildings/poles beginning 240' from DER, 457' left of centerline, up to 30' AGL/54' MSL. Trees beginning 78' from DER, 17' right of centerline, up to 50' AGL/84' MSL.

DUNNELLON, FL

MARION COUNTY (X35)
ORIG 10042 (FAA)

NOTE: **Rwy 5,** trees beginning 17' from DER, 279' left of centerline, up to 100' AGL/169' MSL. Trees beginning 481' from DER, 304' right of centerline, up to 100' AGL/179' MSL. **Rwy 9,** trees beginning 315' from DER, 281' right of centerline, up to 100' AGL/164' MSL. Trees beginning 693' from DER, 332' left of centerline, up to 100' AGL/164' MSL. **Rwy 23,** tree 705' from DER, 455' left of centerline, 100 AGL/164' MSL. Tree 2132' from DER, 212' right of centerline, 100' AGL/164' MSL. **Rwy 27,** trees beginning 354' from DER, 417' right of centerline, up to 100' AGL/174' MSL. Trees beginning 921' from DER, 273' left of centerline, up to 100' AGL/164' MSL.

FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB)
ORIG 09323 (FAA)

NOTE: **Rwy 4,** vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL. Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL. Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL. Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. **Rwy 13,** trees beginning 31' from DER, 323' right of centerline, up to 25' AGL/36' MSL. Vehicles on roadway, 403' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL. **Rwy 26,** trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. **Rwy 31,** tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL. Trees beginning 518' from DER, 530' left of centerline, up to 91' AGL/96' MSL. Trees beginning 757' from DER, 563' right of centerline, up to 70' AGL/75' MSL. Trees beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 267° to 600 before turning left.

NOTE: **Rwy 8,** tree 1905' from departure end of runway, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. **Rwy 13,** hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. **Rwy 26,** multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL. **Rwy 31,** multiple trees beginning 704' from departure end of runway, 263' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 500 before turning left. **Rwy 13,** climb heading 138° to 800 before turning right. **Rwy 27L,** climb heading 273° to 600 before turning left. **Rwy 27R,** climb heading 273° to 500 before turning left.

NOTE: **Rwy 9L,** railroad, light pole, and antenna on building beginning 469' from departure end of runway, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. **Rwy 9R,** light pole 545' from departure end of runway, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. **Rwy 13,** multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. **Rwy 27L,** fence 154' from departure end of runway, 120' left of centerline, 5' AGL/13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway, 41' right of centerline, up to 105' AGL/114' MSL. **Rwy 27R,** antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL. **Rwy 31,** rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from departure end of runway, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from departure end of runway, 405' right of centerline, up to 111' AGL/116' MSL.

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FORT MYERS, FL

PAGE FIELD (FMY)

AMDT 5 09239 (FAA)

NOTE: **Rwy 5,** bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. **Rwy 13,** bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. **Rwy 23,** sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. **Rwy 31,** concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

SOUTHWEST FLORIDA INTL

NOTE: **Rwy 6,** trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. **Rwy 24,** tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

FORT PIERCE, FL

ST. LUCIE COUNTY INTL (FPR)

AMDT 3 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10L, 28R,** NA-Environmental.

NOTE: **Rwy 10R,** bush 91' from DER, 496' left of centerline, 11' AGL/31' MSL. Tree 1044' from DER, 458' right of centerline, 36' AGL/51' MSL. Trees beginning 1124' from DER, 332' left of centerline, up to 100' AGL/144' MSL. **Rwy 14,** poles beginning 274' from DER, 385' right of centerline, up to 38' AGL/58' MSL. Trees beginning 963' from DER, 470' right of centerline, up to 61' AGL/81' MSL. Trees beginning 1082' from DER, 425' left of centerline, up to 49' AGL/69' MSL. **Rwy 32,** trees beginning 187' from DER, 153' right of centerline, up to 73' AGL/93' AGL/93' MSL. Trees beginning 1832' from DER, 133' left of centerline, up to 66' AGL/86' MSL.

GAINESVILLE, FL

GAINESVILLE RGNL

NOTE: **Rwy 7,** multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. **Rwy 11,** multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL. Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/122' MSL. **Rwy 25,** tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. **Rwy 29,** multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up t o 88' AGL/240' MSL.

HOLLYWOOD, FL

NORTH PERRY (HWO)

AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9L/R, 18L/R,36L/R,** NA - ATC request.

DEPARTURE PROCEDURE: **Rwys 27L/R,** climb heading 274° to 1100 before turning.

NOTE: **Rwy 27L,** trees, building and poles beginning 37' from DER, 13' right of centerline, up to 102' AGL/112' MSL. Trees, building and poles beginning 1115' from DER, 28' left of centerline, up to 87' AGL/95' MSL. **Rwy 27R,** trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline, up to 102' AGL/112' MSL.

HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized.

CAUTION: Unmarked and lighted balloon and cable to 14,000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwy 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from 150' left of centerline to 300' right of centerline. 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwy, from 520' left of centerline to 810' right of centerline.

HURLBURT FLD (KHRT)

MARY ESTHER, FL

TAKE-OFF OBSTACLES: Rwy 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.

IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2¼ or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: **Rwy 9,** tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. **Rwy 18,** buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. **Rwy 27,** fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. **Rwy 36,** trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ (VQS)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-2¼ w/ min. climb of 260' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 27,** 500-2½ w/ min. climb of 280' per NM to 2700 or std. w/ min. climb of 570' per NM to 1300 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 900 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquez airport at or above 1500 before proceeding on course. **Rwy 27,** climb heading to 270° to 2700 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquz airport at or above 1500 before proceeding on course.

NOTE: **Rwy 9,** vehicles on roadway beginning 26' from DER, left and right of centerline, up to 15' AGL/80' MSL. Trees beginning 70' from DER, 504' right of centerline, up to 100' AGL/165' MSL. Trees beginning 579' from DER, on centerline, up to 100' AGL/165' MSL. Trees beginning 1750' from DER, 956' right of centerline up to 100' AGL/493' MSL. **Rwy 27,** trees beginning 15' from DER, 225' left of centerline, up to 100' AGL/165' MSL. Trees beginning 16' from DER, 274' right of centerline, up to 100' AGL/165' MSL. Trees beginning 186' from DER, left and right of centerline, up to 100' AGL/165' MSL. Trees beginning 1206' from DER, 794' left of centerline, up to 100' AGL/493' MSL.

JACKSONVILLE, FL

CECIL FIELD

NOTE: **Rwy 18L,** tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

CRAIG MUNI (CRG)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 360' per NM to 1500' or 1300' and 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course.
Rwy 14, climb heading 139° to 700 before turning right.
Rwy 23, for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 1617' from departure end of runway, 182' right of centerline, up to 99' AGL/143' MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL. **Rwy 14,** trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. **Rwy 23,** trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL. Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL. Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL. **Rwy 32,** trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99' MSL.

HERLONG

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 060° to 800 before proceeding on course. **Rwy 11,** climb runway heading to 800 before proceeding on course.

JACKSONVILLE INTL

NOTE: **Rwy 7,** bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL. **Rwy 13,** electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/52' MSL. **Rwy 25,** multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. **Rwy 31,** tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.

21 OCT 2010 to 18 NOV 2010

JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

JACKSONVILLE, FL. 09155

DEPARTURE PROCEDURES: **Rwy 10,** Diverse departures only between 095° through 275° CW. **Rwy 14,** Diverse departures only between 095° through 320° CW. **Rwy 32,** Diverse departures only between 351° through 141° CCW.

TAKE-OFF OBSTACLES: **Rwy 28**: Pole 1064' from DER, 782' left of centerline, 65' MSL. **Rwy 32:** Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL. Pole 750' from DER, 559' right of centerline, 67' MSL. Road and vehicle 769' from DER at Rwy centerline, 35' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL. Pole 872' from DER, 285' left of centerline, 59' MSL. Trees 945' from DER, 137' left of centerline, 77' MSL. Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL. Trees 1317' from DER, 366' left of centerline, 94' MSL. Trees 1547' from DER, 421' left of centerline, 104' MSL. Trees 1737' from DER, 131' left of centerline, 108' MSL. Trees 1907' from DER, 462' left of centerline, 128' MSL. Trees 2037' from DER, 321' left of centerline, 130' MSL. Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744' from DER, 616' left of centerline, 87' MSL.

KEY WEST, FL

KEY WEST INTL

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL.

NOTE: **Rwy 9,** rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL. **Rwy 27,** pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44' MSL.

KEY WEST NAS(BOCA CHICA FLD) (KNQX)

KEY WEST, FL. 10042

DEPARTURE PROCEDURE: **Rwy 3,** Cross DER at or above 25' AGL/31' MSL. Diverse departures authorized between 028° CCW 216°. Left turn to departure heading only. **Rwy 7,** Diverse departures authorized 087° CW 257°. Crossing DER climb on heading 065° until reaching 3 DME from NQX TACAN, then turn right to departure heading. Other headings and left turns on departure expect radar vectors. Do not exceed 310 KIAS until established on heading or receiving radar vectors. If no vectors are received within 6 DME of NQX TACAN or 12 DME of EYW VORTAC, make climbing right turn direct EYW VORTAC for enroute aircraft and NQX TACAN for military aircraft intending use of local special use airspace. Turboprop cross VORTAC or TACAN at or above 3000, Turbojet cross VORTAC or TACAN at or above 5000. Do not exceed 310 KIAS until crossing VORTAC or TACAN. **Rwy 13,** Diverse departures authorized 084° CW 315°. **Rwy 21,** Diverse departures authorized 084° CW 315°. **Rwy 25,** Diverse departures authorized 084° CW 315°. **Rwy 31,** Diverse departures authorized 035° CCW 084°.

TAKE-OFF OBSTACLES: **Rwy 3,** Mast 58' AGL/63' MSL, 1374' from DER, 323' left of centerline. **Rwy 31,** Bldg 39' AGL/43' MSL, 1058' from DER, 558' right of centerline. Pole 54' AGL/58' MSL, 1551' from DER, 474' right of centerline.

KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL. **Rwy 11,** trees beginning 995' from departure end of runway, on centerline, up to 100' AGL/309' MSL. **Rwy 23,** trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL. **Rwy 29,** trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL. Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.

21 OCT 2010 to 18 NOV 2010

LA BELLE, FL

LA BELLE MUNI (X14)
ORIG 08045 (FAA)

NOTE: **Rwy 14,** vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL. **Rwy 32,** airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119' MSL. Vehicle on roadway beginning 136' from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

LAKE CITY, FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 330' per NM to 500.

LAKE WALES, FL

LAKE WALES MUNI (X07)
ORIG 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229' MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. **Rwy 17,** trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. **Rwy 24,** trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. **Rwy 35,** trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

LAKELAND, FL

LAKELAND LINDER RGNL

NOTE: **Rwy 5,** trees 720' from departure end of runway, 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. **Rwy 9,** trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL. **Rwy 27,** trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2 ¼ or std. w/ min. climb of 272' per NM to 600.

NOTE: **Rwy 3,** tower 1.78 NM from DER, 2631' left of centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL. Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. **Rwy 13,** trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/150' MSL.Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/80' MSL. **Rwy 21,** tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL. Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline, 15' AGL/82' MSL. **Rwy 31,** poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL. Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

MACDILL AFB (KMCF)

TAMPA, FL 07102

TAKE-OFF OBSTACLES: **Rwy 4;** Palm tree 60' AGL/73' MSL 2134' from DER, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.

MARATHON, FL

THE FLORIDA KEYS MARATHON (MTH)
AMDT 1 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. **Rwy 25,** climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: **Rwy 7,** trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from departure end of runway, 323' right of centerline, 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL. **Rwy 25,** trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from departure end of runway, 693' left of centerline, 60' AGL/67' MSL.

MARCO ISLAND, FL

MARCO ISLAND (MKY)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 005° to 700 before turning west. **CAUTION:** Strobelight and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. **All aircraft** should establish positive course guidance to ensure avoidance of this obstacle.

NOTE: **Rwy 17,** trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. **Rwy 35,** antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

MARIANNA, FL

MARIANNA MUNI (MAI)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 222' per NM to 400.

NOTE: **Rwy 8,** trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. **Rwy 18,** trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. **Rwy 26,** trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. **Rwy 36,** trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR

EUGENIO MARIA DE HOSTOS

TAKE-OFF MINIMUMS: **Rwy 9,** 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 9,** climb via MAZ R-083 to 2500, aircraft northeastbound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. **Rwy 27,** climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

MAYPORT, FL 08073

TAKE-OFF OBSTACLES: **Rwy 5,** Vessels with masts to 150' MSL, 500' to 2900' from DER. **Rwy 23,** Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

MELBOURNE, FL

MELBOURNE INTL

NOTE: **Rwy 5**, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. **Rwy 9L,** tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. **Rwy 9R,** multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36' AGL/56' MSL. **Rwy 23**, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. **Rwy 27R,** multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL

MERRITT ISLAND

NOTE: **Rwy 29,** rod on airport beacon obstruction light, 138' from departure end of runway, 514' right of centerline, 61' AGL/67' MSL; pole, 82' from departure end of runway, 403' left of centerline, 34' AGL/40' MSL; pole, 468' from departure end of runway, 508' right of centerline, 37' AGL/43' MSL; hangar, 221' from departure end of runway, 278' right of centerline, 22' AGL/28' MSL; pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL; tree, 987' from departure end of runway, 476' left of centerline, 40' AGL/46' MSL; tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL; tree 1415' from departure end of runway, 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway, 530' right of centerline, 25' AGL/31' MSL; tree, 1654' from departure end of runway, 464' right of centerline, 48' AGL/54' MSL; obstruction light on windsock, 551' from departure end of runway, 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL; building, 429' from departure end of runway, 436' right of centerline, 15' AGL/21' MSL; tree, 1953' from departure end of runway, 524' left of centerline, 49' AGL/55' MSL.

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE (TMB)

AMDT 8 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 800 before turning right. **Rwy 9R,** climb heading 093° to 900 before turning right. **Rwy 13,** climb heading 133° to 1400 before turning right. **Rwy 27L,** climb heading 273° to 1400 before turning left. **Rwy 27R,** climb heading 273° to 1300 before turning left. **Rwy 31,** climb heading 313° to 900 before turning left.

NOTE: **Rwy 9L,** trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. **Rwy 9R,** signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. **Rwy 13,** tree 1100' from DER, 764' right of centerline, 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. **Rwy 27L,** transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. **Rwy 27R,** trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. **Rwy 31,** trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119' MSL.

MIAMI, FL (CON'T)

MIAMI INTL

TAKE-OFF MINIMUMS: **Rwy 8L,** 300-1¼ or std. w/ min. climb of 382' per NM to 300. **Rwy 9,** std. w/ min. climb of 233' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8L/R,** climb heading 092° to 1000 before turning right. **Rwy 12,** climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.

NOTE: **Rwy 8L,** building 3391' from departure end of runway, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from departure end of runway, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from departure end of runway, 691' left of centerline, up to 150' AGL/164' MSL. **Rwy 8R,** tree 4064' from departure end of runway, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL. **Rwy 9,** light 1232' from departure end of runway, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. **Rwy 12,** railroad beginning 4' from departure end of runway, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway, 345' left of centerline, 21' AGL/30' MSL. **Rwy 26L,** tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/75' MSL. **Rwy 26R,** tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. **Rwy 27,** railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL. **Rwy 30,** pole, multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of runway, 785' left of centerline, 52' AGL/66' MSL.

21 OCT 2010 to 18 NOV 2010

MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF)
AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9R,** 300-1 or std. w/ min. climb of 365' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 089° to 1200 before turning north. **Rwy 9R,** climb heading 089° to 1000 before turning north. **Rwy 12,** climb heading 124° to 600 before turning north. **Rwy 27R,** climb heading 269° to 500 before turning north.

NOTE: **Rwy 9L**, fence 48' from DER, 497' left of centerline, 7' AGL/17' MSL. Trees 3246' from DER, 885' right of centerline, 78' AGL/92' MSL. **Rwy 9R,** pole 1438' from DER, 737' right of centerline, 31' AGL/45' MSL. Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline, 165' AGL/181' MSL. **Rwy 12,** trees1558' from DER, 610' right of centerline, 49' AGL/63' MSL. Trees 3564' from DER, 922' left of centerline, 100' AGL/109' MSL. **Rwy 27L,** poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL. Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL. **Rwy 27R,** trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL. Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL. **Rwy 30,** tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 100' AGL/109' MSL. Towers beginning 2542' from DER 565' right of centerline, up to 100' AGL/105' MSL.

MILTON, FL

PETER PRINCE FIELD (2R4)
ORIG-A 10182 (FAA)

NOTE: **Rwy 18,** trees beginning 102' from DER, 51' left of centerline, up to 93' AGL/163' MSL. Trees beginning 1014' from DER, 13' right of centerline, up to 83' AGL/153' MSL. Pole 711' from DER, 164' left of centerline, 40' AGL/106' MSL. Poles beginning 766' from DER, 68' right of centerline, 40' AGL/109' MSL. Railroad 572' from end of runway, 23' AGL/110' MSL. Road 549' from DER, 17' AGL/94' MSL. **Rwy 36,** trees beginning 27' from DER, 329' left of centerline up to 45' AGL/101' MSL. Trees beginning 40' from DER, 98' right of centerline, up to 30' AGL/90' MSL.

NAPLES, FL

NAPLES MUNI (APF)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 600 before turning left.

NOTE: **Rwy 5,** trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. **Rwy 14,** trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. **Rwy 23,** trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. **Rwy 32,** trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwy 15, Climb rwy heading to 800 before turning East.

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI

NOTE: **Rwy 2,** tree 1271' from departure end of runway, 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway, 585' right of centerline, 48' AGL/56' MSL. **Rwy 7,** transmission tower 348' from departure end of runway, 348' right of centerline, 43' AGL/51' MSL, transmission tower 1832' from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. **Rwy 11,** tree 509' from departure end of runway, 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGL/62' MSL. **Rwy 20,** tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway, 322' left of centerline, 72' AGL/81' MSL. **Rwy 25,** tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL. **Rwy 29,** tree 1853' from departure end of runway, 197' left of centerline, 90' AGL/100' MSL, tree 1535' from departure end of runway, 394' right of centerline, 76' AGL/86' MSL.

MASSEY RANCH AIRPARK (X50)
ORIG 09323 (FAA)

NOTE: **Rwy 18,** trees beginning 132' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/109' MSL. **Rwy 36,** trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL. Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL. Tower 5101' from DER, 401' right of centerline, 152' AGL/162' MSL.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 069° to 500 before proceeding on course.

NOTE: **Rwy 18,** trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. **Rwy 26,** trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. **Rwy 36,** taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL. Trees beginning 196' from departure end of runway, 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.

ORLANDO, FL

EXECUTIVE (ORL)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 500-2½ or std. with a min. climb of 260' per NM to 700.

DEPATURE PROCEDURE: **Rwy 31,** climb heading 314° to 600 before turning left.

NOTE: **Rwy 7,** numerous trees beginning 194' from departure end of runway, 542' right of centerline, up to 114' AGL/132' MSL. **Rwy 13,** numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline, up to 119' AGL/173' MSL. Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/160' MSL. **Rwy 25,** building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL. Numerous trees beginning 1318' from departure end of runway, 277' right of centerline, up to 119' AGL/191' MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL. **Rwy 31,** numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline, up to 104' AGL/161' MSL.

KISSIMMEE GATEWAY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1.

ORLANDO INTL (MCO)

AMDT 1 08269 (FAA)

NOTE: **Rwy 17L,** multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151' MSL. **Rwy 17R,** tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. **Rwy 35L,** light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. **Rwy 35R,** multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89' AGL/172' MSL. **Rwy 36L,** light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL. **Rwy 36R,** multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from departure end of runway, 726' left of centerline, 94' AGL/123' MSL.

ORLANDO, FL(CON'T)

ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 27L,** climb heading 275° to 800 before proceeding northbound. **Rwy 27C,** climb heading 275° to 900 before proceeding northbound. **Rwy 27R,** climb heading 275° to 900 before proceeding northbound. **Rwy 36,** climb heading 005° to 2000 before proceeding on course.

NOTE: **Rwy 9L,** trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway, 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. **Rwy 9C,** bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL. Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. **Rwy 9R,** utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL/71' MSL. Post 1' from departure end of runway, 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL. **Rwy 27L,** trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131' MSL. Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. **Rwy 27C,** tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL. Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. **Rwy 27R,** tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL. Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453' from departure end of runway, 179' right of centerline up to 63' AGL/112' MSL.

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)

ORIG 09211 (FAA)

NOTE: **Rwy 8,** trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. **Rwy 26,** trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 17,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. **Rwy 35,** trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 9,** trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL. Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. **Rwy 12,** trees beginning at DER, 285' right of centerline, up to 100' AGL/131' MSL. Trees beginning 1337' from DER, 211' left of centerline, up to 64' AGL/93' MSL. **Rwy 17,** trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL. **Rwy 27,** trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. **Rwy 30,** trees beginning 401' from DER, 554' right of centerline, up to 100' AGL/129' MSL. Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER, 41' left of centerline, up to 100' AGL/129' MSL. **Rwy 35,** buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL. Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER COUNTY (XFL)
ORIG-A 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 700 before turning Northbound. **Rwy 29,** climb heading 270° to 1700 before proceeding on course.

PAHOKEE, FL

PALM BEACH COUNTY GLADES

NOTE: **Rwy 17,** tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

PANAMA CITY, FL

NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

NOTE: **Rwy 16,** trees beginning 2644' from DER, 382' right of centerline, up to 82' AGL/131' MSL.

PATRICK AFB (KCOF)

COCOA BEACH, FL 08017

Rwy 2, Diverse departure authorized. Cross DER at or above 10' AGL/18' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 11**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. **Rwy 20**, Diverse departure authorized. Cross DER at or above 20' AGL/25' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 29**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. TAKE-OFF OBSTACLES: **Rwy 2**, Trees 150' AGL/170' MSL, 1 NM from DER, 1985' left of centerline; Sign 26' AGL/33' MSL, 940' from DER, 648' left of centerline; Road + Truck 37' AGL/45' MSL, max 726' from DER, 620' right of centerline; Flag Pole 85' AGL/96' MSL, 3325' from DER, 1273' left of centerline; Trees 50' AGL/76' MSL, max 1892' from DER, 994' left of centerline; Trees 75' AGL/100' MSL, max 2872' from DER, 1254' left of centerline; Trees 70' AGL/77' MSL, max 2740' from DER, 731' left of centerline; Antenna 79' AGL/104' MSL, 3066' from DER, 1290' left of centerline; Road + Truck 12' AGL/29' MSL, max 747' from DER, 574' right of centerline. **Rwy 11**, terrain 158' from DER, 381' right of centerline, up to 16' MSL; terrain 0' inward of DER, 500' left of centerline, 16' MSL; wind sock 77' from DER, 227' right of centerline, 28' AGL/34' MSL; terrain starting 376' inward of DER, 841' right of centerline, up to 28' MSL; road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49' MSL; road + truck starting 1131' from DER, 240' right of centerline, up to 35' AGL/49' MSL; sailboard mast 914' from DER, 880' left of centerline, up to 0' AGL/21' MSL. **Rwy 20**, Trees 150' AGL/170' MSL, 1 NM from DER, 1801' and 1549' left of centerline; Trees 40' AGL/65' MSL, max 2526' from DER, 452' left of centerline; Trees 40' AGL/65' MSL, 2465' from DER, 620' left of centerline; Trees 40' AGL/100' MSL, 3503' from DER, 425' left of centerline. **Rwy 29**, terrain 86' from DER, 326' left of centerline, 13' MSL; terrain starting 0' from DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of centerline, up to 15' AGL/18'MSL; shrubs starting 380' from DER, 350' left of centerline, 60' AGL/65' MSL; bird cannon #2288' from DER, 455' right of centerline, 5' AGL/9' MSL; fiber optic box #1 168' from DER, 133' left of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL; sailboat mast 1583' from DER, 1221' right of centerline, 0' AGL/43' MSL; patrol boat starting 2' from DER, 775' left of centerline, up to 0' AGL/10' MSL; sailboat mast starting 786' from DER, 888' left of centerline, 0' AGL/43' MSL.

PENSACOLA, FL

PENSACOLA GULF COAST RGNL

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 800 before turning south.

PERRY, FL

PERRY-FOLEY

DEPARTURE PROCEDURE: **Rwys 6, 12, 30, 36,** climb on runway heading to 800 before turning.

PLANT CITY, FL

PLANT CITY (PCM)
ORIG 09127 (FAA)

NOTE: **Rwy 10,** trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL. Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

POMPANO BEACH, FL

POMPANO BEACH AIRPARK

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 261' per NM to 300. **Rwy 15,** 400-2 or std. w/ min. climb of 424' per NM to 500. **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 500 before proceeding on course. **Rwy 15,** climb heading 146° to 500 before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. **Rwy 10,** obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL. Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL. **Rwy 15,** building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of runway, 190' right of centerline, up to 48' AGL/57' MSL. Rod on light pole 871' from departure end of runway, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from departure end of runway, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from departure end of runway, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

POMPANO BEACH AIRPARK (CON'T)

Rwy 24, multiple trees beginning 191' from departure end of runway, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from departure end of runway, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from departure end of runway, 418' right of centerline, 41' AGL/60' MSL. Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL. Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL.

Rwy 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from departure end of runway, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline, 190' AGL/207' MSL. **Rwy 33,** multiple trees beginning 136' from departure end of runway, 157' left of centerline, up to 59' AGL/78' MSL. Antenna on building 529' from departure end of runway, 399' left of centerline, 18' AGL/34' MSL. Multiple trees 702' from departure end of runway, 458' right of centerline, up to 37' AGL/56' MSL.

PONCE, PR

MERCEDITA

TAKE-OFF MINIMUMS: **Rwy 30,** 500-1 or std. with a min. climb of 510' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. **Rwy 30,** immediate climbing left turn to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

PUNTA GORDA, FL

CHARLOTTE COUNTY (PGD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-airport authority request.

NOTE: **Rwy 4,** multiple trees beginning 34' from departure end of runway, 292' right of centerline, up to 63' AGL/84' MSL. **Rwy 15,** multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. **Rwy 22,** multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. **Rwy 33,** tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

QUINCY, FL

QUINCY MUNI (2J9)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2 or std. w/ min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 14,** trees beginning abeam DER, 421' left of centerline, up to 100' AGL/299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. **Rwy 32,** trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

ST. AUGUSTINE, FL

ST. AUGUSTINE

NOTE: **Rwy 2,** trees 1355' from departure end of runway, 314' right of centerline, 100' AGL/104' MSL. **Rwy 20,** aircraft on ramp abeam departure end of runway, 158' right of centerline, up to 32' AGL/41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline, up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway, 180' left of centerline, up to 16' AGL/26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL. **Rwy 24,** hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL. Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. **Rwy 31,** numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL. Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85' AGL/99' MSL.

ST. PETERSBURG, FL

ALBERT WHITTED

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: **Rwy 18,25,** climb runway heading to 500 before turning right. **Rwy 7,36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 25,** 70' MSL/63' AGL building 350' from departure end of runway, 375' left of runway centerline.

ST. PETERSBURG, FL (CON'T)

ST. PETERSBURG-CLEARWATER INTL (PIE)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17R, 35L,** NA - VFR runway. **Rwy 22,** 200-1¼ or std. w/ min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 500 before proceeding southbound.

NOTE: **Rwy 4,** trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL. Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL. **Rwy 9,** trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/ 44' MSL. **Rwy 17L,** building 689' from departure end of runway, 418' right of centerline, 35' AGL/ 44' MSL. Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of centerline, 44' AGL/ 53' MSL. Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL. Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. **Rwy 22,** trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/ 74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. **Rwy 27,** poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL.

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 290' per NM to 400. **Rwy 27,** 300-1.

NOTE: **Rwy 9,** numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. **Rwy 27,** ship maneuvering area within 5200' of departure end of runway.

SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU)

AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. **Rwy 10,** climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. **Rwy 26,** climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. **Rwy 28,** climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: **Rwy 8,** trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. **Rwy 10,** trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. **Rwy 26,** building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. **Rwy 28,** bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

SARASOTA(BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)

AMDT 1 08269 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 831' from departure end of runway, 91' right of centerline, up to 57' AGL/87' MSL. Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSL. Floodlight 786' from departure end of runway, 152' right of centerline, 22' AGL/47' MSL. Pole 989' from departure end of runway, 492' right of centerline, 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL. Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway, 506' left of centerline, 33' AGL/58' MSL. Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL. **Rwy 14,** multiple trees beginning 345' from departure end of runway, 277' right of centerline, up to 69' AGL/94' MSL. Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL. Railroad 431' from departure end of runway, 533' left of centerline, 24' AGL/44' MSL. **Rwy 22,** tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL. Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/74' MSL. Light pole 1157' from departure end of runway, 530' left of centerline, 42' AGL/62' MSL. Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL. Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway, 162' left of centerline, 31' AGL/51' MSL. Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/50' MSL. Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL. Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL. Flood light 643' from departure end of runway, 319' right of centerline, 27' AGL/47' MSL. Vehicle on road 527' from departure end of runway, 282' right of centerline, 17' AGL/37' MSL. **Rwy 32,** multiple trees beginning 606' from departure end of runway, 2' right of centerline, up to 51' AGL/7l' MSL. Multiple trees beginning 775' from departure end of runway, 113' left of centerline, up to 68' AGL/88' MSL. Wall 119' from departure end of runway, 465' left of centerline, 29' AGL/49' MSL. Pole 945' from departure end of runway, 531' left of centerline, 41' AGL/61' MSL. Antenna 732' from departure end of runway, 168' left of centerline, 34' AGL/54' MSL. Vehicle on road 675' from departure end of runway, 277' left of centerline, 17' AGL/51' MSL. Light pole 837' from departure end of runway, 326' left of centerline, 34' AGL/54' MSL. Tower 5674' from departure end of runway, 1845' left of centerline, 162' AGL/177' MSL.

21 OCT 2010 to 18 NOV 2010

SEBRING, FL

SEBRING RGNL

NOTE: **Rwy 14,** trees 1716' from departure end of runway, 527' right of centerline, up to 100' AGL/150' MSL. **Rwy 18,** trees beginning 11' from departure end of runway, 216' right of centerline, up to 76' AGL/132' MSL. **Rwy 32,** trees 988' from departure end of runway, 23' right of centerline, up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL. **Rwy 36,** trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107' MSL. Trees beginning 107' from departure end of runway, 141' left of centerline, up to 51' AGL/101' MSL.

STUART, FL

WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 290° to 1700 before proceeding on course. **Rwy 30,** climb heading 295° to 1300 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. **Rwy 12,** pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. **Rwy 16,** trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL. **Rwy 25,** storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. **Rwy 30,** trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. **Rwy 34,** trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE RGNL

NOTE: **Rwy 9,** trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84' right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. **Rwy 27,** trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. **Rwy 36,** tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure end of runway, 559' right of centerline, up to 61' AGL/140' MSL.

TALLAHASSEE/HAVANA, FL

TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1½ or std. w/ a min. climb gradient of 344' per NM to 500.

NOTE: **Rwy 16,** road beginning 0' from departure end of runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. **Rwy 34,** trees beginning 0' from departure end of runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

TAMPA, FL

PETER O KNIGHT (TPF)

AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ min. climb of 497' per NM to 850 or 900 - 2½ for climb in visual conditions. **Rwys 17, 21,** 300-1½. **Rwy 35,** 700-2½.

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: cross Peter O Knight Field at or above 900 MSL before proceeding on course.

NOTE: **Rwy 3,** ship 296' from DER, 3' right of centerline, 177' AGL/185' MSL. Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL. Towers 1366' from DER, 279' left of centerline, up to 110' AGL/117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL. **Rwy 17,** ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 21,** ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 35,** multiple buildings beginning 1.2 NM from DER, 127' left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL. Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

TAMPA EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. with a min. climb of 220' per NM to 600.

21 OCT 2010 to 18 NOV 2010

TAMPA, FL (CON'T)

TAMPA INTL (TPA)

AMDT 8 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 094° to 800 before turning right.

NOTE: **Rwy 9,** multiple trees 1281' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER 265' right of centerline, 105' AGL/145' MSL. Multiple trees beginning 134' from DER, 73' left of centerline, up to 103' AGL/114' MSL. **Rwy 18L,** antenna on obstruction light building, 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL. **Rwy 18R,** trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL. **Rwy 27,** building and antenna beginning 4354' from DER, 1162' left of centerline, up to 146' AGL/158' MSL. Multiple trees beginning 479' from DER, 419' right of centerline, up to 53' AGL/67' MSL. Multiple trees beginning 128' from DER, 3' left of centerline, up to 54' AGL/68' MSL. Pole 474' from DER, 436' left of centerline, up to 30' AGL/35' MSL. **Rwy 36L,** tree 752' from DER, 596' right of centerline, 42' AGL/66' MSL.

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)

AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGL/419' MSL.

NASA SHUTTLE LANDING FACILITY (TTS)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 155° to 700 before turning Eastbound.

NOTE: **Rwy 15,** trees beginning 2177' from DER, across centerline, up to 100' AGL/104' MSL. **Rwy 33,** trees beginning 445' from DER, 482' right of centerline, up to 100' AGL/106' MSL. Trees beginning 1275' from DER, 80' left of centerline, up to 100' AGL/106' MSL.

SPACE COAST RGNL

TAKE-OFF MINIMUMS: NOTE: **Rwy 36,** 60' AGL trees 254' from departure end of runway, 526' right of centerline.

TYNDALL AFB (KPAM)

PANAMA CITY, FL. 06327

TAKE-OFF OBSTACLES: **Rwy 13L**, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. **Rwy 31L**, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. **Rwy 31R**, 29' MSL/13' AGL vehicle 2' inward of DER, 458' right of centerline. 29' MSL/13' AGL vehicle 3' inward of DER, 383' left of centerline.

VENICE, FL

VENICE MUNI (VNC)

AMDT 1 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 047° to 700 before turning right. **Rwy 31,** climb heading 303° to 1500 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. **Rwy 13,** trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway, 610' right of centerline, up to 40' AGL/49' MSL. **Rwy 22,** building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. **Rwy 31,** trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL/69' MSL.

VERO BEACH, FL

VERO BEACH MUNI

NOTE: **Rwy 4,** multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL. **Rwy 11L,** multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway, 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL. **Rwy 11R,** pole 709' from departure end of runway, 522' left of centerline, 28' AGL/45' MSL. Spire 1622' from departure end of runway, 574' right of centerline, 44' AGL/61' MSL. **Rwy 22,** vehicles on road abeam departure end of runway, 421' left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline, up to 15' AGL/39' MSL. Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL. **Rwy 29L,** multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. **Rwy 29R,** multiple antennas and trees beginning 1656' from departure end of runway, 111' right of centerline, up to 70' AGL/90' MSL. Multiple trees beginning 1782' from departure end of runway, 247' left of centerline, up to 65' AGL/85' MSL.

WAUCHULA, FL

WAUCHULA MUNI

NOTE: **Rwy 18,** trees 450' from departure end of runway, 130' left of centerline, 22' AGL/126' MSL. **Rwy 36,** trees 183' from departure end of runway, 350' left of centerline, 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.

WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA-turf runway.

NOTE: **Rwy 8R,** trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/ 124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. **Rwy 13,** trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. **Rwy 26L,** trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. **Rwy 31,** trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway, 425' left of centerline, up to 20' AGL/44 ' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.

PALM BEACH COUNTY PARK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 330' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 21, 33,** climb runway heading to 1000 before turning west. **Rwy 27,** climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: **Rwy 3,** crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. **Rwy 33,** crane 4700' from departure end of runway, on centerline, 220' AGL/234' MSL.

PALM BEACH INTL (PBI)
AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 28L,** climb heading 279° to 1200 before turning left. **Rwy 28R,** climb heading 279° to 1200 before turning left.

NOTE: **Rwy 10R,** antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. **Rwy 10L,** light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. **Rwy 14,** transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. **Rwy 28R,** light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. **Rwy 32,** trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL 07354

TAKE-OFF OBSTACLES: **Rwy 5**, trees 809' from DER, 646' left of centerline, 40' AGL/200' MSL. **Rwy 32**, trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

WILLISTON, FL

WILLISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2½ or std. w/ min. climb of 257' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course. **Rwy 14,** climb heading 142° to 600 before proceeding on course. **Rwy 23,** climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: **Rwy 5,** brush and multiple trees beginning 38' from departure end of runway, 54' leftof centerline, up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up t o 100' AGL/ 179' MSL. **Rwy 14,** multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/ 179' MSL. **Rwy 23,** multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGl/189' MSL. **Rwy 32,** multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/ 124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194' MSL.

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT (GIF)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¼ or std. w/ min. climb of 325' per NM to 500. **Rwy 29,** std. w/ min. climb of 250' per NM to 700, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 29,** for climb in visual conditions, cross Winter Haven's Gilbert Field at or above 900 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 55' from DER, 340' left of centerline, up to 62' AGL/196' MSL. Trees 207' from DER, 465' right of centerline, up to 40' AGL/155' MSL. Vehicles on roadway, 227' from DER, 346' left of centerline, up to 17' AGL/151' MSL. Trees beginning 1712' from DER, 75' left of centerline, up to 81' AGL/ 200' MSL. **Rwy 11,** trees beginning 72' from DER, 330' left of centerline, up to 67' AGL/187' MSL. Vehicles on roadway 214' from DER, 277' right of centerline, up to 17' AGL/155' MSL. Trees beginning 445' from DER, 363' right of centerline, up to 82' AGL/203' MSL.**Rwy 23,** trees beginning 176' from DER, 345' left of centerline, up to 99' AGL/221' MSL. Tank 1.0 NM from DER, 972' left of centerline, 176' AGL/328' MSL. **Rwy 29,** trees beginning 75' from DER, 283' left of centerline, up to 59' AGL/187' MSL. Trees beginning 182' from DER, 284' right of centerline, up to 59' AGL/184' MSL. Tower 2.0 NM from DER, 2511' left of centerline, 310' AGL/ 457' MSL.

ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 500 before right turn.

NOTE: **Rwy 4,** tower 1.6 NM from departure end of runway, 2675' right of centerline, 260' AGL/346' MSL.

21 OCT 2010 to 18 NOV 2010

NDB AAF	APP CRS	Rwy Idg	5251
349	145°	TDZE	18
		Apt Elev	20

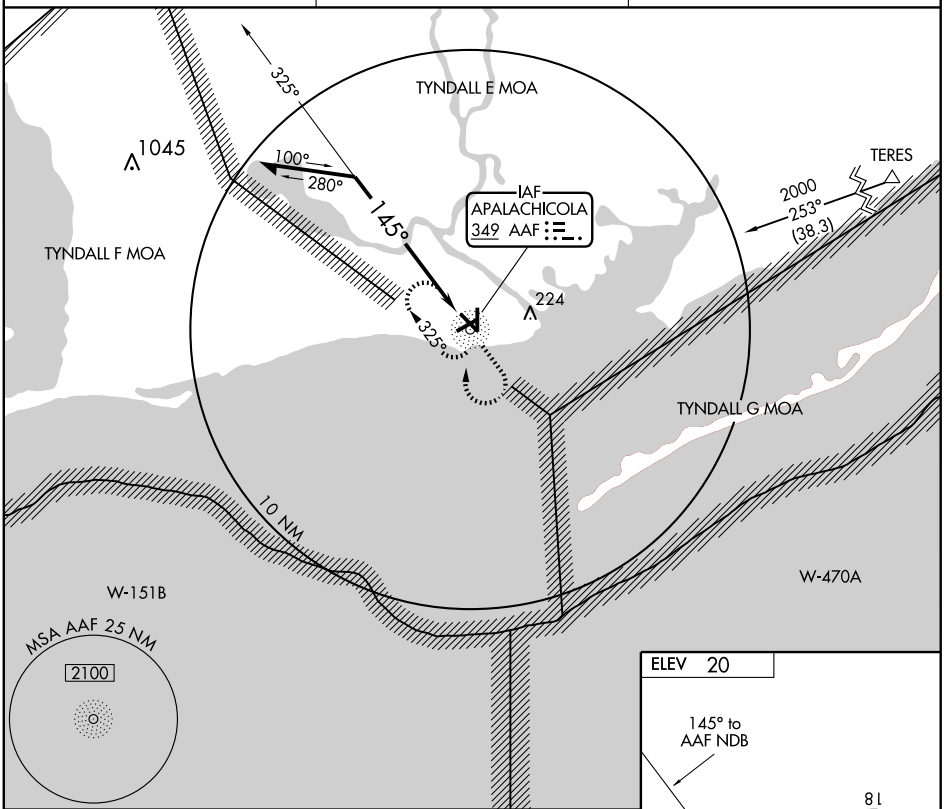
NDB RWY 13

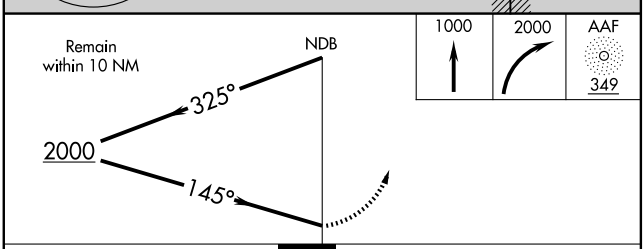
APALACHICOLA RGNL (AAF)

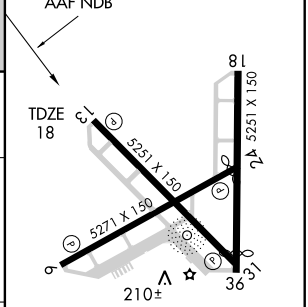
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct AAF NDB and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	600-1	582 (600-1)	600-1½ 582 (600-1½)	NA
CIRCLING	600-1	580 (600-1)	600-1½ 580 (600-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB AAF	APP CRS	Rwy Idg	5251
349	308°	TDZE	20
		Apt Elev	20

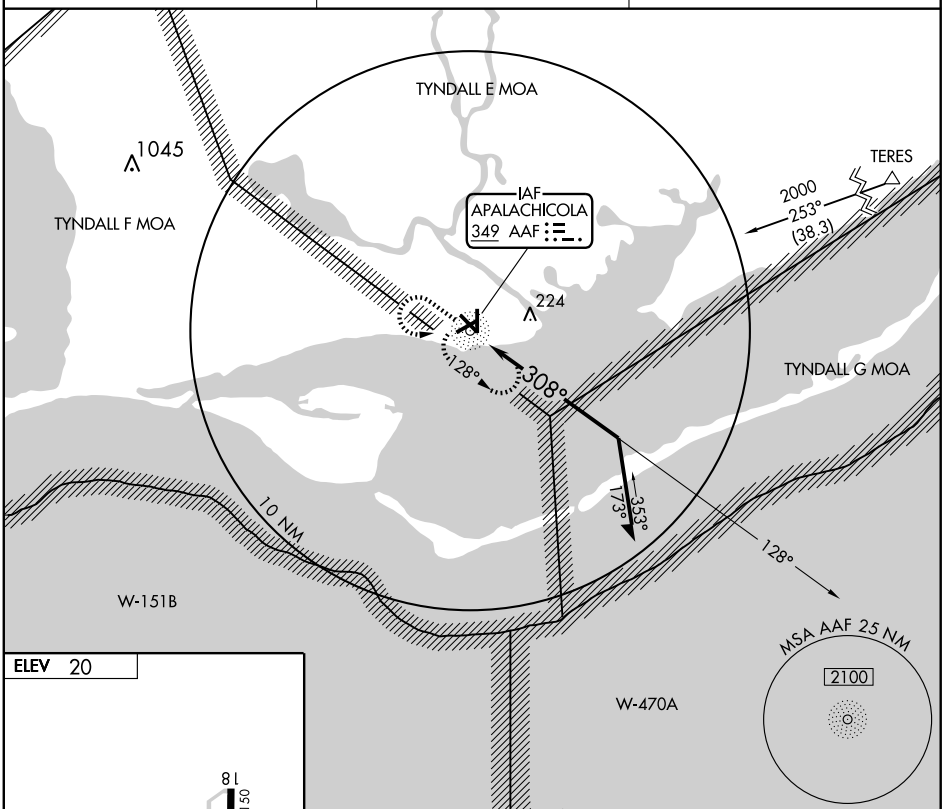
NDB RWY 31

APALACHICOLA RGNL (AAF)

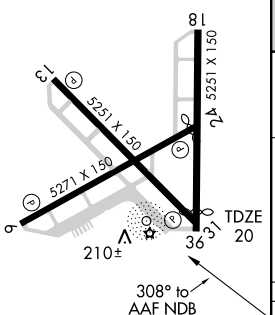
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AAF NDB and hold.

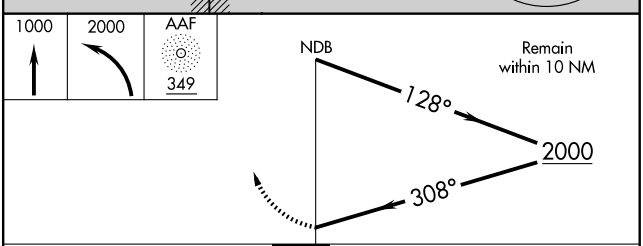
ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



ELEV 20



MIRL Rwys 6-24 and 13-31 L



CATEGORY	A	B	C	D
S-31	620-1	600 (600-1)	620-1½ 600 (600-1½)	NA
CIRCLING	620-1	600 (600-1)	620-1½ 600 (600-1½)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

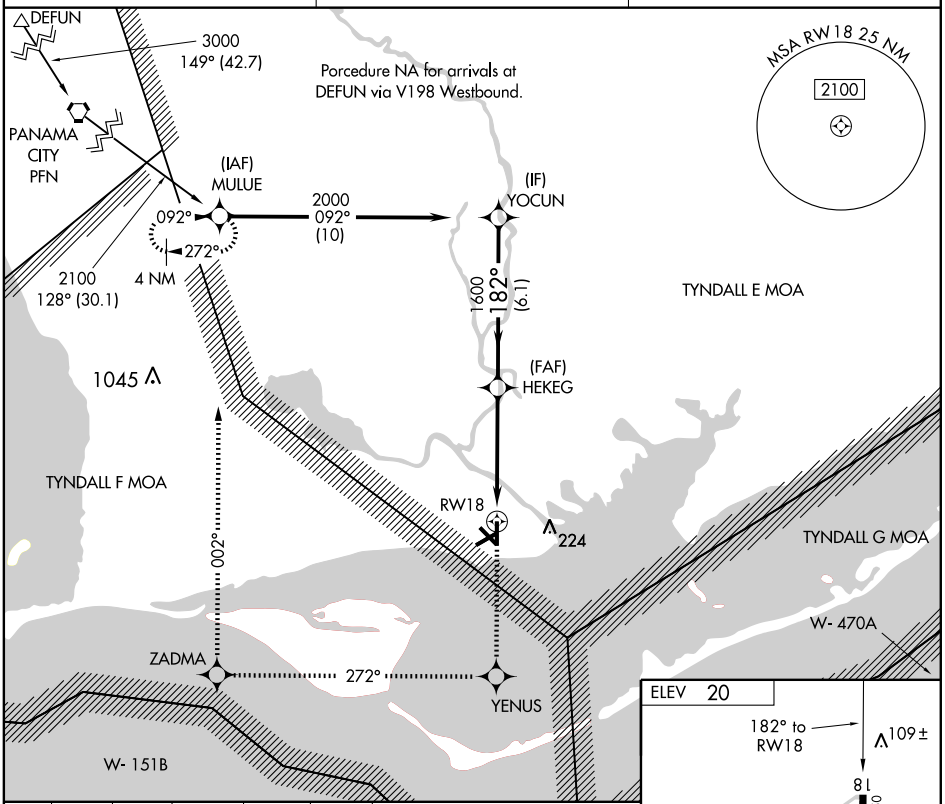
APP CRS	Rwy Idg	N/A
182°	TDZE	N/A
	Apt Elev	20

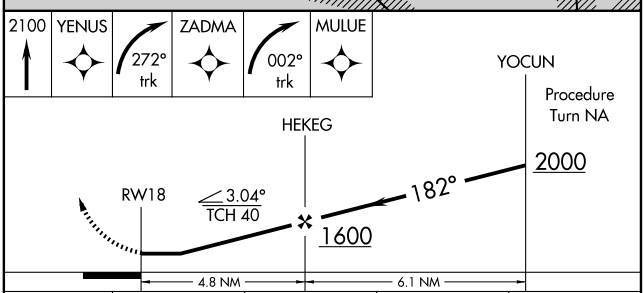
RNAV (GPS)-A
APALACHICOLA RGNL (AAF)

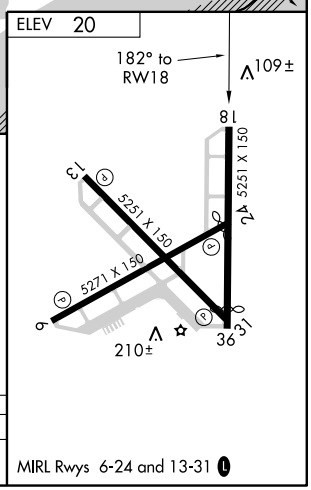
Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Panama City altimeter setting and increase all MDA 120 feet; increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct YENUS and right turn via 272° track to ZADMA and right turn via 002° track to MULUE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

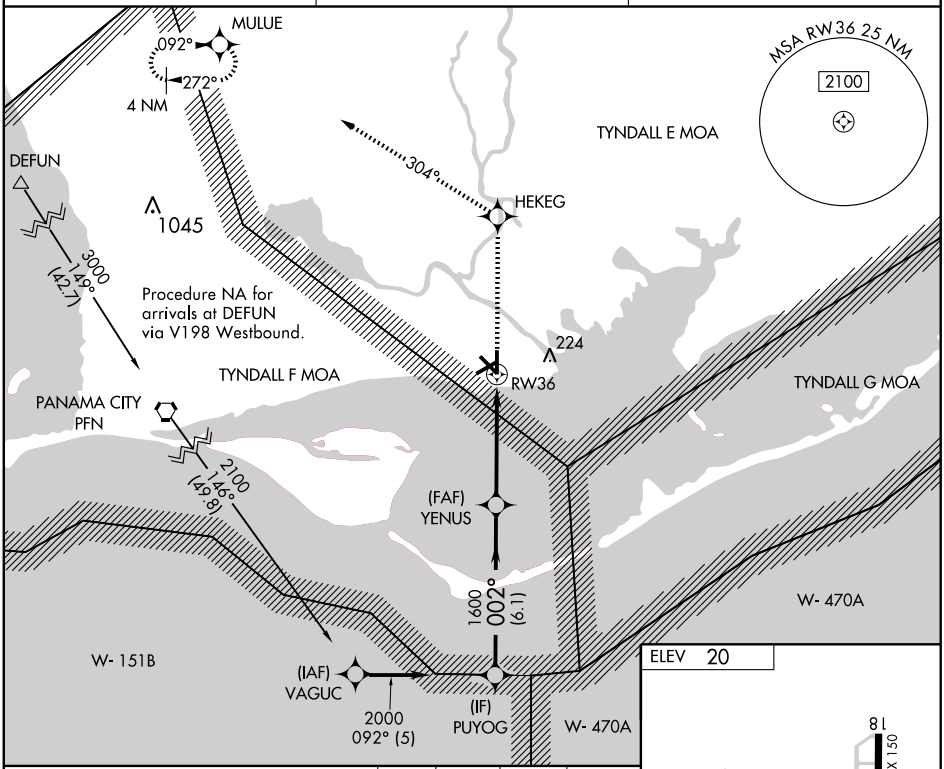
APP CRS	Rwy Idg	N/A
002°	TDZE	N/A
	Apt Elev	20

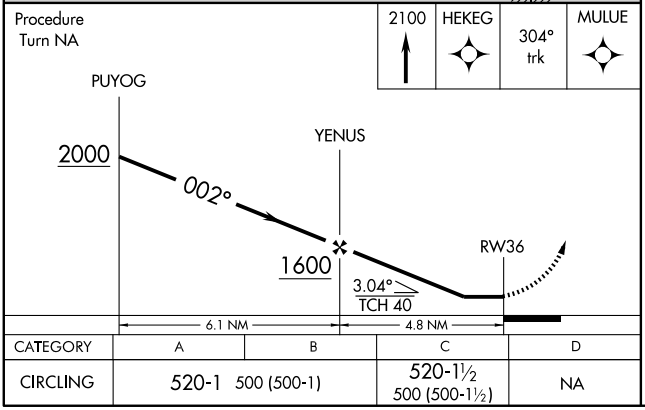
RNAV (GPS)-B
APALACHICOLA RGNL (AAF)

Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Panama City altimeter setting and increase all MDA 120 feet; increase Circling Cat. C visibility ¼ mile.

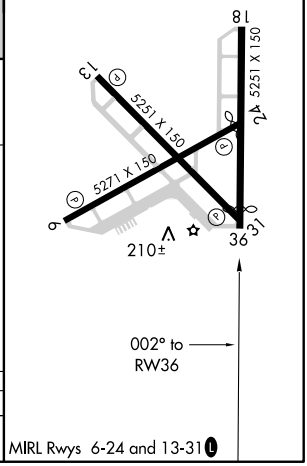
MISSED APPROACH: Climb to 2100 direct HEKEG and via 304° track to MULUE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5271
062°	TDZE	20
	Apt Elev	20

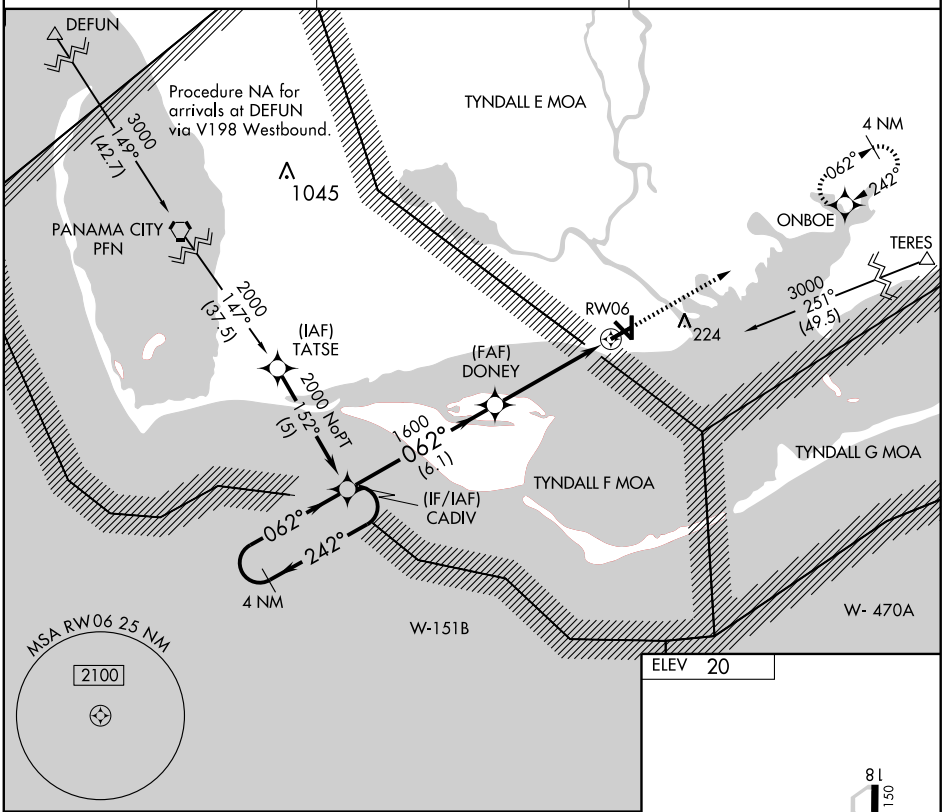
RNAV (GPS) RWY 6

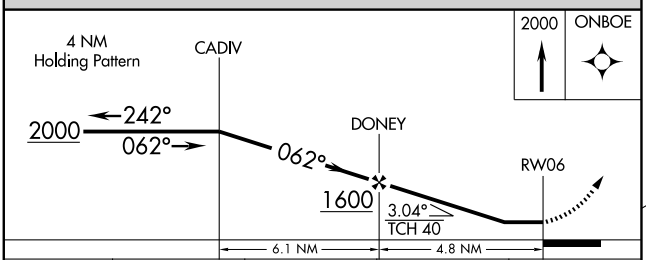
APALACHICOLA RGNL (AAF)

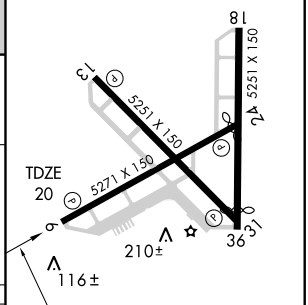
T A If local altimeter setting not received, use Panama City altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ONBOE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-1 440 (500-1)		460-1¼ 440 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5251
137°	TDZE	20
	Apt Elev	20

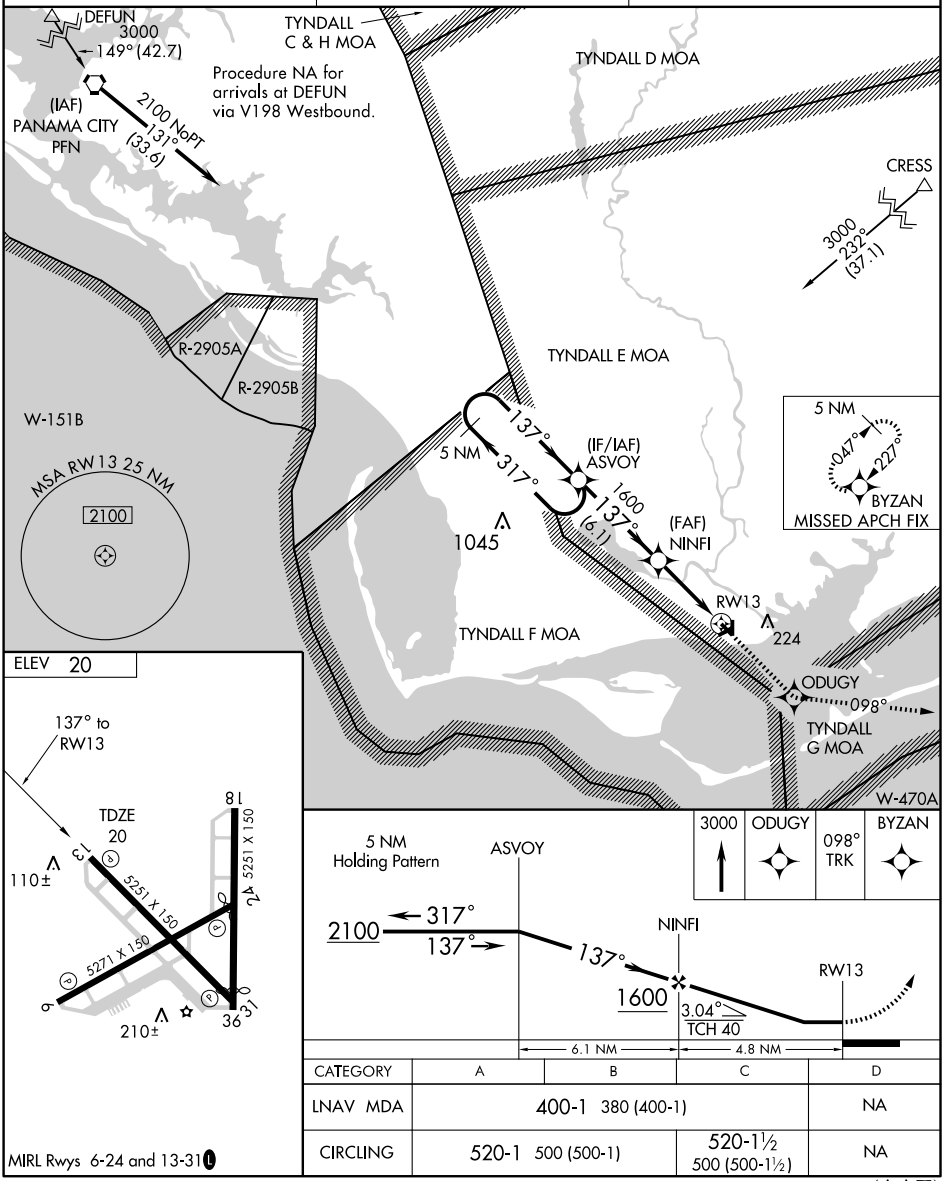
RNAV (GPS) RWY 13

APALACHICOLA RGNL (AAF)

If local altimeter setting not received, use Panama City altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA

MISSED APPROACH: Climb to 3000 direct ODUGY and via 098° track to BYZAN and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	400-1 380 (400-1)			NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5054
CH 93505	242°	TDZE	20
W24A		Apt Elev	20

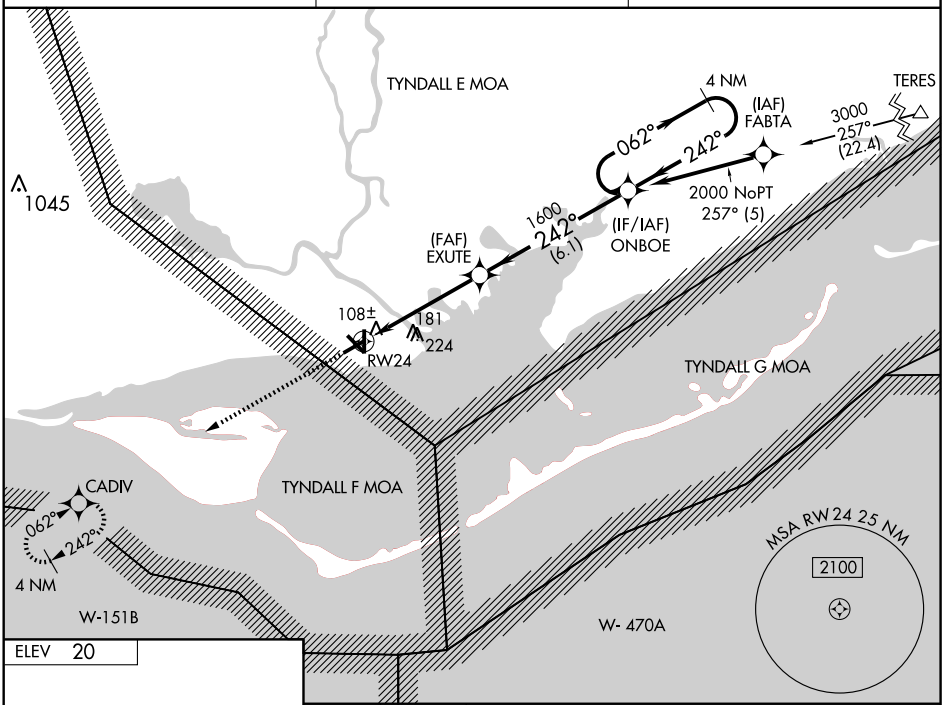
RNAV (GPS) RWY 24

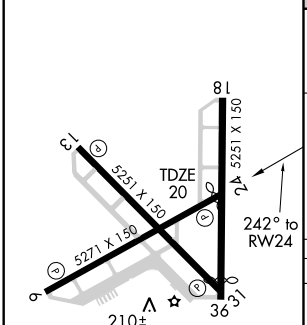
APALACHICOLA RGNL (AAF)

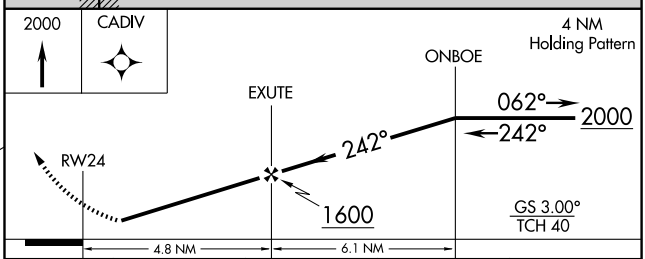
If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 463 feet, LNAV/VNAV DA to 482 feet, and all MDAs 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CADIV and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	359-1¼ 339 (400-1¼)			NA
LNAV/VNAV DA	378-1¼ 358 (400-1¼)			NA
LNAV MDA	500-1 480 (500-1)		500-1¼ 480 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5251
CH 70704	317°	TDZE	20
W31A		Apt Elev	20

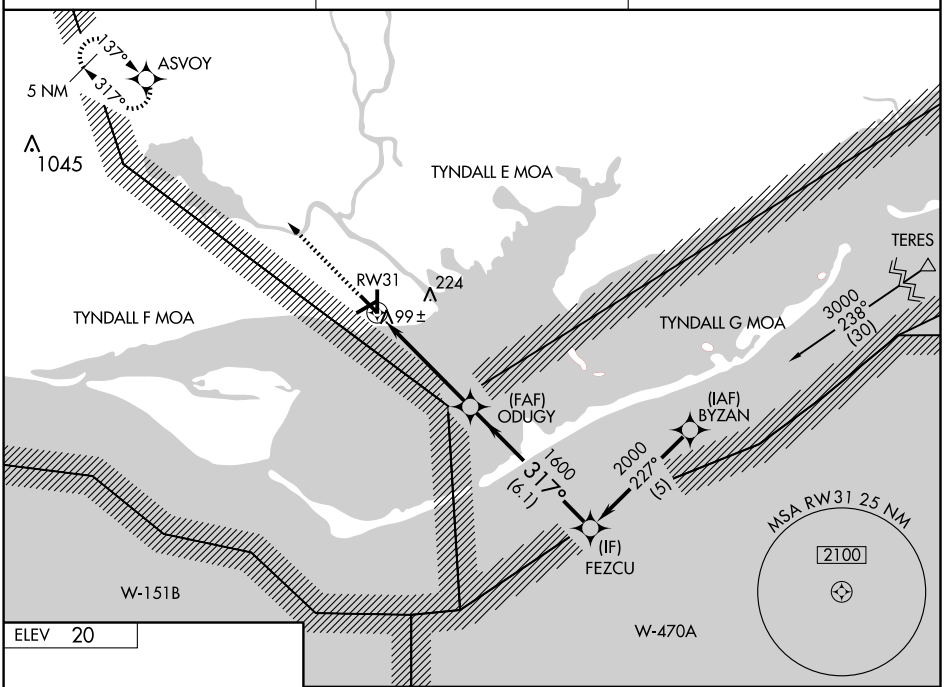
RNAV (GPS) RWY 31

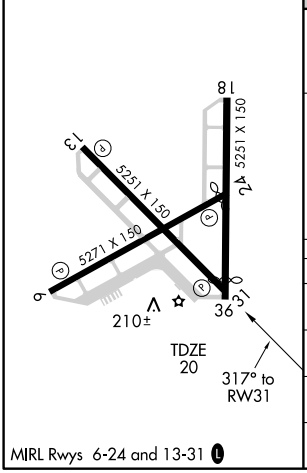
APALACHICOLA RGNL (AAF)

If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 451 feet, LNAV/VNAV DA to 498 feet, and all MDAs 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Panama City altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

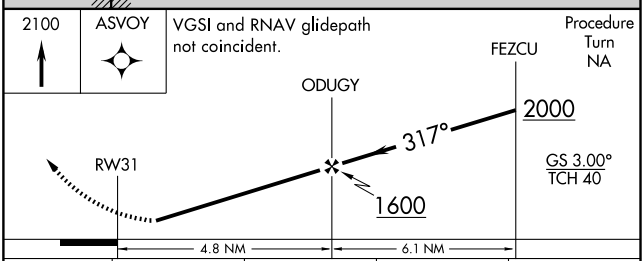
MISSED APPROACH: Climb to 2100 direct ASVOY and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L





MIRL Rwys 6-24 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	347-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	394-1¼ 374 (400-1¼)			NA
LNAV MDA	460-1 440 (500-1)		460-1¼ 440 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5374
CH 86716	050°	TDZE	160
W05A		Apt Elev	160

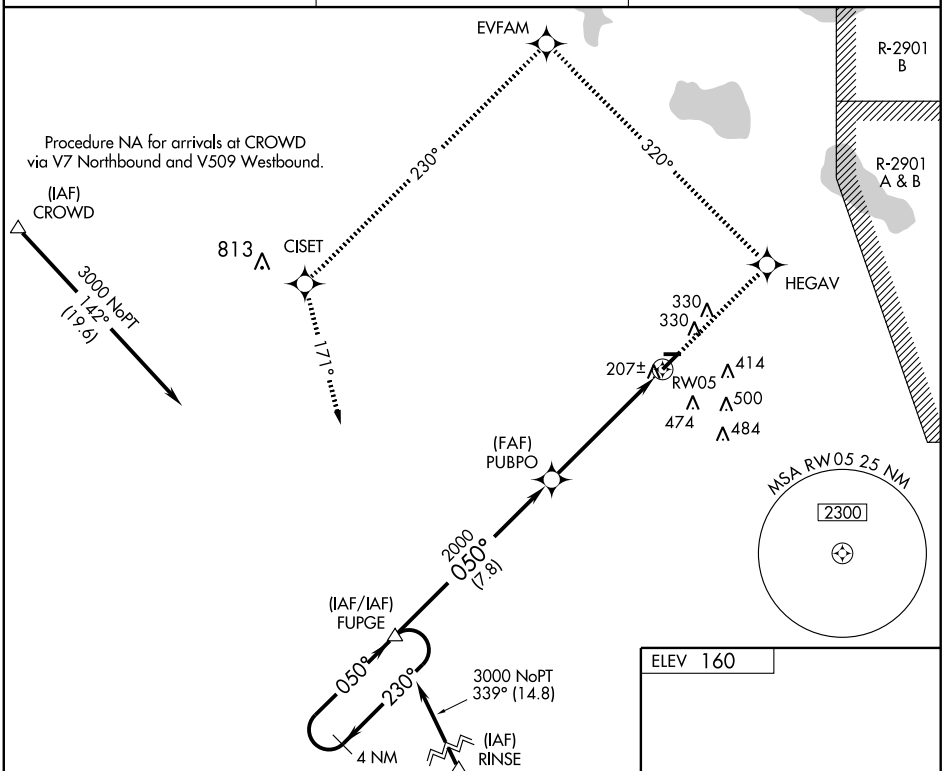
RNAV (GPS) RWY 5
AVON PARK EXECUTIVE (AVO)

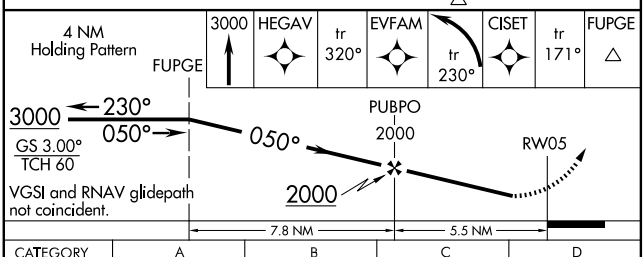
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orlando Intl altimeter setting; increase DA to 578 feet and visibility Cat A/B ½ mile. Increase all MDA 140 feet.

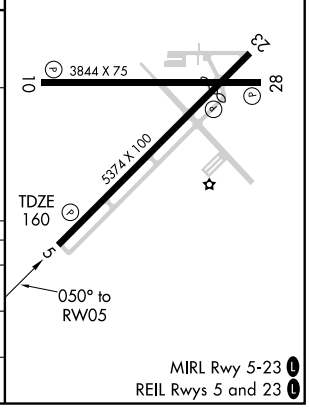
MISSED APPROACH: Climb to 3000 direct HEGAV and via track 320° to EVFAM and left turn via track 230° to CISET and via track 171° to FUPGE and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	450-1 290 (300-1)		NA	
LNAV MDA	460-1 300 (300-1)		NA	
CIRCLING	680-1 520 (600-1)		NA	



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10
AVON PARK EXECUTIVE (AVO)

APP CRS	Rwy Idg	3844
095°	TDZE	154
	Apt Elev	160

NA

DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Orlando Intl altimeter setting; increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn 3000 direct FUPGE and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L

R-2901 B

R-2901 A & B

Procedure NA for arrivals at CROWD via V7 Northbound and V509 Westbound.

(IAF) CROWD

3000 NoPT 117° (11.6)

813

(IF/IAF) OMIGE

2000

095° (6.4)

(FAF) HIKZE

279±

330

330

RW10

414

474

500

484

095°

275°

4 NM

3000 NoPT 003° (5)

(IAF) DOWNN

Procedure NA for arrivals at DOWNN via V157-521 Southeast bound.

FUPGE

050°

230°

4 NM

MSA RW 10 25 NM

2300

ELEV 160

TDZE 154

3844 X 75

10

095° to RW10

5374 X 100

23

28

4 NM Holding Pattern

OMIGE

3000

275°

095°

095°

HIKZE

2000

RW10

3.05°

TCH 45

3000

FUPGE

VGSI and descent angles not coincident.

6.4 NM

5.6 NM

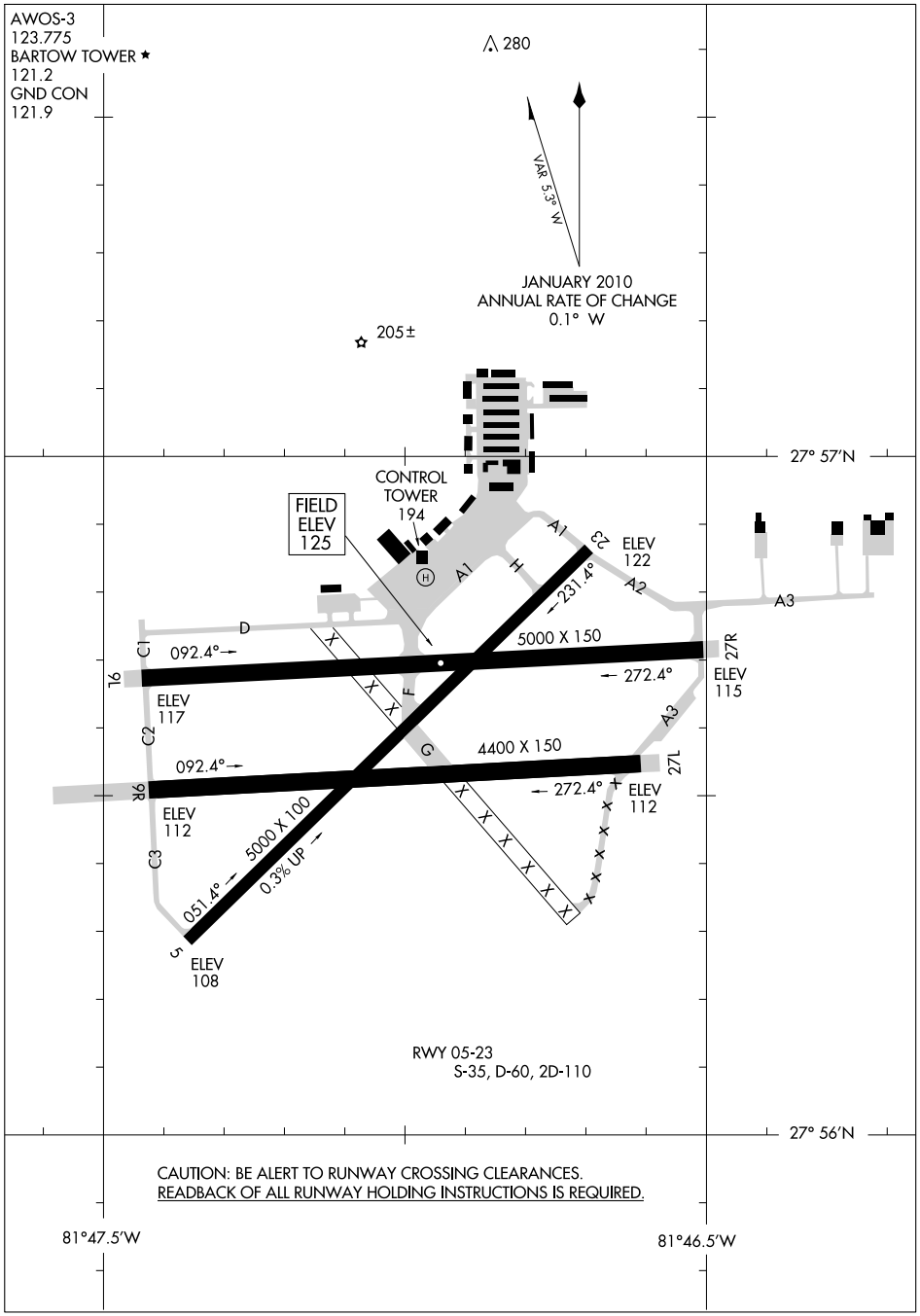
CATEGORY	A	B	C	D
LNAV MDA	640-1 486 (500-1)		NA	
CIRCLING	680-1 520 (600-1)		NA	

MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58112 W05A	APP CRS 050°	Rwy Idg 5000 TDZE 123 Apt Elev 125

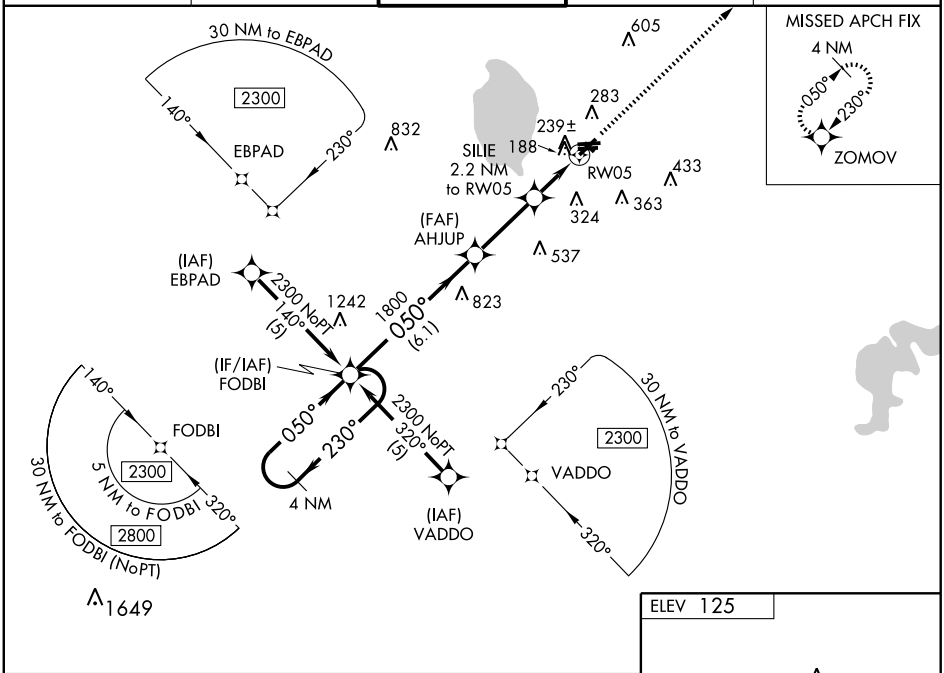
RNAV (GPS) RWY 5

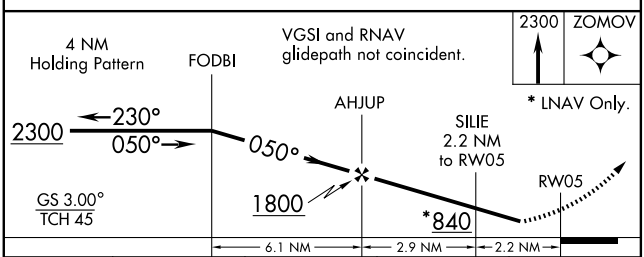
BARTOW MUNI (BOW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 533 feet, LNAV/VNAV DA to 684 feet and all MDA 120 feet. Increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats. visibility ½ mile, LNAV Cats. C and D ½ mile, and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting.

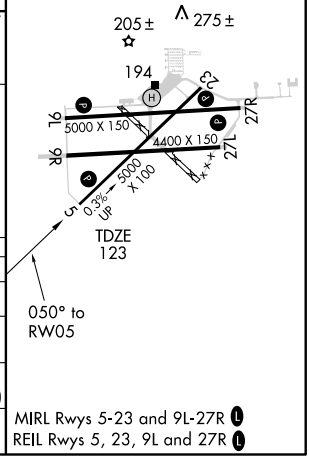
MISSED APPROACH: Climb to 2300 direct ZOMOV and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	447-1¼ 324 (400-1¼)			
LNAV/VNAV DA	509-1½ 386 (400-1½)			
LNAV MDA	520-1 397 (400-1)			520-1¼ 397 (400-1¼)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)



MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 90511	091°	TDZE	125
W09A		Apt Elev	125

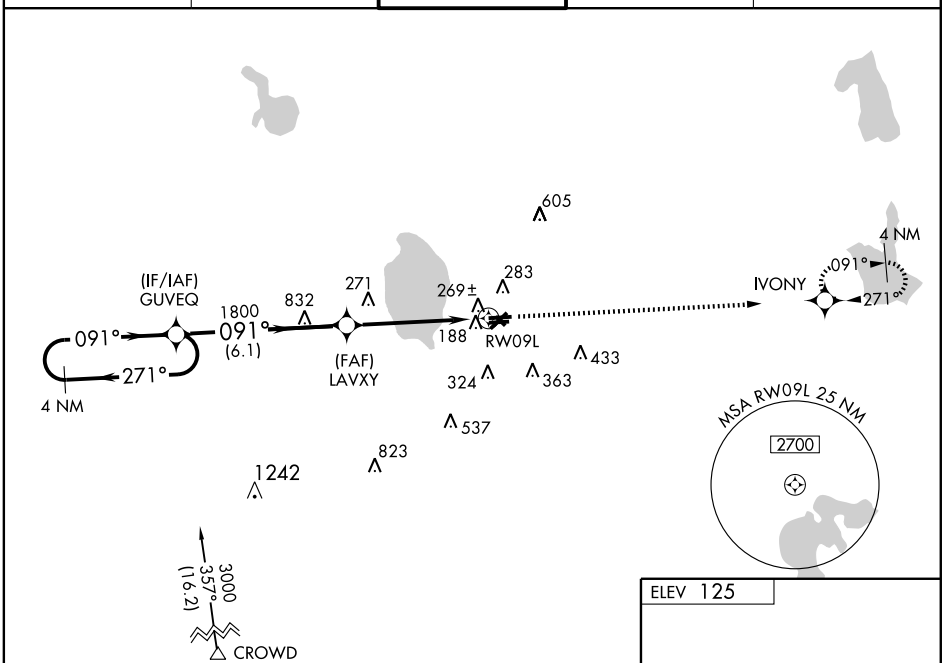
RNAV (GPS) RWY 9L

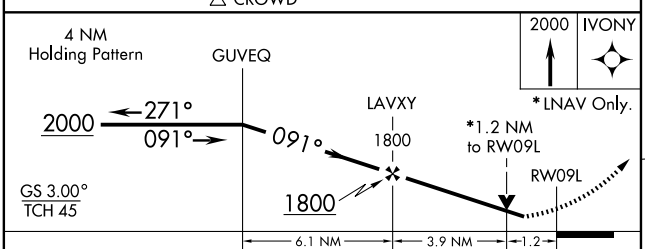
BARTOW MUNI (BOW)

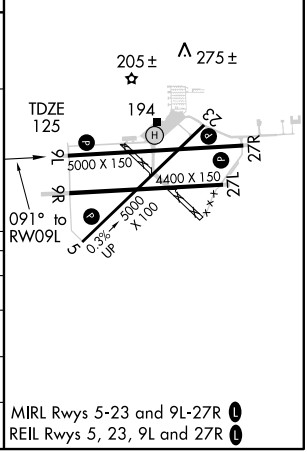
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C visibility and Circling Cat D visibility ¼ mile, and LNAV Cat D ½ mile.
VDP NA when using Tampa Intl altimeter setting. Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct IVONY and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 (CTAF)	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	442-1¼ 317 (400-1¼)			
LNAV/VNAV DA	539-1½ 414 (500-1½)			
LNAV MDA	540-1 415 (500-1)		540-1¼ 415 (500-1¼)	
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R (L)
REIL Rwys 5, 23, 9L and 27R (L)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 63112	230°	TDZE	124
W23A		Apt Elev	125

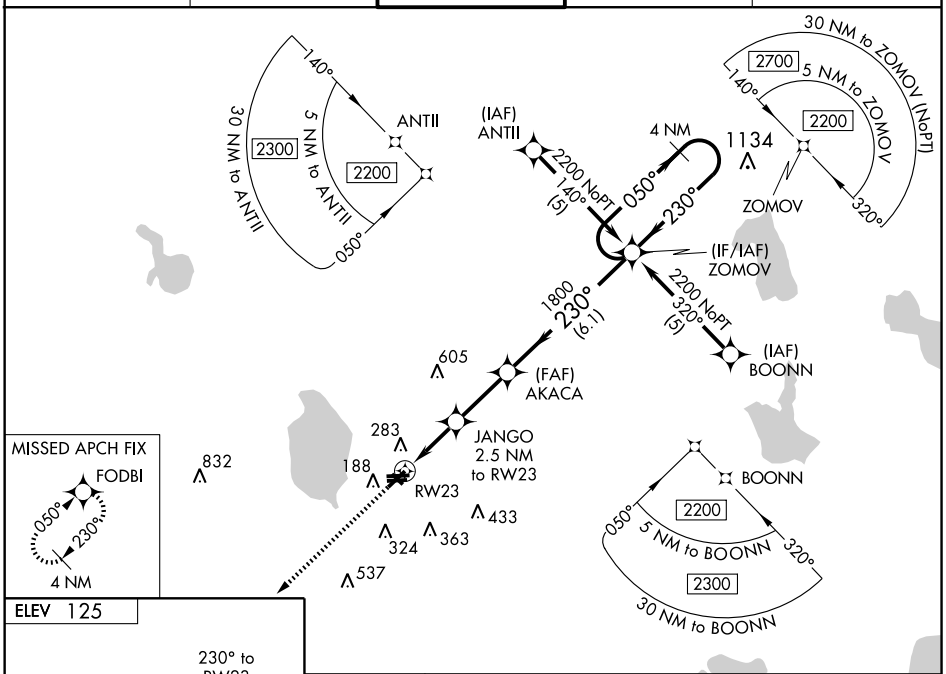
RNAV (GPS) RWY 23

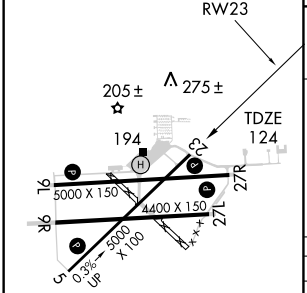
BARTOW MUNI (BOW)

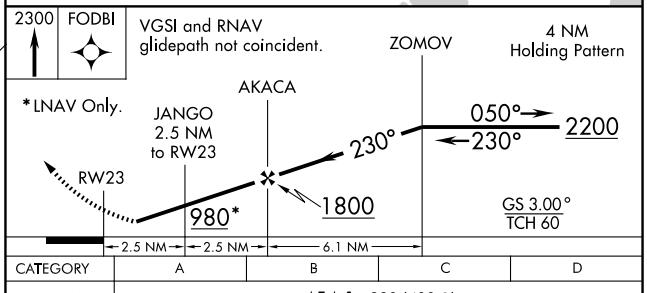
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Tampa Intl altimeter setting and increase all DA 106 feet and MDA 120 feet; increase LPV and LNAV/VNAV visibility all Cats. ½ mile, LNAV visibility Cat. C and D and Circling Cat. D ¼ mile. Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2300 direct FODBI and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	454-1 330 (400-1)			
LNAV/VNAV DA	575-1½ 451 (500-1½)			
LNAV MDA	580-1 456 (500-1)		580-1¼ 456 (500-1¼)	580-1½ 456 (500-1½)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27R

BARTOW MUNI (BOW)

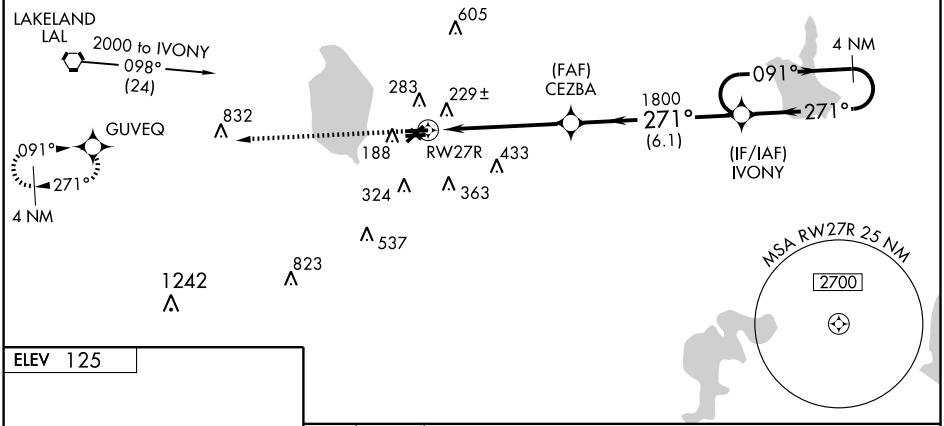
WAAS	APP CRS	Rwy Idg	5000
CH 82412	271°	TDZE	125
W27A		Apt Elev	125

DME/DME RNP-3.0 NA. Visibility reduction by helicopters NA. VDP NA when using Tampa Intl altimeter setting. When local altimeter setting not received, use Tampa Intl setting and increase all DA 106 feet and all MDA 120 feet, increase LPV and LNAV/VNAV visibility all Cats. ½ mile, increase LNAV visibility Cat. C and D ¼ mile, and Circling visibility Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting.

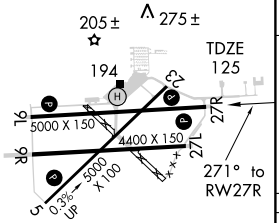
MISSED APPROACH: Climb to 2000 direct GUVEQ and hold.

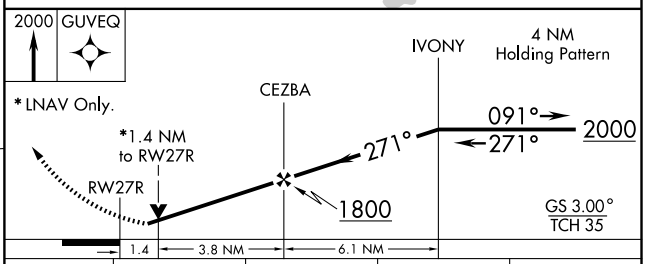
AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95

Procedure NA for arrival on LAL VORTAC via airway radials 046 CW 153.



ELEV 125





CATEGORY	A	B	C	D
LPV DA	470-1¼ 345 (400-1¼)			
LNAV/VNAV DA	530-1½ 405 (500-1½)			
LNAV MDA	580-1 455 (500-1)		580-1¼ 455 (500-1¼)	580-1½ 455 (500-1½)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

SE-3, 21 OCT 2010 to 18 NOV 2010

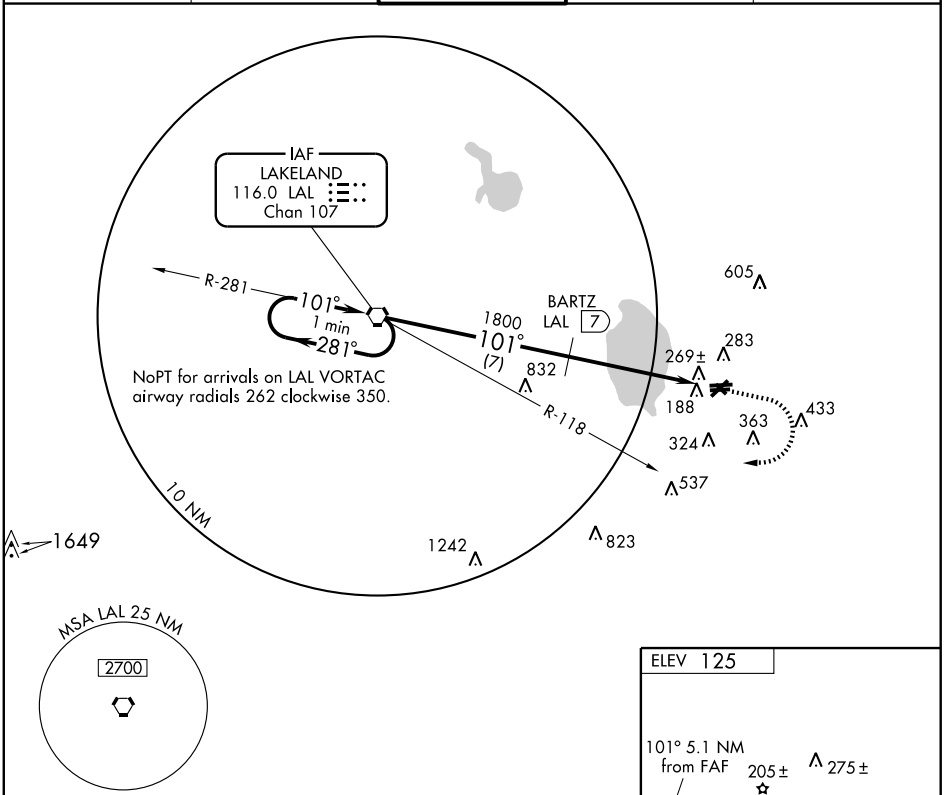
VORTAC LAL 116.0 Chan 107	APP CRS 101°	Rwy Idg 5000 TDZE 125 Apt Elev 125

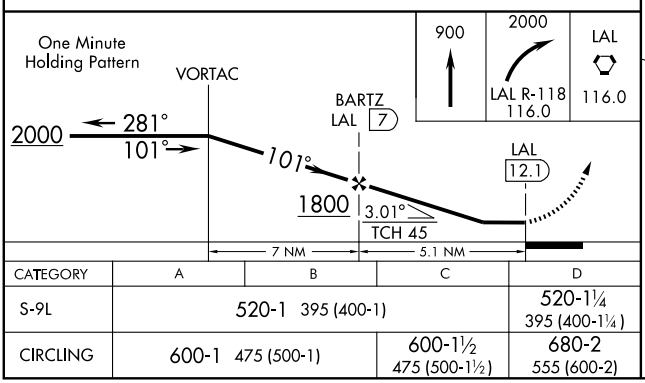
VOR/DME RWY 9L
BARTOW MUNI (BOW)

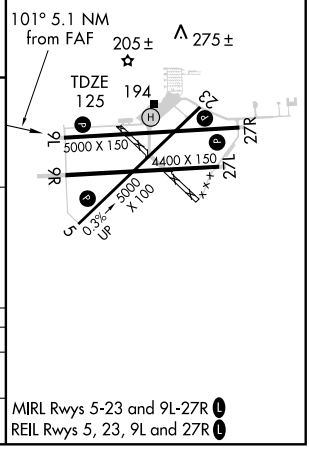
V NA — If local altimeter not received, use Tampa Intl altimeter setting and raise all MDAs 120 feet.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via LAL R-118 to LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95







CATEGORY	A	B	C	D
S-9L	520-1 395 (400-1)			520-1¼ 395 (400-1¼)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-560 (FAA)

BOCA RATON (BCT)
BOCA RATON, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

AWOS-3
121.125
BOCA RATON TOWER ★
118.425
GND CON
121.8
CLNC DEL
121.8
127.35 (When Tower Closed)

D

HANGARS

HANGARS

HANGARS

HANGARS

FIELD ELEV 13

23

46

26° 23.0′N

230.4°

6276 X 150

TWR

26° 22.5′N

050.4°

ELEV 11

5

RWY 05-23
S-40, D-60

VAR 6.1° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

26° 22.0′N

80° 07.0′W

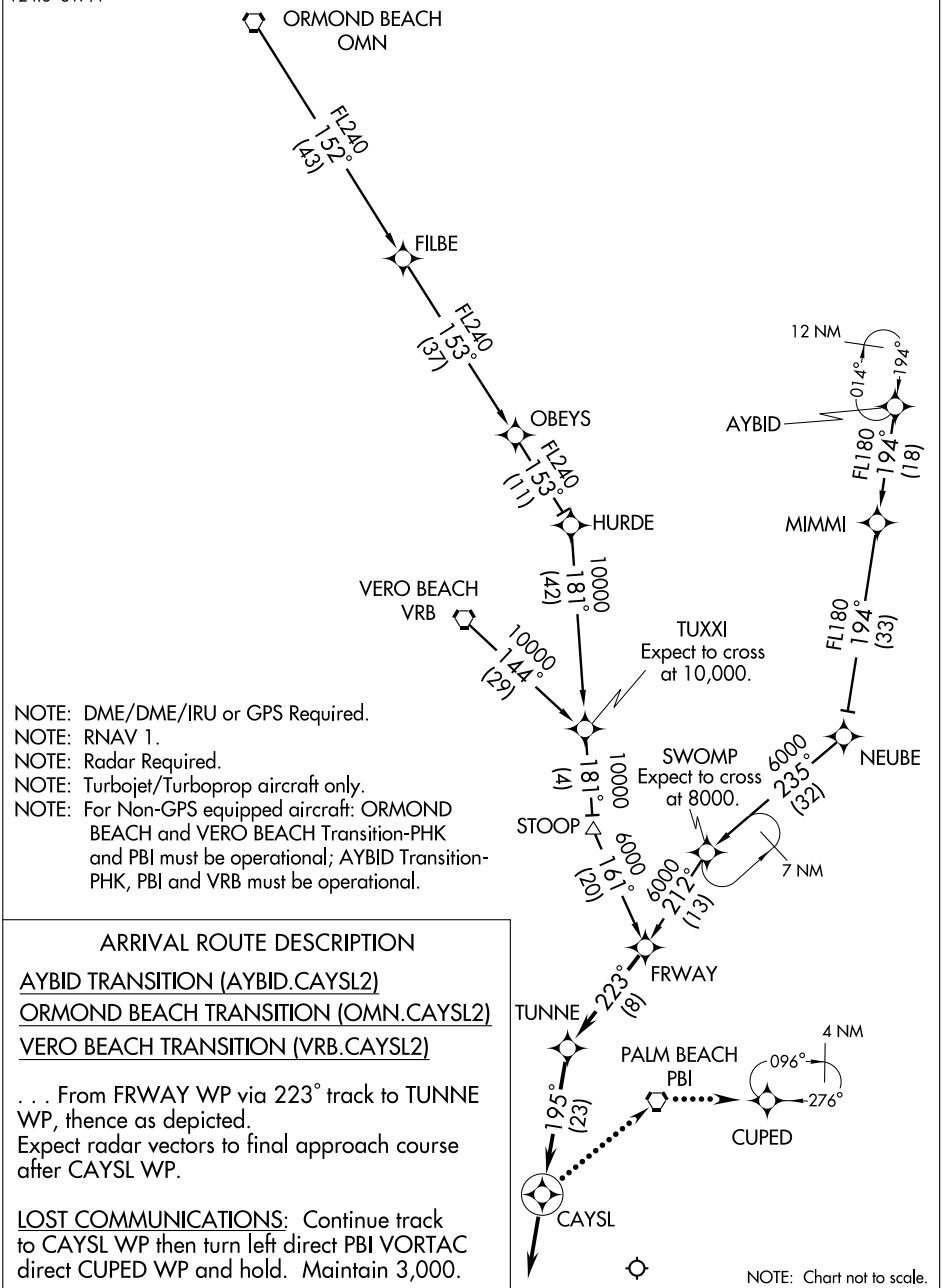
80° 06.5′W

80° 06.0′W

BOCA RATON, FLORIDA
BOCA RATON (BCT)

CAYSL TWO ARRIVAL (RNAV)

PALM BEACH APP CON
124.6 317.4



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For Non-GPS equipped aircraft: ORMOND BEACH and VERO BEACH Transition-PHK and PBI must be operational; AYBID Transition-PHK, PBI and VRB must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

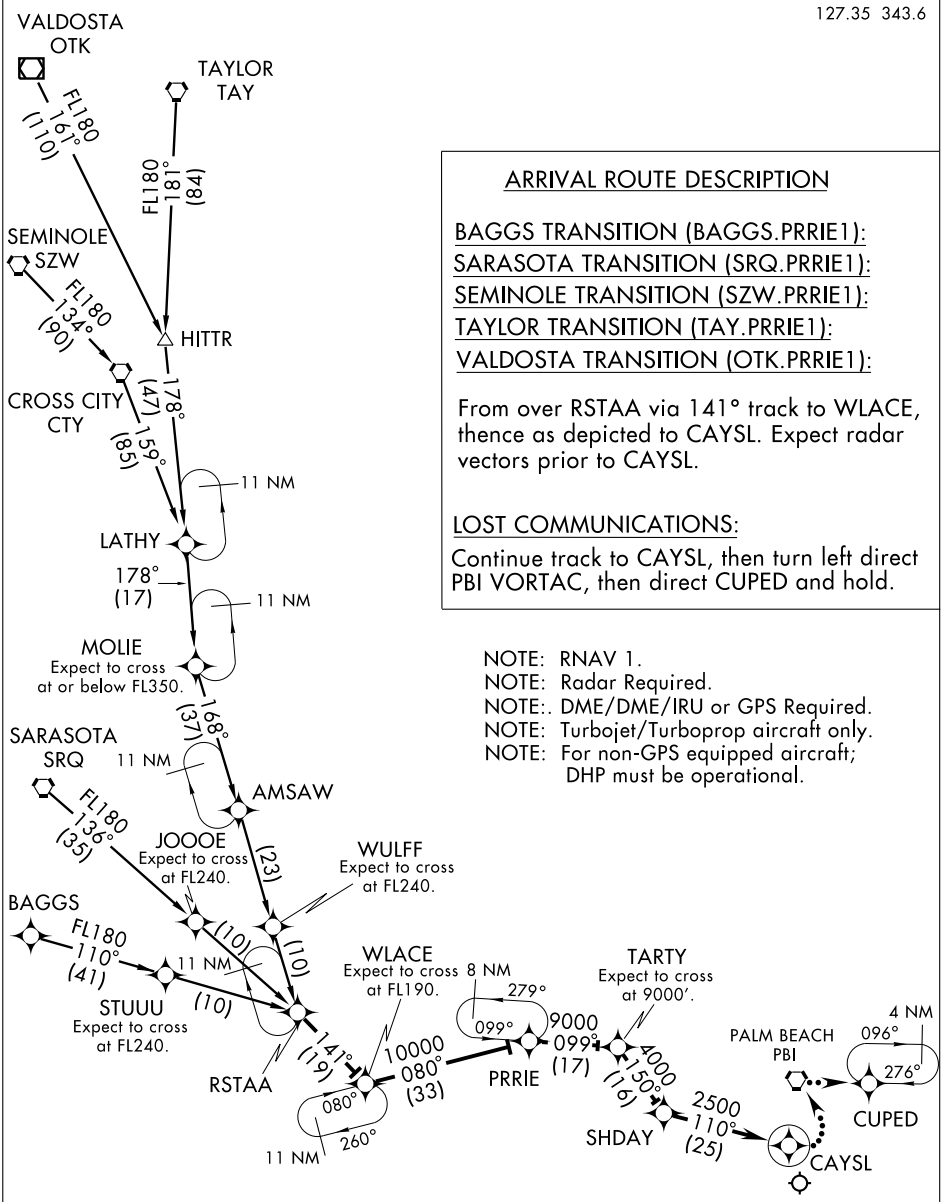
AYBID TRANSITION (AYBID.CAYSL2)
ORMOND BEACH TRANSITION (OMN.CAYSL2)
VERO BEACH TRANSITION (VRB.CAYSL2)

. . . From FRWAY WP via 223° track to TUNNE WP, thence as depicted.
Expect radar vectors to final approach course after CAYSL WP.

LOST COMMUNICATIONS: Continue track to CAYSL WP then turn left direct PBI VORTAC direct CUPED WP and hold. Maintain 3,000.

SE-3, 21 OCT 2010 to 18 NOV 2010

PALM BEACH ATIS
123.75
PALM BEACH APP CON
127.35 343.6



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.PRRIE1):
SARASOTA TRANSITION (SRQ.PRRIE1):
SEMINOLE TRANSITION (SZW.PRRIE1):
TAYLOR TRANSITION (TAY.PRRIE1):
VALDOSTA TRANSITION (OTK.PRRIE1):

From over RSTAA via 141° track to WLACE, thence as depicted to CAYSL. Expect radar vectors prior to CAYSL.

LOST COMMUNICATIONS:

Continue track to CAYSL, then turn left direct PBI VORTAC, then direct CUPED and hold.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft; DHP must be operational.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5580
CH 82101	049°	TDZE	12
W05A		Apt Elev	13

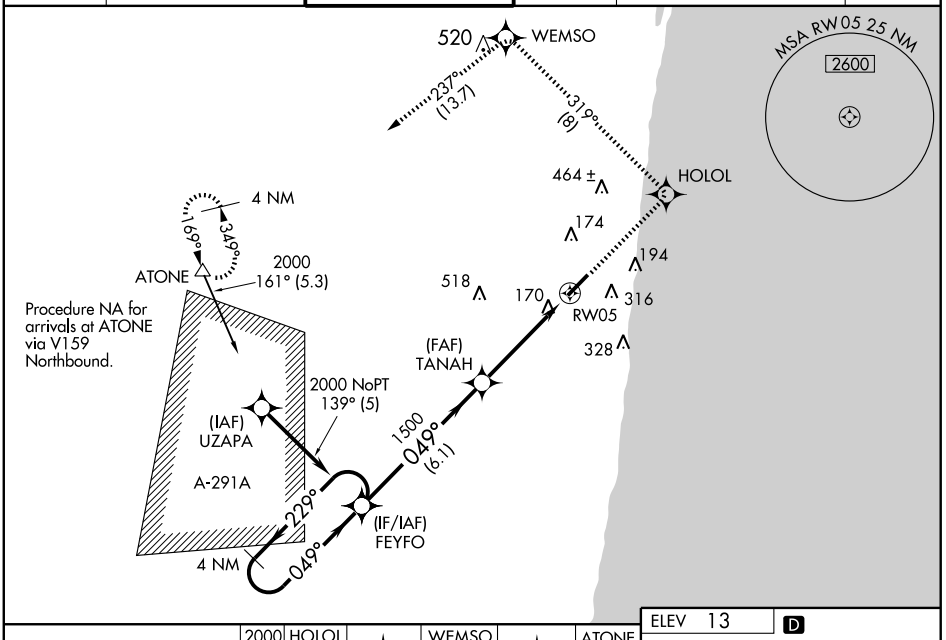
RNAV (GPS) RWY 5
BOCA RATON (BCT)

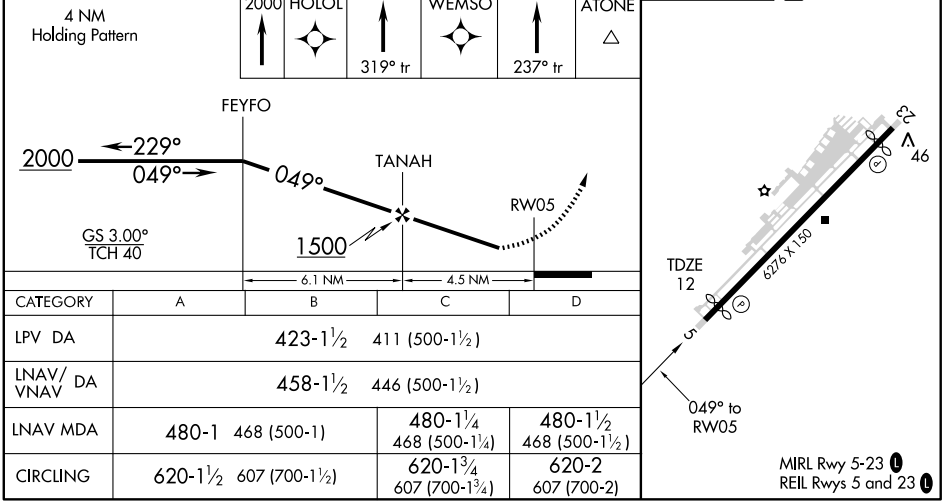
T
NA

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DAs 43 feet and all MDAs 60 feet. Baro-VNAV NA when using Palm Beach Intl altimeter setting. In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct HOLOL and via 319° track to WEMSO and via 237° track to ATONE and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425





CATEGORY	A	B	C	D
LPV DA	423-1½ 411 (500-1½)			
LNAV/ VNAV DA	458-1½ 446 (500-1½)			
LNAV MDA	480-1 468 (500-1)		480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	620-1½ 607 (700-1½)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

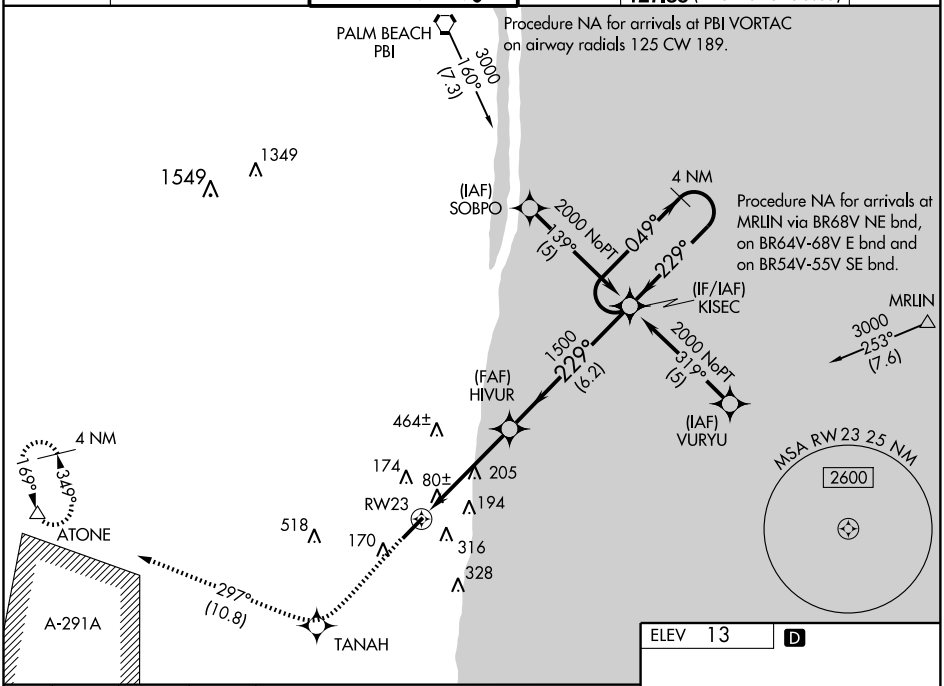
WAAS CH 42801 W23A	APP CRS 229°	Rwy ldg 5898 TDZE 13 Apt Elev 13

RNAV (GPS) RWY 23
BOCA RATON (BCT)

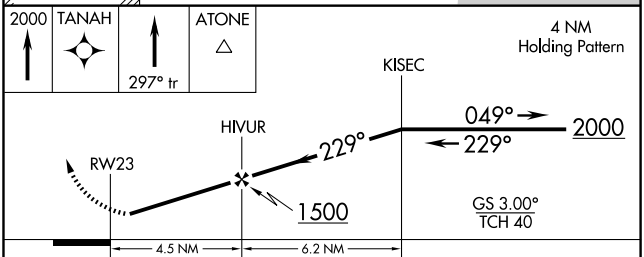
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DAs 43 feet, and all MDAs 60 feet. Baro-VNAV NA when using Palm Beach Intl altimeter setting. In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights. Visibility reduction by helicopters NA.

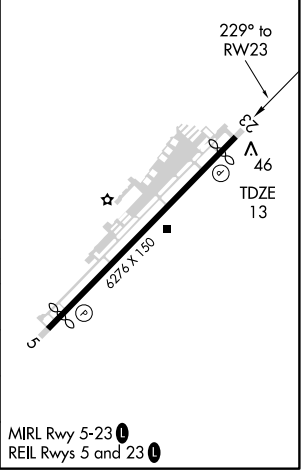
MISSED APPROACH: Climb to 2000 direct TANAH and via 297° track to ATONE and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425



ELEV 13 D





CATEGORY	A	B	C	D
LPV DA	263-1 250 (300-1)			
LNAV/ VNAV DA	485-1¾ 472 (500-1¾)			
LNAV MDA	580-1 567 (600-1)		580-1½ 567 (600-1½)	580-1¾ 567 (600-1¾)
CIRCLING	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

PALM BEACH APP CON
124.6 317.4
PALM BEACH INTL ATIS
123.75

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

24000
147°
(43)

FILBE
N28°42.14′
W80°40.60′

24000
147°
(37)

80

OBEYS
N28°10.51′ - W80°17.94′
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect to cross at FL240

24000
147°
(11)

91

HURDE
N28°01.51′
W80°11.55′

81

10000
179°
(42)

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

10000
143°
(29)

R-147

TUXXI
N27°19.08′ - W80°08.19′
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect to cross at 10,000′

NOTE: Turbojets and
Turboprops only.
NOTE: DME Required.

38

10000
179°
(4)

STOOP
N27°15.19′ - W80°07.88′
Expect Radar Vectors
to Final Approach
course.

PAHOKEE
115.4 PHK
Chan 101

R-047

160°

R-359

WILLIAM P. GWINN

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′
W80°05.19′

PALM BEACH INTL

BOCA RATON

PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence…

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence…

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

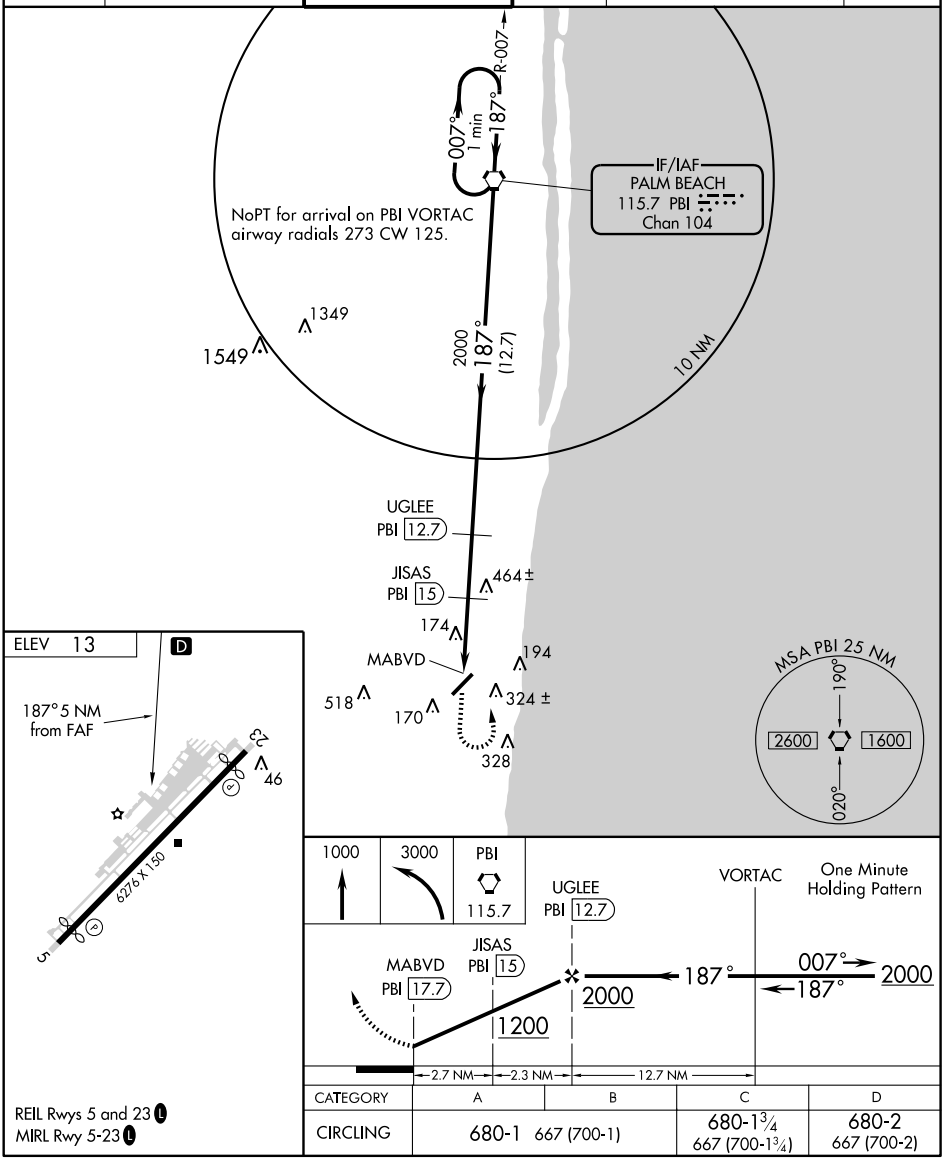
VORTAC PBI 115.7 Chan 104	APP CRS 187°	Rwy Idg N/A TDZE N/A Apt Elev 13

VOR/DME-A
BOCA RATON (BCT)

When local altimeter setting not received, use Palm Beach altimeter setting and increase all MDA 60 feet.
In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PBI VORTAC and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
CIRCLING	680-1 667 (700-1)		680-1¾ 667 (700-1¾)	680-2 667 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB BKK 275	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 85

NDB or GPS-A

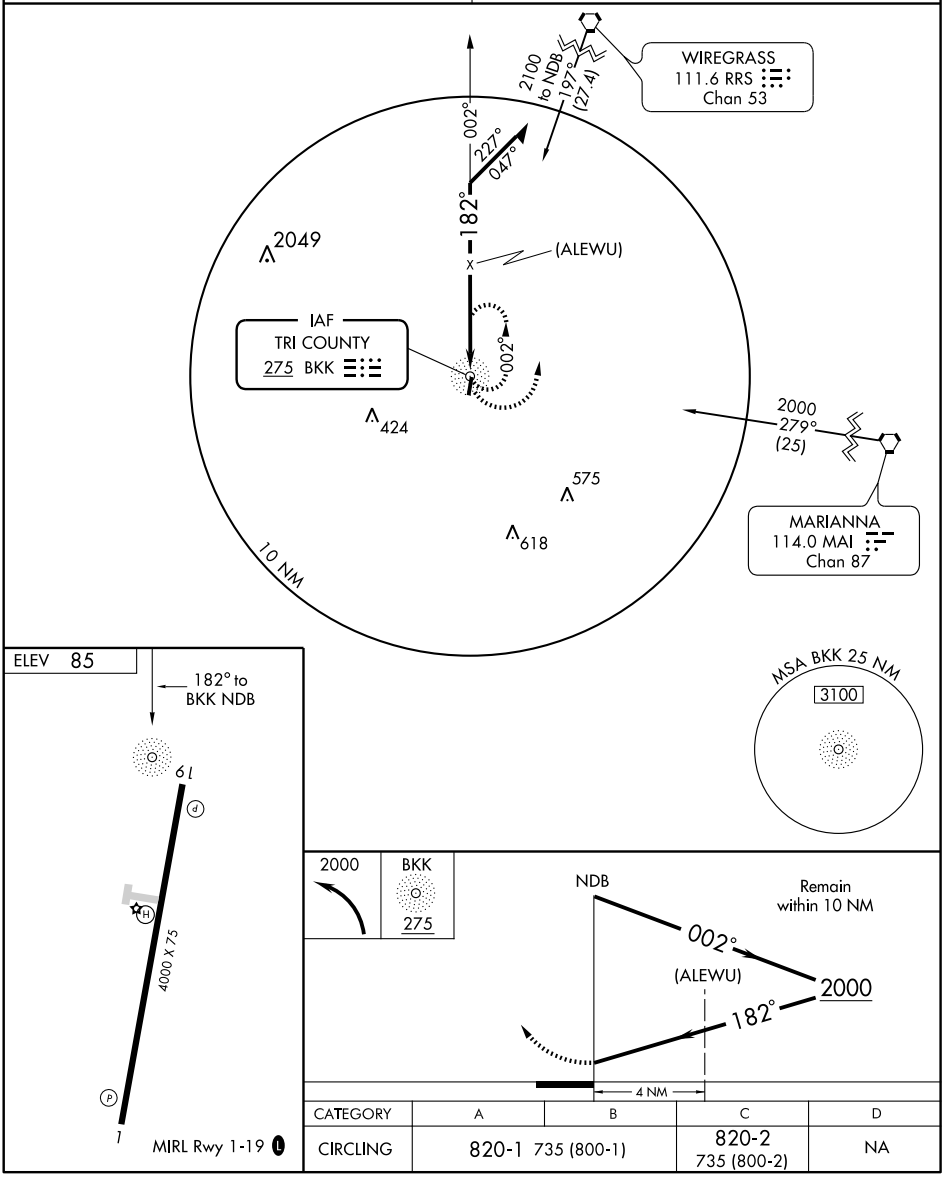
BONIFAY/TRI COUNTY (1J0)

Use Cairns AAF (Fort Rucker) altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in BKK NDB holding pattern.

CAIRNS APP CON ★ 133.75 270.35

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	820-1 735 (800-1)		820-2 735 (800-2)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OSV	APP CRS	Rwy Idg	7002
111.1	094°	TDZE	77
		Apt Elev	77

ILS RWY 9

BROOKSVILLE/HERNANDO COUNTY (BKV)

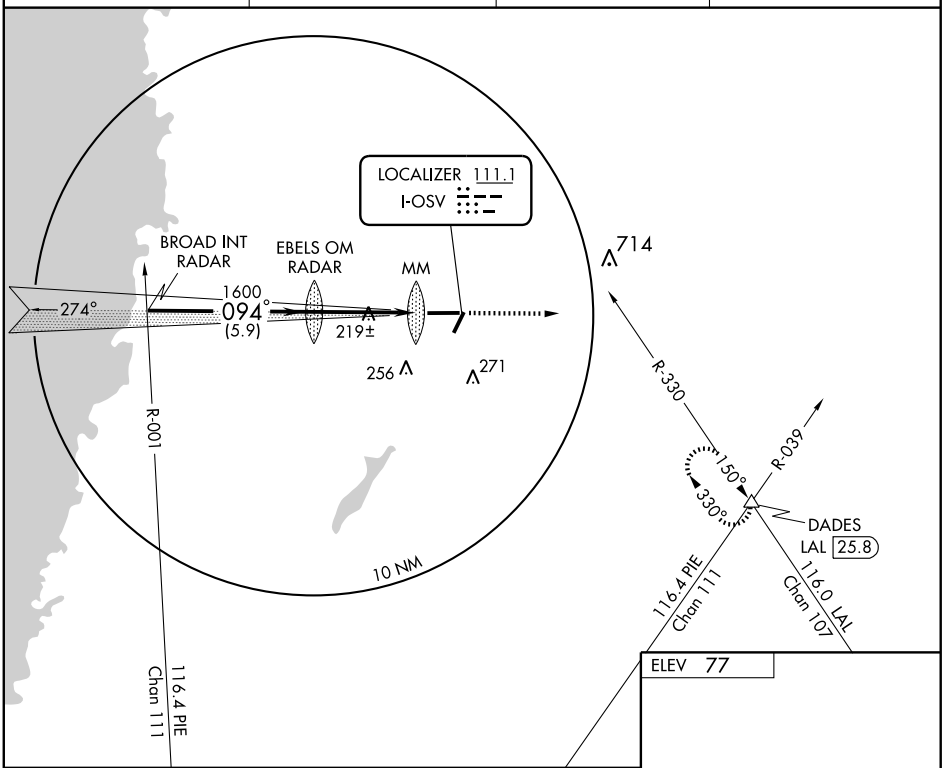
NA RADAR REQUIRED

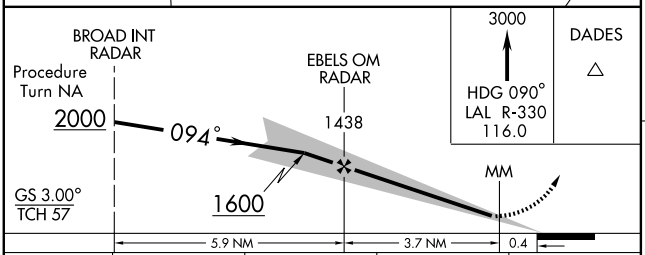
MALSR

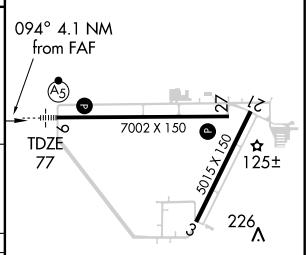
MISSED APPROACH: Climb to 3000 via heading 090° and LAL R-330 to DADES Int and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L

SE-3, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-ILS 9	277-½ 200 (200-½)			
S-LOC 9	480-½ 403 (500-½)		480-¾ 403 (500-¾)	
CIRCLING	540-1 463 (500-1)		540-1½ 463 (500-1½)	640-2 563 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

APP CRS	Rwy Idg	5015
030°	TDZE	67
	Apt Elev	76

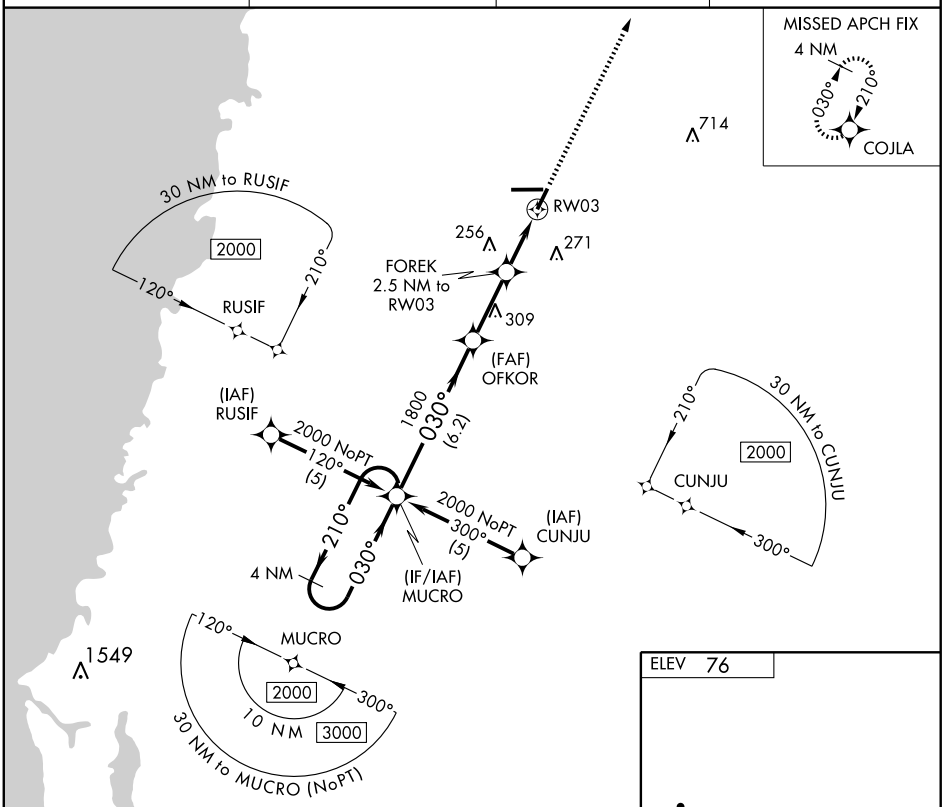
RNAV (GPS) RWY 3

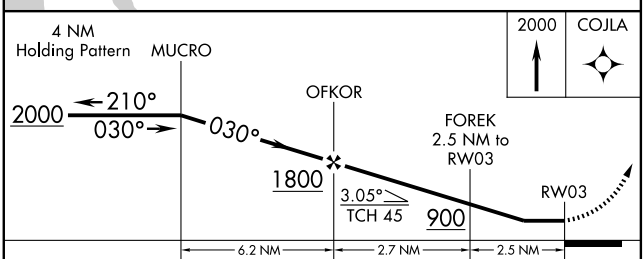
BROOKSVILLE /HERNANDO COUNTY (BKV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat. D visibility ¼ mile.

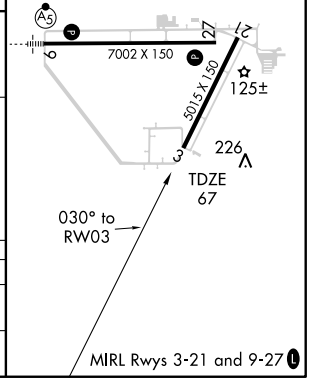
MISSED APPROACH: Climb to 2000 direct COJLA and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 413 (500-1)		480-1¼ 413 (500-1¼)	
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7002
094°	TDZE	76
	Apt Elev	76

RNAV (GPS) RWY 9

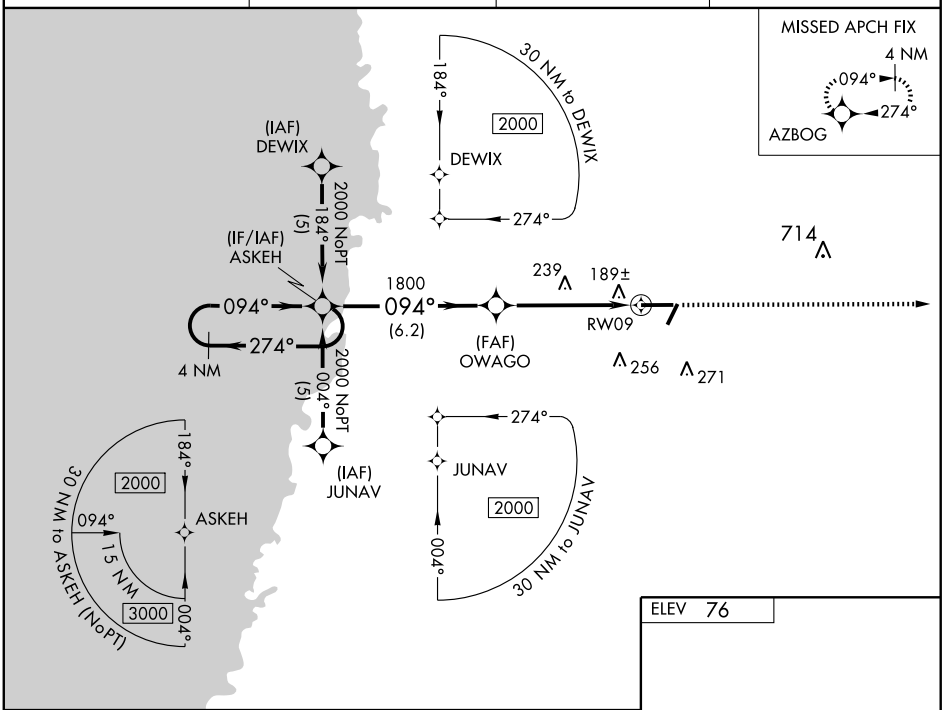
BROOKSVILLE/HERNANDO COUNTY (BKV)

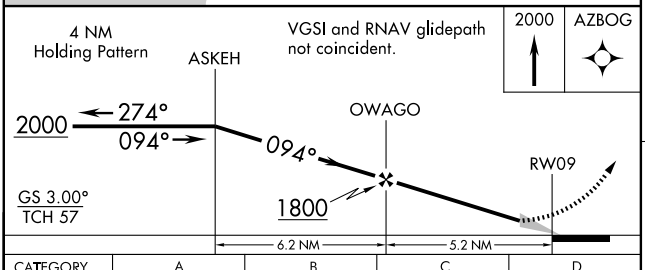
Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

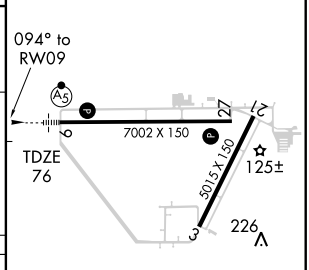
MALSR

MISSED APPROACH: Climb to 2000 direct AZBOG and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	491-1 415 (500-1)			
LNAV MDA	500-½ 424 (500-½)		500-¾ 424 (500-¾)	500-1 424 (500-1)
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)

MIRL Rwys 3-21 and 9-27 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5015
210°	TDZE	69
	Apt Elev	76

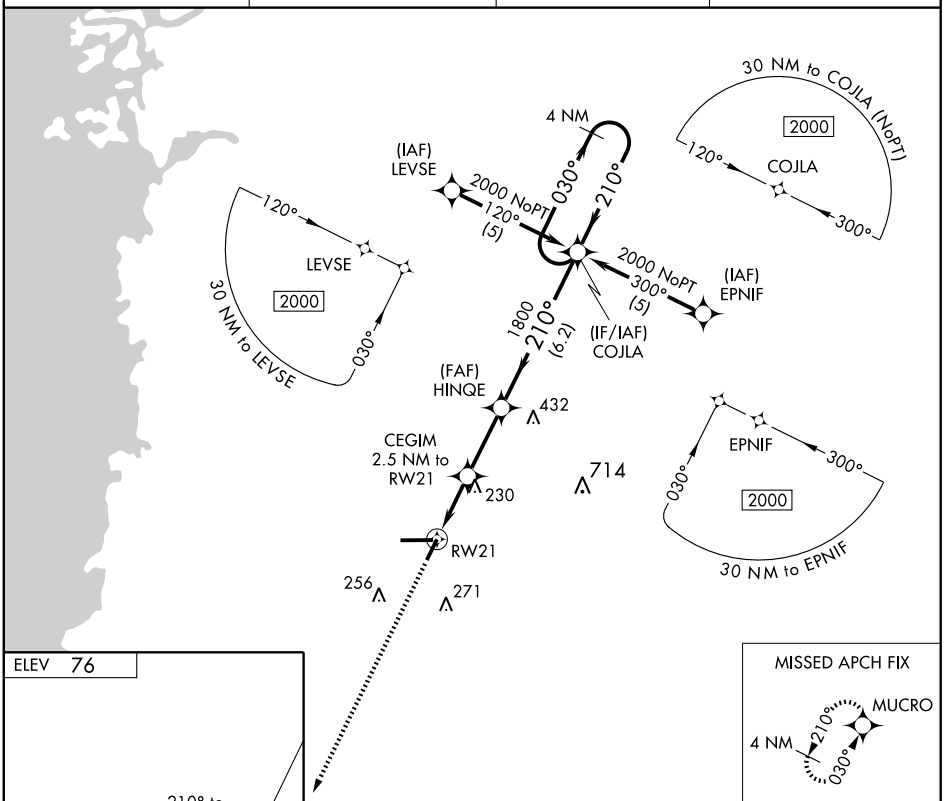
RNAV (GPS) RWY 21

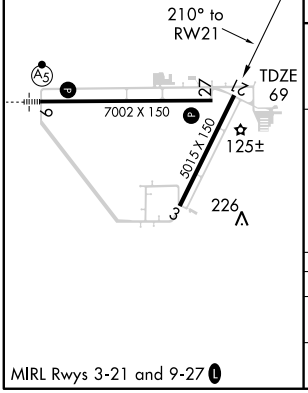
BROOKSVILLE /HERNANDO COUNTY (BKV)

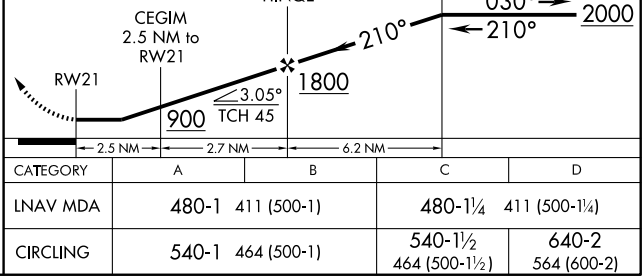
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MUCRO and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 411 (500-1)		480-1¼ 411 (500-1¼)	
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)

MIRL Rwys 3-21 and 9-27 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7002
CH 86408	274°	TDZE	69
W27A		Apt Elev	76

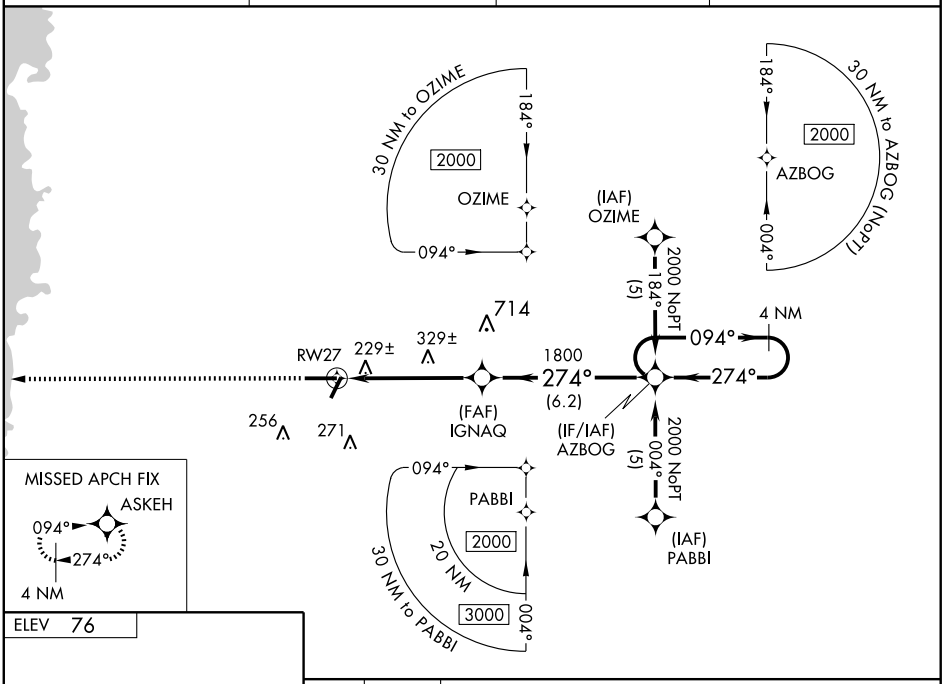
RNAV (GPS) RWY 27

BROOKSVILLE/HERNANDO COUNTY (BKV)

Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and MDA 80 feet, and increase LPV, LNAV/VNAV all Cats. and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct ASKEH and hold.

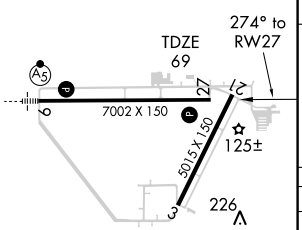
ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L

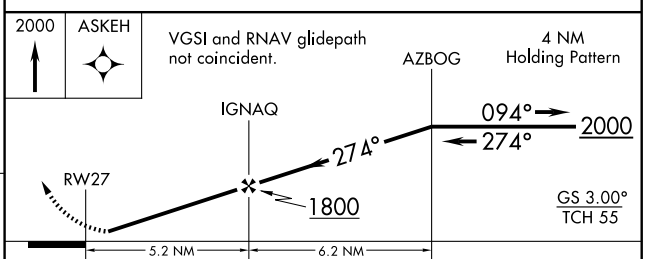


SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ELEV 76

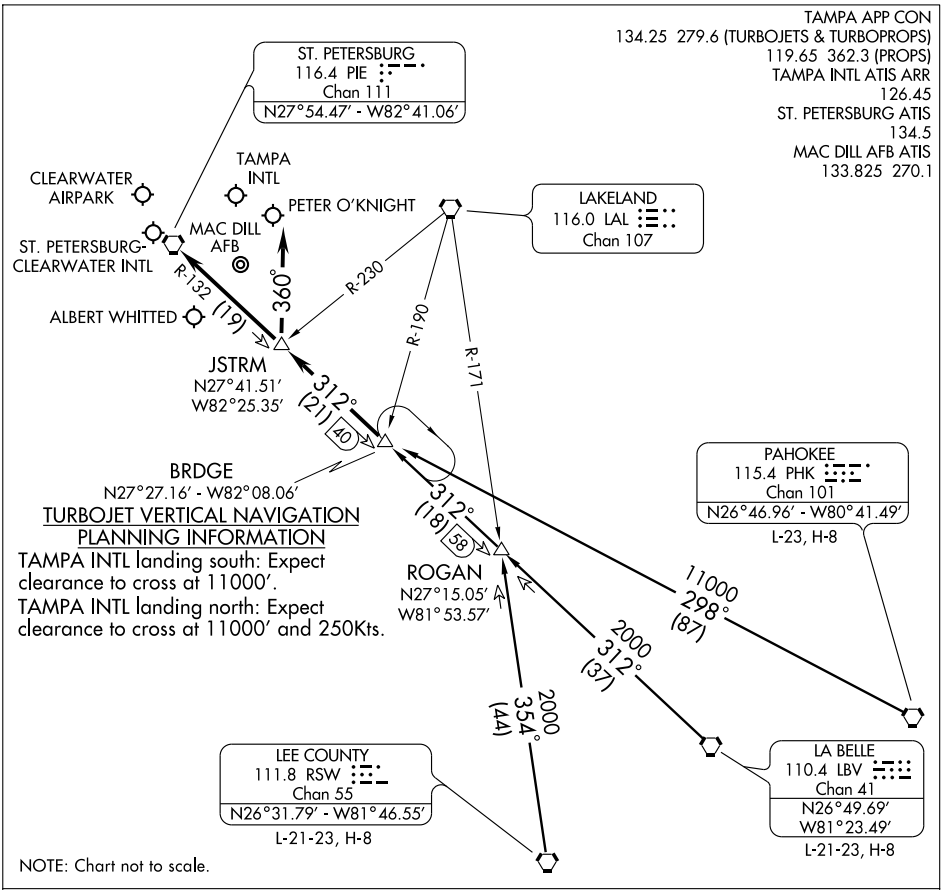




CATEGORY	A	B	C	D
LPV DA	442-1¼ 373 (400-1¼)			
LNAV/VNAV DA	540-1¾ 471 (500-1¾)			
LNAV MDA	580-1 511 (600-1)		580-1½ 511 (600-1½)	
CIRCLING	580-1 504 (600-1)		580-1½ 504 (600-1½)	640-2 564 (600-2)

MIRL Rwys 3-21 and 9-27 L

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

APP CRS	Rwy Idg	5903
140°	TDZE	19
	Apt Elev	20

RNAV (GPS) RWY 13

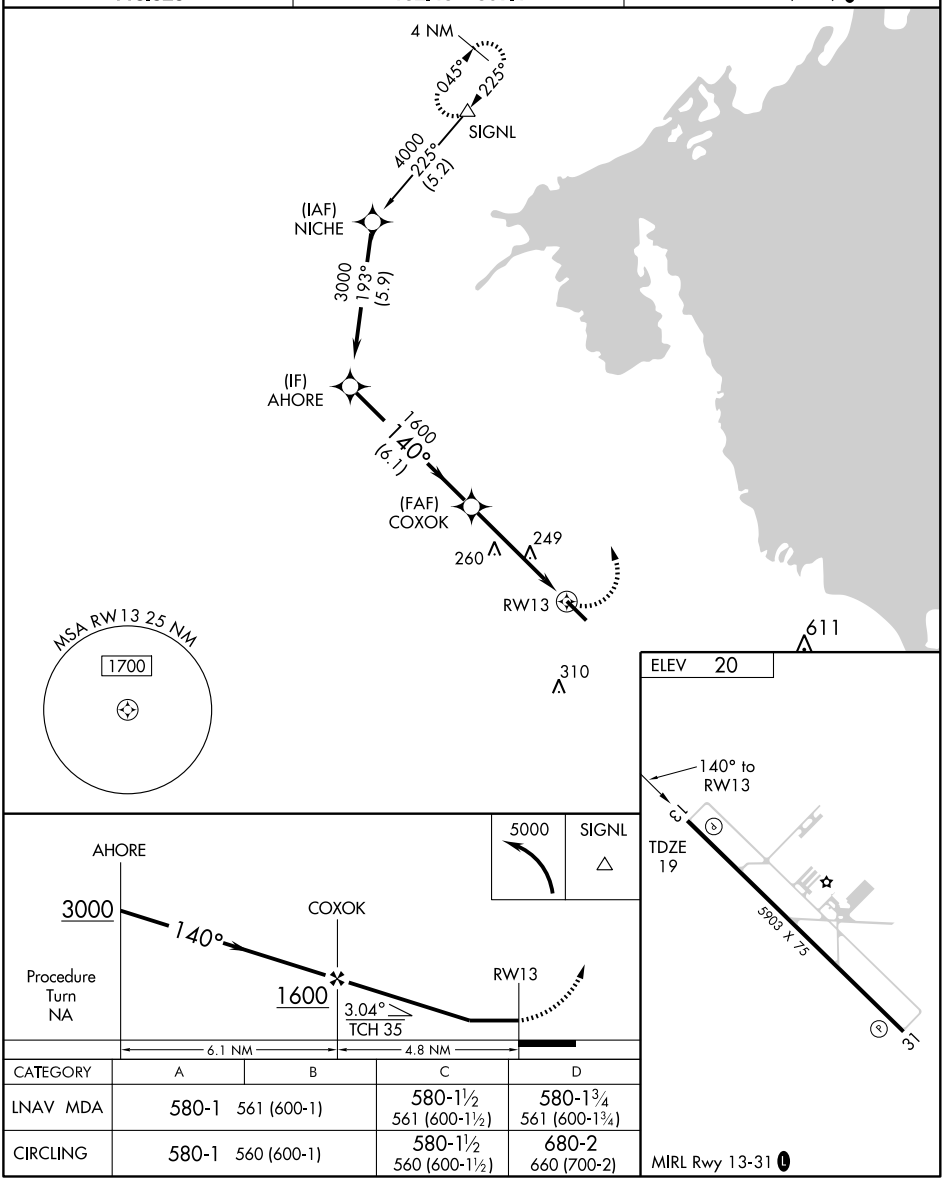
CLEWISTON /AIRGLADES (2IS)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Immokalee altimeter setting, when not received: use Okeechobee County altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing left turn to 5000 direct SIGNL and hold, continue climb-in-hold to 5000.

IMMOKALEE AWOS-3	MIAMI CENTER	UNICOM
118.525	132.45 307.1	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 561 (600-1)		580-1½ 561 (600-1½)	580-1¾ 561 (600-1¾)
CIRCLING	580-1 560 (600-1)		580-1½ 560 (600-1½)	680-2 660 (700-2)

MIRL Rwy 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5903
320°	TDZE	19
	Apt Elev	20

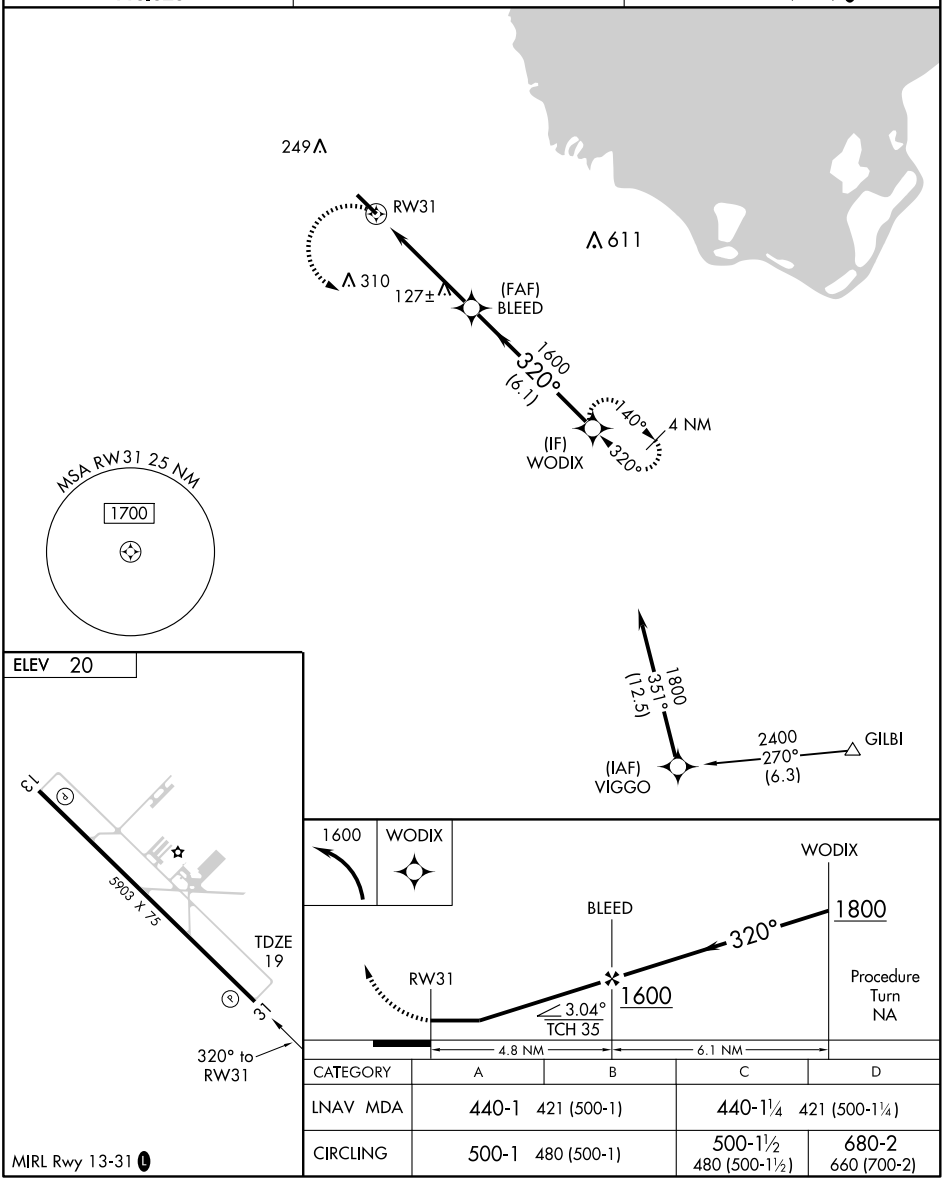
RNAV (GPS) RWY 31

CLEWISTON /AIRGLADES (2IS)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Immokalee altimeter setting, when not received, use Okeechobee County altimeter setting: increase all MDA 20 feet and LNAV visibility Cat. D ¼ mile.

MISSED APPROACH: Climbing left turn to 1600 direct WODIX and hold.

IMMOKALEE AWOS-3	MIAMI CENTER	UNICOM
118.525	132.45 307.1	123.05 (CTAF) L

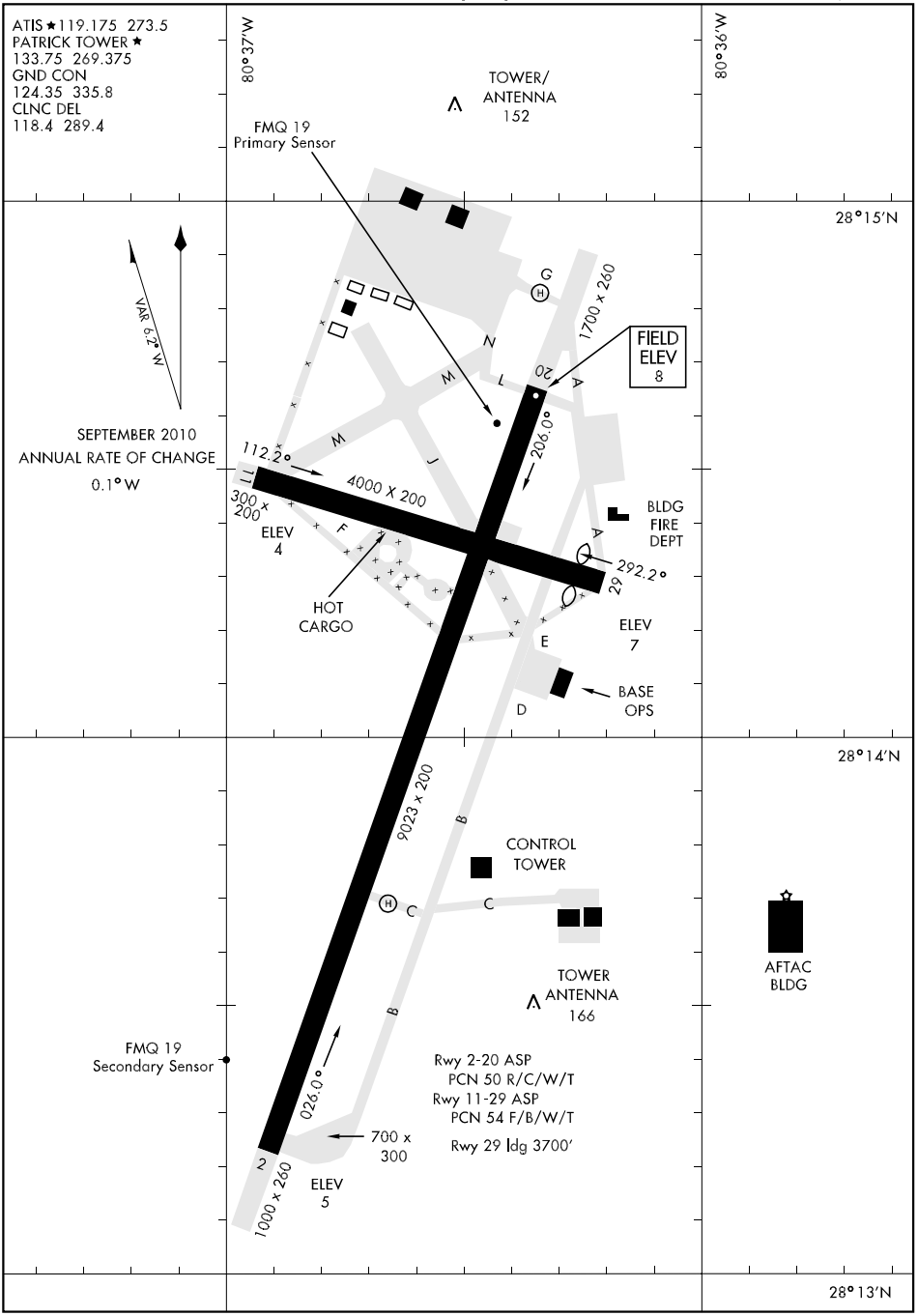


CATEGORY	A	B	C	D
LNAV MDA	440-1 421 (500-1)		440-1¼ 421 (500-1¼)	
CIRCLING	500-1 480 (500-1)		500-1½ 480 (500-1½)	680-2 660 (700-2)

MIRL Rwy 13-31 L

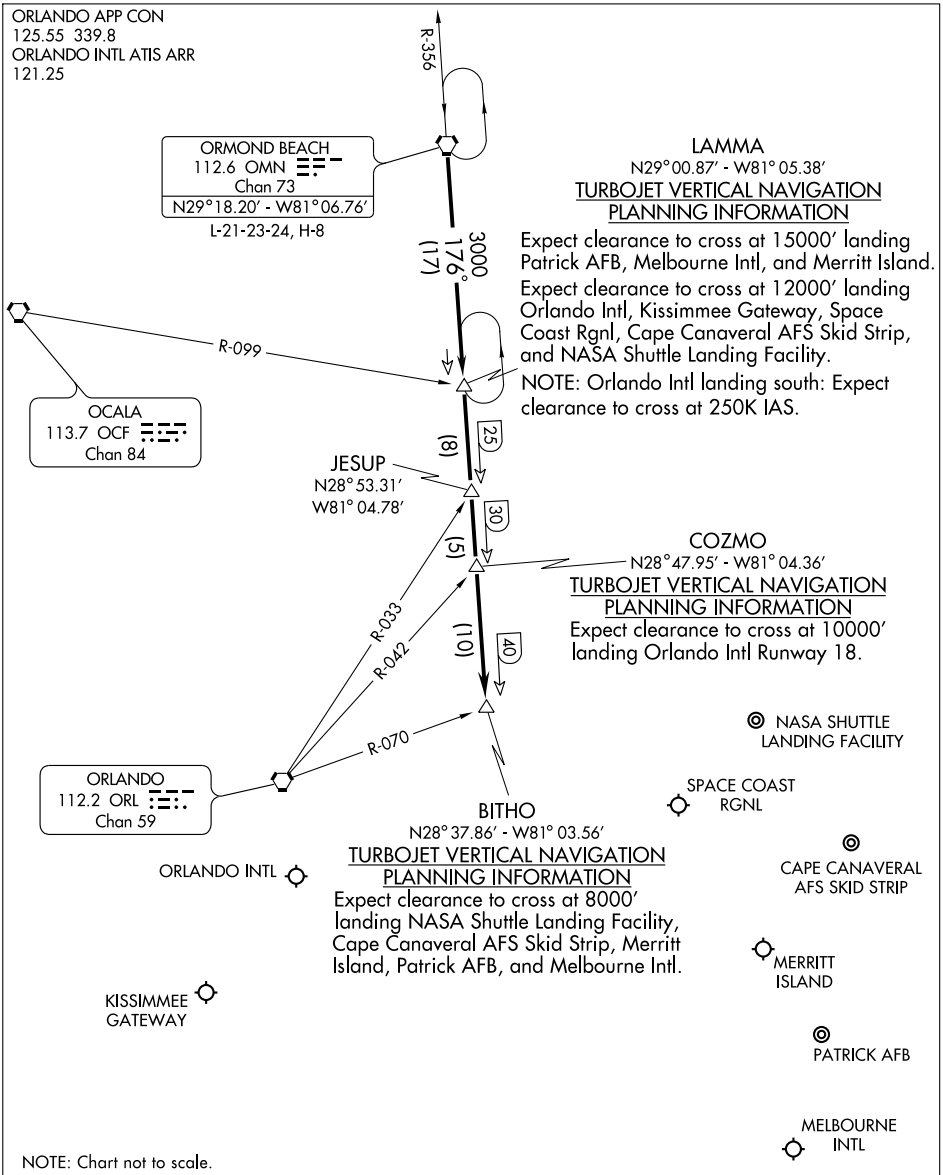
SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010



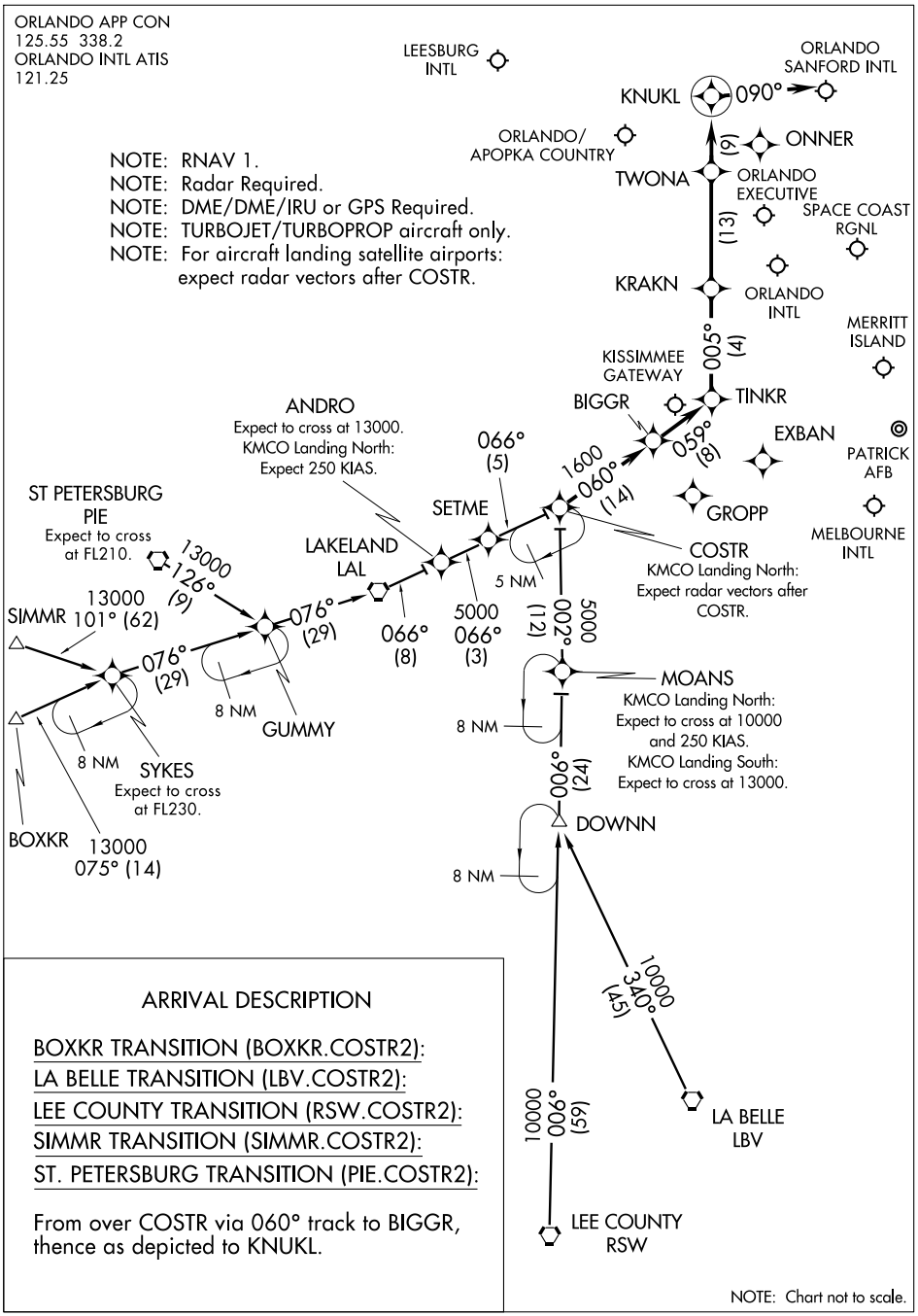
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 2

LOC I-COF	APCH CRS	Rwy Idg	9023
109.1	024°	TDZE	5
		Arpt Elev	8

AL-38 [USAF]

PATRICK AFB (KCOF)

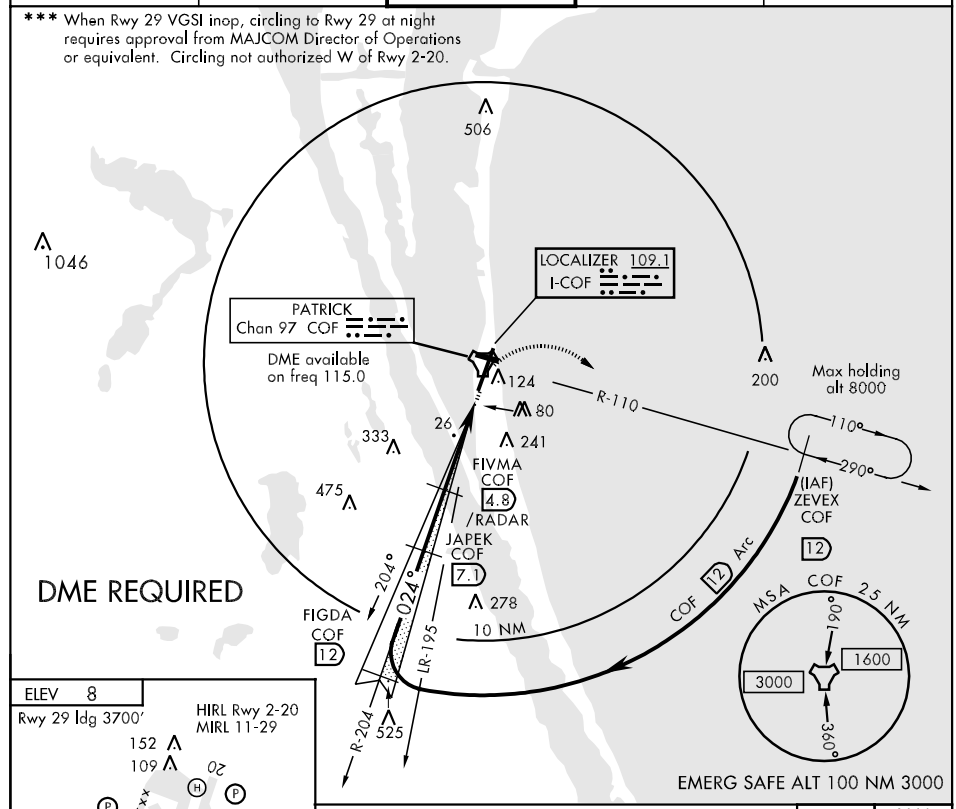
▼ * When ALS inop increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

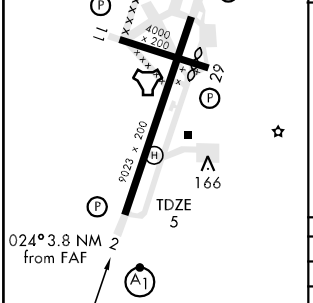
ALSF-1

MISSED APPROACH: Climb to 600, then turn right to intercept the COF R-110 direct ZEVEX, maintain 3000 and hold.

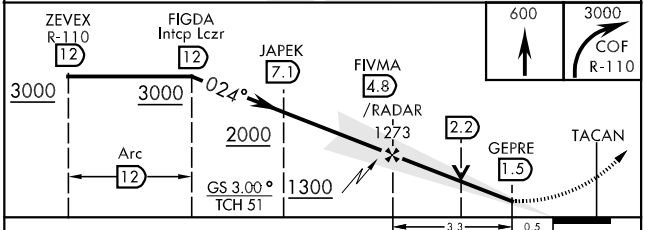
ATIS ★	ORLANDO APP CON	PATRICK TOWER ★	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

*** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.





Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-ILS 2 *	313/40 308 (400-¾)			
S-LOC 2 **	440/40 435 (500-¾)		440/50 435 (500-1)	440/60 435 (500-1¼)
CIRCLING ***	500-1 492 (500-1)		500-1½ 492 (500-1½)	560-2 552 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 20

LOC I-PKC	APCH CRS	Rwy ldg 9023
110.9	204°	TDZE 8
		Arpt Elev 8

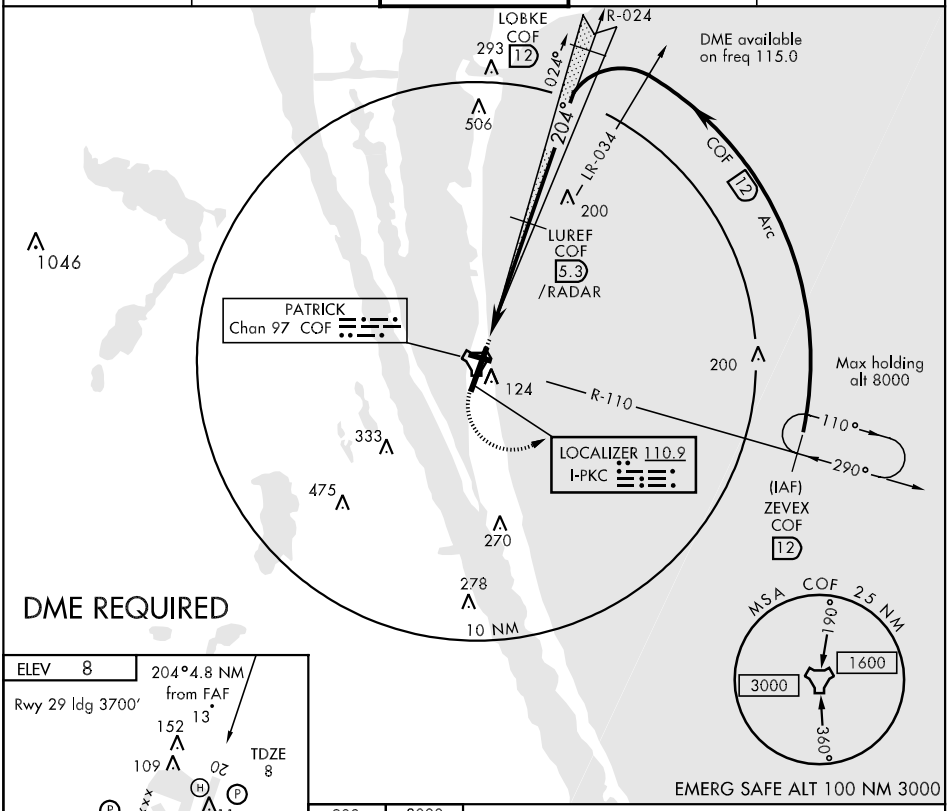
AL-38 [USAF]

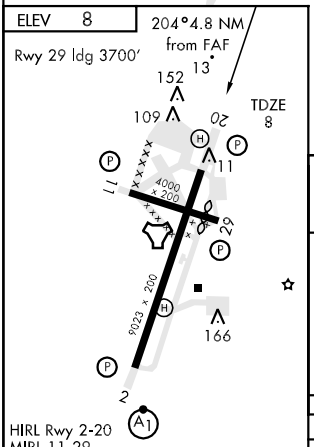
PATRICK AFB (KCOF)

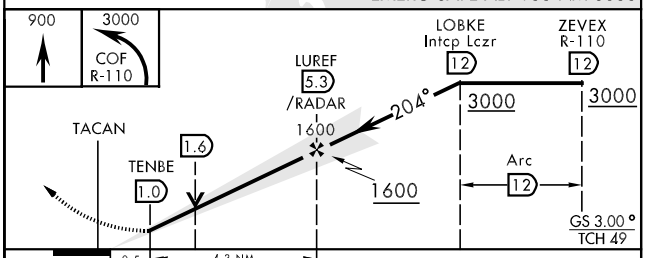
* When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 900, then turn left, intercept the COF R-110 outbound direct ZEVEX, maintain 3000 and hold.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4







LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

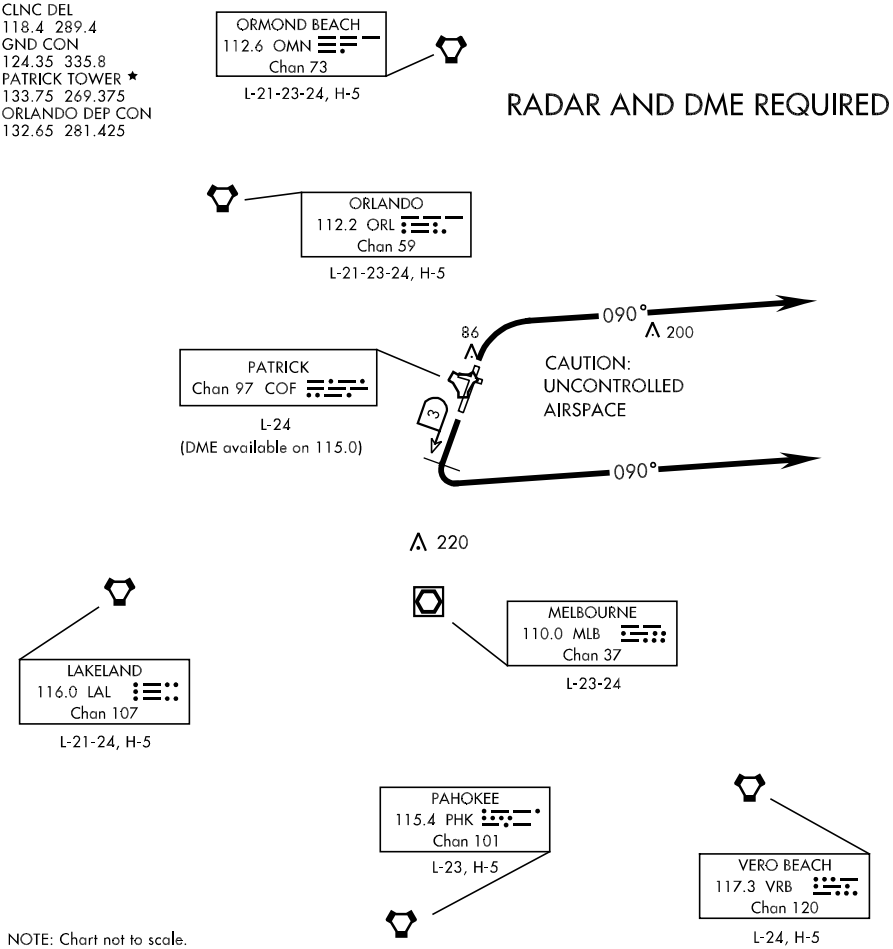
CATEGORY	A		B	C		D	
S-ILS 20	239/40	231	(300-¾)	239/50	231	(300-1)	
S-LOC 20	420/50	412	(500-1)	420/60	412	(500-1¼)	
CIRCLING *	500-1	492	(500-1)	500-1½	492 (500-1½)	560-2	552 (600-2)

ILS or LOC/DME RWY 20

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ATIS ★119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect RADAR vectors to filed/assigned route.
Expect clearance to filed altitude/flight level 10 minutes after departure.

TAKE-OFF RWY 2: Cross DER at or above 10' AGL/18' MSL, track runway heading climb and maintain 2000. After departure end of runway, turn right heading 090°.

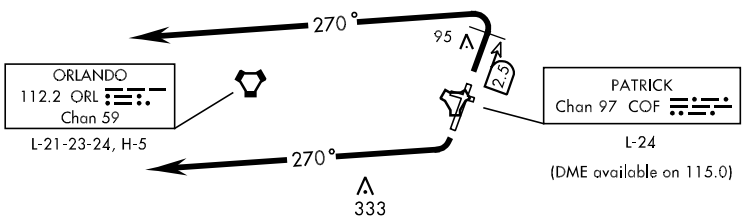
TAKE-OFF RWY 20: Cross DER at or above 20' AGL/25' MSL, track runway heading climb and maintain 2000. At COF TACAN 3 DME turn left heading 090°.
Note: All aircraft shall not commence turn prior to 3 DME due to noise abatement.
Aircraft should avoid Melbourne International Class D airspace.

SE-3, 21 OCT 2010 to 18 NOV 2010

ATIS ★119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425

ORMOND BEACH
112.6 OMN
Chan 73
L-21-23-24, H-5

RADAR AND DME REQUIRED



ORLANDO
112.2 ORL
Chan 59
L-21-23-24, H-5

PATRICK
Chan 97 COF
L-24
(DME available on 115.0)

MELBOURNE
110.0 MLB
Chan 37
L-23-24

LAKELAND
116.0 LAL
Chan 107
L-21-24, H-5

PAHOKEE
115.4 PHK
Chan 101
L-23, H-5

VERO BEACH
117.3 VRB
Chan 120
L-24, H-5

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect RADAR vectors to filed/assigned route.
Expect clearance to filed altitude/flight level 10 minutes after departure.

TAKE-OFF RWY 2: Cross DER at or above 10' AGL/18' MSL, track runway heading climb and maintain 2000. At COF TACAN 2.5 DME turn left heading 270°.
Note: All aircraft shall not commence turn prior to 2.5 DME due to noise abatement.

TAKE-OFF RWY 20: Cross DER at or above 20' AGL/25' MSL, track runway heading climb and maintain 2000. After departure end of runway turn right heading 270°.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 2

TACAN COF Chan 97	APCH CRS 017°	Rwy Idg 9023 TDZE 5 Arpt Elev 8

AL-38 [USAF]

PATRICK AFB (KCOF)

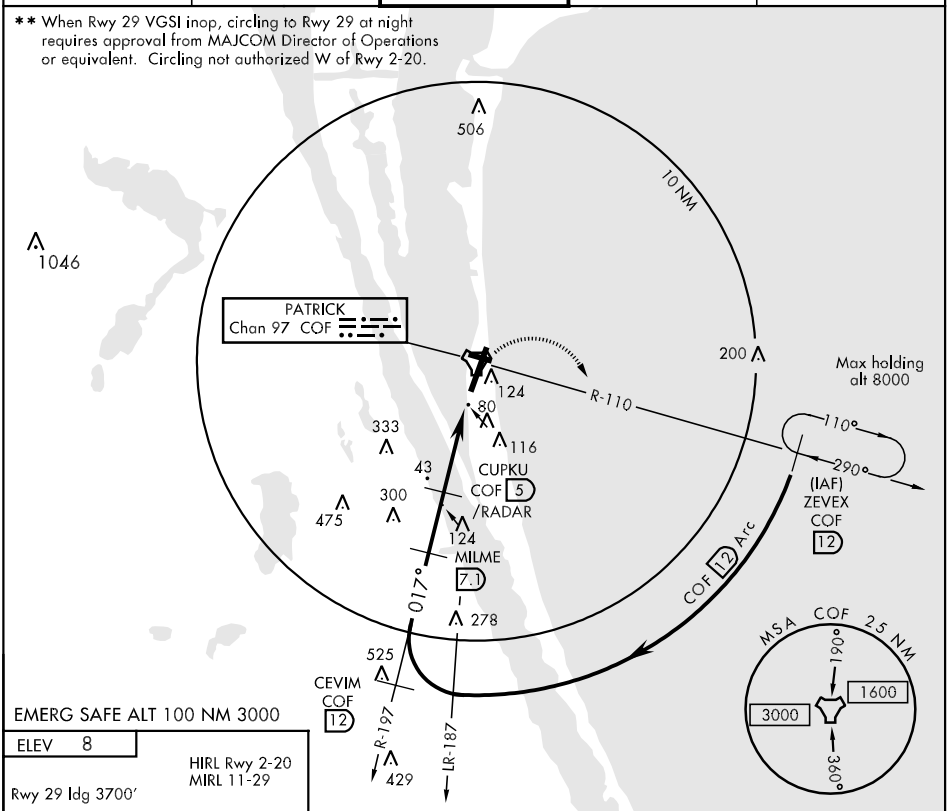
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 800, then climbing right turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

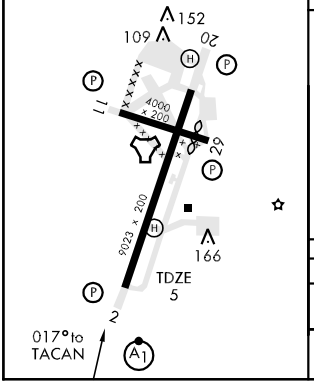


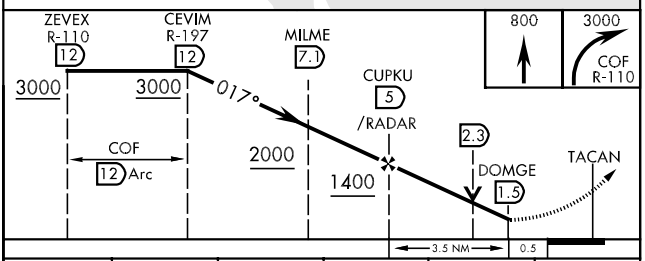
EMERG SAFE ALT 100 NM 3000

ELEV 8

HIRL Rwy 2-20
MIRL 11-29

Rwy 29 Idg 3700'





CATEGORY	A	B	C	D	E
S-2 *	460/40 455 (500-¾)		460/50 455 (500-1)	460/60 455 (500-1¼)	
CIRCLING **	500-1 492 (500-1)		500-1½ 492 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 20

TACAN COF Chan 97	APCH CRS 214°	Rwy ldg 9023 TDZE 8 Arpt Elev 8

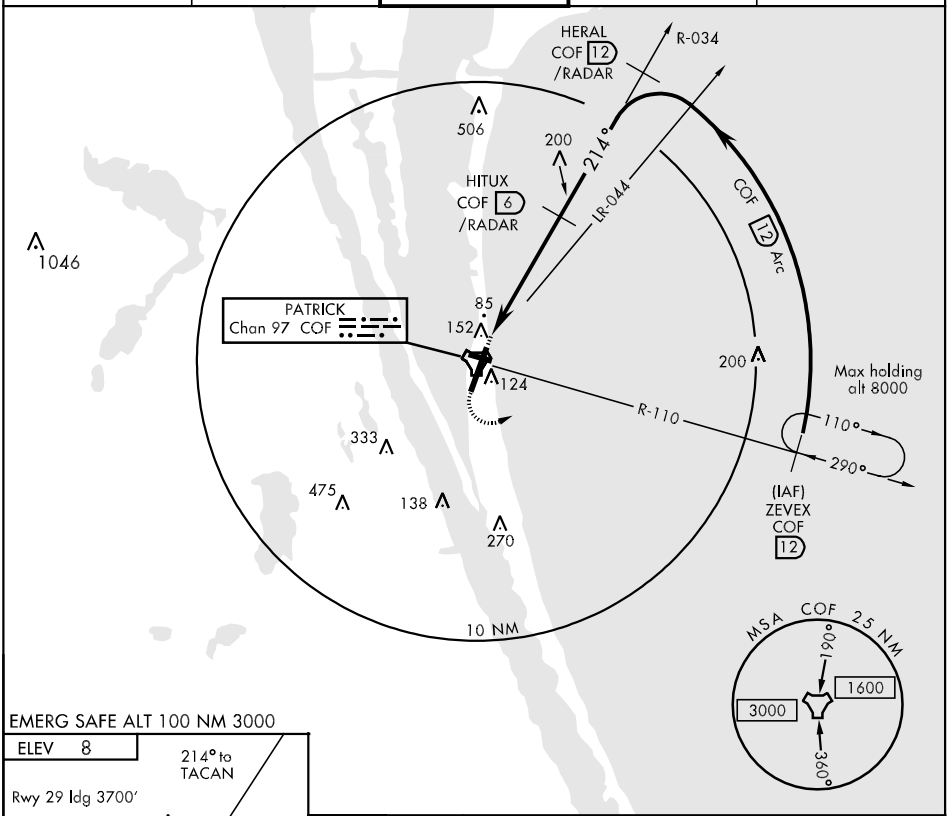
AL-38 [USAF]

PATRICK AFB (KCOF)

▼ * When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 900, then climbing left turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

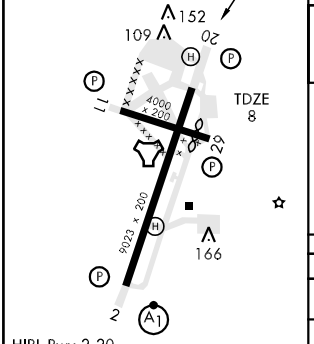


EMERG SAFE ALT 100 NM 3000

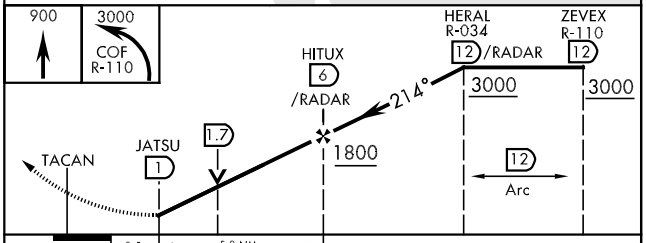
ELEV 8

214° to TACAN

Rwy 29 ldg 3700'



HIRL Rwy 2-20
MIRL 11-29



CATEGORY	A	B	C	D	E
S-20	440/50	432 (500-1)	440/60 432 (500-1¼)	440-1½	432 (500-1½)
CIRCLING *	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 2

VOR/DME MLB	APCH CRS	Rwy Idg	9023
110.0	010°	TDZE	5
Chan 37		Arpt Elev	8

AL 38 [USAF]

PATRICK AFB (KCOF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 600, then turn left to intercept MLB VOR/DME R-010 then direct MLB, maintain 2600 and hold.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

1046

RADAR or DME REQUIRED

R-010

159

333

475

220

010°

AVIVE

MLB

3

IAF

MELBOURNE

110.0 MLB

Chan 37

278

525

544

010°

190°

Max holding alt 8000

R-190

10 NM

MSA MLB 25 NM

180°

3000

1700

360°

EMERG SAFE ALT 100 NM 3000

ELEV 8

HIRL Rwy 2-20

MIRL 11-29

Rwy 29 Idg 3700'

152

109

20

11

4000 × 200

29

9023 × 200

166

TDZE 5

010° 7 NM from FAF

2

A1

600

2600

MLB

R-010

VOR/DME

190°

2600

010°

2600

AVIVE

3

010°

5.7

1500

MOSTE

6.5

VGSI and Descent angle not coincident

3.00°

TCH 50

3 NM

3.5 NM

0.5

CATEGORY	A	B	C	D
S-02 *	480/40 475 (500-¾)		480/50 475 (500-1)	480/60 475 (500-1¼)
CIRCLING **	500-1 492 (500-1)		500-1½ 492 (500-1½)	560- 2 552 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

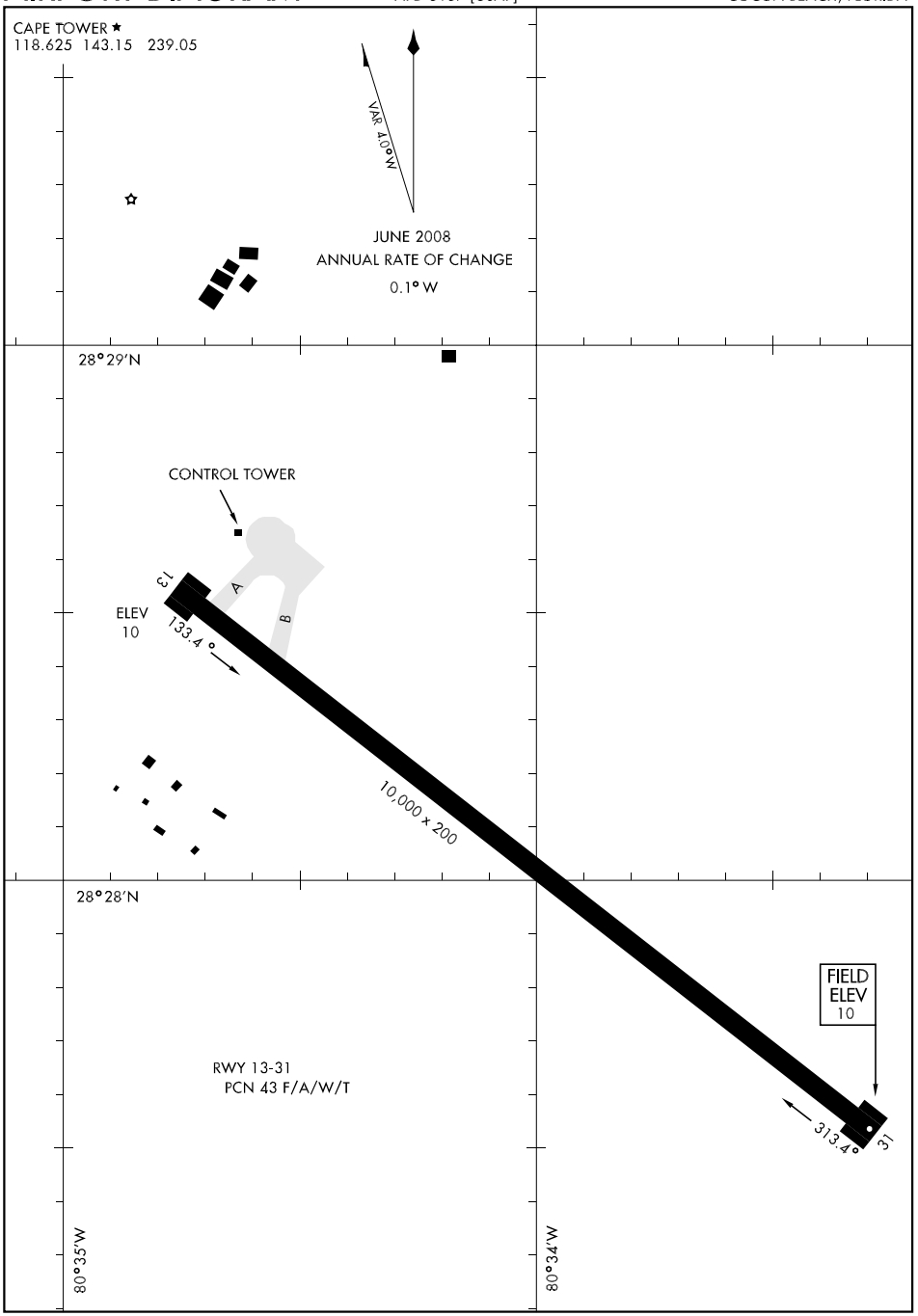
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CAPE CANAVERAL AFS SKID STRIP (KXMR)

AFD-5157 [USAF]

COCOA BEACH, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

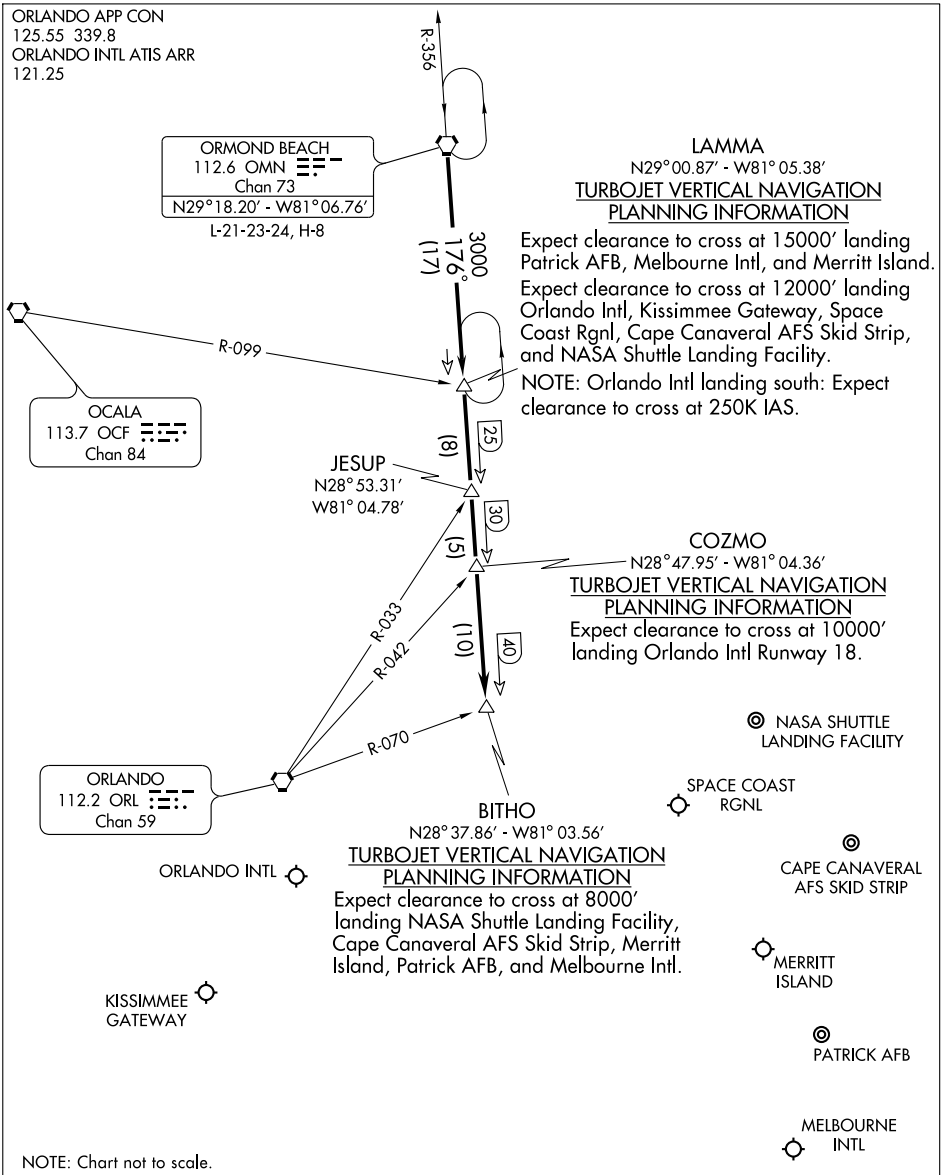
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COCOA BEACH, FLORIDA

CAPE CANAVERAL AFS SKID STRIP (KXMR)

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

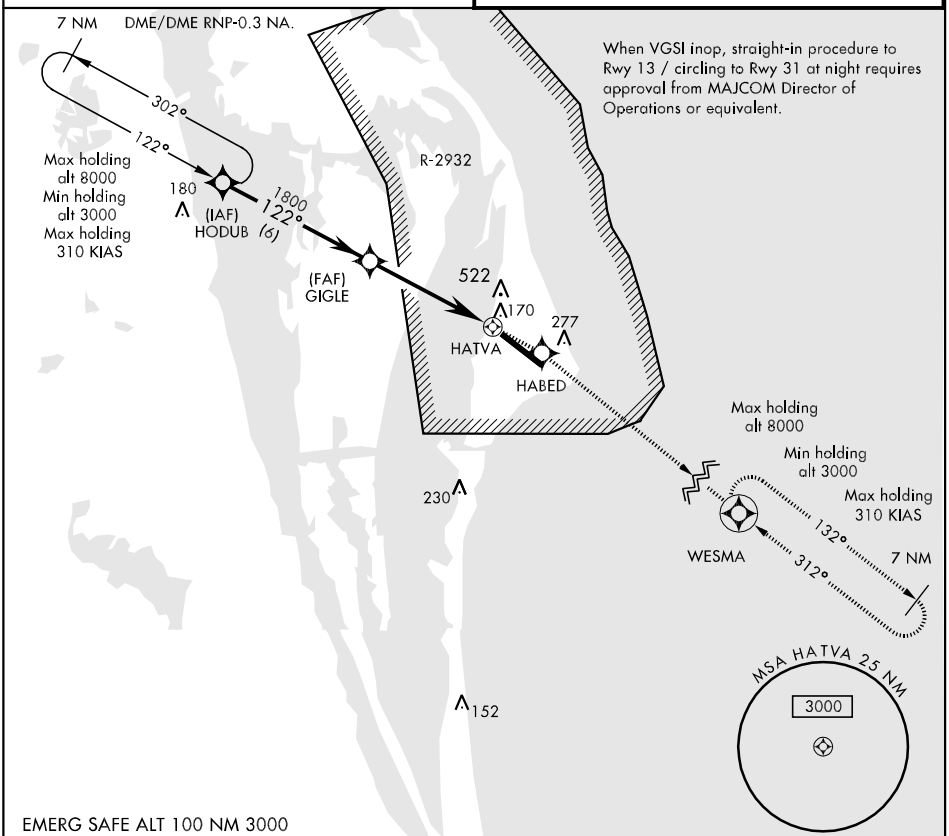
APCH CRS	Rwy Idg	10,000
122°	TDZE	10
	Arpt Elev	10

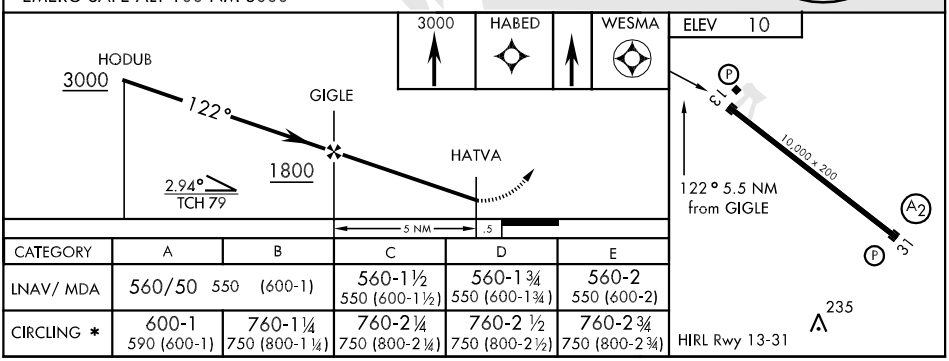
AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

* Circling not authorized NE of Rwy 13-31.

MISSED APPROACH: Climb to 3000 direct HABED, then direct to WESMA and hold.

ORLANDO APP CON	CAPE TOWER *
134.95 281.425	118.625 143.15 239.05





CATEGORY	A	B	C	D	E
LNAV/ MDA	560/50 550 (600-1)		560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)	560-2 550 (600-2)
CIRCLING *	600-1 590 (600-1)	760-1¼ 750 (800-1¼)	760-2¼ 750 (800-2¼)	760-2½ 750 (800-2½)	760-2¾ 750 (800-2¾)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

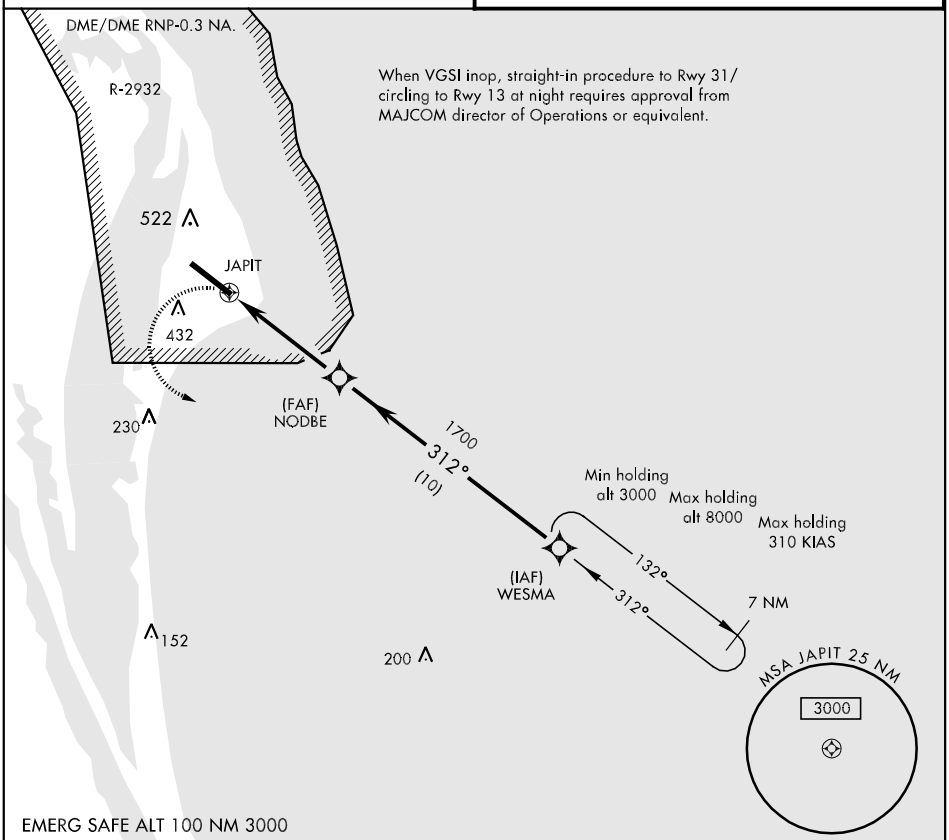
APCH CRS	Rwy ldg	10,000
312°	TDZE	10
	Arpt Elev	10

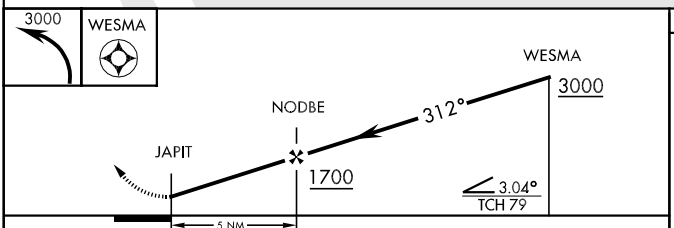
AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

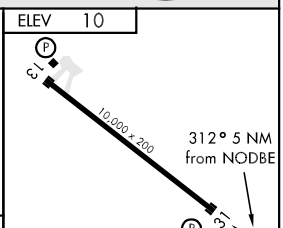
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
** Circling not authorized NE of Rwy 13-31.

MISSED APPROACH: Turn left, climb to 3000 direct WESMA and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05







CATEGORY	A	B	C	D	E
LNAV/MDA *	540/50 530 (600-1)		540/60 530 (600-1 ¼)	540 -1 ½ 530 (600-1 ½)	
CIRCLING **	600-1 590 (600-1)	760-1 ¼ 750 (800-1 ¼)	760-2 ¼ 750 (800-2 ¼)	760-2 ½ 750 (800-2 ½)	760-2 ¾ 750 (800-2 ¾)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN COF Chan 97	APCH CRS 014°	Rwy ldg 10,000 TDZE N/A Arpt Elev 10

AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

* Circling not authorized N of Rwy 13-31.

MISSED APPROACH: Turn right direct ZEVEX (COF R-110/12 DME) maintain 3000 and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05

RADAR REQUIRED

When VGSI inop, circling procedure to RWY 13/31 at night requires approval from MAJCOM Director of Operations (or equivalent).

R-2932

R-014

522

235

FIREK COF 10.5

230

014°

(IAF) FAVOS COF 4.5

10 NM

152

200

R-110

Max holding 310 KIAS

Max holding alt 8000

110°

290°

ZEVEX COF 12

PATRICK Chan 97 COF

MSA COF 25 NM

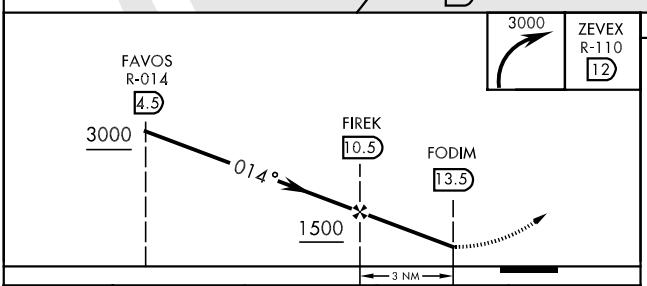
190°

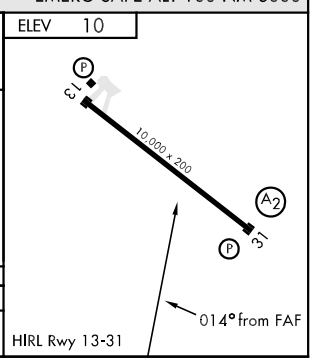
3000

1600

360°

EMERG SAFE ALT 100 NM 3000





CATEGORY	A	B	C	D
CIRCLING *	600-1 590 (600-1)		600-1½ 590 (600-1½)	600-2 590 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

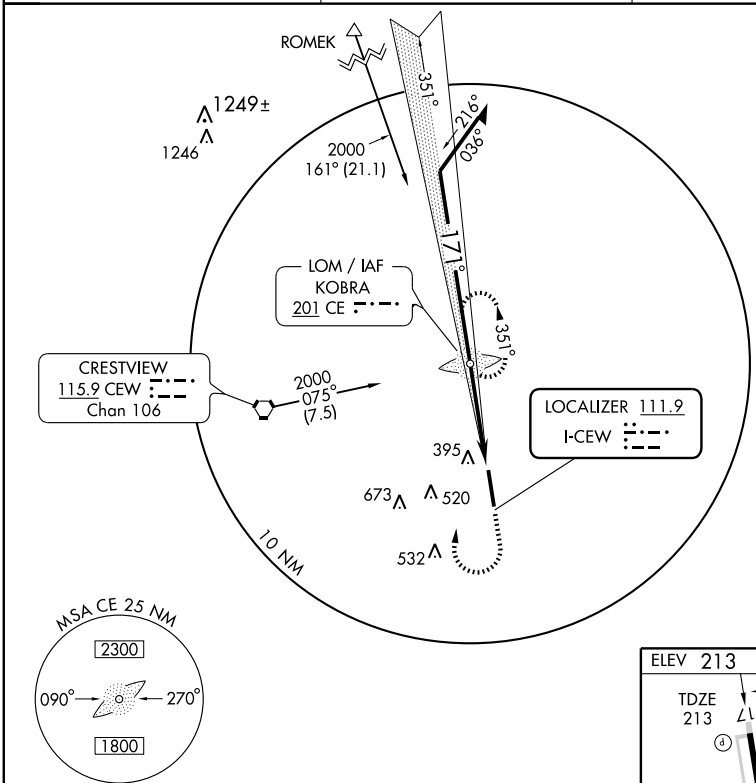
LOC I-CEW	APP CRS	Rwy Idg	8005
111.9	171°	TDZE	213
		Apt Elev	213

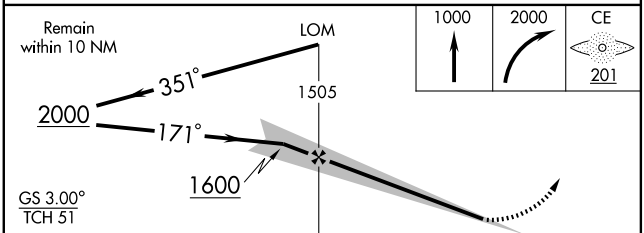
ILS or LOC RWY 17
CRESTVIEW/BOB SIKES (CEW)

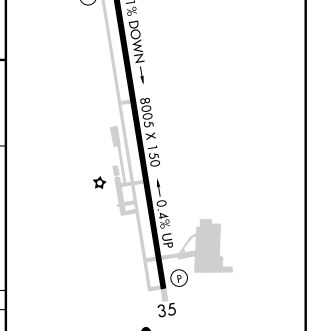
If local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA's and MDA's 60 feet.
Autopilot coupled approach not authorized. ADF REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CE LOM and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 17	413-¾ 200 (200-¾)			
S-LOC 17	640-1 427 (500-1)		640-1¼ 427 (500-1¼)	
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	820-2 607 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8005
CH 56206	171°	TDZE	213
W17A		Apt Elev	213

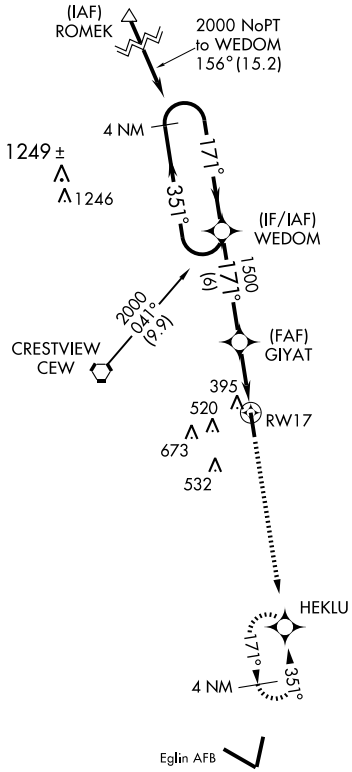
RNAV (GPS) RWY 17

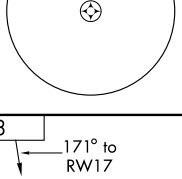
CRESTVIEW/BOB SIKES (CEW)

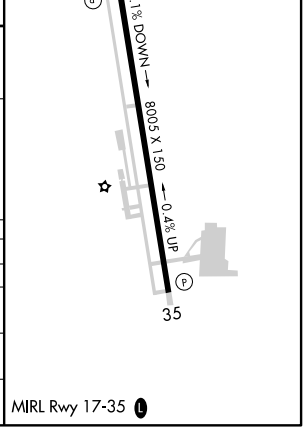
Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA's and MDA's 60 feet. Baro-VNAV and VDP NA with Eglin AFB altimeter setting. DME/DME RNP- 0.3 NA.

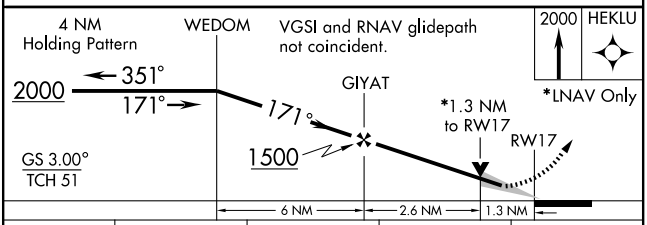
MISSED APPROACH: Climb to 2000 direct HEKLU and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	470-1 257 (300-1)			
LNAV/VNAV DA	640-1½ 427 (500-1½)			
LNAV MDA	660-1 447 (500-1)		660-1¼ 447 (500-1¼)	660-1½ 447 (500-1½)
CIRCLING	700-1½ 487 (500-1½)			820-2 607 (700-2)

MIRL Rwy 17-35 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40208 W35A	APP CRS 351°	Rwy Idg 8005 TDZE 163 Apt Elev 214

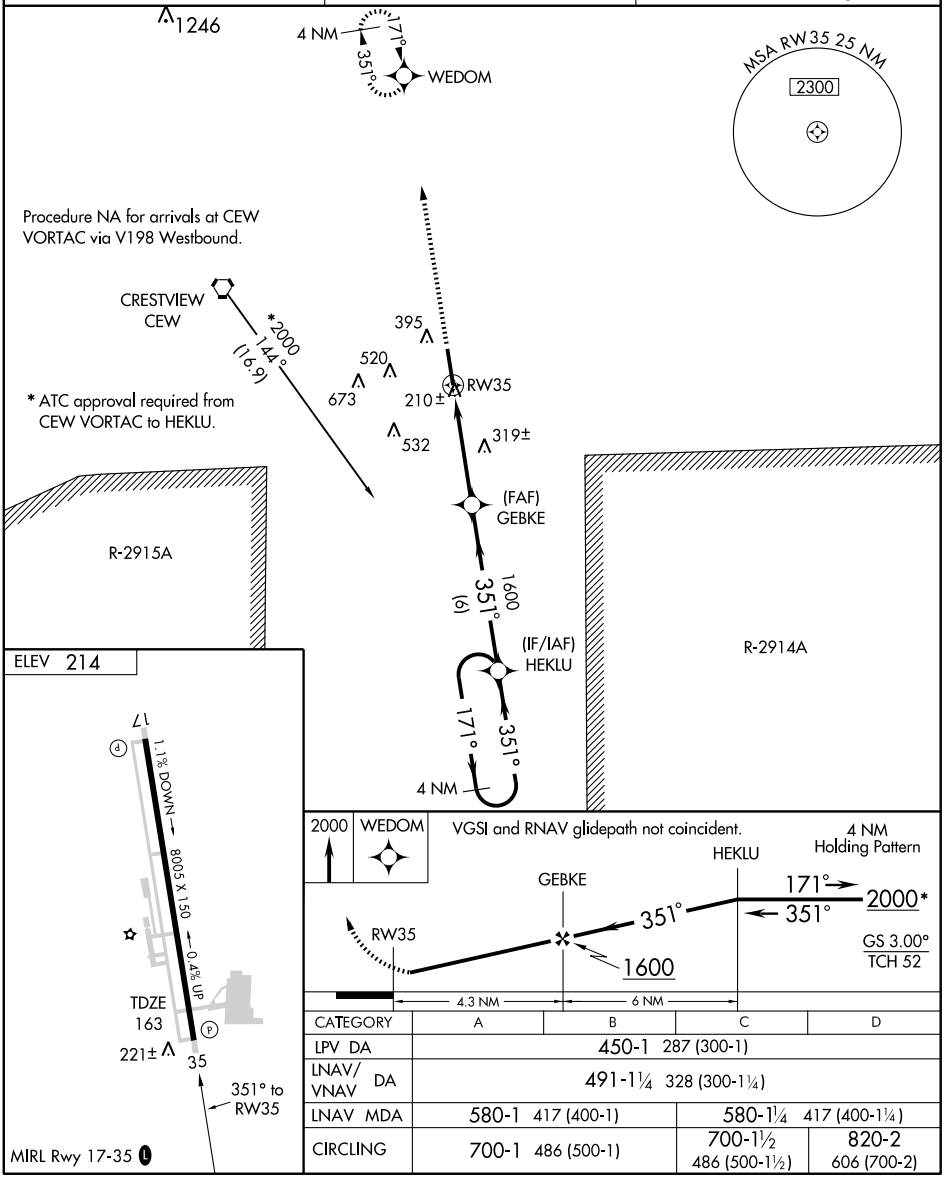
RNAV (GPS) RWY 35

CRESTVIEW/BOB SIKES (CEW)

When local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA/MDAs 60 feet, LPV all Cats and LNAV Cat D visibility ¼ mile. Baro-VNAV NA when using Eglin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct WEDOM and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	450-1 287 (300-1)			
LNAV/VNAV DA	491-1¼ 328 (300-1¼)			
LNAV MDA	580-1 417 (400-1)		580-1¼ 417 (400-1¼)	
CIRCLING	700-1 486 (500-1)		700-1½ 486 (500-1½)	820-2 606 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

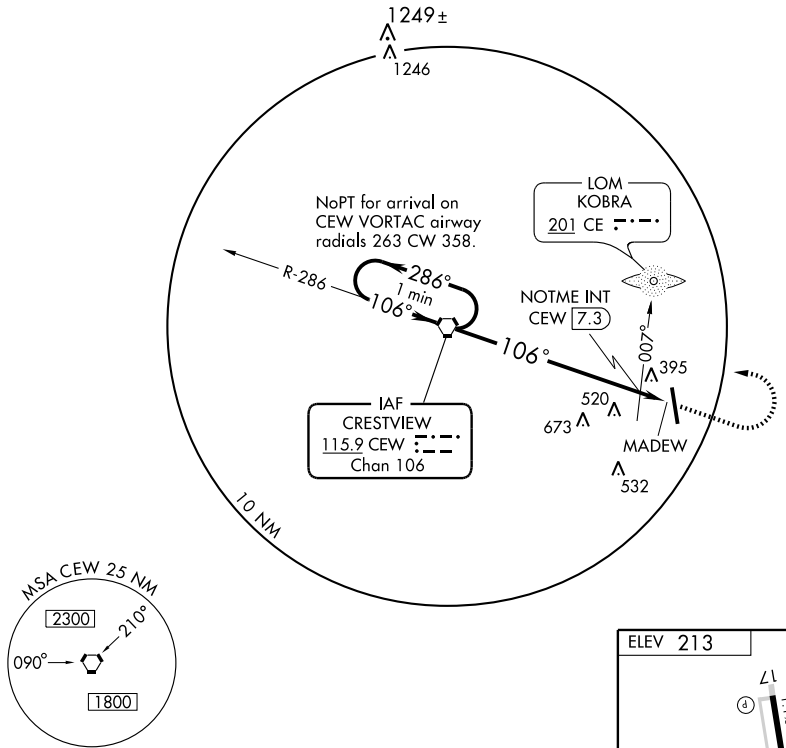
VORTAC CEW 115.9 Chan 106	APP CRS 106°	Rwy Idg N/A TDZE N/A Apt Elev 213

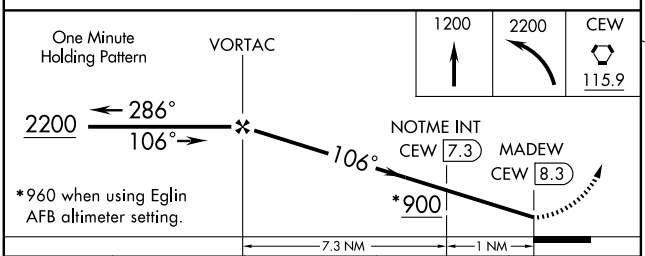
VOR-A
CRESTVIEW/BOB SIKES (CEW)

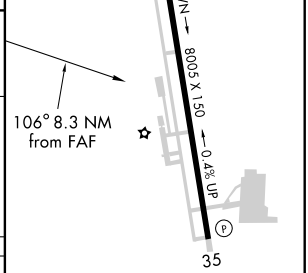
If local altimeter setting not received, use Eglin AFB altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2200 direct CEW VORTAC and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
CIRCLING	900-1 687 (700-1)		900-2 687 (700-2)	900-2¼ 687 (700-2¼)
NOTME FIX MINIMUMS				
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	820-2 607 (700-2)

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

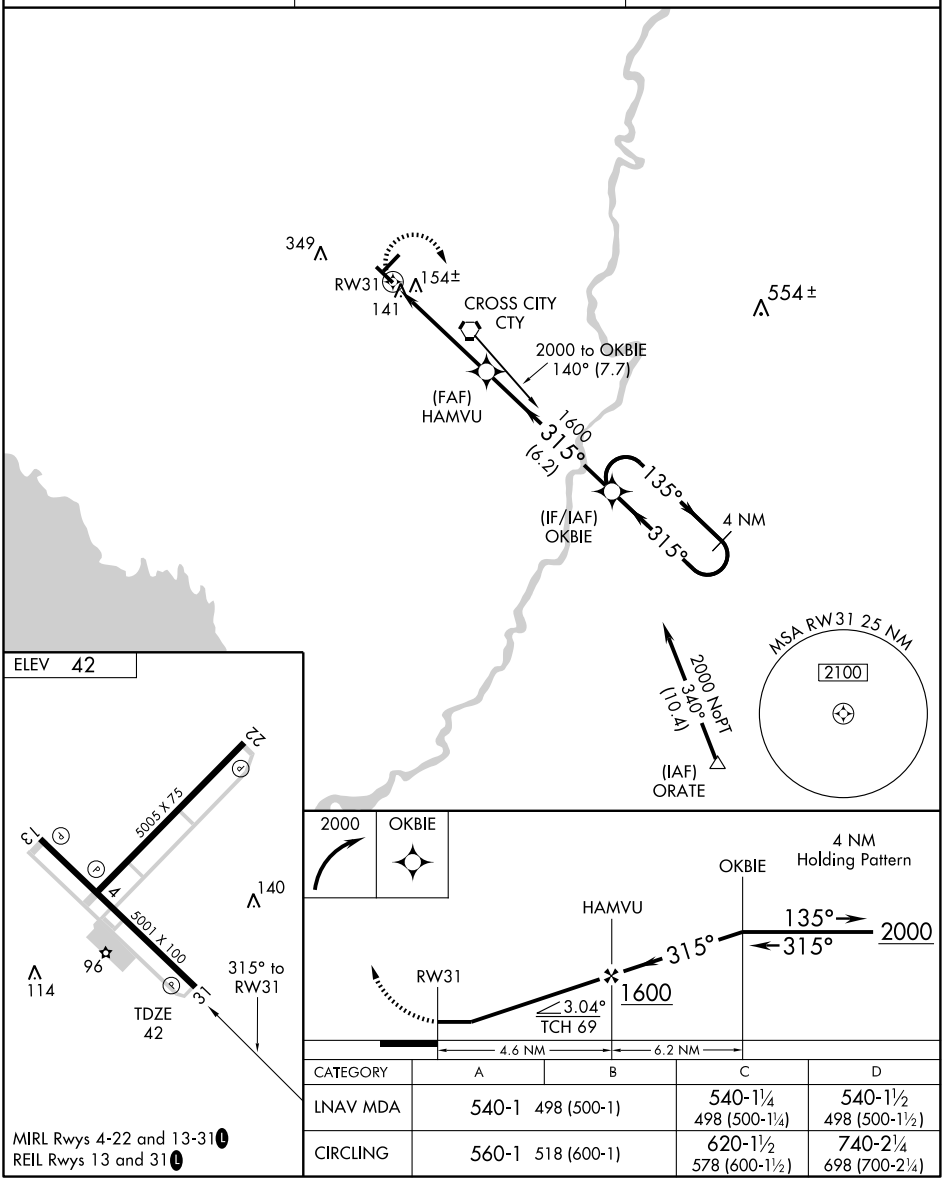
CROSS CITY (CTY)

APP CRS	Rwy Idg	5001
315°	TDZE	42
	Apt Elev	42

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Williston altimeter setting, when not received, use Gainesville altimeter setting and increase all MDA 40 feet, increase Circling Cat C visibility ¼.

MISSED APPROACH: Climbing right turn to 2000 direct OKBIE and hold.

WILLISTON AWOS-3	JACKSONVILLE CENTER	UNICOM
118.425	127.8 352.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	540-1 498 (500-1)		540-1¼ 498 (500-1¼)	540-1½ 498 (500-1½)
CIRCLING	560-1 518 (600-1)		620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

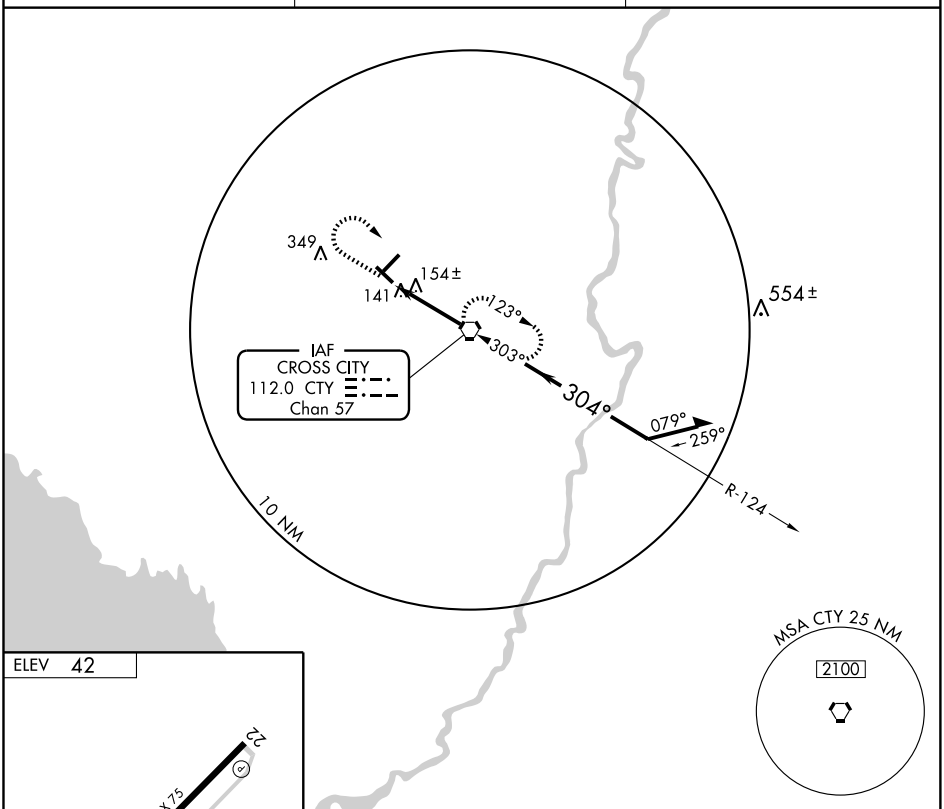
VORTAC CTY 112.0 Chan 57	APP CRS 304°	Rwy Idg 5001 TDZE 42 Apt Elev 42

VOR RWY 31
CROSS CITY (CTY)

T NA — Visibility reduction by helicopters NA. Use Williston altimeter setting, when not received use Gainesville altimeter setting and increase all MDAs 40 feet, increase Circling Cat C visibility ¼.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CTY VORTAC and hold.

WILLISTON AWOS-3	JACKSONVILLE CENTER	UNICOM
118.425	127.8 352.0	122.8 (CTAF) L



MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
S-31	540-1	498 (500-1)	540-1¼ 498 (500-1¼)	540-1½ 498 (500-1½)
CIRCLING	560-1	518 (600-1)	620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4555
095°	TDZE	9
	Apt Elev	9

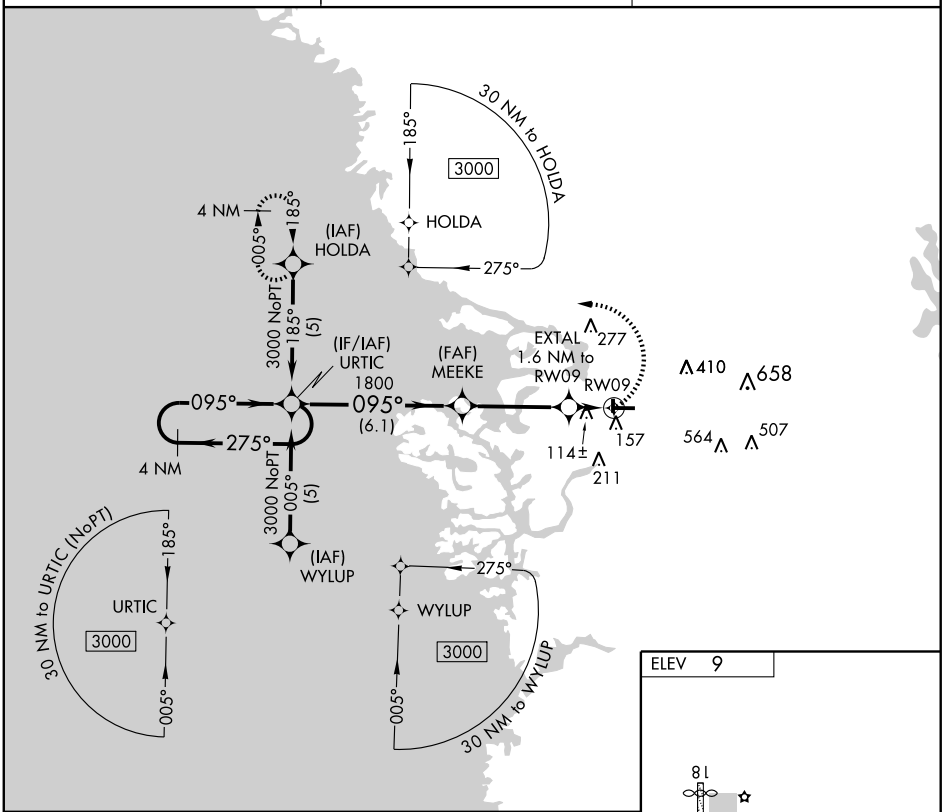
RNAV (GPS) RWY 9

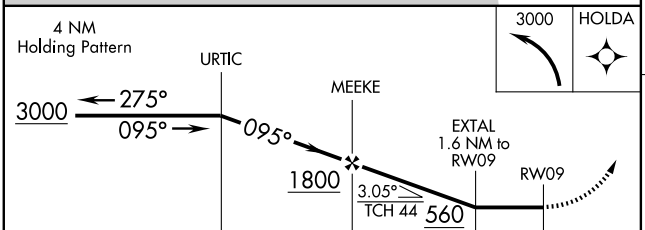
CRYSTAL RIVER (CGC)

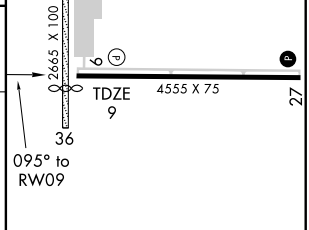
Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct HOLDA and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1	411 (500-1)	420-1¼	411 (500-1¼)
CIRCLING	460-1	451 (500-1)	520-1½ 511 (600-1½)	760-2½ 751 (800-2½)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

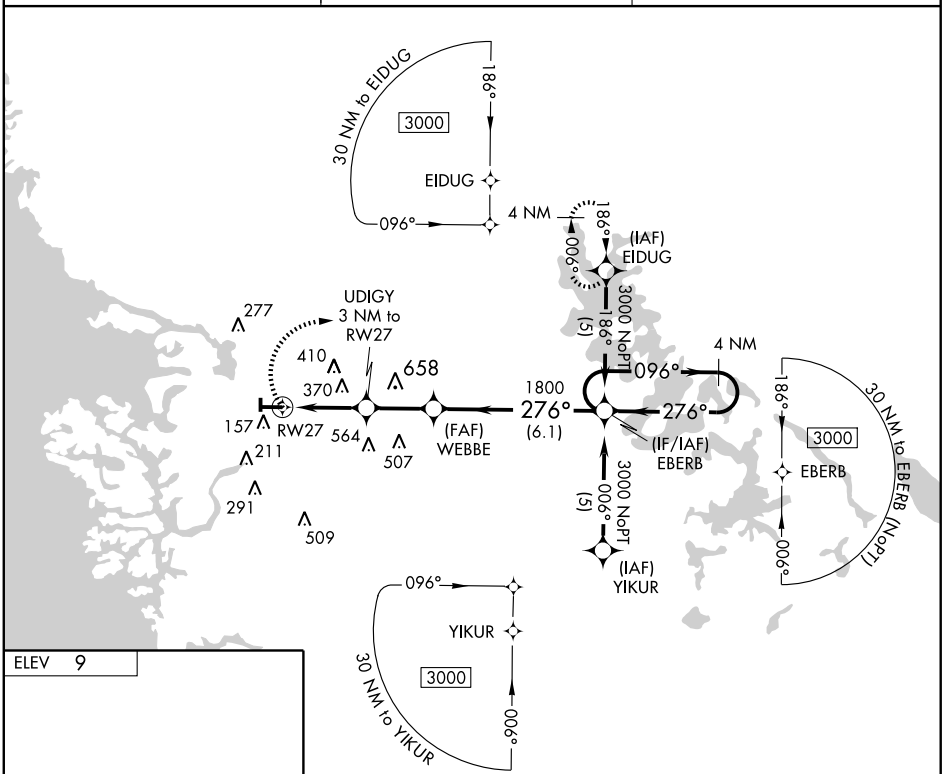
CRYSTAL RIVER (CGC)

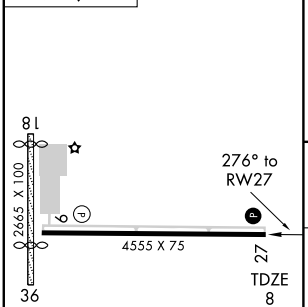
APP CRS	Rwy Idg	4555
276°	TDZE	8
	Apt Elev	9

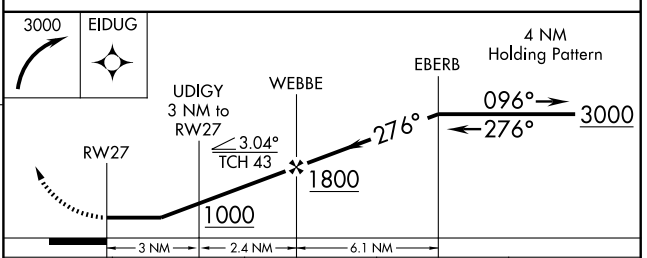
Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cat B, C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct EIDUG and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1	672 (700-1)	680-2 672 (700-2)	680-2¼ 672 (700-2¼)
CIRCLING	680-1	671 (700-1)	680-2 671 (700-2)	760-2½ 751 (800-2½)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

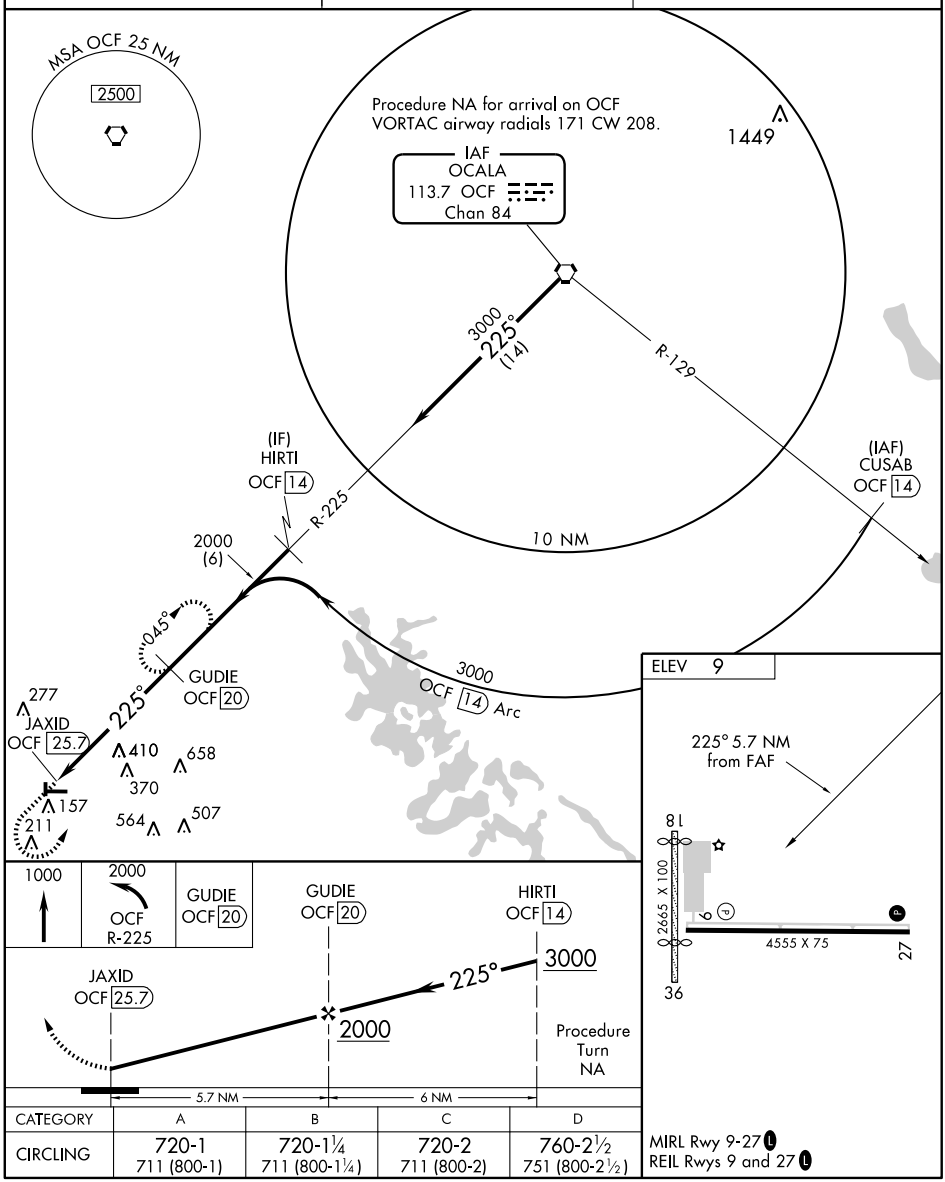
VORTAC OCF	APP CRS	Rwy Idg	N/A
113.7	225°	TDZE	N/A
Chan 84		Apt Elev	9

VOR/DME-A
CRYSTAL RIVER (CGC)

When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 80 feet; increase Cat C and D visibility ¼ mile. Circling to Rwy 18-36 NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via OCF VORTAC R-225 to GUDIE/20 DME and hold.

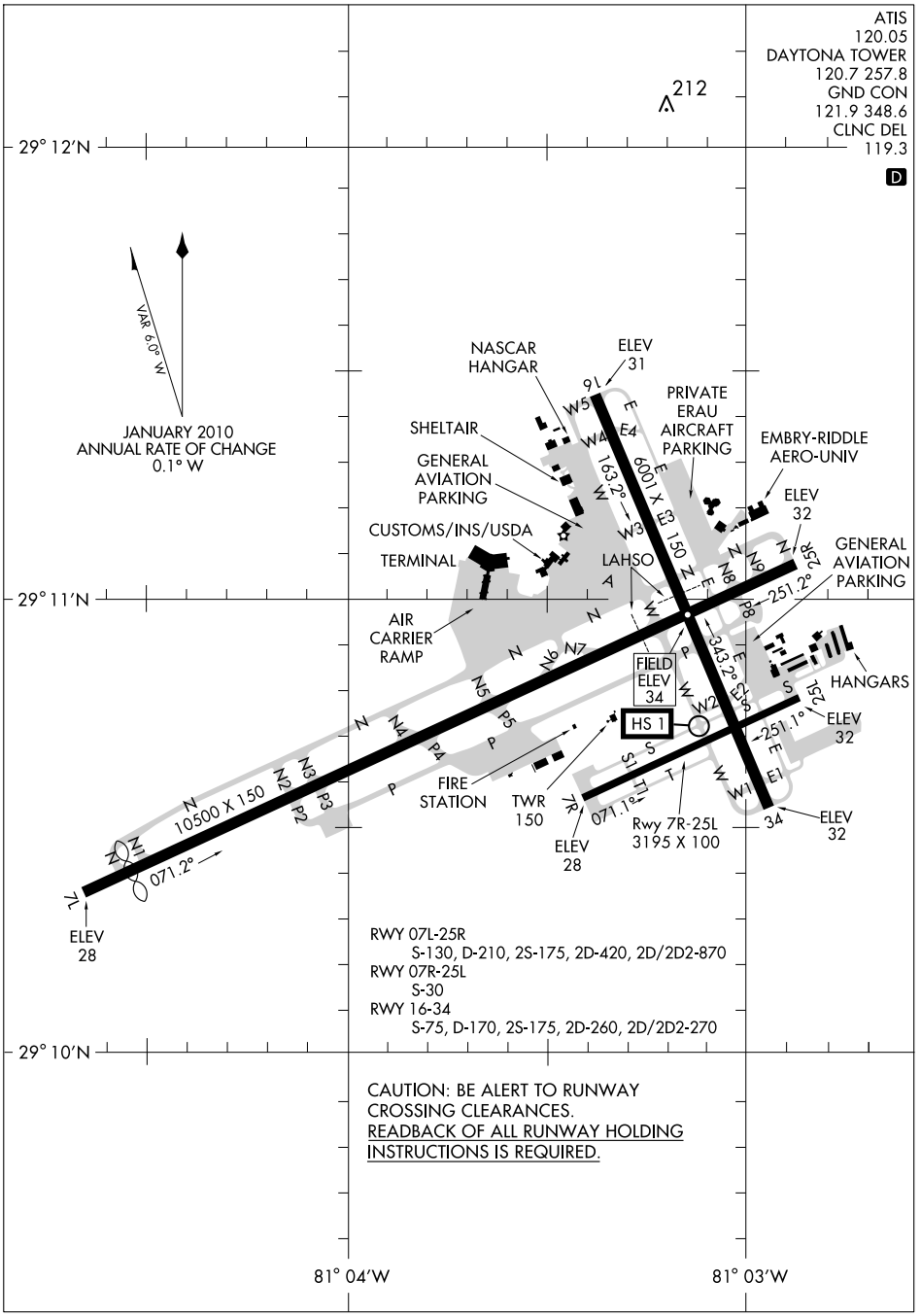
AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	720-1 711 (800-1)	720-1¼ 711 (800-1¼)	720-2 711 (800-2)	760-2½ 751 (800-2½)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 21 OCT 2010 to 18 NOV 2010



RWY 07L-25R
S-130, D-210, 2S-175, 2D-420, 2D/2D2-870
RWY 07R-25L
S-30
RWY 16-34
S-75, D-170, 2S-175, 2D-260, 2D/2D2-270

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-DAB	APP CRS	Rwy Idg	9800
109.7	070°	TDZE	30
		Apt Elev	34

ILS or LOC RWY 7L
DAYTONA BEACH INTL (DAB)

ASR — If local altimeter setting not received, use Ormond Beach altimeter setting and increase DA to 274 feet and all MDAs 20 feet. Inoperative table does not apply to S-ILS 7L. For inoperative MALSR increase S-LOC 7L Cats A, B, and C visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 1600 via I-DAB East course to OCCUR Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3

RADAR or DME REQUIRED

ORMOND BEACH 112.6 OMN Chan 73

(IAF) HANAV OMN 16

R-260

1600 260° (16)

R-122

OCCUR INT

250°

070°

10 NM

1600 to TIGAE OMN 16 Arc

LR-223 R-219 R-216 LR-212

R-191

TOMOK INT

LOCALIZER 109.7 I-DAB

WAMAL INT

1600 070° (8.3)

TIGAE INT

Deland Muni Sidney H. Taylor Field

1600 070° (2.3)

250°

OMN R-161

MSA OMN 25 NM 2800

(IAF) MIKBE OMN 18

1700 to WAMAL OMN 18 Arc

1740 1740

Procedure Turn NA

WAMAL INT — 1700 — 070° — 1600

TIGAE INT — 1600

TOMOK INT — 1427

1600

I-DAB LOC E CRS 109.7

OCCUR INT

GS 3.00° TCH 58

VGSI and ILS glidepath not coincident.

2.3 NM | 8.3 NM | 4.2 NM

CATEGORY	A	B	C	D
S-ILS 7L	230/40 200 (200-¾)			
S-LOC 7L	400/40 370 (400-¾)			
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

ELEV 34

Rwy 7L ldg 9800′
Rwy 25R ldg 10,300′

110± 91 106 TDZE 30 150 10,500 X 150 7R 25R 25L 7L 3195 X 100 34 103± 113± 070° 4.2 NM from FAF

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

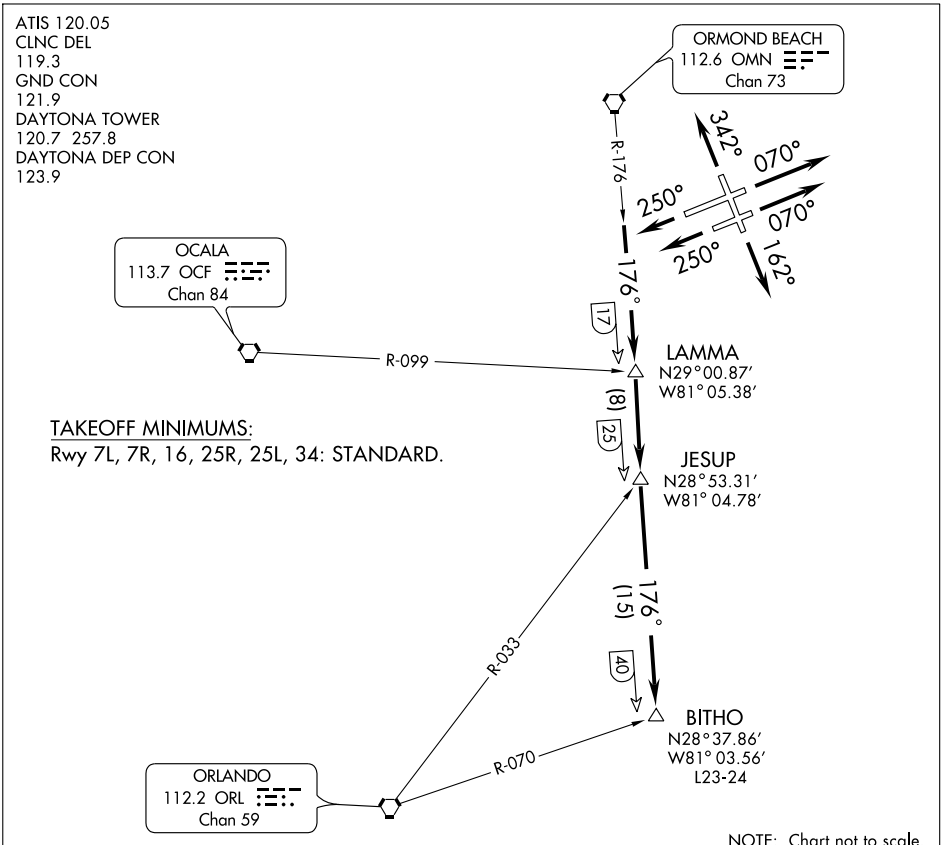
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

LAMMA FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC, thence . . . .

. . . . Expect vectors to intercept OMN R-176 to BITHO INT, then via assigned route. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLE NOTES:

RWY 7L: Multiple trees beginning 1834′ from DER, 646′ right of centerline, up to 64′ AGL/95′ MSL.

RWY 7R: Tower, trees beginning 1042′ from DER, 413′ right of centerline, up to 100′ AGL/135′ MSL. Hanger, multiple trees beginning 901′ from DER, 55′ left of centerline, up to 67′ AGL/101′ MSL.

RWY 16: Multiple trees beginning 57′ from DER, 19′ left of centerline, up to 75′ AGL/104′ MSL. Multiple trees beginning 871′ from DER, 3′ right of centerline, up to 83′ AGL/112′ MSL.

RWY 25L: Multiple trees beginning 123′ from DER, 75′ left of centerline, up to 80′ AGL/109′ MSL. Multiple trees and antenna beginning 1002′ from DER, 85′ right of centerline, up to 72′ AGL/101′ MSL.

RWY 25R: Multiple trees, signs and poles beginning 428′ from DER, 38′ right of centerline, up to 88′ AGL/115′ MSL. Multiple trees beginning 1254′ from DER, 41′ left of centerline, up to 84′ AGL/108′ MSL.

RWY 34: Multiple trees, building and obstruction light beginning 1013′ from DER, 90′ left of centerline, up to 82′ AGL/111′ MSL. Multiple trees, beginning 1108′ from DER, 6′ right of centerline, up to 78′ AGL/ 107′ MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-DAB	APP CRS	Rwy Idg	10300
109.7	250°	TDZE	34
		Apt Elev	34

LOC BC RWY 25R
DAYTONA BEACH INTL (DAB)

ASR

If local altimeter setting not received, use Ormond Beach altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1700 via I-DAB west course to TOMOK Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3

SE-3, 21 OCT 2010 to 18 NOV 2010

1249

(IAF) JODAB OMN 15

BACK COURSE
DME or RADAR REQUIRED

10 NM

R-342

2800 to CUKNU OMN 15 Arc

MSA OMN 25 NM
2800

(IAF) CUKNU OMN 15

R-068

2700 to RINEE Int OMN 15 Arc

ORMOND BEACH
112.6 OMN
Chan 73

2700
068°
(15)

WISPO INT

LR-089

OMN R-091

070°

R-097

OMN LR-098

LOCALIZER 109.7
I-DAB

BANNR INT/RADAR

OCCUR INT

1600
250°
(7.6)

2700
250°
(3.4)

RINEE INT

OMN R-122

377
381
376
229
220
198
191
305
180
109
210
320
360

OMN R-191

645
250°
070°

OMN R-134

TOMOK INT

2800 to WISPO Int OMN 18 Arc

OMN R-161

(IAF) MIKBE OMN 18

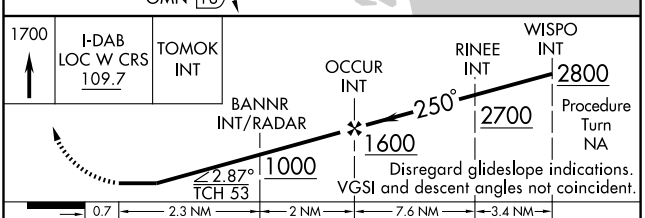
ELEV 34
Rwy 7L ldg 9800'
Rwy 25R ldg 10,300'

250° 5 NM from FAF

110±
91
TDZE 34
106
135
150
103±
113±
10,500 X 150
3195 X 100
7L
25R
7R
25L
34

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-25R	440-1 406 (500-1)		440-1¼ 406 (500-1¼)	
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

29° 11'N-81° 03'W

APP CRS	Rwy Idg	3195
070°	TDZE	32
	Apt Elev	34

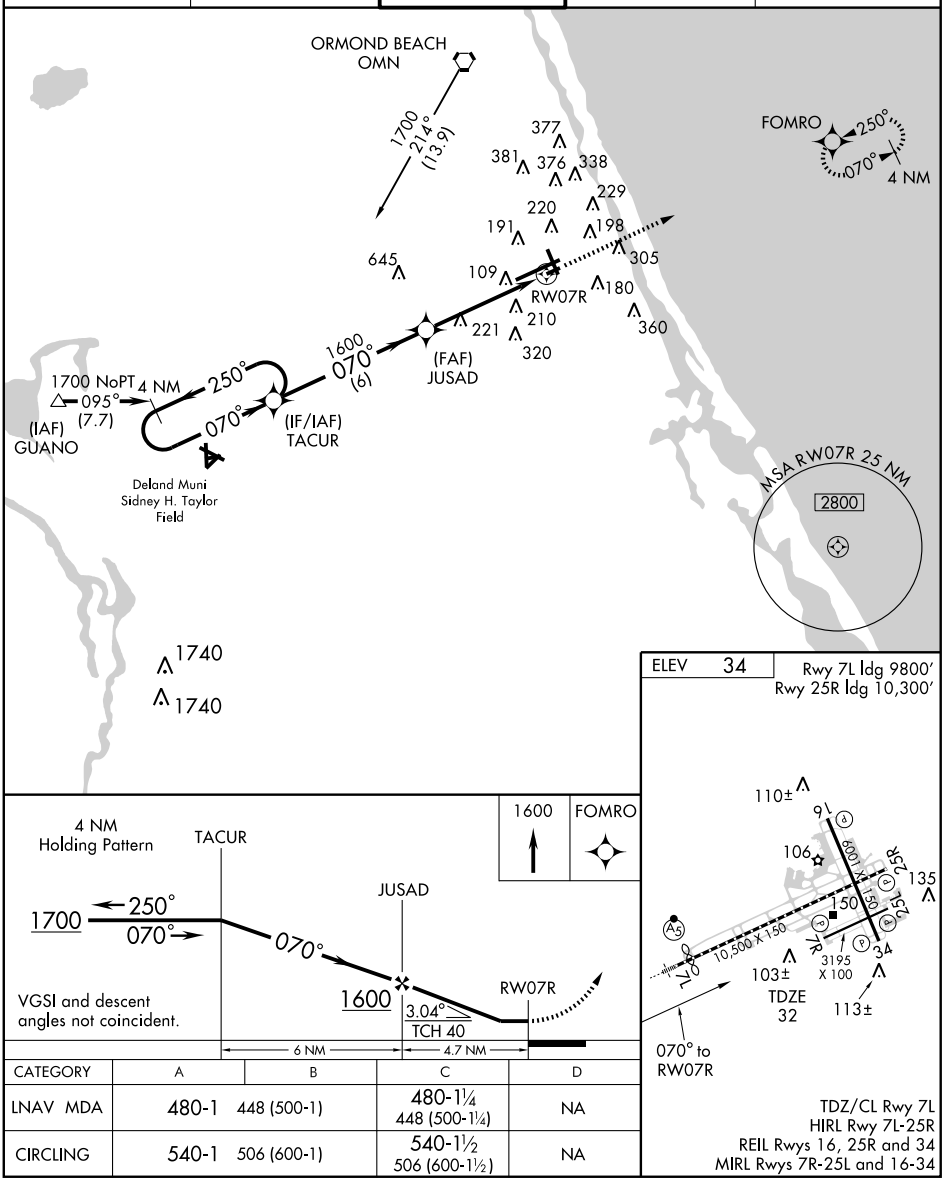
RNAV (GPS) RWY 7R
DAYTONA BEACH INTL (DAB)

NA
ASR

Circling NA at night to Rwy 25L.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 direct FOMRO WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3



CATEGORY	A	B	C	D
LNAV MDA	480-1	448 (500-1)	480-1¼ 448 (500-1¼)	NA
CIRCLING	540-1	506 (600-1)	540-1½ 506 (600-1½)	NA

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45529 W16A	APP CRS 162°	Rwy Idg 6001 TDZE 33 Apt Elev 34

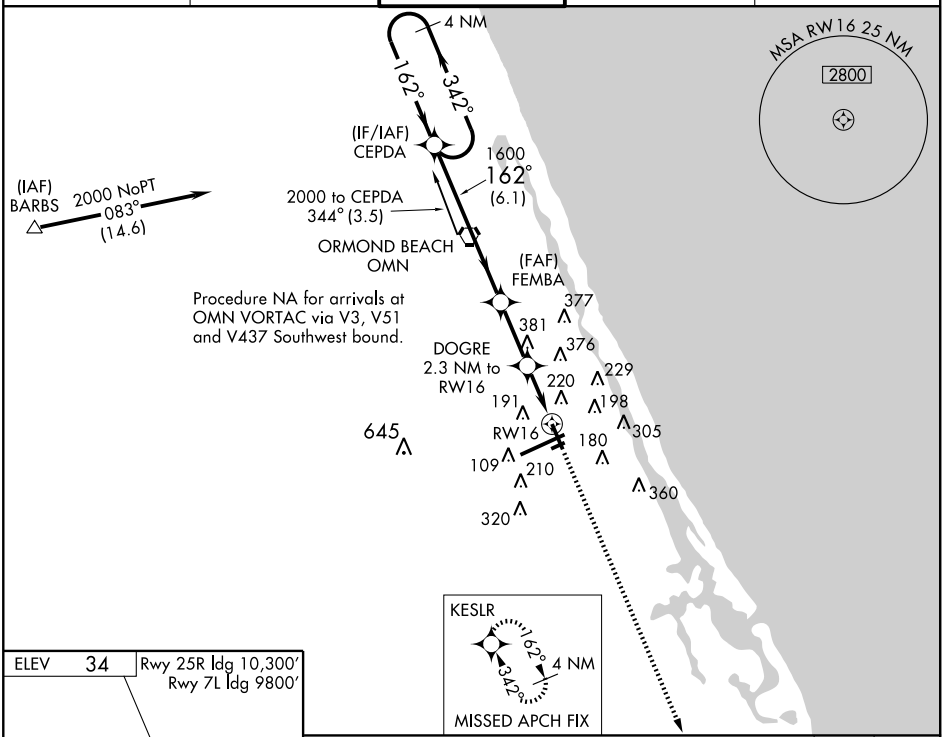
RNAV (GPS) RWY 16
DAYTONA BEACH INTL (DAB)

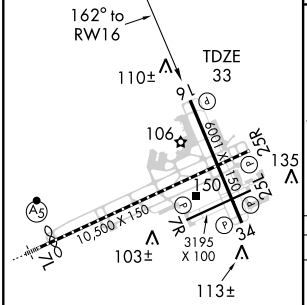
ASR

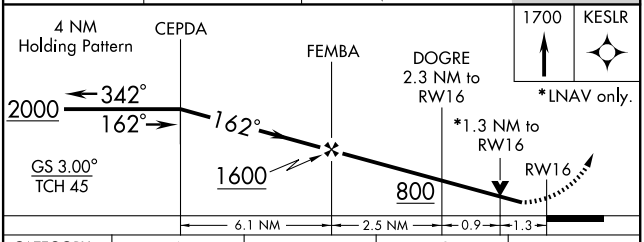
When VGSI Inop, Circling Rwys 7R-25L and 34 NA at night. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct KESLR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







CATEGORY	A	B	C	D
LPV DA	358-1¼ 325 (400-1¼)			
LNAV/ VNAV DA	479-1½ 446 (500-1½)			
LNAV MDA	500-1 467 (500-1)		500-1¼ 467 (500-1¼)	500-1½ 467 (500-1½)
CIRCLING	540-1½ 506 (600-1½)			620-2 586 (600-2)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3195
250°	TDZE	32
	Apt Elev	34

RNAV (GPS) RWY 25L

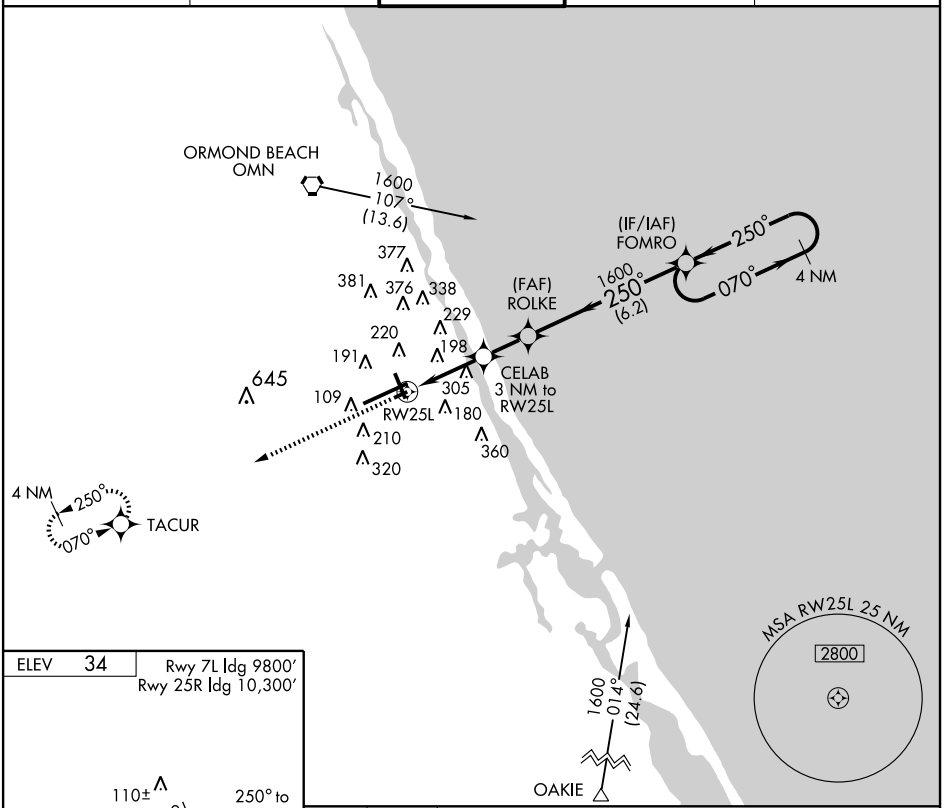
DAYTONA BEACH INTL (DAB)

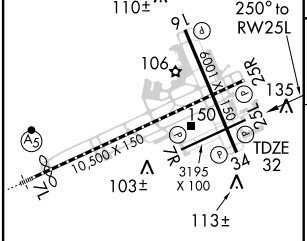
ASR

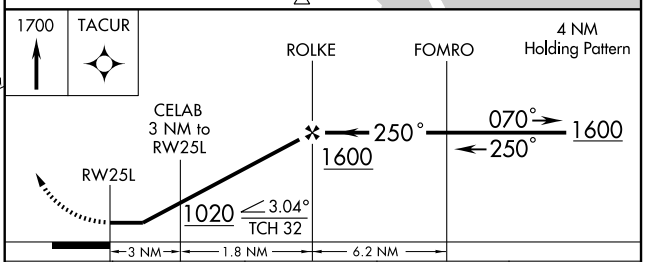
When VGSI inop, Circling Rwy 7R and 34 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct TACUR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







CATEGORY	A	B	C	D
LNAV MDA	560-1	528 (600-1)	560-1½ 528 (600-1½)	NA
CIRCLING	560-1	526 (600-1)	560-1½ 526 (600-1½)	NA

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10300
CH 70327	250°	TDZE	34
W25A		Apt Elev	34

RNAV (GPS) RWY 25R

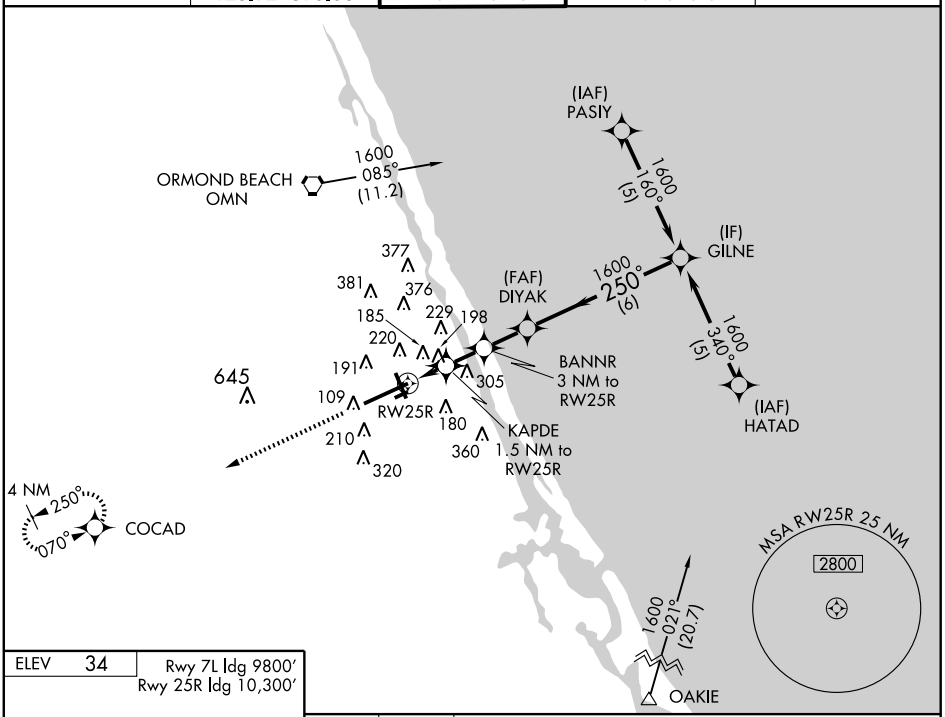
DAYTONA BEACH INTL (DAB)

ASR

When VGSI inop, Circling Rwy 7R, 25L, and 34 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F).
DME/DME RNP-0.3 NA..

MISSED APPROACH: Climb to 1700 direct COCAD and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3

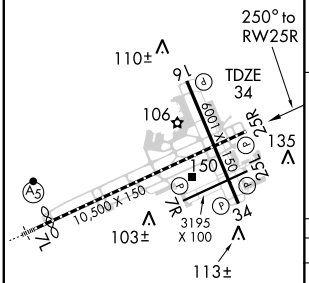


SE-3, 21 OCT 2010 to 18 NOV 2010

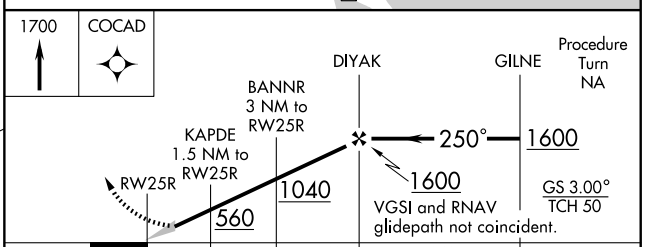
SE-3, 21 OCT 2010 to 18 NOV 2010

ELEV 34

Rwy 7L ldg 9800'
Rwy 25R ldg 10,300'



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34



CATEGORY	A	B	C	D
LPV DA	308-1 274 (300-1)			
LNAV/VNAV DA	485-1½ 451 (500-1½)			
LNAV MDA	480-1 446 (500-1)		480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

APP CRS	Rwy Idg	6001
342°	TDZE	34
	Apt Elev	34

RNAV (GPS) RWY 34

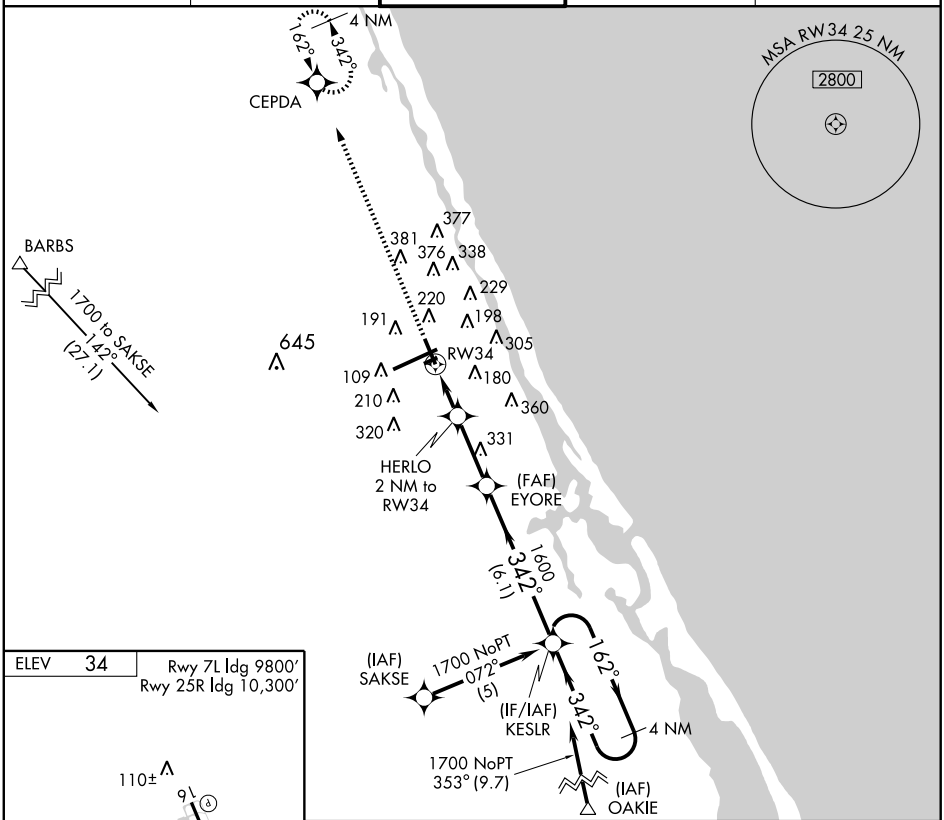
DAYTONA BEACH INTL (DAB)

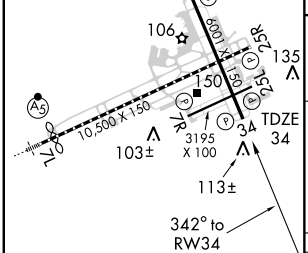
NA
ASR

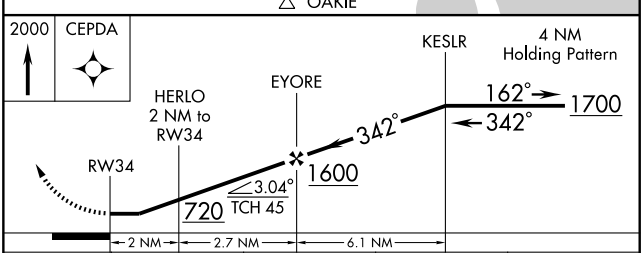
Circling NA at night to Rwy 7R, 25L.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CEPDA WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







CATEGORY	A	B	C	D
LNAV MDA	440-1 406 (500-1)		440-1¼ 406 (500-1¼)	
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9800
070°	TDZE	30
	Apt Elev	34

RNAV (GPS) Y RWY 7L

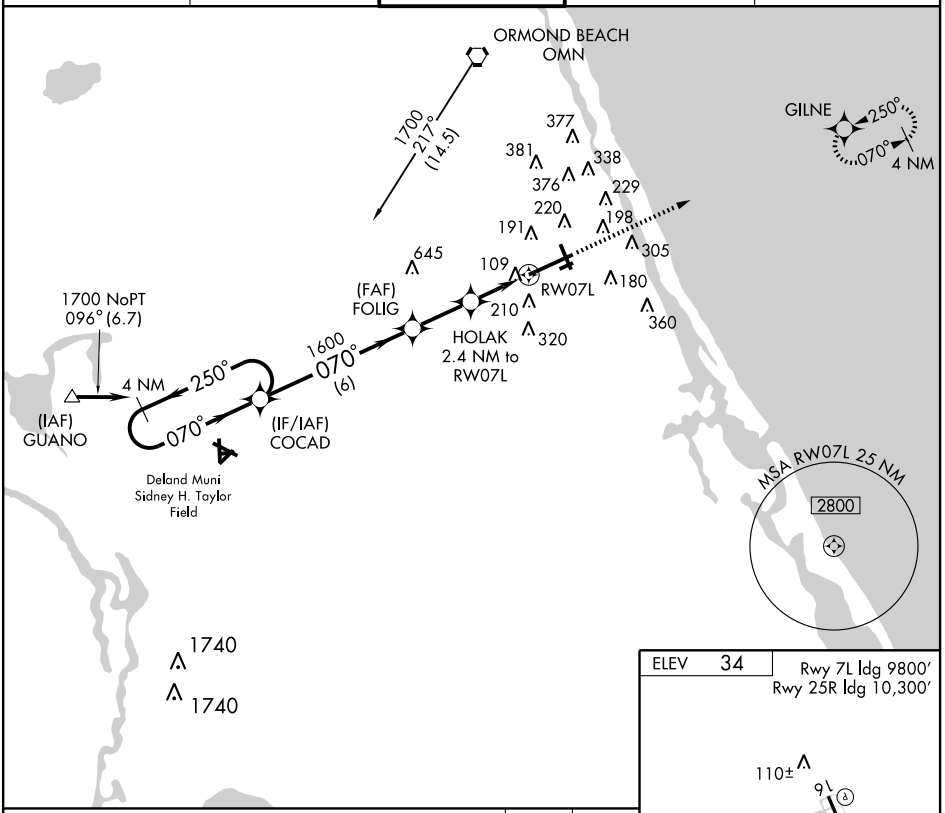
DAYTONA BEACH INTL (DAB)

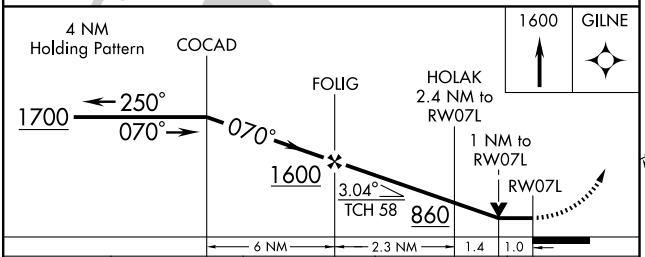
DME/DME RNP-0.3 NA. Circling NA at night to Rwy 07R/25L. For inoperative MALSR, increase LNAV Cats A/B/C visibility to RVR 5000 and Cat D to RVR 6000. Visibility reduction by helicopters NA.

MALSR

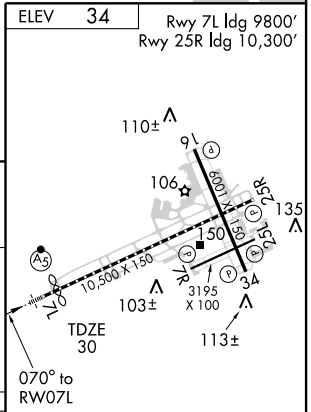
MISSED APPROACH: Climb to 1600 direct GILNE WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LNAV MDA	420/40 390 (400-¾)			420/50 390 (400-1)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45500 W07A | APP CRS 070° | Rwy Idg 9800 | TDZE 30 | Apt Elev 34

RNAV (GPS) Z RWY 7L

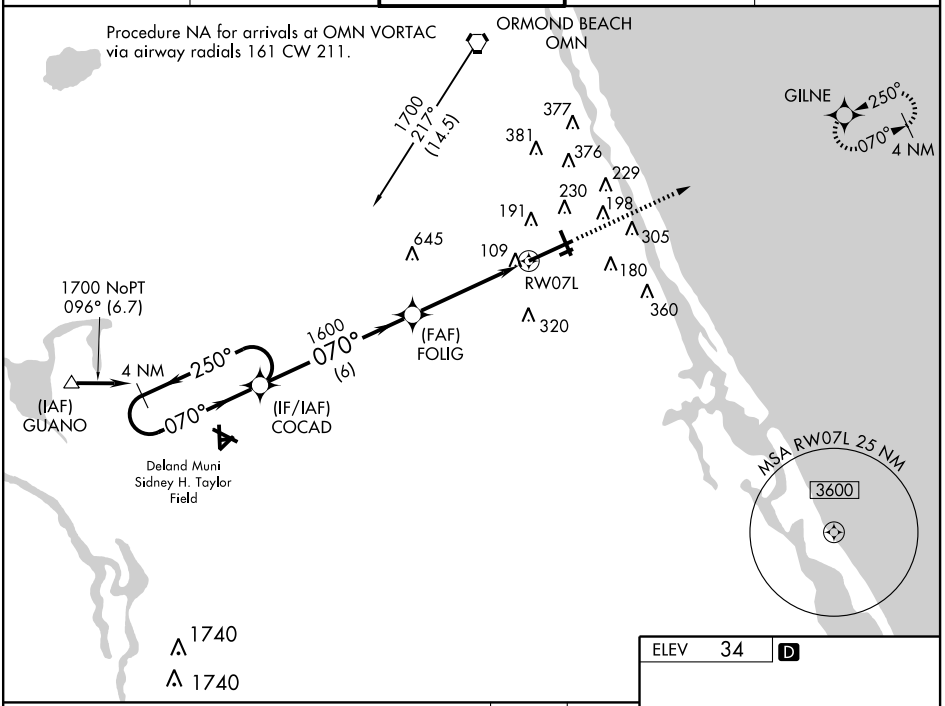
DAYTONA BEACH INTL (DAB)

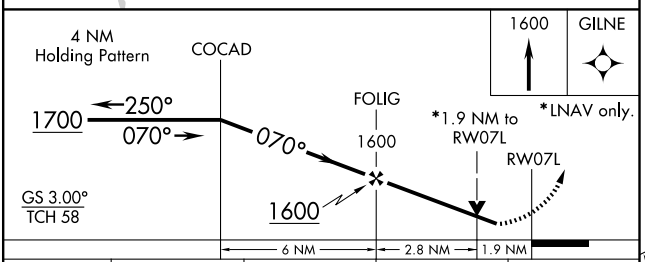
Circling to Rwy 7R, 25L NA at night. For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cats A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above ASR 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

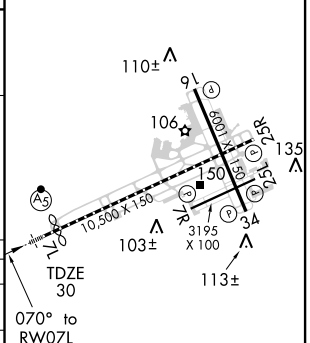
MISSED APPROACH: Climb to 1600 direct GILNE and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LPV DA	366/40	336 (400-¾)		
LNAV/VNAV DA	480/50	450 (500-1)		
LNAV MDA	680/40	650 (700-¾)	680/60 650 (700-1¼)	680-1½ 650 (700-1½)
CIRCLING	680-1	646 (700-1)	680-1¾ 646 (700-1¾)	680-2 646 (700-2)



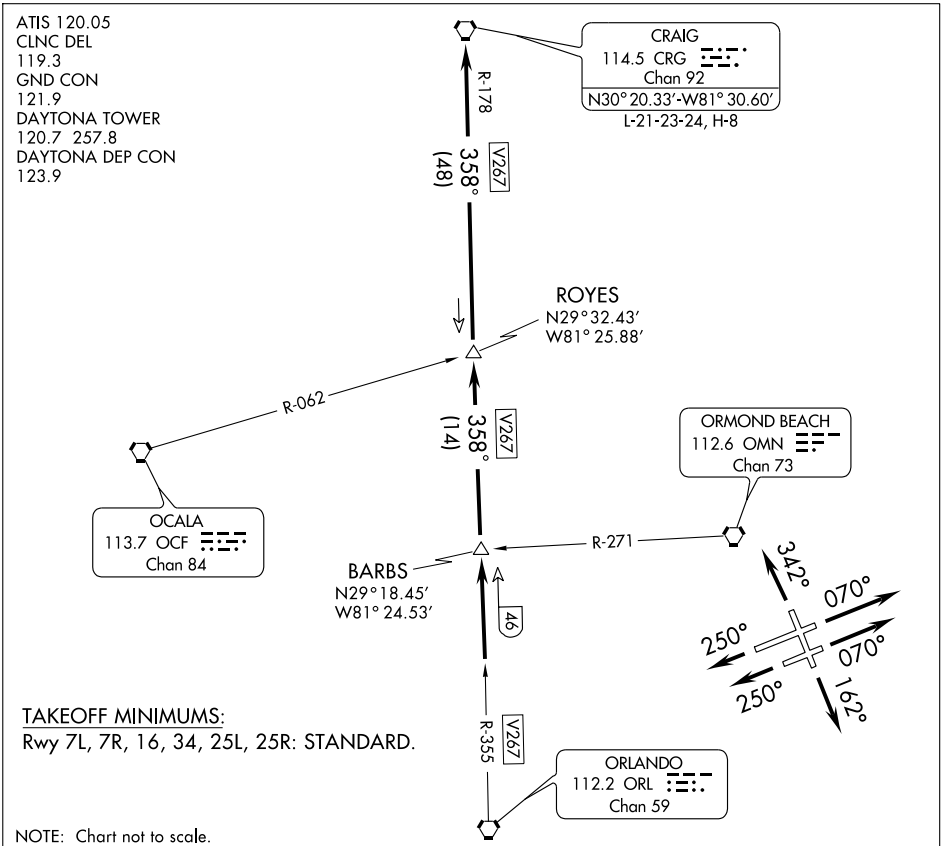
TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ROYES FIVE DEPARTURE

SL-110 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC.
Thence . . . .

. . . . Expect vectors to intercept CRG R-178 to CRG VORTAC. Then via assigned route expect clearance to filed altitude/flight level ten (10) minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OMN 112.6 Chan 73	APP CRS 156°	Rwy Idg 6001 TDZE 33 Apt Elev 34

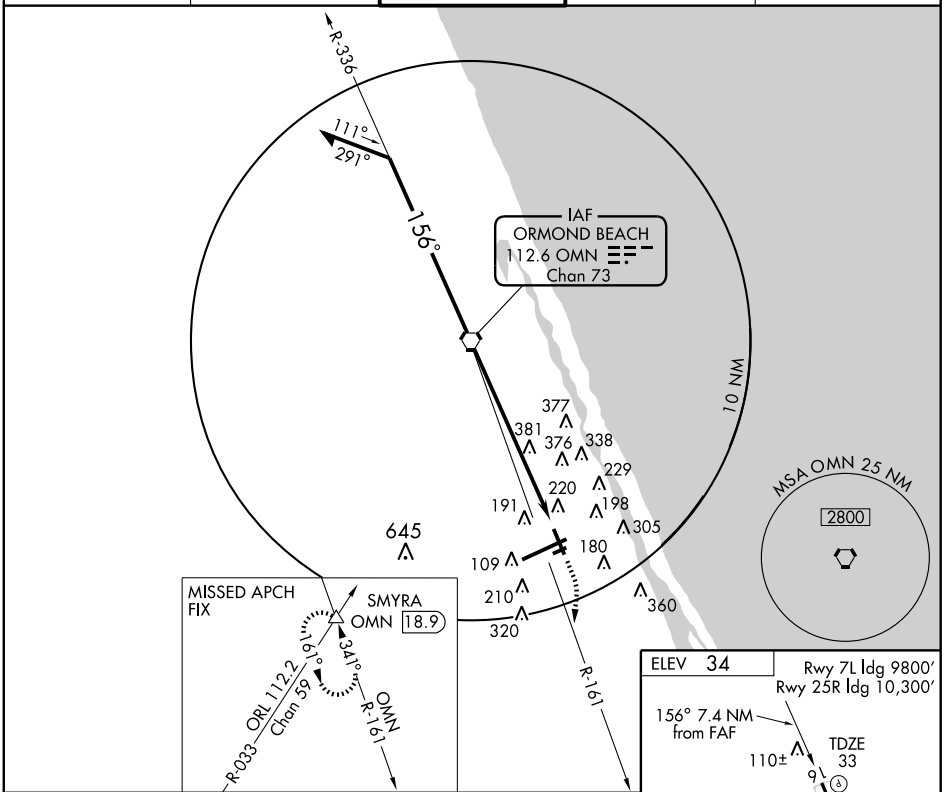
VOR RWY 16
DAYTONA BEACH INTL (DAB)

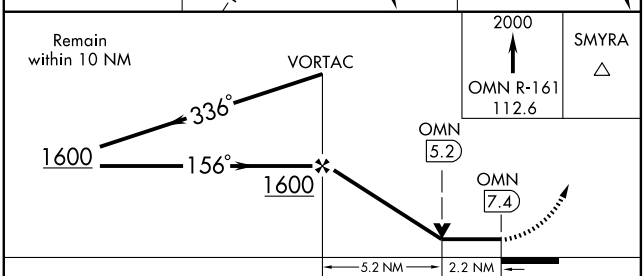
ASR

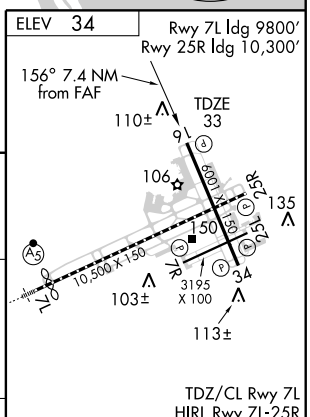
MISSED APPROACH: Climb to 2000 via OMN R-161 to SMYRA Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3

SE-3, 21 OCT 2010 to 18 NOV 2010







TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

CATEGORY	A	B	C	D
S-16	760-1	727 (800-1)	760-2 727 (800-2)	760-2¼ 727 (800-2¼)
CIRCLING	760-1	726 (800-1)	760-2 726 (800-2)	760-2¼ 726 (800-2¼)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

APP CRS	Rwy Idg	4146
105°	TDZE	289
	Apt Elev	289

RNAV (GPS) RWY 9

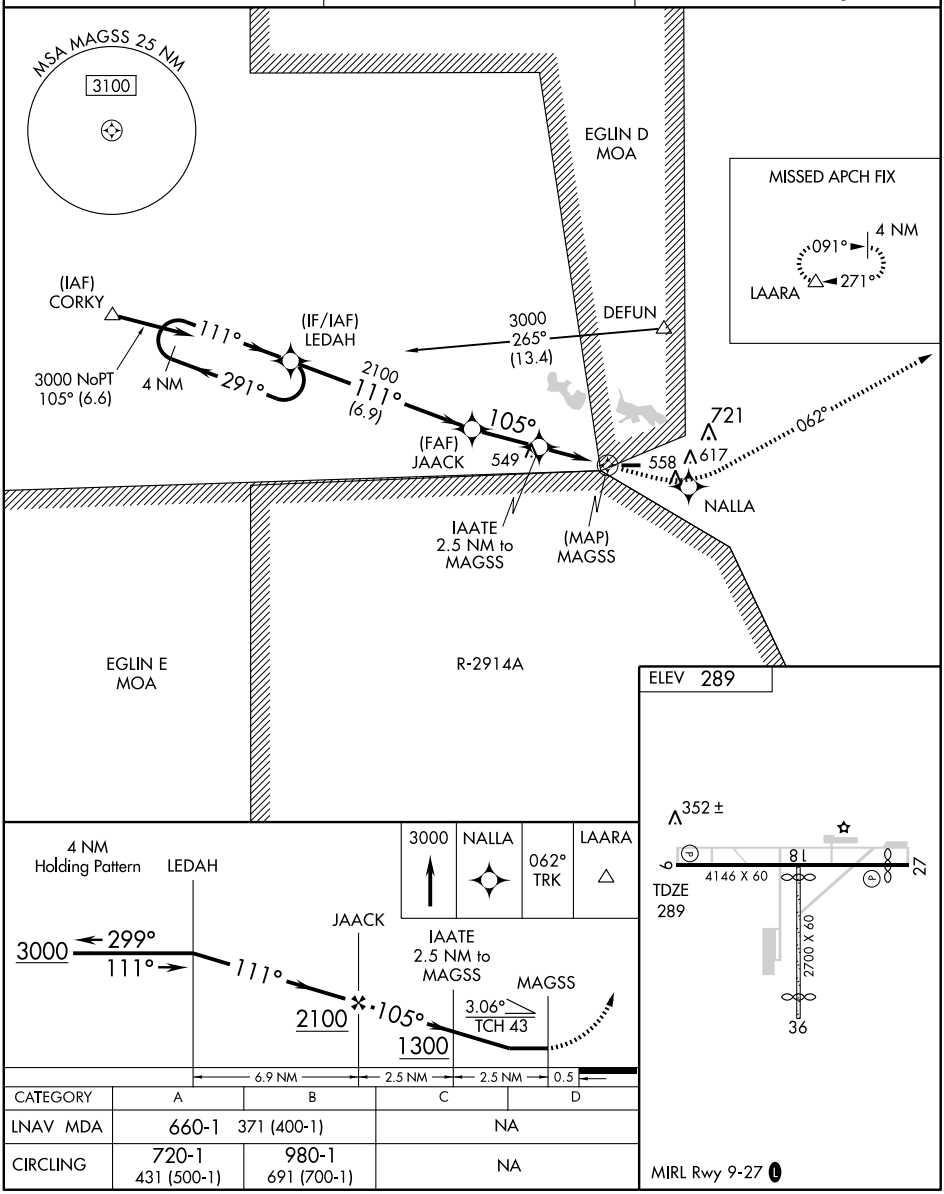
DEFUNIAK SPRINGS (54J)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Crestview altimeter setting; if not received, use Destin altimeter setting and increase all MDA 60 feet and increase Circling Cat. B visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct NALLA and via 062° track to LAARA and hold.

CRESTVIEW ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	660-1	371 (400-1)	NA	
CIRCLING	720-1 431 (500-1)	980-1 691 (700-1)	NA	

MIRL Rwy 9-27 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3541
270°	TDZE	286
	Apt Elev	289

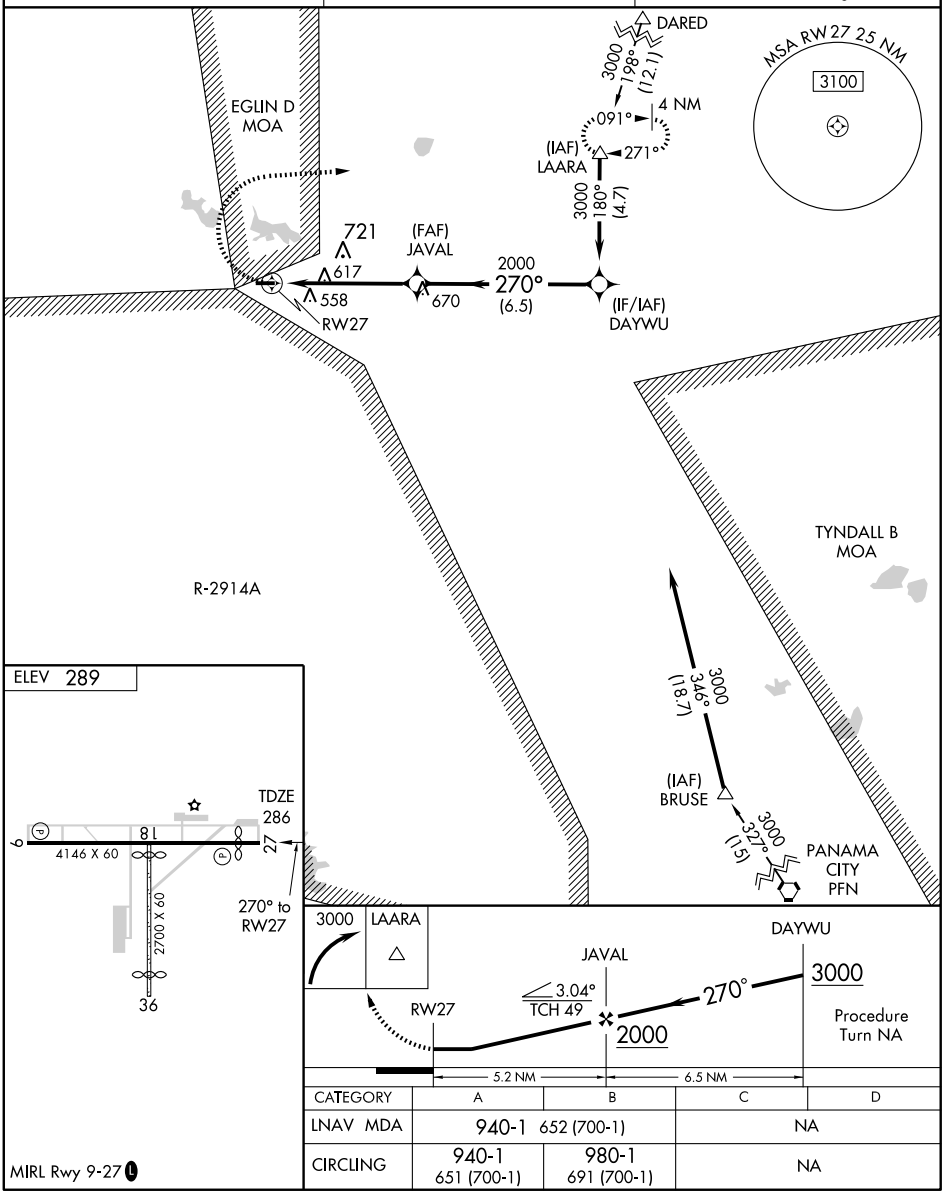
RNAV (GPS) RWY 27

DEFUNIAK SPRINGS (54J)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Crestview altimeter setting; if not received, use Destin altimeter setting and increase all MDA 60 feet and increase Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct LAARA and hold.

CRESTVIEW ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	940-1 652 (700-1)		NA	
CIRCLING	940-1 651 (700-1)	980-1 691 (700-1)	NA	

MIRL Rwy 9-27 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4301
CH 90300	054°	TDZE	79
W05A		Apt Elev	80

RNAV (GPS) RWY 5

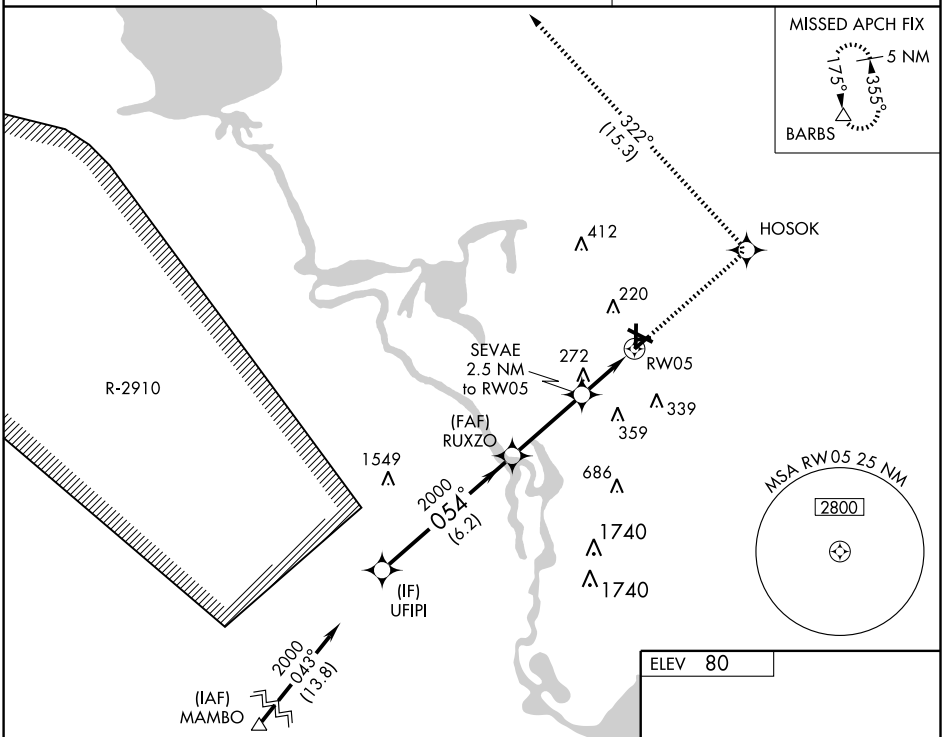
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

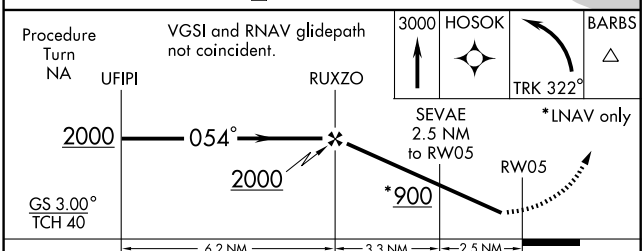
ASR

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

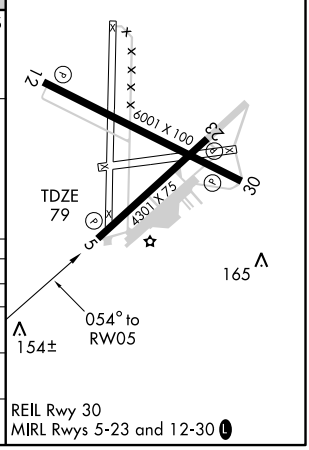
MISSED APPROACH: Climb to 3000 direct HOSOK and left turn via 322° track to BARBS and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	385-1	306 (400-1)		
LNAV/VNAV DA	433-1¼	354 (400-1¼)		
LNAV MDA	580-1 501 (500-1)		580-1½ 501 (500-1½)	
CIRCLING	580-1¼ 500 (500-1¼)		580-1½ 500 (500-1½)	640-2 560 (600-2)



REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6001
CH 50300	122°	TDZE	74
W12A		Apt Elev	80

RNAV (GPS) RWY 12

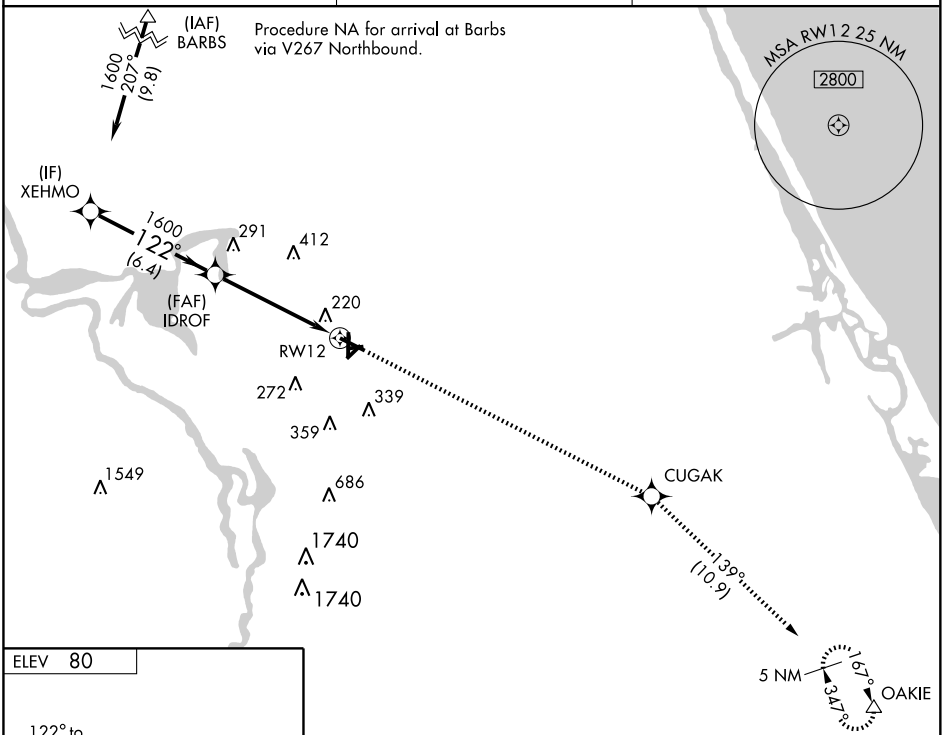
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

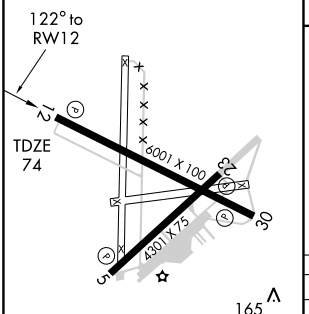
ASR

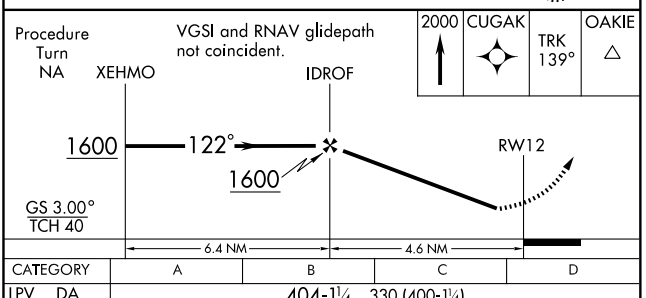
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CUGAK and via 139° track to OAKIE and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	404-1¼ 330 (400-1¼)			
LNAV/VNAV DA	528-1½ 454 (500-1½)			
LNAV MDA	540-1 466 (500-1)		540-1¼ 466 (500-1¼)	540-1½ 466 (500-1½)
CIRCLING	540-1½ 460 (500-1½)			640-2 560 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4301
CH 45700	234°	TDZE	78
W23A		Apt Elev	80

RNAV (GPS) RWY 23

DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

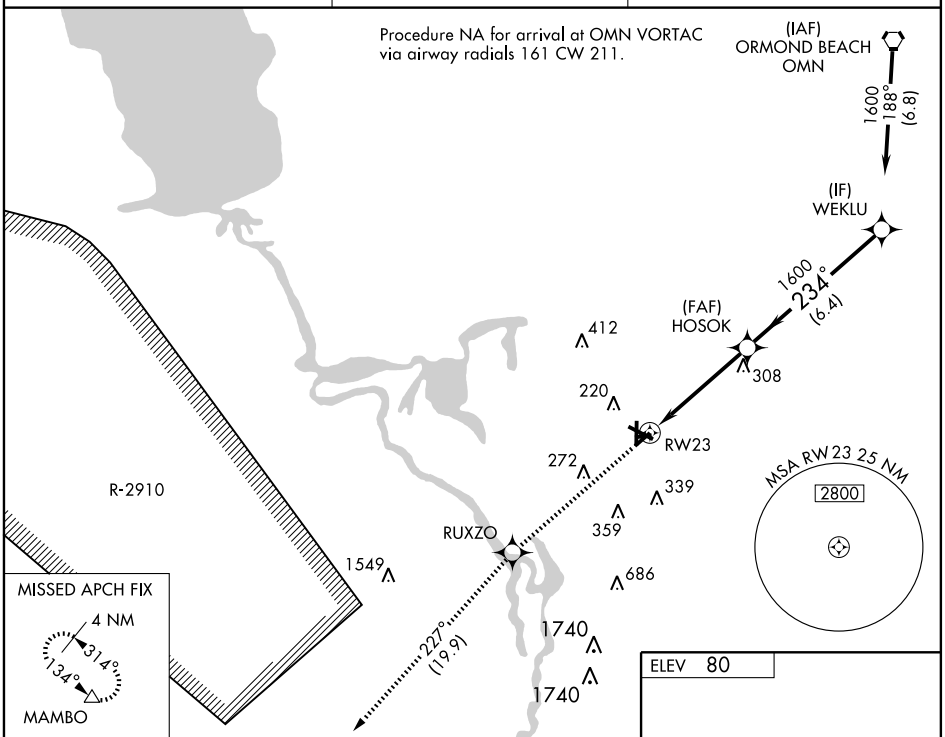
ASR

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUXZO and via 227° track to MAMBO and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L

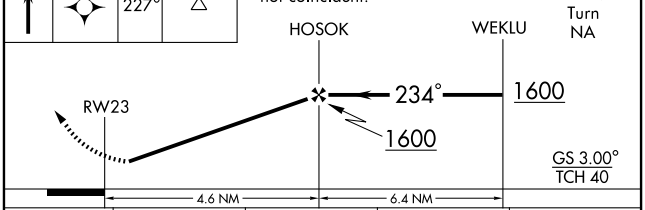
SE-3, 21 OCT 2010 to 18 NOV 2010

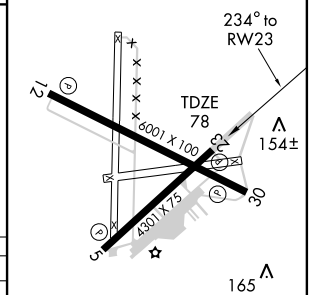


3000	RUXZO	TRK 227°	MAMBO

VGSI and RNAV glidepath not coincident.

Procedure Turn NA





CATEGORY	A	B	C	D
LPV DA	374-1 296 (300-1)			
LNAV/VNAV DA	414-1¼ 336 (400-1¼)			
LNAV MDA	420-1 342 (400-1)			420-1¼ 342 (400-1¼)
CIRCLING	520-1¼ 440 (500-1¼)	540-1¼ 460 (500-1¼)	540-1½ 460 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

29° 04'N-81°17'W

DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)
RNAV (GPS) RWY 23

WAAS	APP CRS	Rwy Idg	6001
CH 97500	302°	TDZE	72
W30A		Apt Elev	80

RNAV (GPS) RWY 30

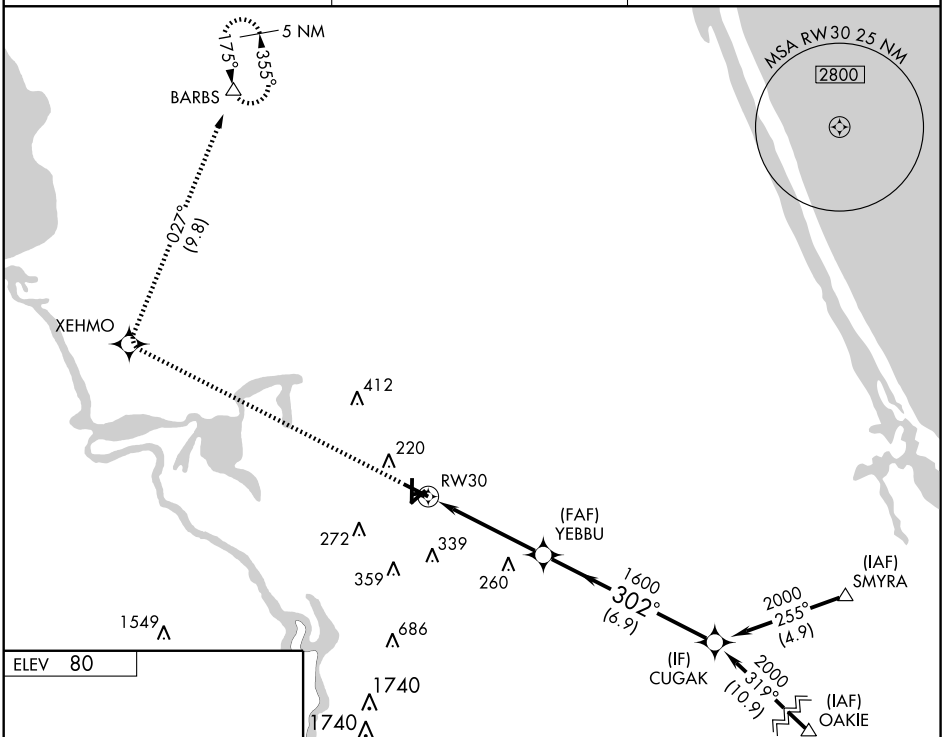
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

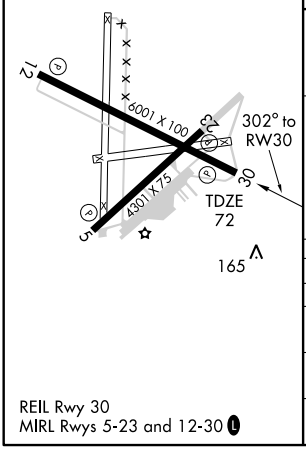
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

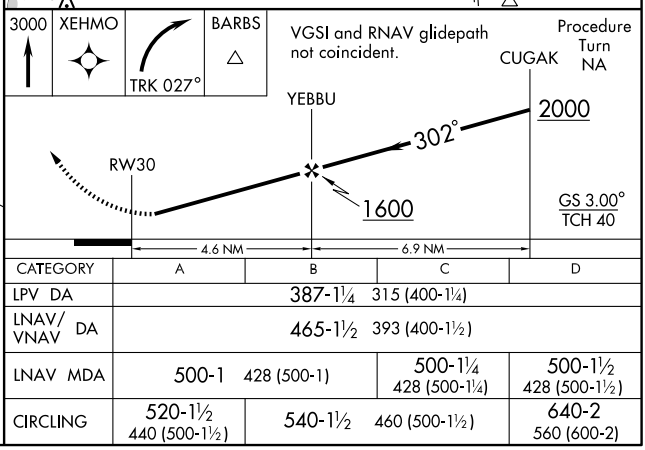
ASR

MISSED APPROACH: Climb to 3000 direct XEHMO and right turn via 027° track to BARBS and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	387-1¼ 315 (400-1¼)			
LNAV/VNAV DA	465-1½ 393 (400-1½)			
LNAV MDA	500-1 428 (500-1)		500-1¼ 428 (500-1¼)	500-1½ 428 (500-1½)
CIRCLING	520-1½ 440 (500-1½)	540-1½ 460 (500-1½)		640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OMN 112.6 Chan 73	APP CRS 212°	Rwy Idg 4301 TDZE 78 Apt Elev 80

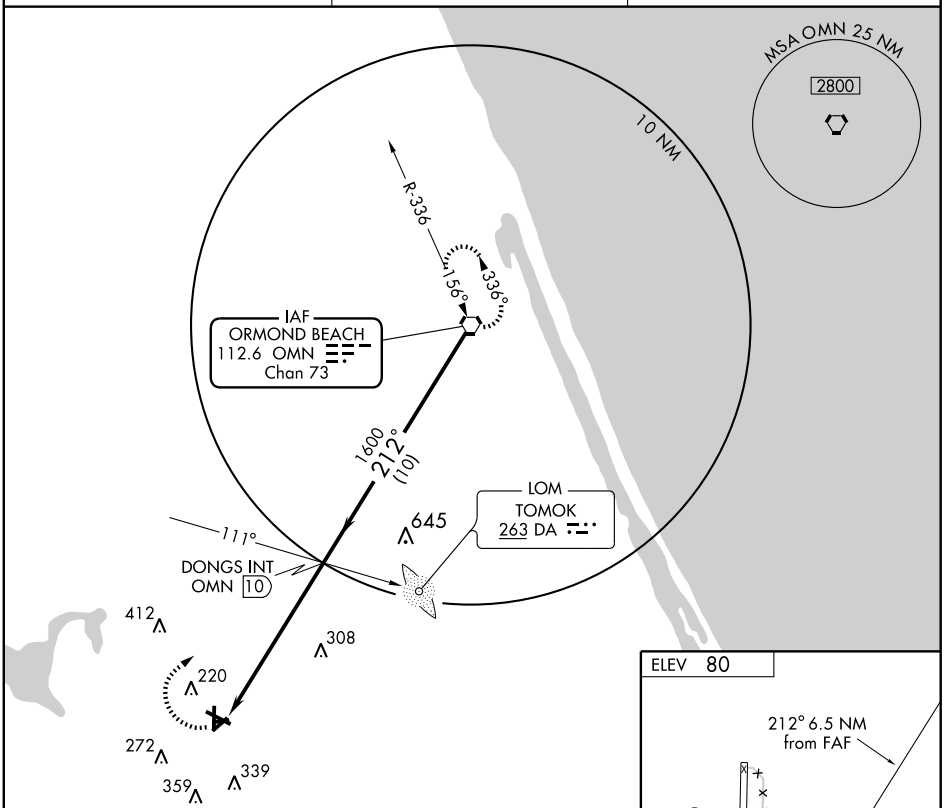
VOR RWY 23

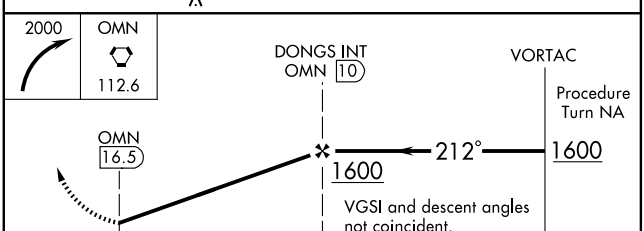
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

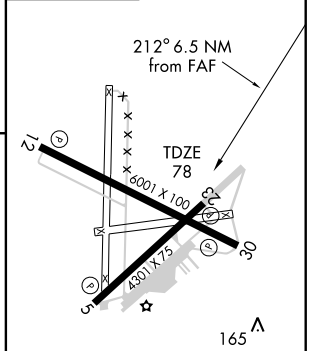
DME or ADF REQUIRED.
NA
ASR
If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2000 direct OMN VORTAC and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-23	580-1 502 (500-1)		580-1½ 502 (500-1½)	
CIRCLING	580-1 500 (500-1)		580-1½ 500 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

DESTIN-FORT WALTON BEACH (DTS)

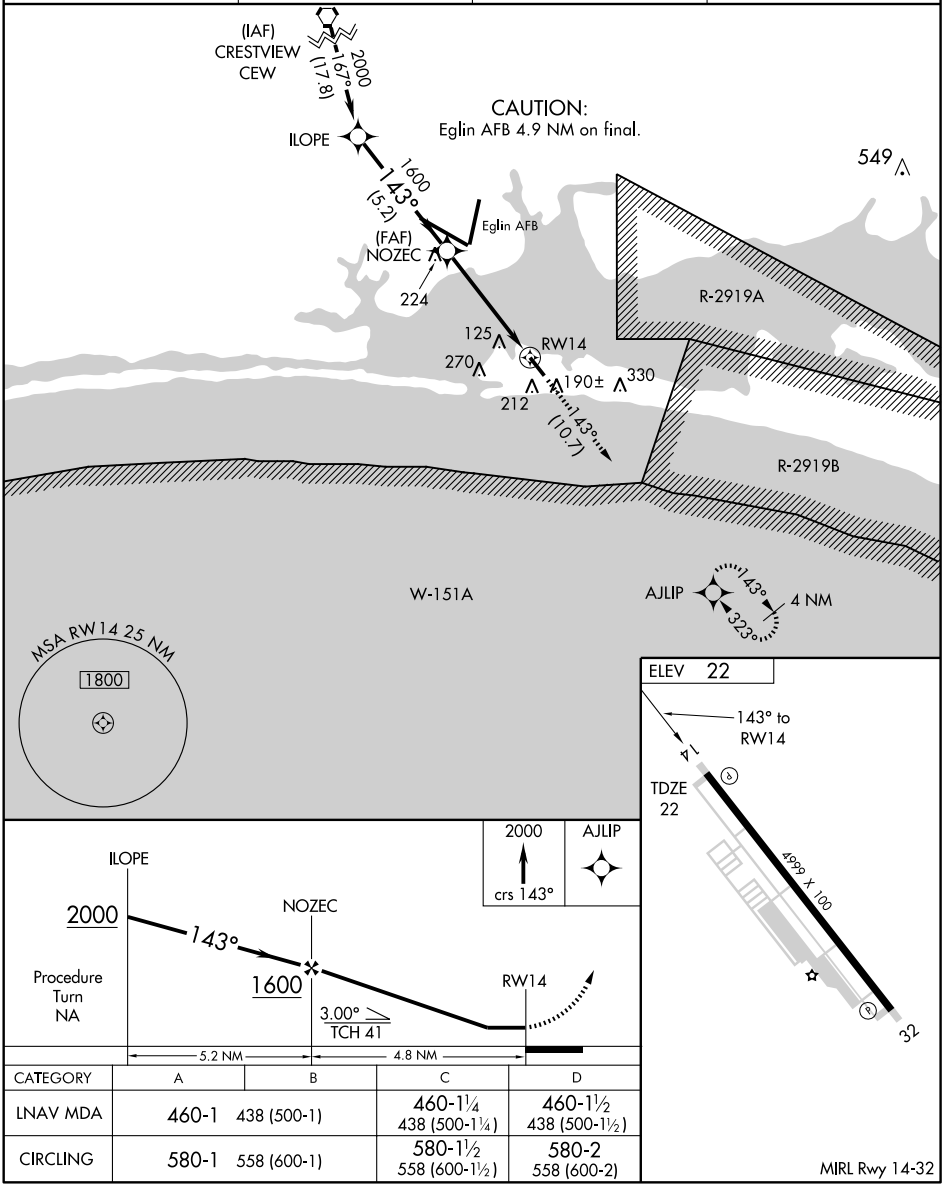
APP CRS	Rwy Idg	4999
143°	TDZE	22
	Apt Elev	22

T NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 via course 143° to AJLIP WP and hold.

ASOS	EGLIN APP CON	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	460-1	438 (500-1)	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)
CIRCLING	580-1	558 (600-1)	580-1½ 558 (600-1½)	580-2 558 (600-2)

MIRL Rwy 14-32

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

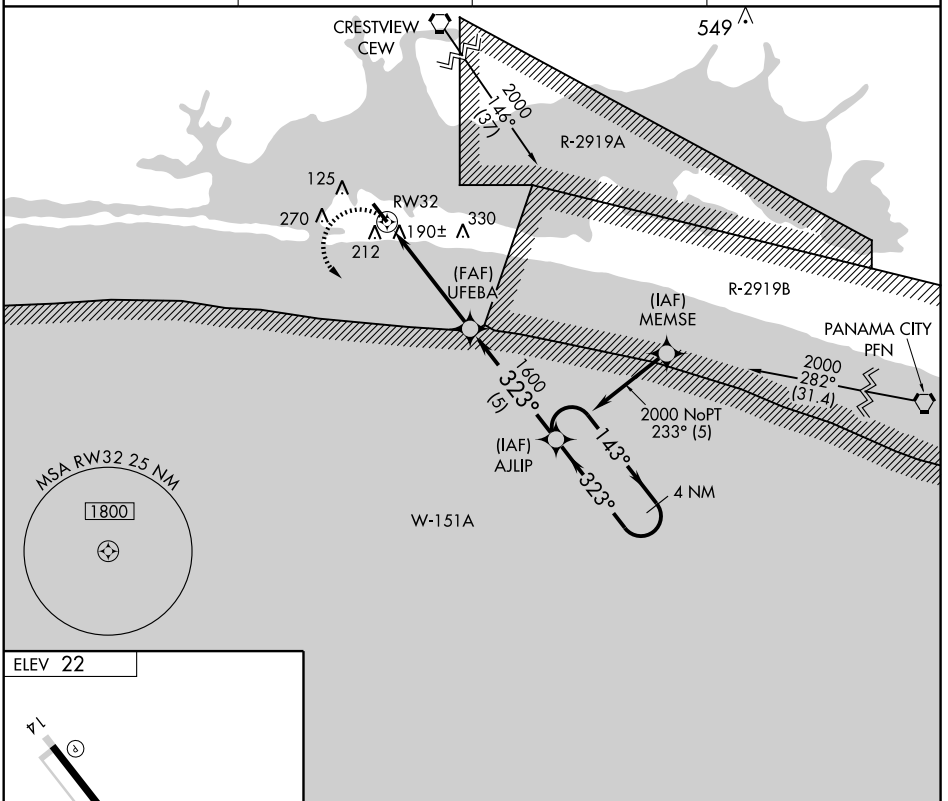
APP CRS	Rwy Idg	4999
323°	TDZE	21
	Apt Elev	22

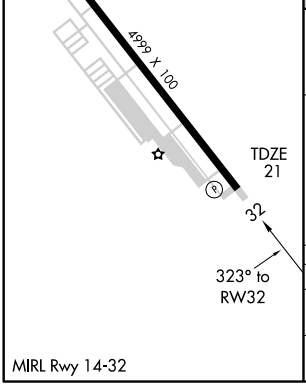
RNAV (GPS) RWY 32
DESTIN-FORT WALTON BEACH (DTS)

T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

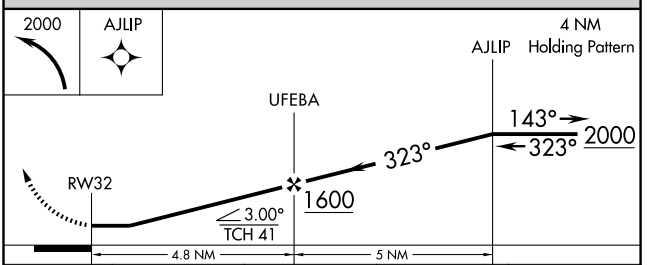
MISSED APPROACH: Climbing left turn to 2000 direct AJLIP WP and hold.

ASOS	EGLIN APP CON	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)





MIRL Rwy 14-32



CATEGORY	A	B	C	D
LNAV MDA	540-1	519 (600-1)	540-1½ 519 (600-1½)	540-1¾ 519 (600-1¾)
CIRCLING	600-1	578 (600-1)	600-1½ 578 (600-1½)	600-2 578 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4941
229°	TDZE	66
	Apt Elev	66

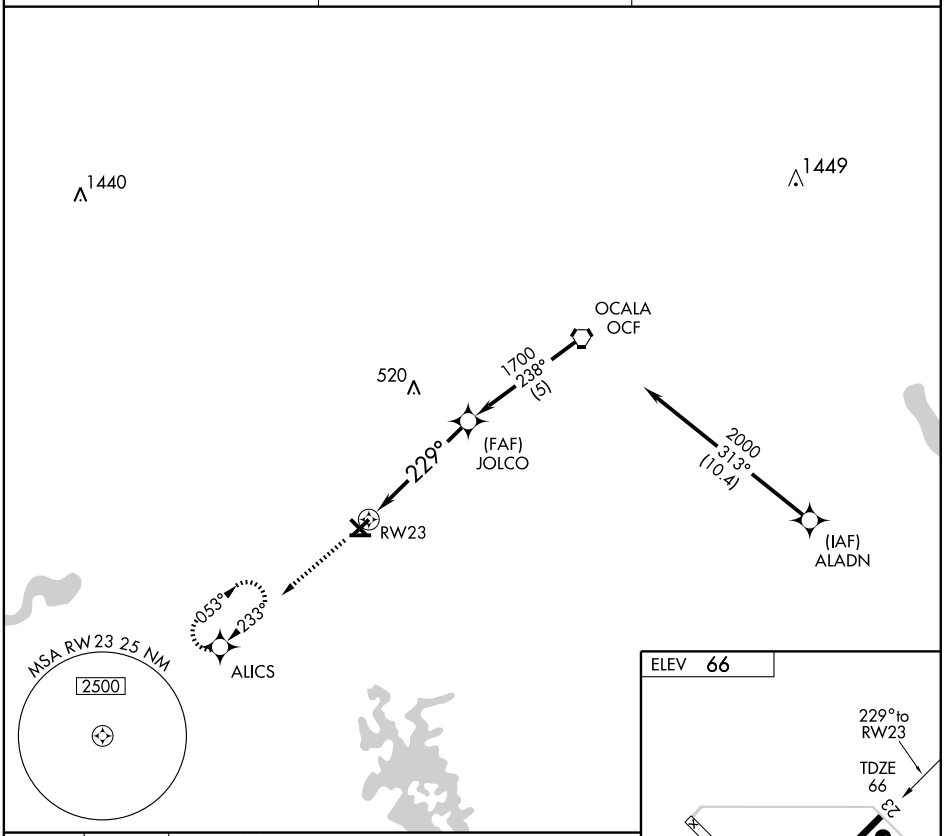
GPS RWY 23

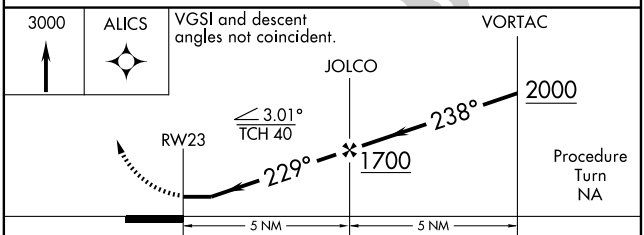
DUNNELLON/ MARION COUNTY (X35)

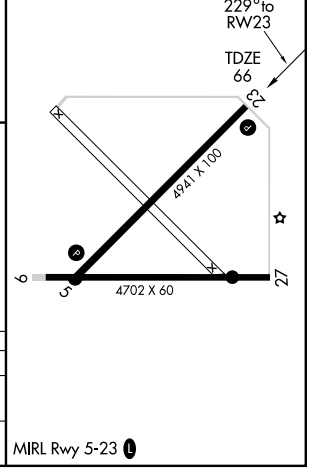
NA Use Ocala Intl-Jim Taylor Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALICS WP and hold.

OCALA AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	122.8 (CTAF)







CATEGORY	A	B	C	D
S-23	540-1 474 (500-1)		540-1¼ 474 (500-1¼)	540-1½ 474 (500-1½)
CIRCLING	540-1 474 (500-1)		540-1½ 474 (500-1½)	620-2 554 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OCF 113.7 Chan 84	APP CRS 229°	Rwy Idg 4941 TDZE 66 Apt Elev 66

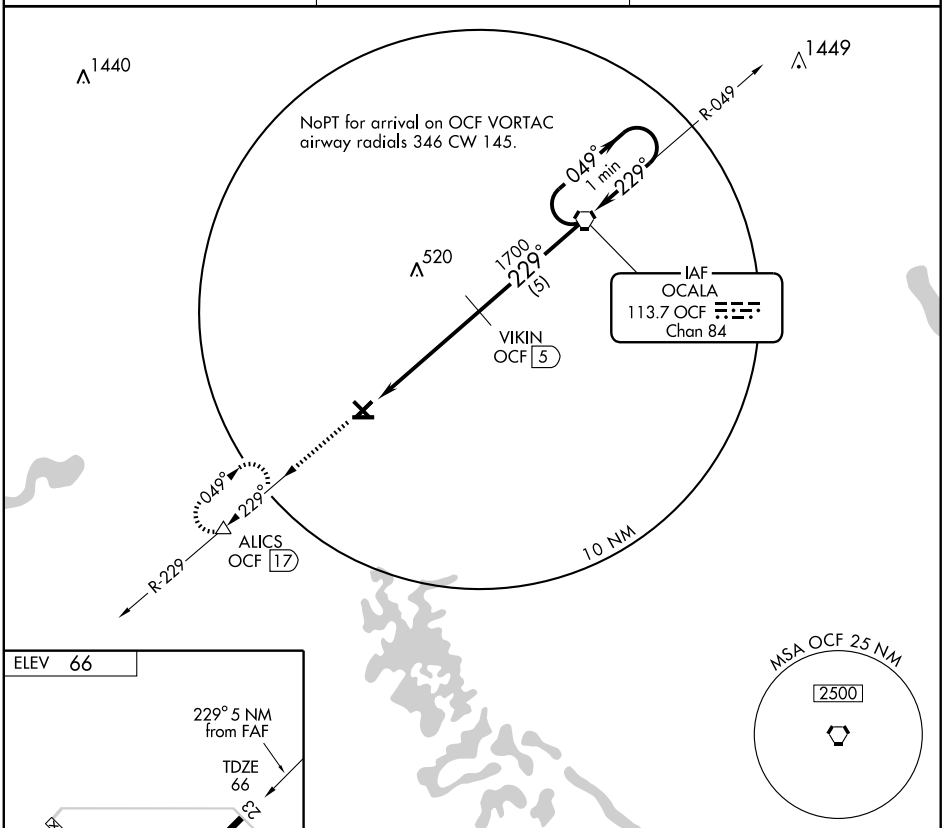
VOR/DME RWY 23

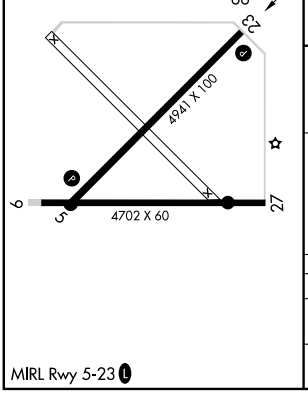
DUNNELLON/ MARION COUNTY (X35)

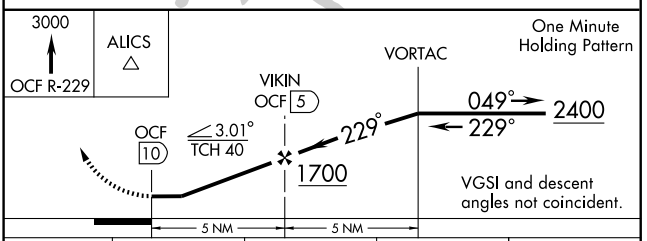
NA Use Ocala altimeter setting.

MISSED APPROACH: Climb to 3000 via OCF R-229 to ALICS/OCF 17 DME and hold.

OCALA AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	540-1 474 (500-1)		540-1¼ 474 (500-1¼)	540-1½ 474 (500-1½)
CIRCLING	540-1 474 (500-1)		540-1½ 474 (500-1½)	620-2 554 (600-2)

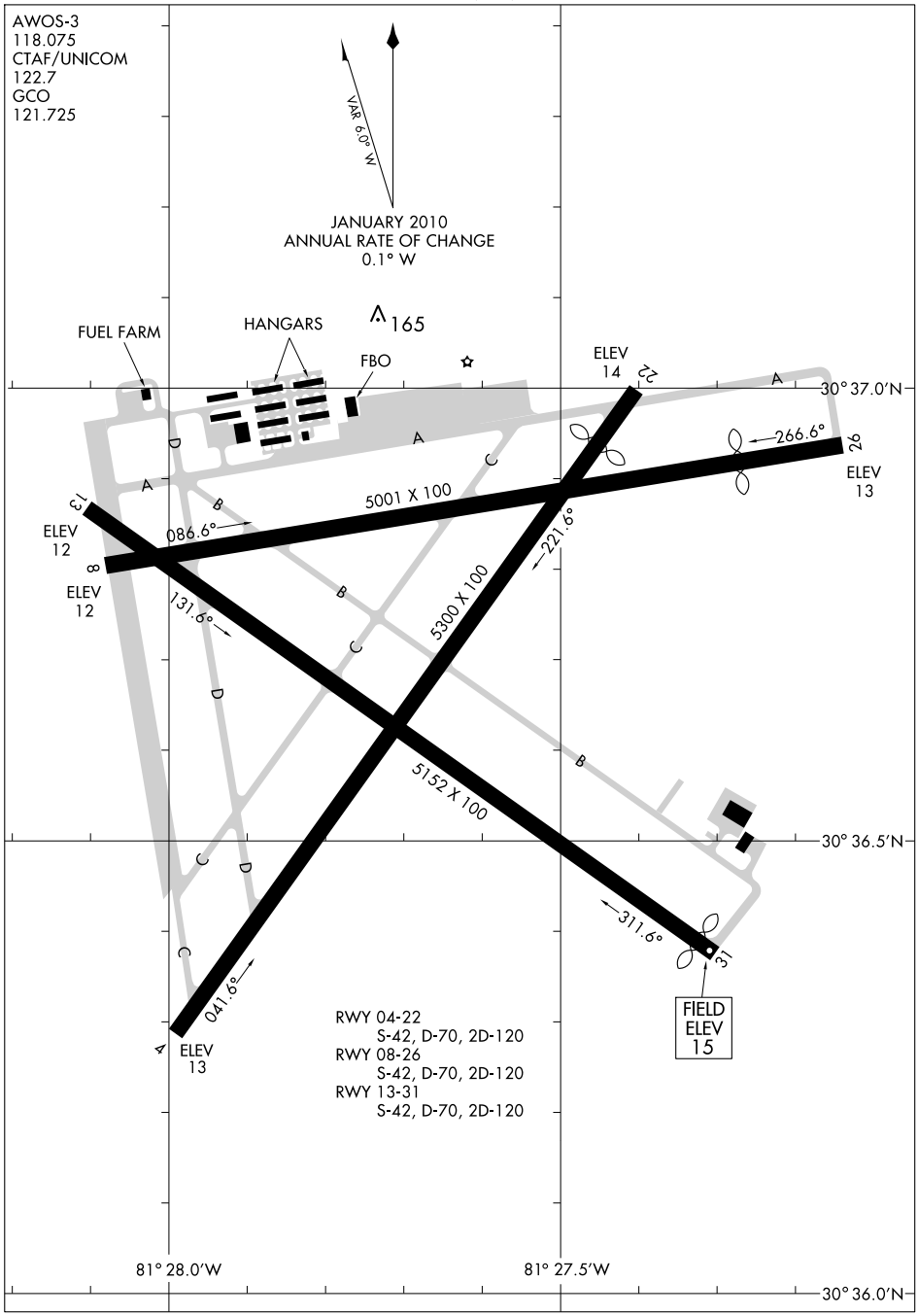
MIRL Rwy 5-23 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6597 (FAA)

FERNANDINA BEACH MUNI (FHB)
FERNANDINA BEACH, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FERNANDINA BEACH, FLORIDA
FERNANDINA BEACH MUNI (FHB)

10210

WAAS	APP CRS	Rwy Idg	5152
CH 50318	131°	TDZE	14
W13A		Apt Elev	16

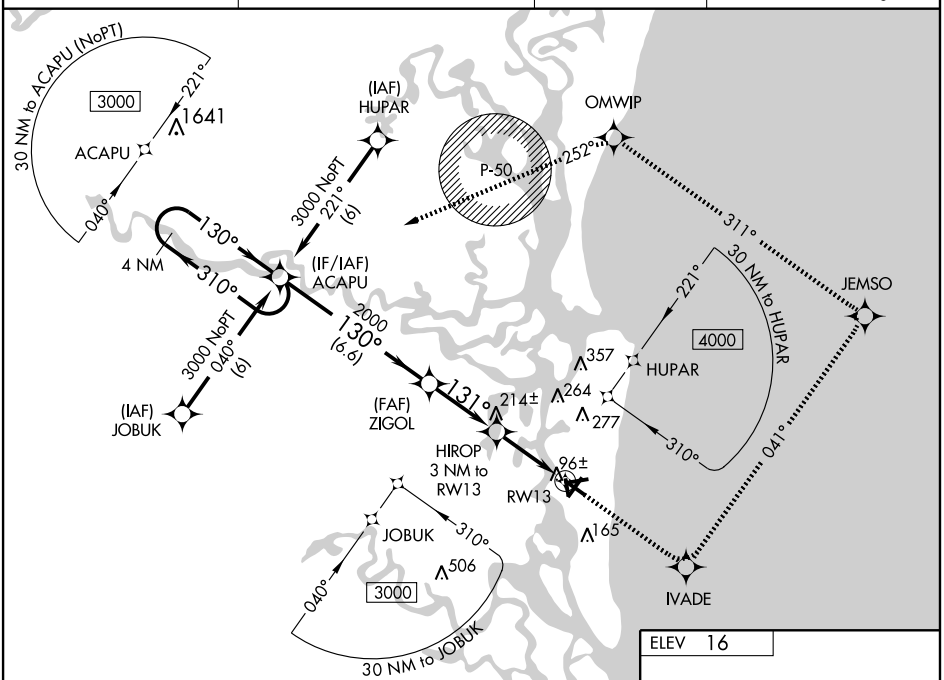
RNAV (GPS) RWY 13

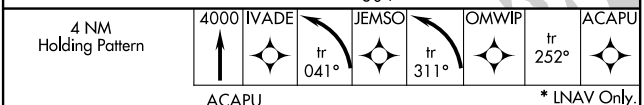
FERNANDINA BEACH MUNI (FHB)

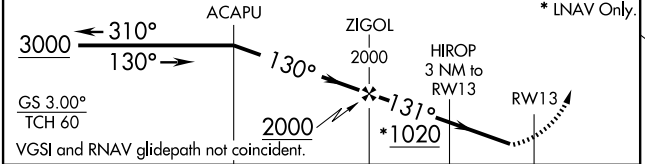
Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase LPV DA to 348; LNAV/VNAV DA to 484, increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

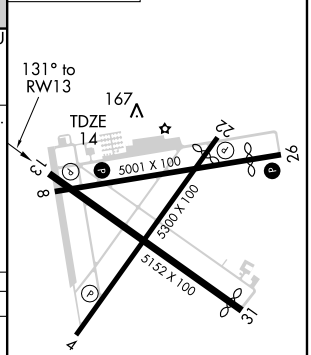
MISSED APPROACH: Climb to 4000 direct IVADE and left turn on track 041° to JEMSO and left turn on track 311° to OMWIP and on track 252° to ACAPU and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
118.075	127.0 322.4	121.725	122.7 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	314-1 300 (300-1)			
LNAV/ VNAV DA	450-1½ 436 (500-1½)			
LNAV MDA	420-1 406 (500-1)		420-1¼ 406 (500-1¼)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 4 and 13 L
MIRL Rwys 4-22 , 8-26 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4849
221°	TDZE	16
	Apt Elev	16

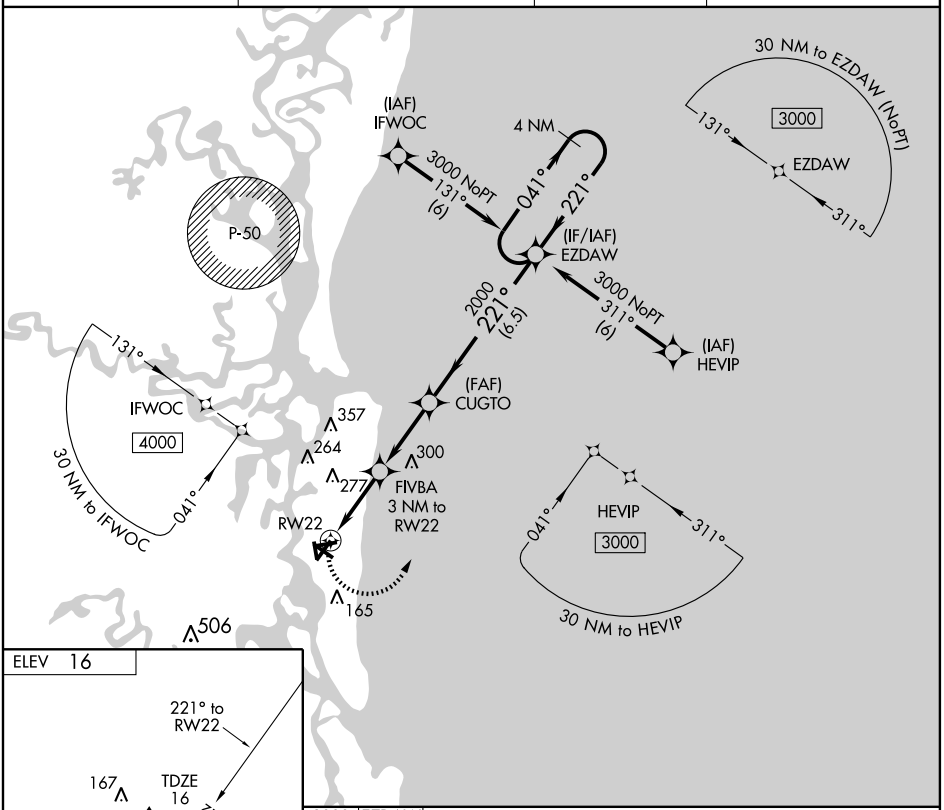
RNAV (GPS) RWY 22

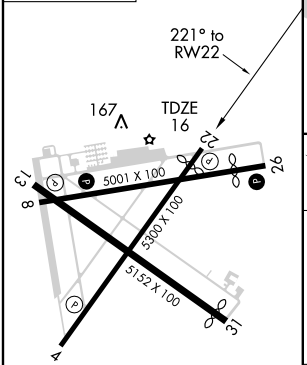
FERNANDINA BEACH MUNI (FHB)

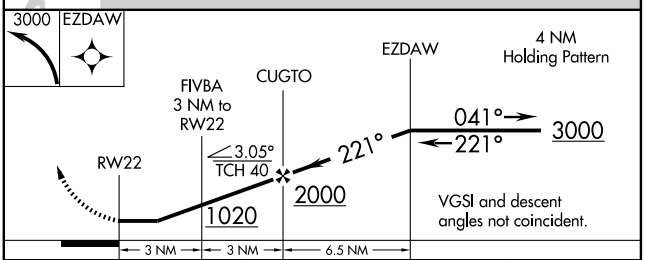
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn 3000 direct EZDAW and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
118.075	127.0 322.4	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

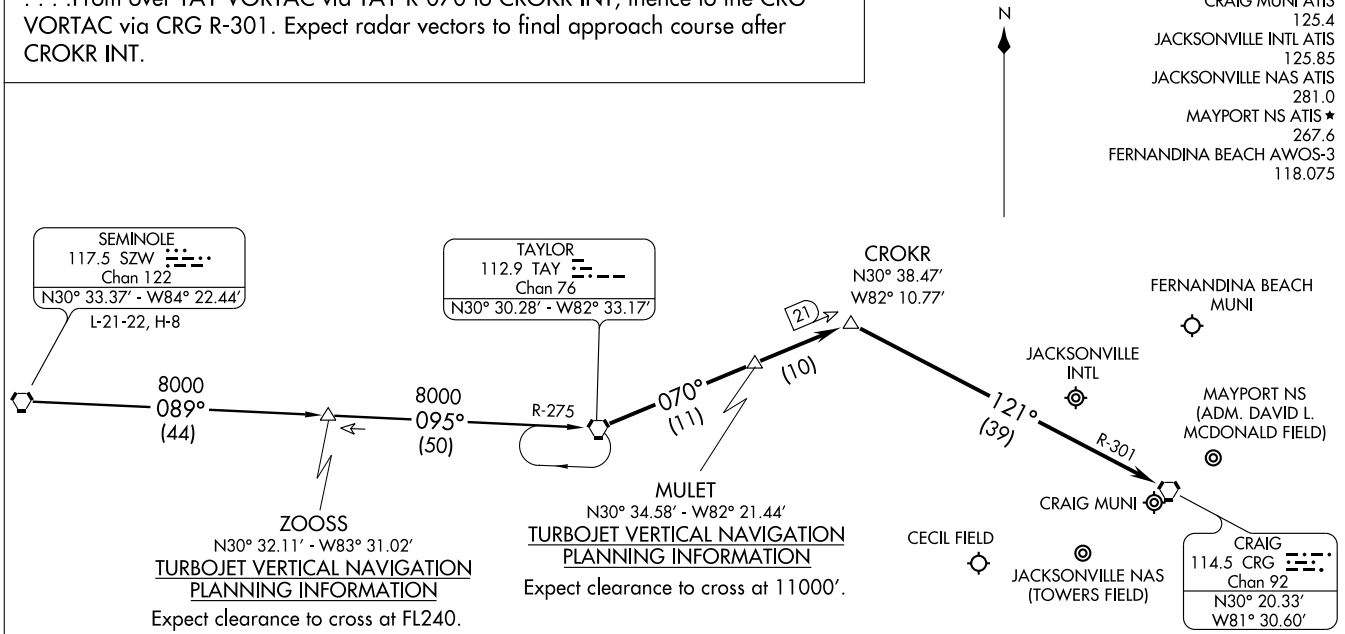
REIL Rwys 4 and 13 L
MIRL Rwys 4-22 , 8-26 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075

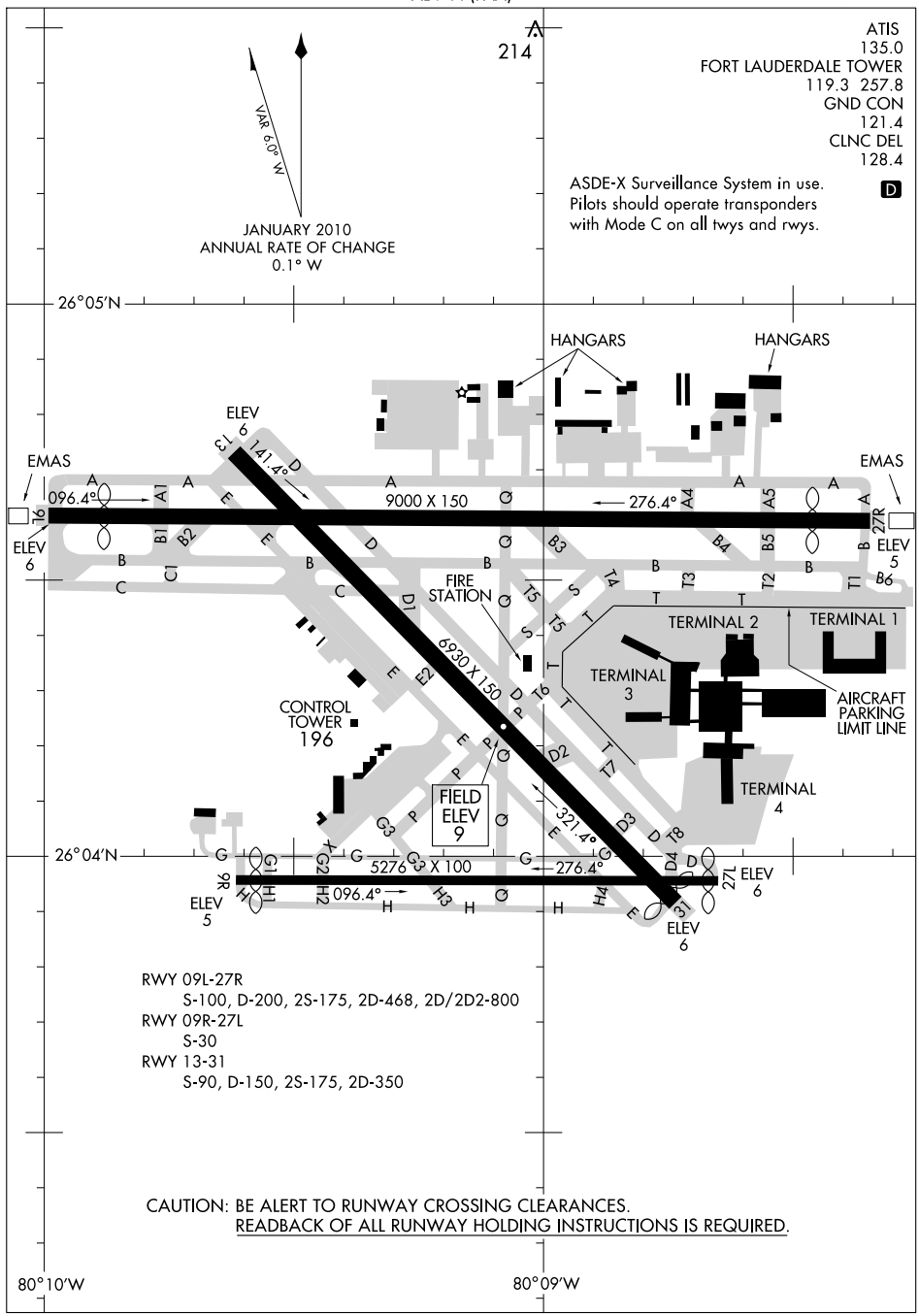


NOTE: DME Required.

NOTE: Chart not to scale.

AIRPORT DIAGRAM

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA
AL-744 (FAA)



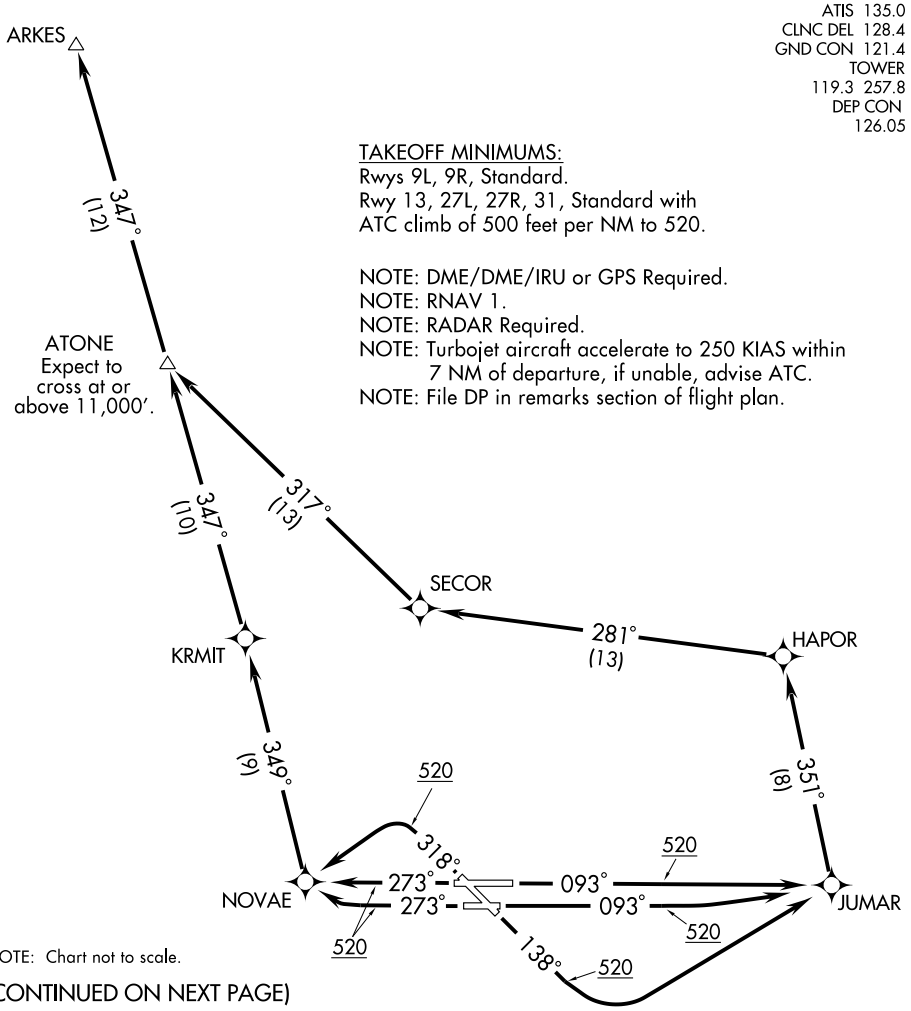
RWY 09L-27R
S-100, D-200, 2S-175, 2D-468, 2D/2D2-800
RWY 09R-27L
S-30
RWY 13-31
S-90, D-150, 2S-175, 2D-350

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 21 OCT 2010 to 18 NOV 2010

ARKES ONE DEPARTURE (RNAV)

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER
119.3 257.8
DEP CON
126.05



TAKEOFF MINIMUMS:
Rwys 9L, 9R, Standard.
Rwy 13, 27L, 27R, 31, Standard with ATC climb of 500 feet per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.

Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/95' MSL.

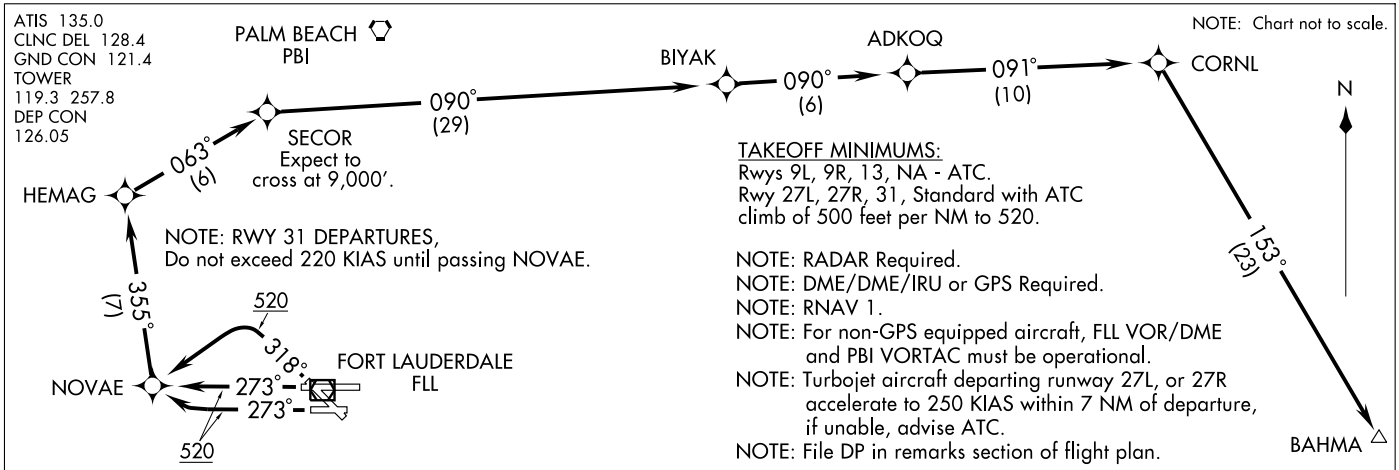
Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

(BAHMA2.BAHMA) 09071
BAHMA TWO DEPARTURE (RNAV)
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKE-OFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKE-OFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, maintain 220 KIAS until passing NOVAE, then right turn via 355° track to HEMAG, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES:

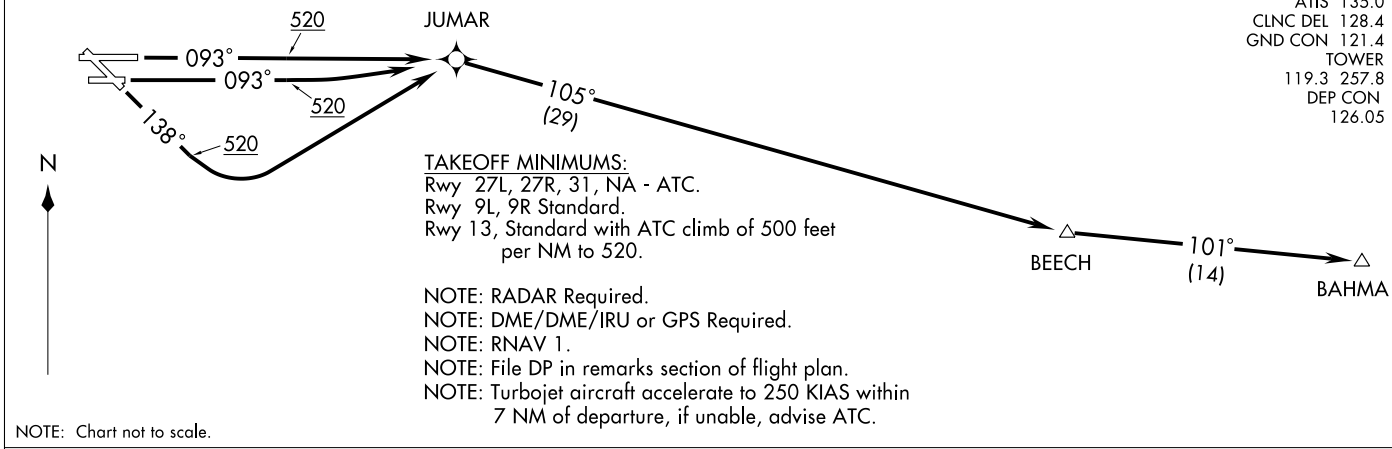
Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

BEECH TWO DEPARTURE (RNAV)

(BEECH2.BEECH) 09071



DEPARTURE ROUTE DESCRIPTION

T

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.

Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL.

BEECH TWO DEPARTURE (RNAV)
(BEECH2.BEECH) 09071

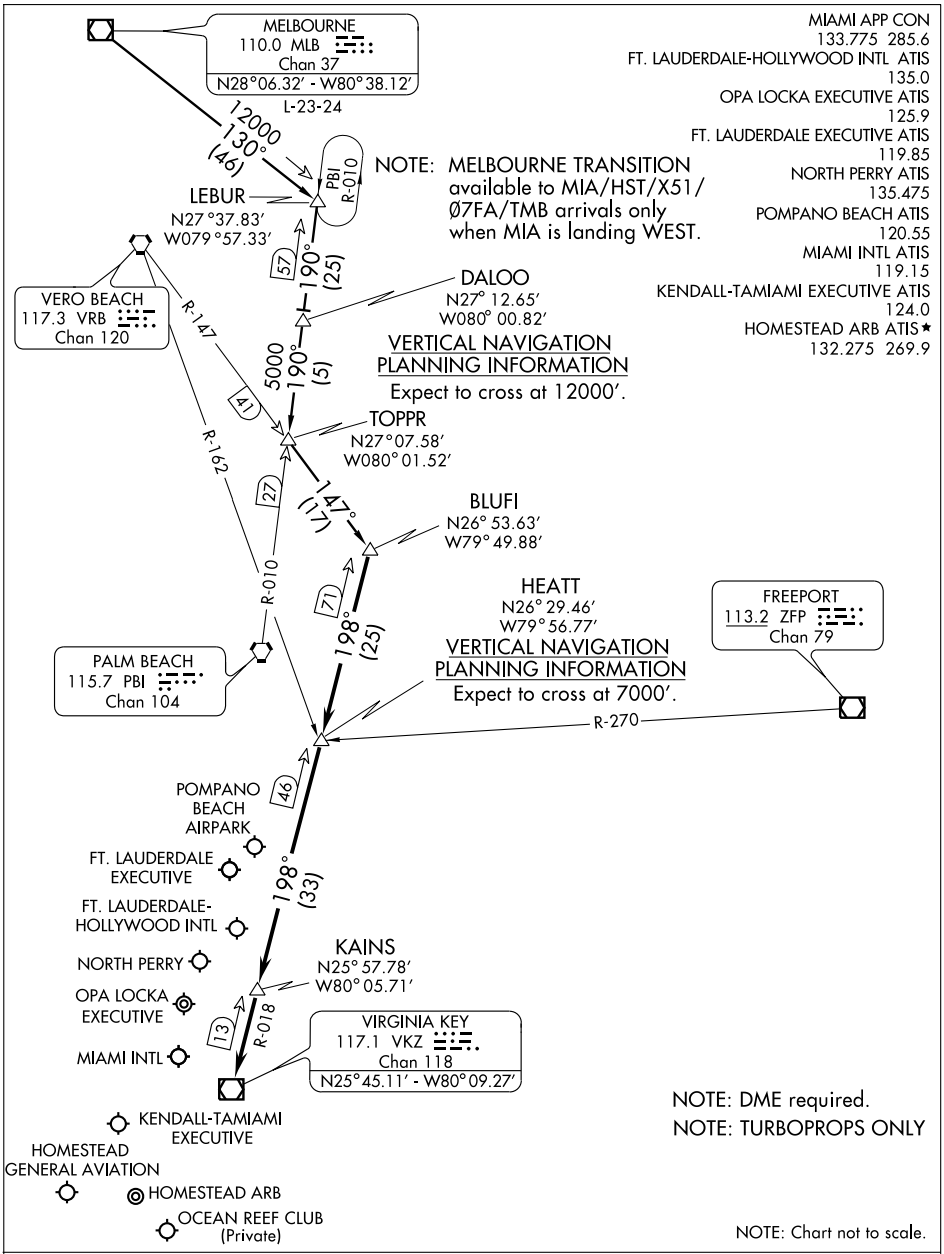
SL-744 (FAA)

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

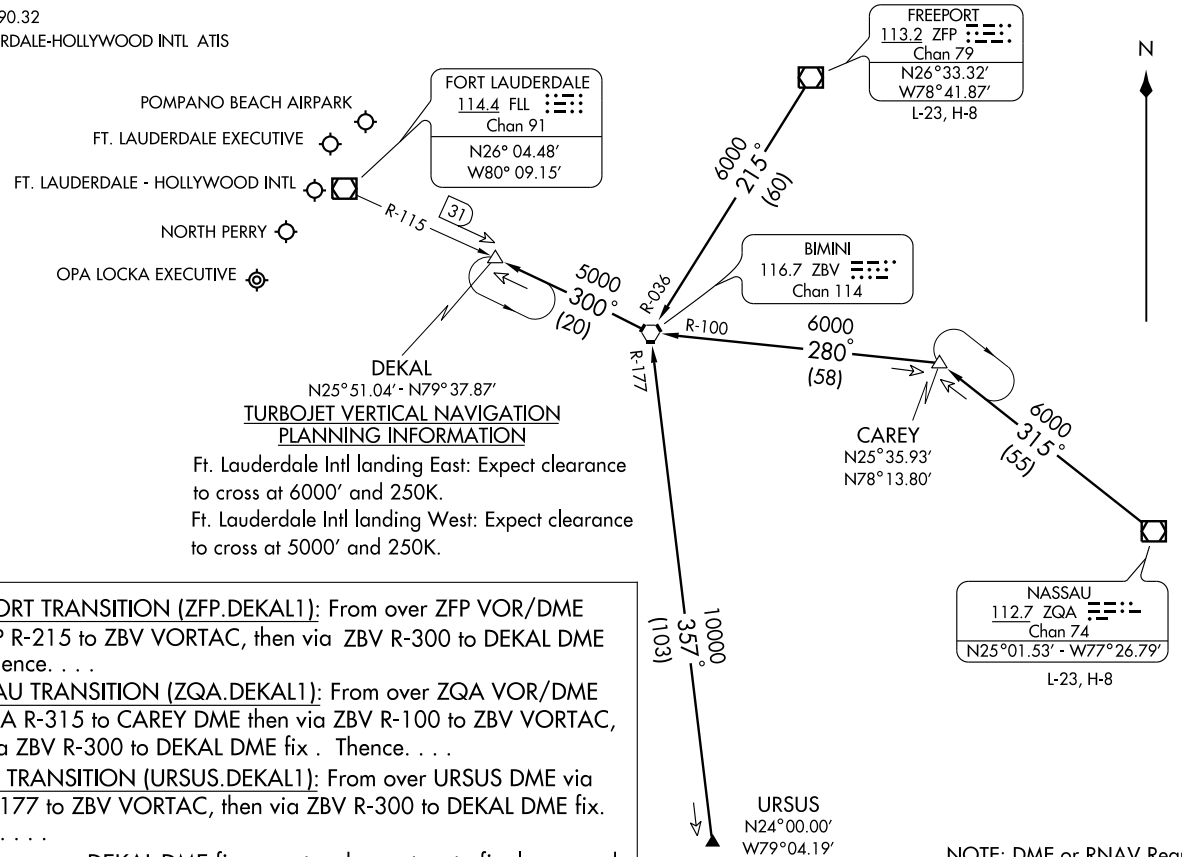
LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

08157

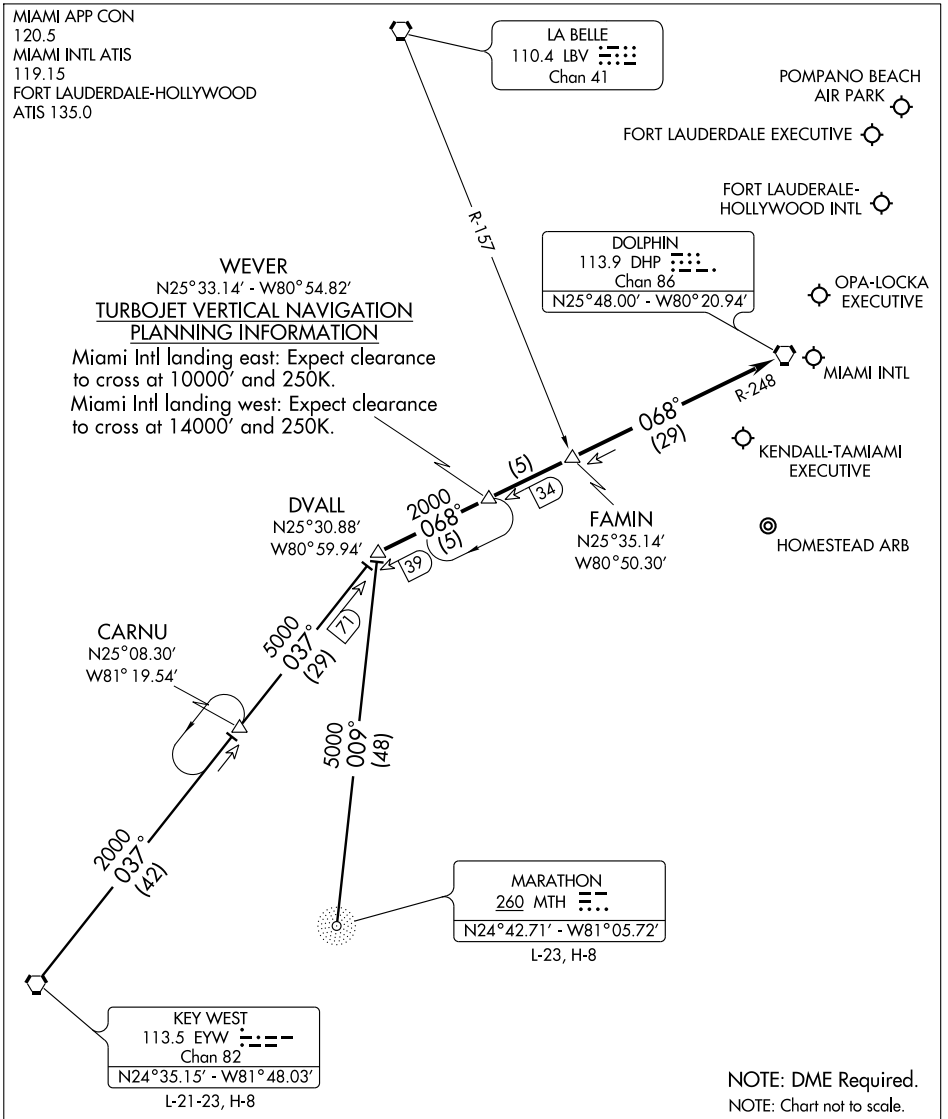
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

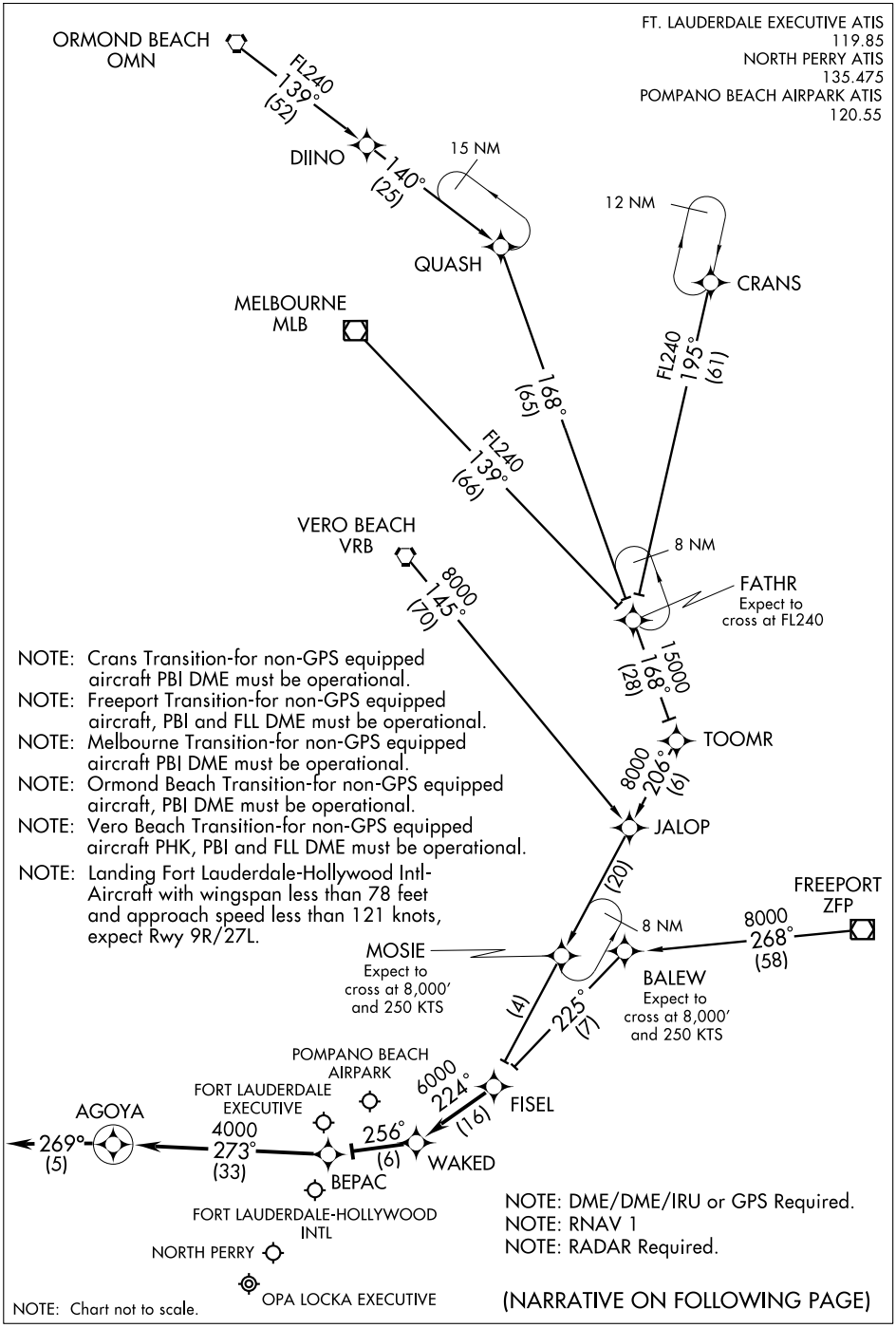
MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

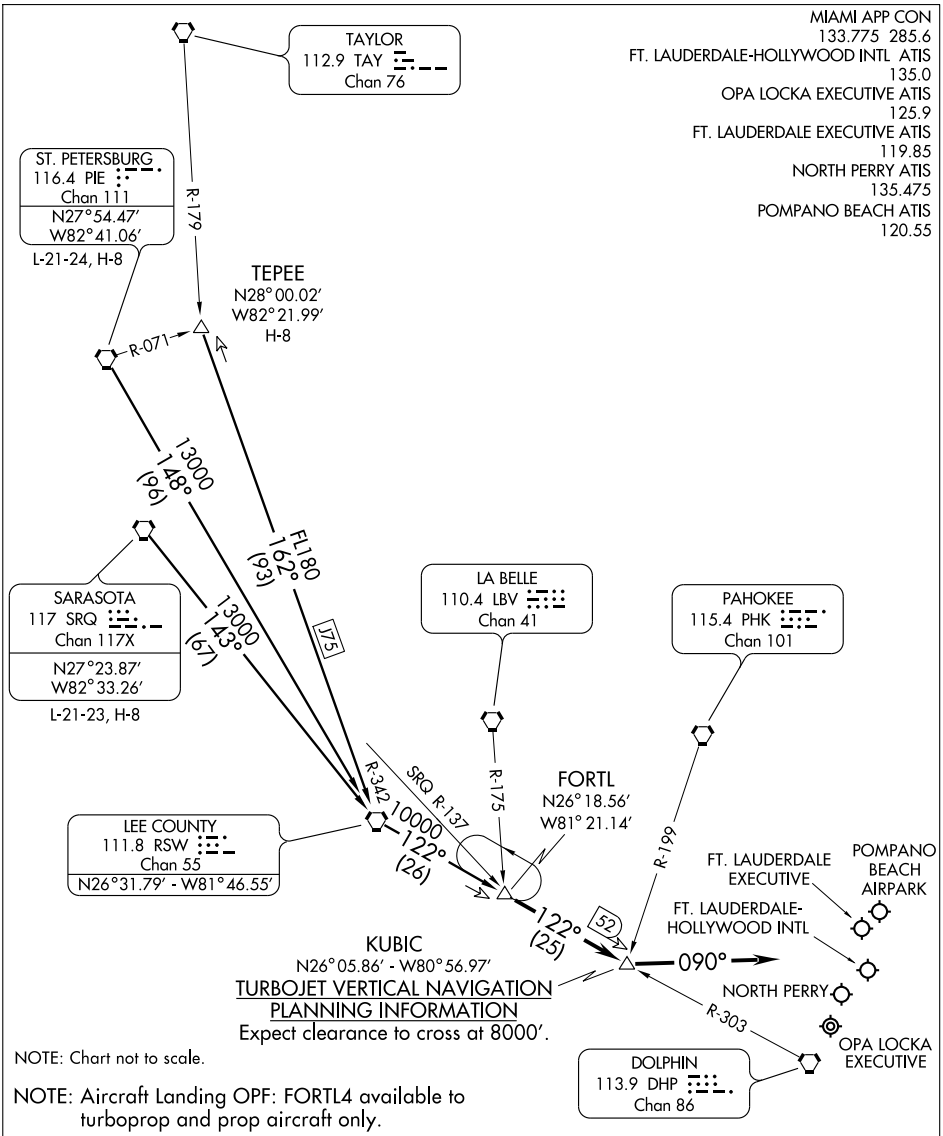
Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 21 OCT 2010 to 18 NOV 2010

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

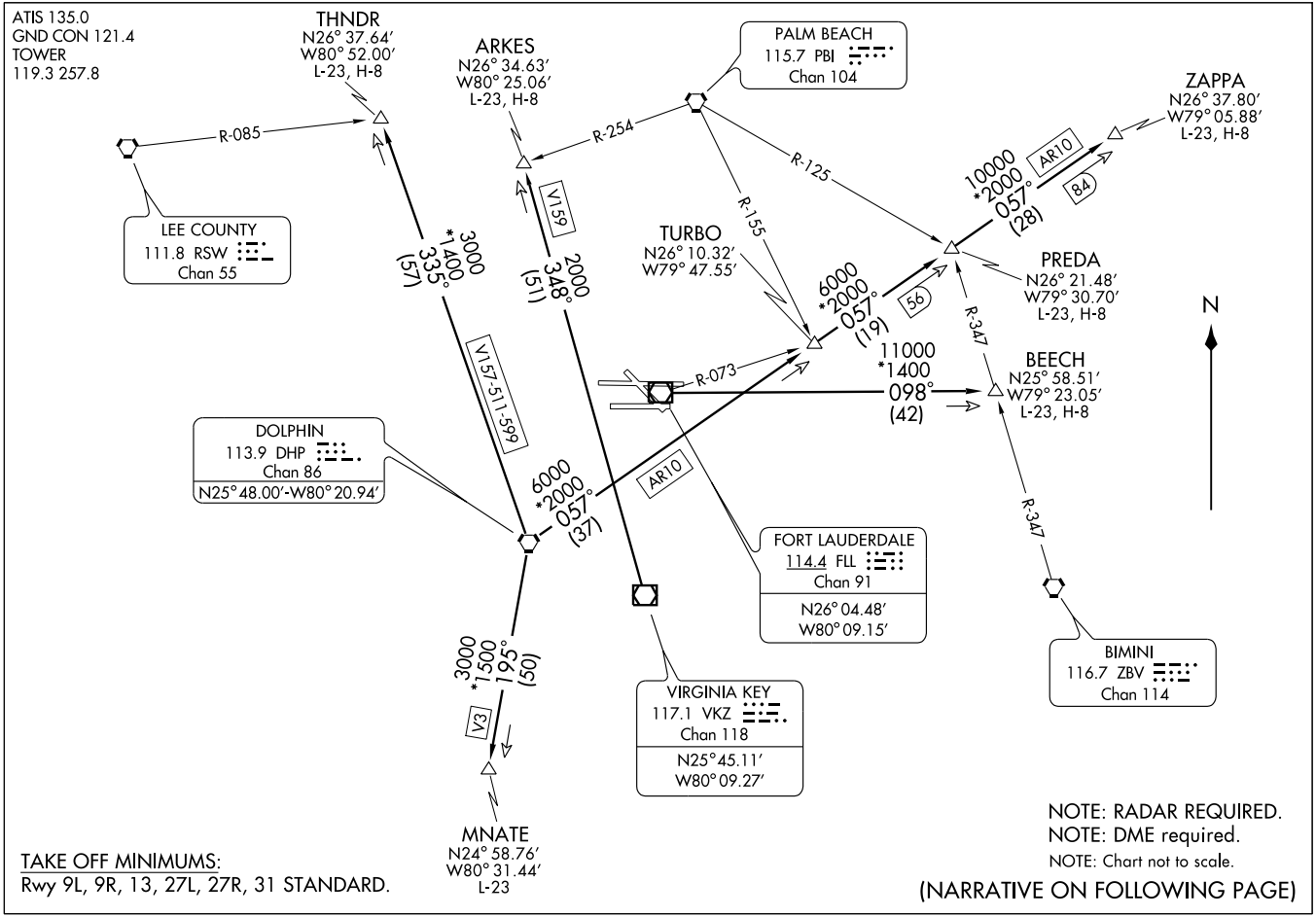
SE-3, 21 OCT 2010 to 18 NOV 2010

FT. LAUDERDALE ONE DEPARTURE

(FLL1.FLL) 07298

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA



FT. LAUDERDALE ONE DEPARTURE

(FLL1.FLL) 07298

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

SL-744 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R/31: Climb on assigned heading. Thence ....

TAKE-OFF RUNWAY 9L: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence ....

TAKE-OFF RUNWAY 13: Climb on assigned heading. If assigned right turn, climb to 800 before turning right. Thence ....

TAKE-OFF RUNWAY 27L: Climb on assigned heading. If assigned left turn climb to 600 before turning left. Thence...

TAKE-OFF RUNWAY 27R: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence...

....Maintain 3000 or assigned lower altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

NOTE: Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER , 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.

NOTE: Rwy 9R: Light pole 545′ from DER 335′ left of centerline, 27′ AGL/ 41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.

NOTE: Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.

NOTE: Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Vehicle on road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.

NOTE: Rwy 27R: Antenna on building, vehicle on road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/ 46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Vehicle on road 584′ from DER, 557′ right of centerline, 24′ AGL/ 33′ MSL. Mulitple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.

NOTE: Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43′ MSL. Vehicle on road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′ - W81°06.76′
L-21-23-24, H-8

FL280
136°
(52)

DIINO
N28° 40.00′
W80° 25.59′

(25)

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′ - W80° 38.12′
L-23-24

78

QUASH
N28° 21.50′
W80°05.91′

BOATR
N27°24.48′
W79°48.37′

165

FL240
169°
(59)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at FL240.

10000
138°
(66)

VERO BEACH
117.3 VRB
Chan 120
N27° 40.71′ - W80° 29.38′
L-23-24, H-8

(6)

106

FATHR
N27°18.43′
W79°46.52′

NOTE: DME Required.
NOTE: TURBOJETS ONLY.

10000
146°
(70)

99

10000
169°
(28)

TOOMR
N26°51.00′
W79°38.21′

71

8000
207°
(6)

71

JALOP
N26° 45.03′
W79° 41.05′

GISSH
N26° 27.67′
W79° 49.27′

65

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at 8000.

(119)

5000
268°
(61)

FREEPORT
113.2 ZFP
Chan 79
N26°33.32′ - W78° 41.87′
L-23, H-8

46

(5)

POMPANO AIRPARK

FORT LAUDERDALE EXECUTIVE

24

227°

41

FISEL
N26°23.05′
W79°51.46′

R-349

FORT LAUDERDALE-HOLLYWOOD INTL

R-041

R-027

FORT LAUDERDALE
114.4 FLL
Chan 91
N26°04.48′
W80°09.15′

NORTH PERRY

OPA LOCKA EXECUTIVE

VIRGINIA KEY
117.1 VKZ
Chan 118

BIMINI
116.7 ZBV
Chan 114

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LHI	APP CRS	Rwy Idg	8423
110.1	093°	TDZE	7
Chan 38		Apt Elev	9

ILS or LOC RWY 9L

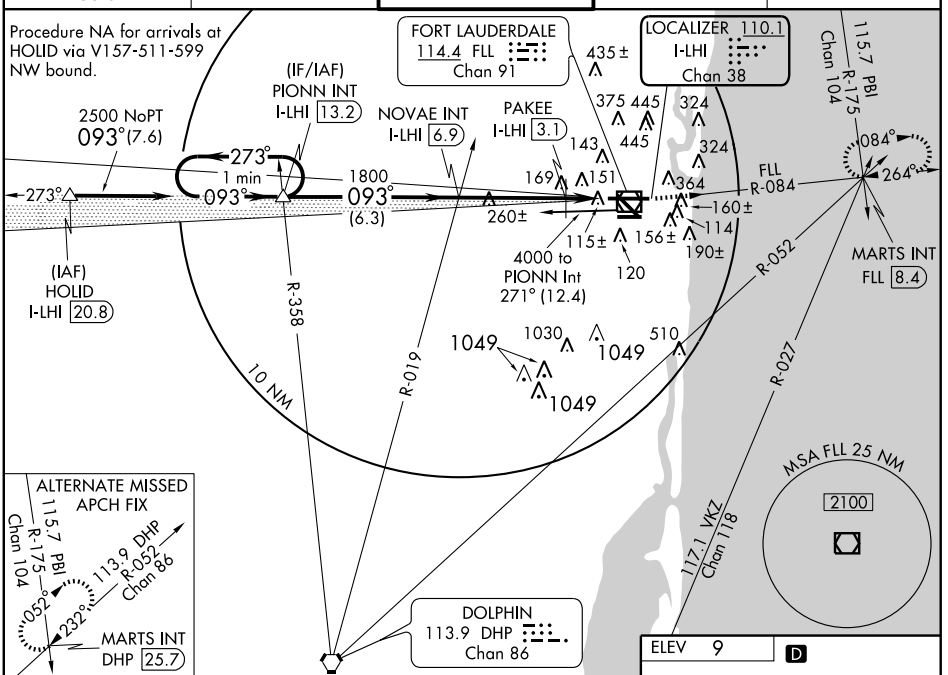
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

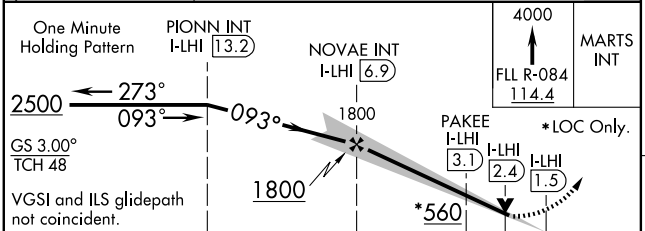
Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 9L. LOC minimums: For inoperative MALSR increase S-LOC 9L Cats. A, B visibility to RVR 5000. PAKEE FIX minimums: For inoperative MALSR increase S-LOC 9L Cats. A, B, C visibility to RVR 5000.

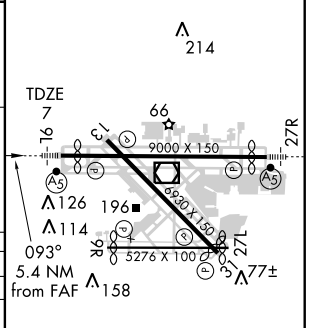
MALSR

MISSED APPROACH: Climb to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
S-ILS 9L	257/40 250 (300-¾)			
S-LOC 9L	560/40 553 (600-¾)		560/50 553 (600-1)	560/60 553 (600-1¼)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)
PAKEE FIX MINIMUMS				
S-LOC 9L	380/40 373 (400-¾)			
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UDL	APP CRS	Rwy Idg	8394
110.7	273°	TDZE	7
Chan 44		Apt Elev	9

ILS or LOC RWY 27R

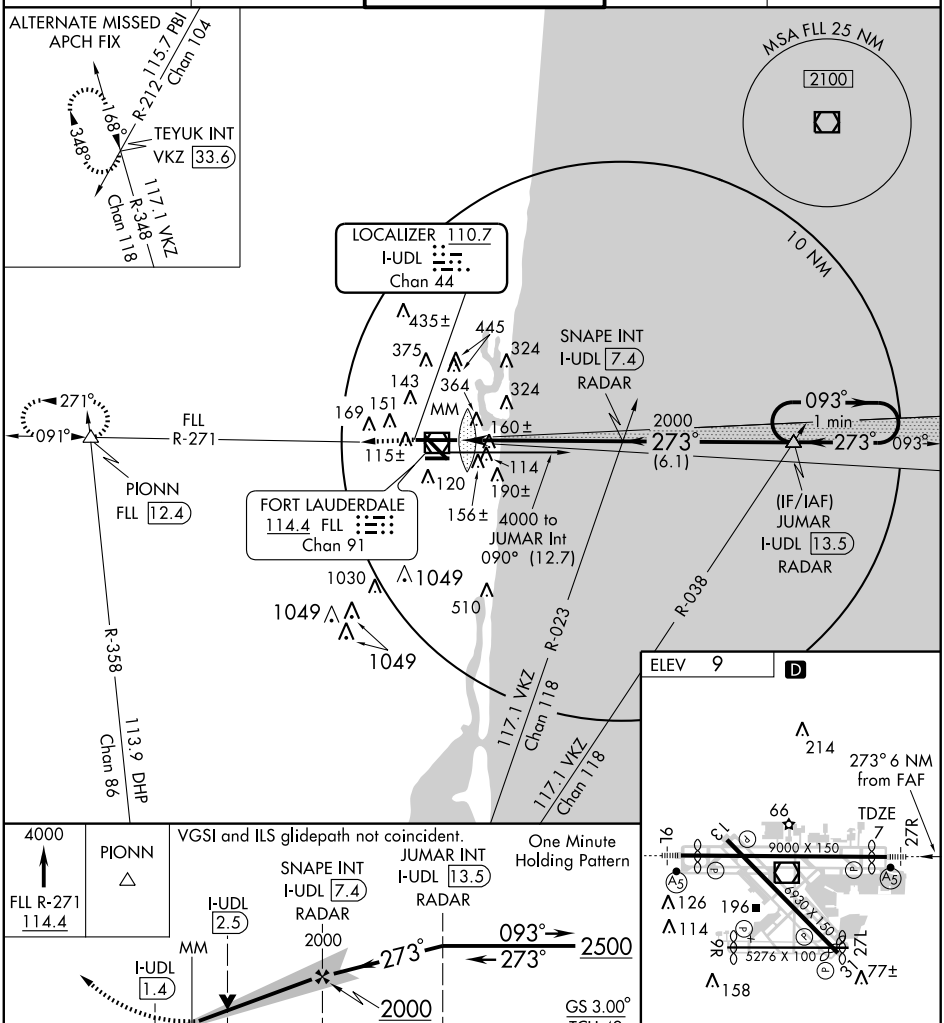
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

Inoperative table does not apply to S-ILS 27R.
For inoperative MALSR, increase S-LOC 27R Cats. A,B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 4000 via FLL R-271 to PIONN Int/FLL 12.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

CATEGORY	A	B	C	D
S-ILS 27R	257/40	250 (300-¾)		
S-LOC 27R	420/40	413 (500-¾)		
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

FAF to MAP 6 NM

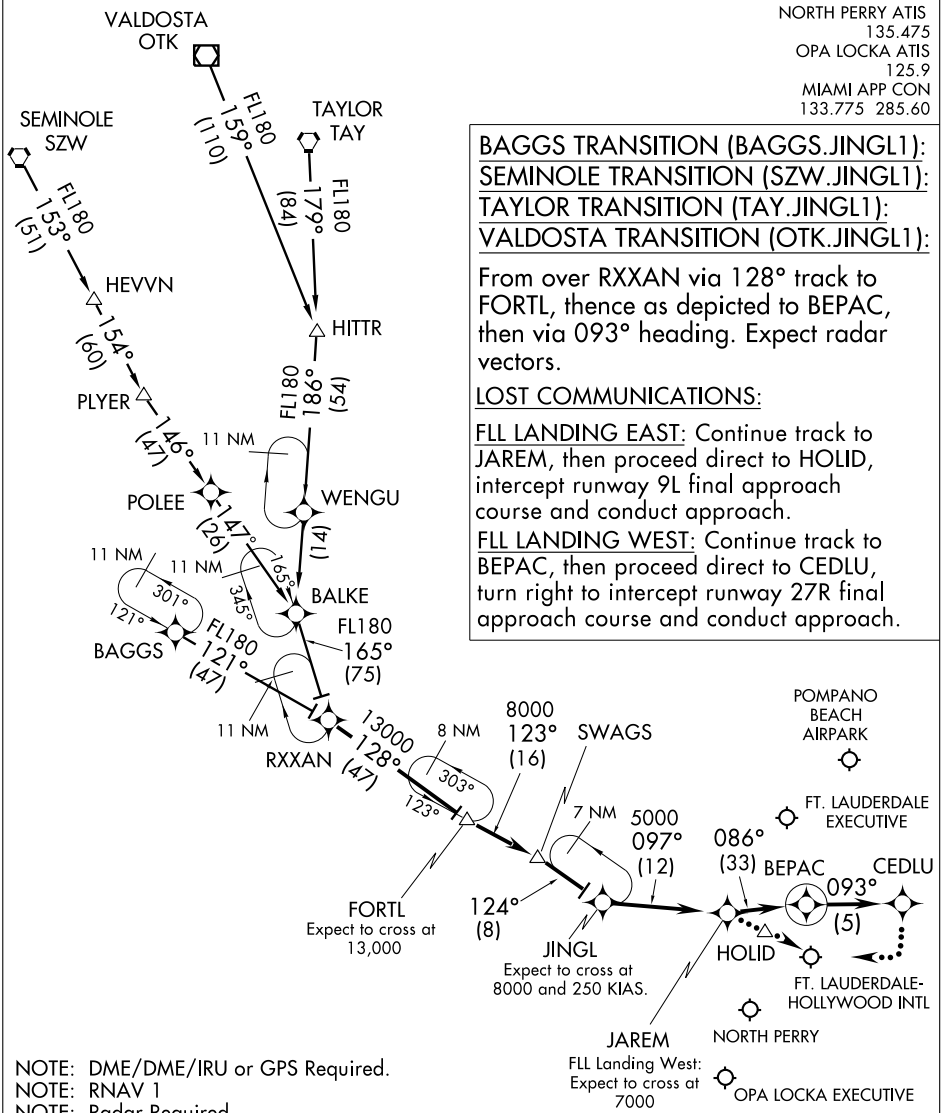
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-LID	APP CRS	Rwy Idg	6930
109.35	138°	TDZE	7
		Apt Elev	9

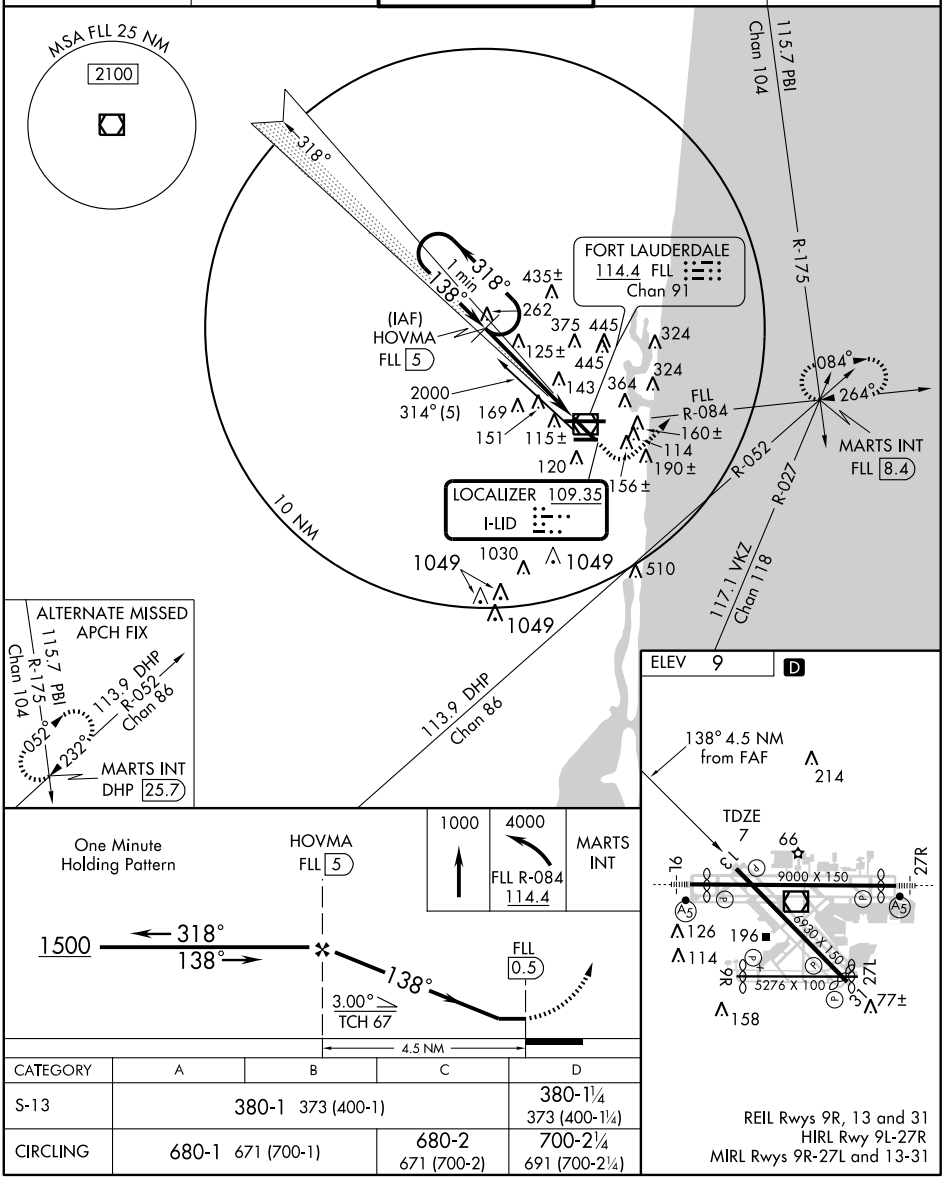
LOC/DME RWY 13

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



CATEGORY	A	B	C	D
S-13	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

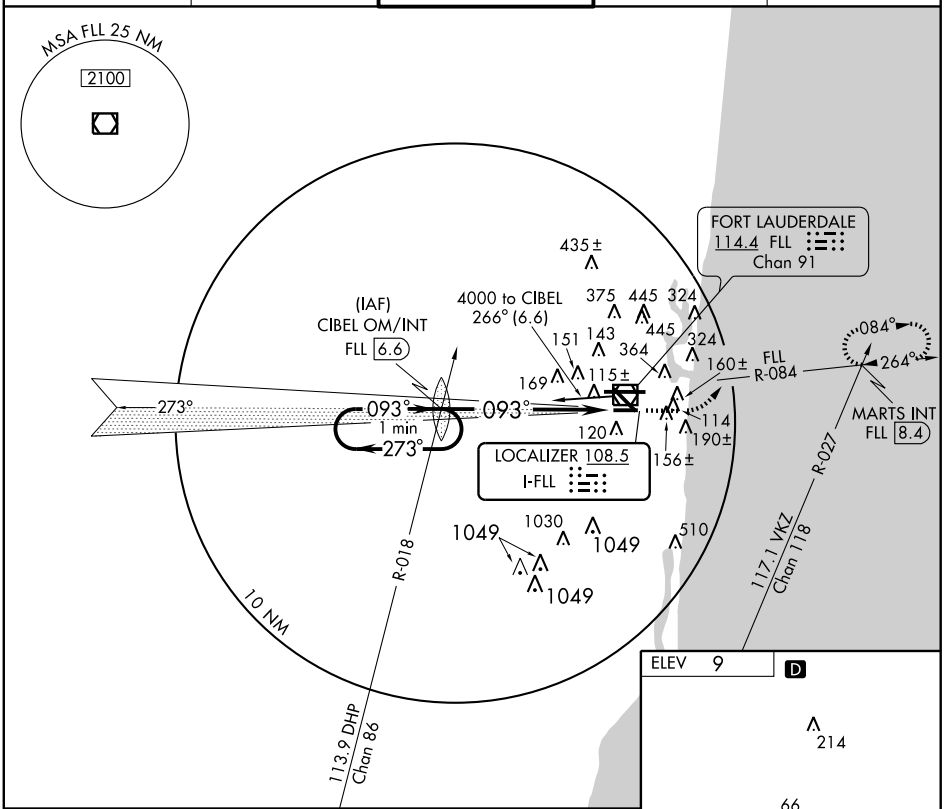
LOC I-FLL	APP CRS	Rwy Idg	4956
108.5	093°	TDZE	6
		Apt Elev	9

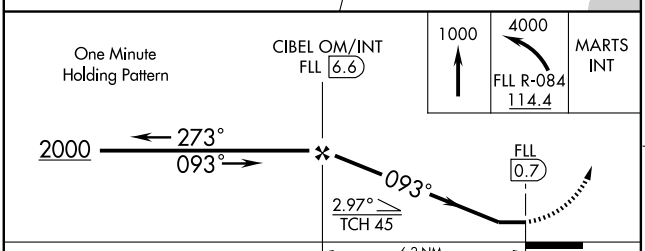
LOC RWY 9R

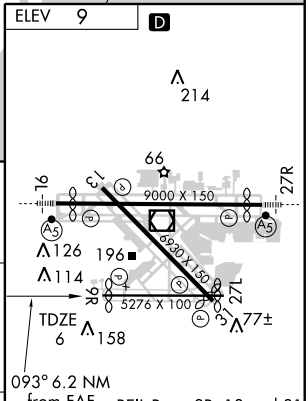
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
S-9R	580-1 574 (600-1)		580-1½ 574 (600-1½)	580-1¾ 574 (600-1¾)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	720-2¼ 711 (800-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

PREDA ONE DEPARTURE (RNAV)

(PREDA1.PREDA) 08045

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

SL-744 (FAA)

DEPARTURE ROUTE DESCRIPTION

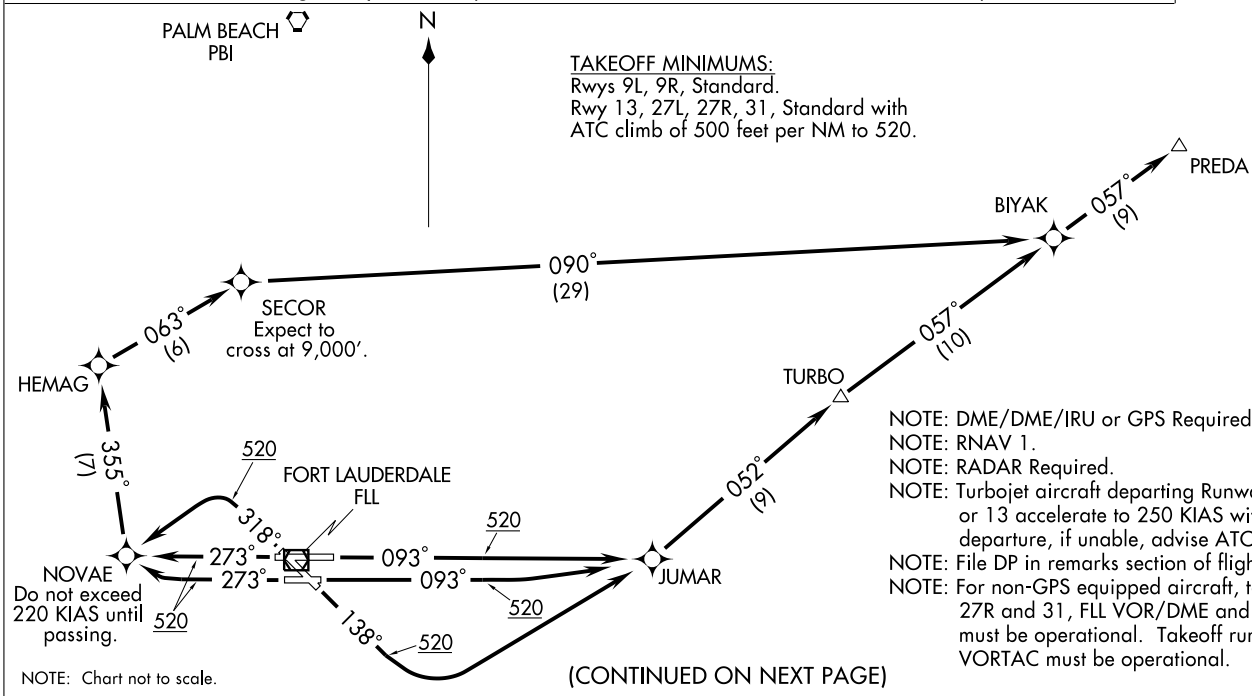
TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then right turn via 355° track to HEMAG, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05

PALM BEACH
PBI

N

TAKEOFF MINIMUMS:
Rwys 9L, 9R, Standard.
Rwy 13, 27L, 27R, 31, Standard with ATC climb of 500 feet per NM to 520.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft departing Runway 9L, 9R, or 13 accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.
NOTE: For non-GPS equipped aircraft, takeoff runways 27R and 31, FLL VOR/DME and PBI VORTAC must be operational. Takeoff runway 27L PBI VORTAC must be operational.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.

Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.

Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.

Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.

Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6930
CH 53712	138°	TDZE	7
W13A		Apt Elev	9

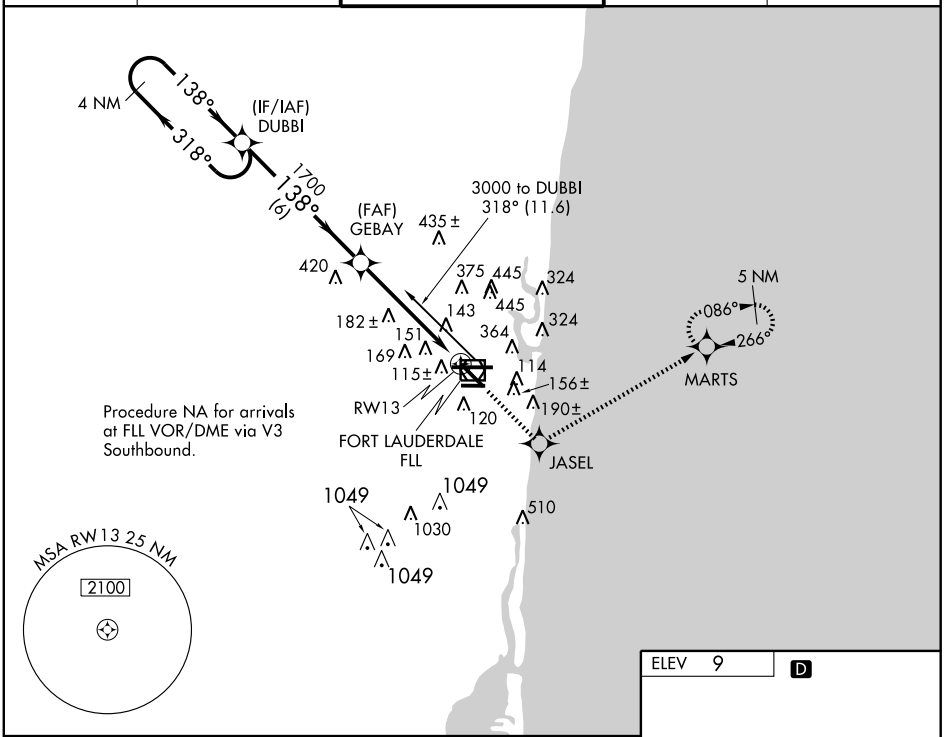
RNAV (GPS) RWY 13

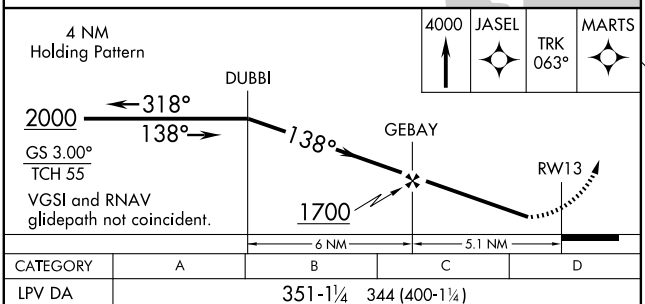
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

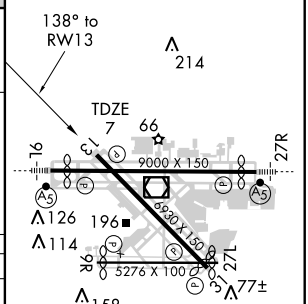
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct JASEL and via track 063° to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	351-1¼ 344 (400-1¼)			
LNAV/VNAV DA	496-1¾ 489 (500-1¾)			
LNAV MDA	500-1 493 (500-1)		500-1¼ 493 (500-1¼)	500-1½ 493 (500-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5134
CH 90313	273°	TDZE	6
W27B		Apt Elev	9

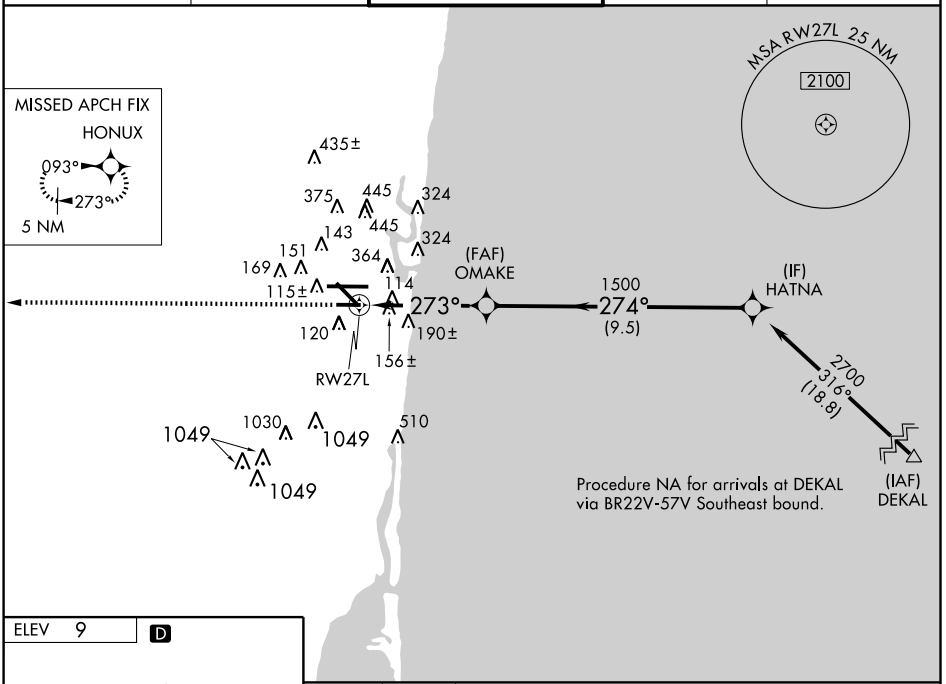
RNAV (GPS) RWY 27L

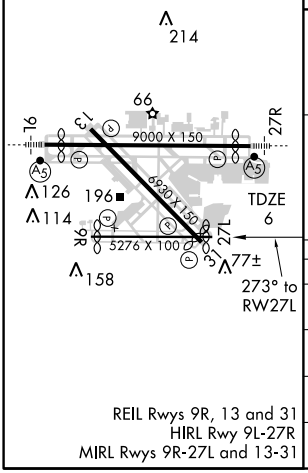
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

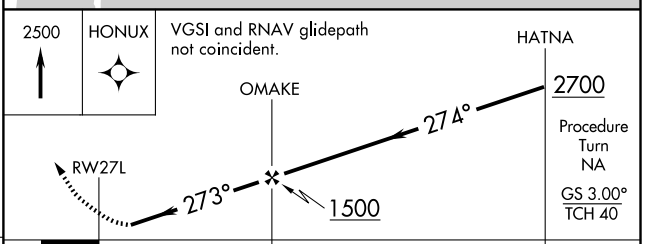
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct HONUX and hold.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	325-1¼ 319 (400-1¼)			
LNAV/VNAV DA	632-2¼ 626 (700-2¼)			
LNAV MDA	500-1 494 (500-1)		500-1¼ 494 (500-1¼)	500-1½ 494 (500-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6860
CH 69600	318°	TDZE	9
W31A		Apt Elev	9

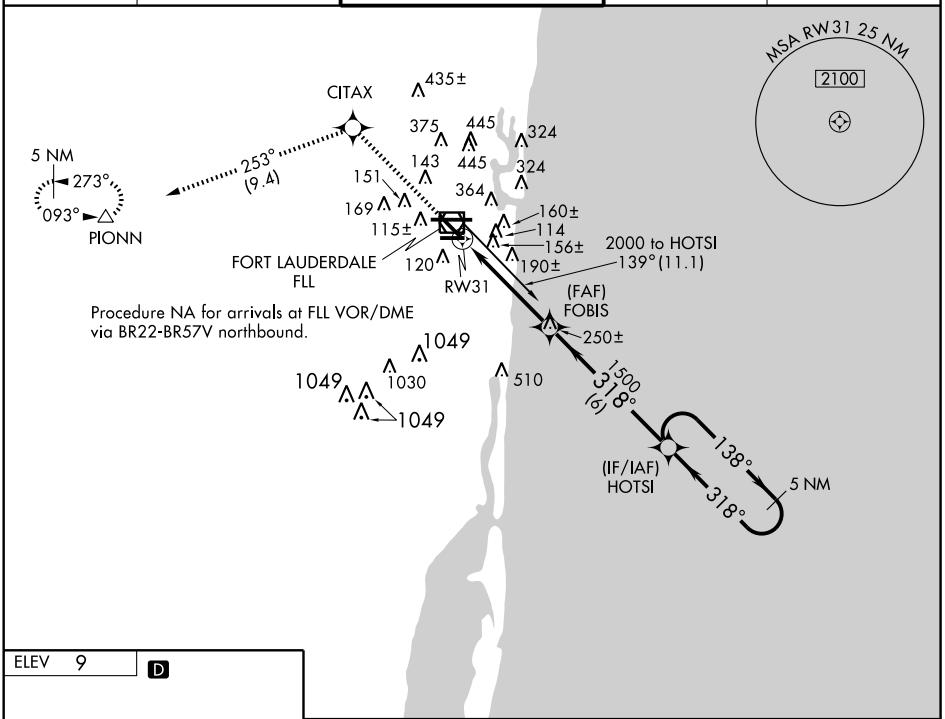
RNAV (GPS) RWY 31

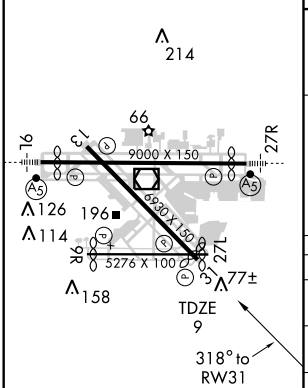
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

T A W DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (119°F). When VGSI inop, procedure NA at night.

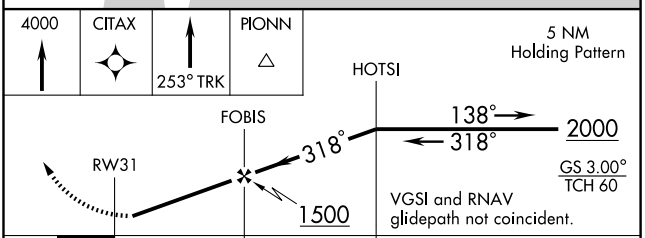
MISSED APPROACH: Climb to 4000 direct CITAX and via 253° track to PIONN and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31



CATEGORY	A	B	C	D
LPV DA	307-1 298 (300-1)			
LNAV/VNAV DA	506-1¾ 497 (500-1¾)			
LNAV MDA	500-1 491 (500-1)		500-1¼ 491 (500-1¼)	500-1½ 491 (500-1½)
CIRCLING	680-1¾ 671 (700-1¾)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4956
CH 90118	093°	TDZE	6
W09B		Apt Elev	9

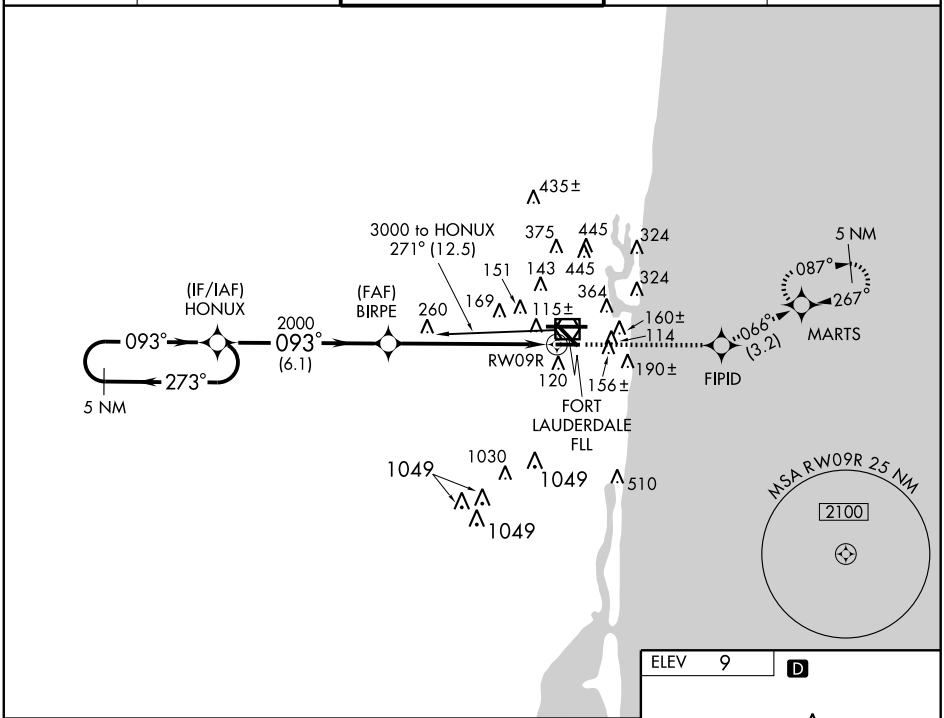
RNAV (GPS) Y RWY 9R

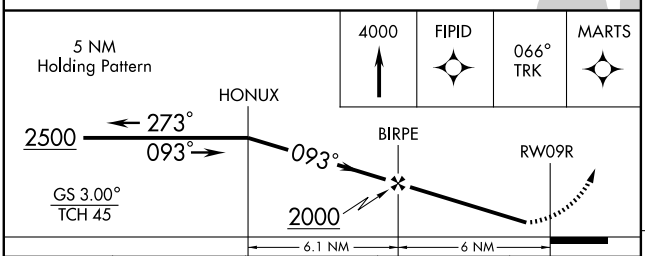
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

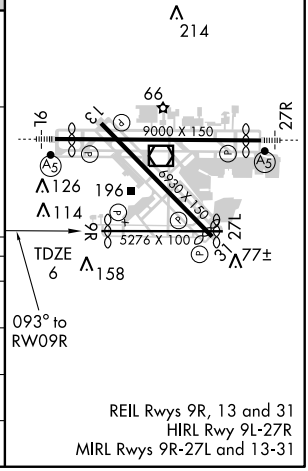
T A W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct FIPID and via 066° track to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	334-1¼ 328 (400-1¼)			
LNAV/VNAV DA	452-1½ 446 (500-1½)			
LNAV MDA	580-1 574 (600-1)		580-1½ 574 (600-1½)	580-1¾ 574 (600-1¾)
CIRCLING	680-1½ 671 (700-1½)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8394
CH 61002	273°	TDZE	7
W27A		Apt Elev	9

RNAV (GPS) Y RWY 27R

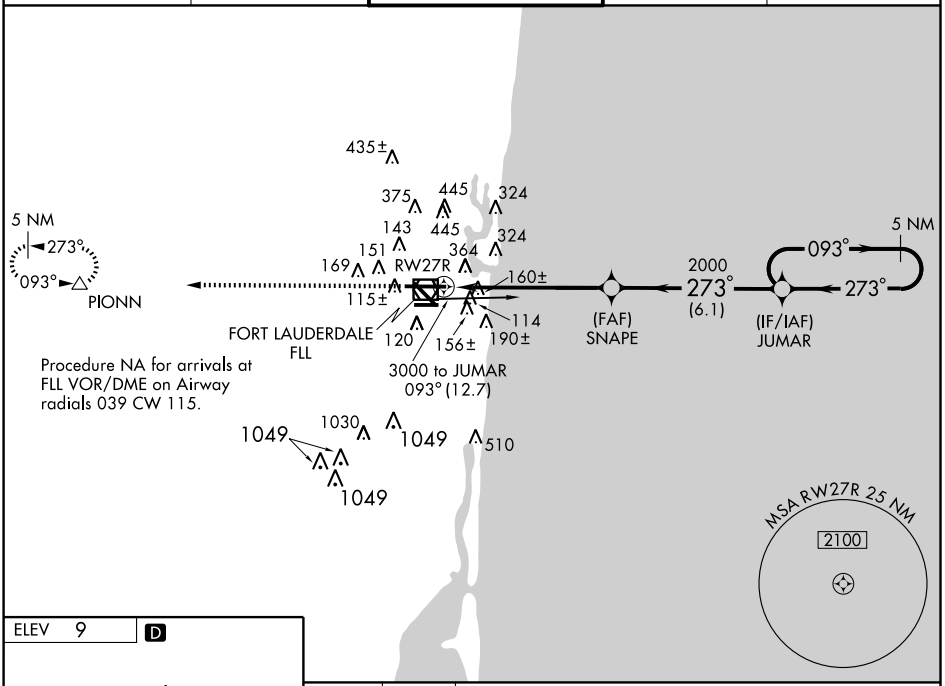
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

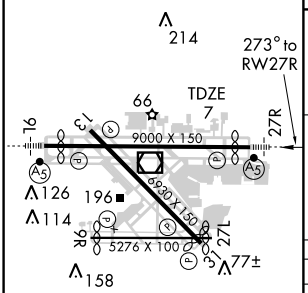
For inoperative MALSR, increase LNAV Cat. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA.

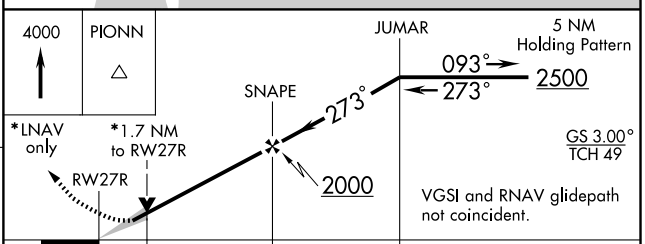
MALSR

MISSED APPROACH: Climb to 4000 direct PIONN and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	307/40 300 (300-¾)			
LNAV/VNAV DA	704-2 697 (700-2)			
LNAV MDA	620/40 613 (700-¾)		620/60 613 (700-1¼)	620-1½ 613 (700-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8423
CH 48902	093°	TDZE	7
W09A		Apt Elev	9

RNAV (GPS) Z RWY 9L

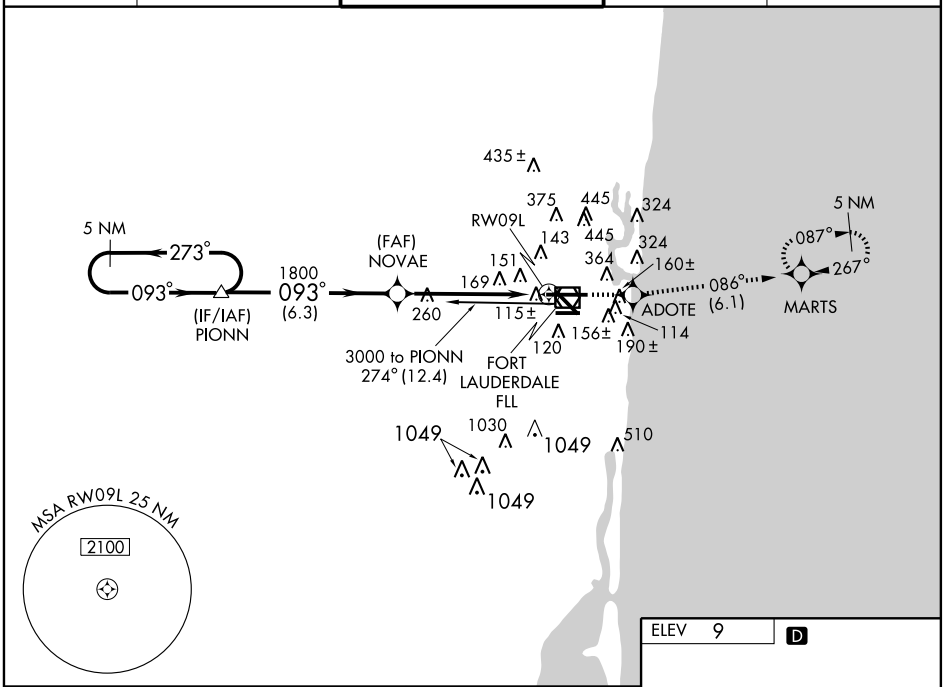
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

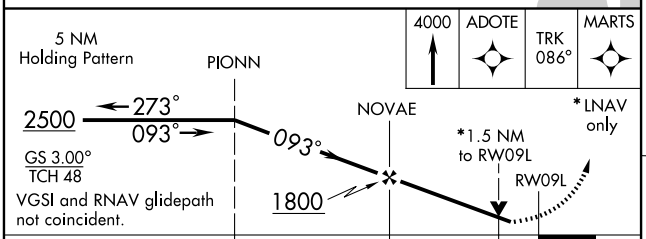
T For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000, LNAV visibility Cats. A and B to RVR 5000.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
W DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

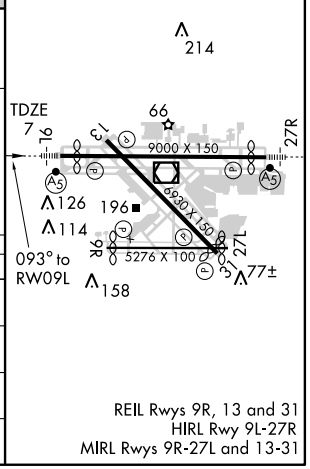
MISSED APPROACH: Climb to 4000 direct ADOTE and via 086° track to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
LPV DA	307/40 300 (300-¾)			
LNAV/VNAV DA	484/60 477 (500-1¼)			
LNAV MDA	560/40 553 (600-¾)		560/50 553 (600-1)	560/60 553 (600-1¼)
CIRCLING	680-1¾ 671 (700-1¾)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8423
093°	TDZE	7
	Apt Elev	9

RNAV (RNP) Y RWY 9L

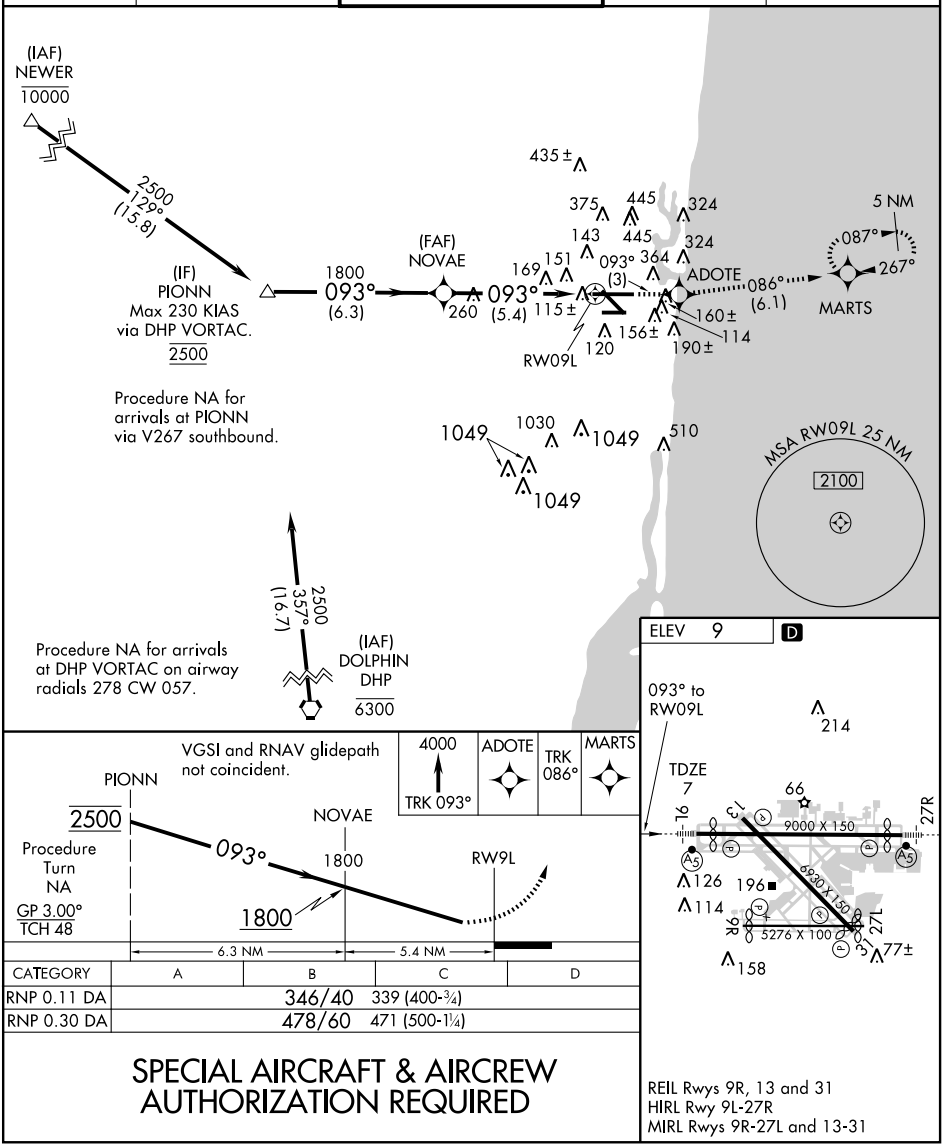
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below 4° C (40° F) or above 48° C (119° F). Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.

MALSR

MISSED APPROACH: Climb to 4000 via track 093° to ADOTE and via track 086° to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



CATEGORY	A	B	C	D
RNP 0.11 DA	346/40	339 (400-¾)		
RNP 0.30 DA	478/60	471 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4956
093°	TDZE	6
	Apt Elev	9

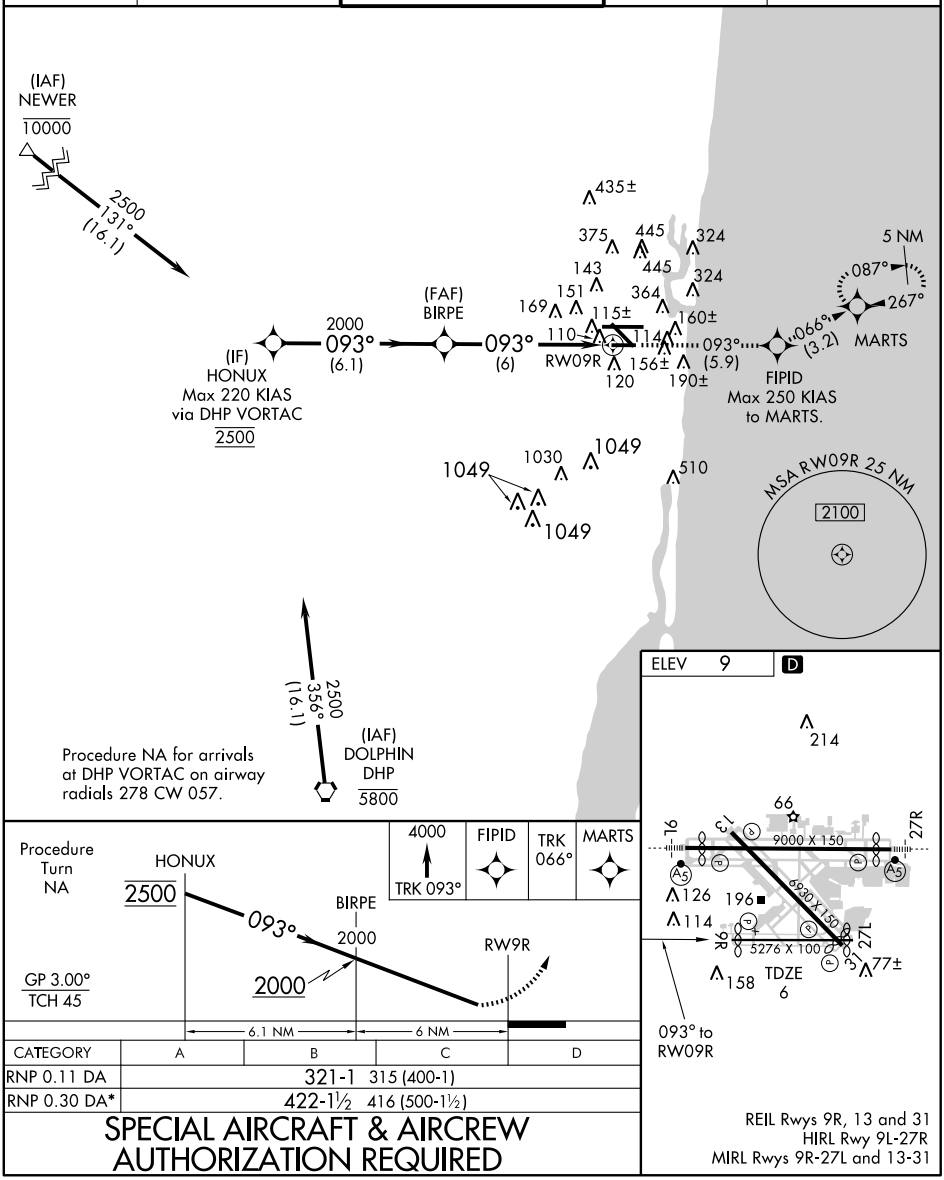
RNAV (RNP) Z RWY 9R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F). Visibility reduction by helicopters NA. *When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 4000 via track 093° to FIPID and via track 066° to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



CATEGORY	A	B	C	D
RNP 0.11 DA		321-1	315 (400-1)	
RNP 0.30 DA*		422-1½	416 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8394
273°	TDZE	7
	Apt Elev	9

RNAV (RNP) Z RWY 27R

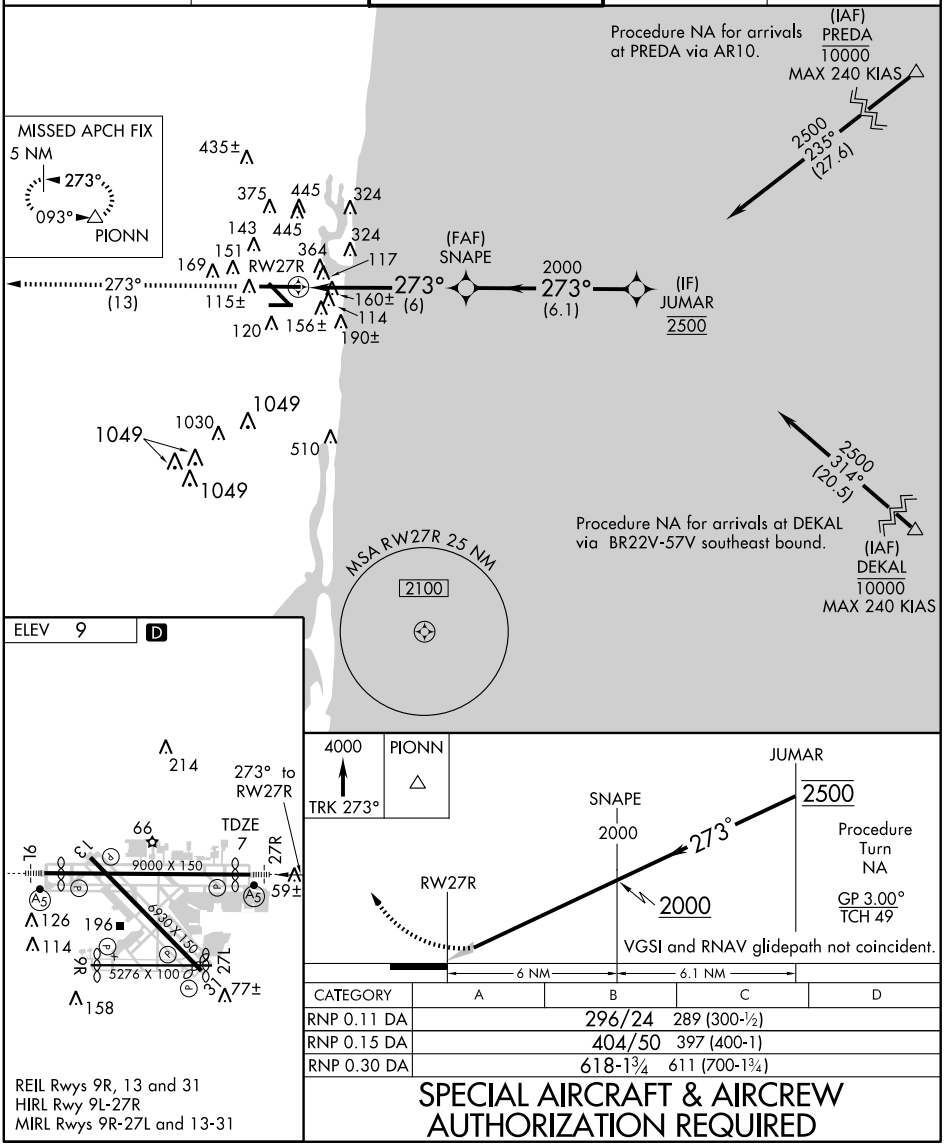
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F).

MALSR

MISSED APPROACH: Climb to 4000 via track 273° to PIONN and hold, continue climb in hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



CATEGORY	A	B	C	D
RNP 0.11 DA	296/24	289 (300-½)		
RNP 0.15 DA	404/50	397 (400-1)		
RNP 0.30 DA	618-1¾	611 (700-1¾)		

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

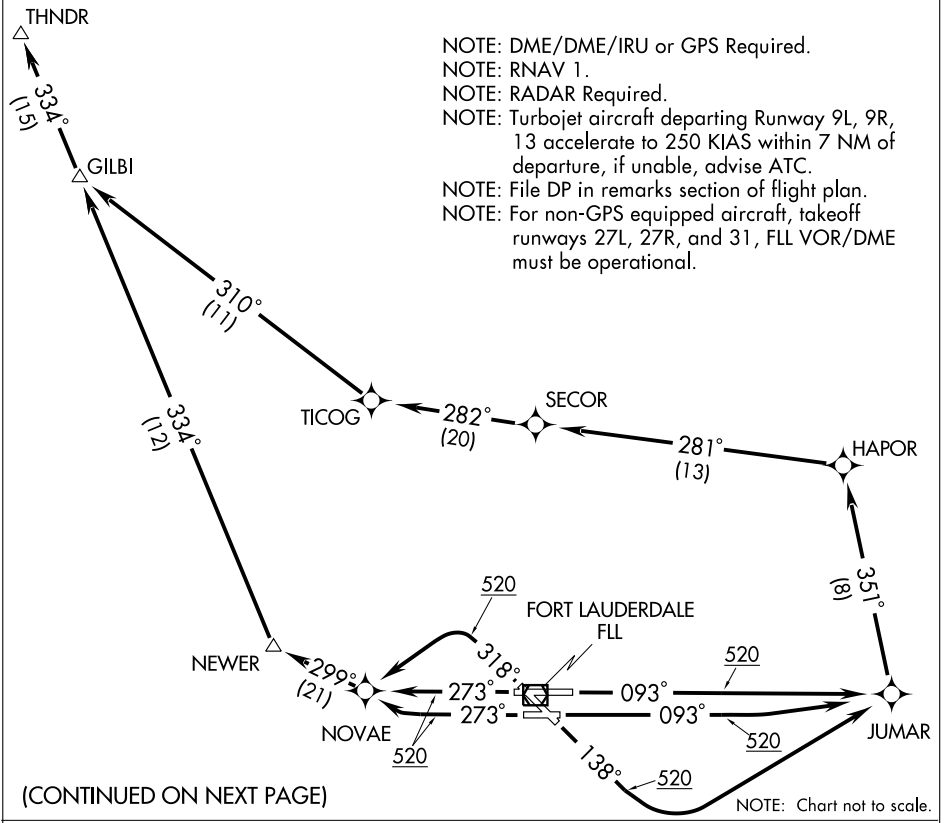
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

THNDR ONE DEPARTURE (RNAV)

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05

TAKEOFF MINIMUMS:
Rwys 9L, 9R,27L, 27R, Standard.
Rwy 13, 31, Standard with ATC climb of 500 feet per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft departing Runway 9L, 9R, 13 accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.
NOTE: For non-GPS equipped aircraft, takeoff runways 27L, 27R, and 31, FLL VOR/DME must be operational.



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then via depicted route, thence....
....Maintain 3000' or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.

Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/95' MSL.

Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLL	APP CRS	Rwy Idg	8394
114.4	263°	TDZE	7
Chan 91		Apt Elev	9

VOR RWY 27R

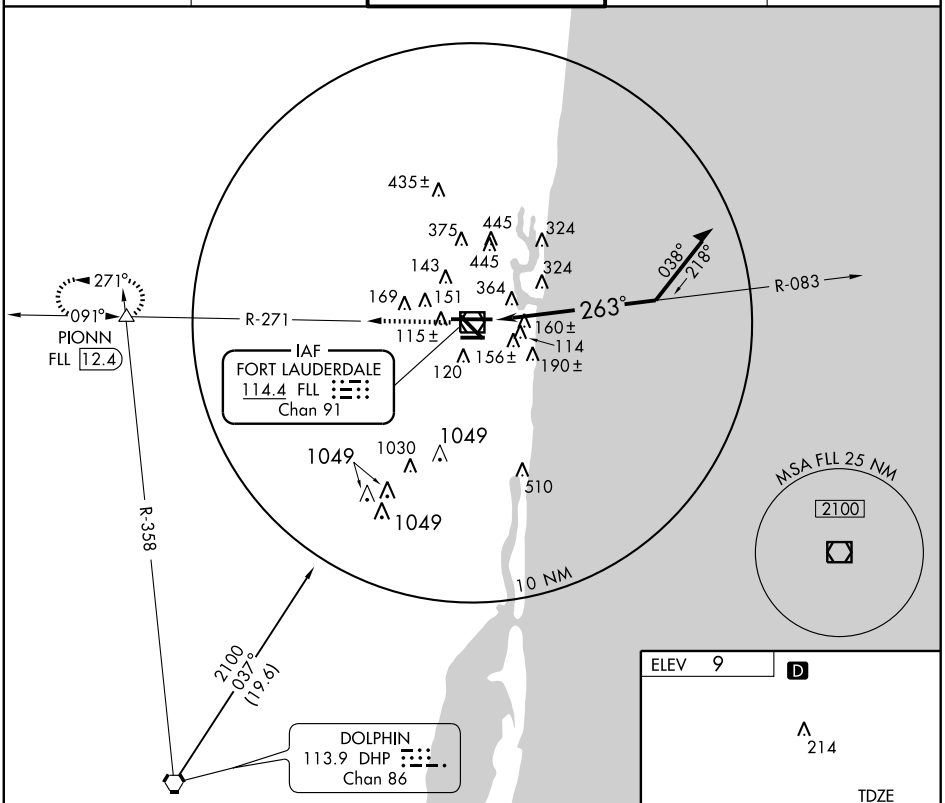
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

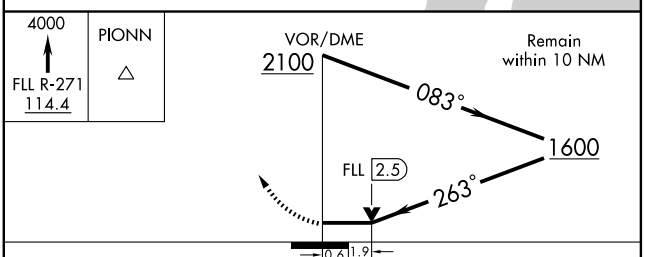
For inoperative MALSR, increase Cats. A and B visibility to RVR 5000.

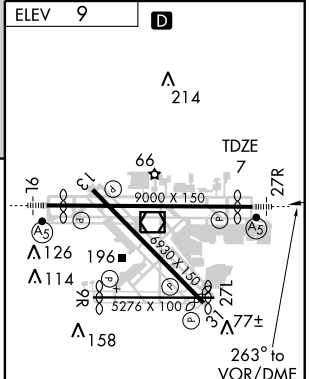
MALSR

MISSED APPROACH: Climb to 4000 via FLL R-271 to PIONN Int/FLL 12.4 DME and hold, continue climb-in hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







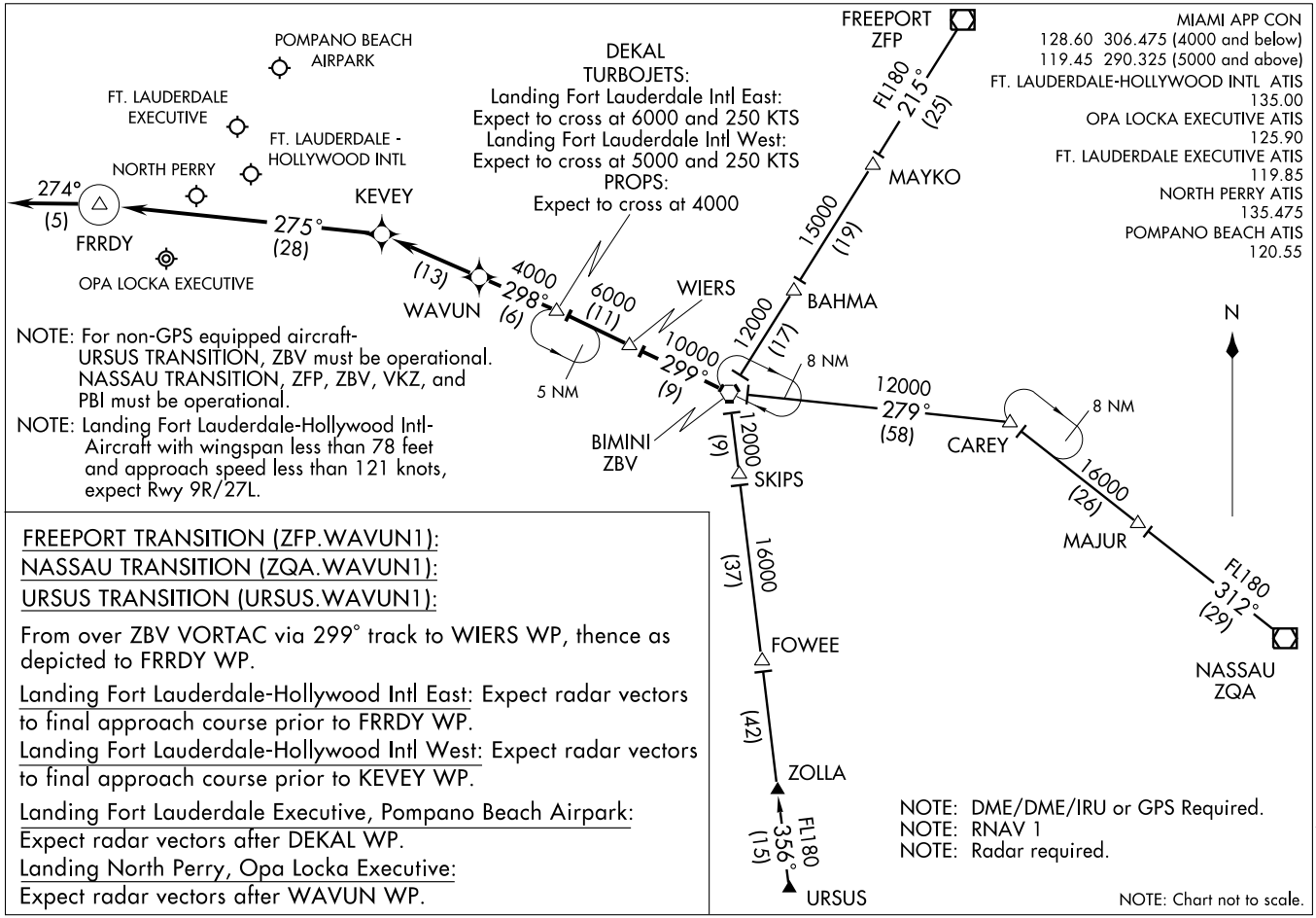
CATEGORY	A	B	C	D
S-27R	680/40 673 (700-¾)		680-1½ 673 (700-1½)	680-1¾ 673 (700-1¾)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

ST-744 (FAA)

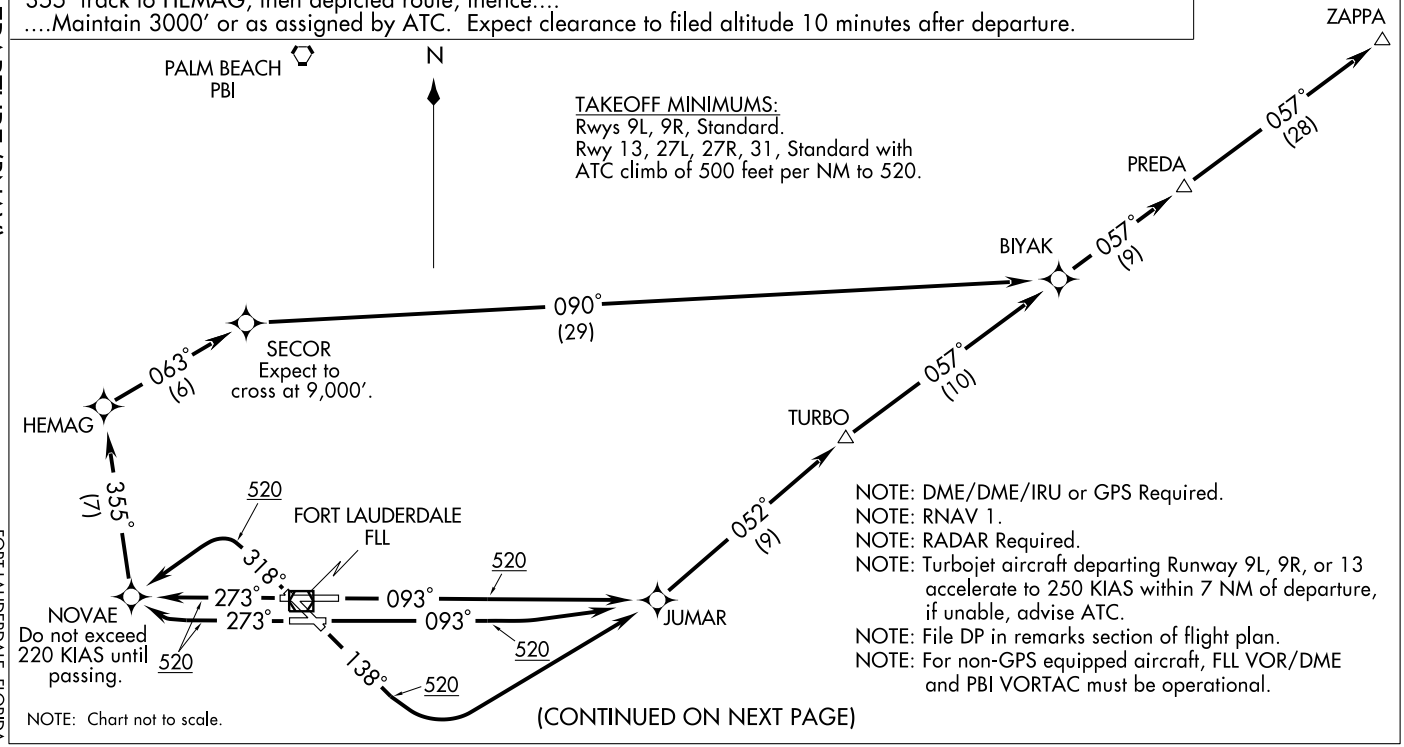
FORT LAUDERDALE, FLORIDA

ZAPPA ONE DEPARTURE (RNAV)
(ZAPPA1.ZAPPA) 08045
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then right turn via 355° track to HEMAG, then depicted route, thence....
....Maintain 3000′ or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05



(CONTINUED ON NEXT PAGE)

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.

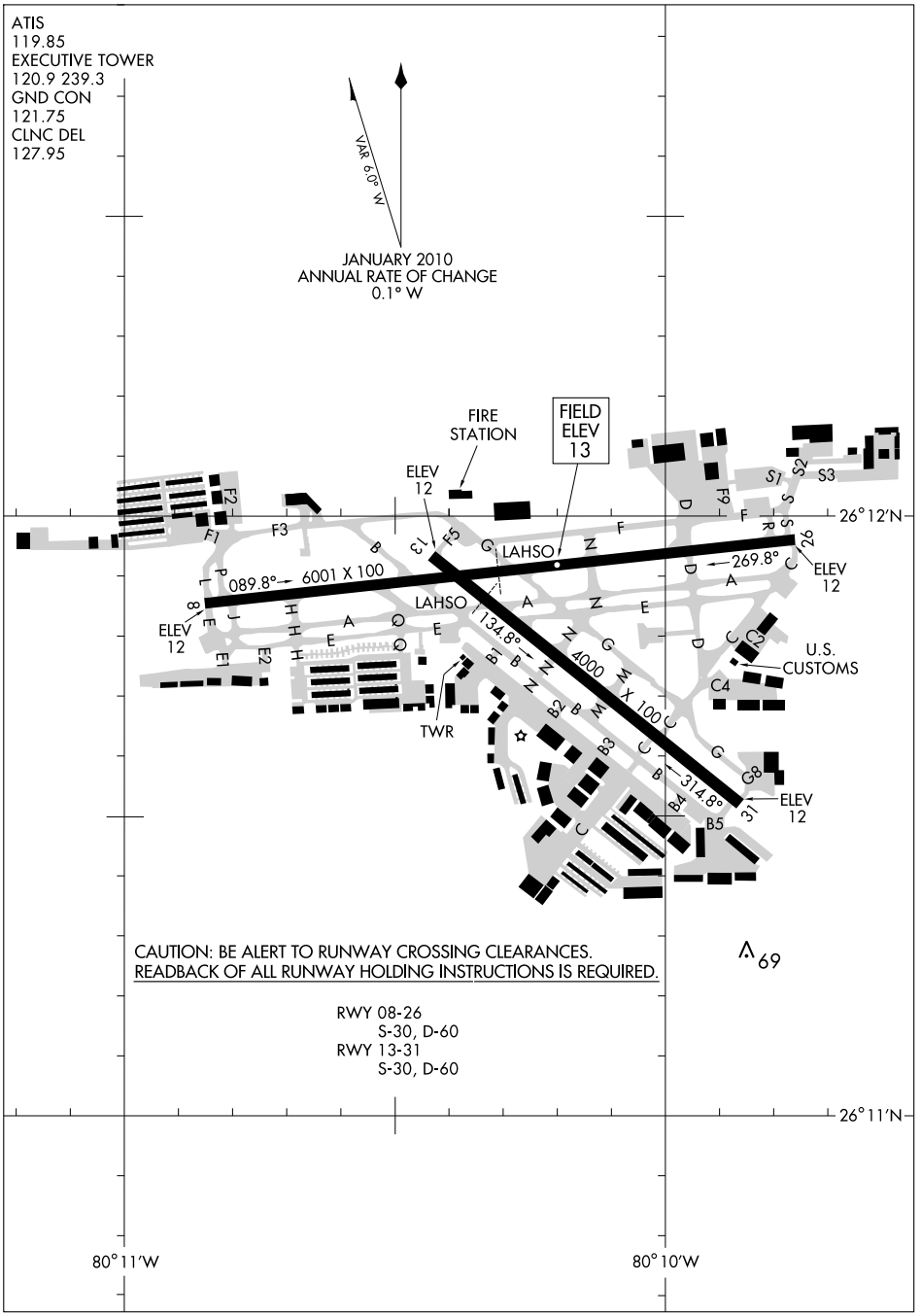
Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/95' MSL.

Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

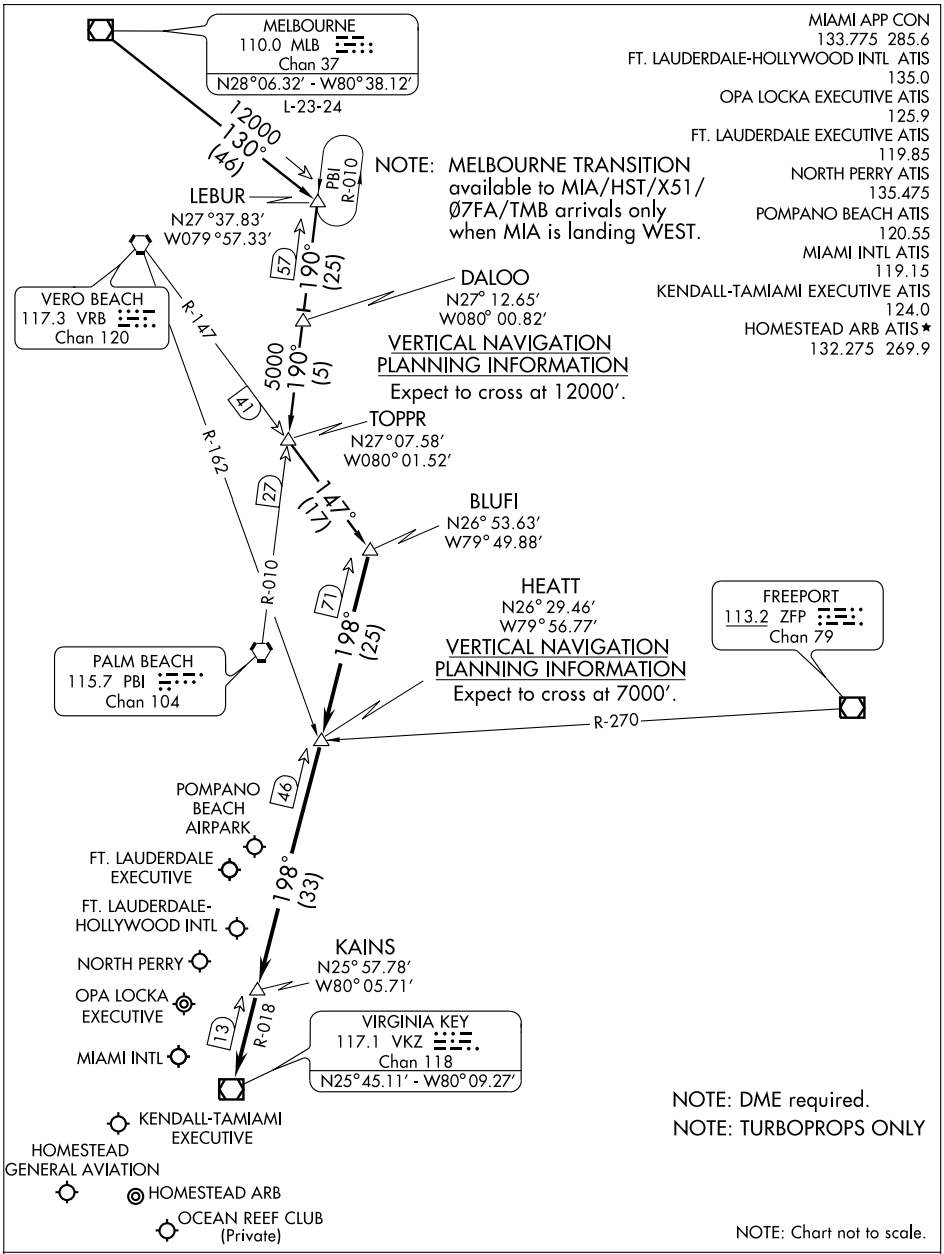
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

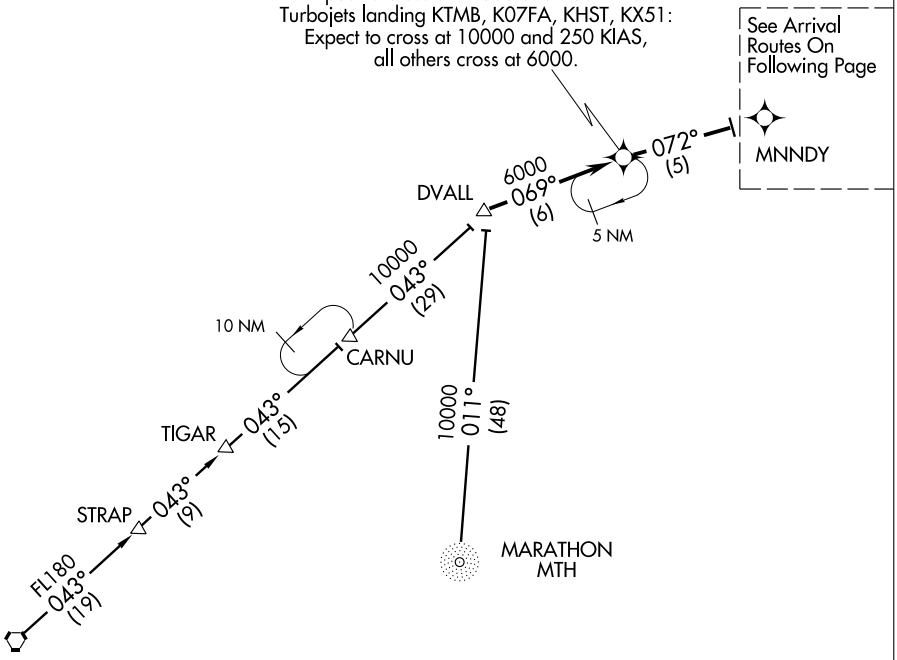
SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

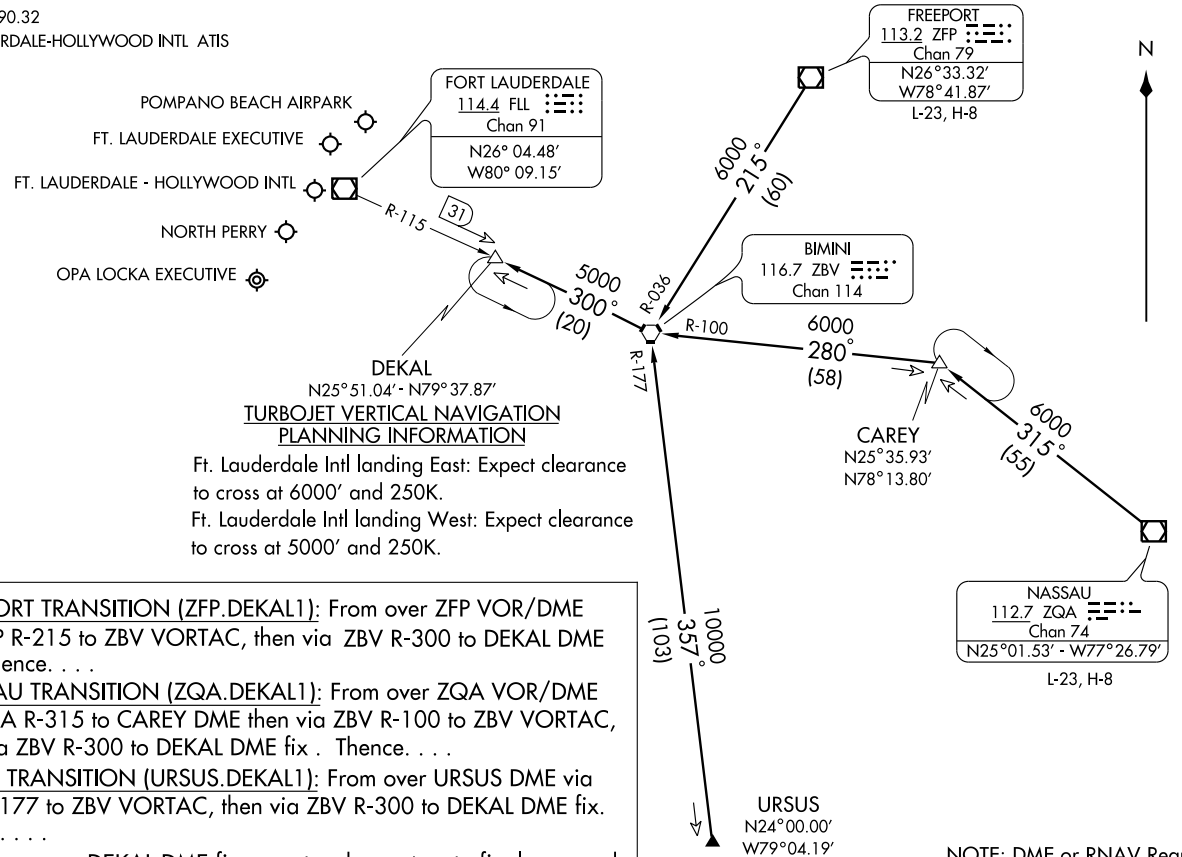
LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

08157

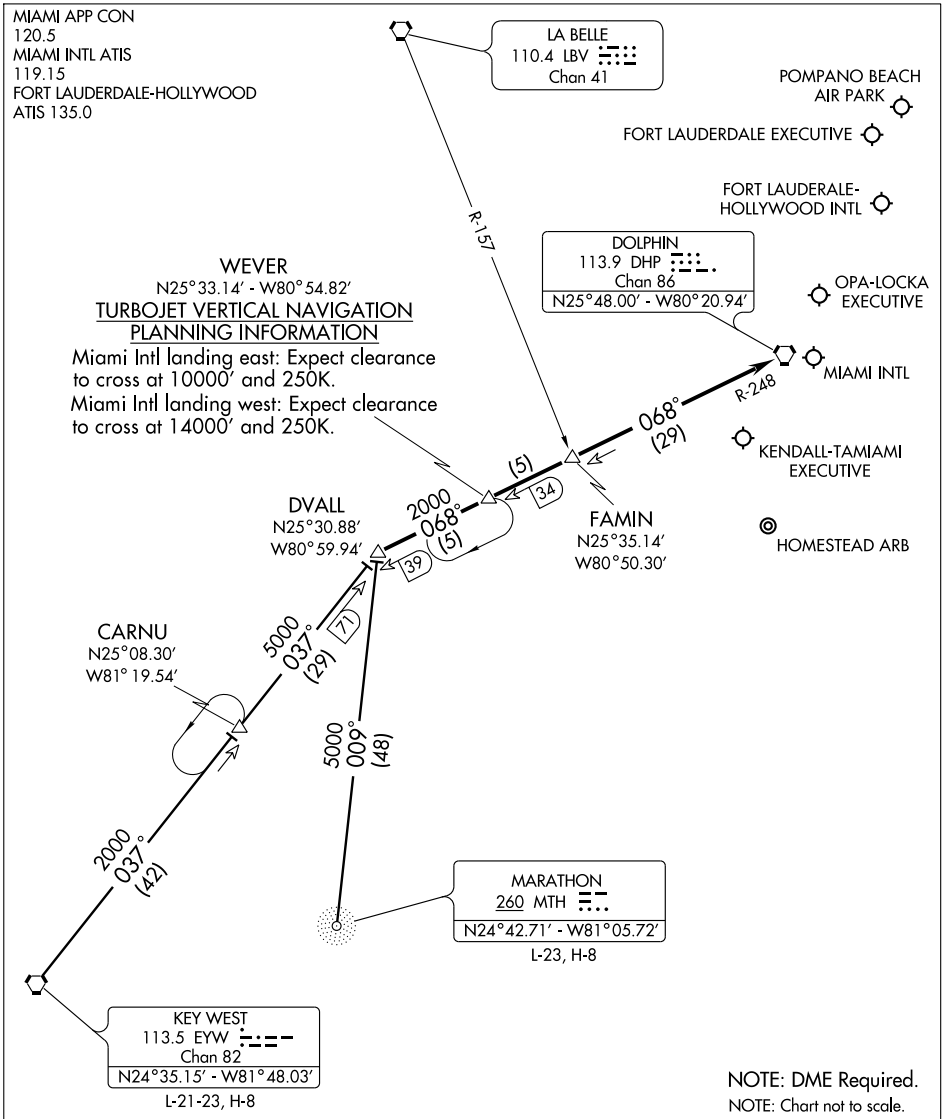
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

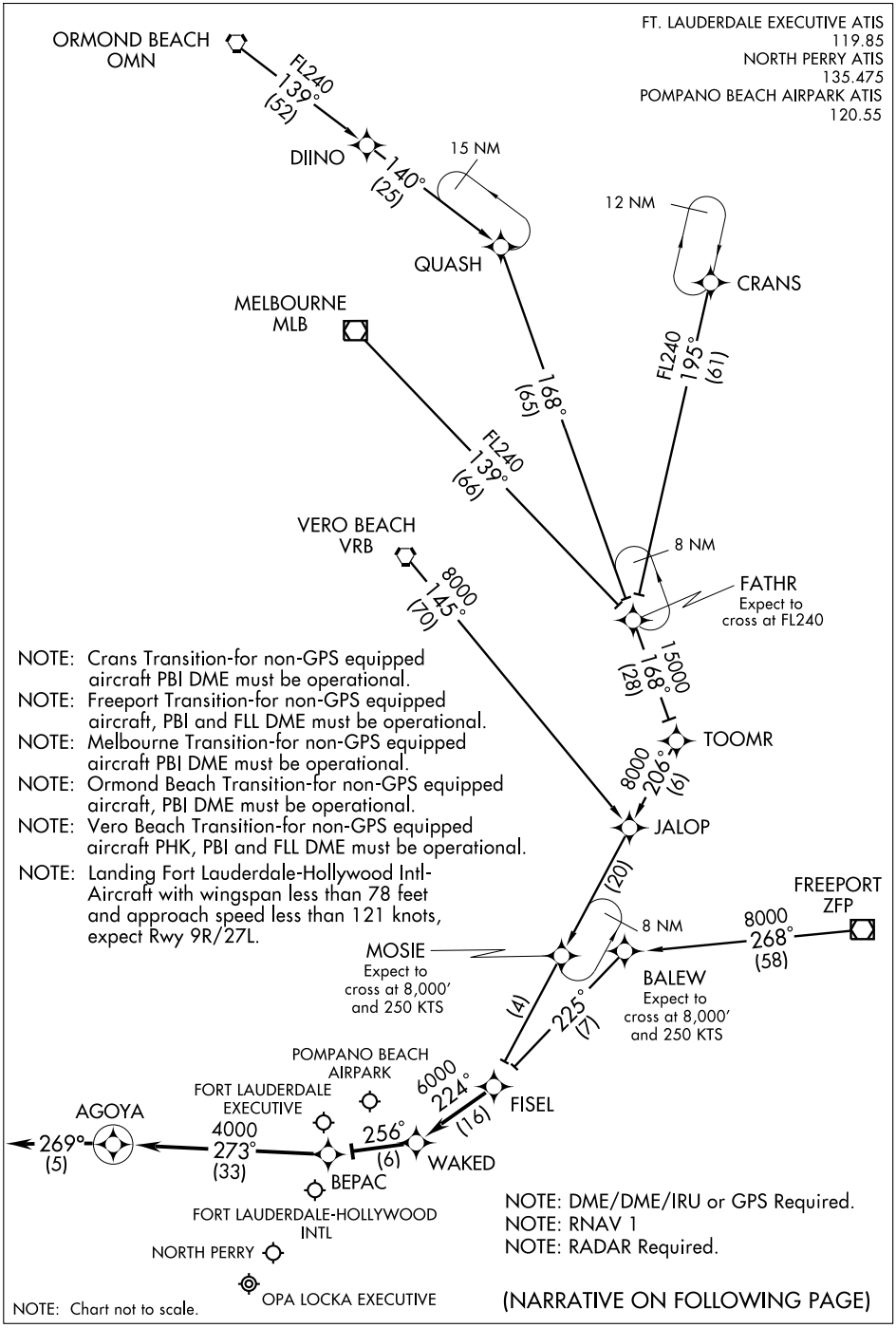
MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

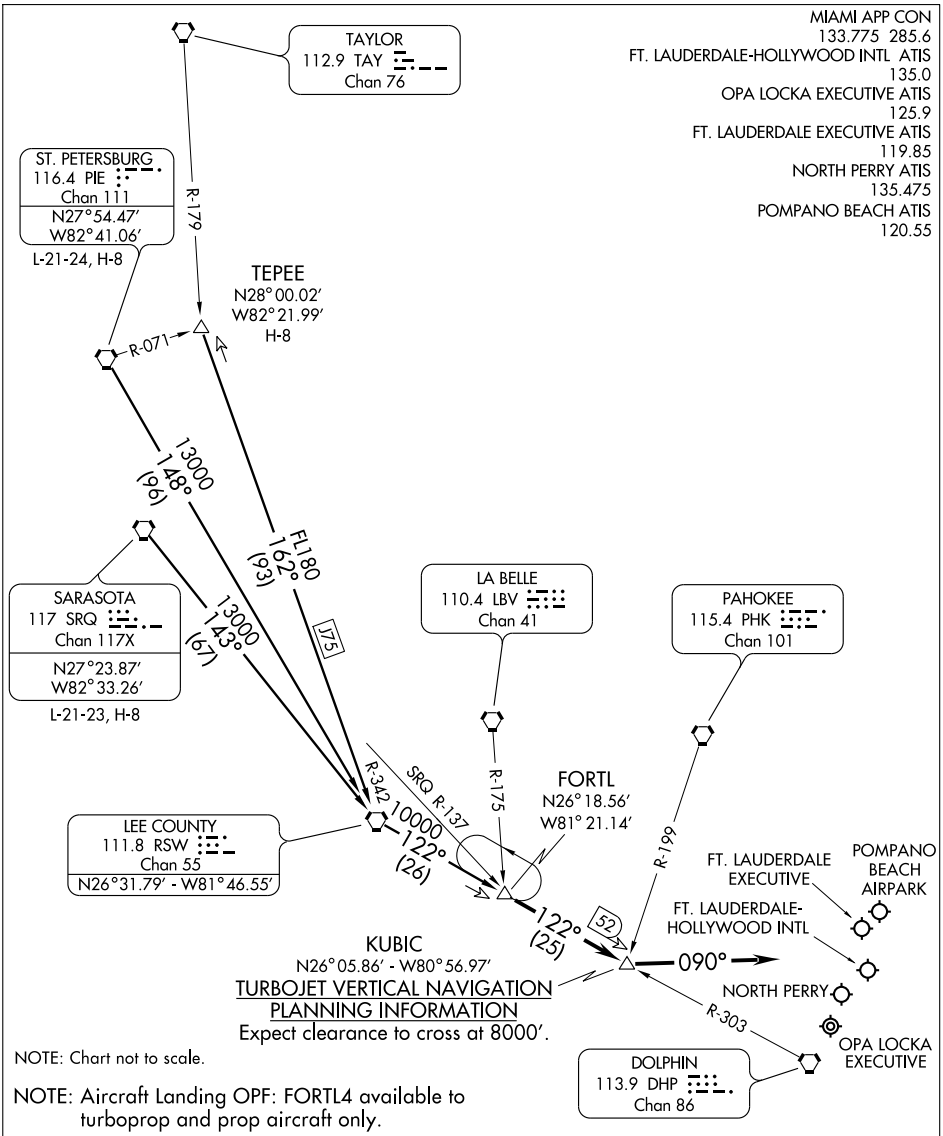
Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 21 OCT 2010 to 18 NOV 2010

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

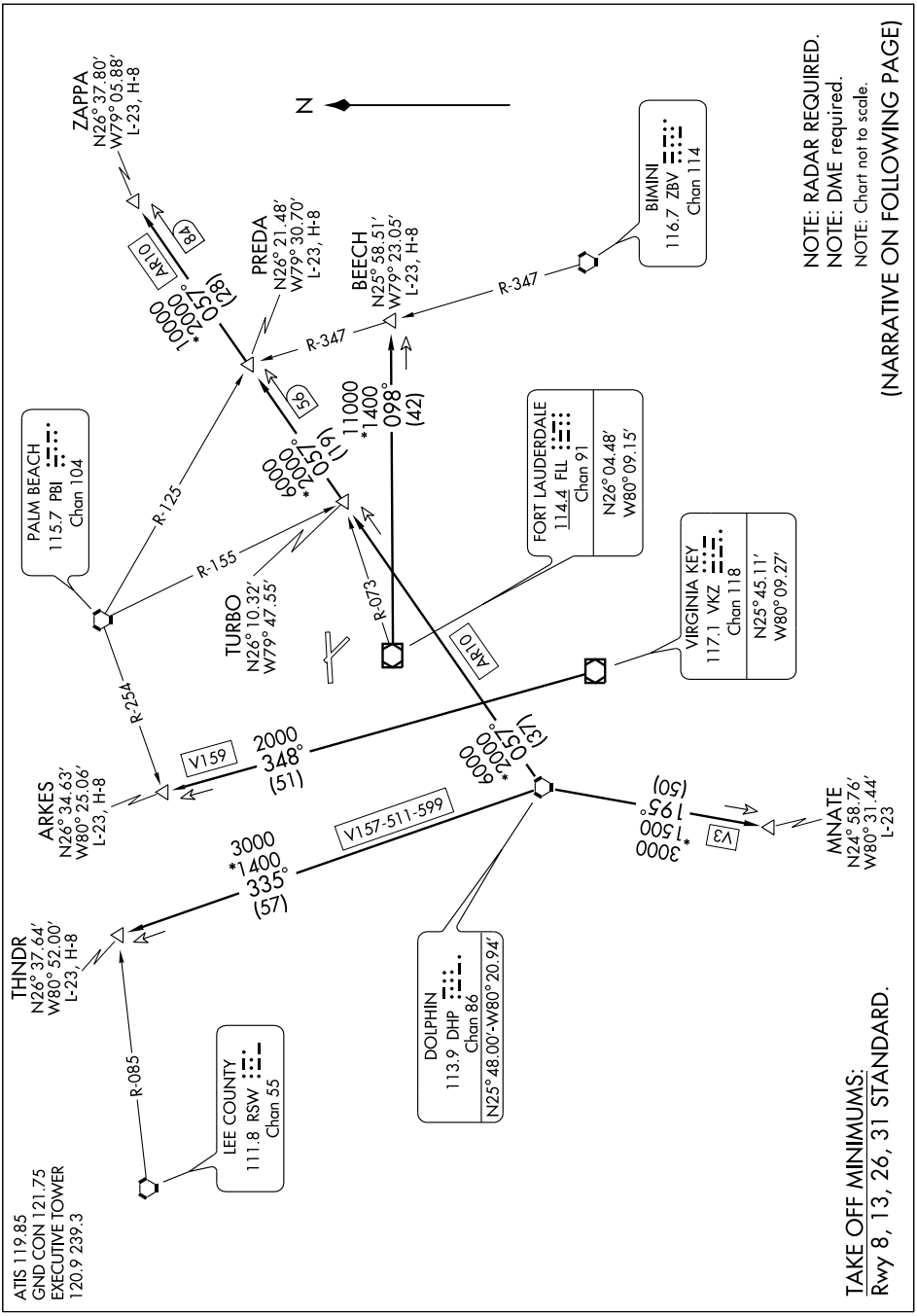
FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

FT. LAUDERDALE ONE DEPARTURE



SE-3, 21 OCT 2010 to 18 NOV 2010

FT. LAUDERDALE ONE DEPARTURE
(FLL1.FLL) 07298
FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE EXECUTIVE (FXE)

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′ - W81°06.76′
L-21-23-24, H-8

FL280
136°
(52)

DIINO
N28° 40.00′
W80° 25.59′

(25)

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′ - W80° 38.12′
L-23-24

78

QUASH
N28° 21.50′
W80°05.91′

BOATR
N27°24.48′
W79°48.37′

165

FL240
169°
(59)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at FL240.

10000
138°
(66)

VERO BEACH
117.3 VRB
Chan 120
N27° 40.71′ - W80° 29.38′
L-23-24, H-8

(6)

106

FATHR
N27°18.43′
W79°46.52′

NOTE: DME Required.
NOTE: TURBOJETS ONLY.

10000
146°
(70)

99

10000
169°
(28)

TOOMR
N26°51.00′
W79°38.21′

71

8000
207°
(6)

71

JALOP
N26° 45.03′
W79° 41.05′

GISSH
N26° 27.67′
W79° 49.27′

65

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at 8000.

(119)

5000
268°
(61)

FREEPORT
113.2 ZFP
Chan 79
N26°33.32′ - W78° 41.87′
L-23, H-8

46

(5)

POMPANO AIRPARK

FORT LAUDERDALE EXECUTIVE

24

227°

41

FISEL
N26°23.05′
W79°51.46′

R-349

FORT LAUDERDALE-HOLLYWOOD INTL

R-041

R-027

FORT LAUDERDALE
114.4 FLL
Chan 91
N26°04.48′
W80°09.15′

NORTH PERRY

OPA LOCKA EXECUTIVE

VIRGINIA KEY
117.1 VKZ
Chan 118

BIMINI
116.7 ZBV
Chan 114

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-FXE	APP CRS	Rwy Idg	6001
111.1	087°	TDZE	12
		Apt Elev	13

ILS or LOC RWY 8

FORT LAUDERDALE EXECUTIVE (FXE)

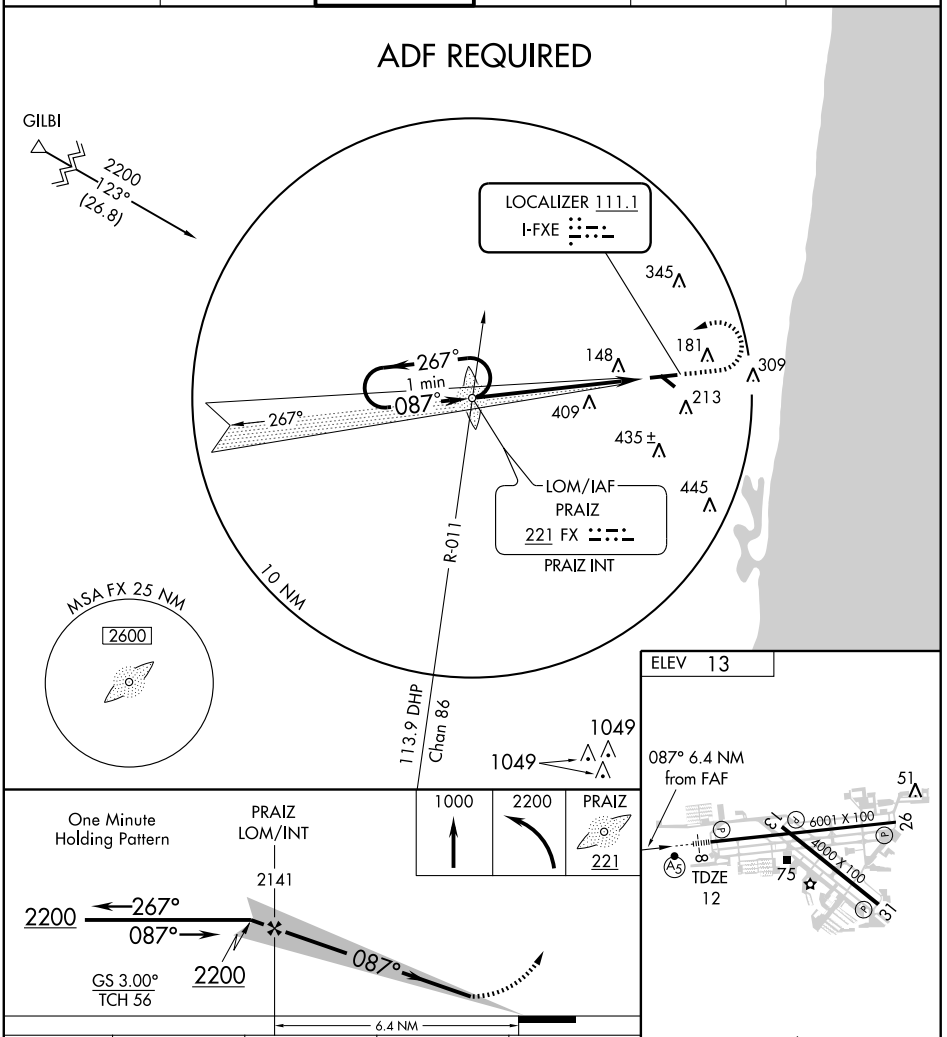
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct PRAIZ and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95

SE-3, 21 OCT 2010 to 18 NOV 2010

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 8	212-½ 200 (200-½)			
S-LOC 8	520-½ 508 (600-½)		520-1 508 (600-1)	
CIRCLING	580-1 567 (600-1)		580-1½ 567 (600-1½)	680-2 667 (700-2)

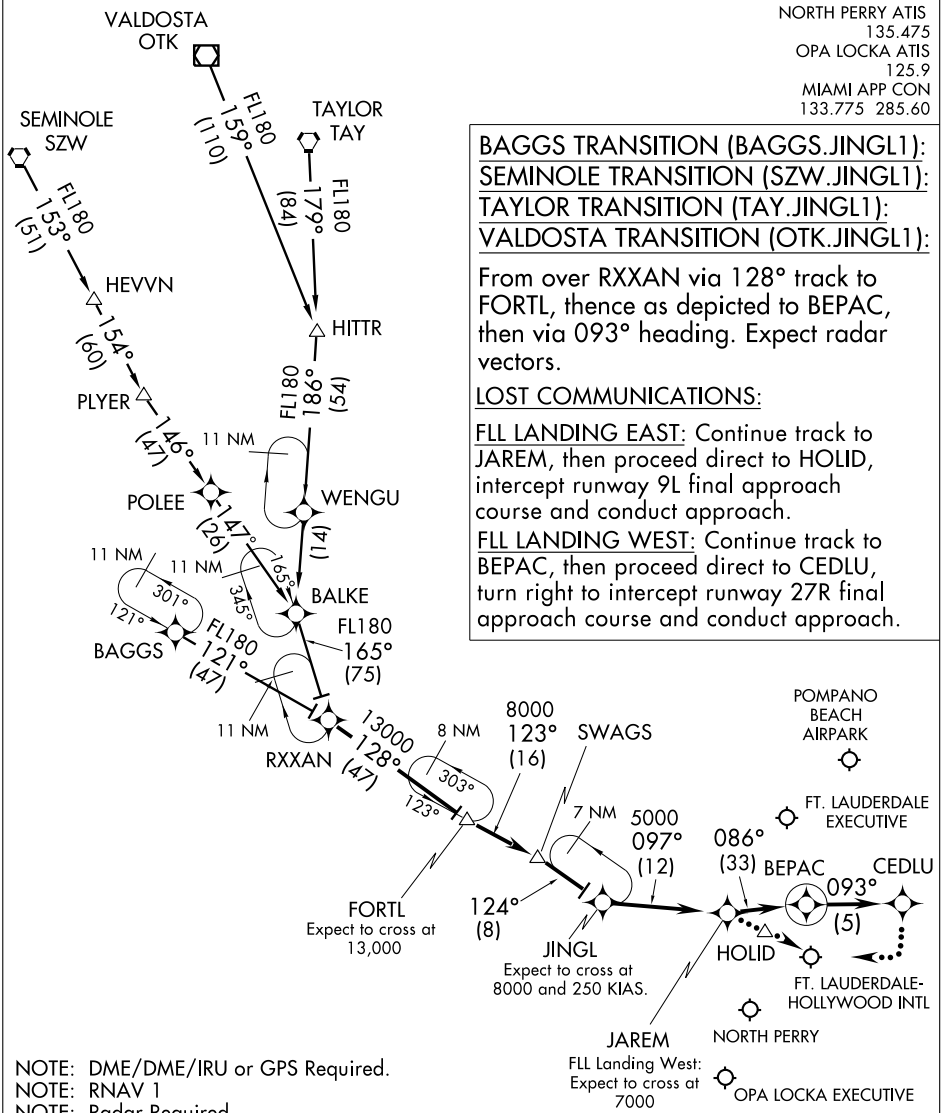
REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6001
CH 48919	087°	TDZE	13
W08A		Apt Elev	13

RNAV (GPS) RWY 8

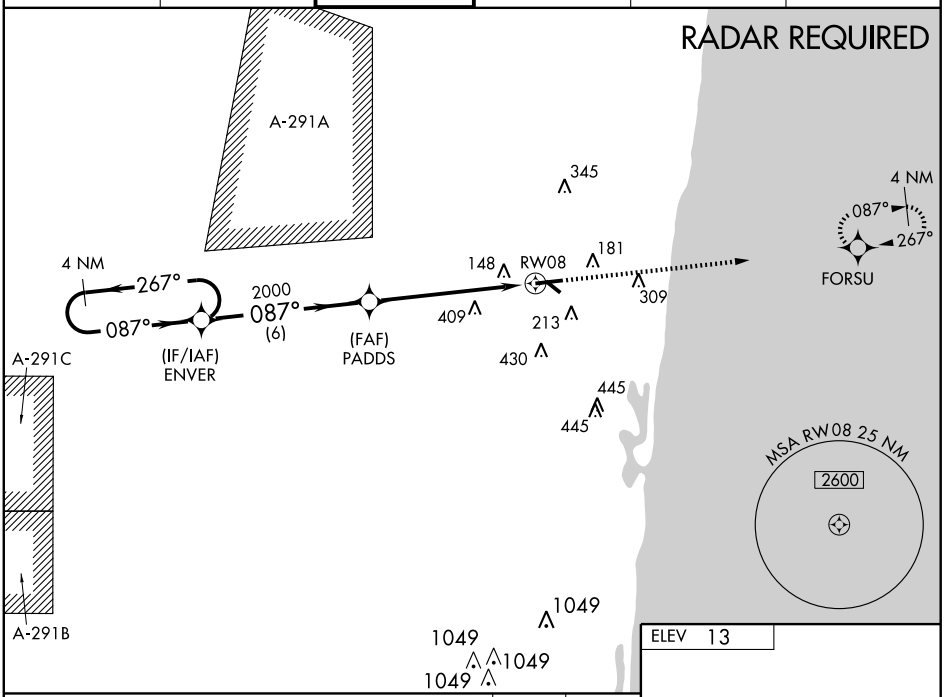
FORT LAUDERDALE EXECUTIVE (FXE)

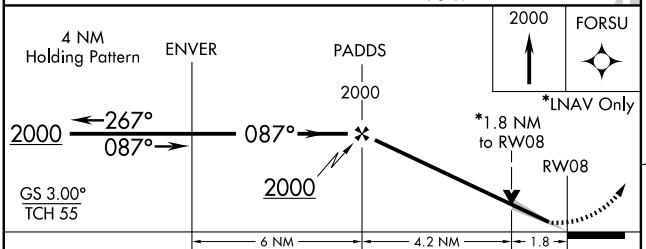
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When Local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase LPV DA to 231; LNAV/VNAV DA to 458. Increase all MDA 20 feet. Baro-VNAV and VDP NA when using Fort Lauderdale/Hollywood Intl altimeter setting.

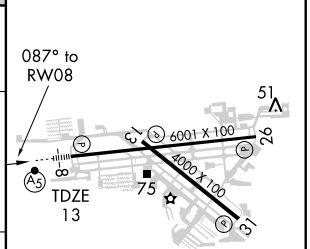
MALSR

MISSED APPROACH: Climb to 2000 direct FORSU and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95







CATEGORY	A	B	C	D
LPV DA	213-½ 200 (200-½)			
LNAV/VNAV DA	440-1 427 (500-1)			
LNAV MDA	640-½ 627 (700-½)		640-1¼ 627 (700-1¼)	640-1½ 627 (700-1½)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50319 W26A	APP CRS 267°	Rwy Idg 6001 TDZE 13 Apt Elev 13

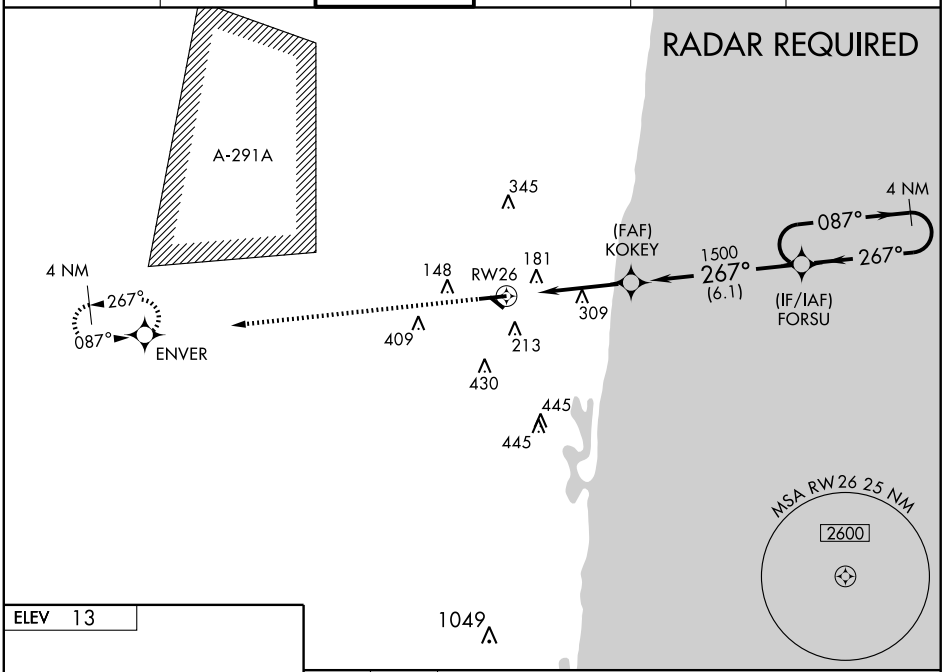
RNAV (GPS) RWY 26

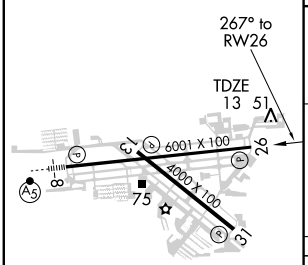
FORT LAUDERDALE EXECUTIVE (FXE)

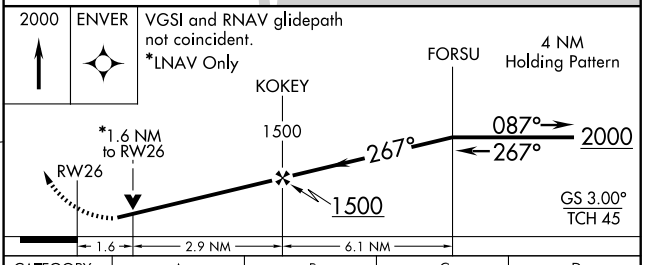
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase LPV DA to 414; and increase visibility to 1½ all Cats; LNAV/VNAV DA to 549 and increase visibility to 2; increase all MDA 20 feet. Baro-VNAV and VDP NA when using Fort Lauderdale /Hollywood Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct ENVER and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95







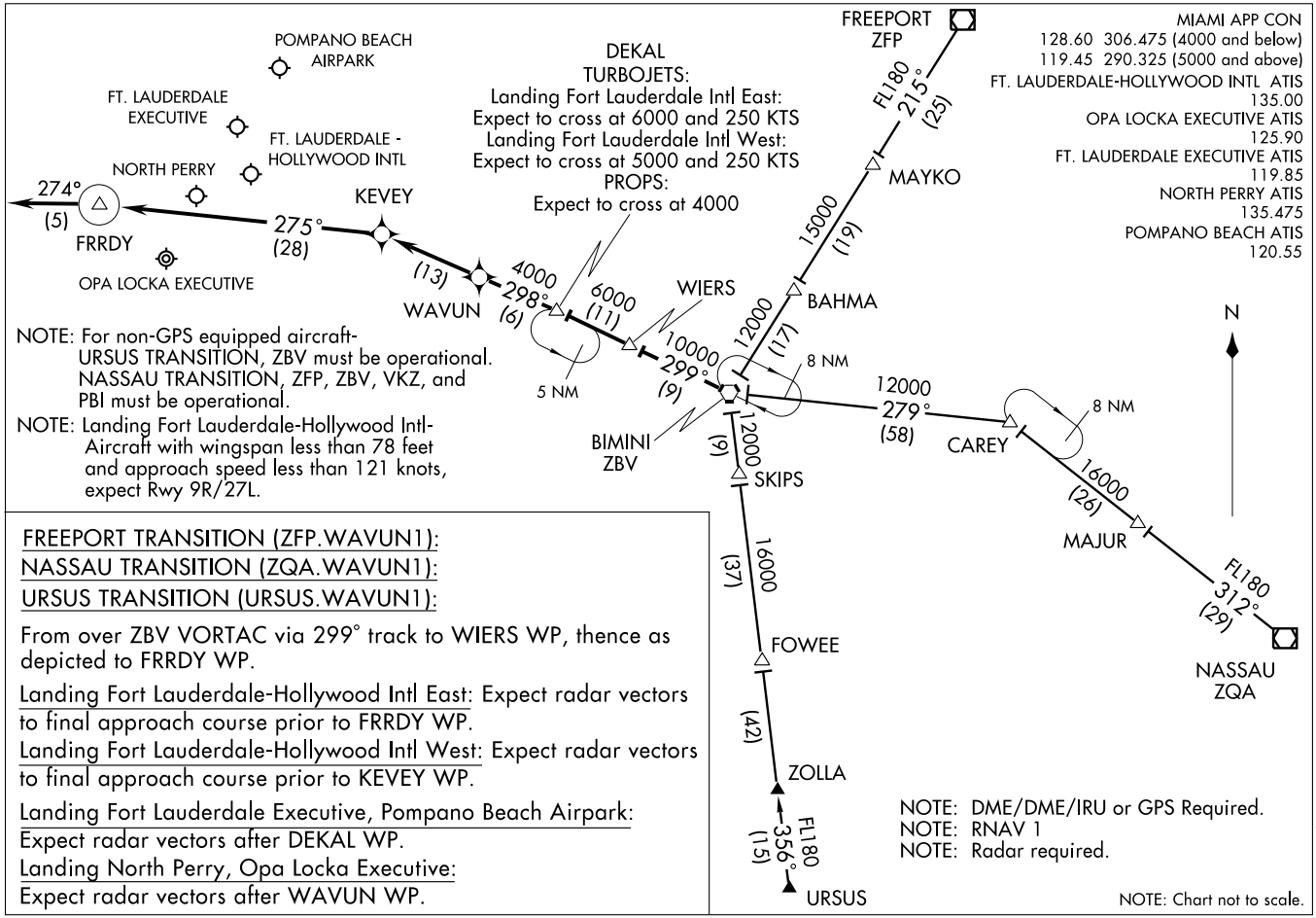
CATEGORY	A	B	C	D
LPV DA	396-1¼ 383 (400-1¼)			
LNAV/VNAV DA	531-1¾ 518 (600-1¾)			
LNAV MDA	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)
CIRCLING	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

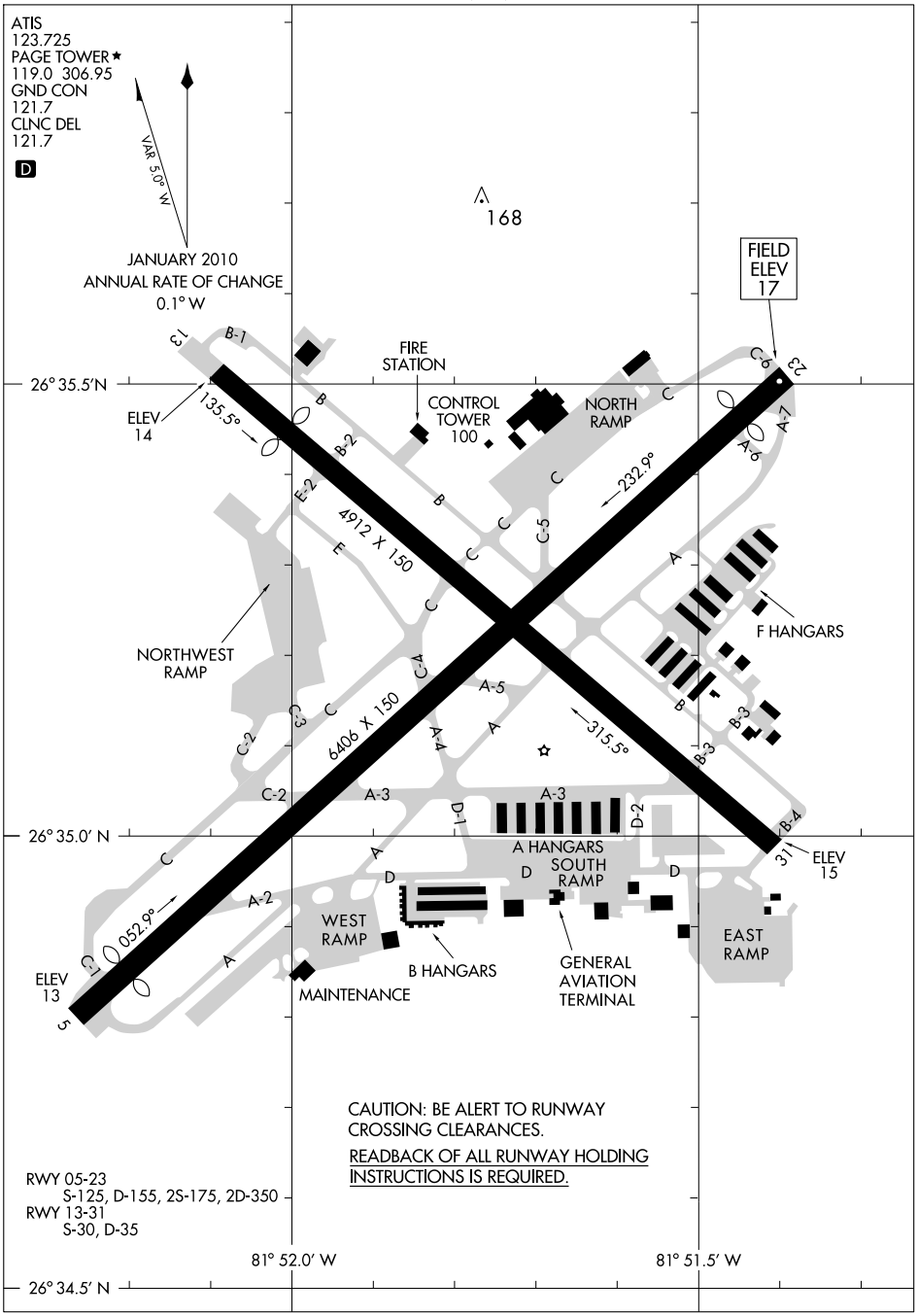
Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

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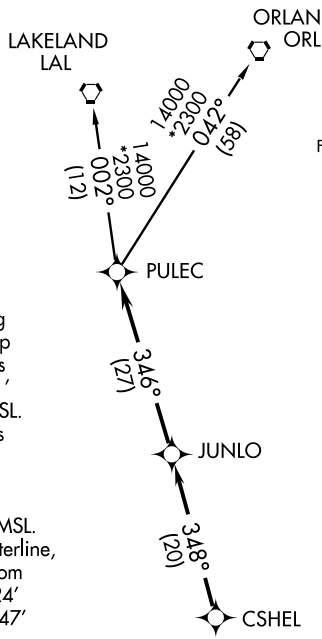
CSHEL FOUR DEPARTURE (RNAV)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.



TAKEOFF OBSTACLES:

Rwy 5: Bush, train and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL.

Rwy 13: Bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52 AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. OL on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL.

Rwy 23: Sign, concrete pole, OL on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up 36' AGL/49' MSL. Vehicles, concrete pole, OL on pole and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL.

Rwy 31: Concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline, up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

TAKEOFF MINIMUMS
Rwy 5, 13, 23, 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence . . . .

. . . . via (transition). Maintain 1500, or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):

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SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5947
051°	TDZE	15
	Apt Elev	17

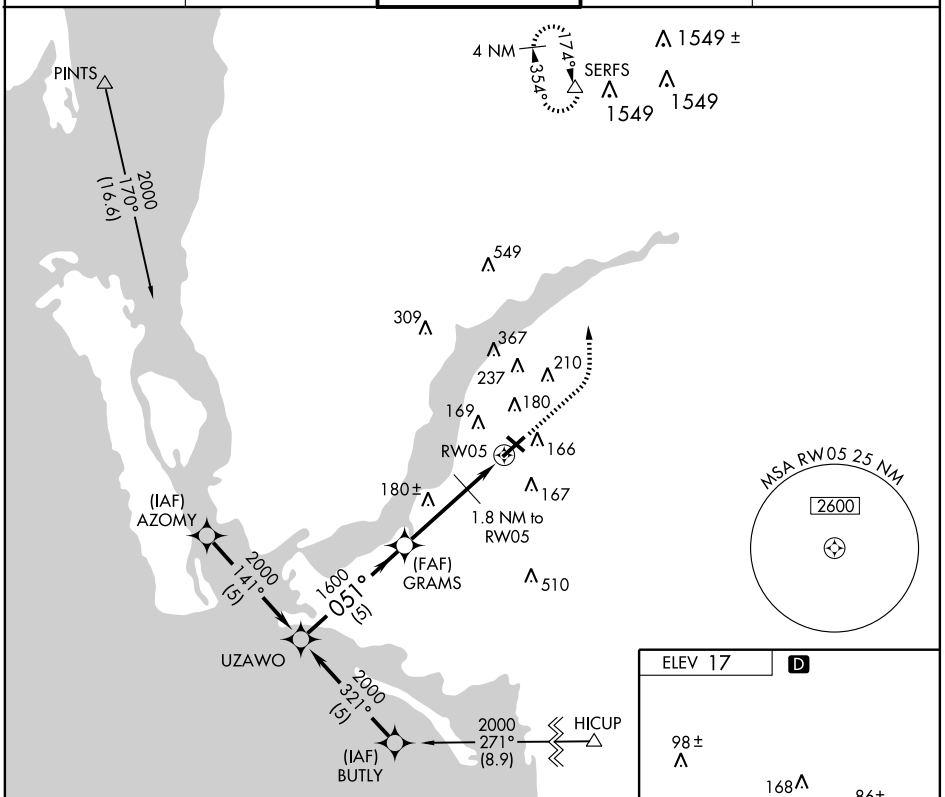
GPS RWY 5

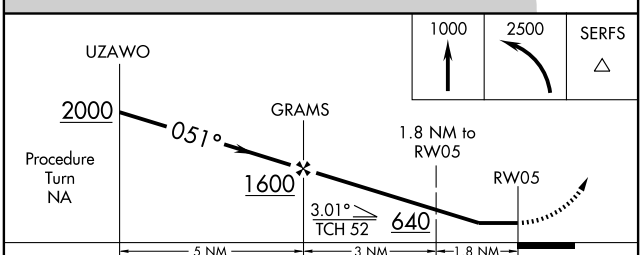
FORT MYERS / PAGE FIELD (FMY)

NA

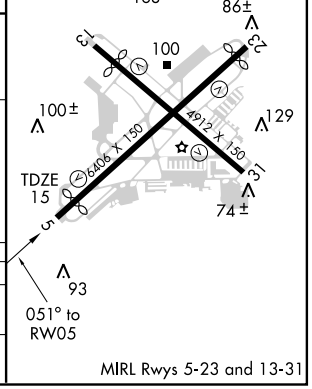
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct SERFS WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





CATEGORY	A	B	C	D
S-5	380-1 365 (400-1)			NA
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	NA



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6007
231°	TDZE	16
	Apt Elev	17

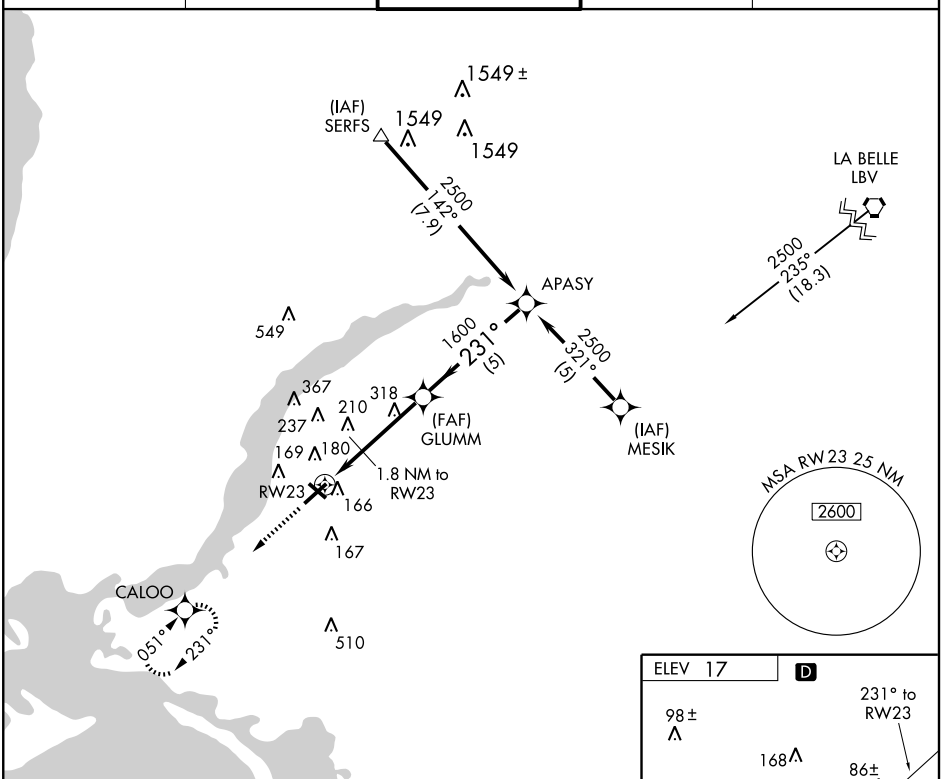
GPS RWY 23

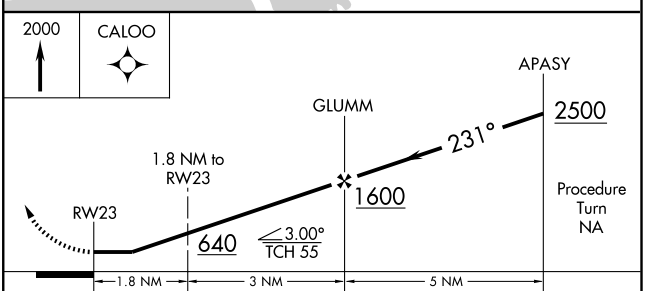
FORT MYERS / PAGE FIELD (FMY)

NA

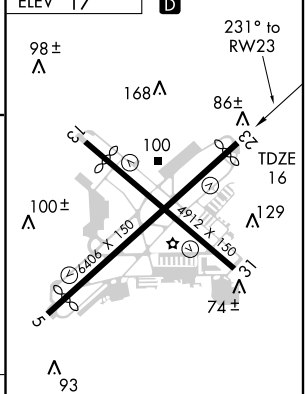
MISSED APPROACH: Climb to 2000 direct CALOO WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





CATEGORY	A	B	C	D
S-23	420-1	404 (500-1)	420-1¼ 404 (500-1¼)	NA
CIRCLING	540-1	523 (600-1)	540-1½ 523 (600-1½)	NA



MIRL Rwys 5-23 and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4667
314°	TDZE	15
	Apt Elev	17

GPS RWY 31

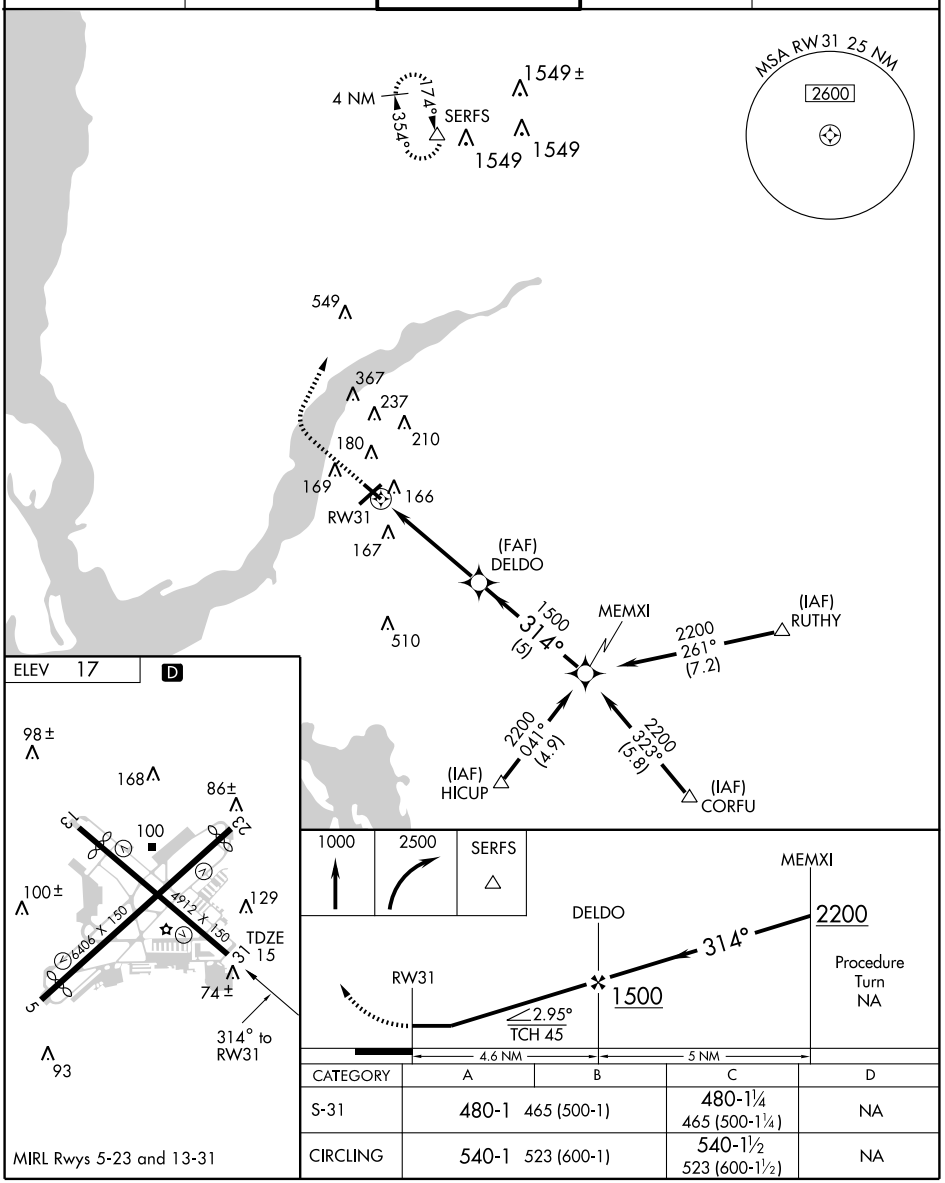
FORT MYERS / PAGE FIELD (FMY)

NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SERFS WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7

SE-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-31	480-1	465 (500-1)	480-1¼ 465 (500-1¼)	NA
CIRCLING	540-1	523 (600-1)	540-1½ 523 (600-1½)	NA

MIRL Rwys 5-23 and 13-31

LOC I-FMY	APP CRS	Rwy Idg	5947
110.7	051°	TDZE	15
		Apt Elev	17

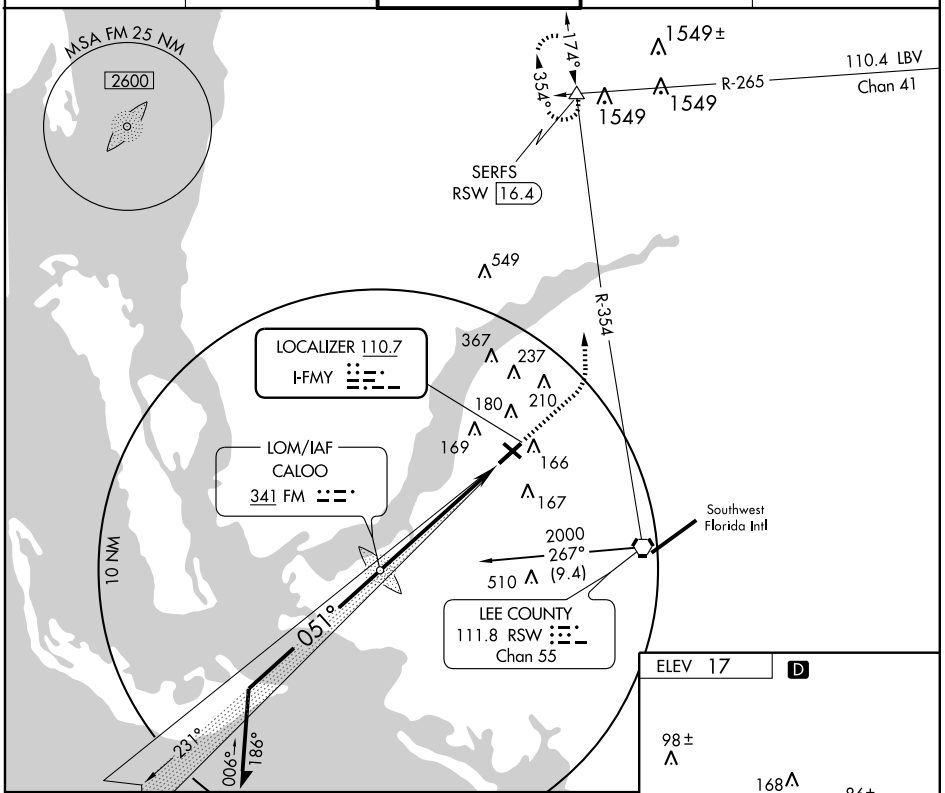
ILS RWY 5

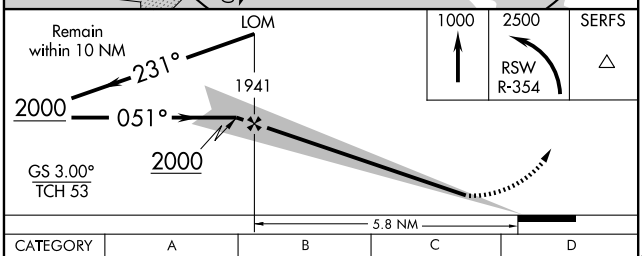
FORT MYERS / PAGE FIELD (FMY)

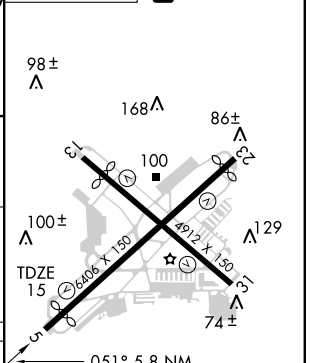
Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via RSW R-354 to SERFS Int/RSW 16.4 DME and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7







MIRL Rwys 5-23 and 13-31

CATEGORY	A	B	C	D
S-ILS 5	265-1 250 (300-1)			
S-LOC 5	440-1 425 (500-1)		440-1¼ 425 (500-1¼)	
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)

FAF to MAP 5.8 NM

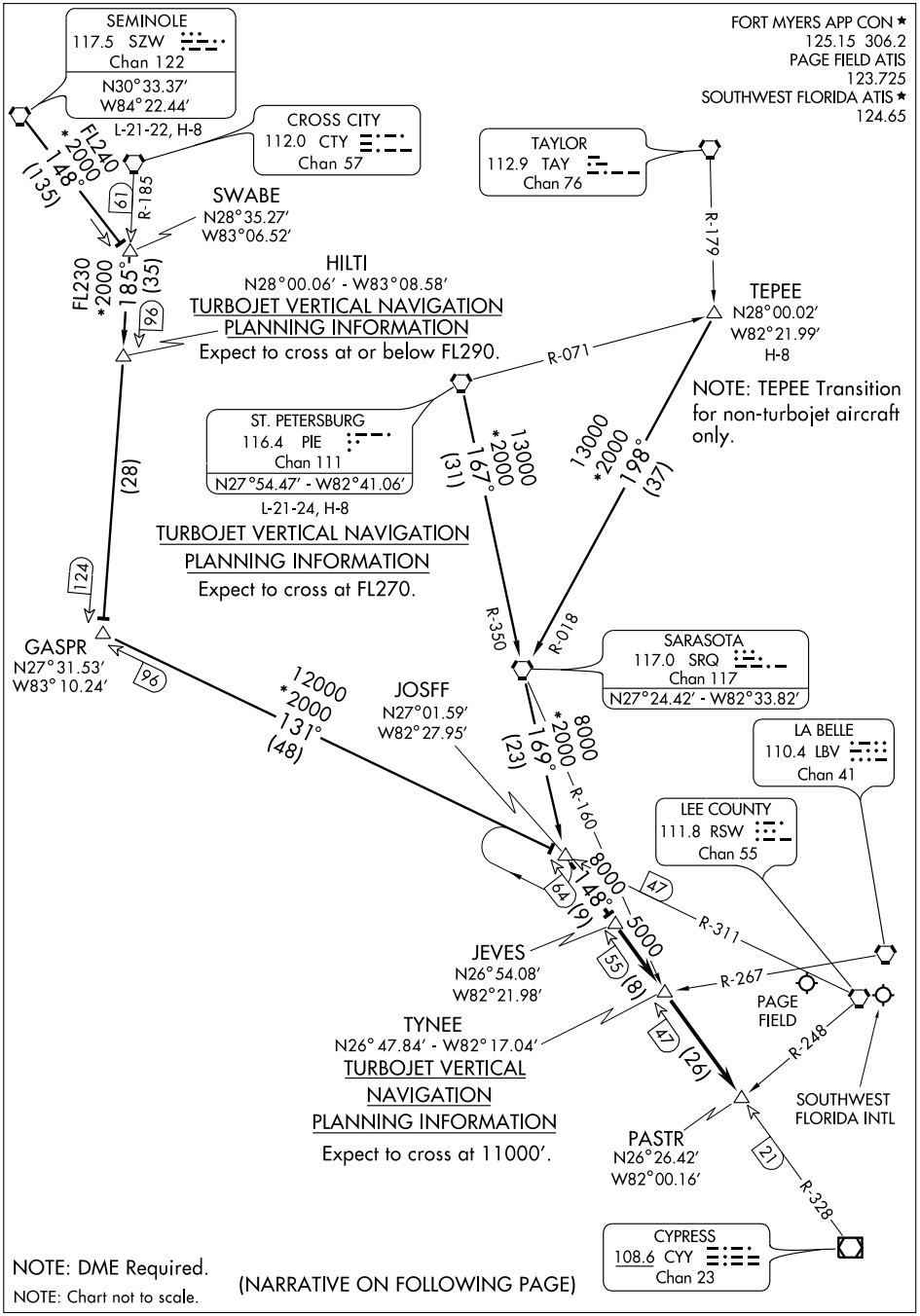
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

JOSFF THREE ARRIVAL

ST-154 (FAA)

FORT MYERS, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

JOSFF THREE ARRIVAL

FORT MYERS, FLORIDA

(JOSFF.JOSFF3) 08325

ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT. Thence . . . .

TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

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APP CRS	Rwy Idg	4297
133°	TDZE	15
	Apt Elev	17

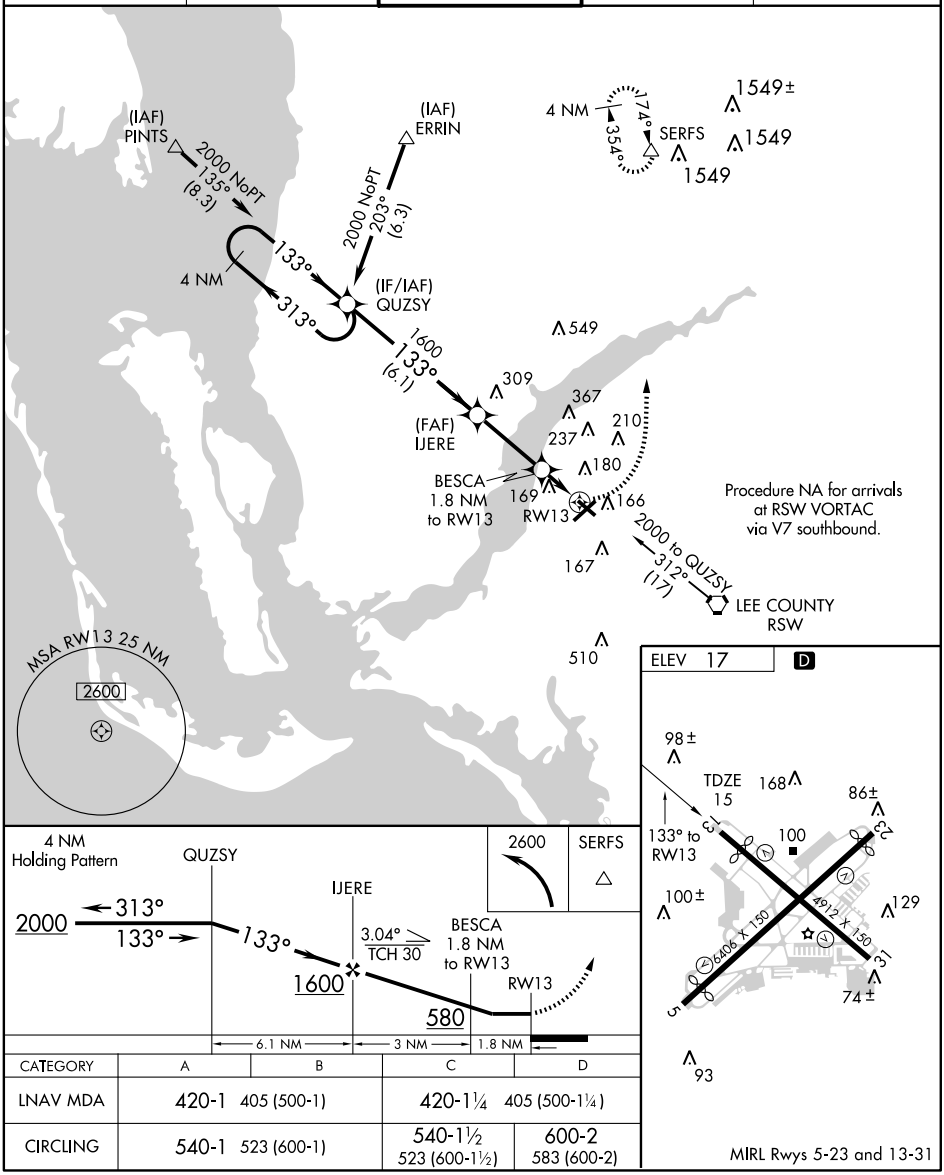
RNAV (GPS) RWY 13

FORT MYERS / PAGE FIELD (FMY)

If local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all MDAs 20 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2600 direct SERFS and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7



CATEGORY	A	B	C	D
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)

MIRL Rwys 5-23 and 13-31

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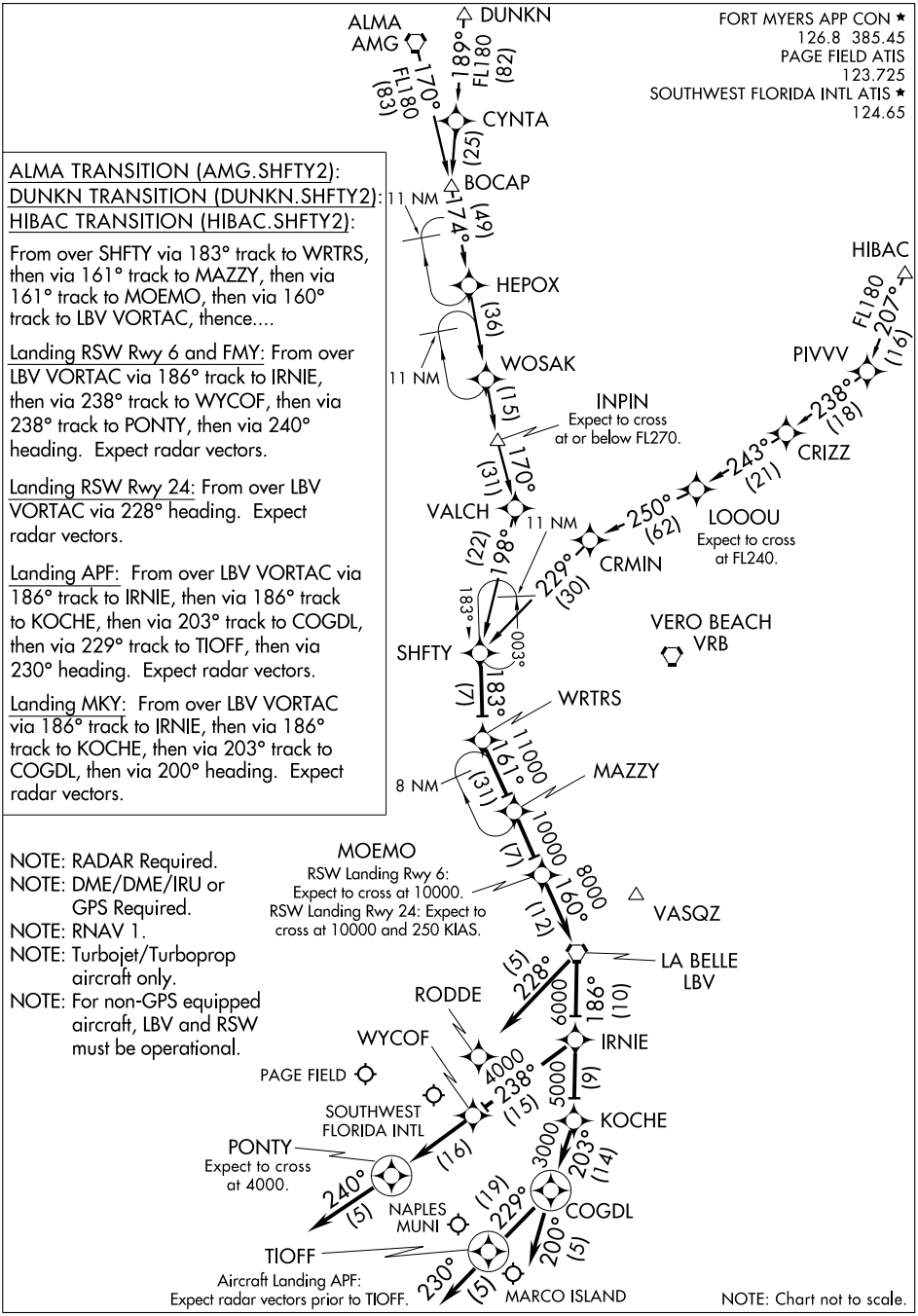
SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



ALMA TRANSITION (AMG.SHFTY2):
DUNKN TRANSITION (DUNKN.SHFTY2):
HIBAC TRANSITION (HIBAC.SHFTY2):

From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via 161° track to MOEMO, then via 160° track to LBV VORTAC, thence....

Landing RSW Rwy 6 and FMY: From over LBV VORTAC via 186° track to IRNIE, then via 238° track to WYCOF, then via 238° track to PONTY, then via 240° heading. Expect radar vectors.

Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect radar vectors.

Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 229° track to TIOFF, then via 230° heading. Expect radar vectors.

Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect radar vectors.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV and RSW must be operational.

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA

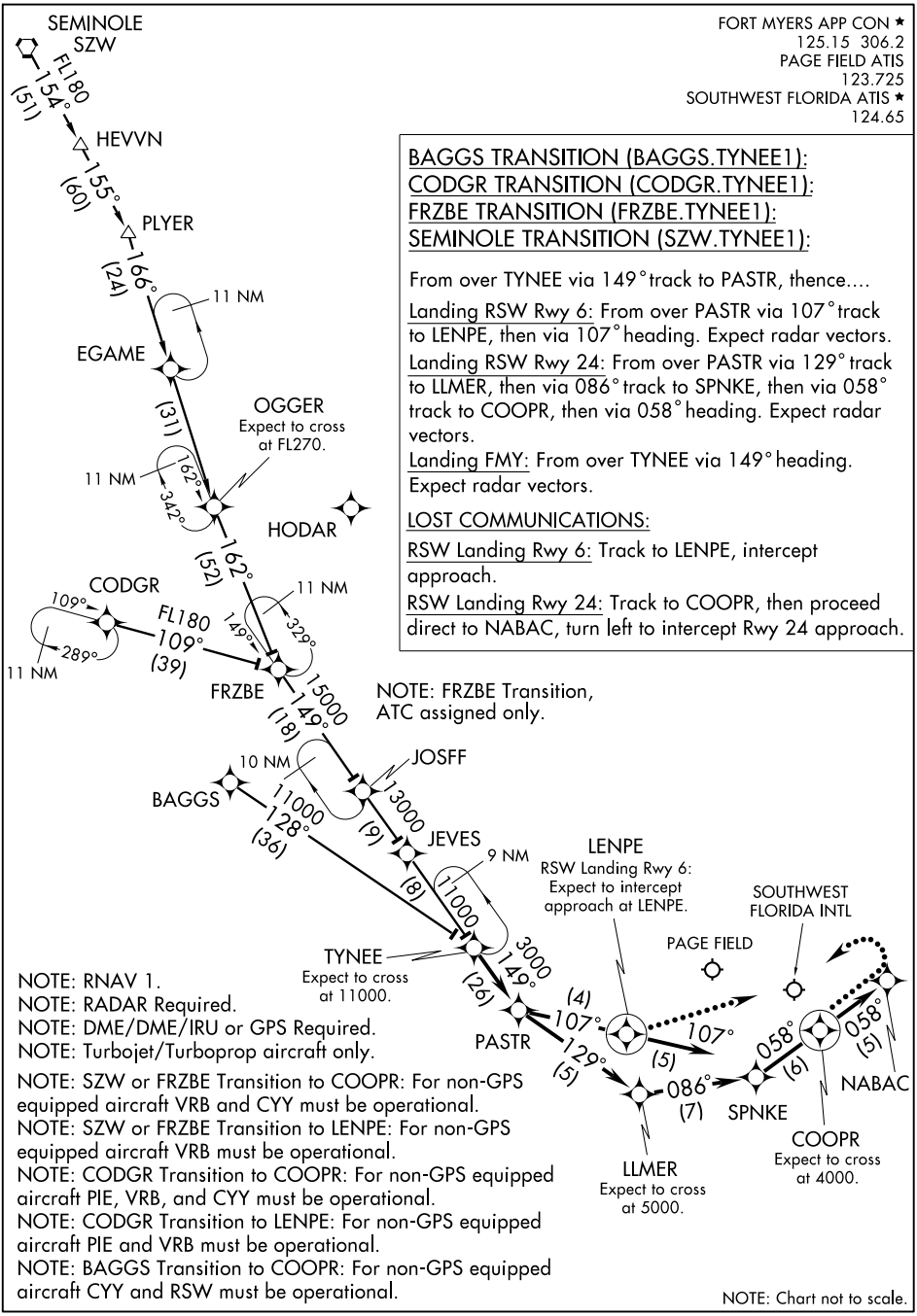
(SHFTY.SHFTY2) 10154

SE-3, 21 OCT 2010 to 18 NOV 2010

TYNEE ONE ARRIVAL (RNAV)

ST-154 (FAA)

FORT MYERS, FLORIDA



FORT MYERS APP CON ★
125.15 306.2
PAGE FIELD ATIS
123.725
SOUTHWEST FLORIDA ATIS ★
124.65

BAGGS TRANSITION (BAGGS.TYNEE1):
CODGR TRANSITION (CODGR.TYNEE1):
FRZBE TRANSITION (FRZBE.TYNEE1):
SEMINOLE TRANSITION (SZW.TYNEE1):

From over TYNEE via 149° track to PASTR, thence....

Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors.

Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 058° heading. Expect radar vectors.

Landing FMY: From over TYNEE via 149° heading. Expect radar vectors.

LOST COMMUNICATIONS:

RSW Landing Rwy 6: Track to LENPE, intercept approach.

RSW Landing Rwy 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: SZW or FRZBE Transition to COOPR: For non-GPS equipped aircraft VRB and CYY must be operational.
NOTE: SZW or FRZBE Transition to LENPE: For non-GPS equipped aircraft VRB must be operational.
NOTE: CODGR Transition to COOPR: For non-GPS equipped aircraft PIE, VRB, and CYY must be operational.
NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.
NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

TYNEE ONE ARRIVAL (RNAV)
FORT MYERS, FLORIDA
(TYNEE.TYNEE1) 08269
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC RSW 111.8 Chan 55	APP CRS 129°	Rwy Idg 4297 TDZE 15 Apt Elev 17

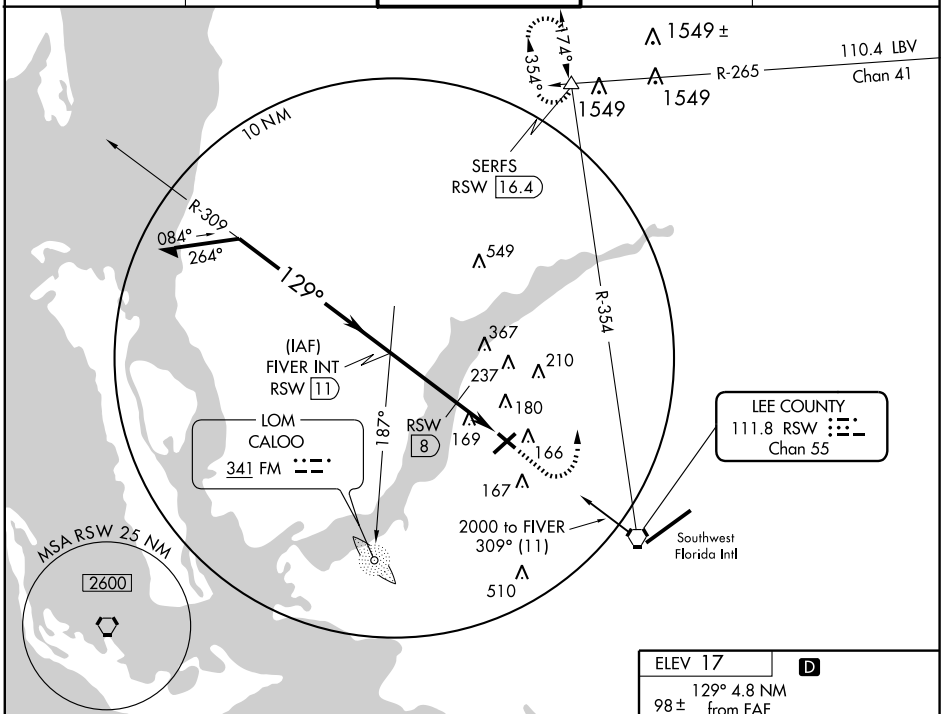
VOR RWY 13

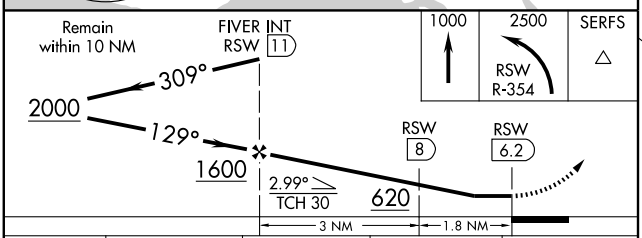
FORT MYERS / PAGE FIELD (FMY)

ADF or DME REQUIRED

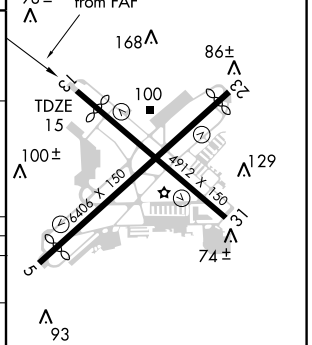
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via RSW R-354 to SERFS Int/RSW 16.4 DME and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





CATEGORY	A	B	C	D
S-13	620-1 605 (700-1)		620-1¾ 605 (700-1¾)	620-2 605 (700-2)
CIRCLING	620-1 603 (700-1)		620-1¾ 603 (700-1¾)	620-2 603 (700-2)
DME MINIMUMS				
S-13	480-1 465 (500-1)		480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)



MIRL Rwys 5-23 and 13-31

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT MYERS/SOUTHWEST FLORIDA INTL (RSW)

AL-6757 (FAA)

FORT MYERS, FLORIDA

ATIS
124.65
FORT MYERS TOWER ★
128.75 257.8
GND CON
121.9 348.6
CLNC DEL
132.075

VAR 5.1° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

26° 33′ N

187

FIELD ELEV 30

NORTH RAMP

CONTROL TOWER 168

FIRE STATION

HANGARS

CARGO

12,000 X 150

239.2°

059.2°

TERMINAL

ELEV 27

RWY 06-24
S-30, D-190, 2S-175, 2D-430,
2D/2D2-840

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

26° 32′ N

26° 31′ N

81° 46′ W

81° 45′ W

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT MYERS, FLORIDA
FORT MYERS/SOUTHWEST FLORIDA INTL (RSW)

10210

SE-3, 21 OCT 2010 to 18 NOV 2010

ATIS 124.65
CLNC DEL 132.075
GND CON
121.9 348.6
FORT MYERS TOWER ★
128.75 257.8
FORT MYERS DEP CON ★
126.8 385.45
MIAMI CENTER
134.75 322.5
UNICOM 122.95 (CTAF)

ST. PETERSBURG
116.4 PIE
Chan 111
N27°54.47′ - W82°41.06′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′ - W81°20.10′
L-21-23-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17′ - W82°00.83′
L-21-24, H-8

SARASOTA
117 SRQ
Chan 117
N27°24.42′ - W82°33.82′
L-21-23, H-8

LA BELLE
110.4 LBV
Chan 41
N26°49.69′ - W81°23.49′
L-21-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′ - W81°46.55′
L-21-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96′ - W80°41.49′
L-23, H-8

310°
270°
238°
3000
RSW
2.3

CYPRESS
108.6 CYY
Chan 23
N26°09.21′ - W81°46.69′
L-21-23, H-8

LOM
MUFFE
336 RS
N26°29.03′
W81°50.07′

FT. LAUDERDALE
114.4 FLL
Chan 91
N26°04.48′ - W80°09.15′
L-23, H-8

KEY WEST
113.5 EYW
Chan 82
N24°35.15′ - W81°48.03′
L-21-23, H-8

TAKEOFF MINIMUMS:
Rwys 6 and 24 STANDARD.

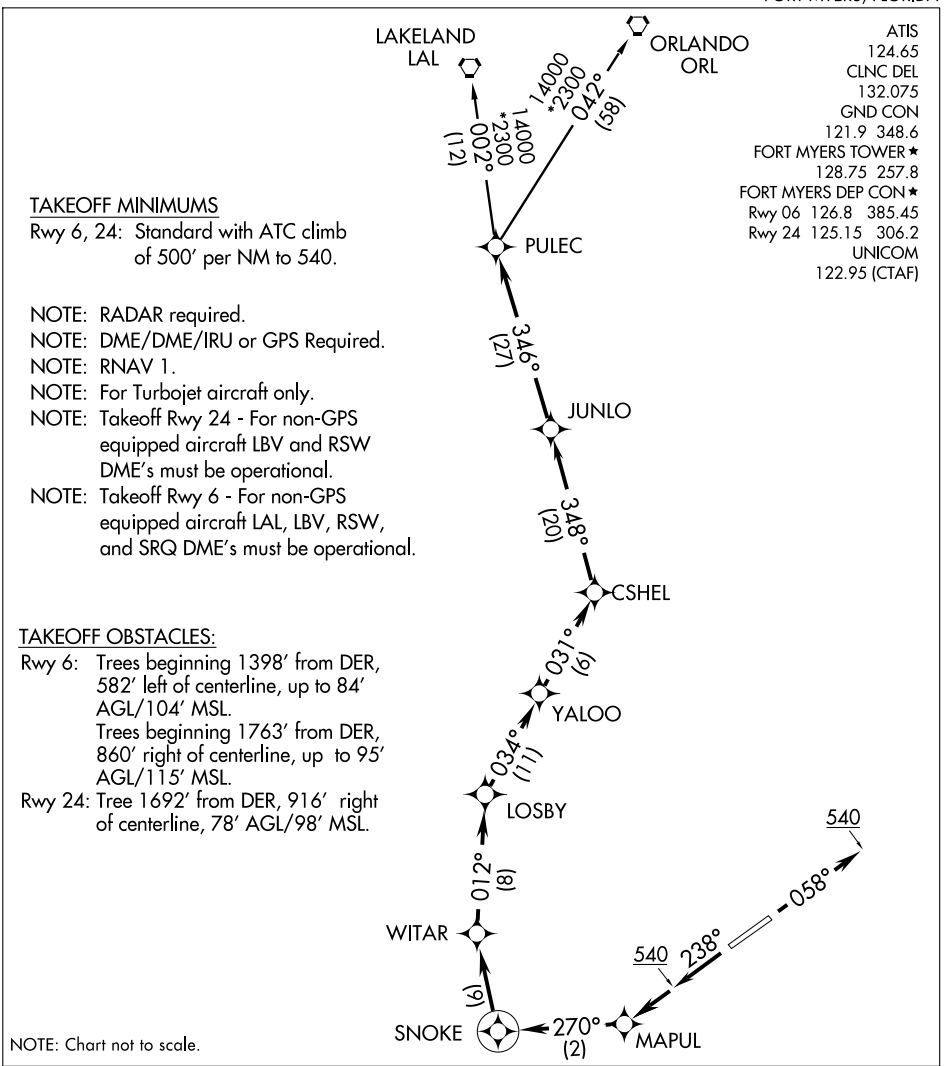
NOTE: DME Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb on runway heading or as assigned for vectors to join filed route.
TAKE-OFF RUNWAY 24: Fly heading 238° (or as assigned) until RSW 2.3 DME, then turn right heading 270°. Leaving 3000 feet, turn right heading 310°. Expect radar vectors to assigned route.
All aircraft maintain 4000 feet or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

CSHEL FOUR DEPARTURE (RNAV)



TAKEOFF MINIMUMS
Rwy 6, 24: Standard with ATC climb of 500′ per NM to 540.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Takeoff Rwy 24 - For non-GPS equipped aircraft LBV and RSW DME's must be operational.
NOTE: Takeoff Rwy 6 - For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:
Rwy 6: Trees beginning 1398′ from DER, 582′ left of centerline, up to 84′ AGL/104′ MSL.
Trees beginning 1763′ from DER, 860′ right of centerline, up to 95′ AGL/115′ MSL.
Rwy 24: Tree 1692′ from DER, 916′ right of centerline, 78′ AGL/98′ MSL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° or as assigned by ATC to 540. Expect vectors to CSHEL, then via depicted route to PULEC, thence....
TAKEOFF RUNWAY 24: Climb heading 238° to 540, then direct MAPUL, then climb via 270° track to SNOKE, then right turn direct WITAR, then via depicted route to PULEC, thence....

....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):

LOC I-RSW	APP CRS	Rwy Idg	12000
111.5	058°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 6

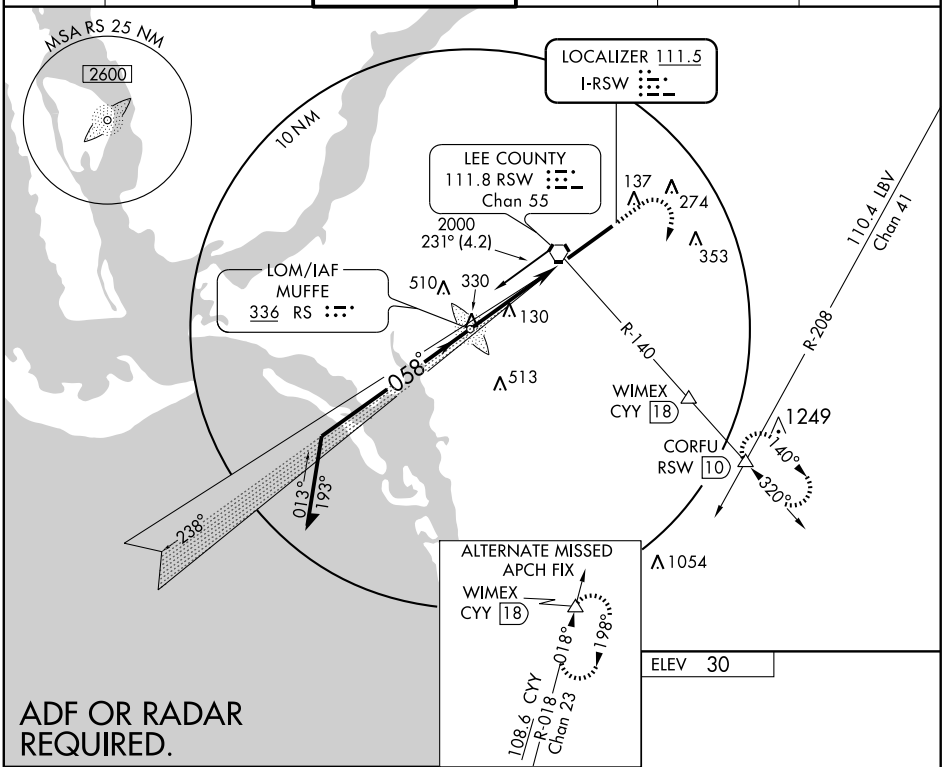
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

Cat. E procedure turn NA-RADAR Required.
For inoperative MALSR, increase S-ILS-6 Cat. E visibility to RVR 4000 and S-LOC-6 Cat. E visibility to RVR 6000.

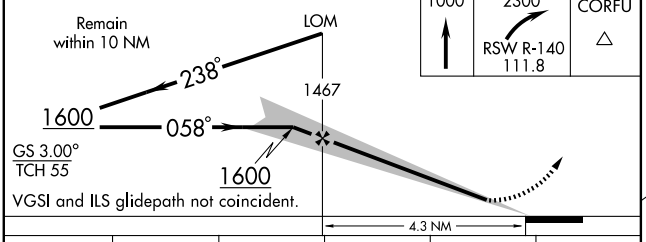
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via RSW VORTAC R-140 to CORFU Int/ RSW 10 DME and hold.

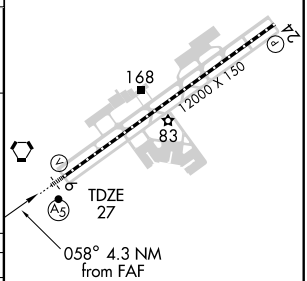
ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)



1000	2300	CORFU
	RSW R-140 111.8	



ELEV 30



REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

CATEGORY	A	B	C	D	E
S-ILS-6	227/18 200 (200-½)				227/24 200 (200-½)
S-LOC-6	380/24 353 (400-½)			380/40 353 (400-¾)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)	720-2½ 690 (700-2½)

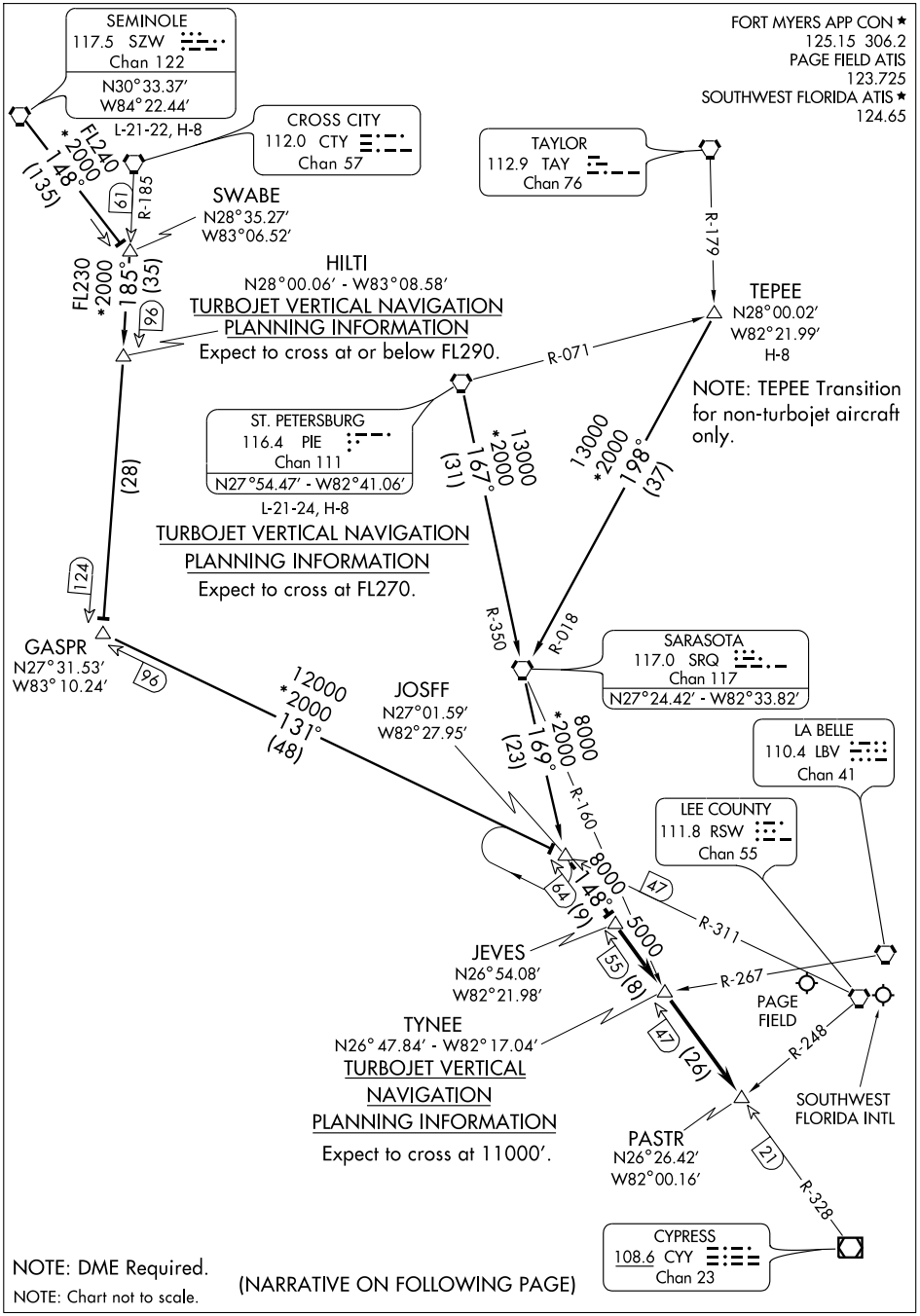
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

JOSFF THREE ARRIVAL

ST-154 (FAA)

FORT MYERS, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

JOSFF THREE ARRIVAL

FORT MYERS, FLORIDA

(JOSFF.JOSFF3) 08325

ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT. Thence . . . .

TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65619 W06A	APP CRS 058°	Rwy Idg 12000 TDZE 27 Apt Elev 30

RNAV (GPS) RWY 6

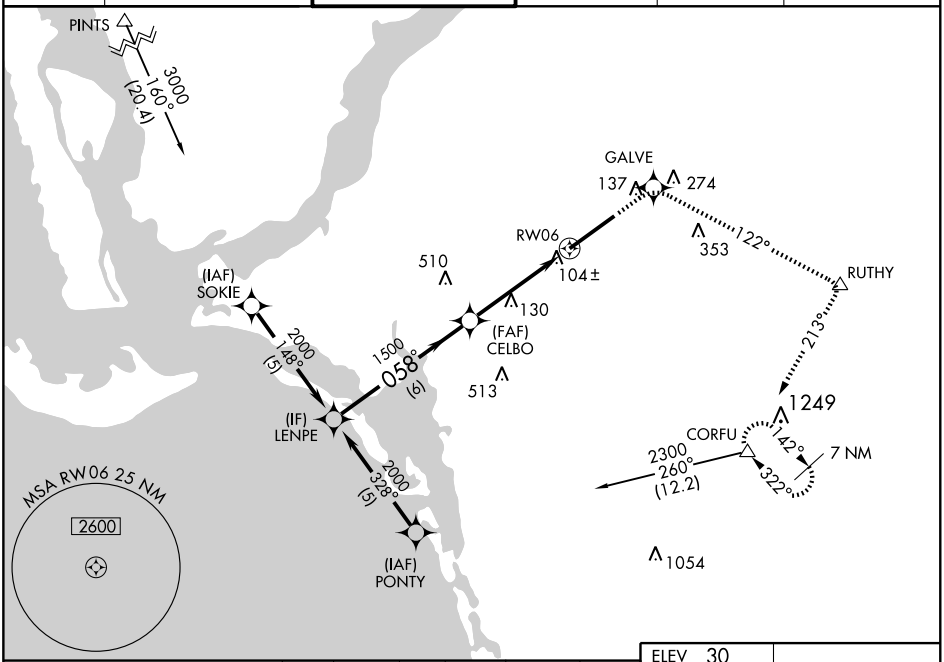
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

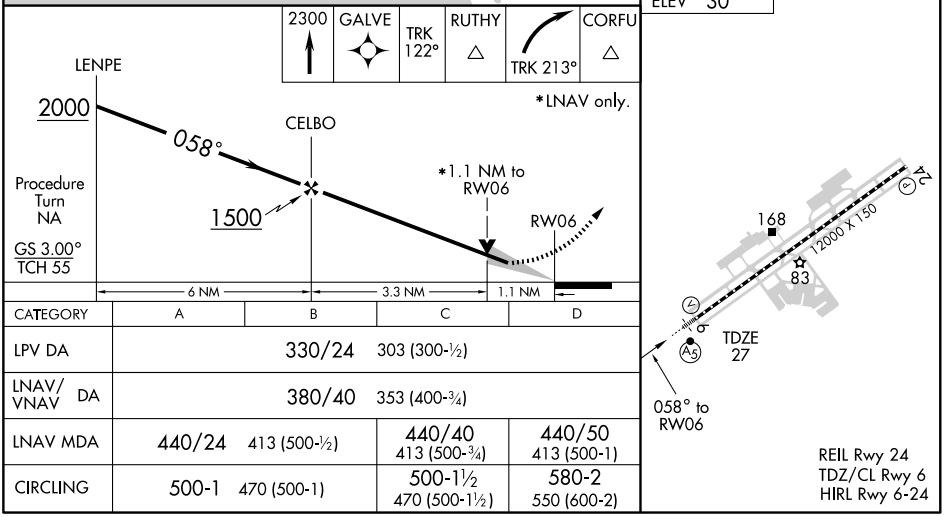
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cats visibility to RVR 5000, and LNAV Cat. D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2300 direct GALVE and via 122° track to RUTHY and right turn via 213° track to CORFU and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)





CATEGORY	A	B	C	D
LPV DA	330/24	303 (300-½)		
LNAV/VNAV DA	380/40	353 (400-¾)		
LNAV MDA	440/24	413 (500-½)	440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70319 W24A	APP CRS 238°	Rwy Idg 12000 TDZE 30 Apt Elev 30

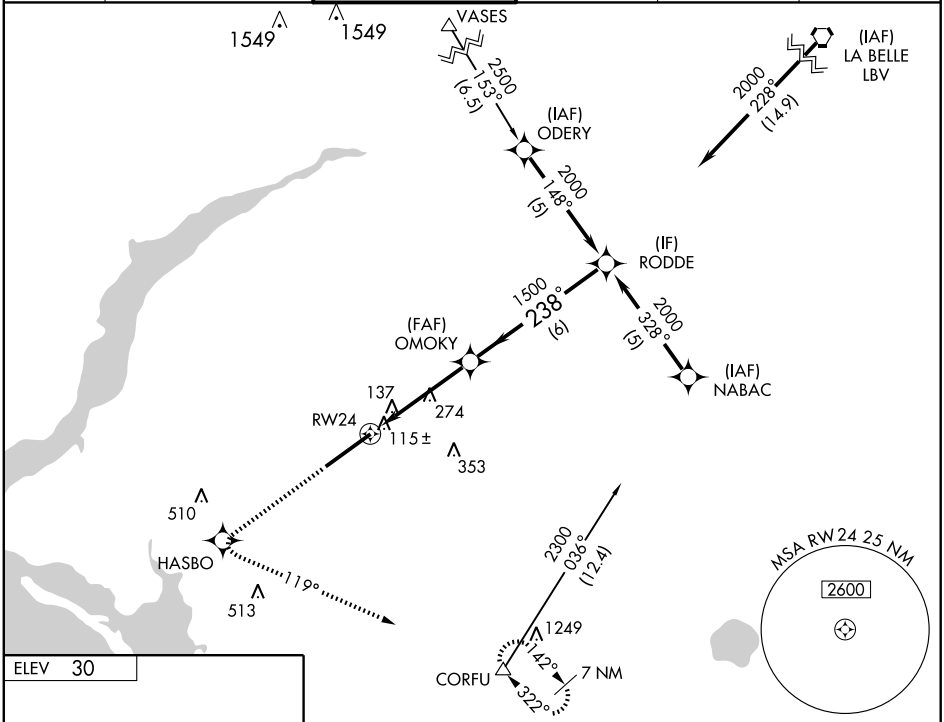
RNAV (GPS) RWY 24

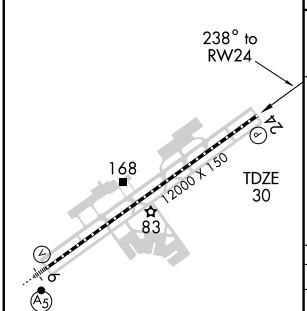
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

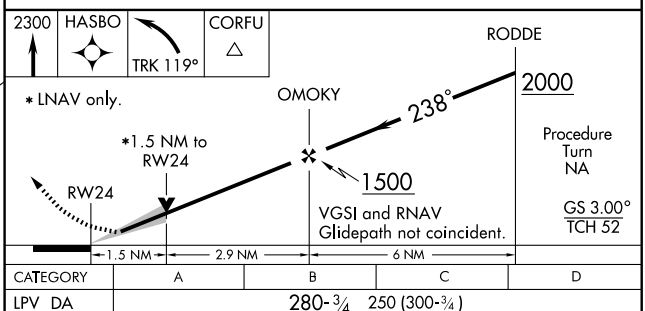
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct HASBO and left turn via 119° track to CORFU and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)



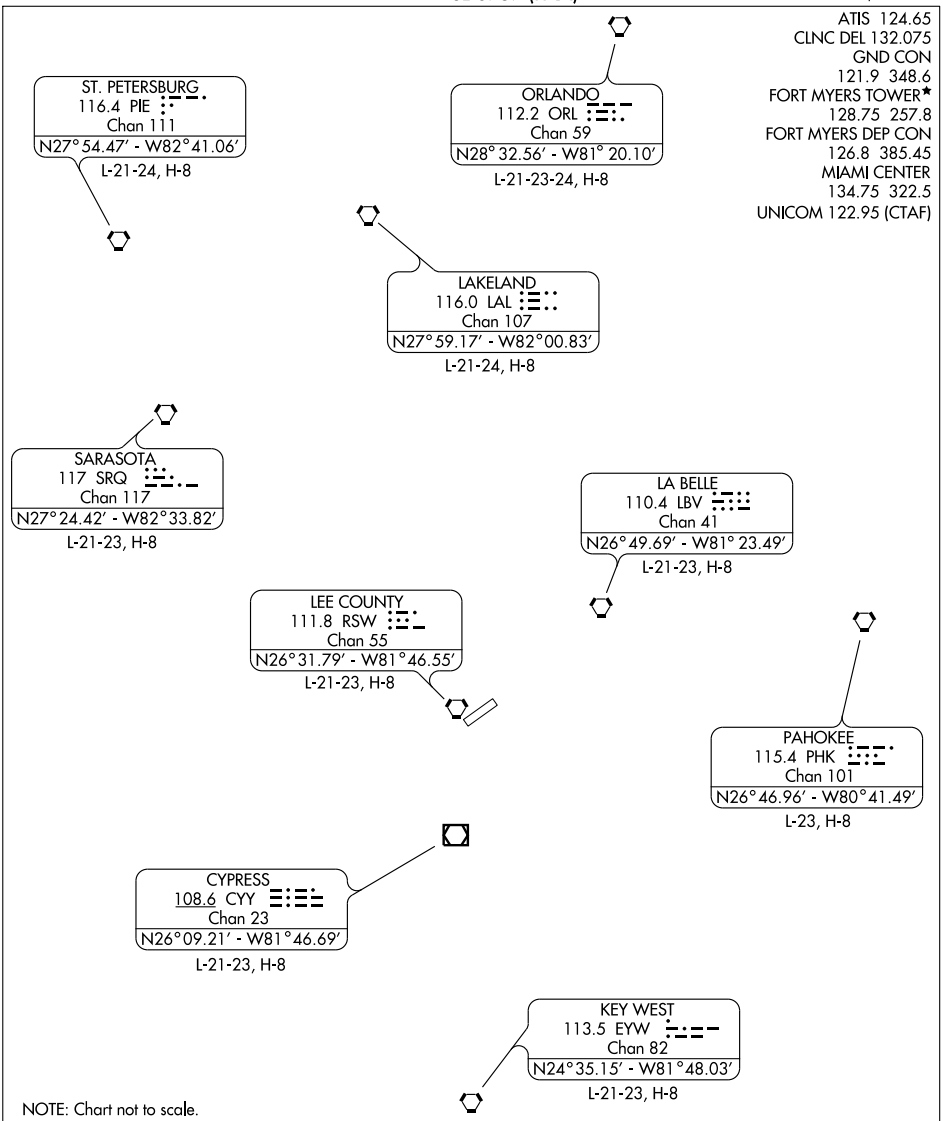




CATEGORY	A	B	C	D
LPV DA	280-¾ 250 (300-¾)			
LNAV/ VNAV DA	420-1¼ 390 (400-1¼)			
LNAV MDA	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-1¾ 550 (600-1¾)
CIRCLING	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-2 550 (600-2)

REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Fly runway heading or as assigned for vectors to join filed route.

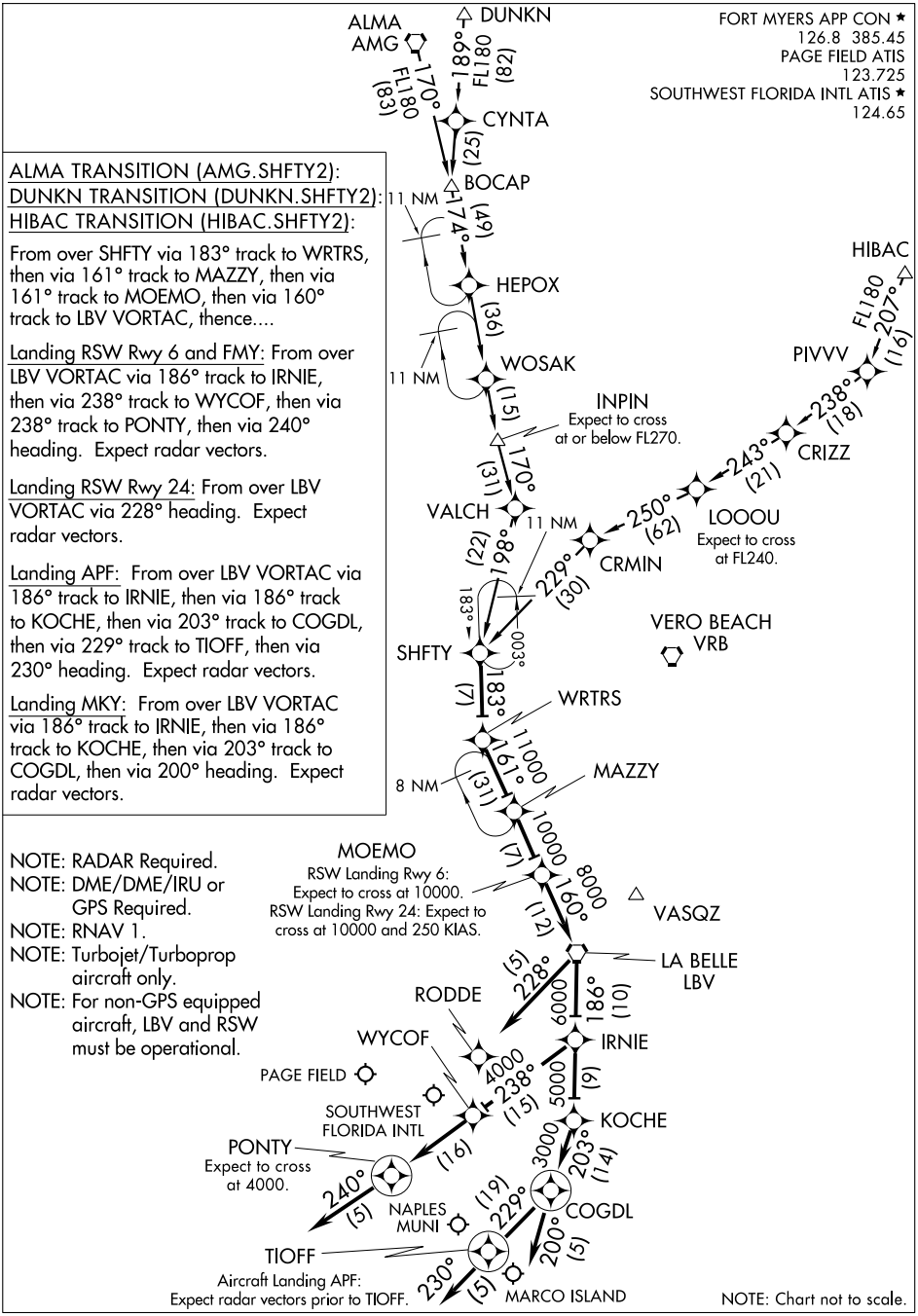
TAKE-OFF RUNWAY 24: (Southbound) fly runway heading or as assigned for vectors to join filed route.

All aircraft maintain 4000 feet or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



ALMA TRANSITION (AMG.SHFTY2):
DUNKN TRANSITION (DUNKN.SHFTY2):
HIBAC TRANSITION (HIBAC.SHFTY2):

From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via 161° track to MOEMO, then via 160° track to LBV VORTAC, thence....

Landing RSW Rwy 6 and FMY: From over LBV VORTAC via 186° track to IRNIE, then via 238° track to WYCOF, then via 238° track to PONTY, then via 240° heading. Expect radar vectors.

Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect radar vectors.

Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 229° track to TIOFF, then via 230° heading. Expect radar vectors.

Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect radar vectors.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV and RSW must be operational.

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA

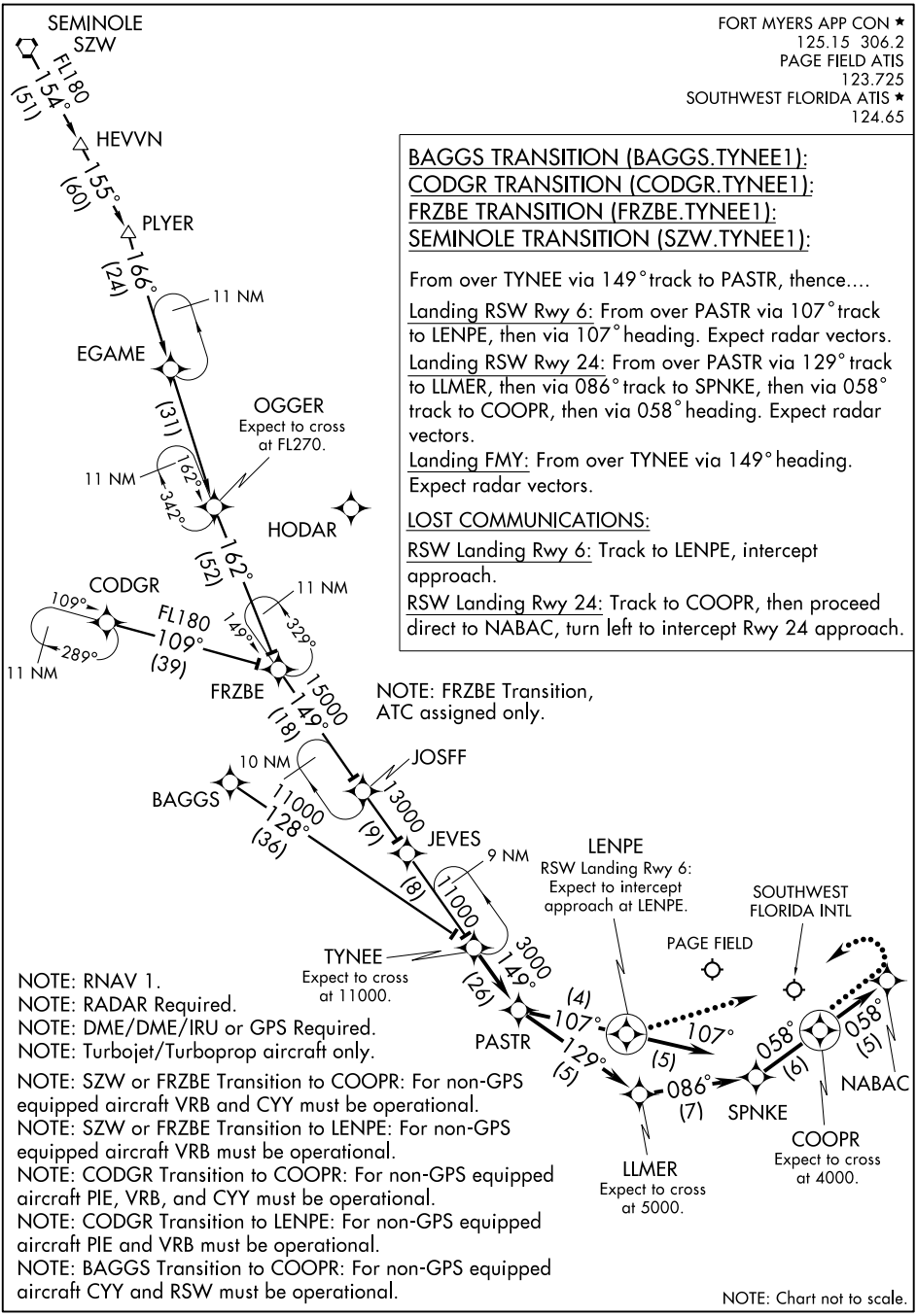
(SHFTY.SHFTY2) 10154

SE-3, 21 OCT 2010 to 18 NOV 2010

TYNEE ONE ARRIVAL (RNAV)

ST-154 (FAA)

FORT MYERS, FLORIDA



FORT MYERS APP CON ★
125.15 306.2
PAGE FIELD ATIS
123.725
SOUTHWEST FLORIDA ATIS ★
124.65

BAGGS TRANSITION (BAGGS.TYNEE1):
CODGR TRANSITION (CODGR.TYNEE1):
FRZBE TRANSITION (FRZBE.TYNEE1):
SEMINOLE TRANSITION (SZW.TYNEE1):

From over TYNEE via 149° track to PASTR, thence....

Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors.

Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 058° heading. Expect radar vectors.

Landing FMY: From over TYNEE via 149° heading. Expect radar vectors.

LOST COMMUNICATIONS:

RSW Landing Rwy 6: Track to LENPE, intercept approach.

RSW Landing Rwy 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: SZW or FRZBE Transition to COOPR: For non-GPS equipped aircraft VRB and CYY must be operational.
NOTE: SZW or FRZBE Transition to LENPE: For non-GPS equipped aircraft VRB must be operational.
NOTE: CODGR Transition to COOPR: For non-GPS equipped aircraft PIE, VRB, and CYY must be operational.
NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.
NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

TYNEE ONE ARRIVAL (RNAV)
FORT MYERS, FLORIDA
(TYNEE.TYNEE1) 08269
SE-3, 21 OCT 2010 to 18 NOV 2010

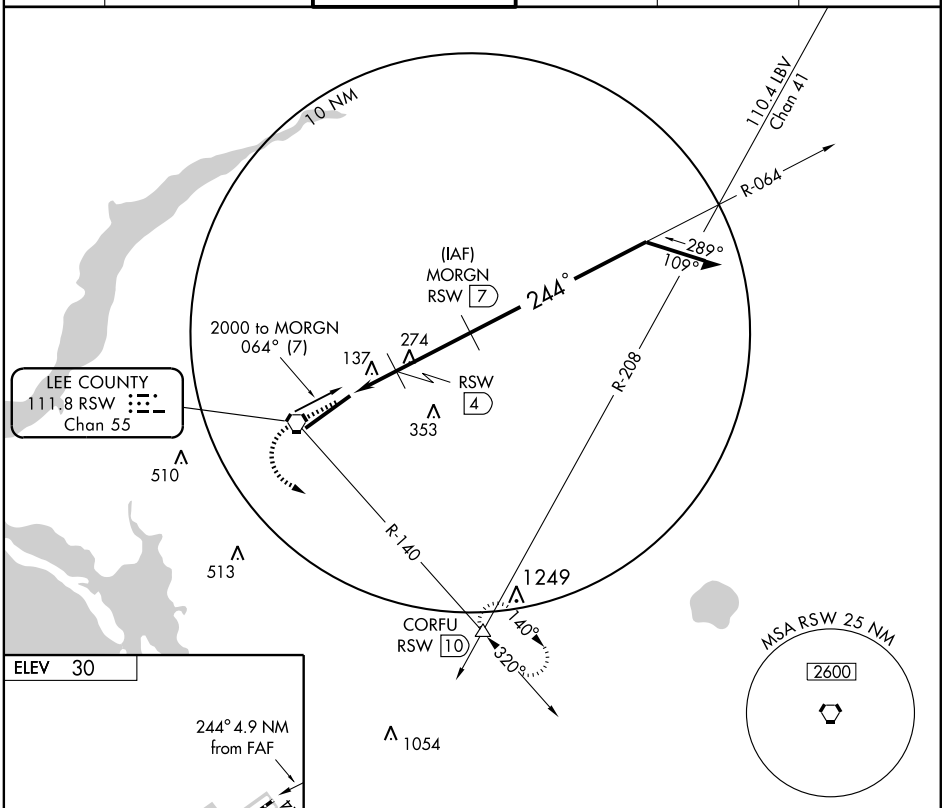
VORTAC RSW 111.8 Chan 55	APP CRS 244°	Rwy Idg 12000 TDZE 30 Apt Elev 30

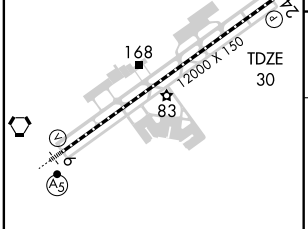
VOR/DME or TACAN RWY 24

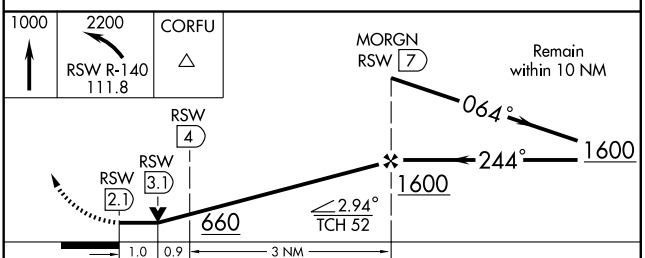
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 via RSW R-140 to CORFU/RSW 10 DME and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-24	400-1 370 (400-1)			400-1¼ 370 (400-1¼)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT PIERCE/ST. LUCIE COUNTY INTL (FPR)

AL-5343 (FAA)

FORT PIERCE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT PIERCE, FLORIDA
FORT PIERCE/ST. LUCIE COUNTY INTL (FPR)

10210

LOC/DME I-FJD	APP CRS	Rwy Idg 6492
110.55	094°	TDZE 23
Chan 42 (Y)		Apt Elev 24

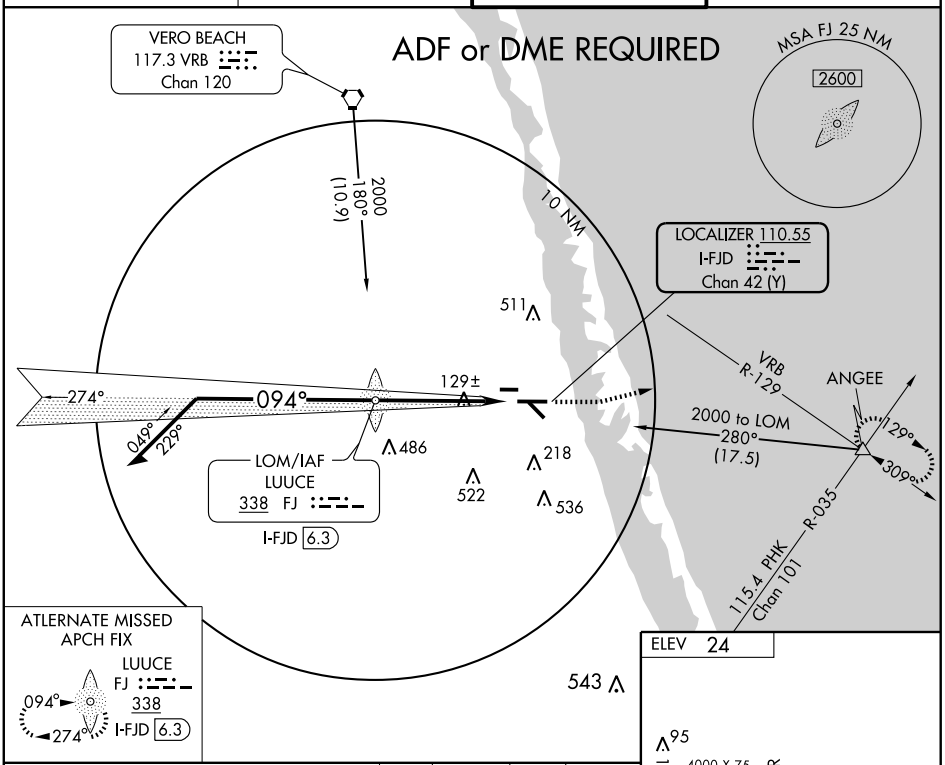
ILS or LOC RWY 10R

FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

When local altimeter setting not received, use Vero Beach altimeter setting and increase DA to 254; increase all MDA 40 feet.
VDP NA when using Vero Beach altimeter setting.
Autopilot coupled approach NA below 720 MSL.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 080° and via VRB VORTAC R-129 to ANGEE INT and hold.

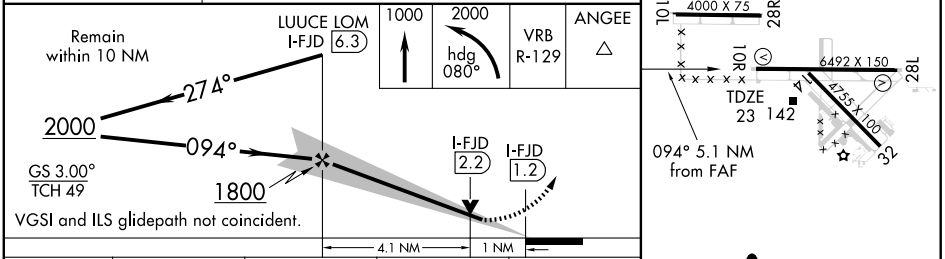
ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

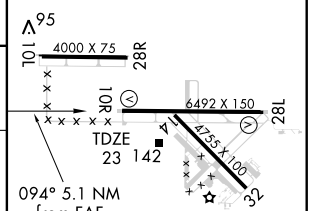


ATLERNATE MISSED APCH FIX

LUUCE
FJ 338
094° 274°
I-FJD 6.3

ELEV 24





CATEGORY	A	B	C	D
S-ILS 10R	223-¾ 200 (200-¾)			
S-LOC 10R	380-1 357 (400-1)			380-1¼ 357 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB FPR	APP CRS	Rwy Idg	N/A
275	262°	TDZE	N/A
		Apt Elev	23

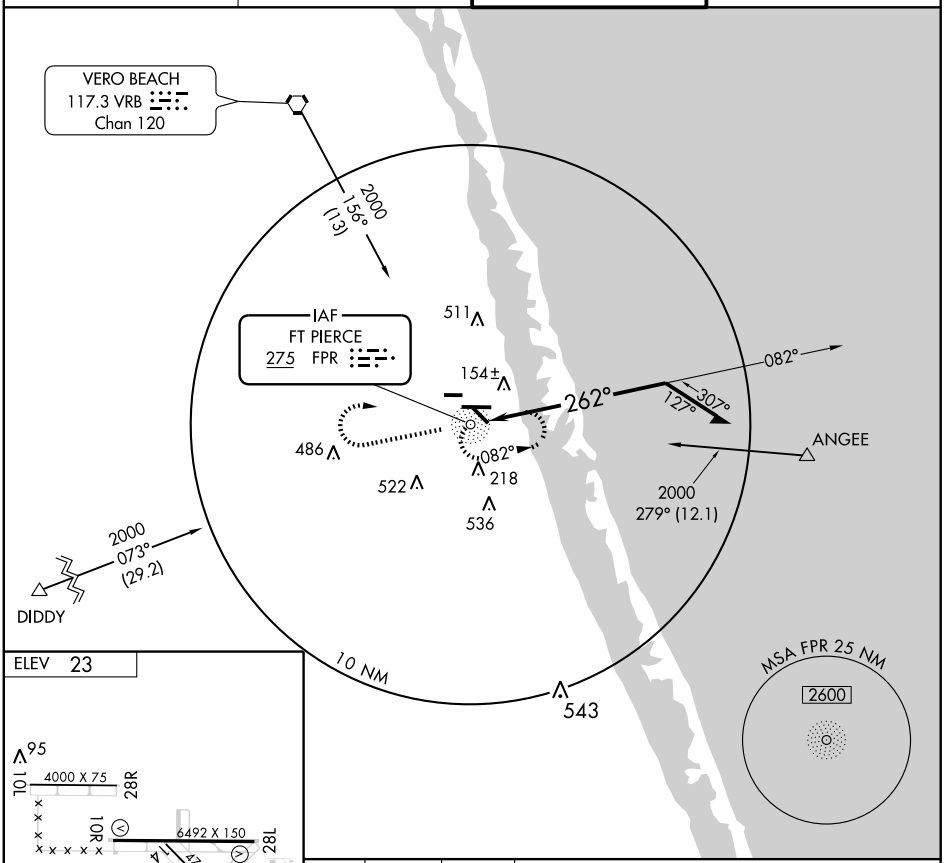
NDB-A

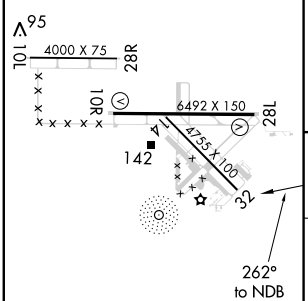
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

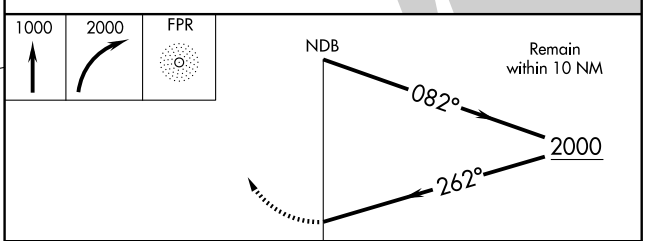
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FPR NDB and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

CATEGORY	A	B	C	D
CIRCLING	640-1 617 (700-1)		640-1¾ 617 (700-1¾)	640-2 617 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB FPR	APP CRS	Rwy Idg	6492
275	247°	TDZE	24
		Apt Elev	24

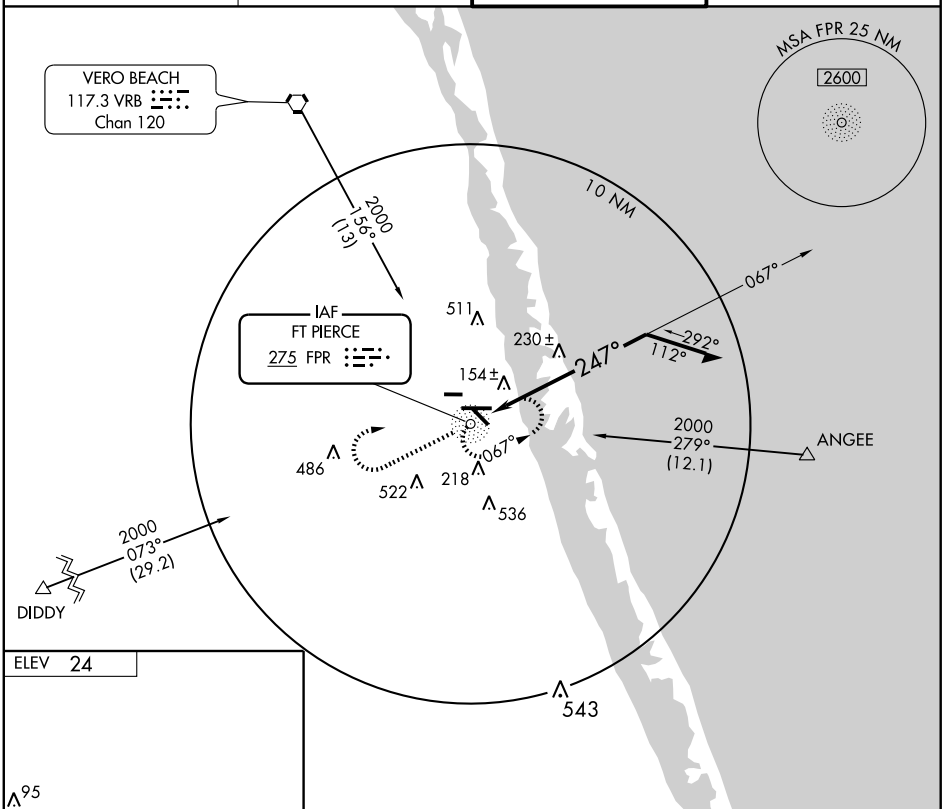
NDB RWY 28L

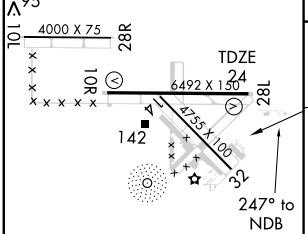
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

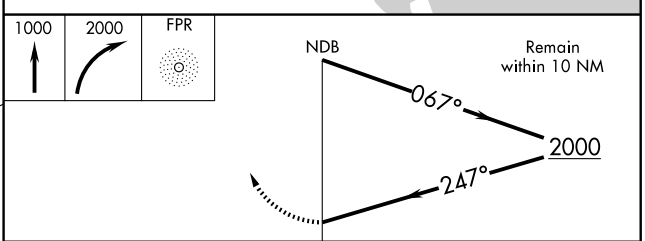
When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FPR NDB and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







CATEGORY	A	B	C	D
S-28L	640-1	616 (700-1)	640-1¾ 616 (700-1¾)	640-2 616 (700-2)
CIRCLING	640-1	616 (700-1)	640-1¾ 616 (700-1¾)	640-2 616 (700-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6492
094°	TDZE	23
	Apt Elev	24

RNAV (GPS) RWY 10R

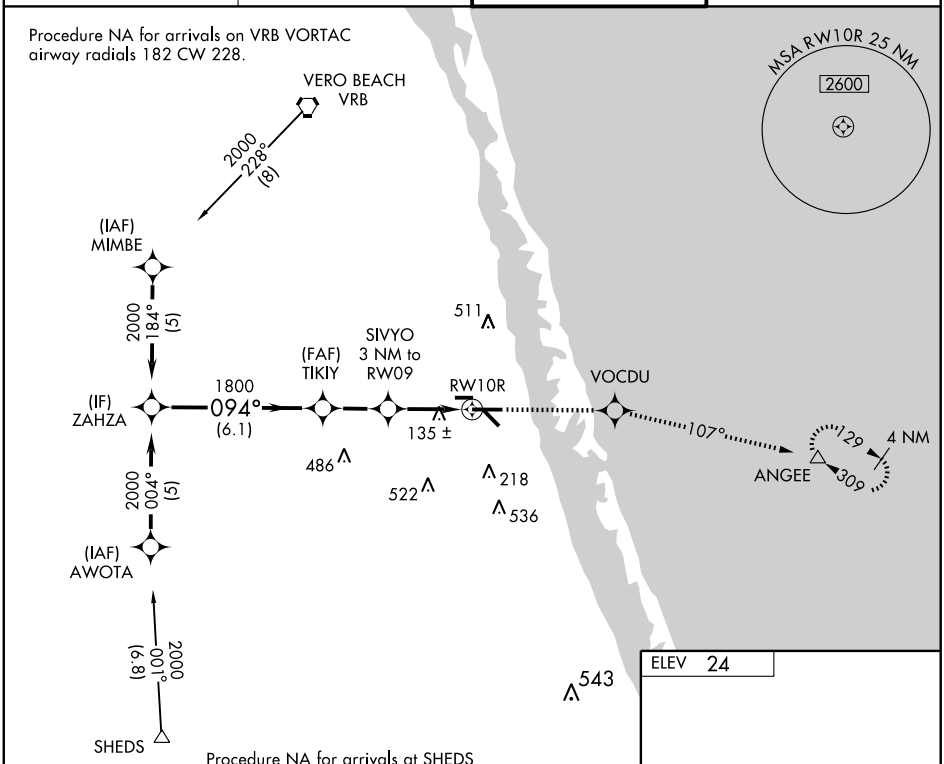
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. VDP NA when using Vero Beach altimeter setting. DME/DME RNP-0.3 NA.

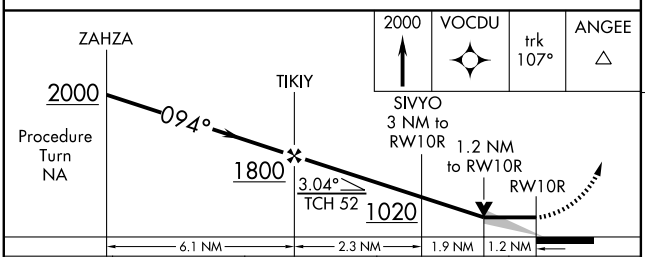
MISSED APPROACH: Climb to 2000 direct VOCDU and via 107° track to ANGEE and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

Procedure NA for arrivals on VRB VORTAC airway radials 182 CW 228.

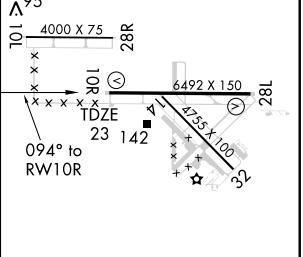


Procedure NA for arrivals at SHEDS via V531 southeast bound.



CATEGORY	A	B	C	D
LNAV MDA	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

ELEV 24



REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4755
CH 82508	139°	TDZE	24
W14A		Apt Elev	24

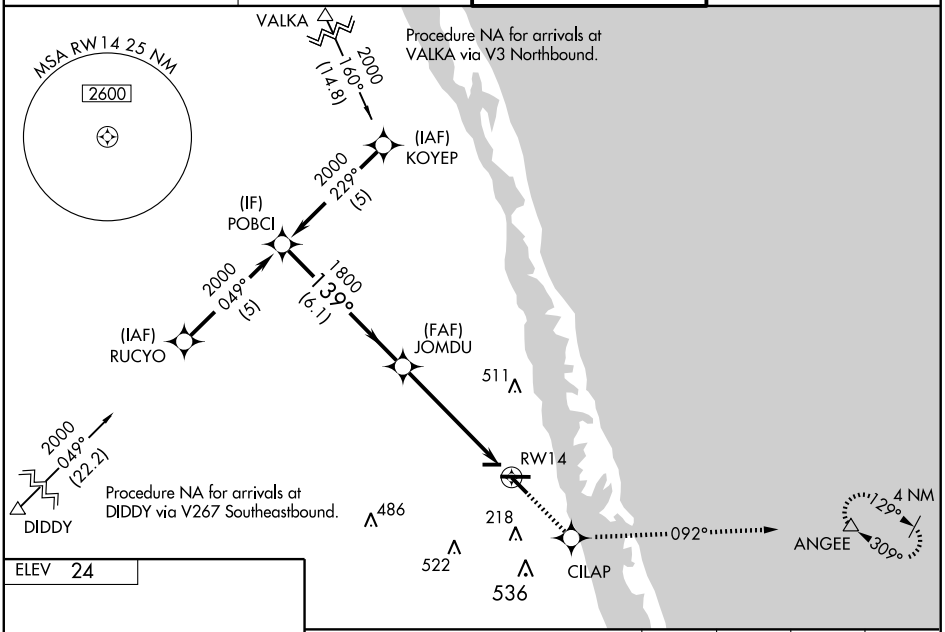
RNAV (GPS) RWY 14

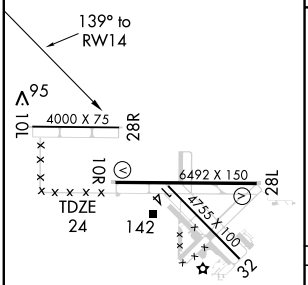
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

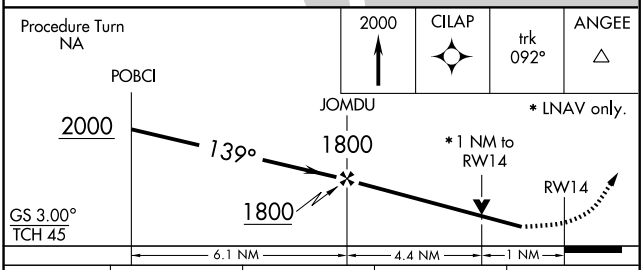
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 356; increase LNAV/VNAV DA to 415; Increase all MDA 40 feet; Increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C visibility ¼ mile.
VDP and Baro-VNAV NA when using Vero Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct CILAP and via 092° track to ANGEE and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







CATEGORY	A	B	C	D
LPV DA	325-1 301 (400-1)			
LNAV/VNAV DA	384-1¼ 360 (400-1¼)			
LNAV MDA	400-1 376 (400-1)			400-1¼ 376 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6492
260°	TDZE	24
	Apt Elev	24

RNAV (GPS) RWY 28L

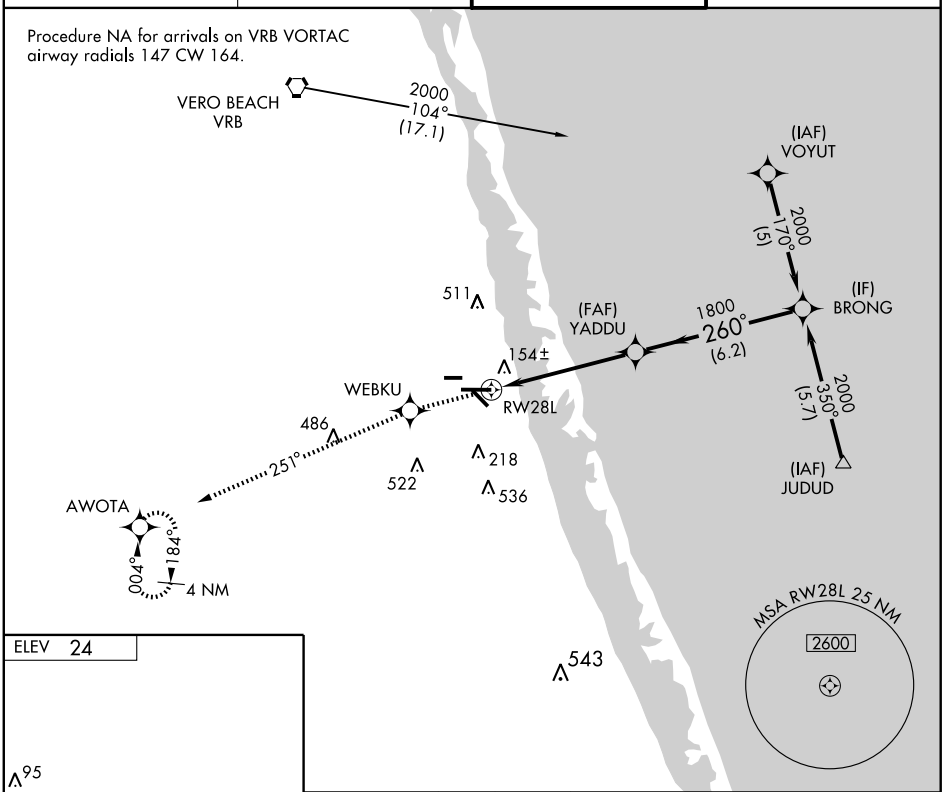
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

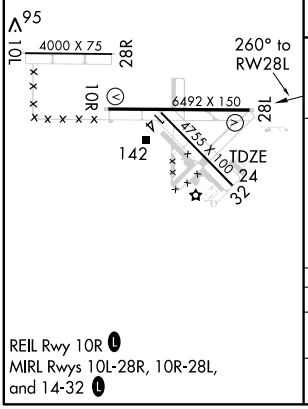
When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Vero Beach altimeter setting.

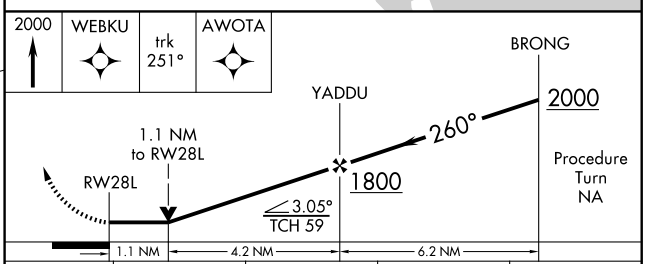
MISSED APPROACH: Climb to 2000 direct WEBKU and via 251° track to AWOTA and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

Procedure NA for arrivals on VRB VORTAC airway radials 147 CW 164.







CATEGORY	A	B	C	D
LNAV MDA	420-1 396 (400-1)			420-1¼ 396 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65716 W32A	APP CRS 320°	Rwy Idg 4755 TDZE 24 Apt Elev 24

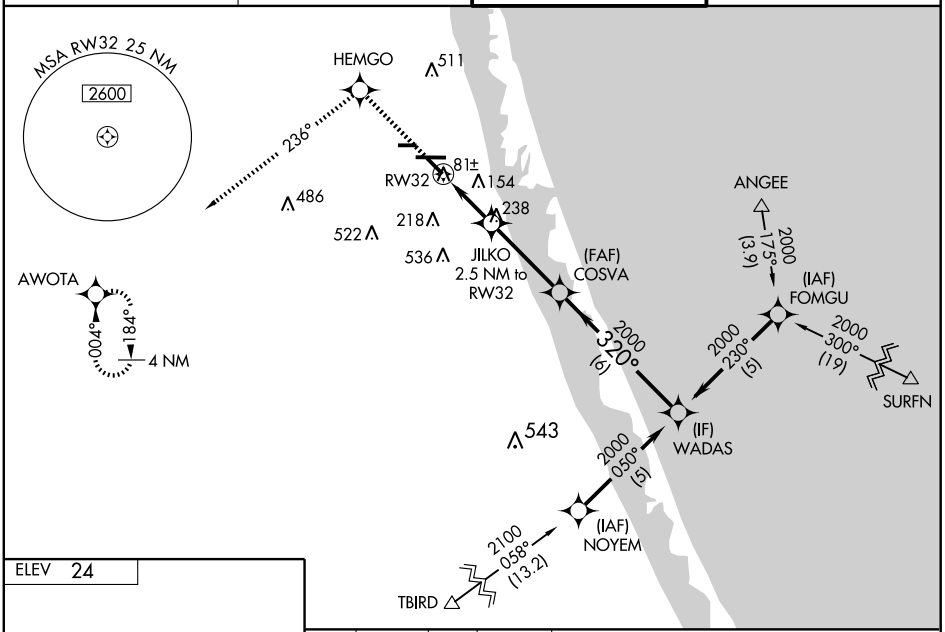
RNAV (GPS) RWY 32

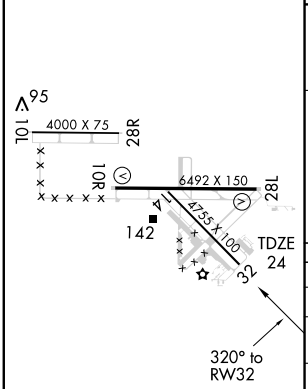
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

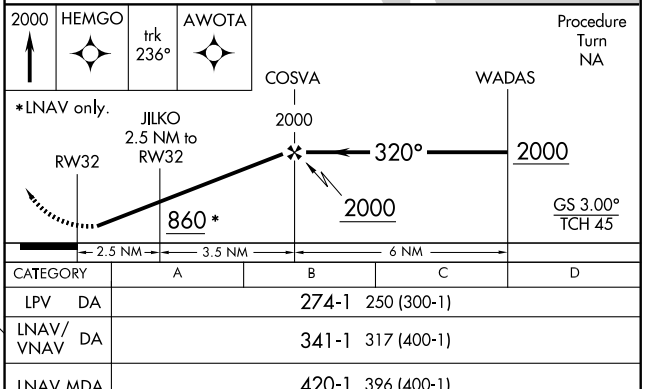
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Vero Beach altimeter setting. When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 297; increase LNAV/VNAV DA to 364; increase all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile; LNAV visibility Cat C ¼ mile, Cat D ½ mile.

MISSED APPROACH: Climb to 2000 direct HEMGO and via track 236° to AWOTA and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			
LNAV/VNAV DA	341-1 317 (400-1)			
LNAV MDA	420-1 396 (400-1)			
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC VRB 117.3 Chan 120	APP CRS 154°	Rwy Idg 4755 TDZE 24 Apt Elev 24

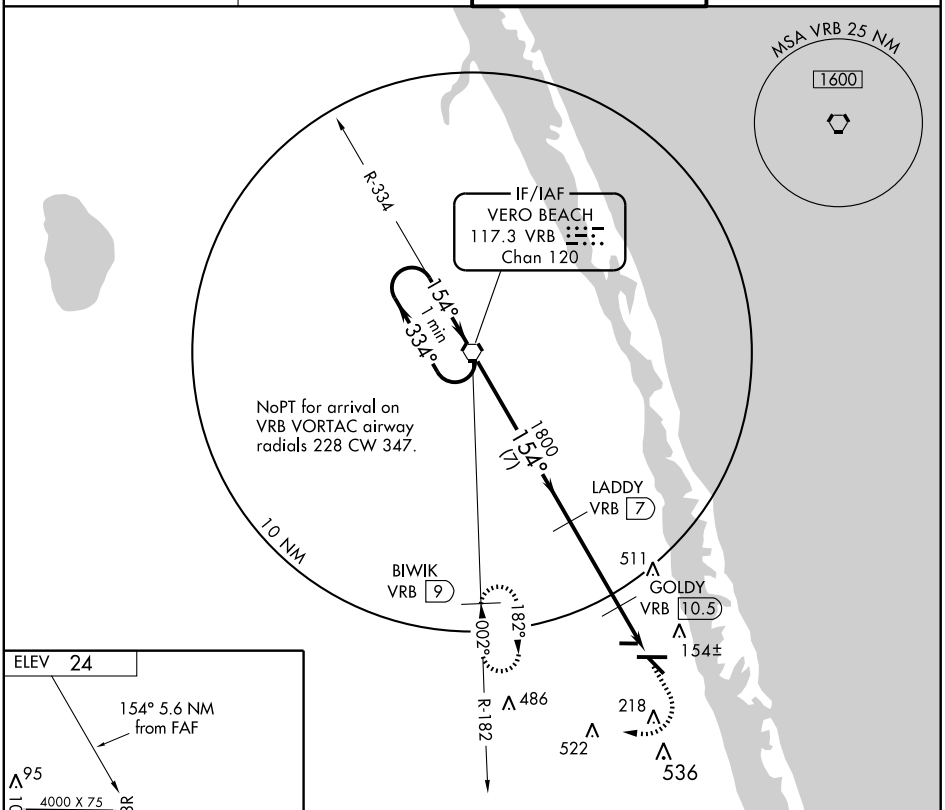
VOR/DME RWY 14

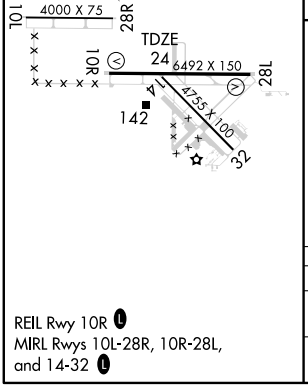
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

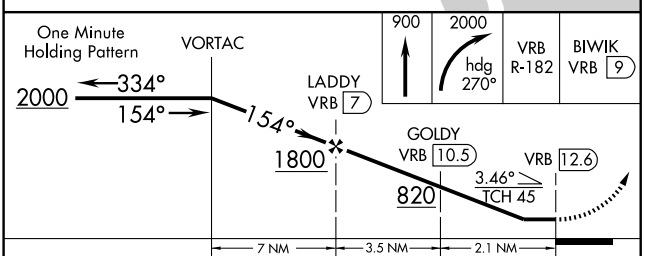
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; Increase S-14 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via heading 270° and VRB VORTAC R-182 to BIWIK/9 DME and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

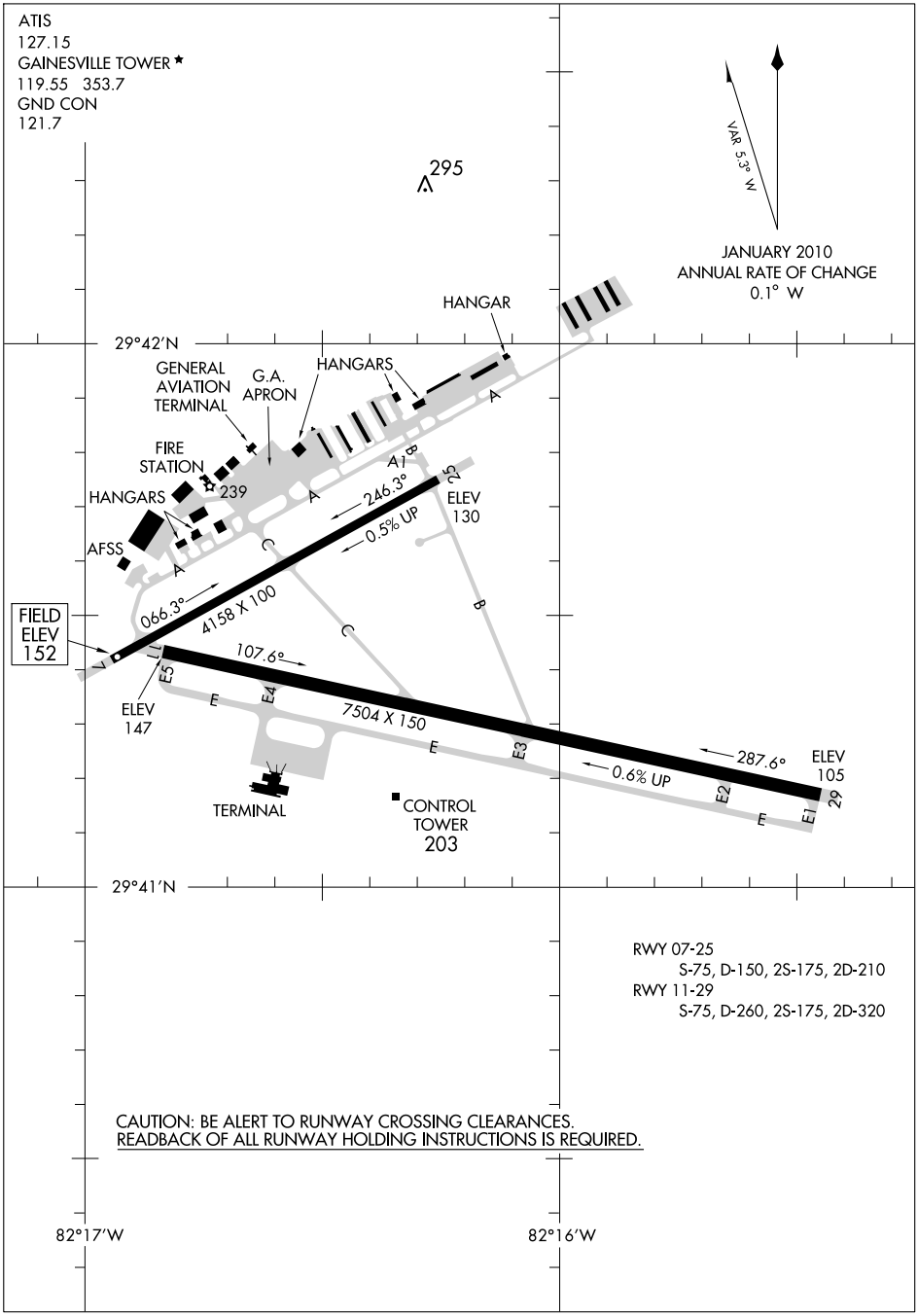
CATEGORY	A	B	C	D
S-14	420-1 396 (400-1)			420-1¼ 396 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-973 (FAA)

GAINESVILLE RGNL (GNV)
GAINESVILLE, FLORIDA



RWY 07-25
S-75, D-150, 2S-175, 2D-210
RWY 11-29
S-75, D-260, 2S-175, 2D-320

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

GAINESVILLE, FLORIDA
GAINESVILLE RGNL (GNV)

LOC I-GNV	APP CRS	Rwy Idg	7504
111.3	286°	TDZE	122
		Apt Elev	152

ILS or LOC RWY 29

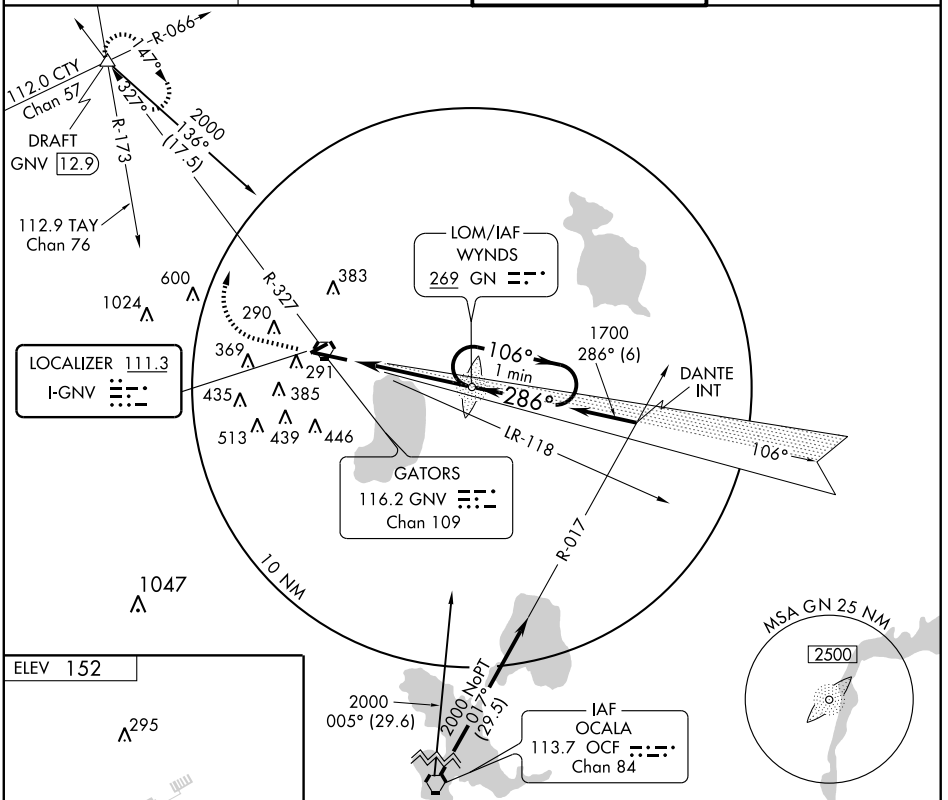
GAINESVILLE RGNL (GNV)

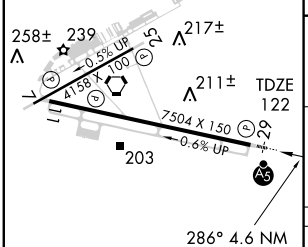
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via GNV VORTAC R-327 to DRAFT Int and hold.

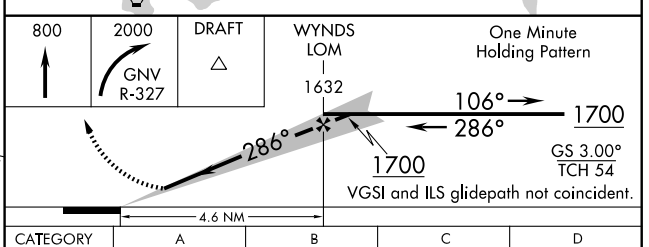
ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7





REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 29	* 322/24 200 (200-½)			
S-LOC 29	480/24 358 (400-½)			480/40 358 (400-¾)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4158
065°	TDZE	152
	Apt Elev	152

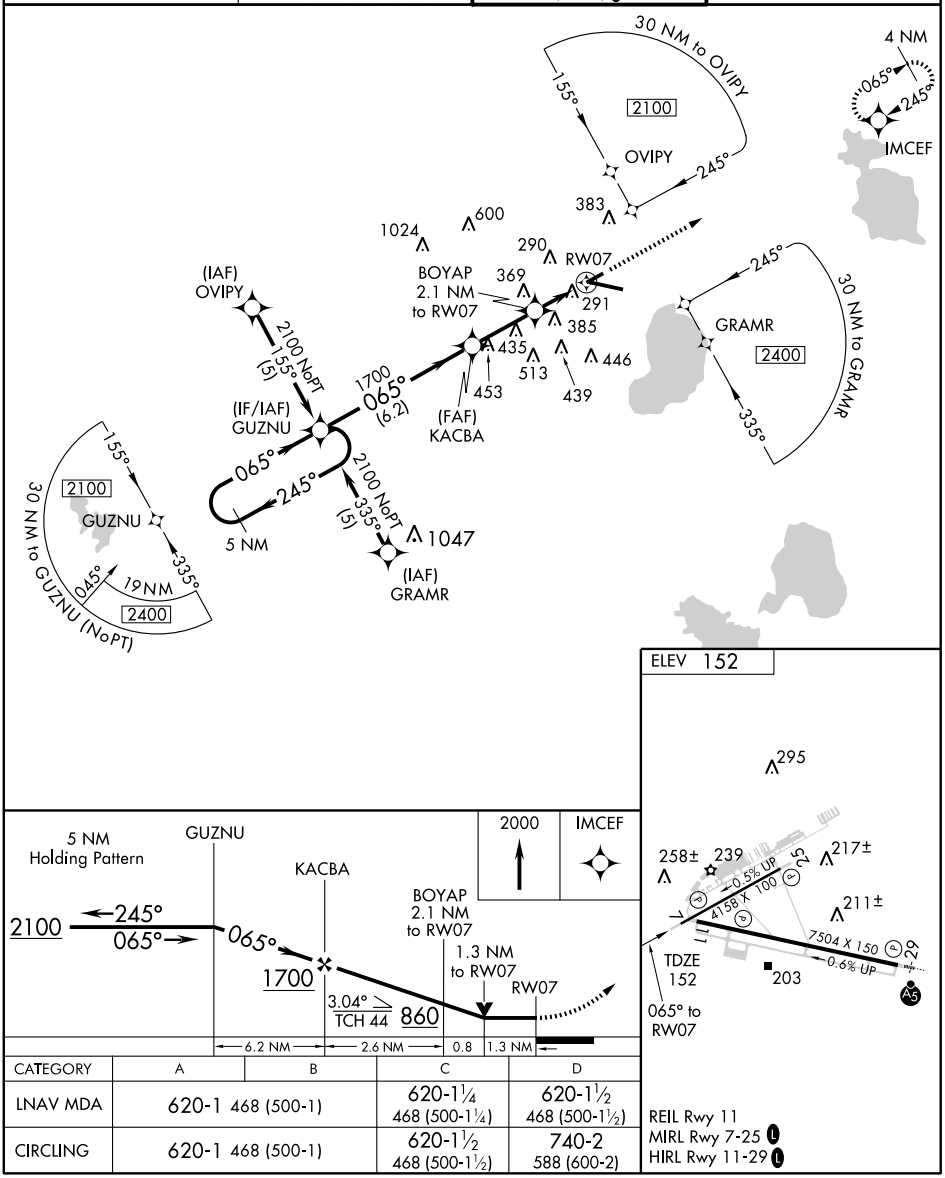
RNAV (GPS) RWY 7

GAINESVILLE RGNL (GNV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Ocala Intl-Jim Taylor Fld altimeter setting.
If local altimeter not received, use Ocala Intl-Jim Taylor altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct IMCEF and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7



CATEGORY	A	B	C	D
LNAV MDA	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

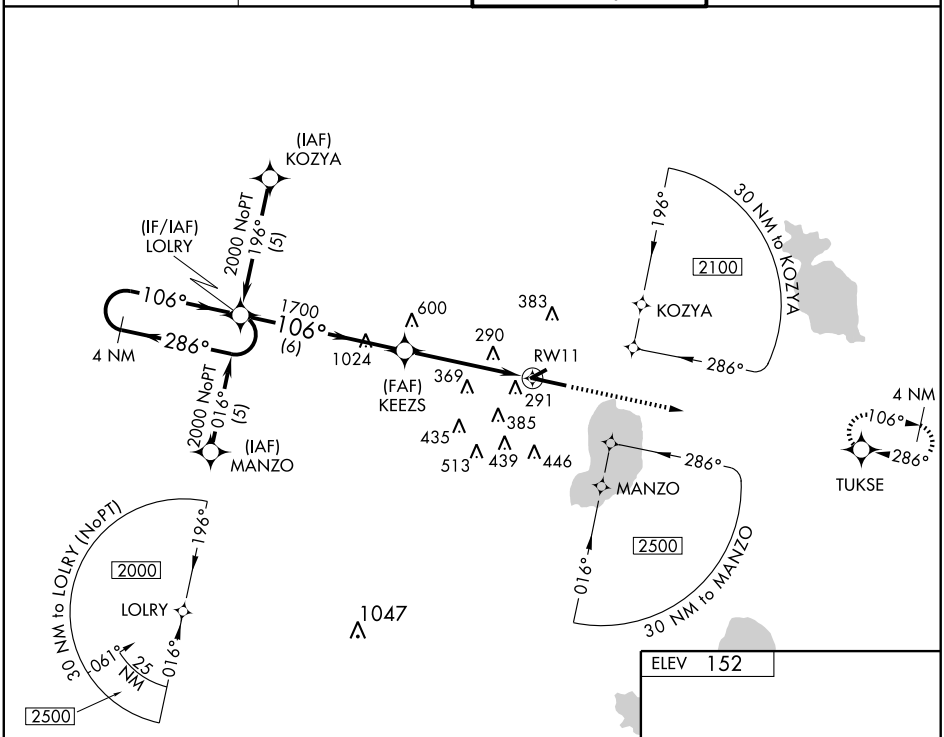
WAAS	APP CRS	Rwy ldg	7504
CH 50115	106°	TDZE	147
W11A		Apt Elev	152

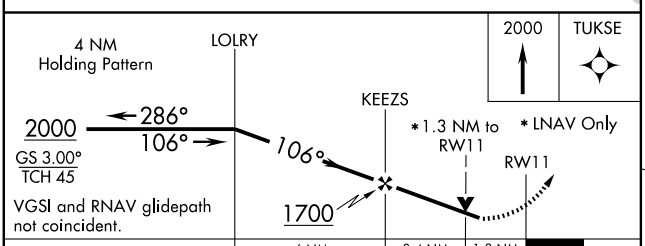
RNAV (GPS) RWY 11
GAINESVILLE RGNL (GNV)

NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

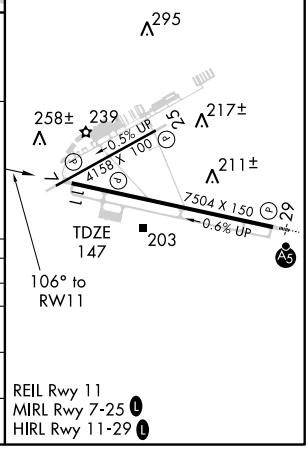
MISSED APPROACH: Climb to 2000 direct TUKSE and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7





CATEGORY	A	B	C	D
LPV DA	460-1 313 (400-1)			
LNAV/VNAV DA	600-1½ 453 (500-1½)			
LNAV MDA	600-1 453 (500-1)		600-1¼ 453 (500-1¼)	600-1½ 453 (500-1½)
CIRCLING	620-1½ 468 (500-1½)			740-2 588 (600-2)



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4158
CH 86604	245°	TDZE	144
W25A		Apt Elev	152

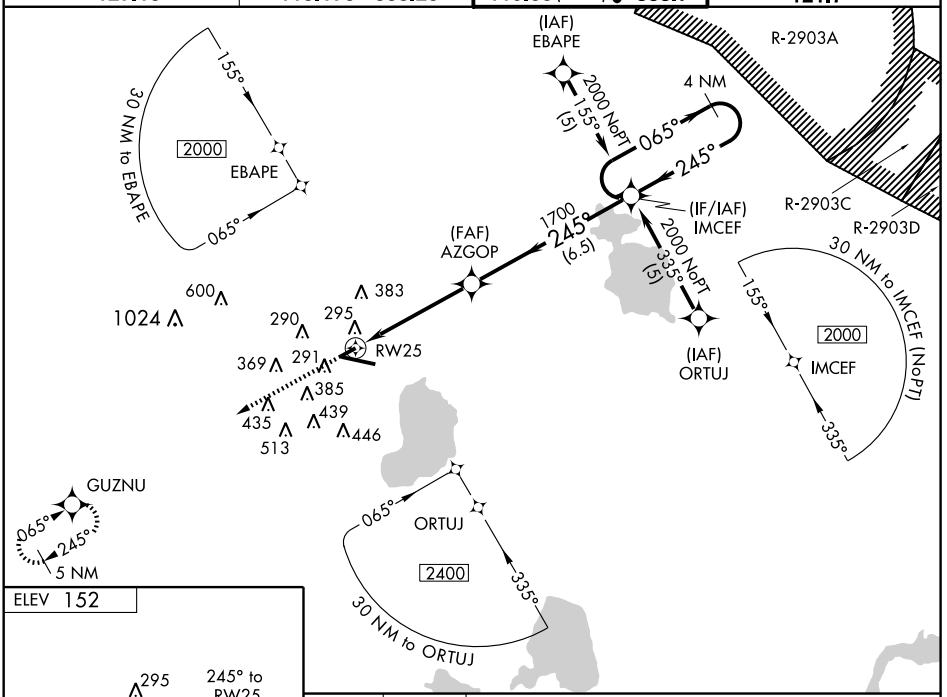
RNAV (GPS) RWY 25

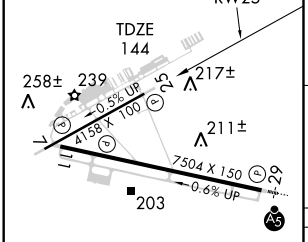
GAINESVILLE RGNL (GNV)

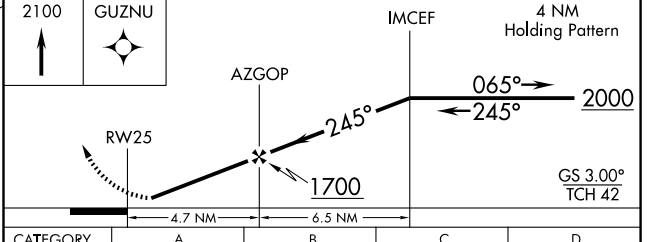
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ocala Intl-Jim Taylor altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). When local altimeter setting not received, use Ocala Intl-Jim Taylor altimeter setting and increase LPV DA to 494 feet, LNAV/VNAV DA to 774 feet, and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct GUZNU and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER ★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LPV DA	413-1 269 (300-1)			
LNAV/VNAV DA	693-2 549 (600-2)			
LNAV MDA	560-1 416 (500-1)		560-1¼ 416 (500-1¼)	
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7504
CH 60916	286°	TDZE	122
W29A		Apt Elev	152

RNAV (GPS) RWY 29

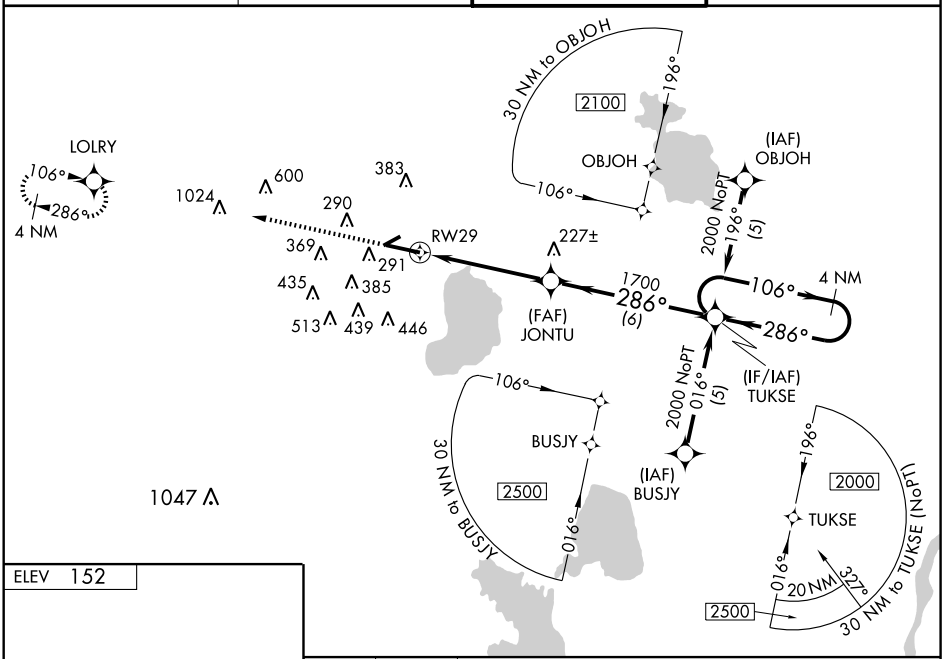
GAINESVILLE RGNL (GNV)

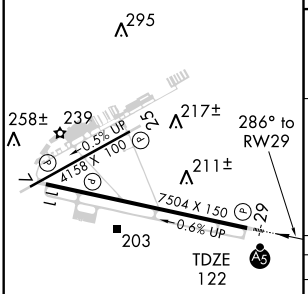
DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. When local altimeter setting not received, use Ocala-Intl-Jim Taylor Field altimeter setting and increase LPV DA to 501, increase LNAV/VNAV DA to 561, and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility to RVR 5000, and increase Circling Cat D visibility to 2¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

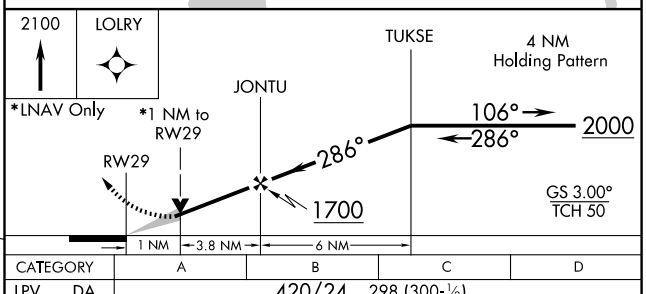
MALSR

MISSED APPROACH: Climb to 2100 direct LOLRY and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LPV DA	420/24 298 (300-½)			
LNAV/VNAV DA	480/40 358 (400-¾)			
LNAV MDA	500/24 378 (400-½)			500/50 378 (400-1)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

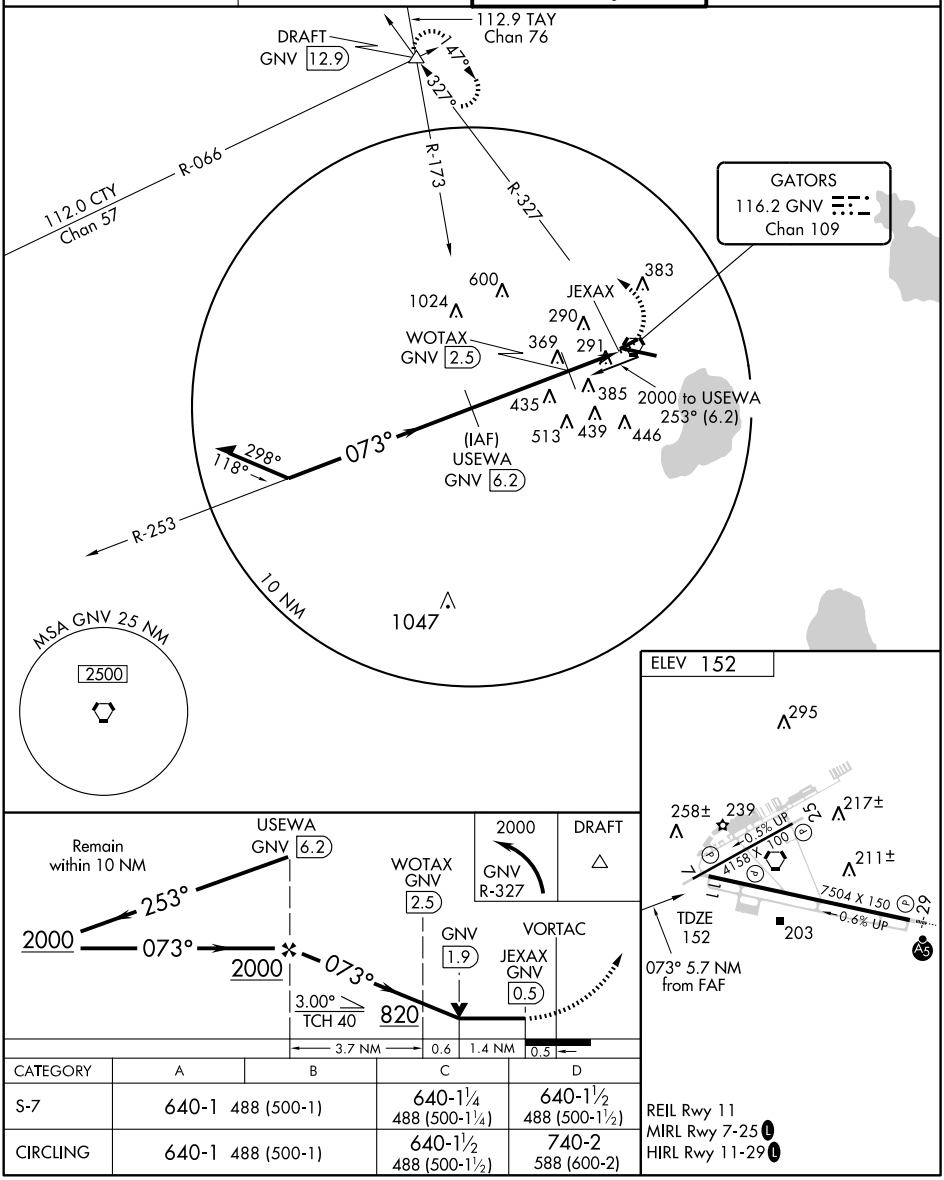
VORTAC GNV 116.2 Chan 109	APP CRS 073°	Rwy Idg 4158 TDZE 152 Apt Elev 152

VOR/DME RWY 7

GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT INT/GNV 12.9 DME and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7



CATEGORY	A	B	C	D
S-7	640-1 488 (500-1)		640-1¼ 488 (500-1¼)	640-1½ 488 (500-1½)
CIRCLING	640-1 488 (500-1)		640-1½ 488 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

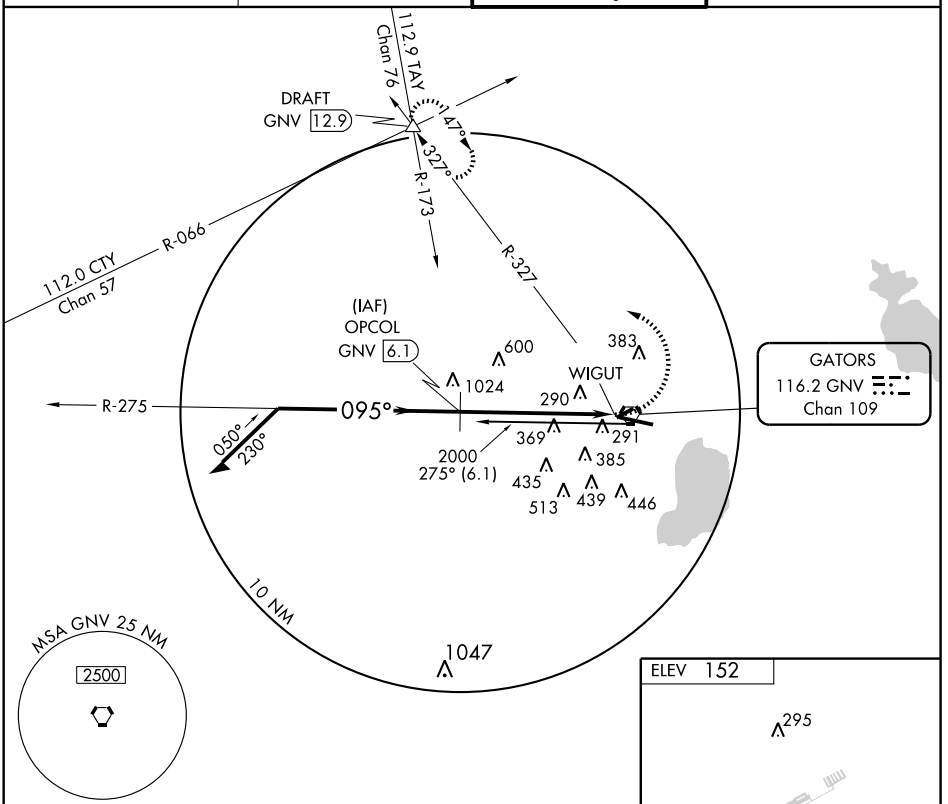
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

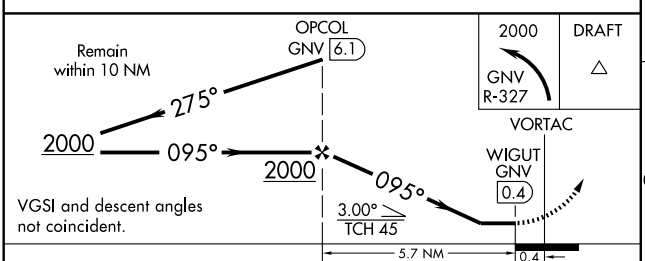
VORTAC GNV 116.2 Chan 109	APP CRS 095°	Rwy Idg 7504 TDZE 147 Apt Elev 152

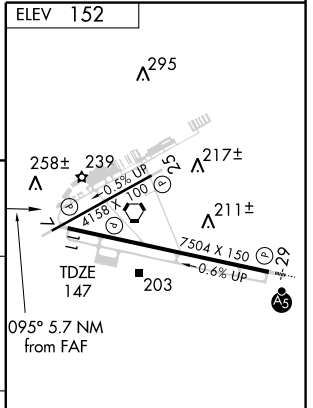
VOR/DME RWY 11
GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT INT and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
S-11	700-1 553 (600-1)		700-1½ 553 (600-1½)	700-1¾ 553 (600-1¾)
CIRCLING	700-1 548 (600-1)		700-1½ 548 (600-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

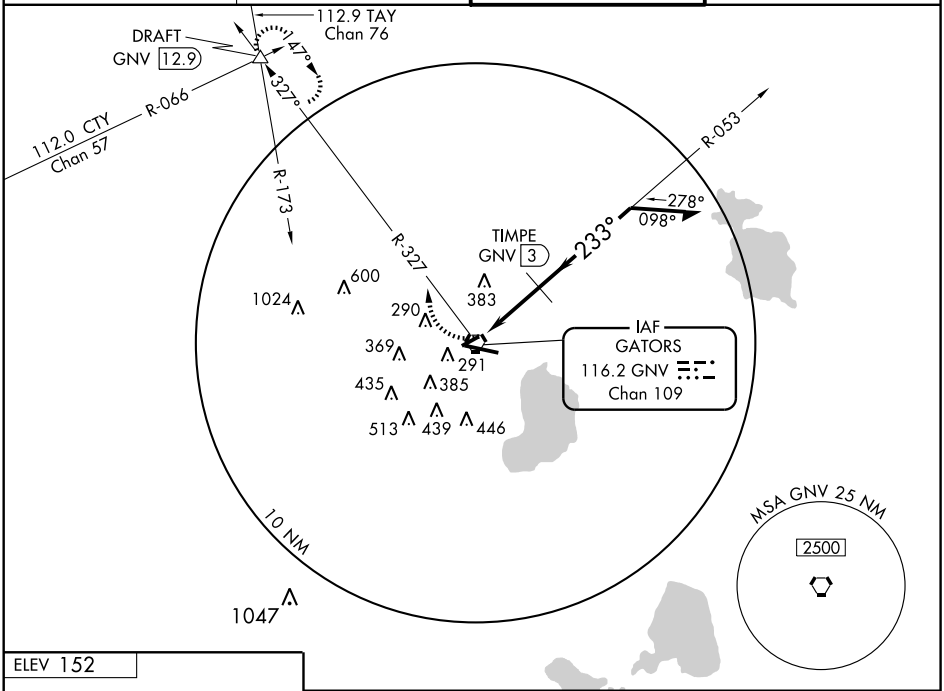
VORTAC GNV 116.2 Chan 109	APP CRS 233°	Rwy Idg 4158 TDZE 144 Apt Elev 152

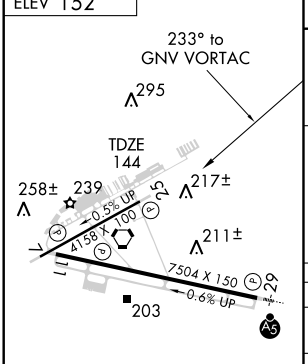
VOR RWY 25

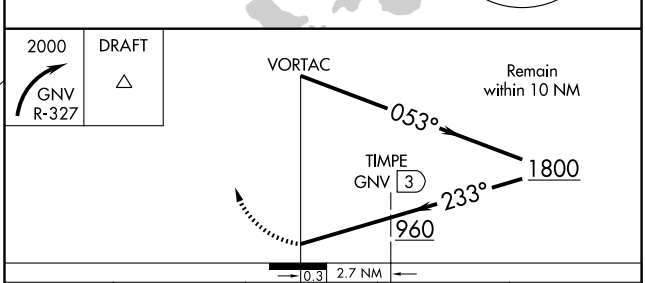
GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT INT/12.9 DME and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
S-25	960-1 816 (900-1)	960-1¼ 816 (900-1¼)	960-2½ 816 (900-2½)	960-2¾ 816 (900-2¾)
CIRCLING	960-1 808 (900-1)	960-1¼ 808 (900-1¼)	960-2½ 808 (900-2½)	960-2¾ 808 (900-2¾)
DME MINIMUMS				
S-25	620-1 476 (500-1)		620-1¼ 476 (500-1¼)	620-1½ 476 (500-1½)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC GNV 116.2 Chan 109	APP CRS 294°	Rwy Idg 7504 TDZE 122 Apt Elev 152

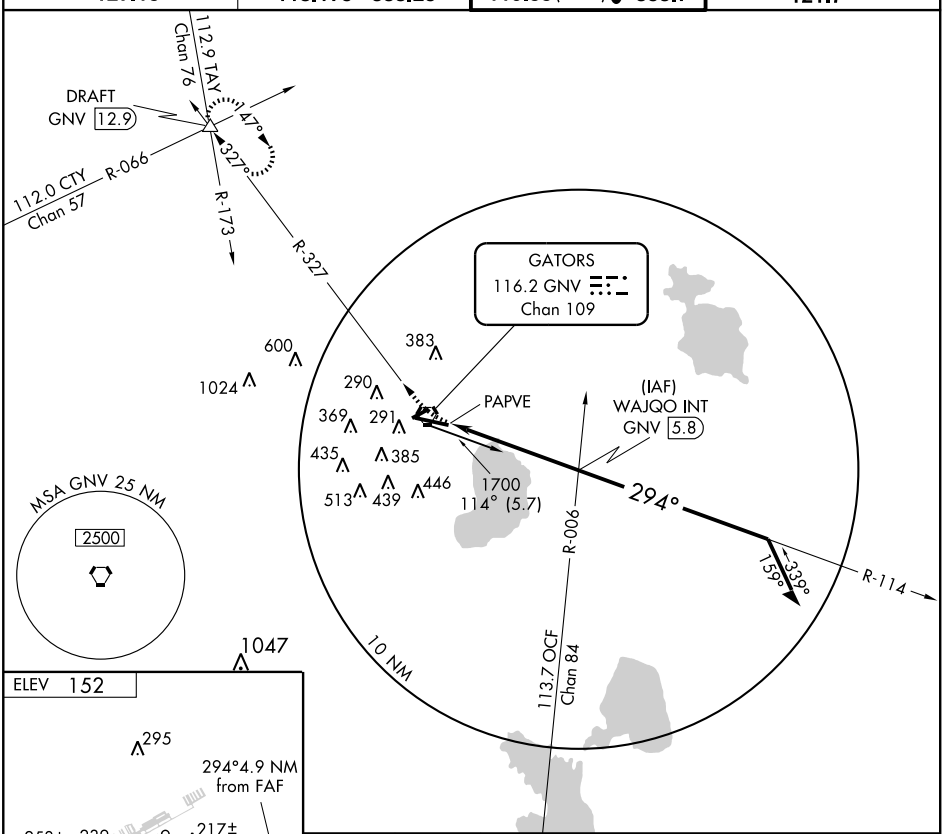
VOR RWY 29
GAINESVILLE RGNL (GNV)

MALSR

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT INT and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7

SE-3, 21 OCT 2010 to 18 NOV 2010



REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

FAF to MAP 4.9 NM

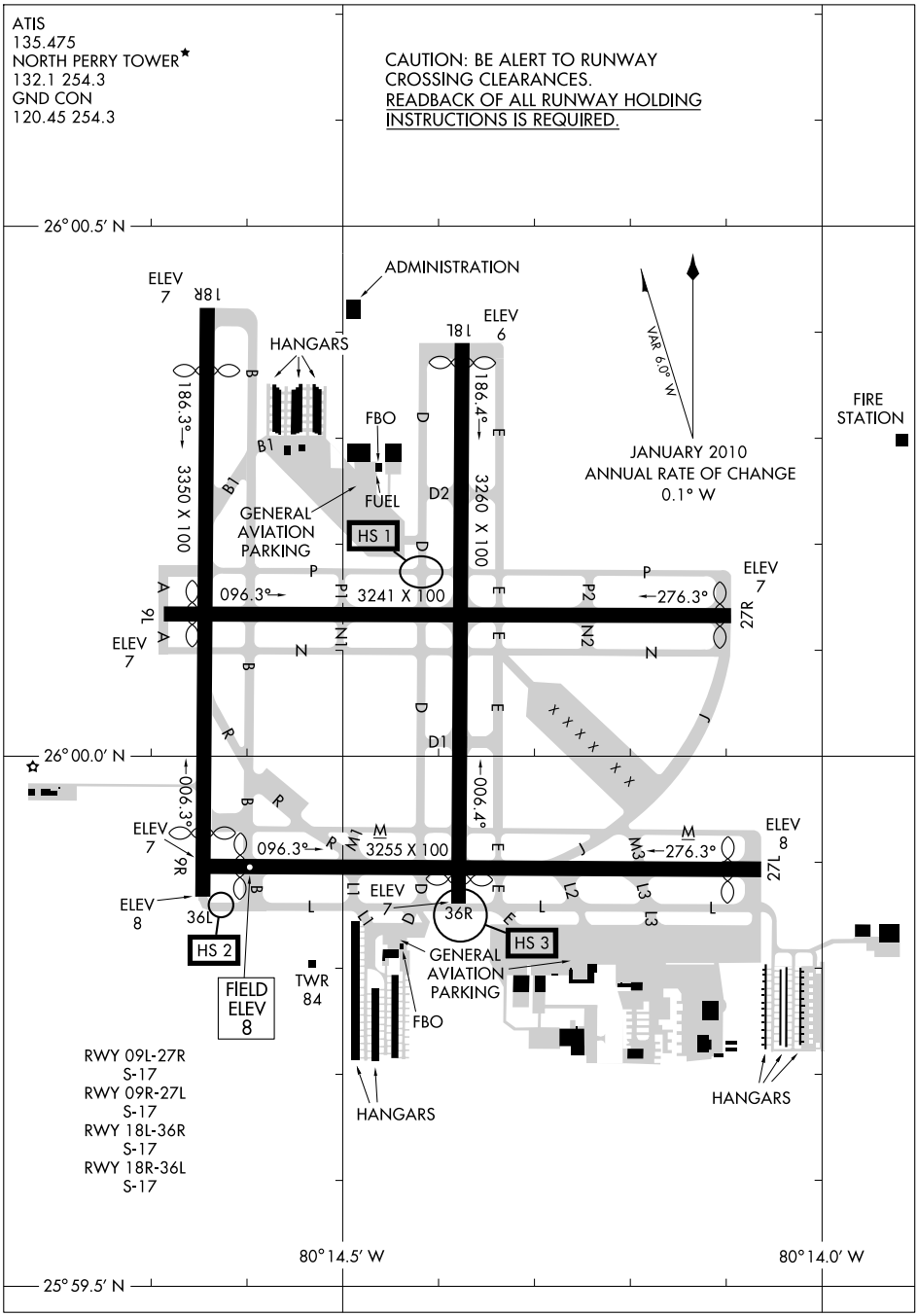
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-29	560-½ 438 (500-½)		560-¾ 438 (500-¾)	560-1 438 (500-1)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

AIRPORT DIAGRAM

AL-5606 (FAA)

HOLLYWOOD /NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

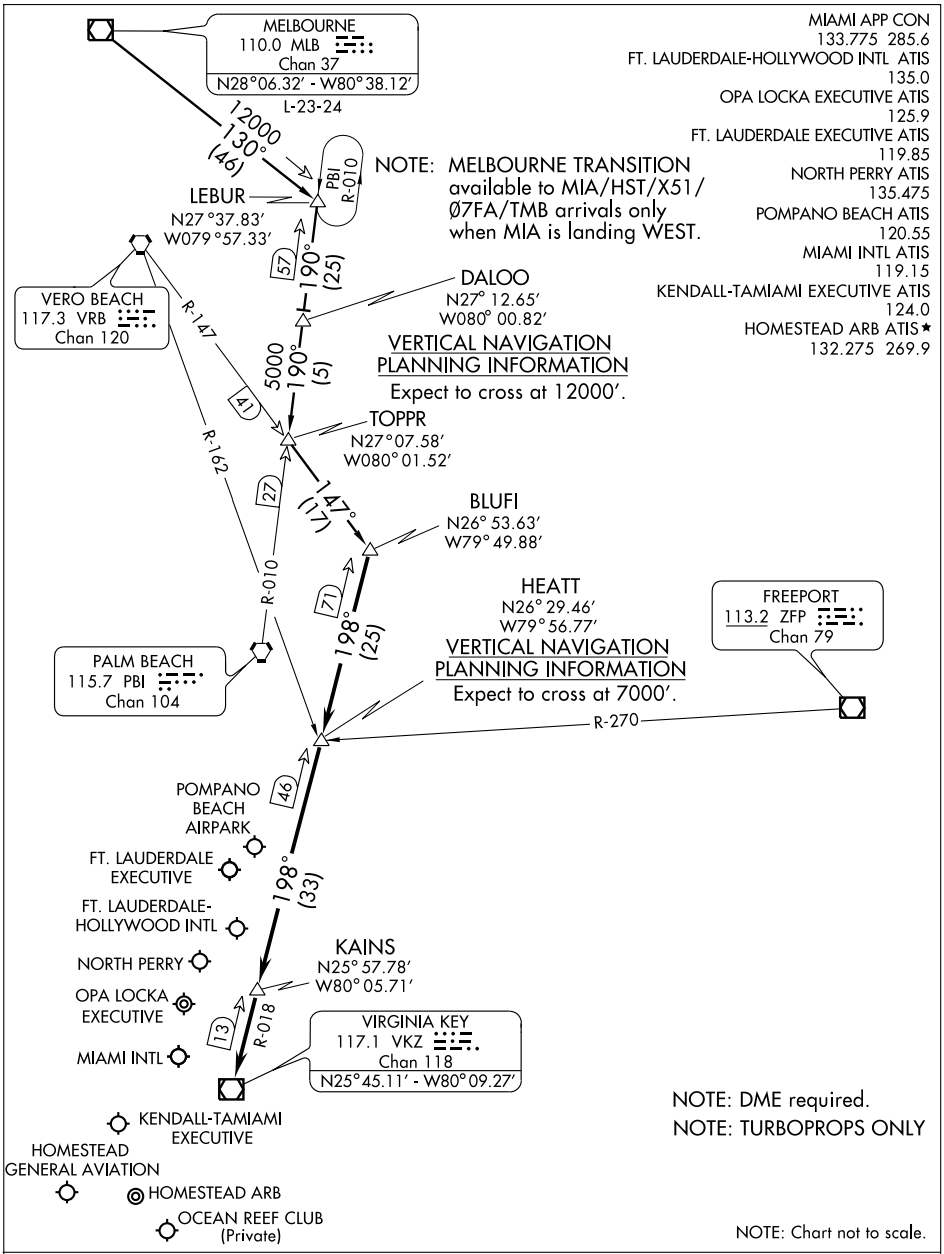
AIRPORT DIAGRAM

HOLLYWOOD, FLORIDA
HOLLYWOOD /NORTH PERRY (HWO)

10266

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

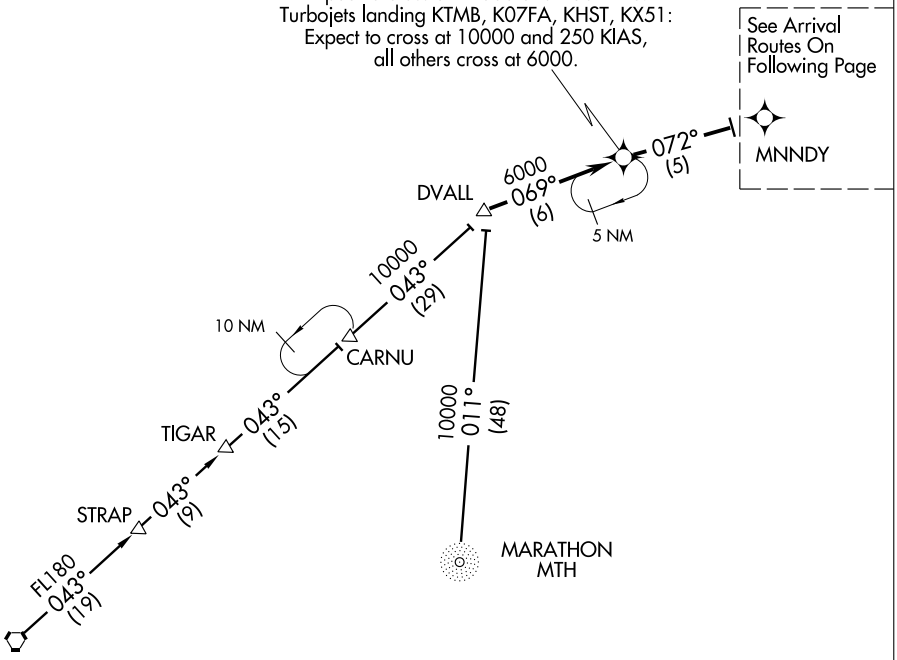
SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

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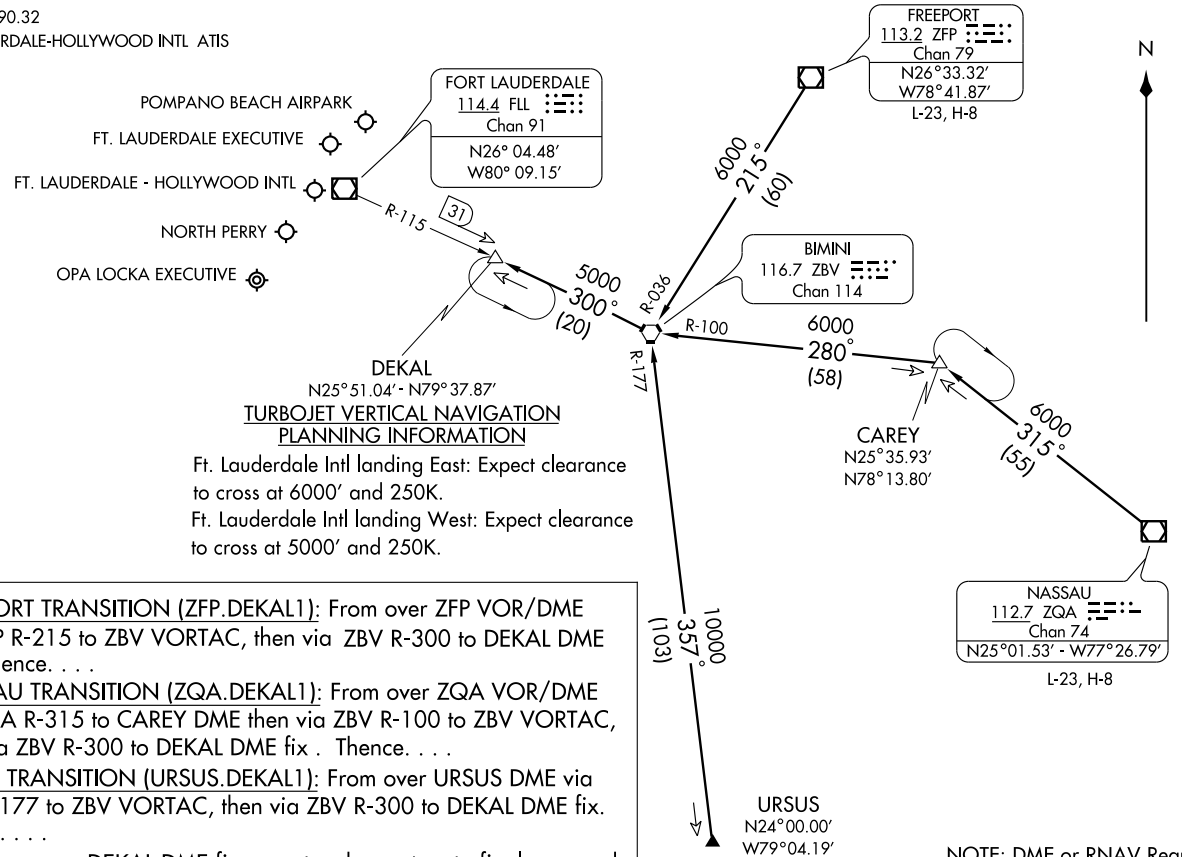
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

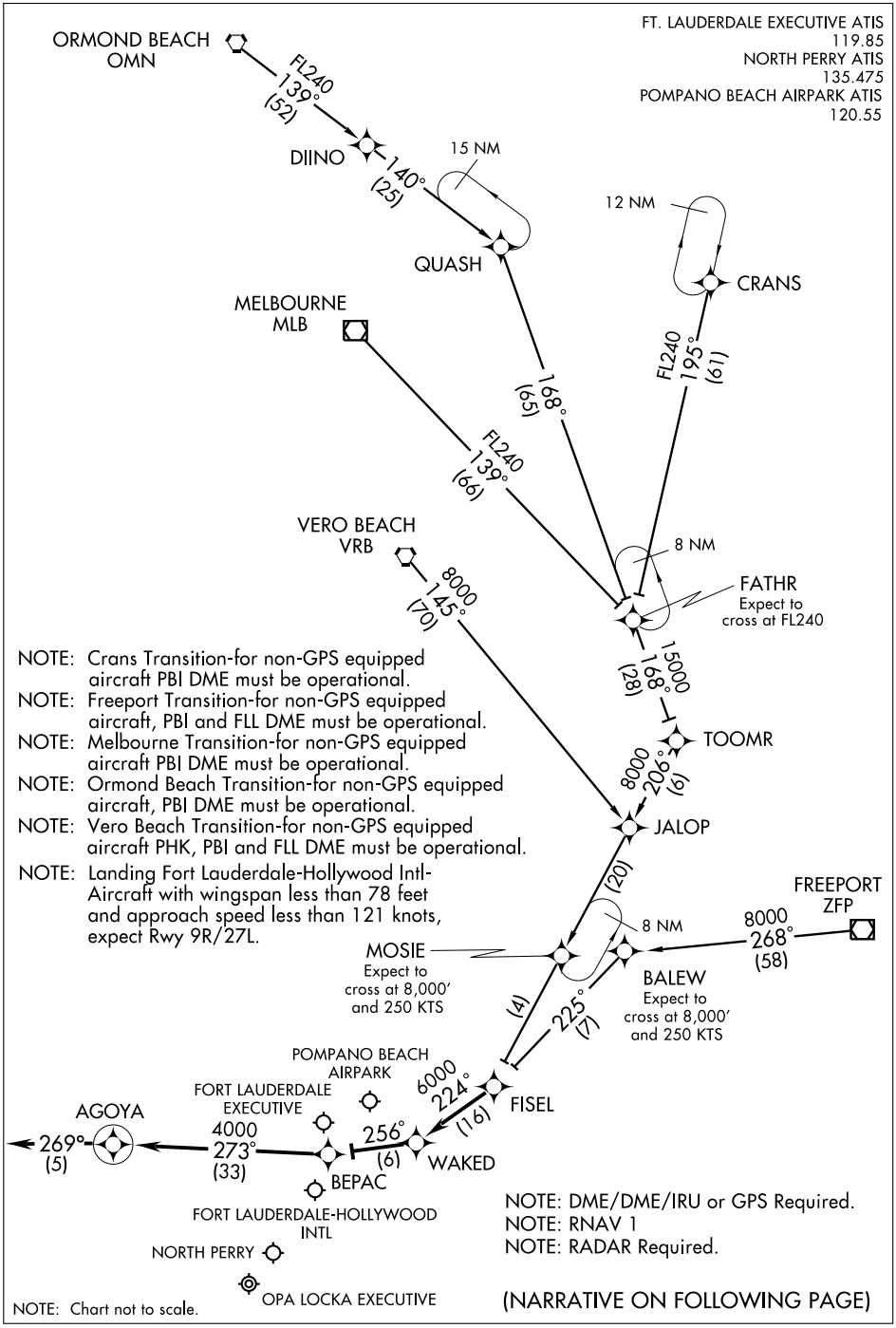
08157

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

SE-3, 21 OCT 2010 to 18 NOV 2010

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ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

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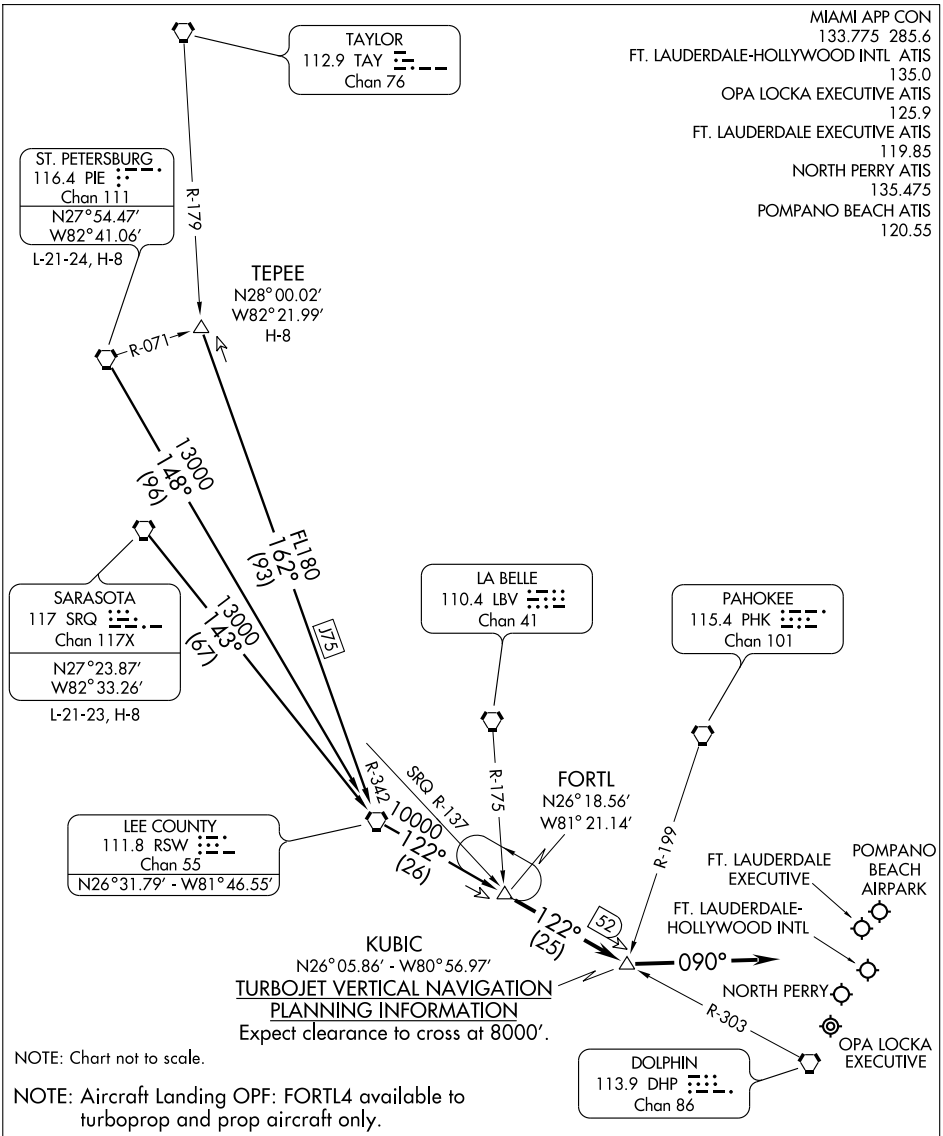
FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA

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SE-3, 21 OCT 2010 to 18 NOV 2010

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′ - W81°06.76′
L-21-23-24, H-8

FL280
136°
(52)

DIINO
N28° 40.00′
W80° 25.59′

(25)

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′ - W80° 38.12′
L-23-24

78

QUASH
N28° 21.50′
W80°05.91′

BOATR
N27°24.48′
W79°48.37′

165

FL240
169°
(59)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at FL240.

10000
138°
(66)

VERO BEACH
117.3 VRB
Chan 120
N27° 40.71′ - W80° 29.38′
L-23-24, H-8

(6)

106

FATHR
N27°18.43′
W79°46.52′

NOTE: DME Required.
NOTE: TURBOJETS ONLY.

10000
146°
(70)

99

10000
169°
(28)

TOOMR
N26°51.00′
W79°38.21′

71

8000
207°
(6)

71

JALOP
N26° 45.03′
W79° 41.05′

GISSH
N26° 27.67′
W79° 49.27′

65

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at 8000.

(119)

5000
268°
(61)

FREEPORT
113.2 ZFP
Chan 79
N26°33.32′ - W78° 41.87′
L-23, H-8

46

(5)

POMPANO AIRPARK

FORT LAUDERDALE EXECUTIVE

24

227°

41

FISEL
N26°23.05′
W79°51.46′

R-349

FORT LAUDERDALE-HOLLYWOOD INTL

R-041

R-027

FORT LAUDERDALE
114.4 FLL
Chan 91
N26°04.48′
W80°09.15′

NORTH PERRY

OPA LOCKA EXECUTIVE

VIRGINIA KEY
117.1 VKZ
Chan 118

BIMINI
116.7 ZBV
Chan 114

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

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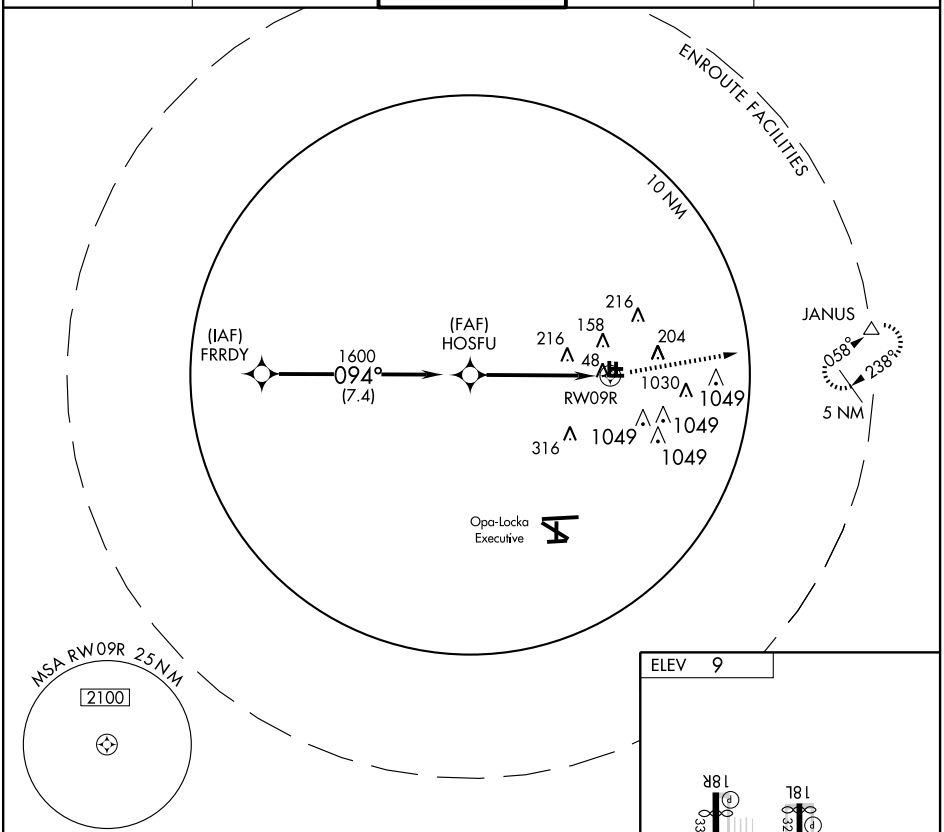
APP CRS	Rwy Idg	3000
094°	TDZE	9
	Apt Elev	9

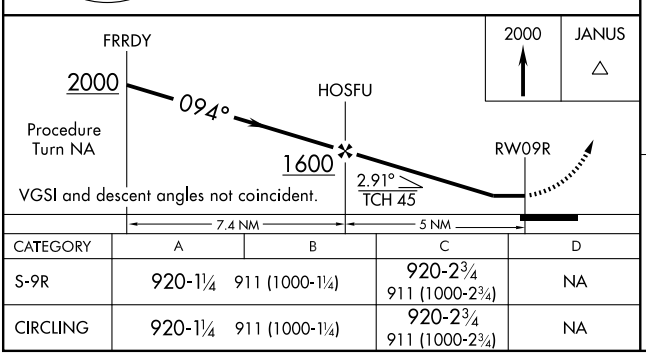
GPS RWY 9R
HOLLYWOOD/ NORTH PERRY (HWO)

▼ NA — If local altimeter setting not received, use Ft. Lauderdale-Hollywood Intl altimeter setting and increase all MDAs 20 feet.

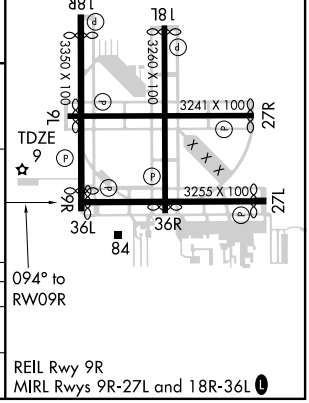
MISSED APPROACH: Climb to 2000 direct JANUS WP and hold.

ATIS	MIAMI APP CON	NORTH PERRY TOWER★	GND CON	UNICOM
135.475	128.6 306.975	132.1 (CTAF) Ⓛ 254.3	120.45 254.3	122.95





CATEGORY	A	B	C	D
S-9R	920-1¼	911 (1000-1¼)	920-2¾ 911 (1000-2¾)	NA
CIRCLING	920-1¼	911 (1000-1¼)	920-2¾ 911 (1000-2¾)	NA



REIL Rwy 9R
MIRL Rwys 9R-27L and 18R-36L Ⓛ

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SE-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

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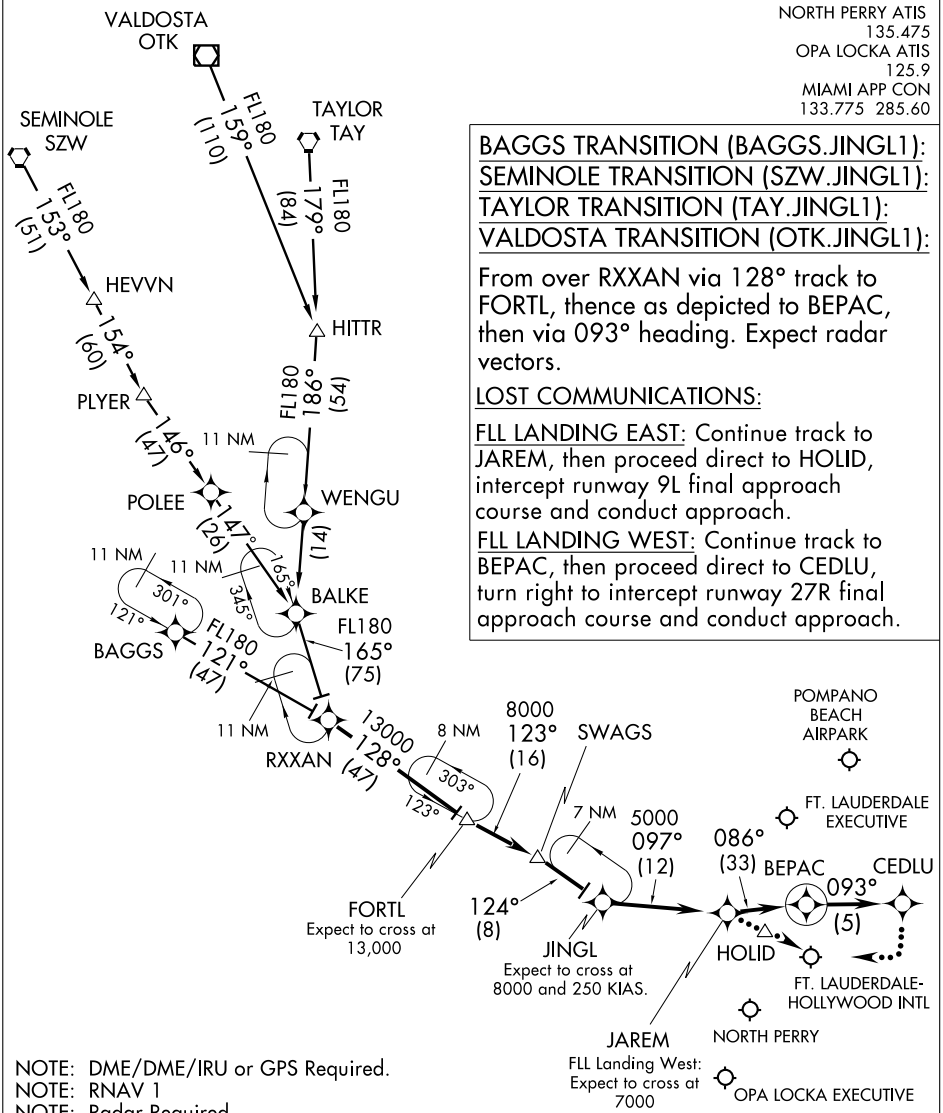
*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

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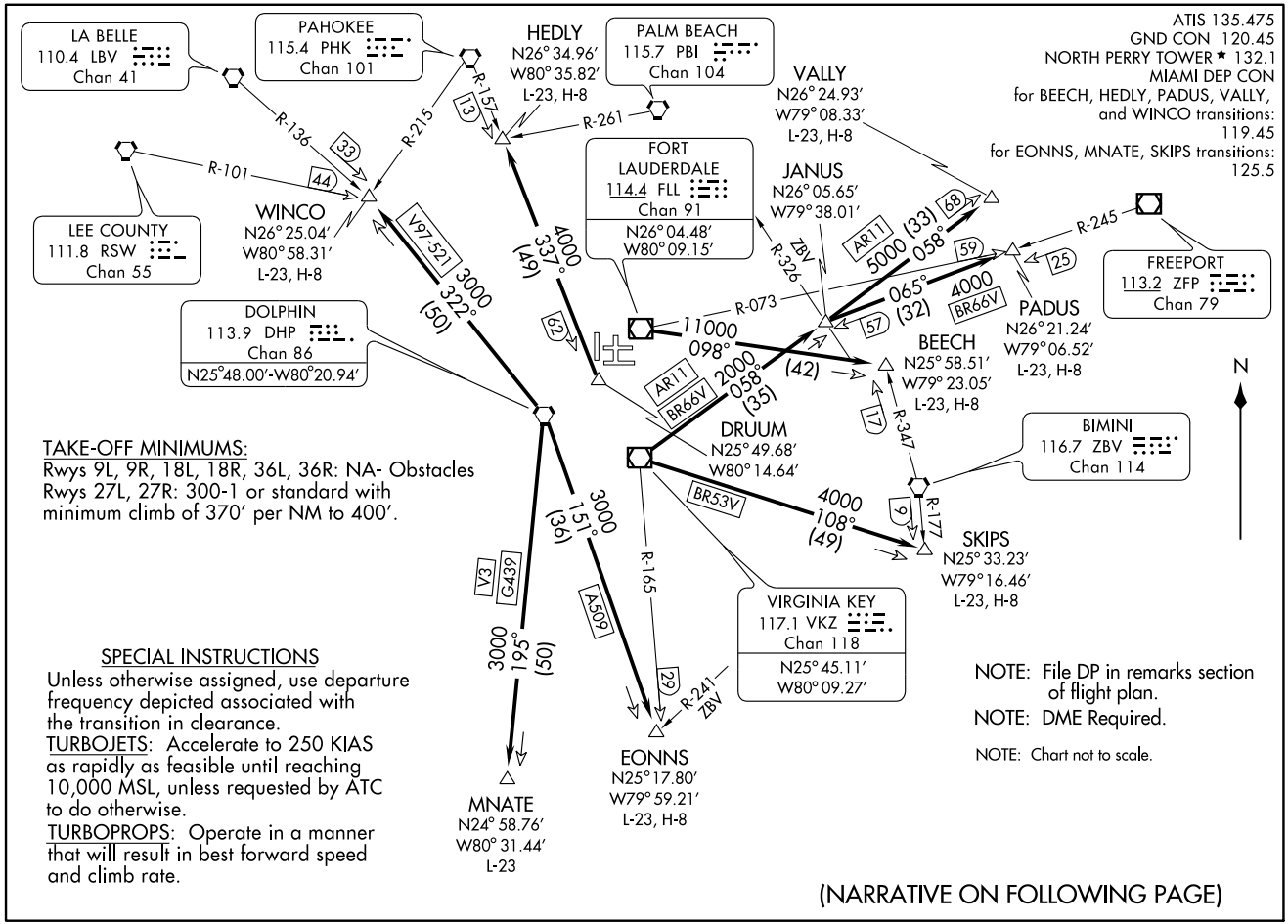
MIAMI NINE DEPARTURE

(MIA9.MIA) 10098

HOLLYWOOD/NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA



MIAMI NINE DEPARTURE
(MIA9.MIA) 10098
HOLLYWOOD/NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA

SL-5606 (FAA)

SE-3, 21 OCT 2010 to 18 NOV 2010

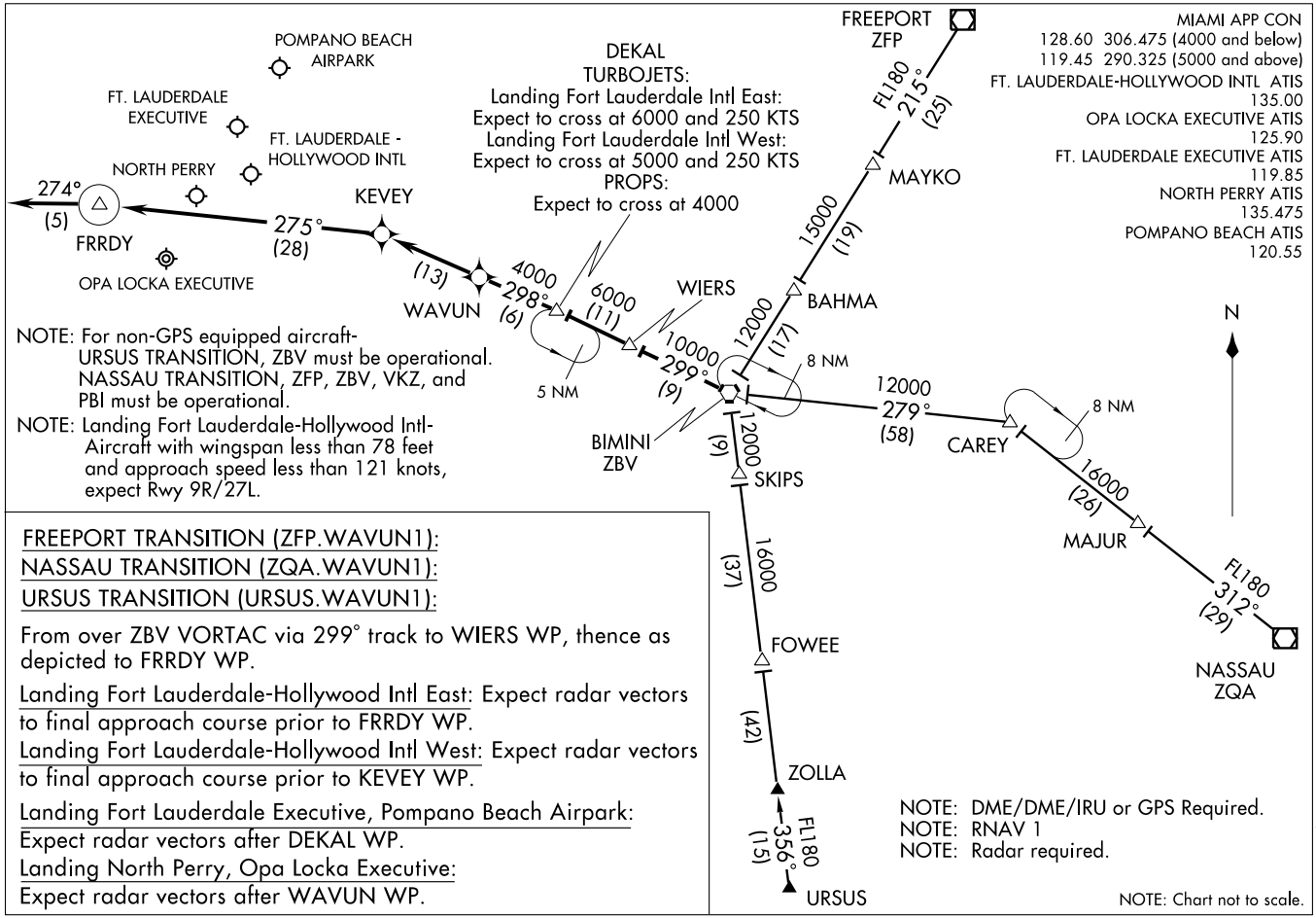
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L and 27R: Climb on runway heading or as assigned.
NOTE: If assigned other than runway heading climb on runway heading to 1100 before turning to assigned heading.
Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

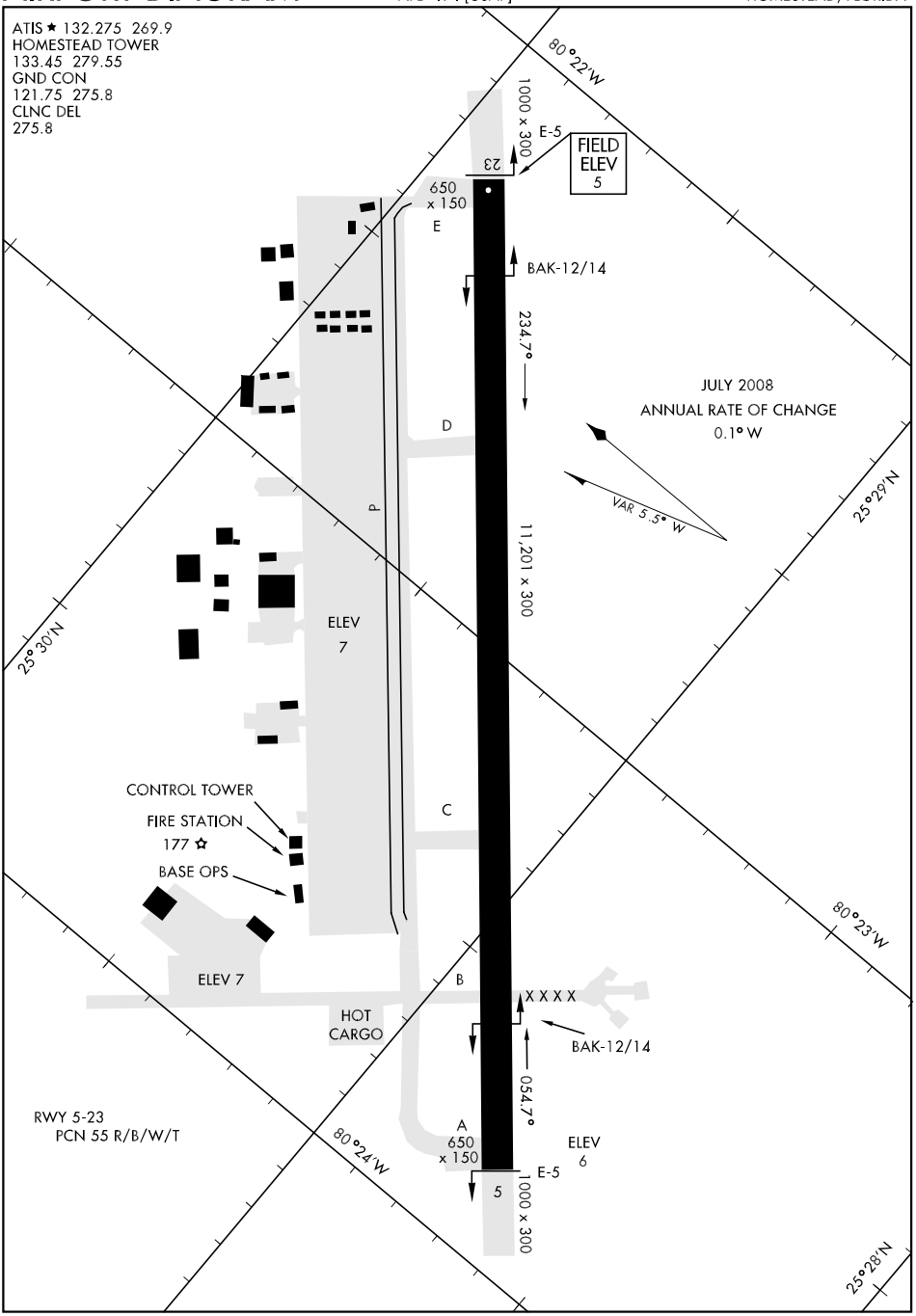
Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA



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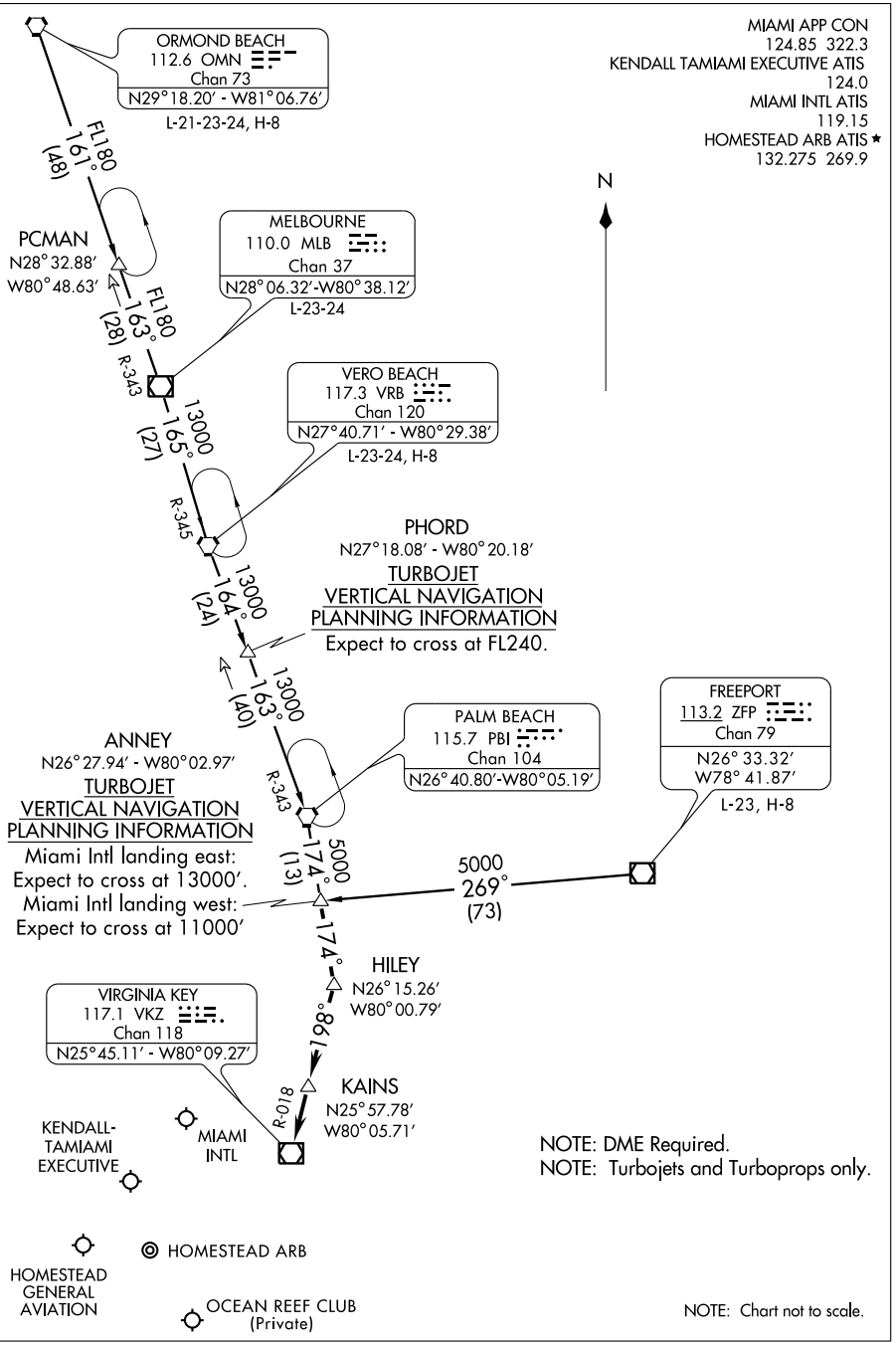

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ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

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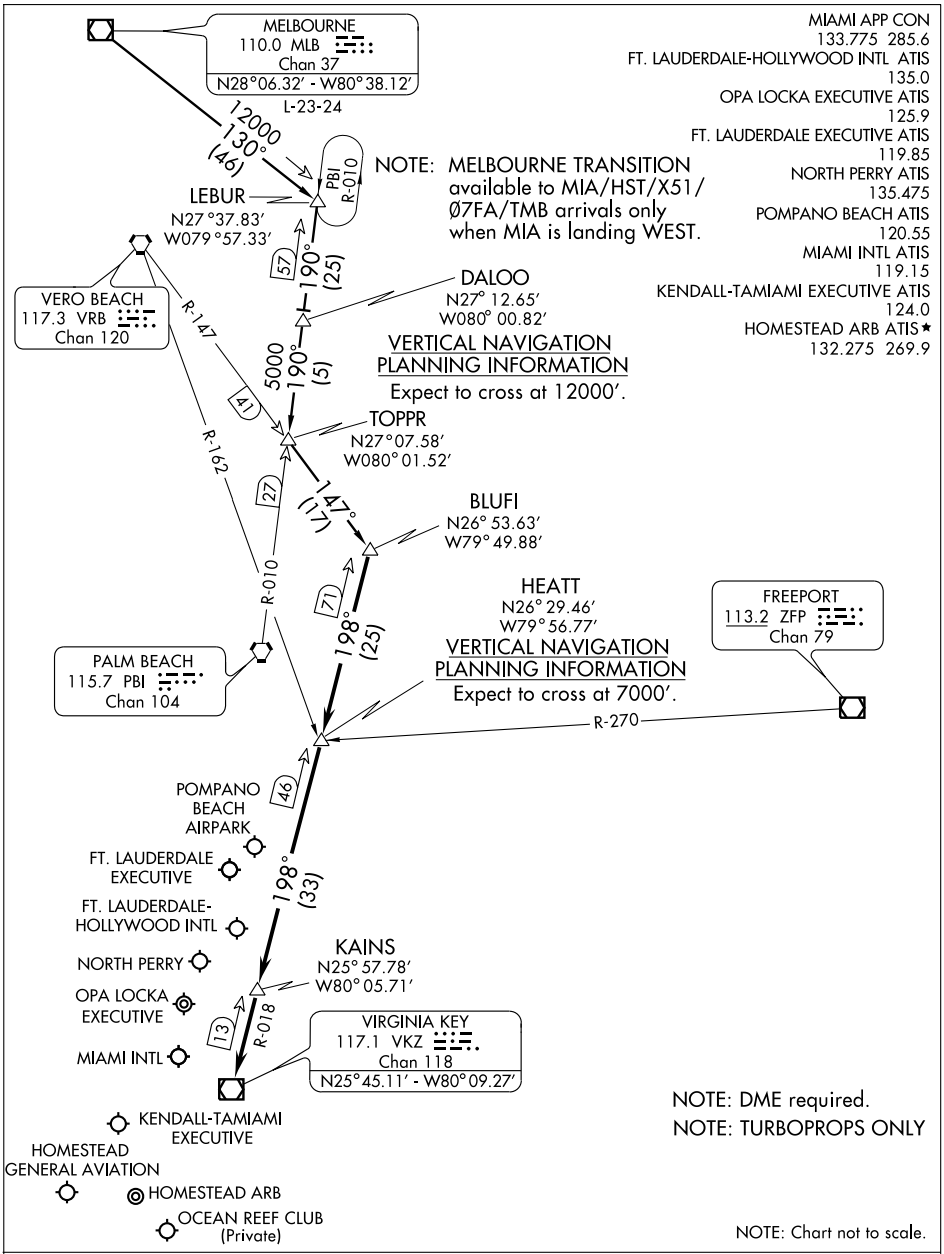
BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

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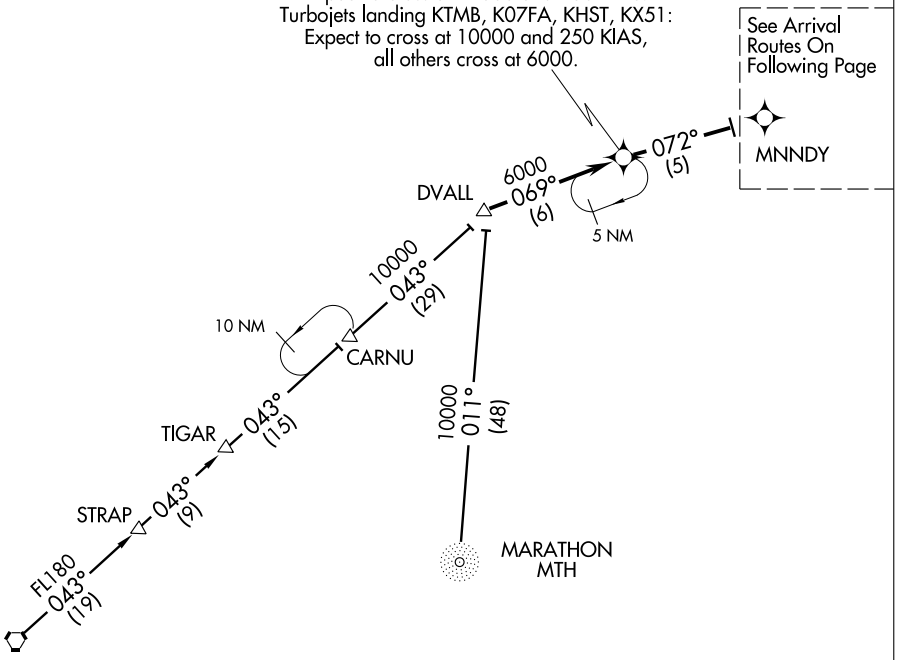
MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

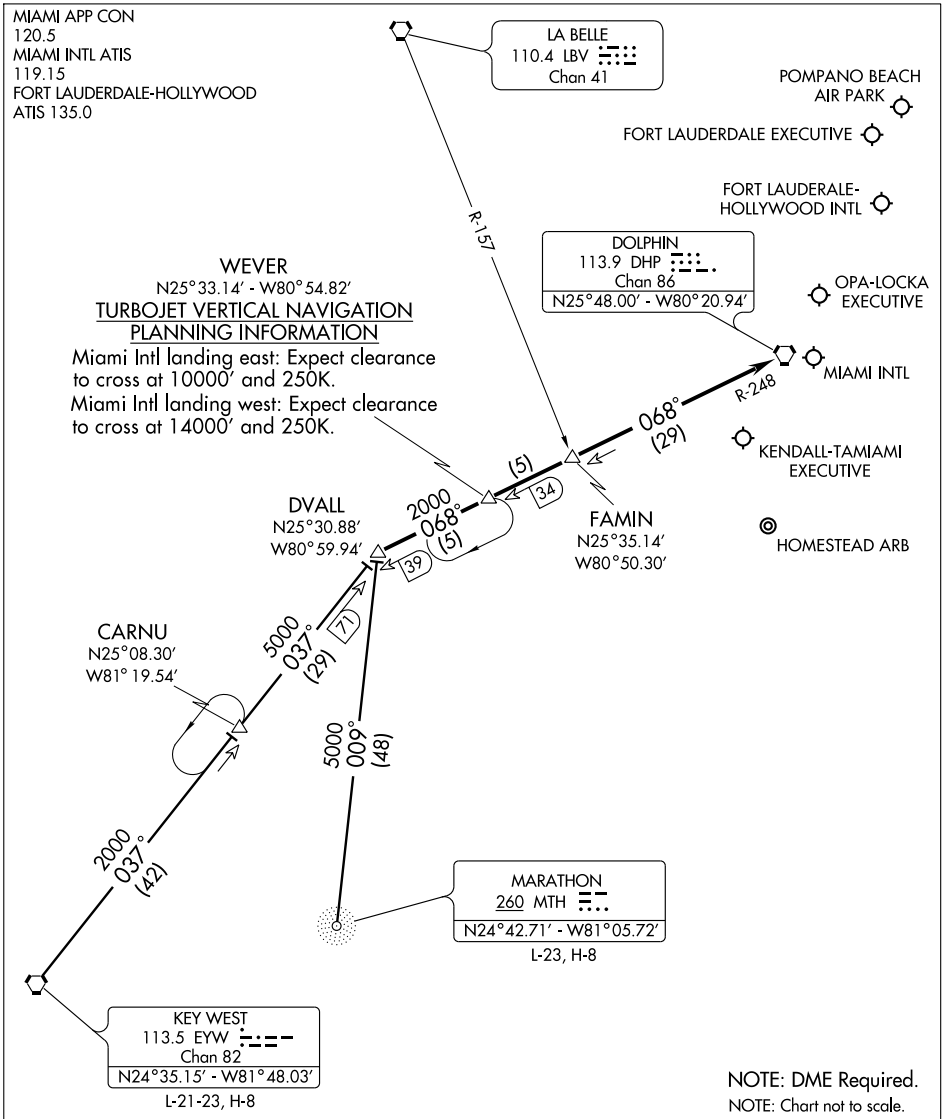
KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

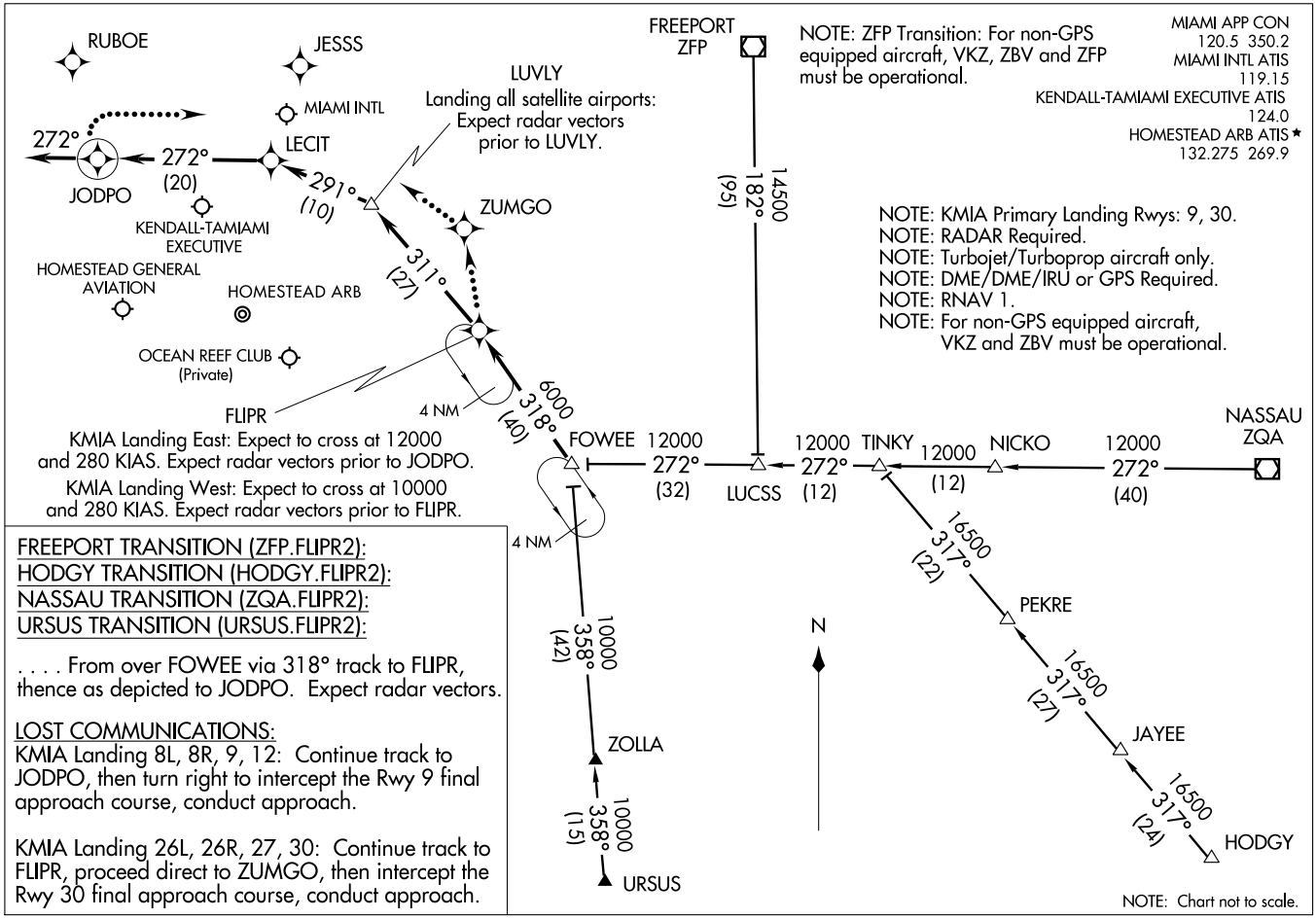
MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098

MIAMI, FLORIDA

ST-257 (FAA)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 5

LOC I-HST	APCH CRS	Rwy ldg 11,201 TDZE 6 Arpt Elev 5
109.9	052°	

JAL-494 [USAF]

HOMESTEAD ARB (KHST)

* When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60, vis to 1¼ mile, CAT E vis to 1½ mile.

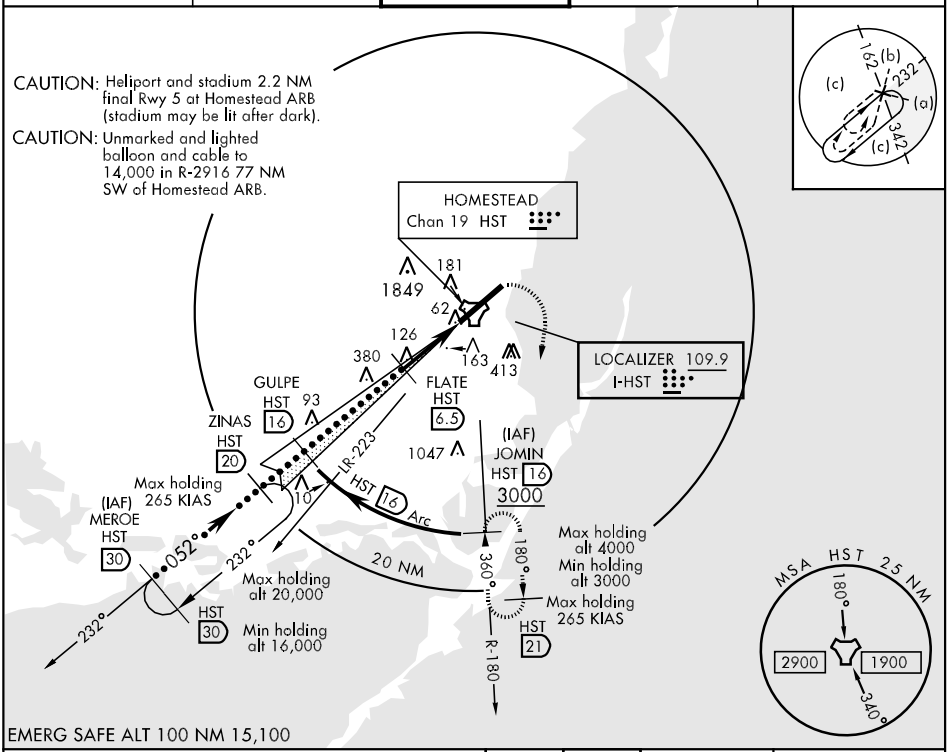
ALSF-1

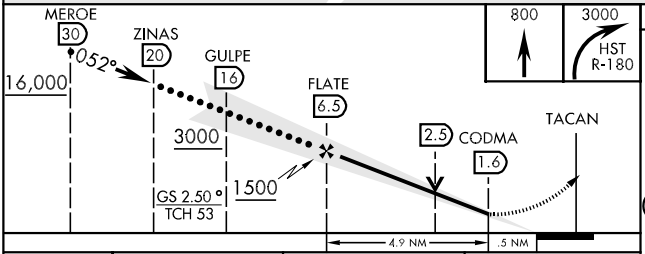
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 intercept HST R-180 to 16 DME fix and hold as published.

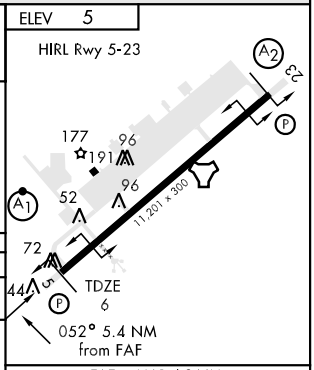
ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

CAUTION: Heliport and stadium 2.2 NM final Rwy 5 at Homestead ARB (stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.







CATEGORY	C	D	E
S-ILS 5*	206/24 200 (200-½)		
S-LOC 5 **	420/40 414 (500-¾)		420/50 414 (500-1)
CIRCLING	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 5

LOC I-HST	APCH CRS	Rwy ldg 11,201 / TDZE 6 / Arpt Elev 5
109.9	053°	

JAL-494 [USAF]

HOMESTEAD ARB (KHST)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized in NW quadrant.

ALSF-1

MISSED APPROACH: Climbing right turn to 3000 intercept HST R-233 to RYDOM and hold as published.

ATIS *	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

CAUTION: Heliport and stadium 2.2 NM final Rwy 5 at Homestead ARB (stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.

CAUTION: Holding in turbulent air at or below 4000 at RYDOM not authorized.

HOMESTEAD Chan 19 HST

1849

FOOTY 413 HST 6.4

RYDOM HST 16

RACKE HST 20

Max holding alt 20,000

Min holding alt 16,000

Max holding alt 6000

Min holding alt 1500

1047

233°

10

053°

233°

(IAF) CAJUN HST 30

348

R-233

HST 30

Max holding 265 KIAS

Max holding 265 KIAS

20 NM

MSA HST 2.5 NM

180°

1900

2900

340°

EMERG SAFE ALT 100 NM 15,100

CAJUN R-233 30

053°

16,000

RACKE 20

RYDOM 16

FOOTY 6.4

4000

1500

2.50°

TCH 54

3000 HST R-233

RYDOM HST 16

2.6

WIRPO 1.6

TACAN

4.8 NM

0.5

ELEV 5

HIRL Rwy 5-23

A2

23

96

157

177

191

96

62

11,201 x 300

44

A1

TDZE 6

5

P

053° 5.3 NM from FAF

172

CATEGORY	C	D	E
S-TAC 5 *	440/40 434 (500-¾)	440/50 434 (500-1)	
CIRCLING**	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

SE-3, 21 OCT 2010 to 18 NOV 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
HILEY
5000 169° (18)
CIMBA
JESSS
243° (5)
KAINS
271° RUBOE
271° (31)
255° (6)
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.
BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

HILEY TWO ARRIVAL (RNAV)
MIAMI, FLORIDA
(HILEY.HILEY2) 07074

SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 5

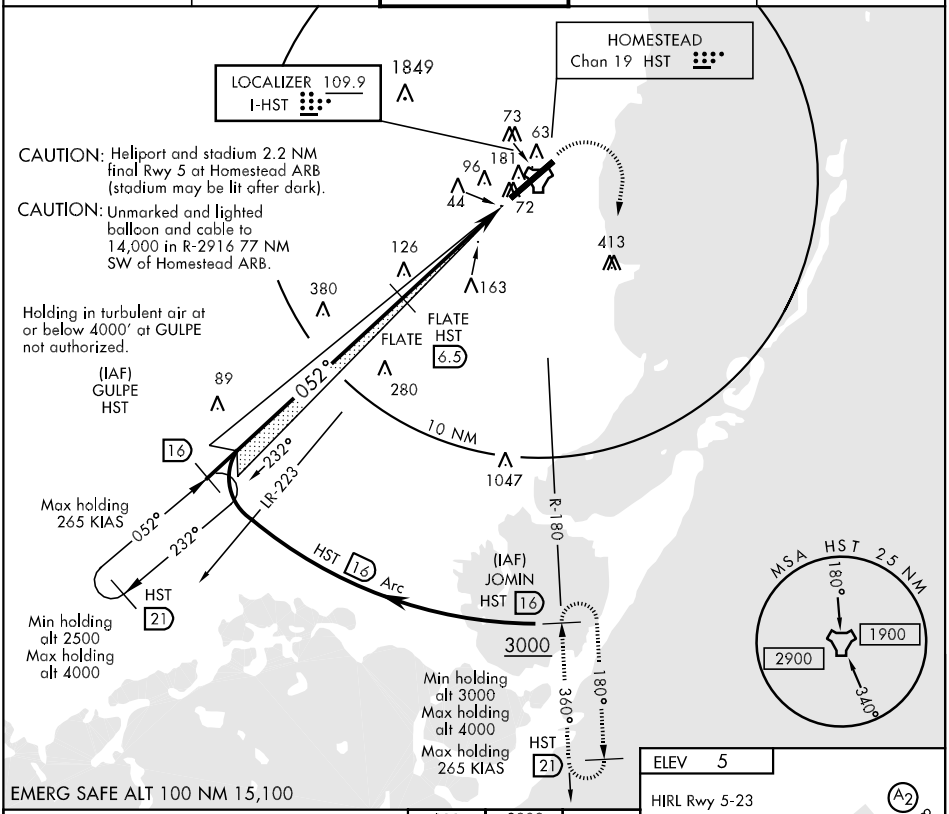
LOC I-HST	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-494 [USAF]	HOMESTEAD ARB (KHST)
109.9	052°	11,201 / 6 / 5		

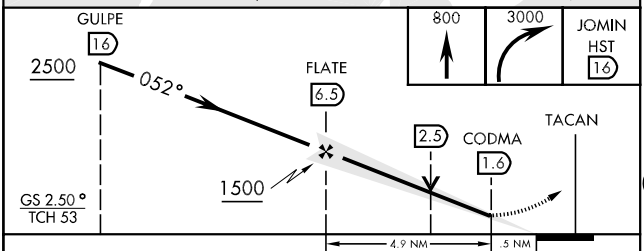
▼ * When ALS inop, increase all CATs RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT CD RVR to 60, vis to 1¼ mile, CAT E vis to 1½ mile.

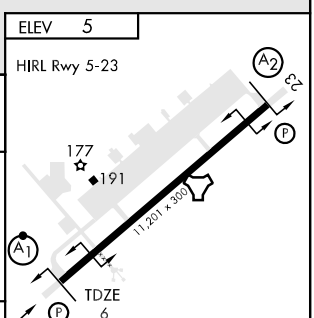
ALSF-1

MISSED APPROACH: Climb 800 then climbing right turn to 3000 intercept HST R-180 to 16 DME fix and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8







CATEGORY	A	B	C	D	E
S-ILS 5 *	206/24		200 (200-½)		
S-LOC 5 **	420/24 414 (500-½)		420/40 414 (500-¾)		420/50 414 (500-1)
CIRCLING	520-1 514 (600-1)		520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

FAF to MAP 4.9 NM

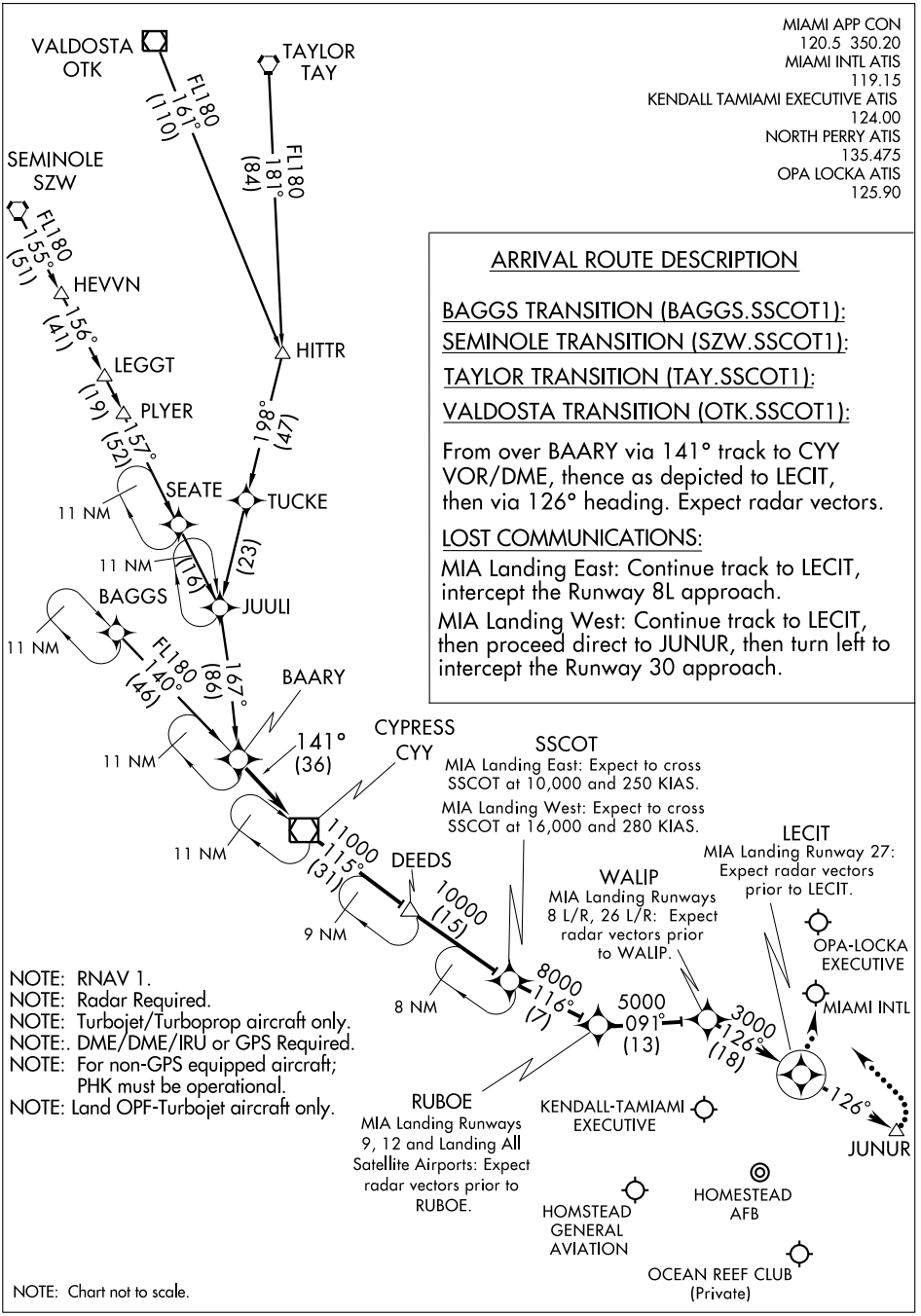
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

TACAN RWY 5

TACAN	APCH CRS	Rwy Idg	11,201
HST		TDZE	6
Chan 19	053°	Arpt Elev	5

AL-494 [USAF]

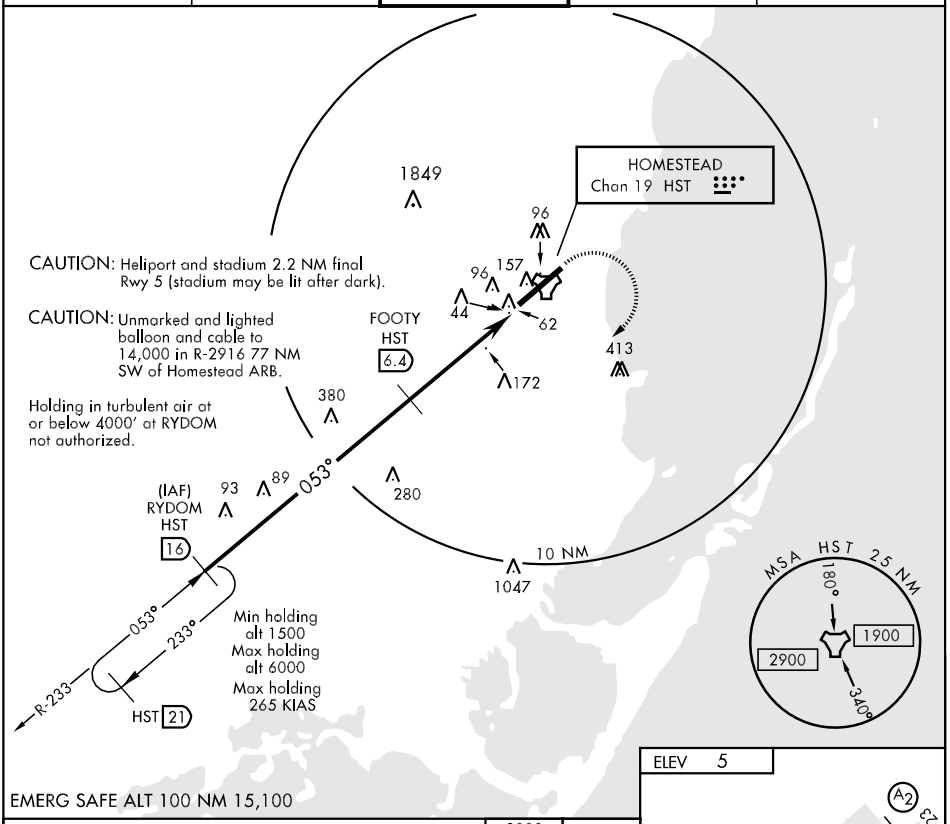
HOMESTEAD ARB (KHST)

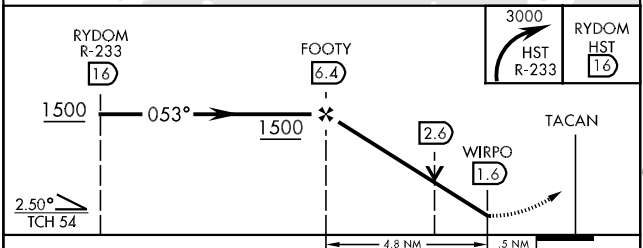
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
* * Circling not authorized in NW quadrant.

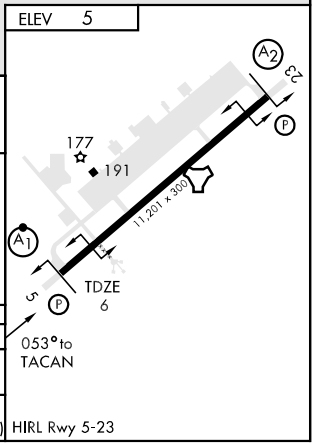
ALSF-1

MISSED APPROACH: Climbing right turn to 3000 intercept HST R-233 to RYDOM/HST 16 DME and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8







CATEGORY	A	B	C	D	E
S-5 *	440/24	434 (500-½)	440/40 434 (500-¾)	440/50	434 (500-1)
CIRCLING**	520-1	515 (600-1)	520-1½ 515 (600-1½)	560-2 555 (600-2)	780-2¾ 775 (800-2¾)

HIRL Rwy 5-23

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23

HOMESTEAD ARB (KHST)

TACAN	APCH CRS	Rwy Idg	11,201
HST		TDZE	6
Chan 19	231°	Arpt Elev	5

AL-494 [USAF]

* When ALS inop, increase CAT AB RVR to 50 and vis 1 mile, CAT C RVR 60 and vis 1¼ miles, and CAT DE vis to 1½ mile.
** Circling not authorized in NW quadrant.

SALS A2

MISSED APPROACH: Climb to 1500 proceed RYDOM via HST R-233 and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

CAUTION: Heliport and Stadium 2.2 NM from departure end RWY 23 (Stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.

IAF
CAHOO
HST 5 DME
N25°32.47′
W80°18.72′

HOMESTEAD
Chan 19 HST

R-051
231°
051°
HST 10
Max holding 265 KIAS

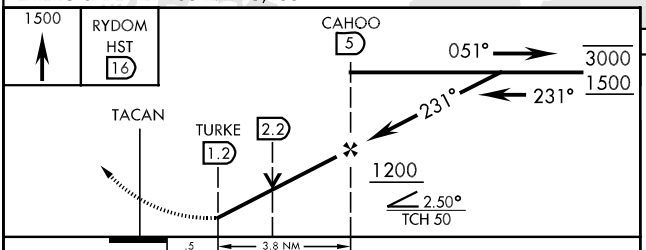
370 368 328 160 1849 86 7 93 93 157 163 413 280

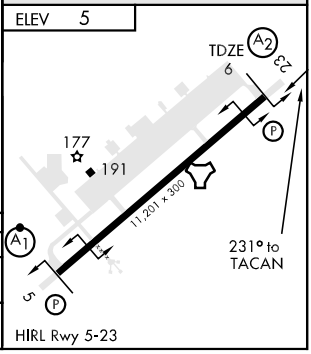
RYDOM
HST 16
Max holding alt 6000
Min holding alt 1500
R-233
089°
053°
233°
Max holding 265 KIAS
HST 21
10 NM

Holding in turbulent air at or below 4000 feet at RYDOM not authorized.

MSA HST 2.5 NM
180°
2900
1900
340°

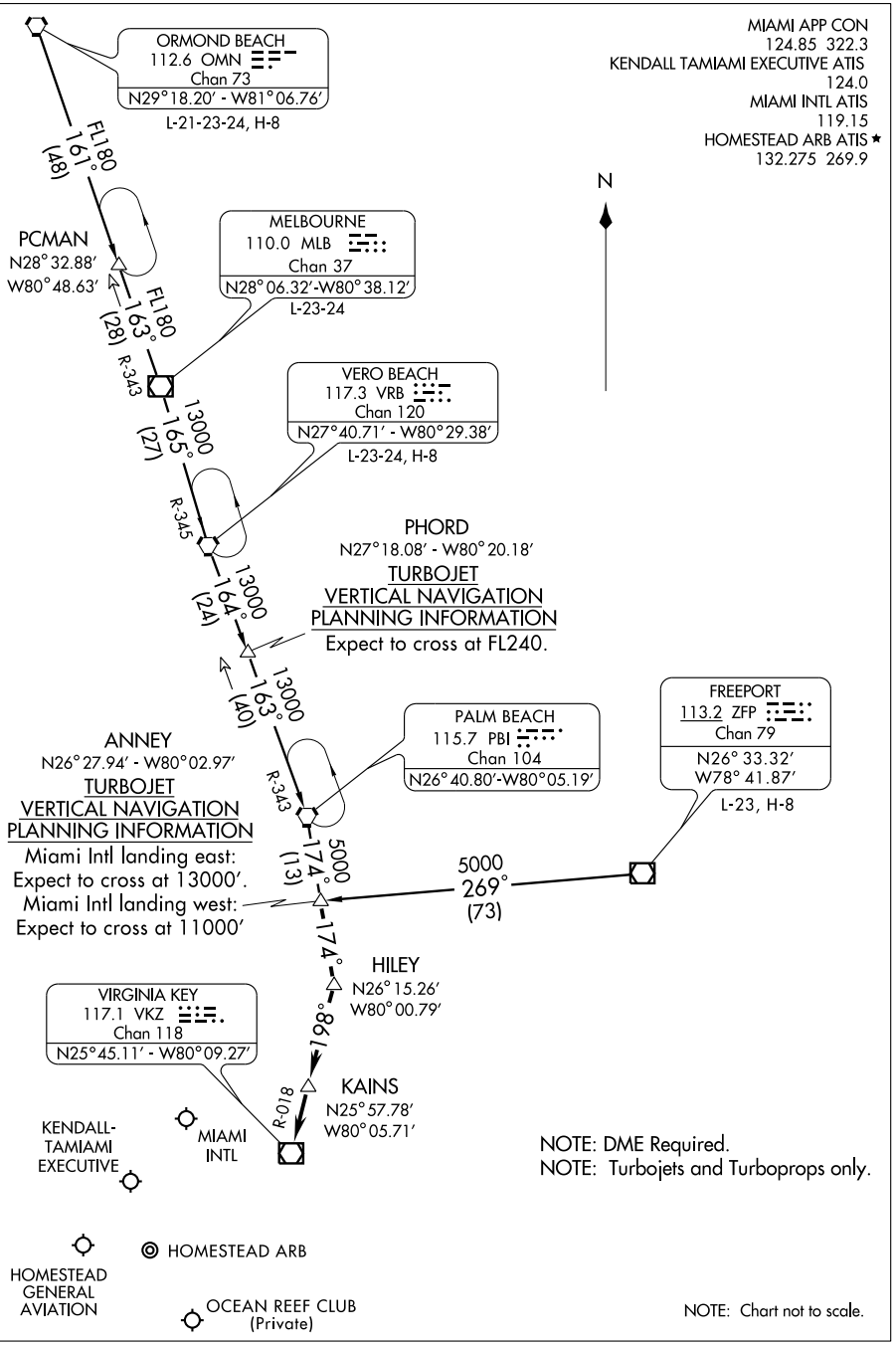
EMERG SAFE ALT 100 NM 15,100





CATEGORY	A	B	C	D	E
S-23 *	440/40 434 (500-¾)		440/50 434 (500-1)	440/60 434 (500-1¼)	
CIRCLING**	520-1 515 (600-1)		520-1½ 515(600-1½)	560-2 555 (600-2)	780-2¾ 775(800-2¾)

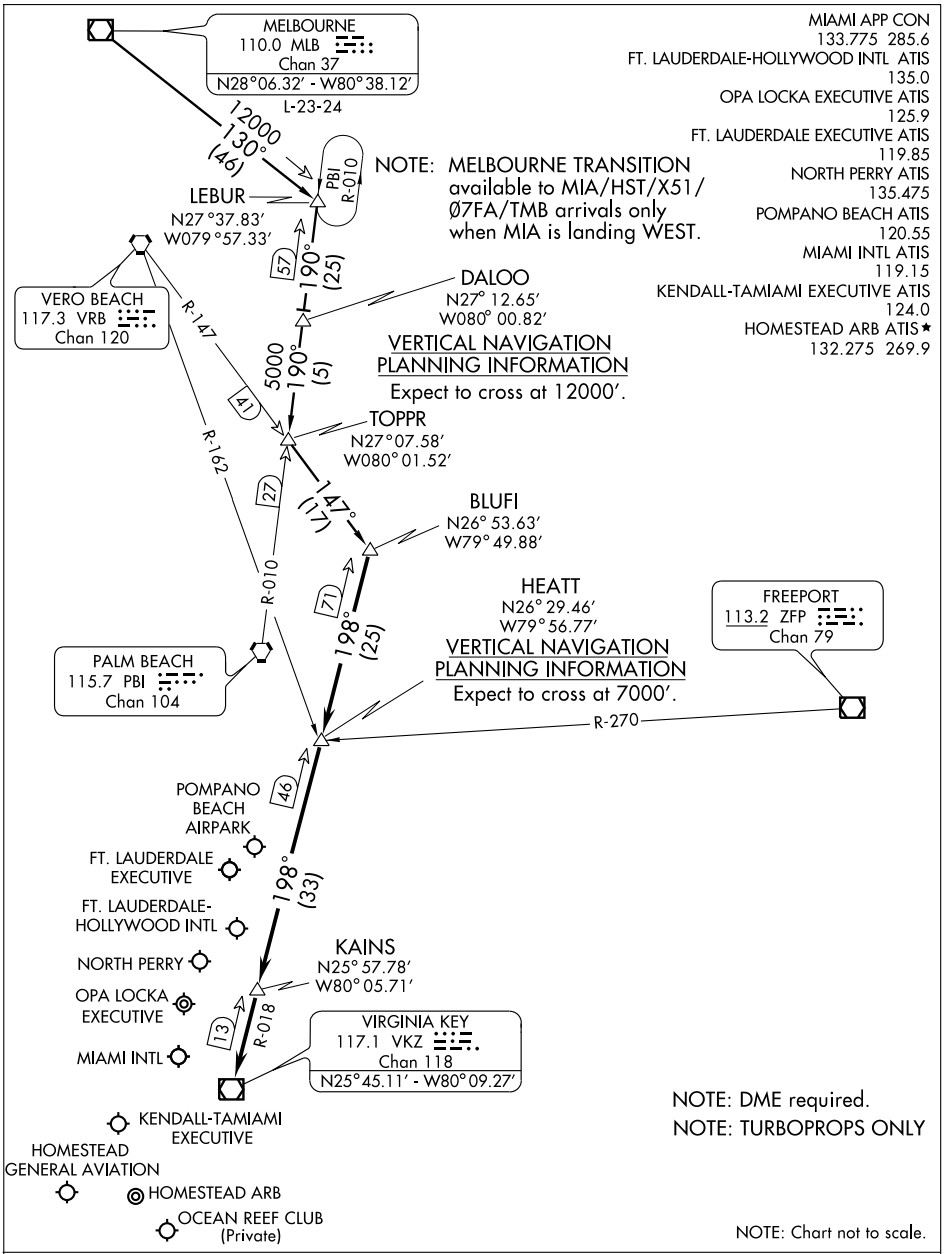
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

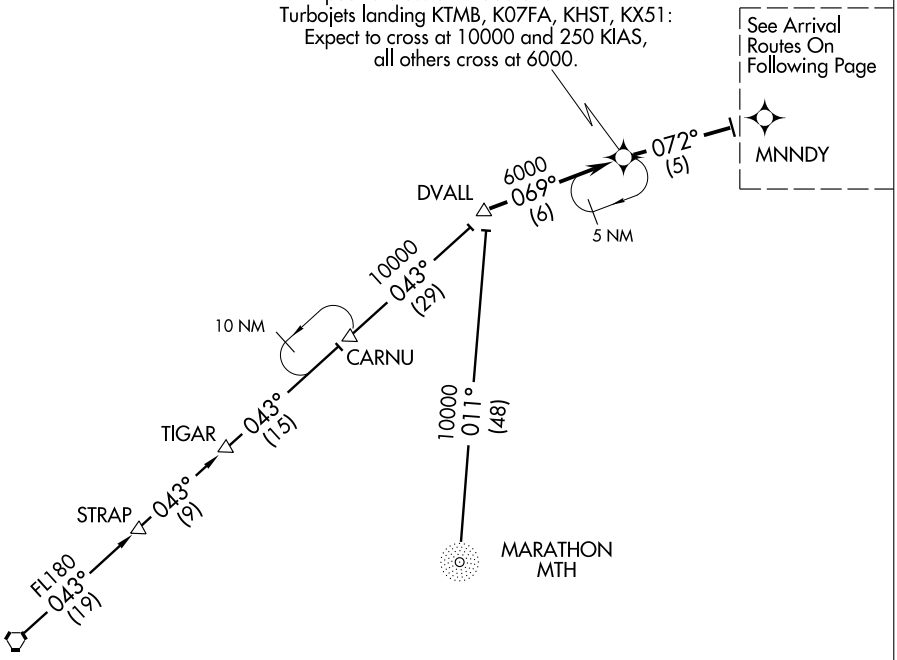
SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

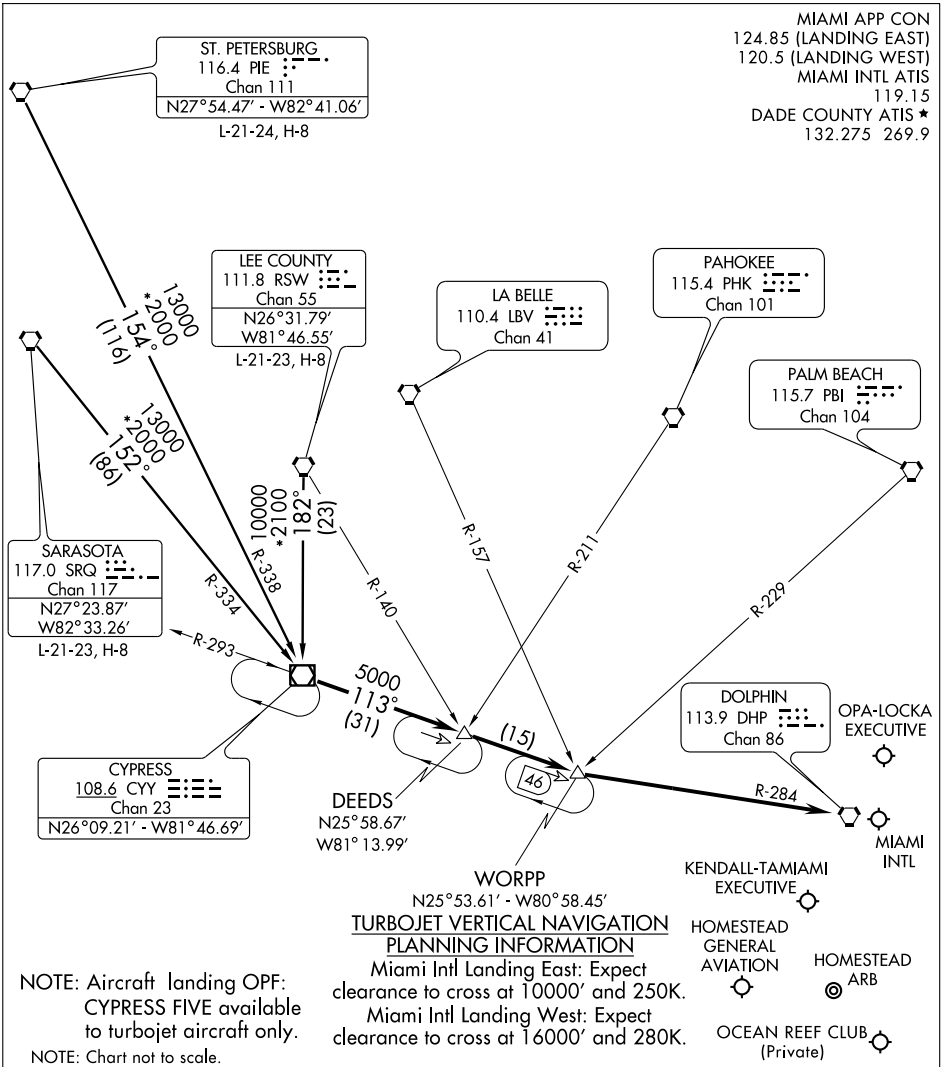
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

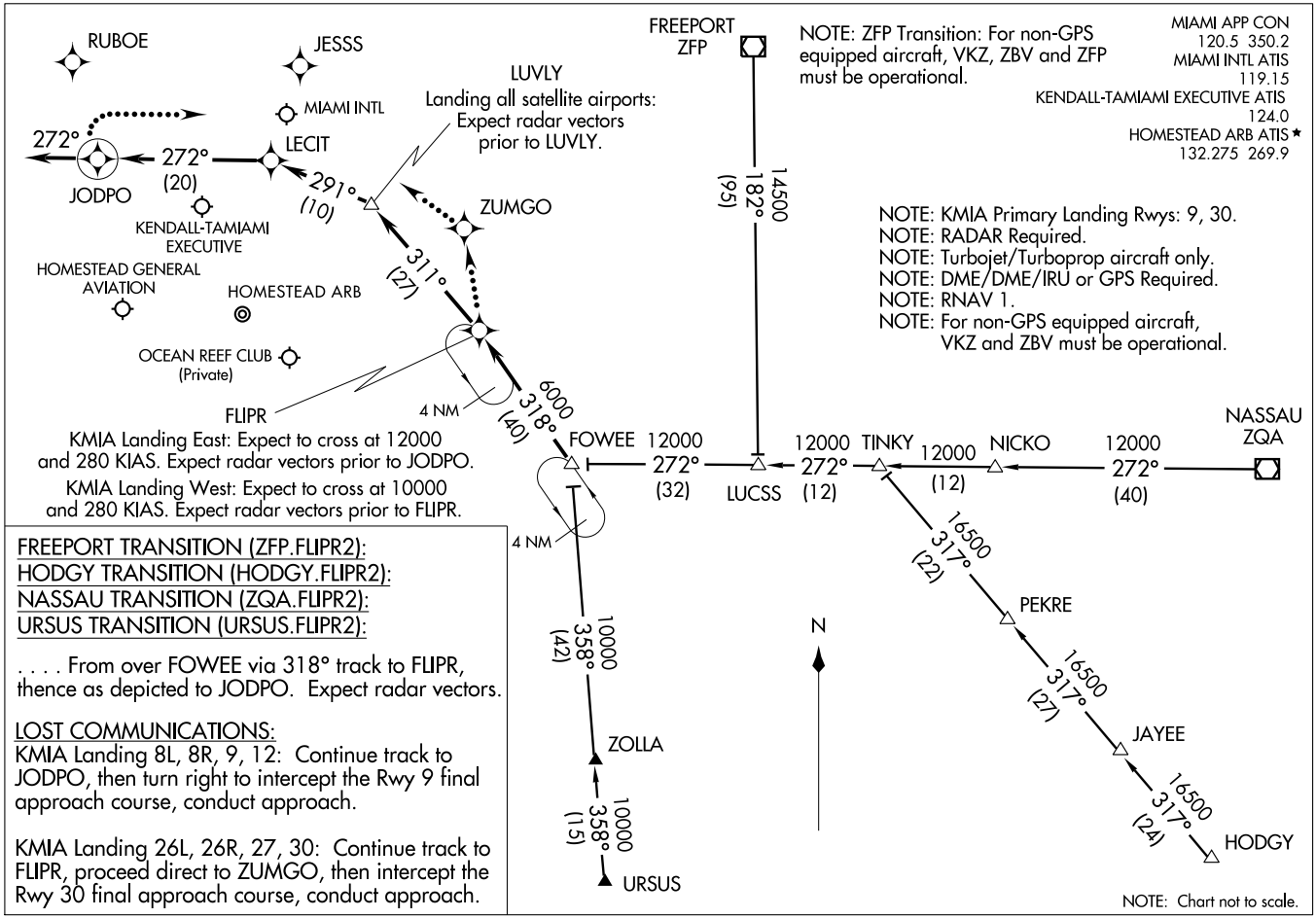
SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098

MIAMI, FLORIDA

ST-257 (FAA)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ST-257 (FAA)

MIAMI, FLORIDA

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 21 OCT 2010 to 18 NOV 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
HILEY
5000 169° (18)
CIMBA
JESSS
243° (5)
KAINS
271° RUBOE
271° (31)
255° (6)
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.
BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

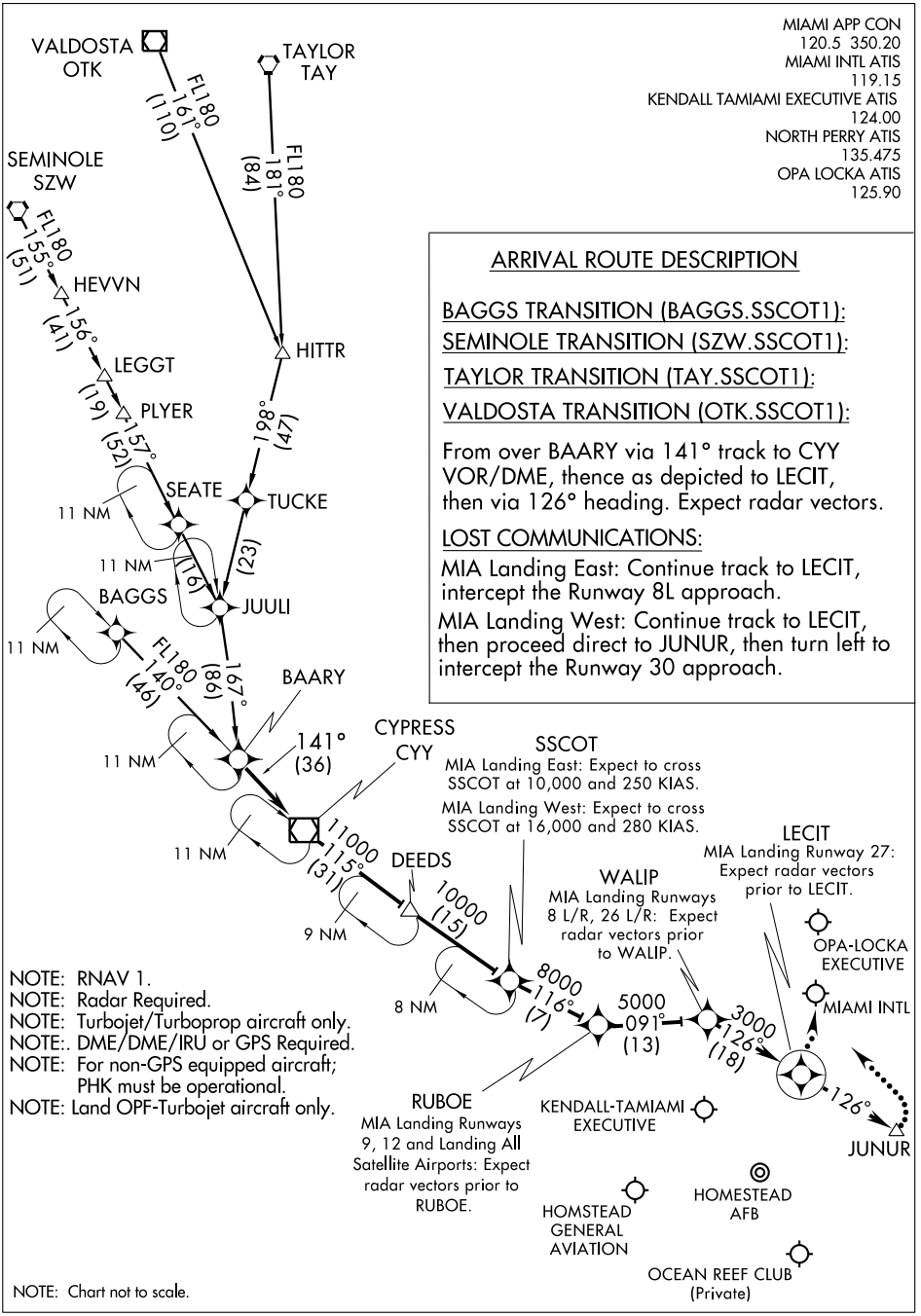
HILEY TWO ARRIVAL (RNAV)
MIAMI, FLORIDA
(HILEY.HILEY2) 07074

SE-3, 21 OCT 2010 to 18 NOV 2010

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

WAAS	APP CRS	Rwy Idg	5000
CH 99713	093°	TDZE	37
W09A		Apt Elev	37

RNAV (GPS) RWY 9

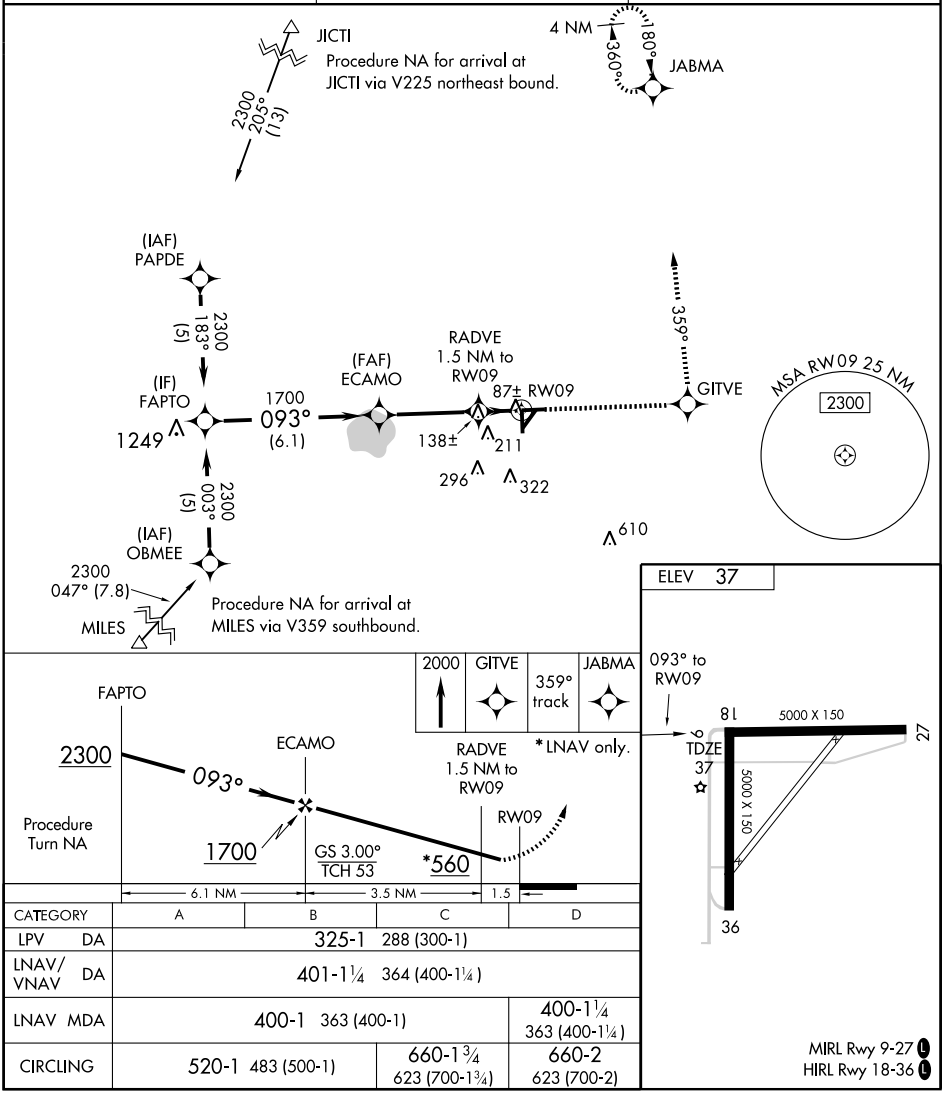
IMMOKALEE RGNL (IMM)

▼ ▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase LPV DA 48 feet, LNAV/VNAV DA 125 feet and all MDA 60 feet; increase LPV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 9 NA at night. Circling to Rwy 18 NA at night.

MISSED APPROACH: Climb to 2000 direct GITVE and via track 359° to JABMA and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	325-1 288 (300-1)			
LNAV/VNAV DA	401-1¼ 364 (400-1¼)			
LNAV MDA	400-1 363 (400-1)			400-1¼ 363 (400-1¼)
CIRCLING	520-1 483 (500-1)		660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 63213	183°	TDZE	36
W18A		Apt Elev	37

RNAV (GPS) RWY 18

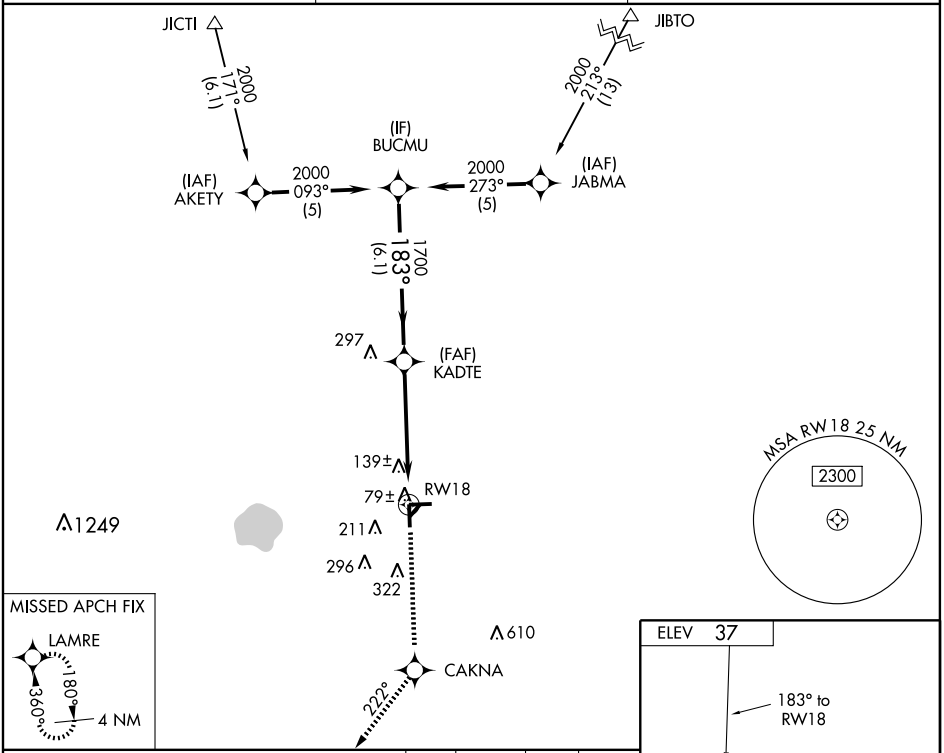
IMMOKALEE RGNL (IMM)

T NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 18 NA at night. Circling to Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 direct CAKNA and via track 222° to LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	286-1		250 (300-1)	
LNAV/VNAV DA	380-1¼		344 (400-1¼)	
LNAV MDA	400-1	364 (400-1)		400-1¼ 364 (400-1¼)
CIRCLING	520-1	483 (500-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 69613	273°	TDZE	35
W27A		Apt Elev	37

RNAV (GPS) RWY 27

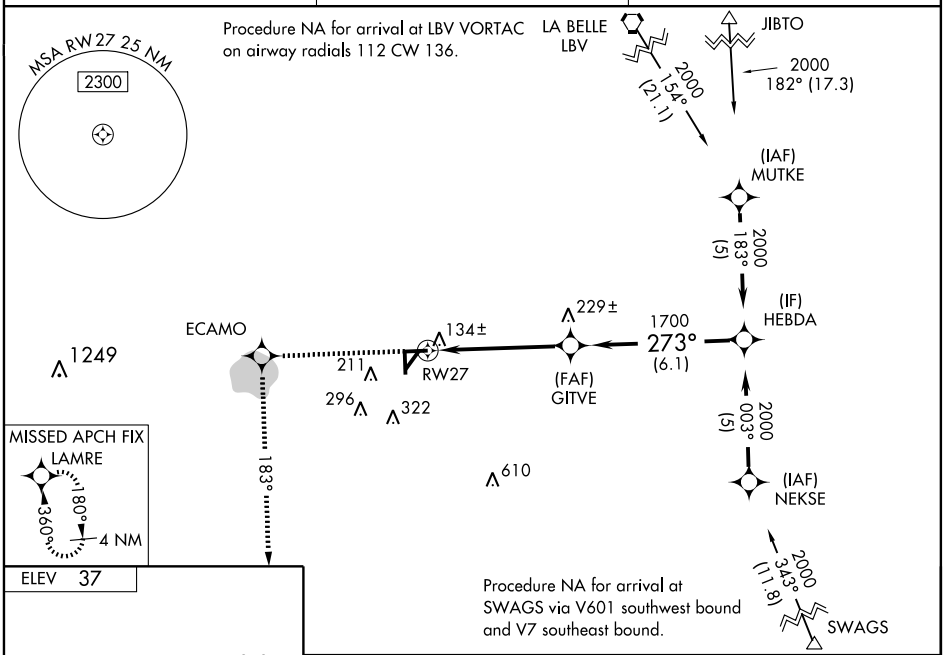
IMMOKALEE RGNL (IMM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 27 NA at night. Circling to Rwys 9 and 18 NA at night.

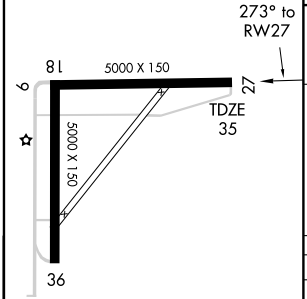
NA

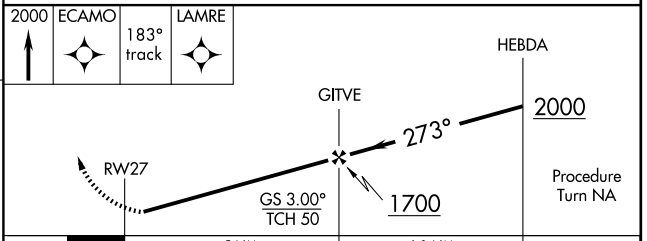
MISSED APPROACH: Climb to 2000 direct ECAMO and via track 183° to LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



ELEV 37





CATEGORY	A	B	C	D
LPV DA	285-1 250 (300-1)			
LNAV/VNAV DA	404-1¼ 369 (400-1¼)			
LNAV MDA	400-1 365 (400-1)			400-1¼ 365 (400-1¼)
CIRCLING	520-1 483 (500-1)		660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

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SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 73013	003°	TDZE	34
W36A		Apt Elev	37

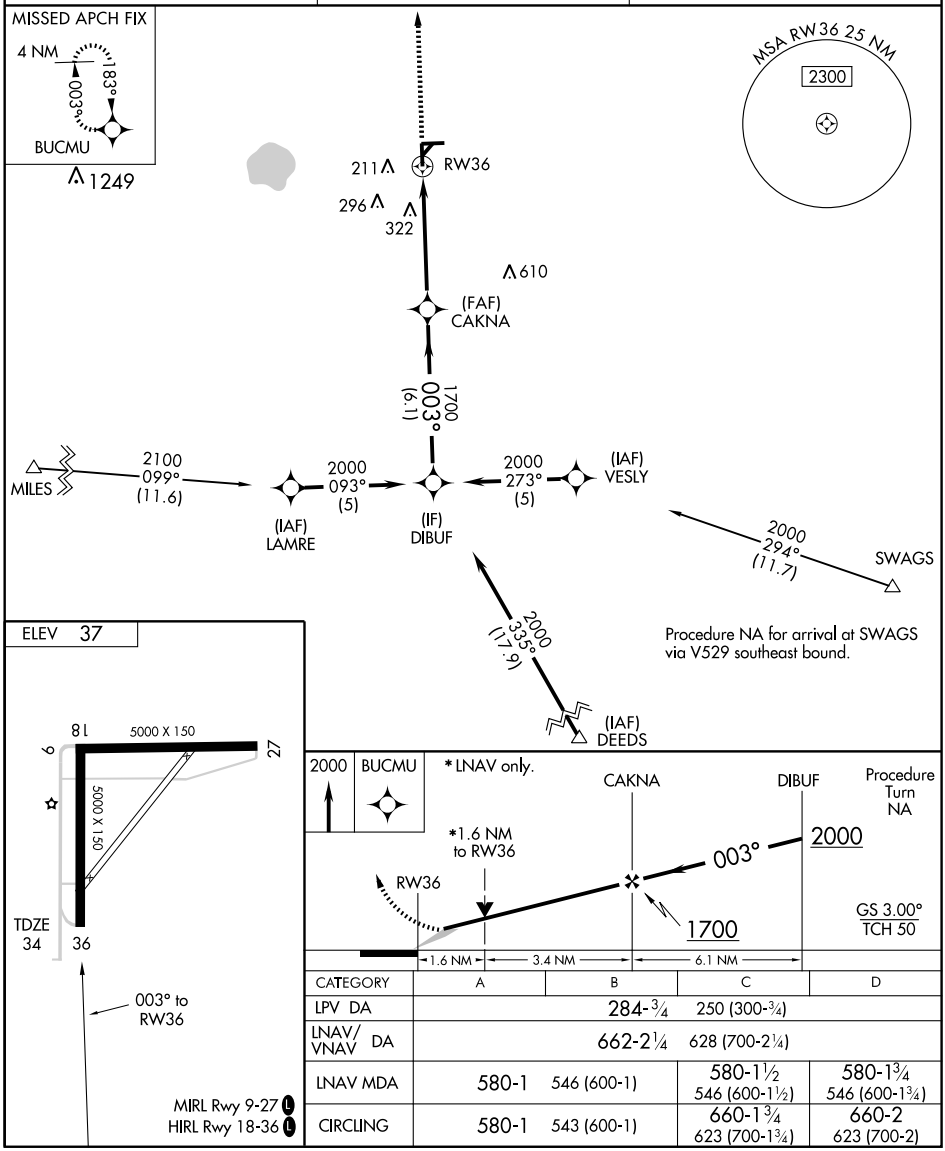
RNAV (GPS) RWY 36

IMMOKALEE RGNL (IMM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Southwest Florida Intl altimeter setting. Circling to Rwys 9 and 18 NA at night.

MISSED APPROACH: Climb to 2000 direct BUCMU and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	284-¾		250 (300-¾)	
LNAV/VNAV DA	662-2¼		628 (700-2¼)	
LNAV MDA	580-1	546 (600-1)	580-1½ 546 (600-1½)	580-1¾ 546 (600-1¾)
CIRCLING	580-1	543 (600-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

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SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LBV 110.4 Chan 41	APP CRS 181°	Rwy Idg 5000 TDZE 36 Apt Elev 37

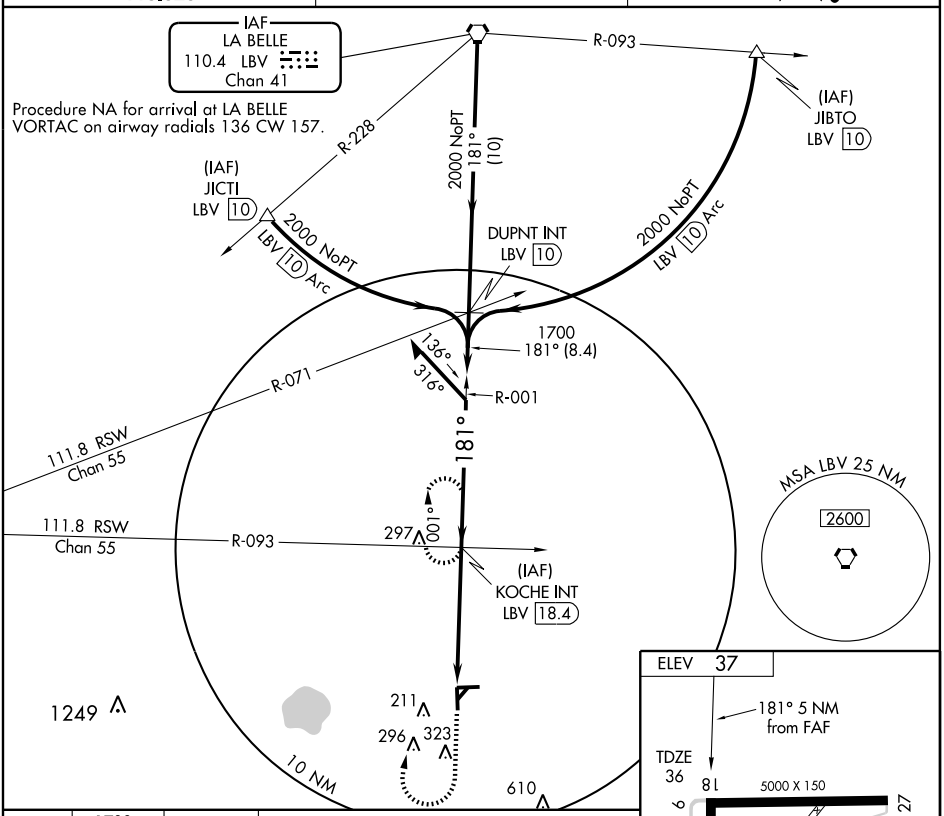
VOR RWY 18

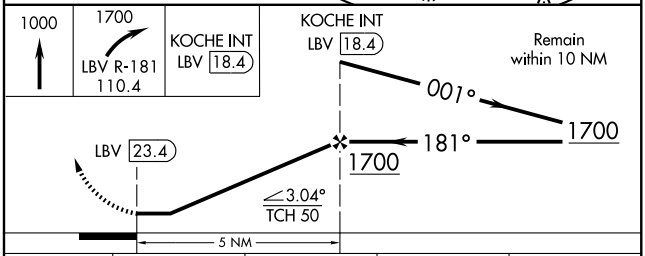
IMMOKALEE RGNL (IMM)

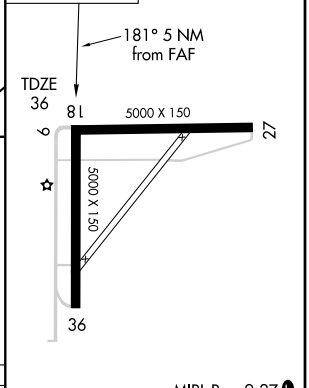
NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all MDA 60 feet; increase Circling Cat C/D visibility ¼ mile. Straight-in/Circling to Rwy 18 NA at night. Circling to Rwy 9 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 via LBV VORTAC R-181 to KOCHE INT/LBV 18.4 DME and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L







CATEGORY	A	B	C	D
S-18	560-1 524 (600-1)	560-1¼ 524 (600-1¼)	560-1½ 524 (600-1½)	560-1¾ 524 (600-1¾)
CIRCLING	560-1 523 (600-1)	560-1¼ 523 (600-1¼)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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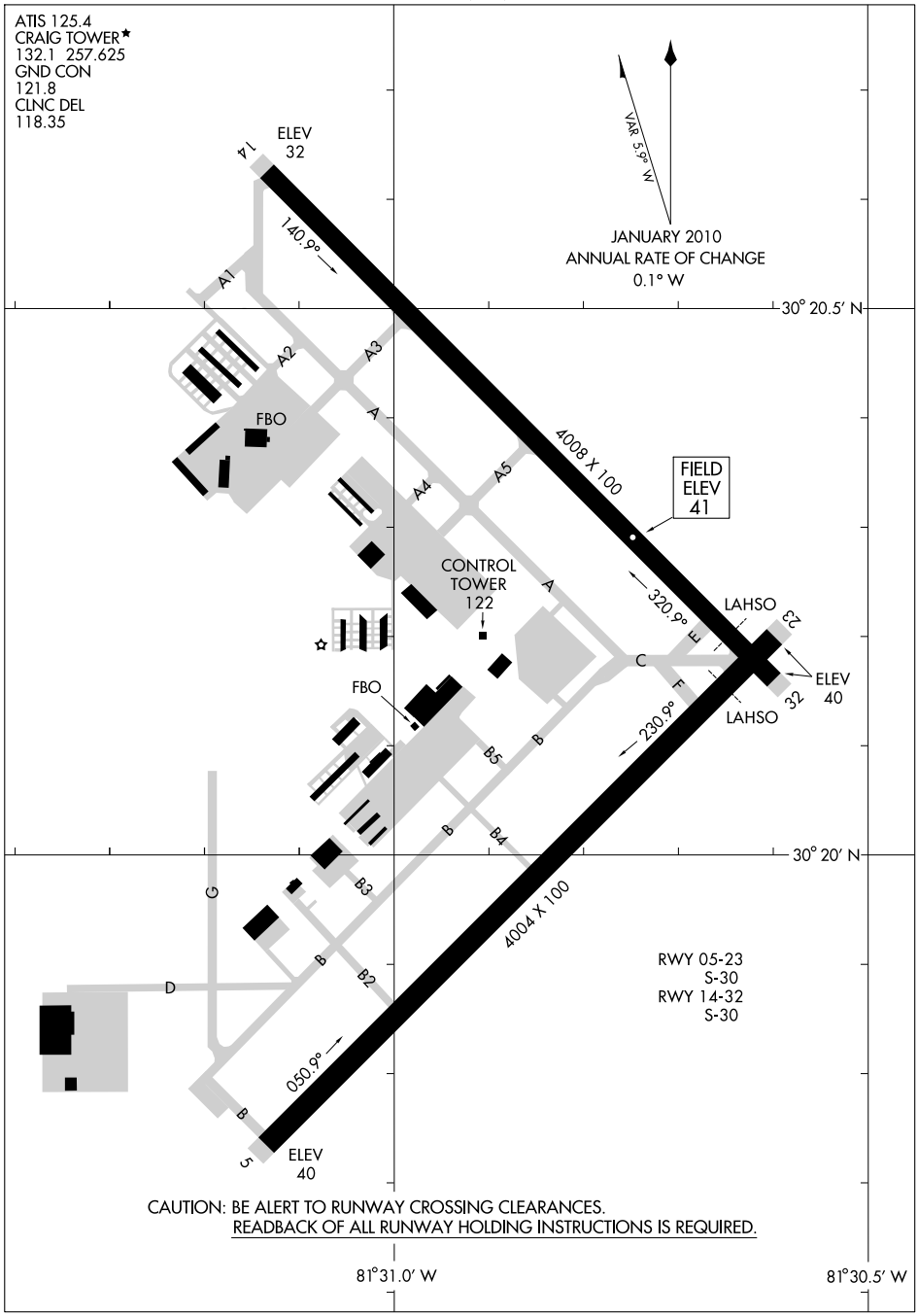
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JACKSONVILLE/ CRAIG MUNI (CRG)
JACKSONVILLE, FLORIDA

AL-208 (FAA)



RWY 05-23
S-30
RWY 14-32
S-30

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

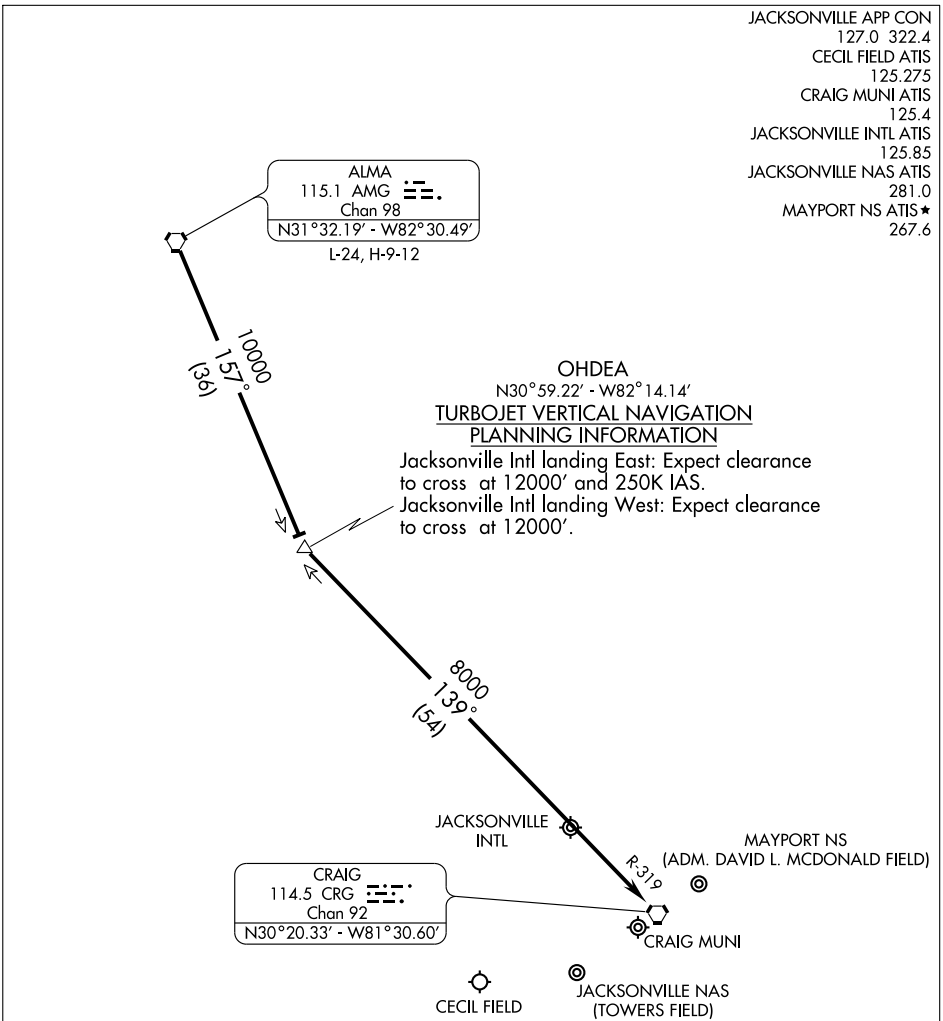
AIRPORT DIAGRAM

JACKSONVILLE, FLORIDA
JACKSONVILLE/ CRAIG MUNI (CRG)

10210

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 21 OCT 2010 to 18 NOV 2010



NOTE: DME Required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

LOC I-CRG	APP CRS	Rwy Idg	4008
111.7	319°	TDZE	41
		Apt Elev	41

ILS or LOC RWY 32

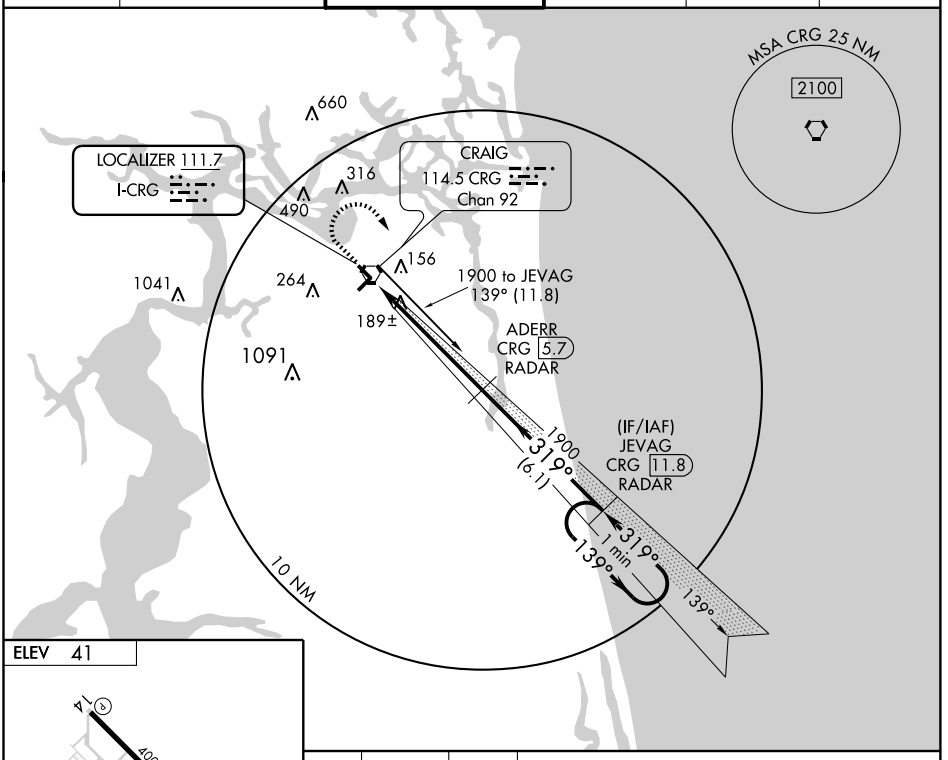
JACKSONVILLE/CRAIG MUNI (CRG)

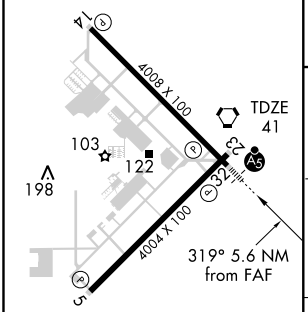
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA to 273, all MDA 40 feet and increase S-LOC Cats. C and D visibility ¼ mile. DME or RADAR REQUIRED.

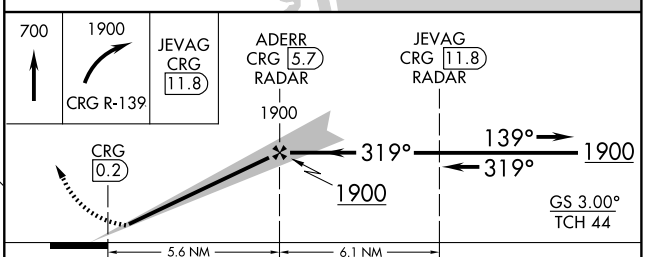
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 via CRG VORTAC R-139 to JEVAG/CRG 11.8 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 32	241-½ 200 (200-½)			
S-LOC 32	440-½ 399 (400-½)			440-¾ 399 (400-¾)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

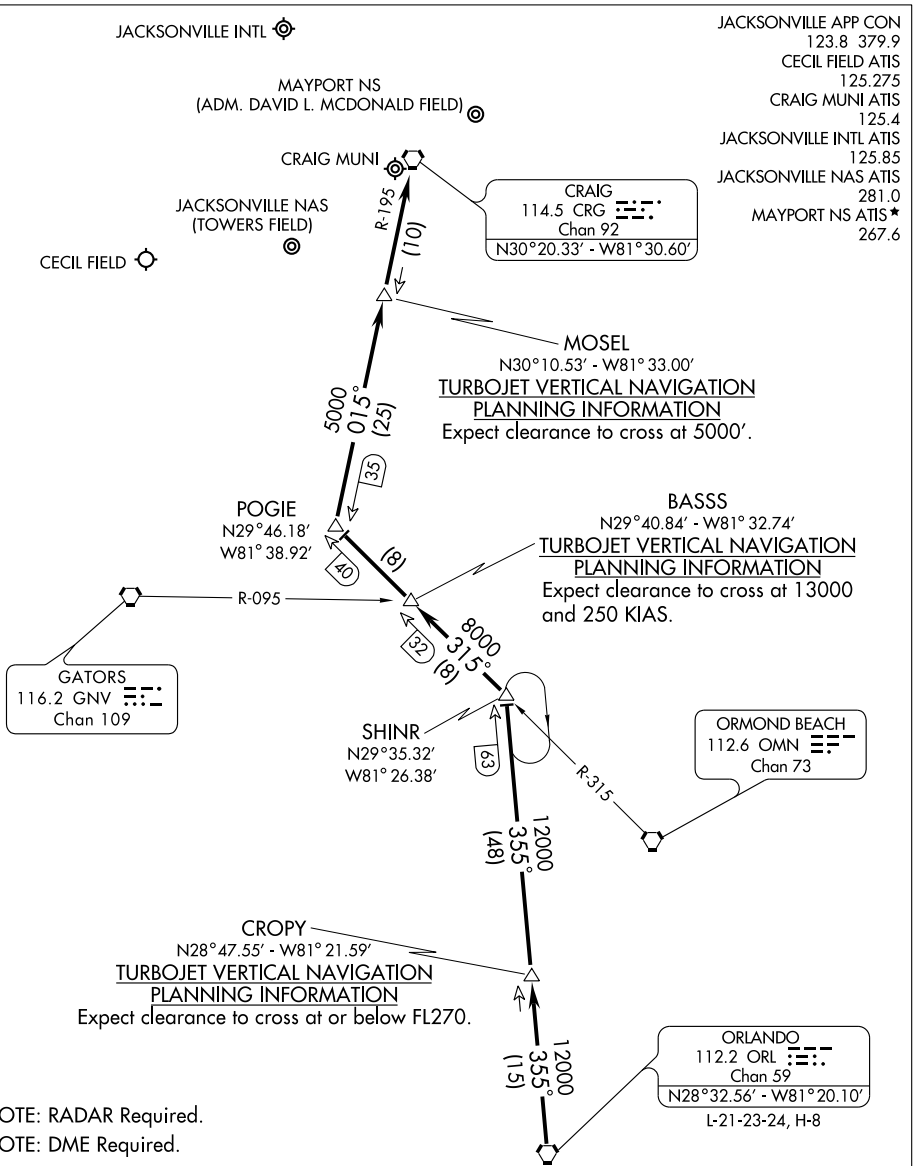
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4008
133°	TDZE	41
	Apt Elev	41

RNAV (GPS) RWY 14

JACKSONVILLE/ CRAIG MUNI (CRG)

▼ When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1900 direct VISUC then via 140° track to JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95

RADAR REQUIRED

MSA PUPOC 25 NM
2100

Jacksonville Intl
(IF) DIXYN
1800
133°
(6)
660
(FAF) ALVAS
490
316
(MAP) PUPOC
156
VISUC
1041
264
1091
140°
JEVAG
319°
139°
4 NM

ELEV 41
TDZE 41
4008 X 100
4004 X 100
103
122
198
23
32
5

1900 | VISUC | tr 140° | JEVAG

DIXYN
3000
133°
ALVAS
1800
2.98°
TCH 44
PUPOC
RW14
6 NM
5 NM
0.5

CATEGORY	A	B	C	D
LNAV MDA	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

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WAAS CH 57901 W32A	APP CRS 319°	Rwy Idg 4008 TDZE 41 Apt Elev 41

RNAV (GPS) RWY 32

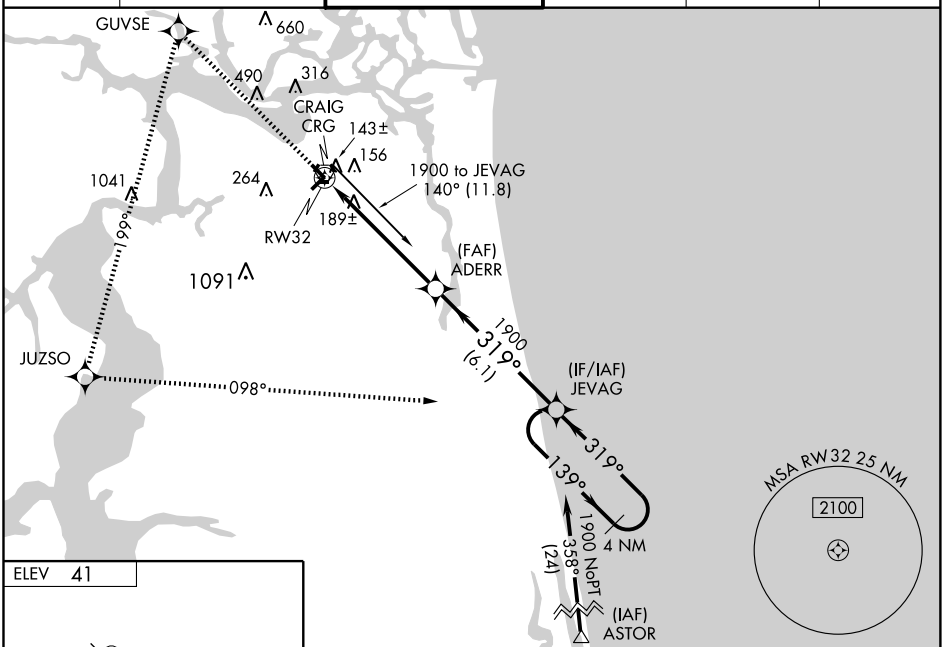
JACKSONVILLE/CRAIG MUNI (CRG)

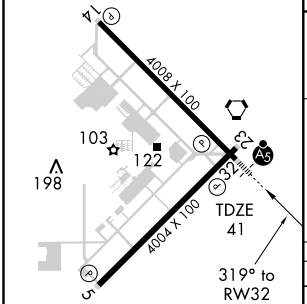
Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. For inoperative MALSR when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats. visibility to 1¾ and LNAV Cat. C visibility to 1¼. VDP NA when using Jacksonville Intl altimeter setting.

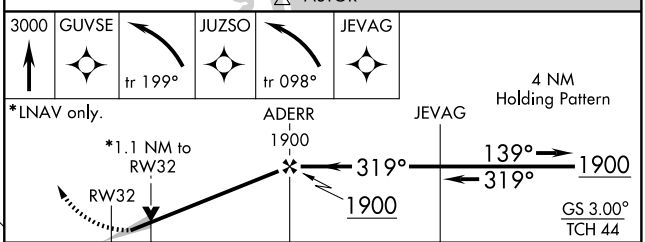
MALSR

MISSED APPROACH: Climb to 3000 direct GUVSE and left turn via 199° track to JUZSO and left turn via 098° track to JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER*	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







CATEGORY	A	B	C	D
LPV DA	241-½ 200 (200-½)			
LNAV/VNAV DA	479-1 438 (500-1)			
LNAV MDA	440-½ 399 (400-½)			440-1 399 (400-1)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

SE-3, 21 OCT 2010 to 18 NOV 2010
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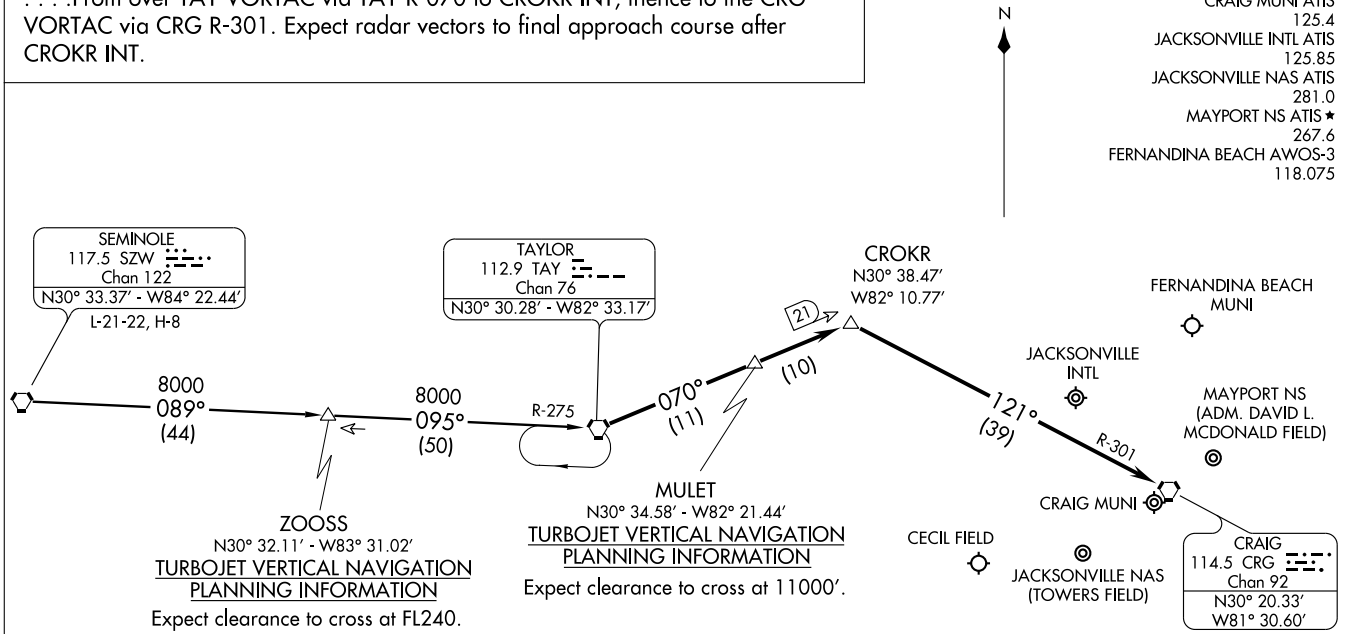
SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

VORTAC CRG	APP CRS	Rwy Idg	4008
114.5	330°	TDZE	41
Chan 92		Apt Elev	41

VOR/DME RWY 32

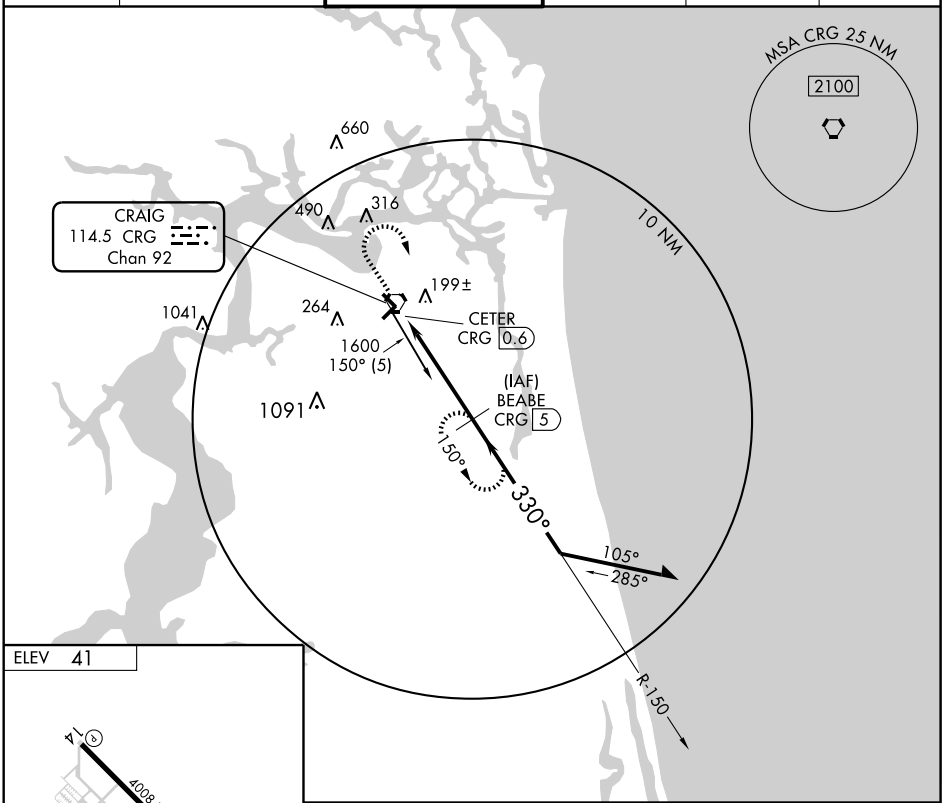
JACKSONVILLE/CRAIG MUNI (CRG)

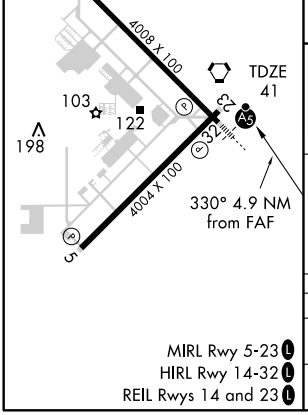
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet.
For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.
VDP NA when using Jacksonville Intl altimeter setting.

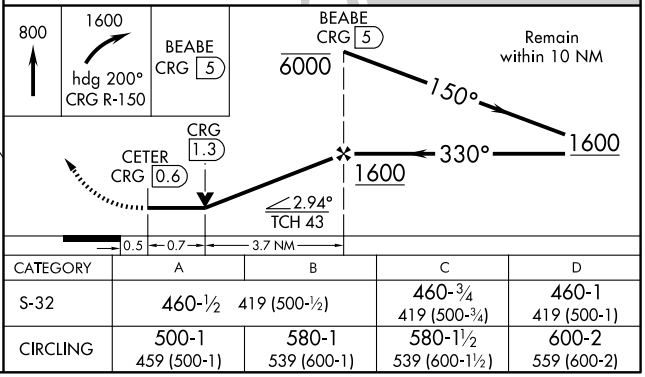
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 via heading 200° and CRG VORTAC R-150 to BEABE/CRG 5 DME and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







CATEGORY	A	B	C	D
S-32	460-½ 419 (500-½)		460-¾ 419 (500-¾)	460-1 419 (500-1)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CRG 114.5 Chan 92	APP CRS 132°	Rwy Idg 4008 TDZE 41 Apt Elev 41

VOR RWY 14

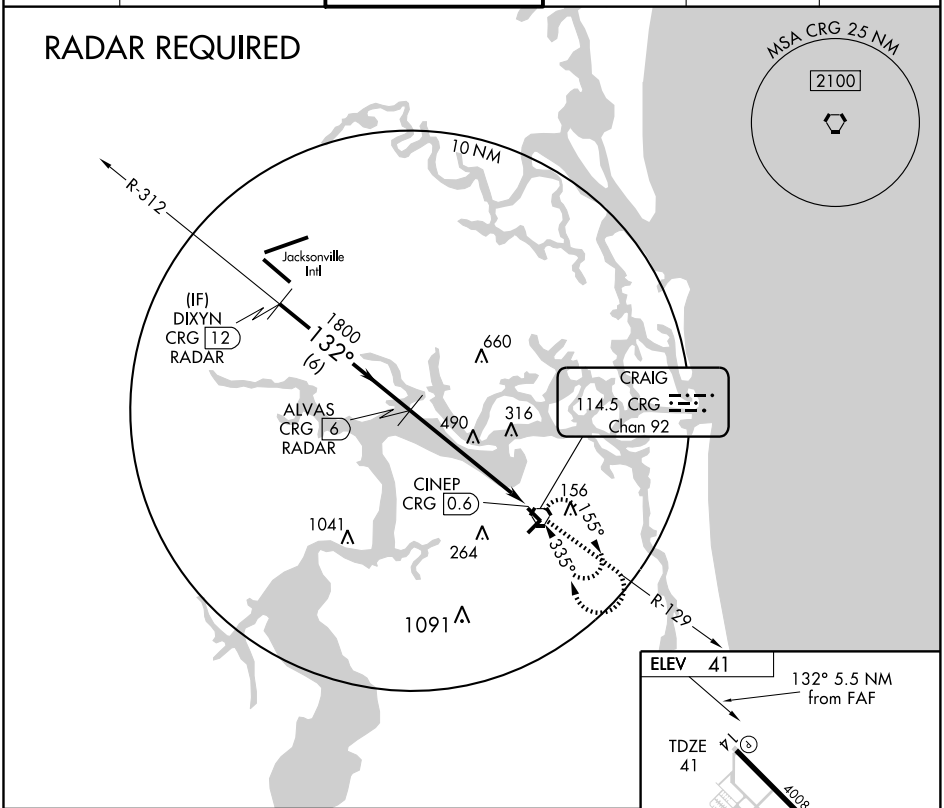
JACKSONVILLE/CRAIG MUNI (CRG)

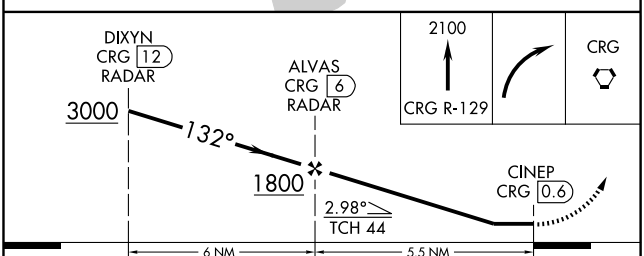
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet.
DME or RADAR REQUIRED.

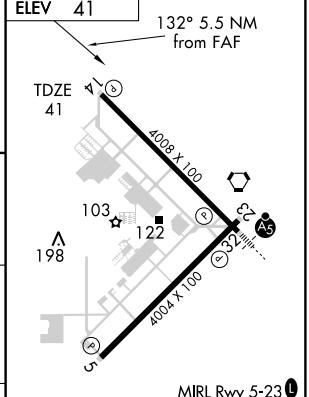
MISSED APPROACH: Climb to 2100 via CRG VORTAC R-129 then right turn direct CRG VORTAC and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
S-14	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
249°	TDZE	87
	Apt Elev	87

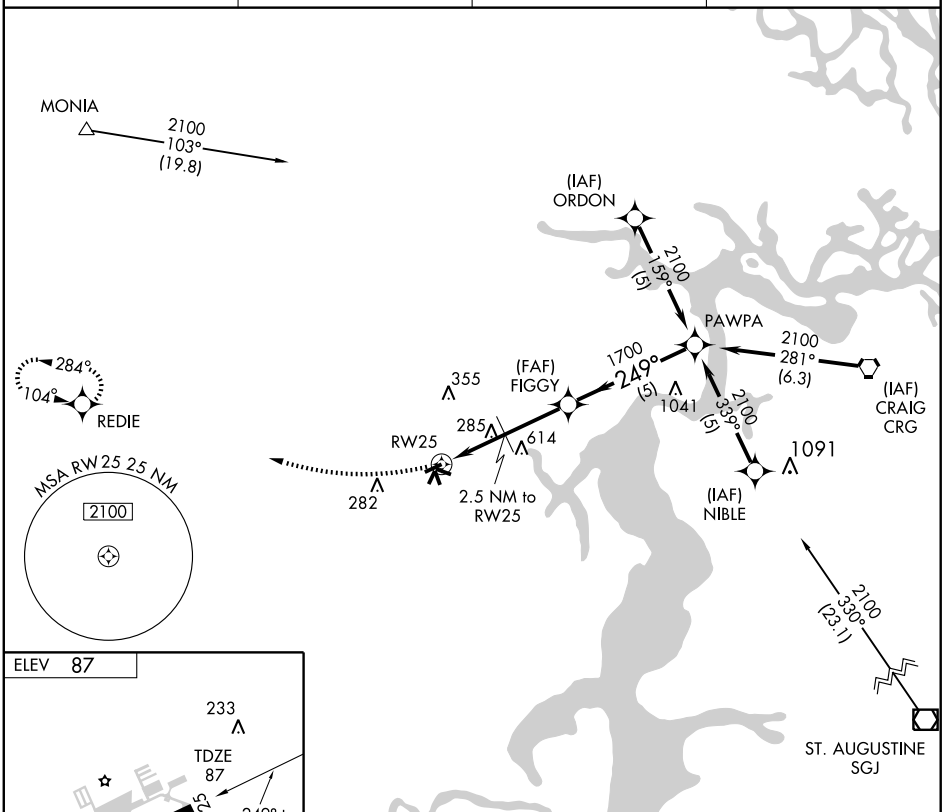
GPS RWY 25

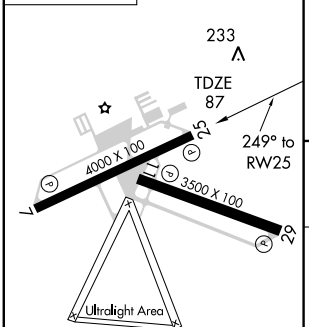
JACKSONVILLE/ HERLONG (HEG)

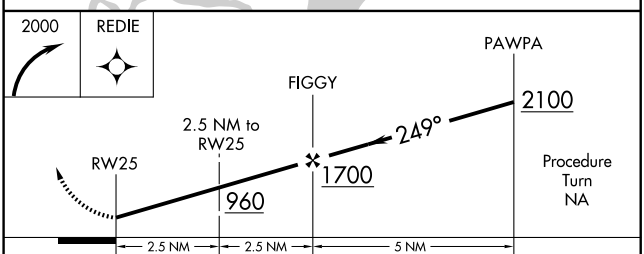
NA

MISSED APPROACH: Climbing right turn to 2000 direct REDIE WP and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	123.8 284.6	121.025	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-25	600-1 513 (600-1)		600-1½ 513 (600-1½)	600-1¾ 513 (600-1¾)
CIRCLING	600-1 513 (600-1)		600-1½ 513 (600-1½)	640-2 553 (600-2)

REIL Rwys 7, 11, and 29
MIRL Rwys 7-25 and 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOM JA	APP CRS	Rwy Idg	N/A
344	184°	TDZE	N/A
		Apt Elev	87

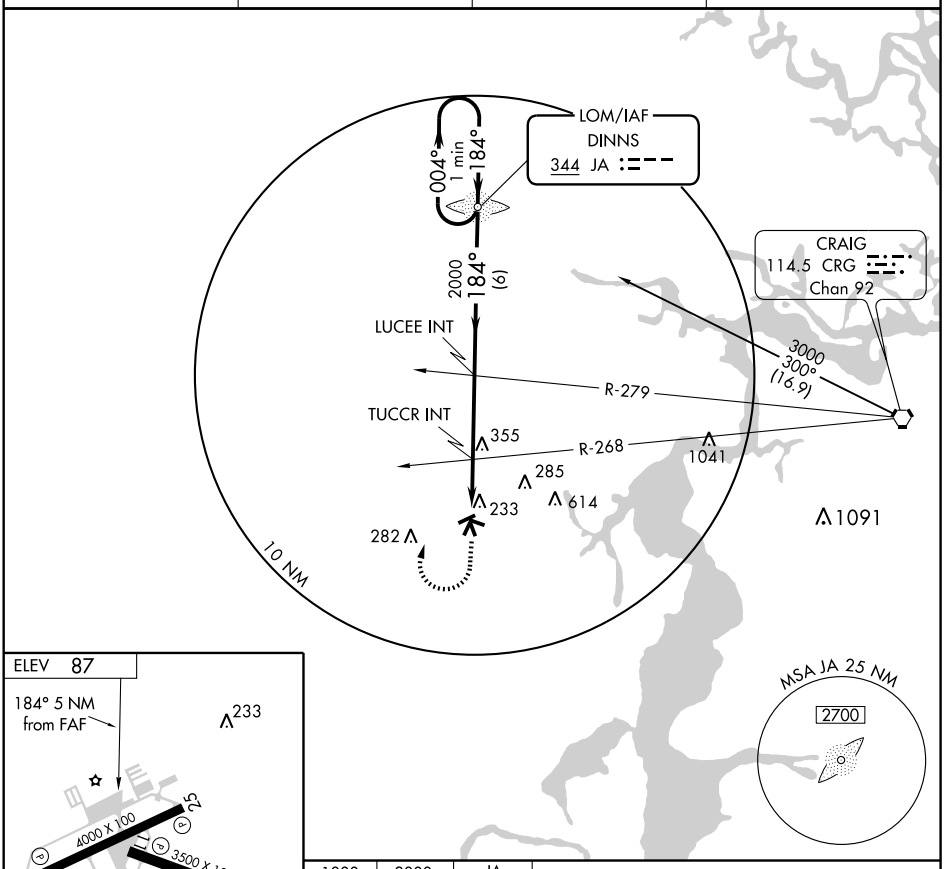
NDB-A

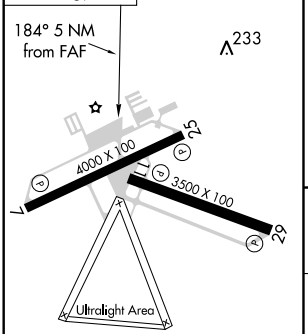
JACKSONVILLE/ HERLONG (HEG)

NA

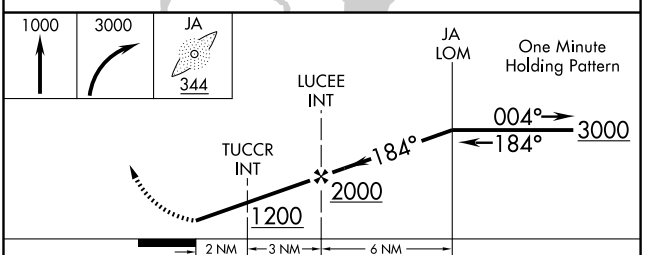
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct JA LOM and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	123.8 284.6	121.025	123.0 (CTAF)





REIL Rwys 7, 11 and 29
MIRL Rwys 7-25 and 11-29



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

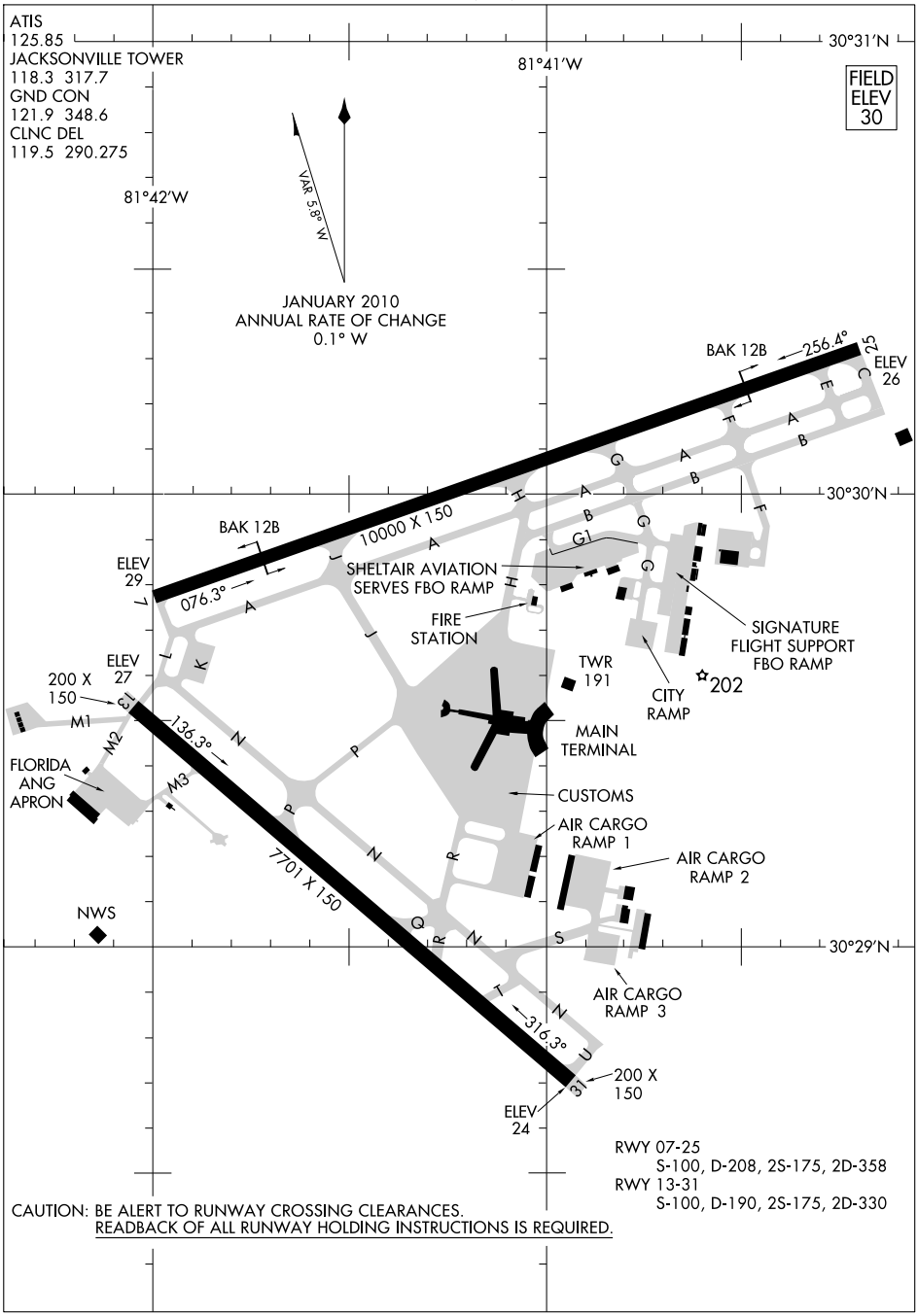
CATEGORY	A	B	C	D
CIRCLING	640-1 553 (600-1)	640-1¼ 553 (600-1¼)	640-1½ 553 (600-1½)	640-2 553 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

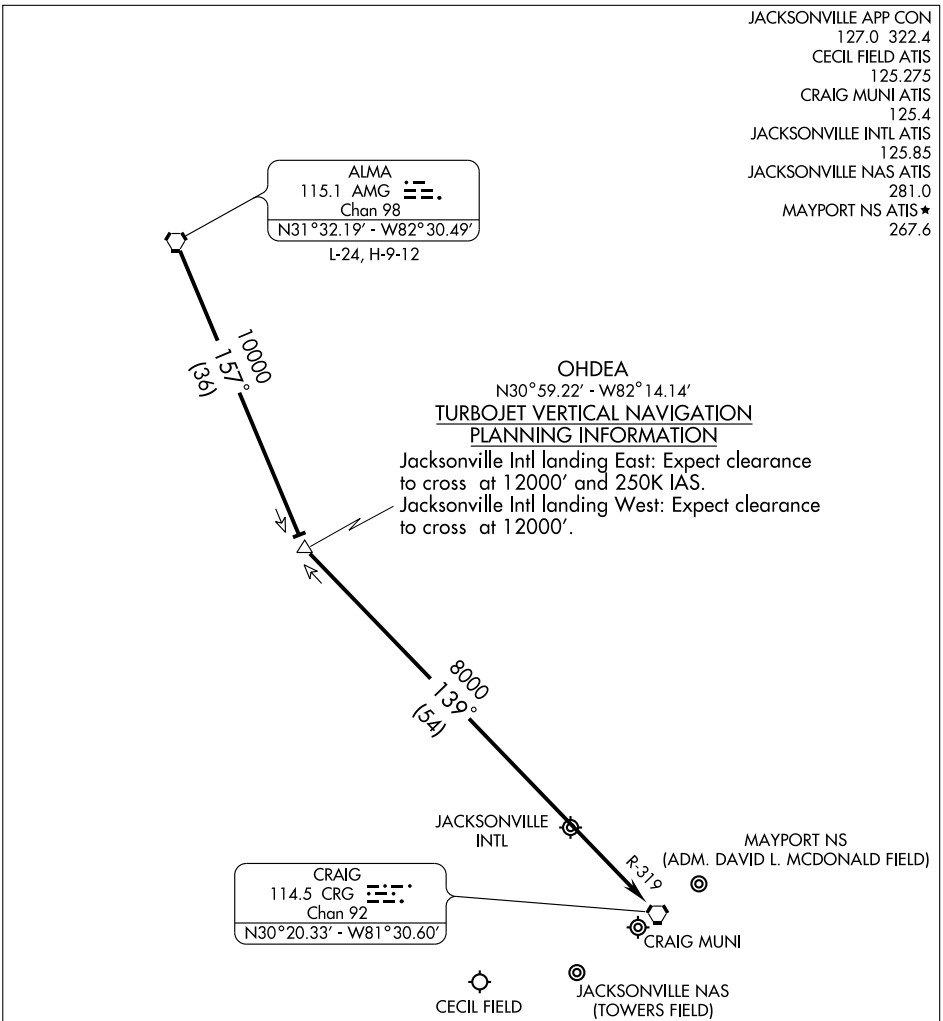


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 21 OCT 2010 to 18 NOV 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 21 OCT 2010 to 18 NOV 2010



NOTE: DME Required.

NOTE: Chart not to scale.

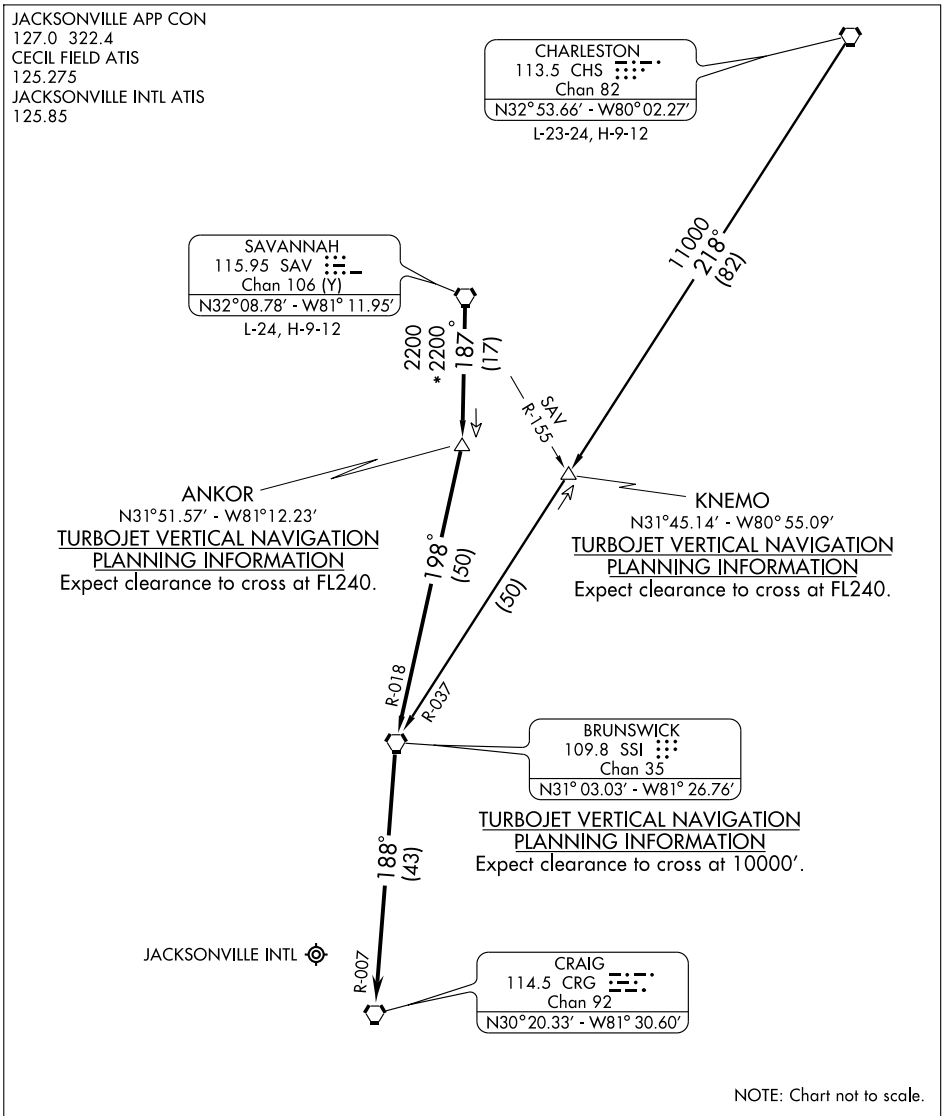
ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

BRUNSWICK THREE ARRIVAL (SSI.SSI3)

ST-5570 (FAA)

JACKSONVILLE INTL
JACKSONVILLE, FLORIDA



CHARLESTON TRANSITION (CHS.SSI3): From over CHS VORTAC via CHS R-218 and SSI R-037 to SSI VORTAC. Thence. . . .

SAVANNAH TRANSITION (SAV.SSI3): From over SAV VORTAC via SAV R-187 and SSI R-018 to SSI VORTAC. Thence. . . .

. . . .From over SSI VORTAC via SSI R-188 and CRG R-007 to CRG VORTAC. Expect radar vectors to final approach after SSI VORTAC.

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HI-ILS RWY 7

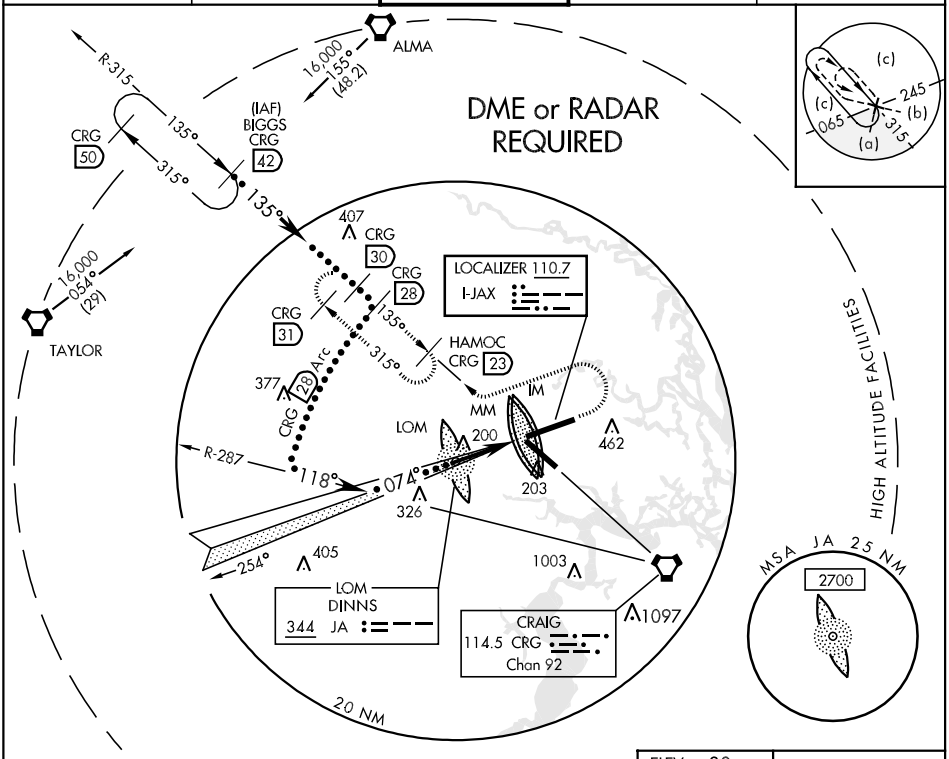
LOC I-JAX	APCH CRS	Rwy ldg 10,000 TDZE 30 Arpt Elev 30	JAL-5570 [USAF]	JACKSONVILLE INTL (KJAX)
110.7	074°			

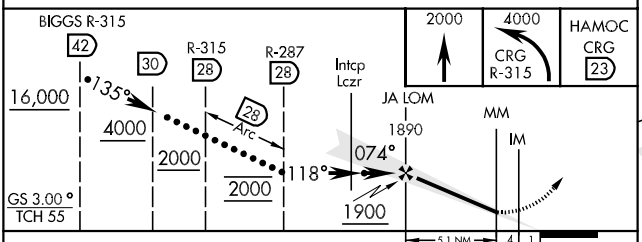
▼ * When ALS inop, increase RVR to 4000. When MM inop, increase CAT E vis ¼ mile and increase DH 50 feet.
** When ALS inop, increase CAT E vis ½ mile.

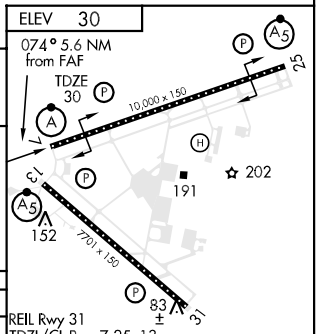
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	C	D	E
S-ILS 7 *	230/18 200 (200-½)	230/20 200 (200-½)	230/24 200 (200-½)
S-LOC 7 **	460/40 430 (500-¾)	460/50 430 (500-1)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 5.1 NM

Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

SE-3, 21 OCT 2010 to 18 NOV 2010

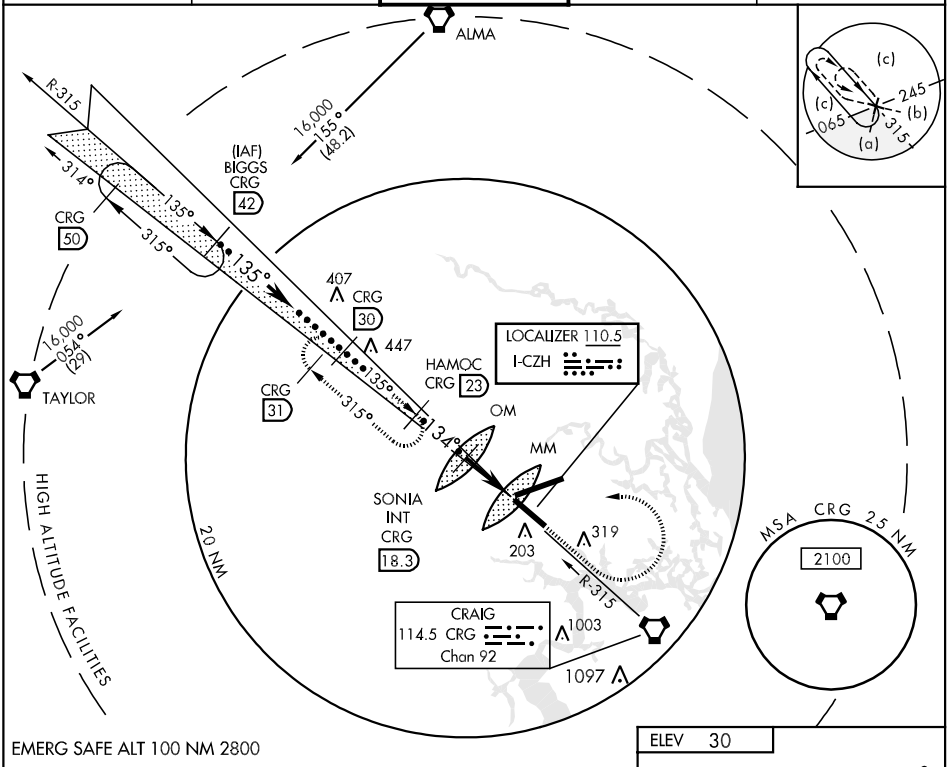
HI-ILS RWY 13

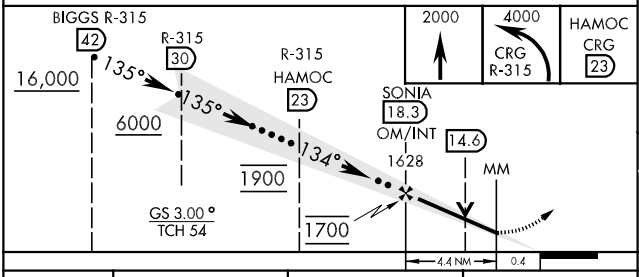
LOC I-CZH	APCH CRS	Rwy ldg 7701 TDZE 27 Arpt Elev 30	JAL-5570 [USAF]	JACKSONVILLE INTL (KJAX)
110.5	134°			

MALSR

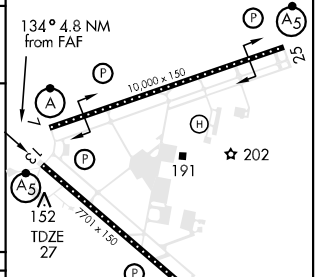
MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





CATEGORY	C	D	E
S-ILS 13	227-½ 200 (200-½)		
S-LOC 13	380-½ 353 (400-½)	380-¾ 353 (400-¾)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)



FAF to MAP 4.4 NM					
Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 25

LOC I-PEK	APCH CRS	Rwy ldg 10,000 TDZE 27 Arpt Elev 30	JAL-5570 [USAF]	JACKSONVILLE INTL (KJAX)
110.3	254°			

MALSR (A5)

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

ALMA
16,000 155° (48.2)
R-315
(IAF) BIGGS CRG 42
135°
315°
CRG 50
CRG 30
CRG 23 Arc
R-342
LR-015
R-020
CRG 23
200°
TAYLOR
16,000 054° (29)
CRG 31
HAMOC CRG 23
R-315
DALTN OM/INT
254°
074°
280
279
462
R-342
20 NM
HIGH ALTITUDE FACILITIES
LOCALIZER 110.3
I-PEK
1003
CRAIG
114.5 CRG
Chan 92
M.S.A CRG 25 NM
2100

(c) (c) 245 (b) 065 315 (a)

EMERG SAFE ALT 100 NM 2800 FROM CRG VORTAC

1200 | 4000 CRG R-315 | HAMOC CRG 23 | BIGGS CRG R-315 42 | CRG 30 | HAMOC CRG 23 R-315 | CRG R-342 | 23 Arc | CRG 23 R-020

135° 15,000 6000 4000 4000 2000 200

DALTN OM/INT CRG R-342 14.19 Intcp Lczr 254° 1600 2000

GS 3.00° TCH 55

0.5 3.6 NM

ELEV 30

254° 4.1 NM from FAF

10,000 x 150

TDZE 27

191 202 152

7001 x 150

REIL Rwy 31
TDZL/CL Rwy 7-25, 13
HIRL Rwy 7-25, 13-31

CATEGORY	C	D	E
S-ILS 25	227/24 200 (200-½)		
S-LOC 25	400/24 373 (400-½)	400/40 373 (400-¾)	400/50 373 (400-1)
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 3.6 NM

Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy Idg	7701
CRG Chan 92	135°	TDZE	27
		Arpt Elev	30

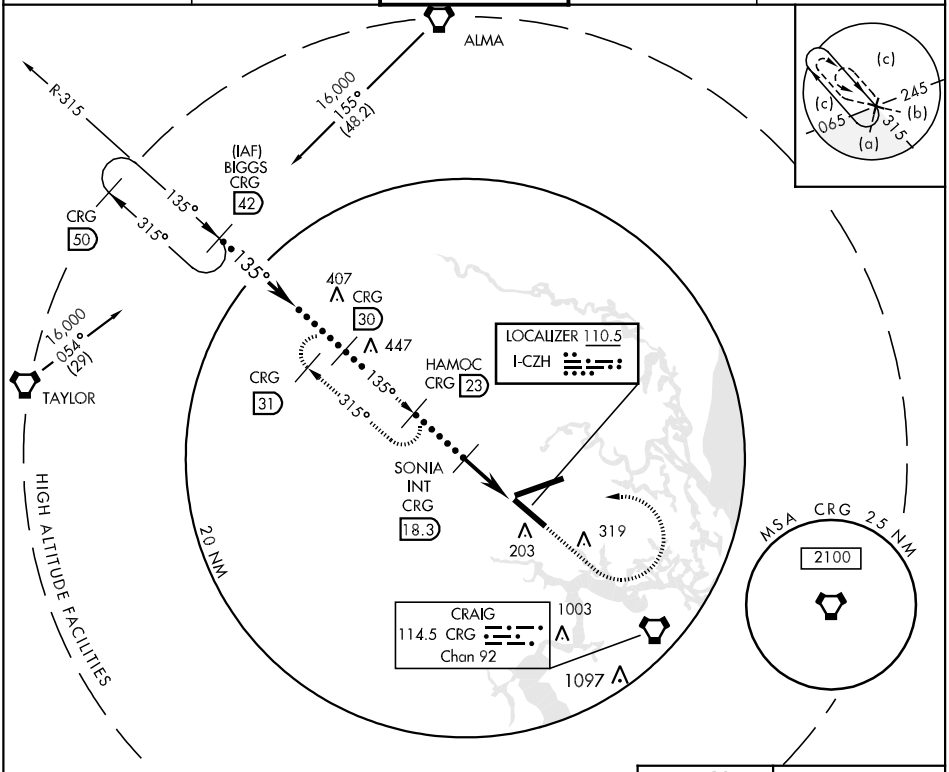
JAL-5570 [USAF]

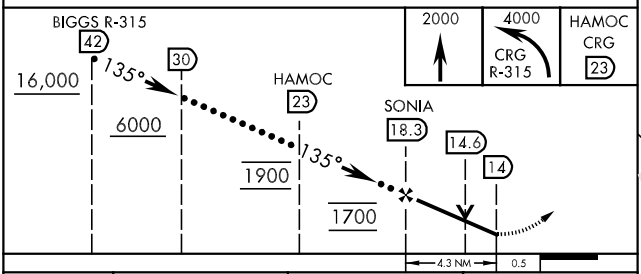
JACKSONVILLE INTL (KJAX)

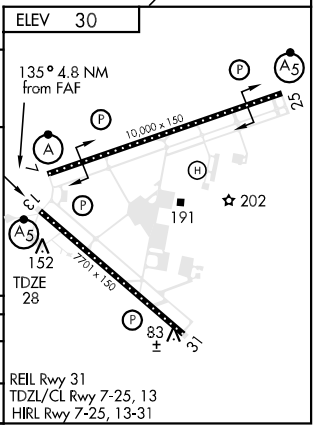
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	C	D	E
S-13	380-½ 353 (400-½)	380-¾ 353 (400-¾)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-PEK	APP CRS	Rwy Idg	10000
110.3	254°	TDZE	27
		Apt Elev	30

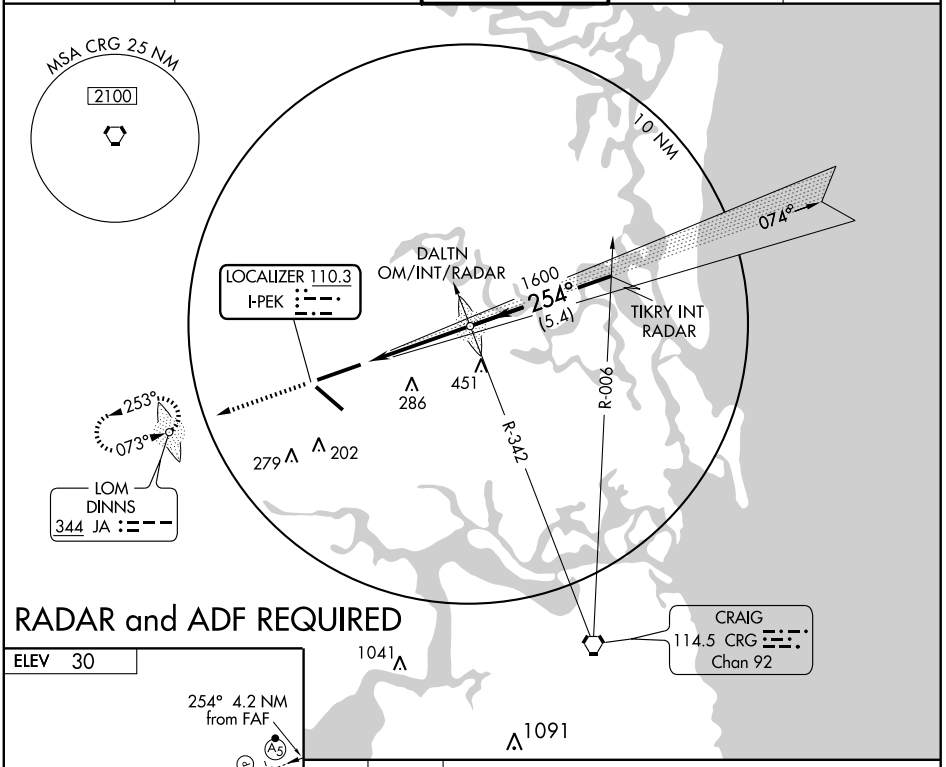
ILS or LOC RWY 25
JACKSONVILLE INTL (JAX)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

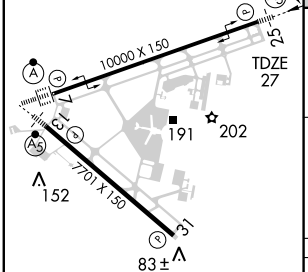
MALSR

MISSED APPROACH: Climb to 2000 direct DINNS LOM and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

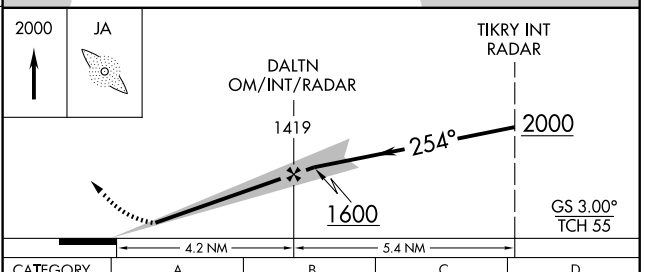


RADAR and ADF REQUIRED



REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 25	* 227/24 200 (200-½)			
S-LOC 25	400/24 373 (400-½)			400/40 373 (400-¾)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7
JACKSONVILLE INTL (JAX)

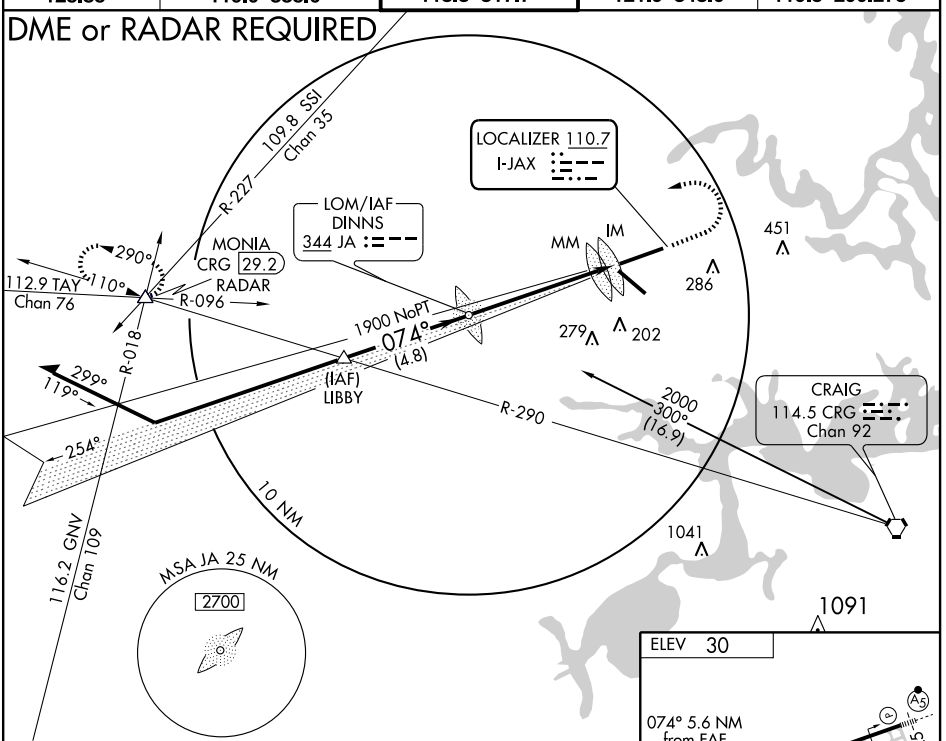
For inoperative ALSF, increase S-ILS visibility to RVR 4000 Cat. E and S-LOC visibility to RVR 6000 Cat. E. For inoperative TDZL or RCLS, increase S-ILS visibility to RVR 2400 Cat. E. For inoperative RVR increase S-ILS visibility to ½ mile.

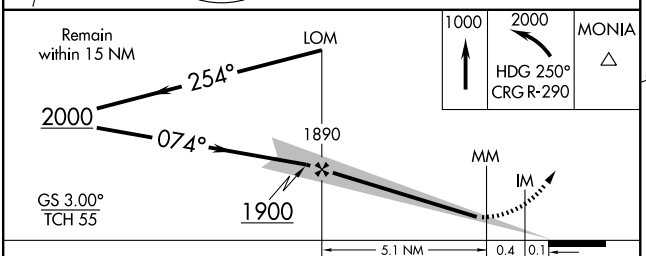
ALSF-2

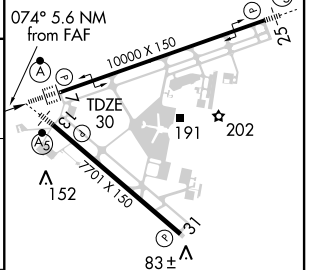
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 7	230/18 200 (200-½)				
S-LOC 7	380/24 350 (400-½)			380/40 350 (400-¾)	
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7 (CAT II)
JACKSONVILLE INTL (JAX)

ALSF-2

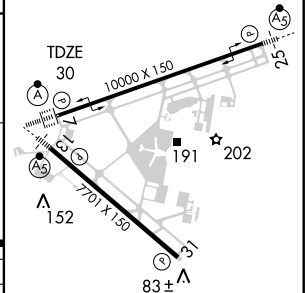
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

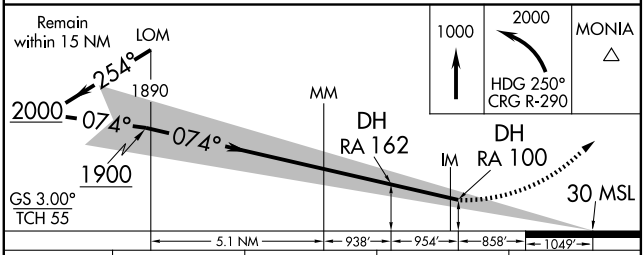
ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

109.8 SSI Chan 35
112.9 TAY Chan 76
LOCALIZER 110.7 I-JAX
LOM/IAF DINNS 344 JA
MONIA CRG 29.2 RADAR
R-227
R-096
R-018
290°
110°
299°
119°
254°
1900 NoPT
074° (4.8)
(IAF) LIBBY
R-290
CRAIG 114.5 CRG Chan 92
2000
300° (16.9)
10 NM
MM
IM
451
286
279
202
1041
1091
116.2 GNV Chan 109
MSA JA 25 NM
2700

ELEV 30





CATEGORY	A	B	C	D
S-ILS 7		RA 162/16 150	DA 180	
S-ILS 7		RA 100/12 100	DA 130	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7 (CAT III)
JACKSONVILLE INTL (JAX)

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

109.8 SSI Chan 35
R-227
112.9 TAY Chan 76
MONIA CRG 29.2 RADAR
290°
110°
R-096
R-018
LOM/IAF DINNS 344 JA
LOCALIZER 110.7 I-JAX
MM
IM
451
286
279
202
1900 NoPT
074°
(4.8)
299°
119°
254°
(IAF) LIBBY
R-290
2000
300°
(16.9)
CRAIG 114.5 CRG Chan 92
10 NM
MSA JA 25 NM
2700
116.2 GNV Chan 109
1041
1091

ELEV 30

Remain within 15 NM
LOM
254°
2000
1890
074°
1900
MM
229
IM
130
GS 3.00°
TCH 55
30 MSL
5.1 NM
1882'
868'
1049'

1000	2000	MONIA
	HDG 250° CRG R-290	

TDZE 30
10000 X 150
25
191
202
152
7701 X 150
31
83±

CATEGORY	A	B	C	D
S-ILS 7	CAT III a	RVR 07		
S-ILS 7	CAT III b	RVR 06		

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

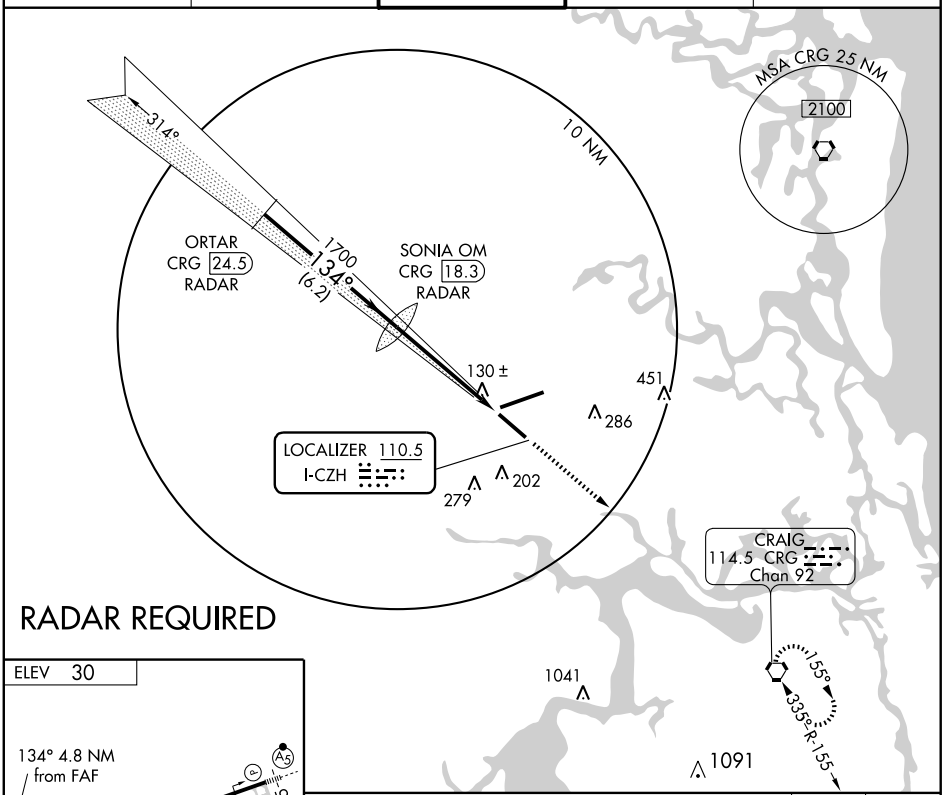
LOC I-CZH	APP CRS	Rwy Idg	7701
110.5	134°	TDZE	27
		Apt Elev	30

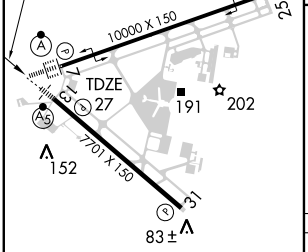
ILS RWY 13
JACKSONVILLE INTL (JAX)

MALSR

MISSED APPROACH: Climb to 2000 direct CRG VORTAC and hold.

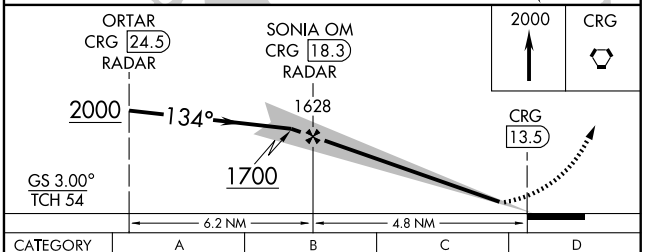
ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

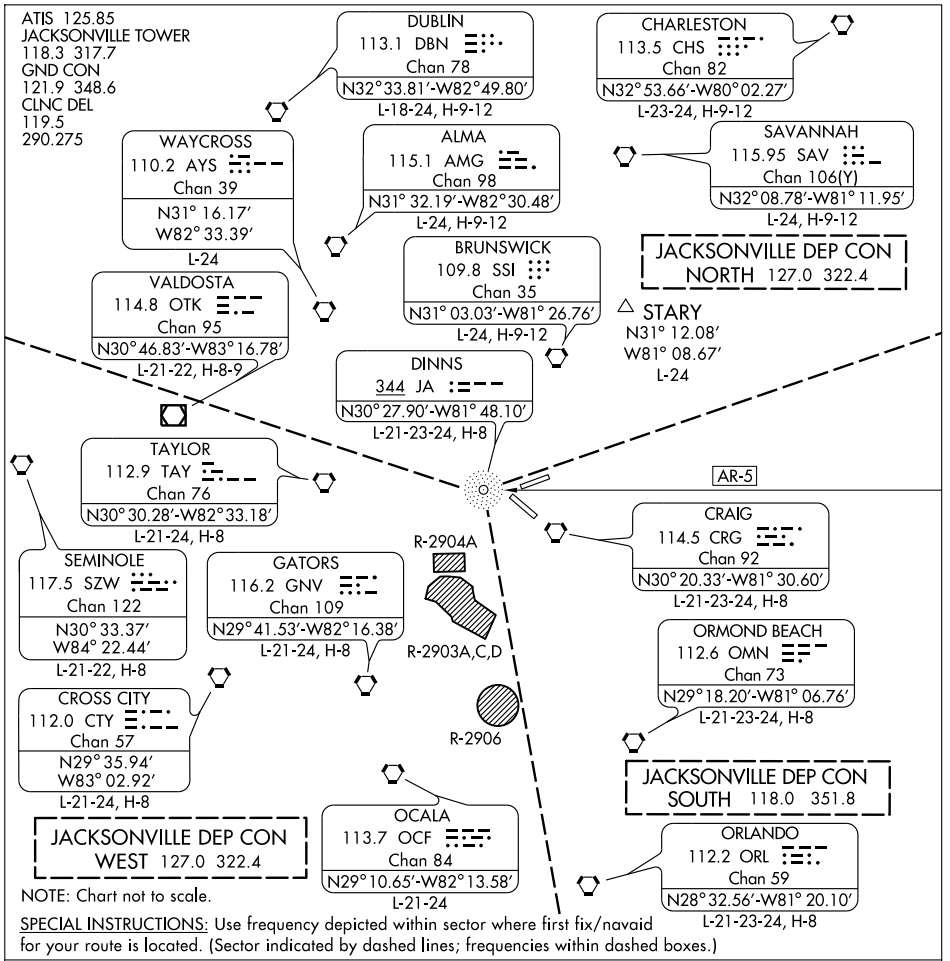
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 13	227-½ 200 (200-½)			
S-LOC 13	380-½ 353 (400-½)			380-1 353 (400-1)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

JACKSONVILLE FOUR DEPARTURE



SPECIAL INSTRUCTIONS: Use frequency depicted within sector where first fix/navaid for your route is located. (Sector indicated by dashed lines; frequencies within dashed boxes.)

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: All aircraft cleared as filed, maintain 3,000 feet or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL TAKE-OFF INSTRUCTIONS:

RUNWAYS 7/13: Departing north/west departure control area, fly heading 070° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 7/13: Departing south departure control area, fly heading 130° or as assigned. Departure frequency 118.0/351.8.

RUNWAYS 25/31: Departing north departure control area, fly heading 310° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing west departure control area, fly heading 250° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing south departure control area, fly heading 220° or as assigned. Departure frequency 118.0/351.8.

JACKSONVILLE FOUR DEPARTURE
(JAX4.JAX) 07354

JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

LOM JA	APP CRS	Rwy Idg	10000
344	073°	TDZE	30
		Apt Elev	30

NDB RWY 7

JACKSONVILLE INTL (JAX)

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

SE-3, 21 OCT 2010 to 18 NOV 2010

DME or RADAR REQUIRED

109.8 SSI Chan 35

LOM/IAF DINNS 344 JA

112.9 TAY Chan 76

R-227

290°

110°

R-096

2000 NoPT 097° (12.8)

073°

139±

IM

MM

451

286

279

202

CRAIG 114.5 CRG Chan 92

2000 300° (16.9)

R-290

1041

1091

(IAF) MONIA CRG 29.2 RADAR

298°

118°

253°

R-018

10 NM

116.2 GNV Chan 109

MSA JA 25 NM

2700

Remain within 10 NM

LOM

253°

2000

073°

1900

3.07°

TCH 50

5.6 NM

VGSI and descent angles not coincident.

1000	2000	MONIA
	HDG 250° CRG R-290	△

ELEV 30

073° 5.6 NM from FAF

TDZE 30

10000 X 150

7701 X 150

25

13

31

191

202

152

83±

REIL Rwy 31

TDZ/CL Rwys 7, 25, and 13

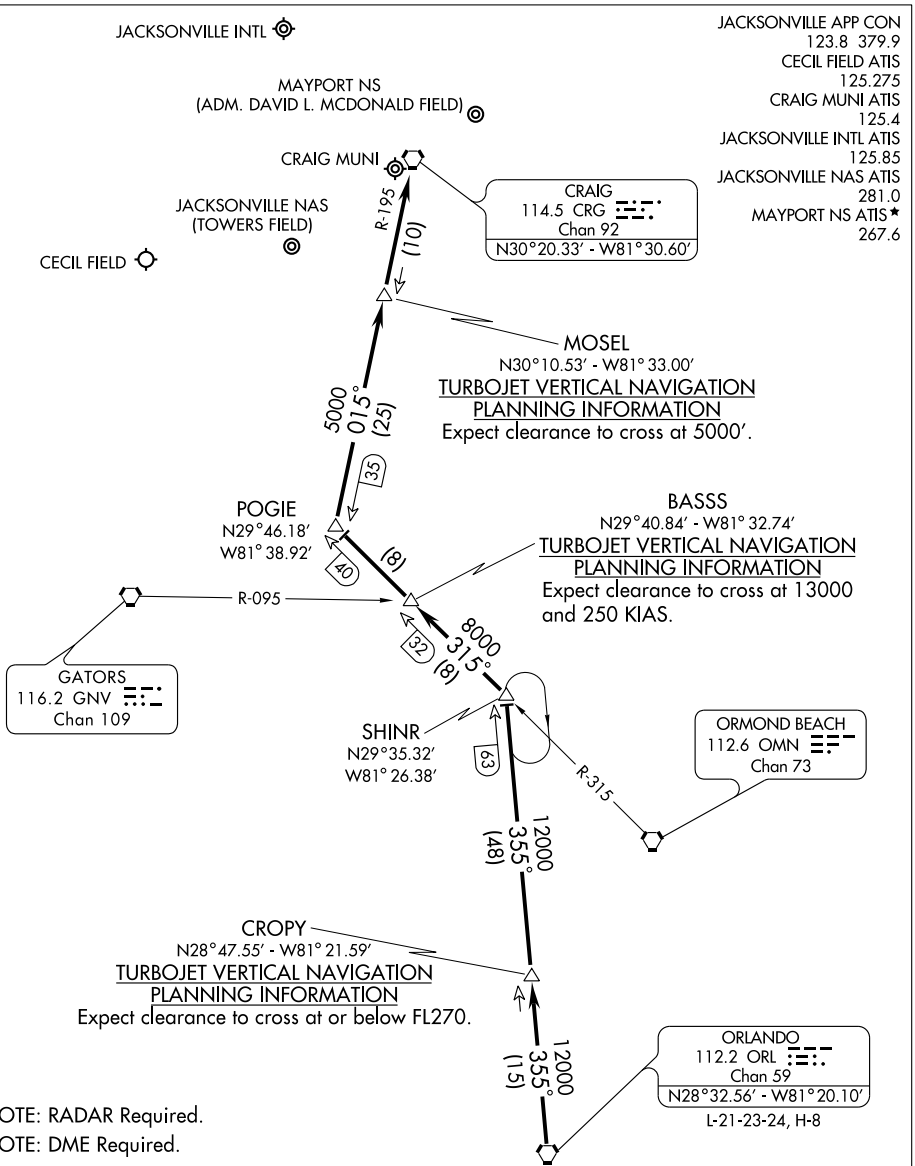
HIRL Rwys 7-25 and 13-31

CATEGORY	A	B	C	D
S-7	520/40 490 (500-¾)			520/60 490 (500-1¼)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 21 OCT 2010 to 18 NOV 2010

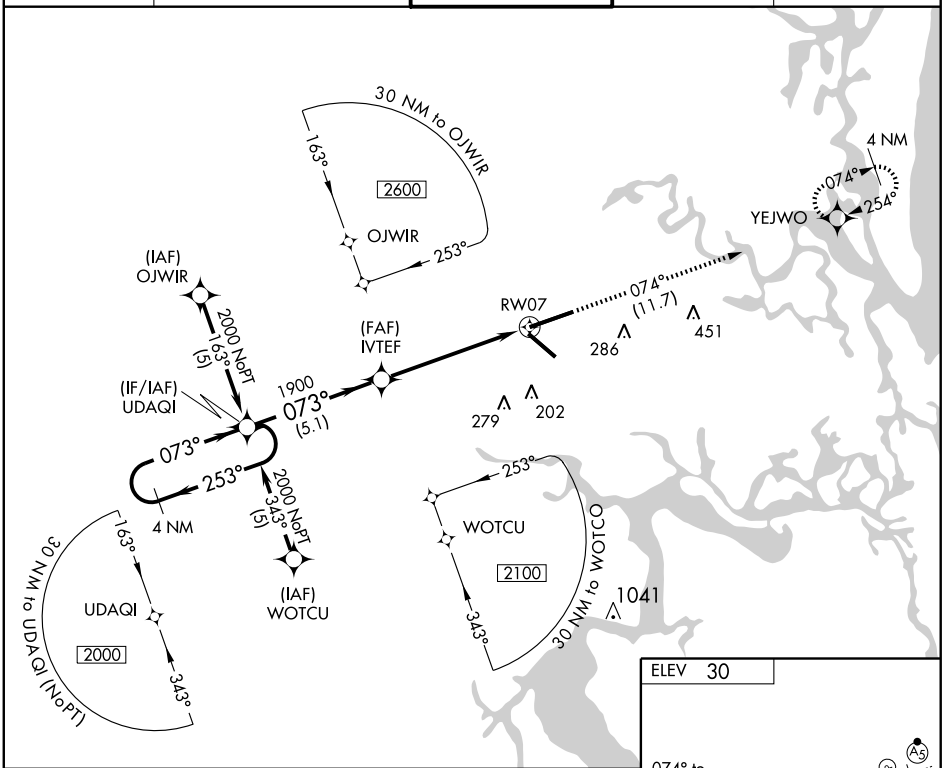
APP CRS	Rwy Idg	10000
073°	TDZE	30
	Apt Elev	30

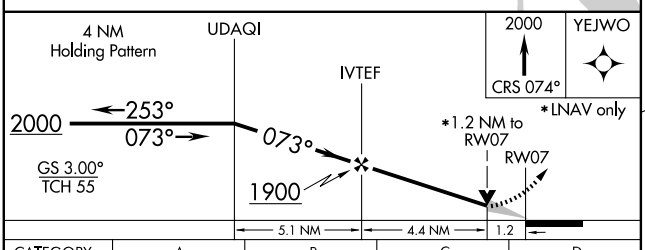
RNAV (GPS) RWY 7

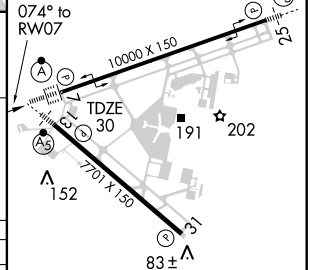
JACKSONVILLE INTL (JAX)

Baro-VNAV NA below -15° C (5° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	ALSF-2	MISSED APPROACH: Climb to 2000 via 074° course to YEJWO WP and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	460/50 430 (500-1)			
LNAV MDA	460/24 430 (500-½)		460/40 430 (500-¾)	460/50 430 (500-1)
CIRCLING	520-1½ 490 (500-1½)			640-2 610 (700-2)

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

JACKSONVILLE INTL (JAX)

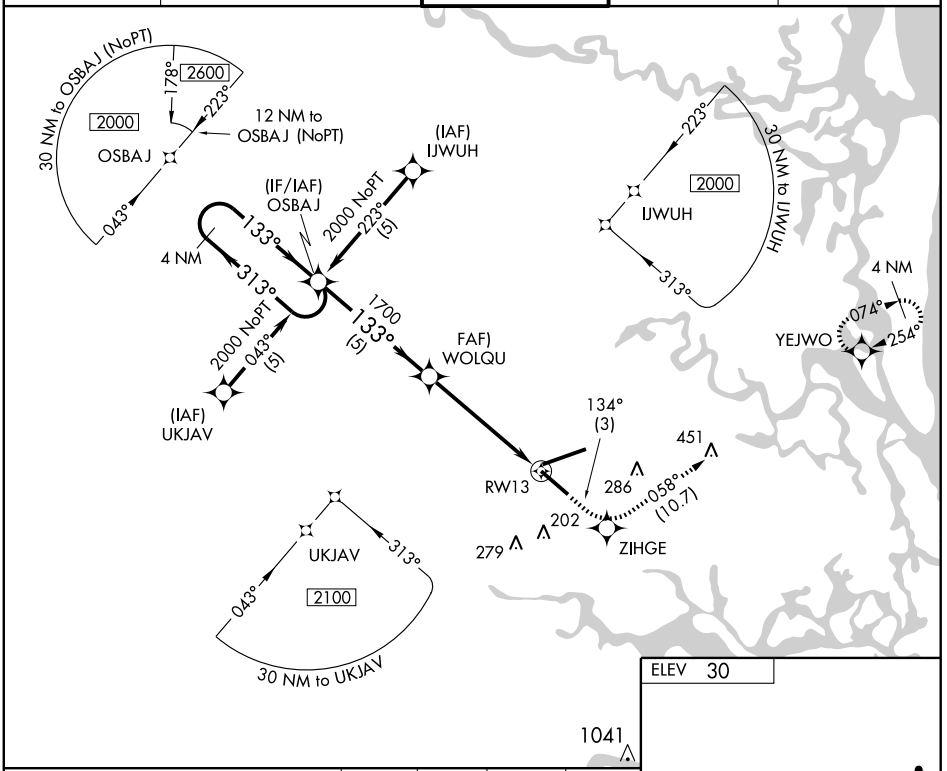
APP CRS	Rwy Idg	7701
133°	TDZE	27
	Apt Elev	30

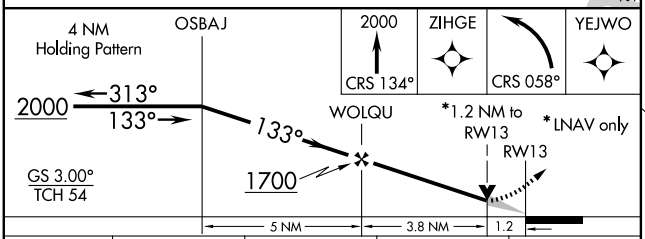
NA — Baro-VNAV NA below -15° C (5° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

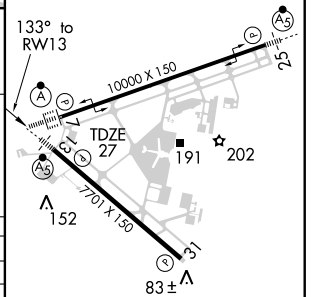
MISSED APPROACH: Climb to 2000 via course 134° to ZIHGE WP then left turn via course 058° to YEJWO WP and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	460-1 433 (500-1)			
LNAV MDA	460-½ 433 (500-½)		460-¾ 433 (500-¾)	460-1 433 (500-1)
CIRCLING	520-1½ 490 (500-1½)			640-2 610 (700-2)



REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
254°	TDZE	27
	Apt Elev	30

RNAV (GPS) RWY 25

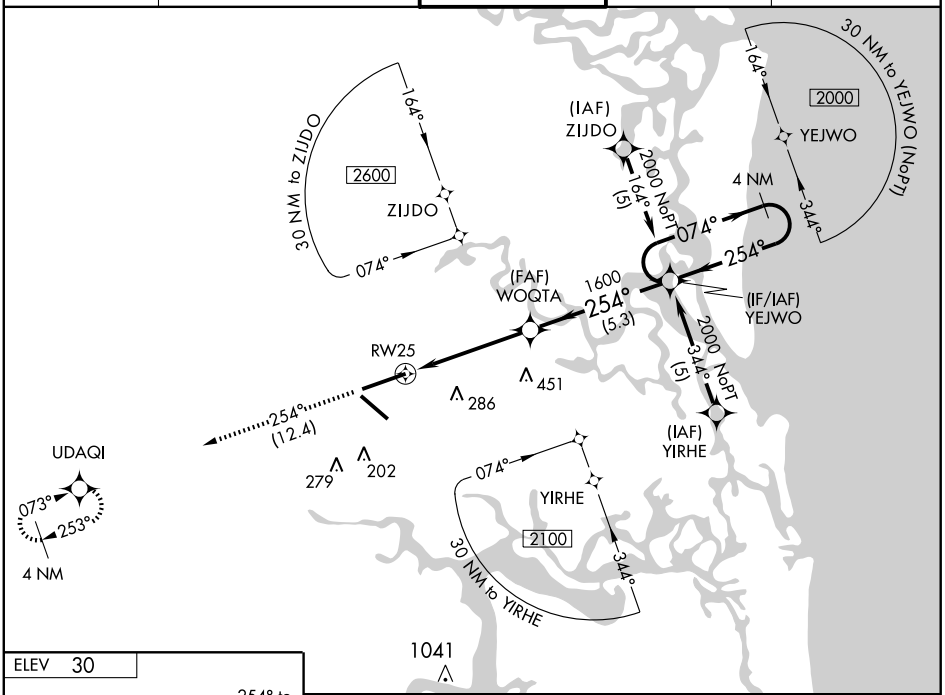
JACKSONVILLE INTL (JAX)

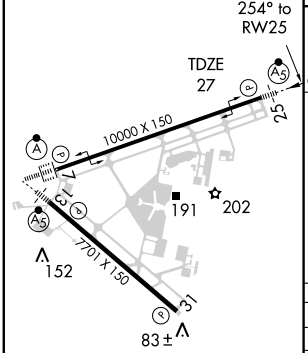
For inoperative MALSR increase all LNAV/VNAV visibilities to RVR 6000. Baro-VNAV NA below -15° C (5° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

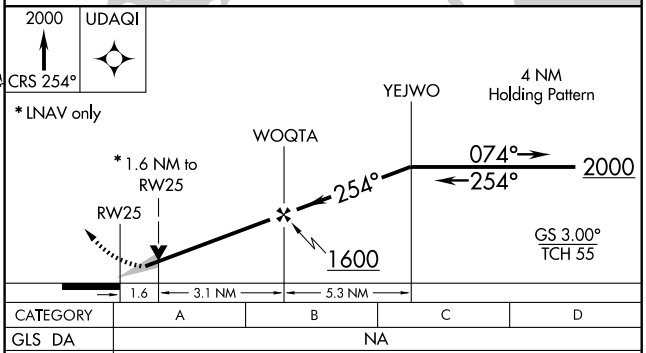
MALSR

MISSED APPROACH: Climb to 2000 via 254° course to UDAQI WP and hold

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	380/40 353 (400-¾)			
LNAV MDA	600/24 573 (600-½)		600/50 573 (600-1)	600/60 573 (600-1¼)
CIRCLING	600-1¼ 570 (600-1¼)		600-1½ 570 (600-1½)	640-2 610 (700-2)

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

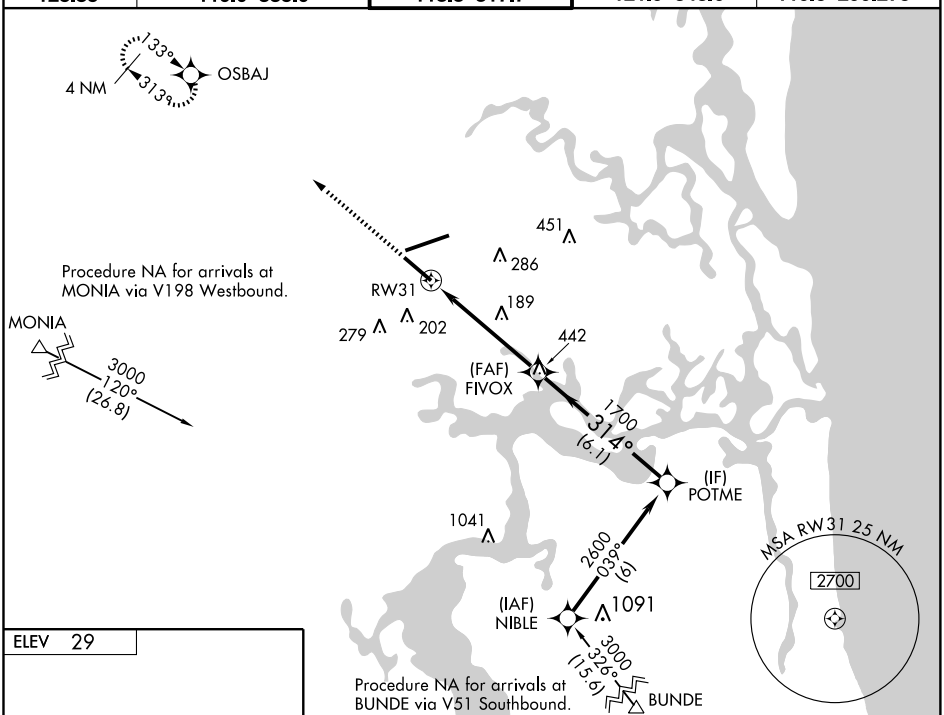
WAAS	APP CRS	Rwy Idg	7701
CH 40199	314°	TDZE	24
W31A		Apt Elev	29

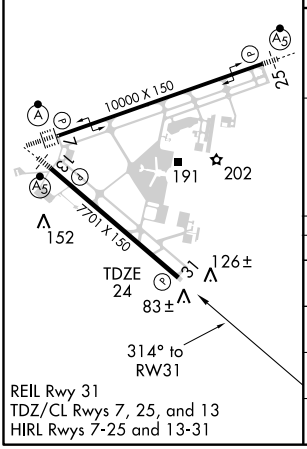
RNAV (GPS) RWY 31
JACKSONVILLE INTL (JAX)

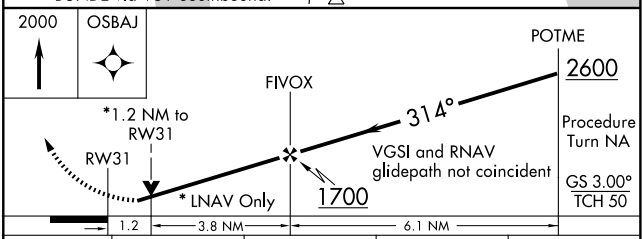
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).
VDP and Baro-VNAV NA when using Craig Muni altimeter setting.
If local altimeter setting not received, use Craig Muni altimeter setting and increase LPV DA to 368 feet, LNAV/VNAV DA to 424 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct OSBAJ and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275



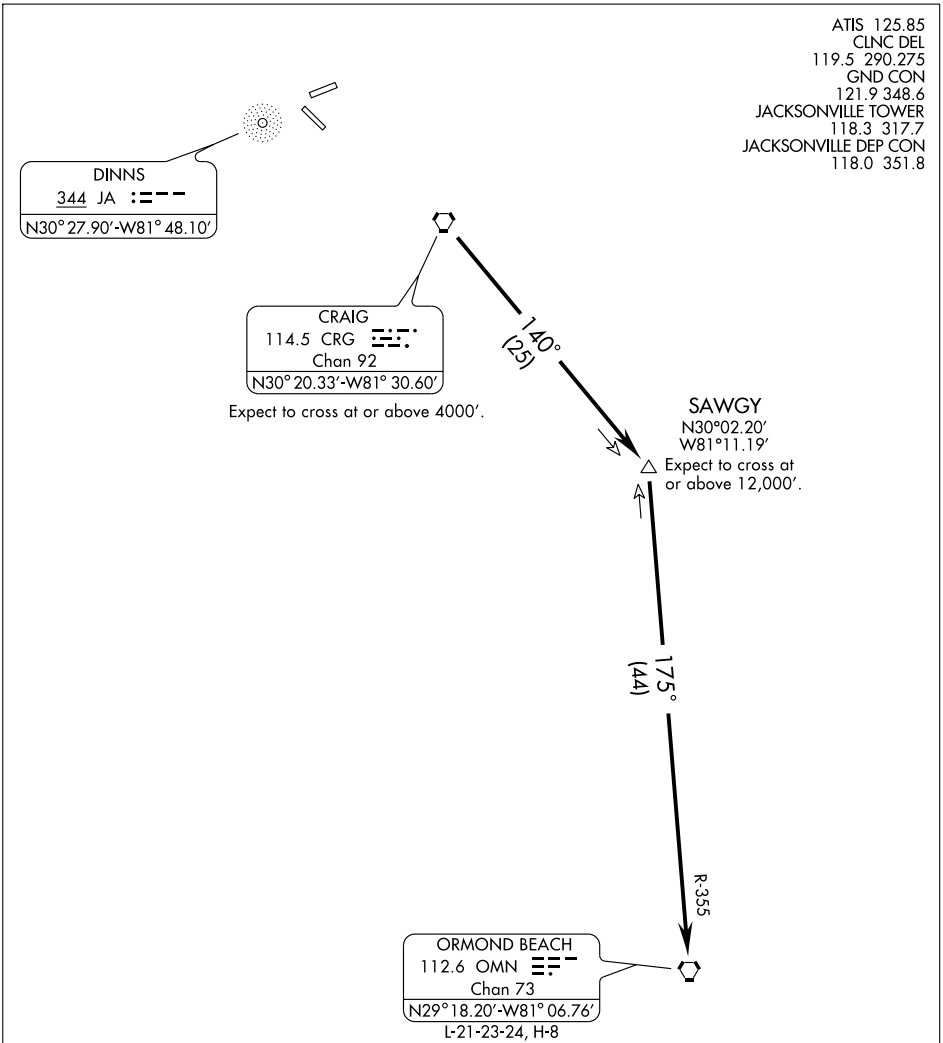




CATEGORY	A	B	C	D
LPV DA	336-1 312 (400-1)			
LNAV/VNAV DA	392-1¼ 368 (400-1¼)			
LNAV MDA	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	520-1¼ 491 (500-1¼)		520-1½ 491 (500-1½)	620-2 591 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SAWGY ONE DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

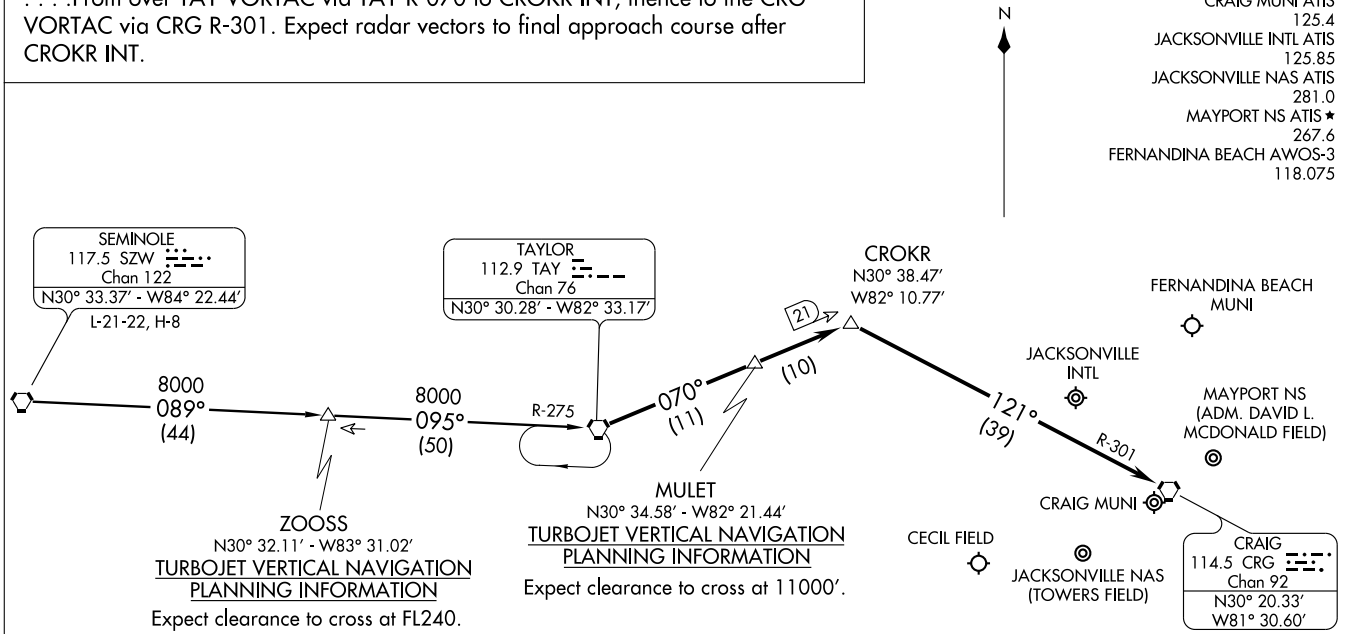
All aircraft maintain 3000 feet and expect to cross CRG VORTAC at or above 4000 feet. Expect to cross SAWGY INT at or above 12,000 feet. Expect clearance to requested altitude/flight level 10 minutes after departure.
TAKE-OFF ALL RUNWAYS: Cleared as filed. Climb runway heading or as assigned for vectors to join CRG R-140 to SAWGY INT. Then via OMN R-355 to OMN VORTAC.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

VORTAC CRG	APP CRS	Rwy Idg	7701
114.5	316°	TDZE	24
Chan 92		Apt Elev	29

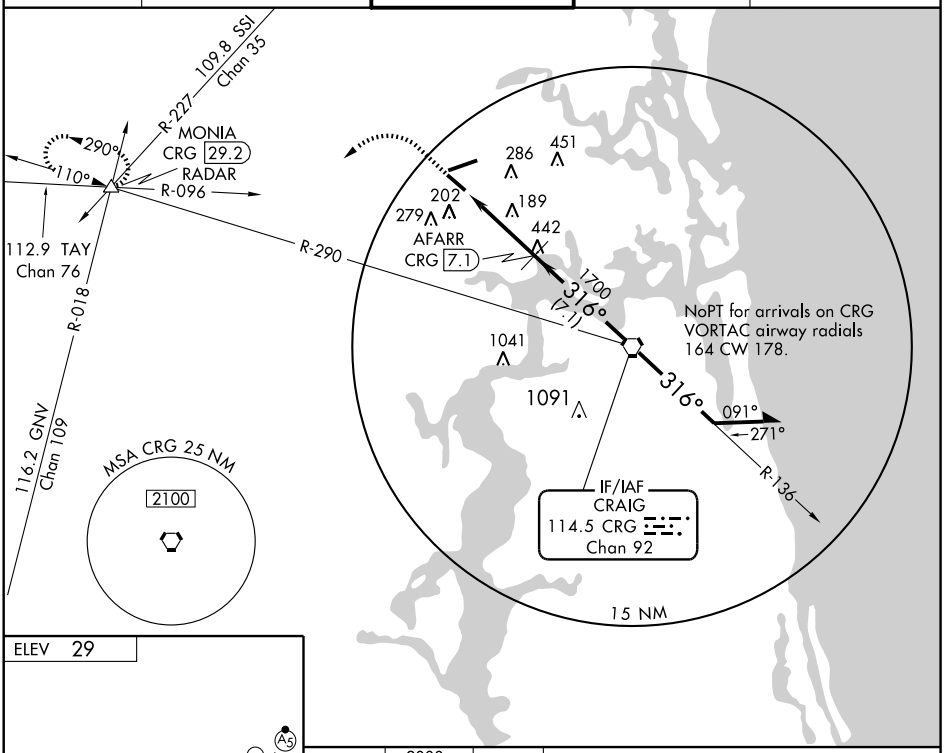
VOR/DME RWY 31

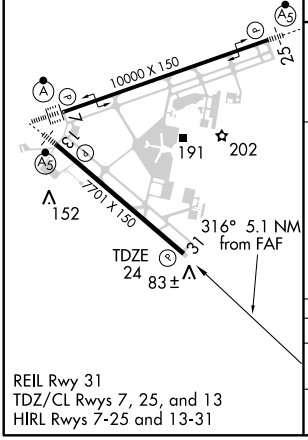
JACKSONVILLE INTL (JAX)

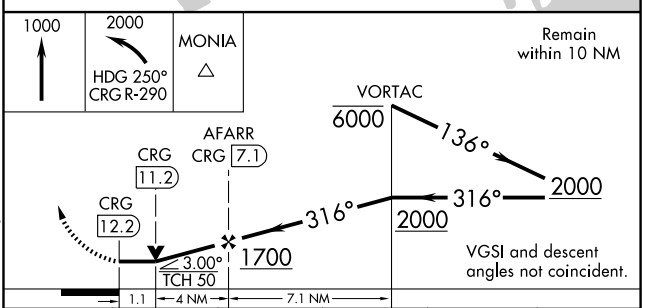
Visibility reduction by helicopters NA. Cat. E procedure turn not authorized.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG VORTAC R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





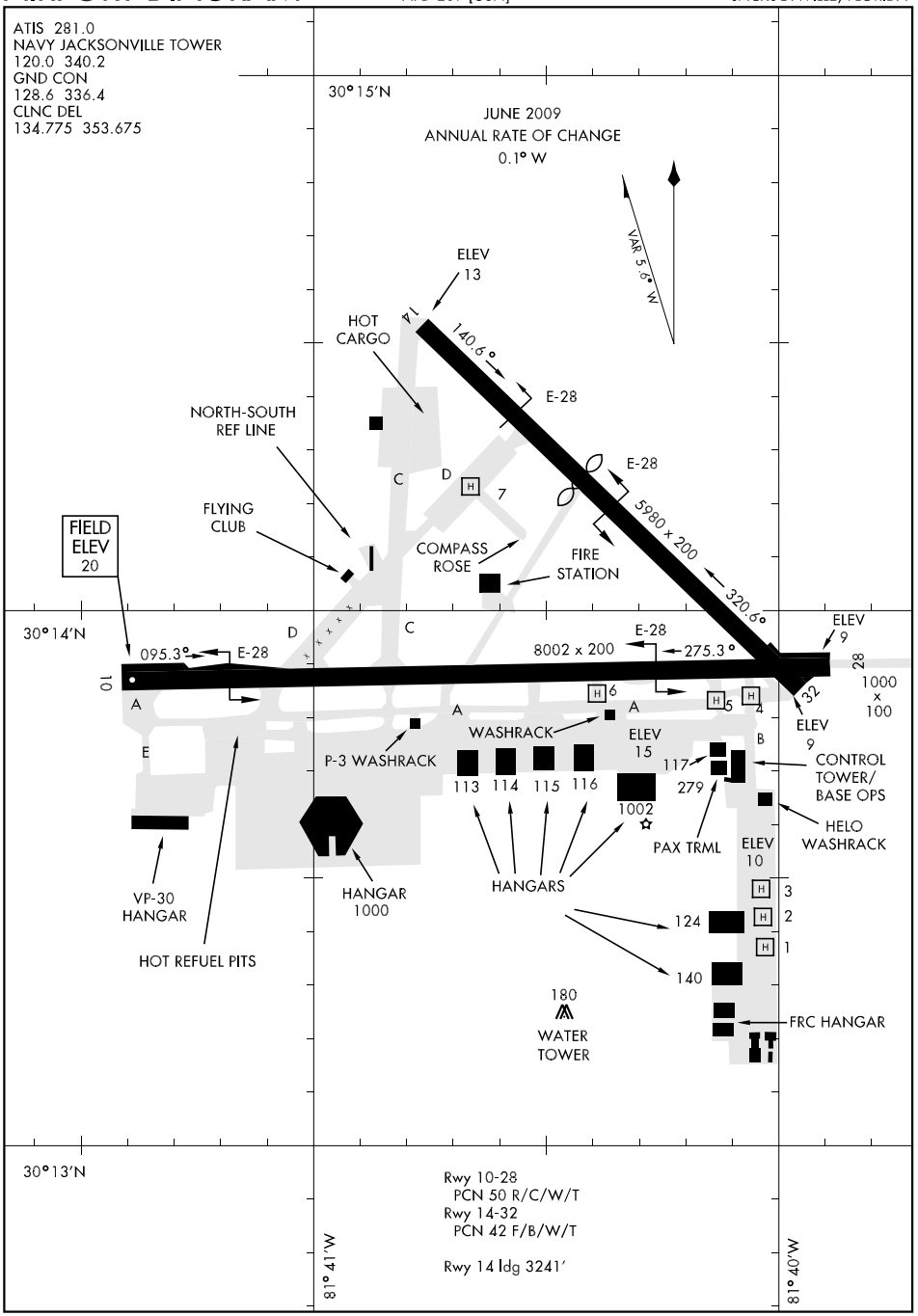


CATEGORY	A	B	C	D	E
S-31	440-1 416 (500-1)		440-1¼ 416 (500-1¼)		440-1½ 416 (500-1½)
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	620-2 591 (600-2)	820-2¾ 791 (800-2¾)

REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

SE-3, 21 OCT 2010 to 18 NOV 2010

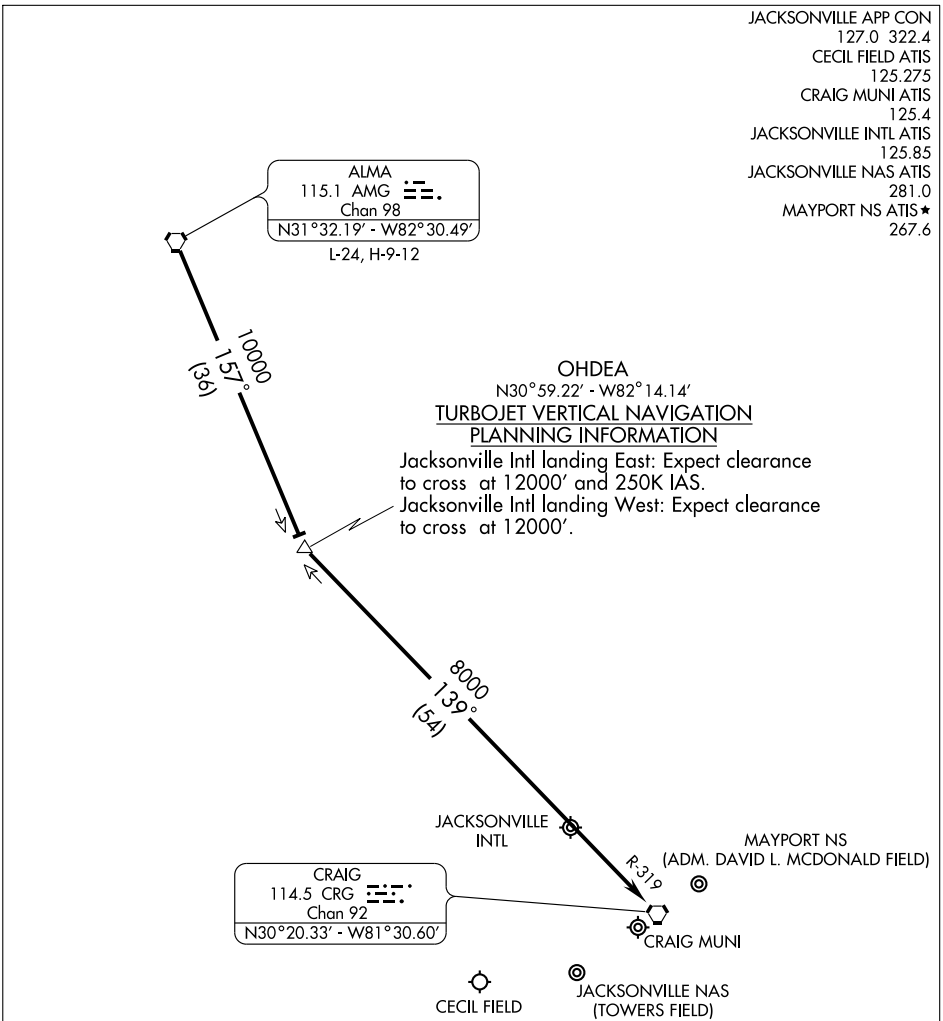
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 21 OCT 2010 to 18 NOV 2010



NOTE: DME Required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

HI-TACAN RWY 10

TACAN NIP Chan 19	APCH CRS 087°	Rwy ldg 8002 TDZE 20 Arpt Elev 20

JAL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

T * When ALS inop, increase vis CAT C to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles.

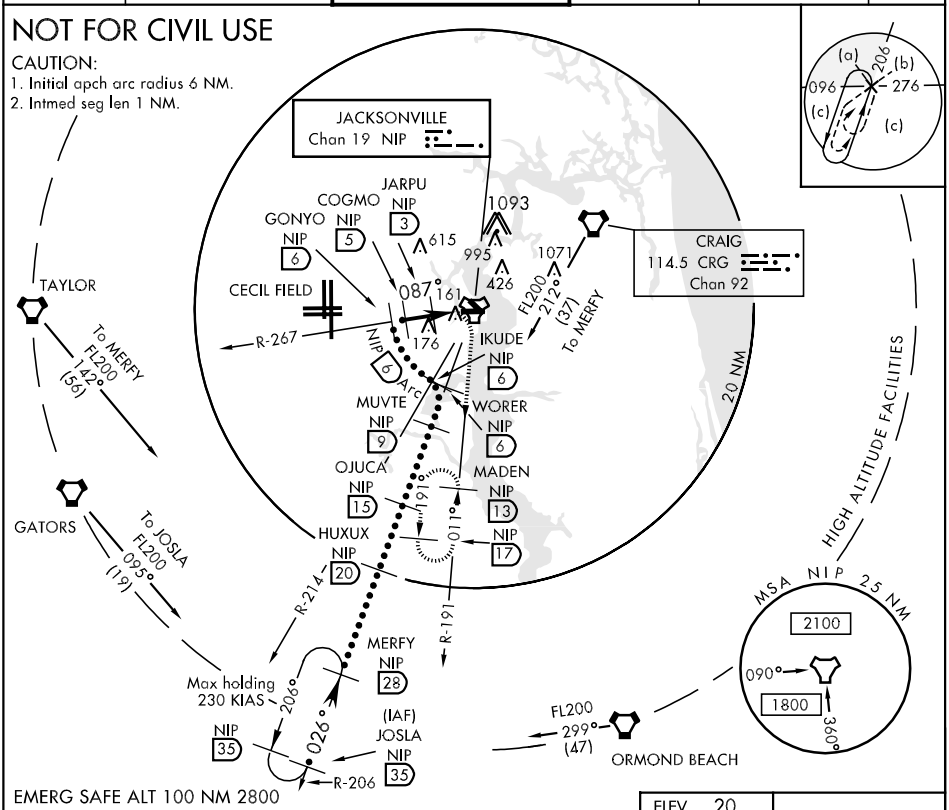
ALSF-1

MISSED APPROACH: Climbing right turn to 1800 via NIP TACAN R-191 direct MADEN and hold.

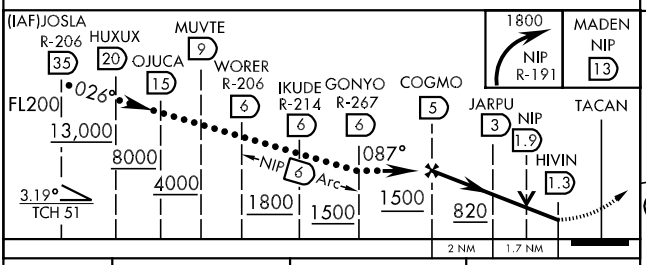
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

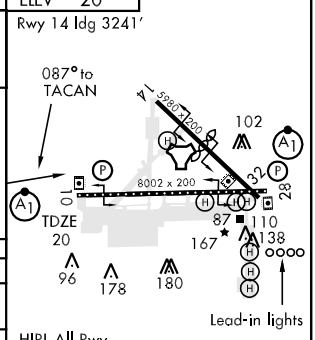
NOT FOR CIVIL USE

CAUTION:
1. Initial apch arc radius 6 NM.
2. Intmed seg len 1 NM.



EMERG SAFE ALT 100 NM 2800





CATEGORY	C	D	E
S-10*	420- ¾ 400 (400-¾)		420-1 400 (400-1)
CIRCLING	480-1½ 460 (500-1½)	580-2 560 (600-2)	860-3 840 (900-3)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 28

TACAN NIP Chan 19	APCH CRS 286°	Rwy ldg 8002 TDZE 12 Arpt Elev 20

JAL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

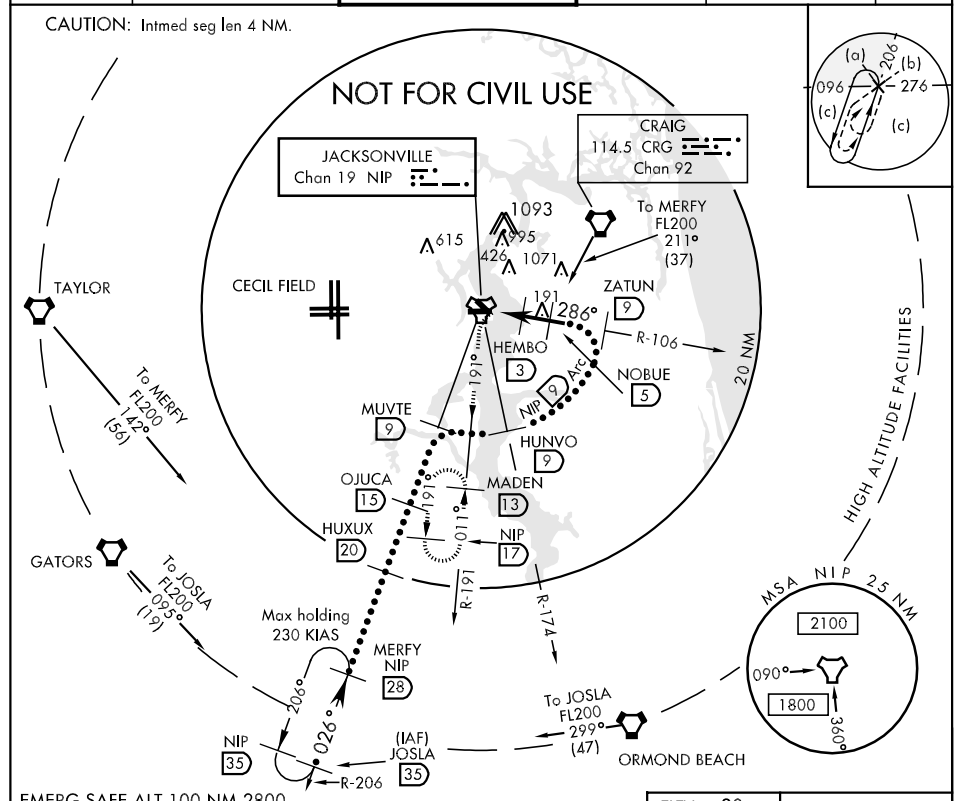
▼ *When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

ALSF-1

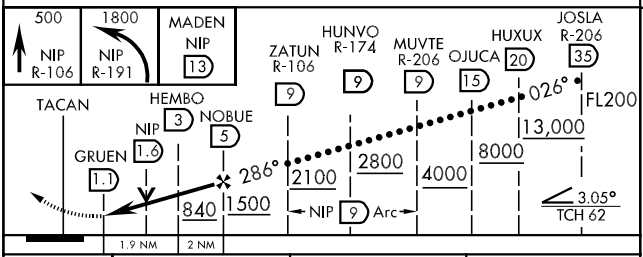
MISSED APPROACH: Climb to 500 via R-106, then climbing left turn to 1800 via NIP TACAN R-191 to MADEN and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

CAUTION: Intmed seg len 4 NM.



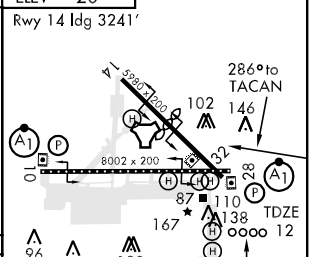
EMERG SAFE ALT 100 NM 2800



CATEGORY	C	D	E
S-28 *	400-¾ 388 (400-¾)		
CIRCLING	480-1½ 460 (500-1½)	580-2 560 (600-2)	860-3 840 (900-3)

ELEV 20

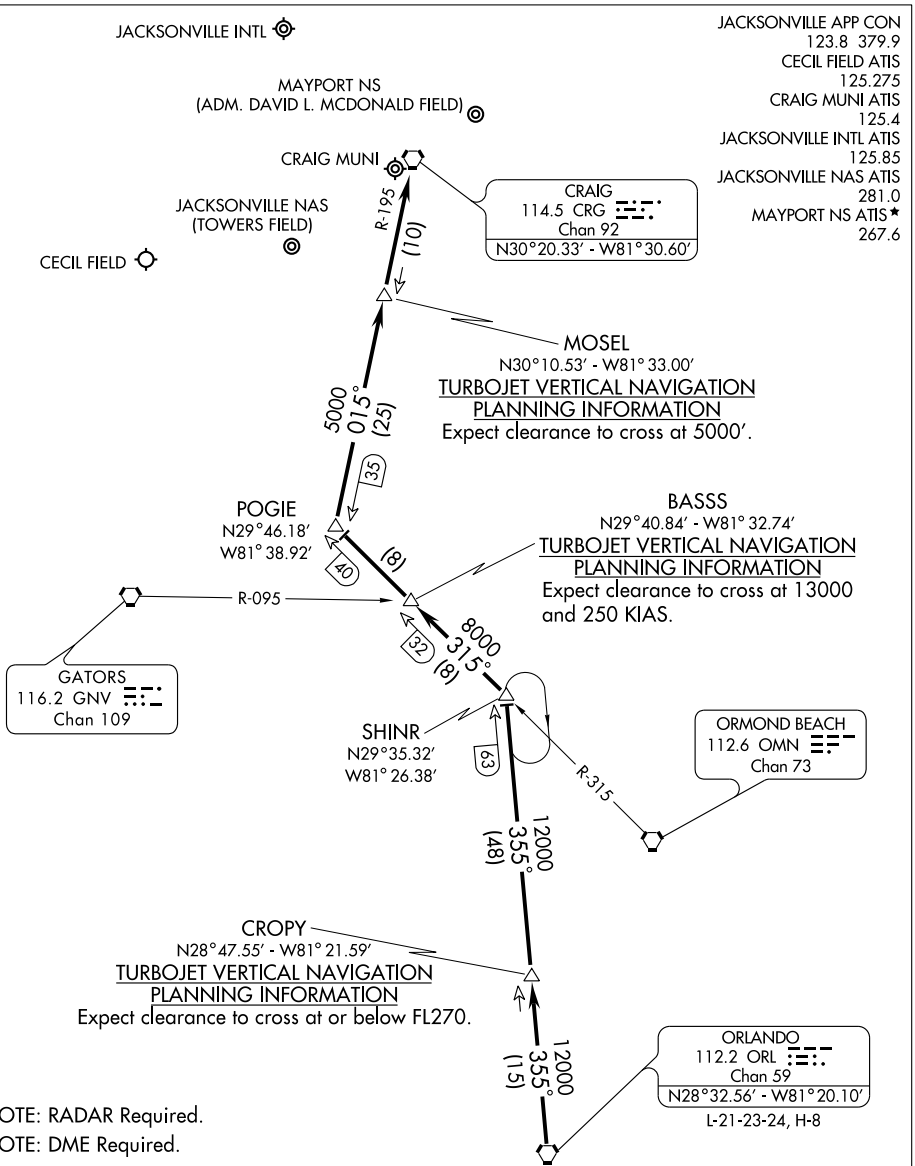
Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 21 OCT 2010 to 18 NOV 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	8002
095°	TDZE	20
	Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

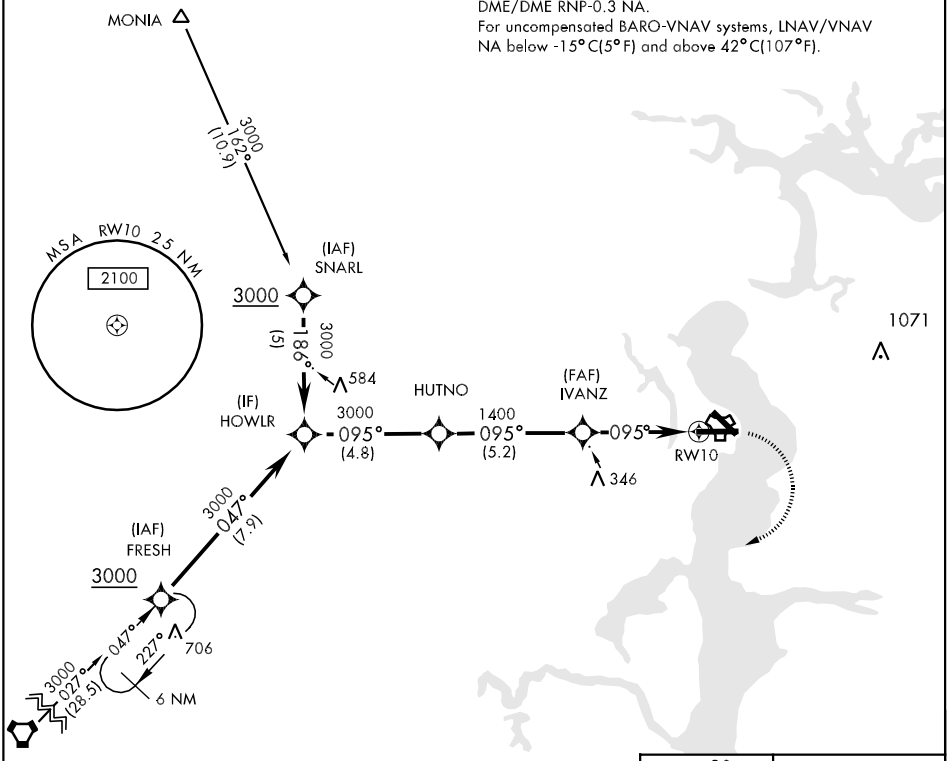
▼ * When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT ABC to 1 mile, D to 1¼ miles.

ALSF-1

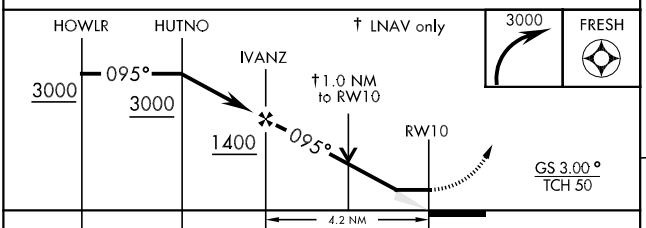
MISSED APPROACH: Climbing right turn to 3000 direct FRESH and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C(5°F) and above 42°C(107°F).



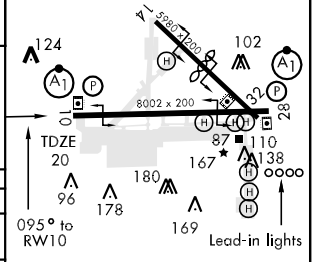
EMERGENCY SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
LNAV/ VNAV DA*	340- ½ 320 (400-½)		340-¾ 320 (400-¾)	
LNAV MDA**	380- ½ 360 (400-½)		380-¾ 360 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

ELEV 20

Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

APCH CRS	Rwy ldg	8002
276°	TDZE	12
	Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

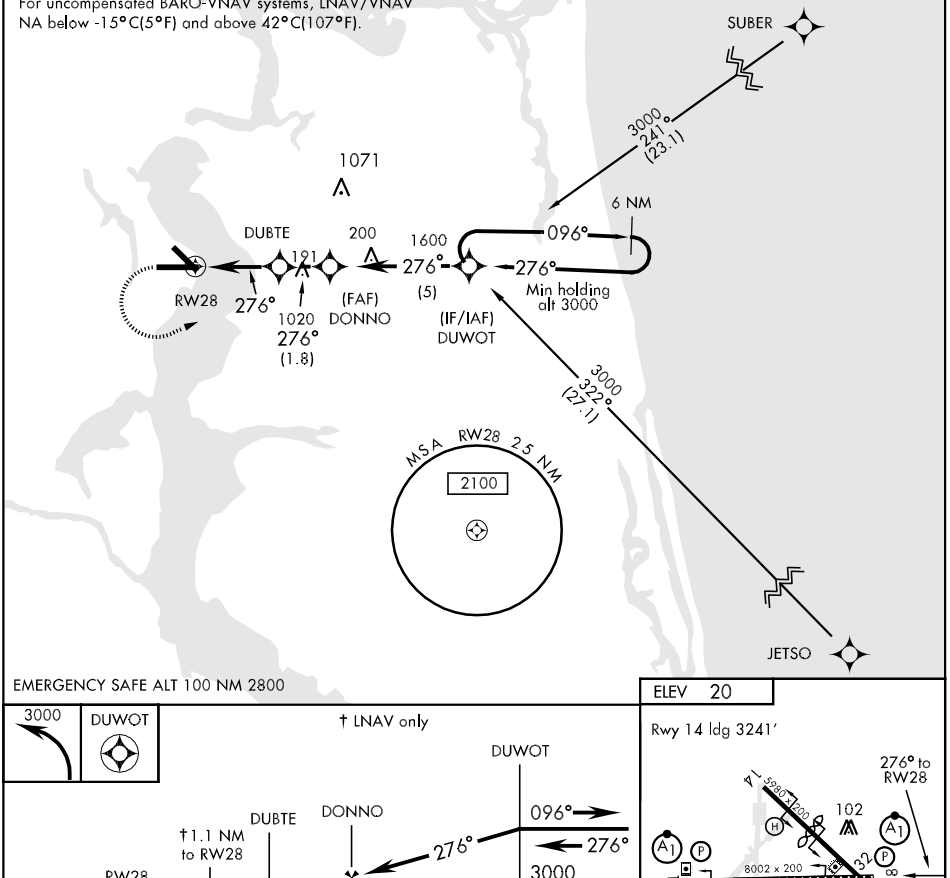
▼ *When ALS inop, increase vis CAT ABCD to 1 mile.
**When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

ALSF-1

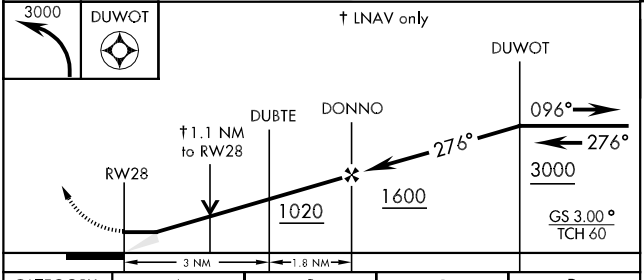
MISSED APPROACH: Climbing left turn to 3000 direct DUWOT and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C(5°F) and above 42°C(107°F).



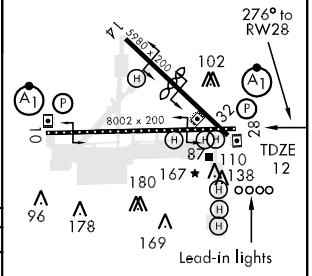
EMERGENCY SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
LNAV/ VNAV DA*	340-½ 328 (400-½)		340-¾ 328 (400-¾)	
LNAV MDA**	420-½ 408 (400-½)		420-¾ 408 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

ELEV 20

Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 10

TACAN	APCH CRS	Rwy ldg	8002
NIP Chan 19	087°	TDZE	20
		Arpt Elev	20

AL-209 [USN]

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

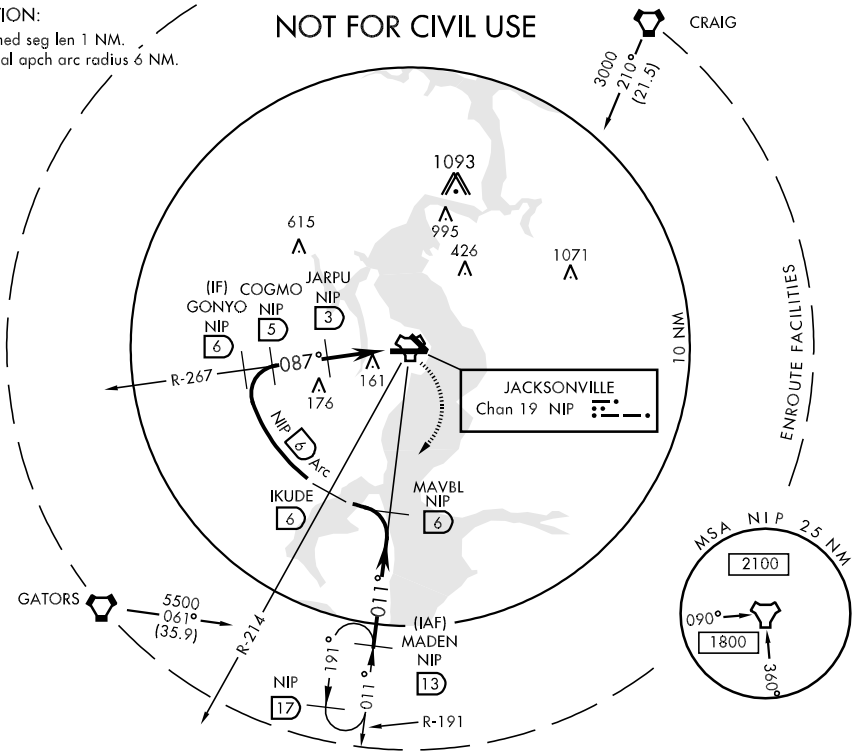
ALSF-1

MISSED APPROACH: Climbing right turn to 1800 via NIP R-191 to MADEN and hold.

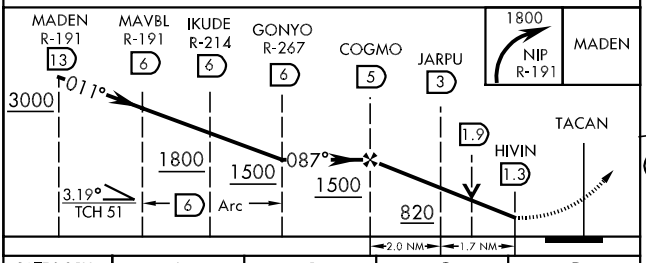
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

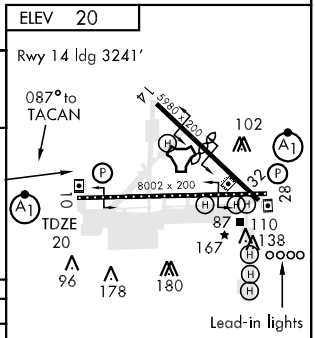
CAUTION:
1. Intmed seg len 1 NM.
2. Initial apch arc radius 6 NM.

NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 2800





CATEGORY	A	B	C	D
S-10 *	420-½ 400 (400-½)		420-¾ 400 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 28

TACAN	APCH CRS	Rwy ldg	8002
Chan 19 NIP	286°	TDZE	12
		Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

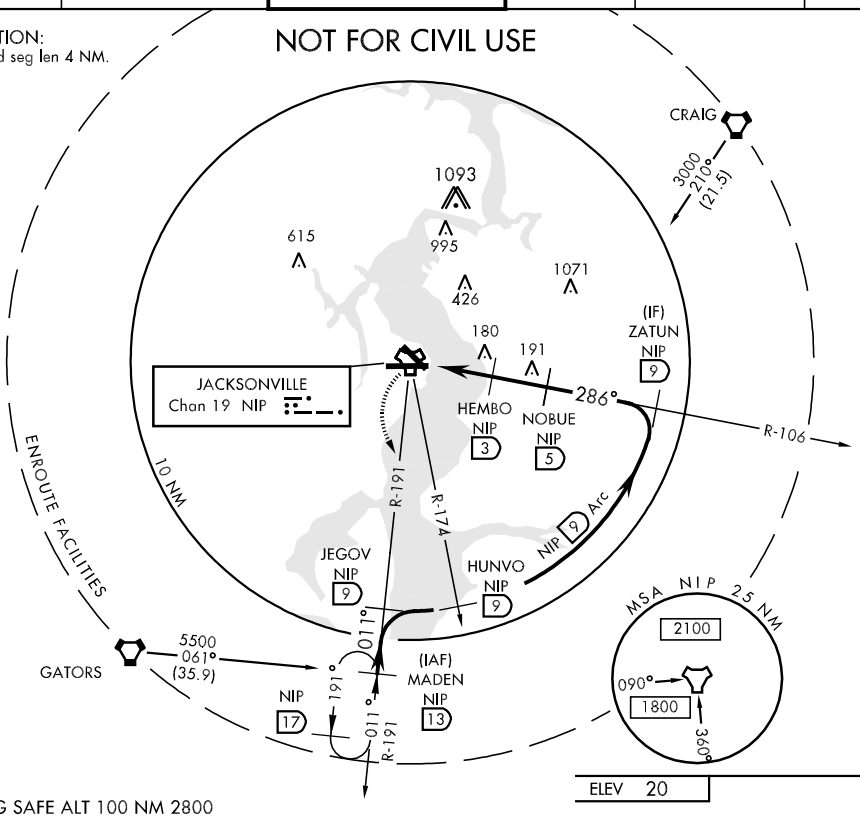
ALSF-1 (A1)

MISSED APPROACH: Climb to 500 via R-106, then climbing left turn to 1800 via NIP TACAN R-191 to MADEN and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

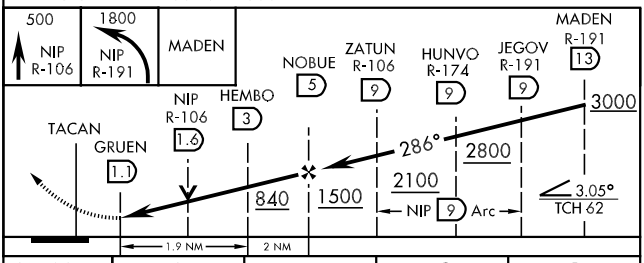
CAUTION:
Intmed seg len 4 NM.

NOT FOR CIVIL USE



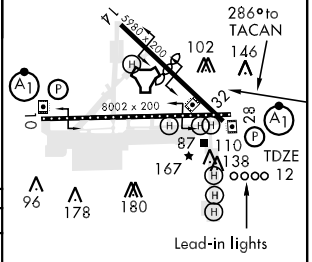
ELEV 20

EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
S-28*	400-½ 388 (400-½)		400-¾ 388 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

Rwy 14 ldg 3241'



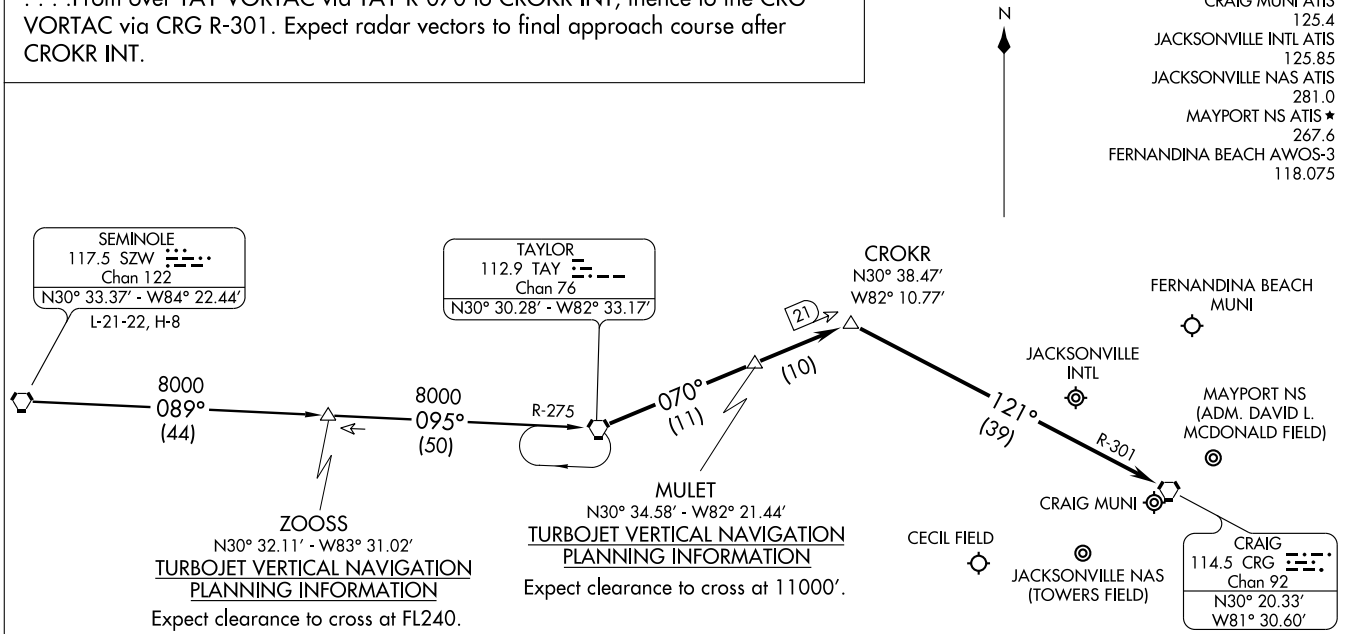
HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



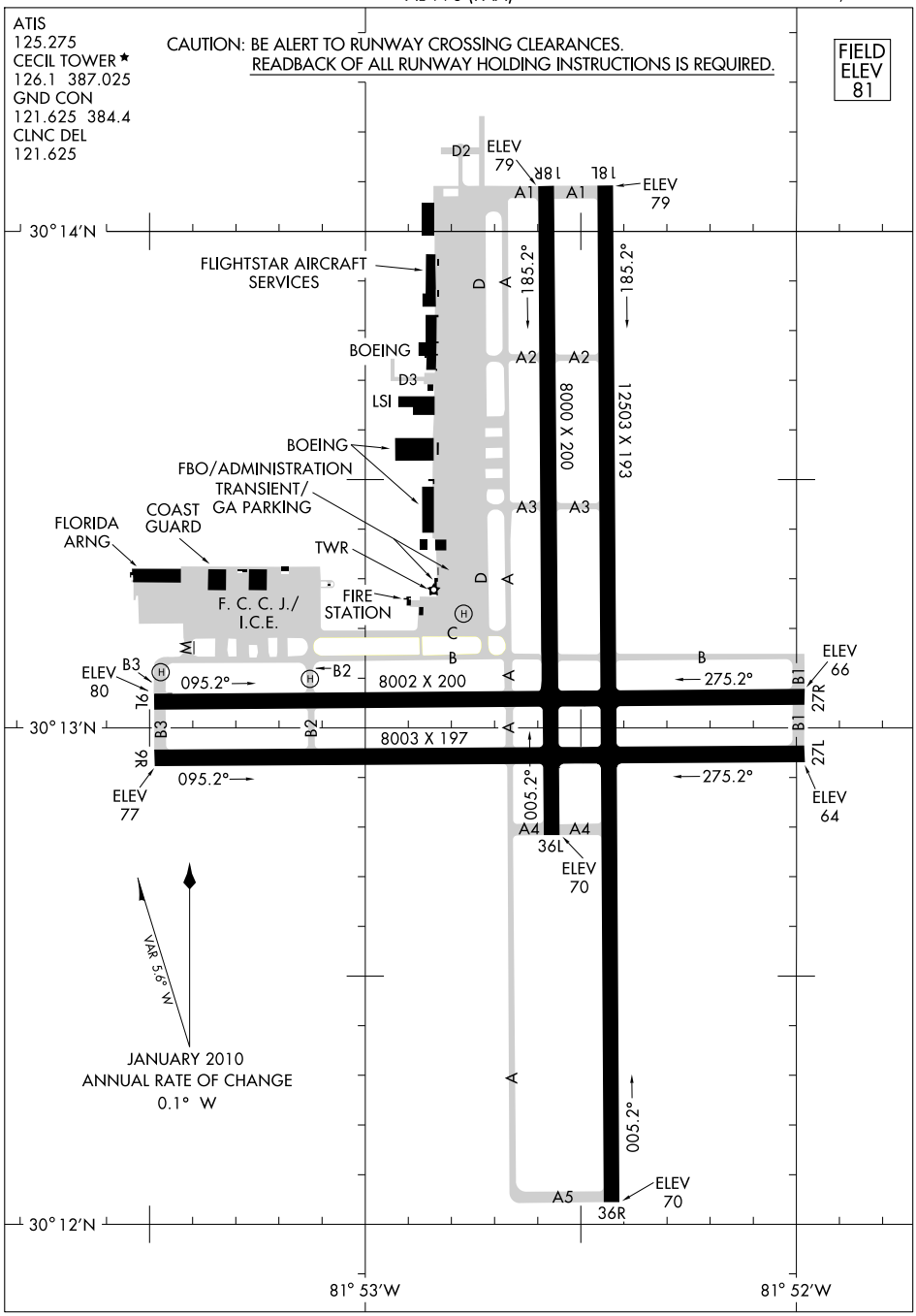
NOTE: DME Required.

NOTE: Chart not to scale.

AIRPORT DIAGRAM

AL-998 (FAA)

JACKSONVILLE/ CECIL FIELD (VQQ)
JACKSONVILLE, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

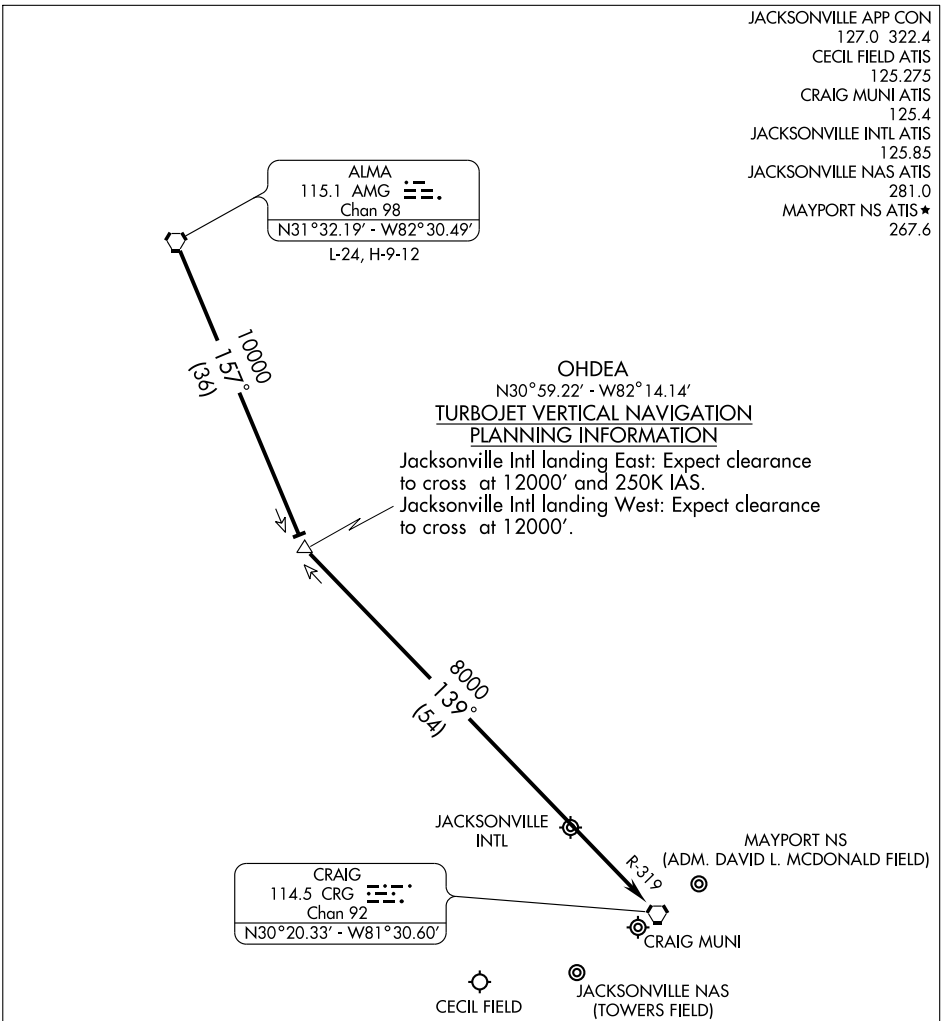
AIRPORT DIAGRAM

JACKSONVILLE, FLORIDA
JACKSONVILLE/ CECIL FIELD (VQQ)

10266

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 21 OCT 2010 to 18 NOV 2010



NOTE: DME Required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

LOC/DME I-VQQ	APP CRS	Rwy Idg 12503
109.5 Chan 32	005°	TDZE 75 Apt Elev 81

ILS or LOC RWY 36R

JACKSONVILLE/CECIL FIELD (VQQ)

VDP NA with Jacksonville Intl altimeter setting. If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, increase S-ILS 36R Cat E visibility to ¾ and S-LOC 36R Cat E visibility to 1½. DME or RADAR required.

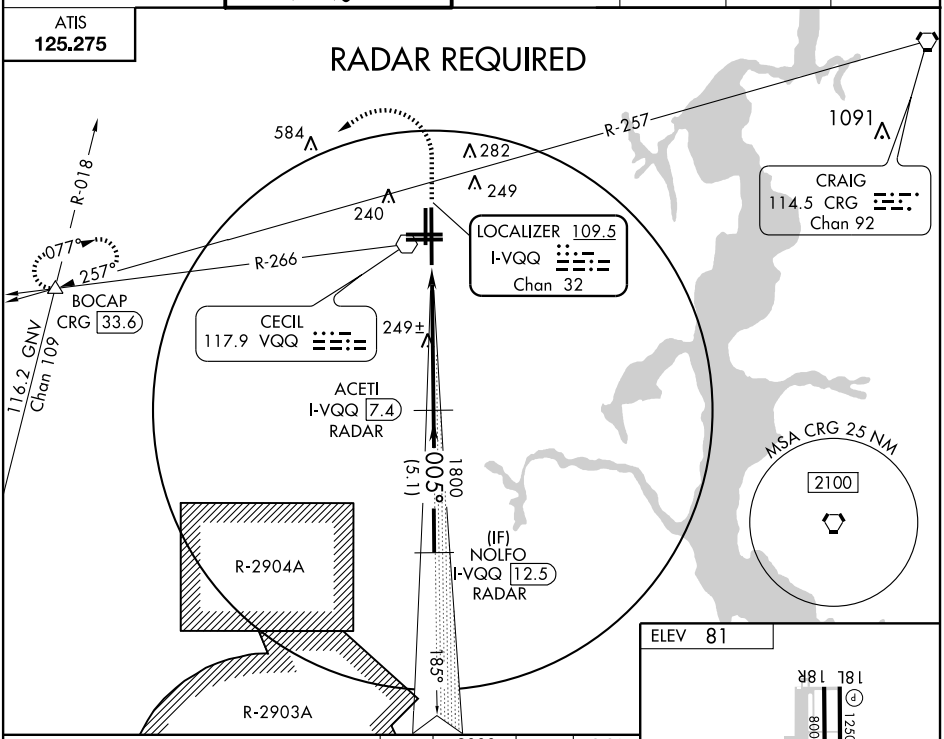
MALSR

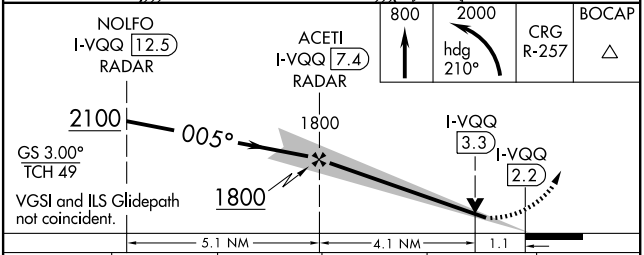
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 210° and CRG VORTAC R-257 to BOCAP INT/CRG 33.6 DME and hold.

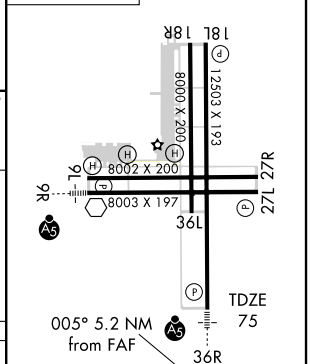
JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO	UNICOM
123.8 284.6	126.1 (CTAF) 387.025	121.625 384.4	121.625	121.725	122.95

ATIS 125.275

RADAR REQUIRED







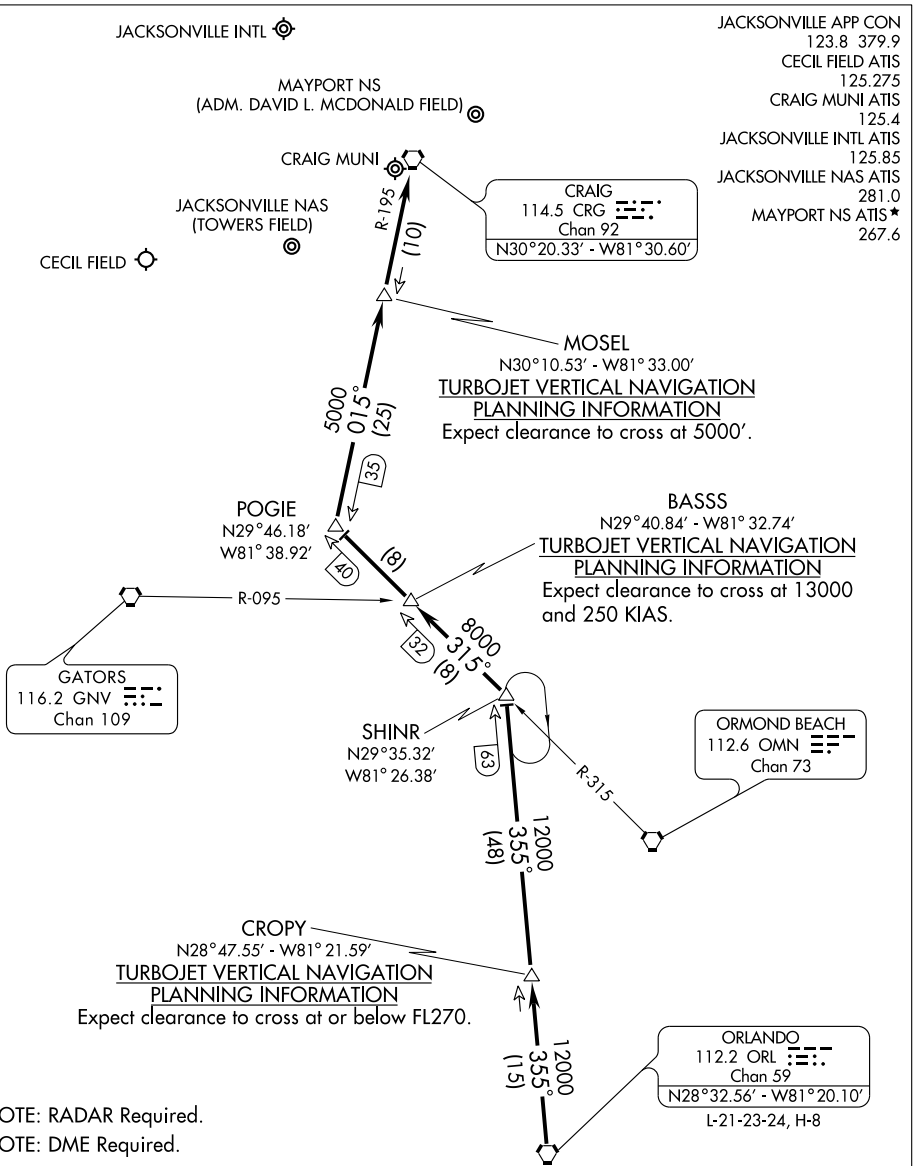
CATEGORY	A	B	C	D	E
S-ILS 36R	275-½ 200 (200-½)				
S-LOC 36R	500-½ 425 (500-½)		500-¾ 425 (500-¾)		500-1 425 (500-1)
CIRCLING	540-1 459 (500-1)		560-1½ 479(500-1½)	640-2 559 (600-2)	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12503
CH 56616	185°	TDZE	79
W18A		Apt Elev	80

RNAV (GPS) RWY 18L

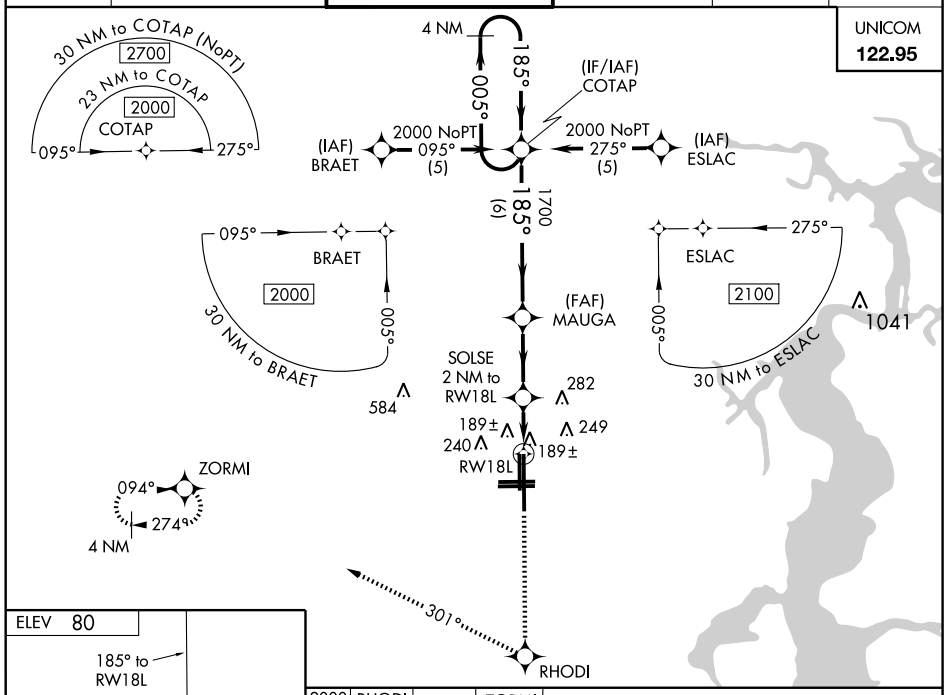
JACKSONVILLE/CECIL FIELD (VQQ)

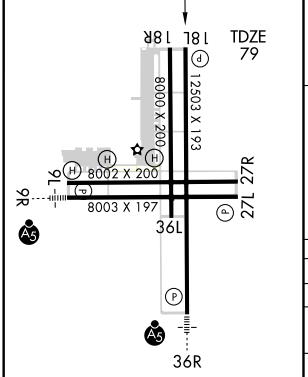
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct RHODI and right turn on track 301° to ZORMI and hold.

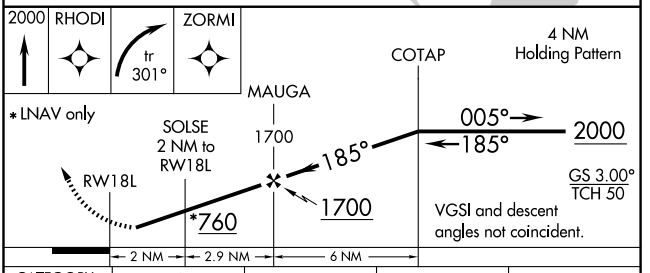
ATIS	JACKSONVILLE APP CON	CECIL TOWER ★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

UNICOM 122.95





REIL Rwys 27L and 18L L
HIRL Rwy 9R-27L and 18L-36R L



CATEGORY	A	B	C	D
LPV DA	329-1 250 (300-1)			
LNAV/VNAV DA	489-1½ 410 (500-1½)			
LNAV MDA	440-1 361 (400-1)			440-1¼ 361 (400-1¼)
CIRCLING	540-1 460 (500-1)		560-1½ 480 (500-1½)	640-2 560 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36R

JACKSONVILLE/CECIL FIELD (VQQ)

APP CRS	Rwy Idg	12503
005°	TDZE	70
	Apt Elev	80

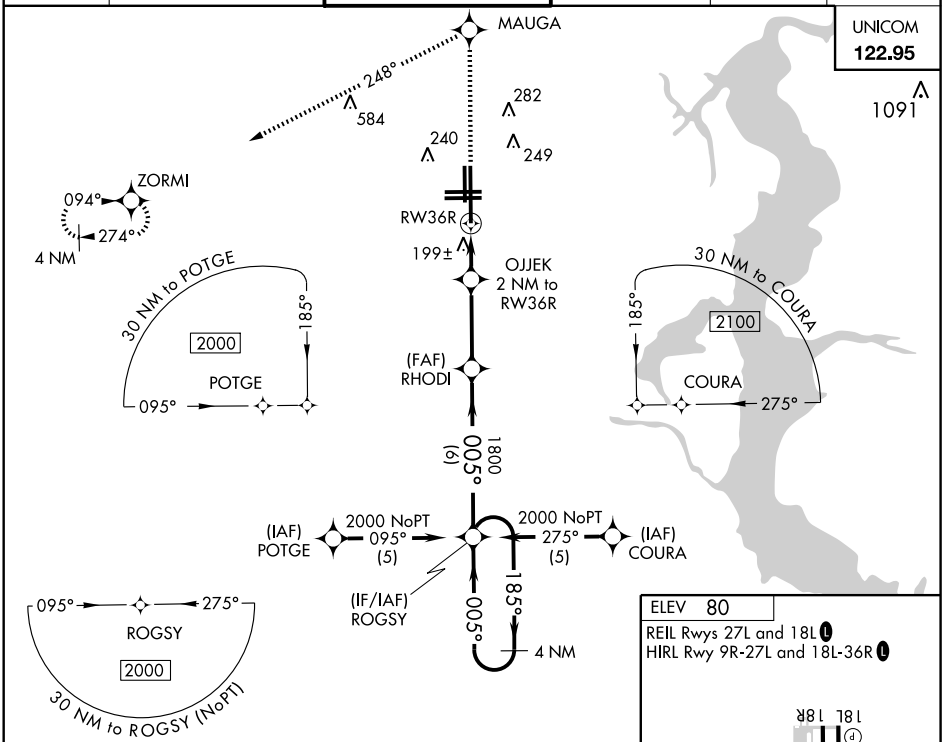
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LNAV Cats A, B and C. For inoperative MALSR when using Jacksonville Intl altimeter setting, increase LNAV Cat C visibility to 1¼ mile and Cat D visibility to 1½ mile.

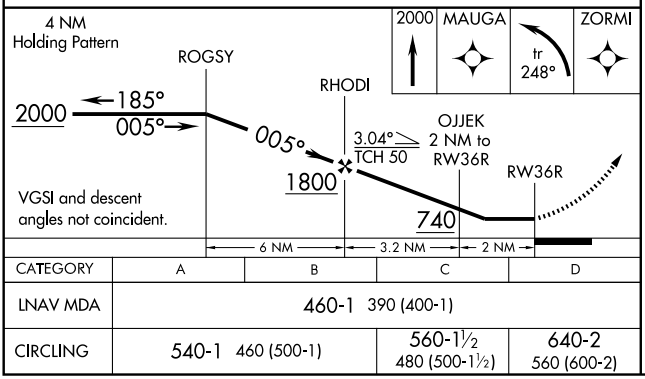
MALSR

MISSED APPROACH: Climb to 2000 direct MAUGA and left turn on track 248° to ZORMI and hold.

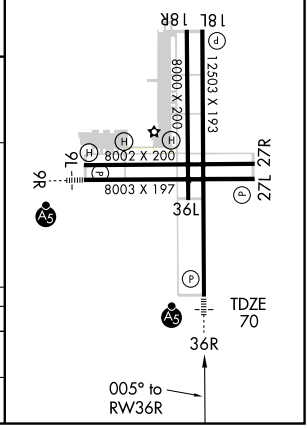
ATIS	JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

UNICOM 122.95





CATEGORY	A	B	C	D
LNAV MDA	460-1 390 (400-1)			
CIRCLING	540-1 460 (500-1)		560-1½ 480 (500-1½)	640-2 560 (600-2)

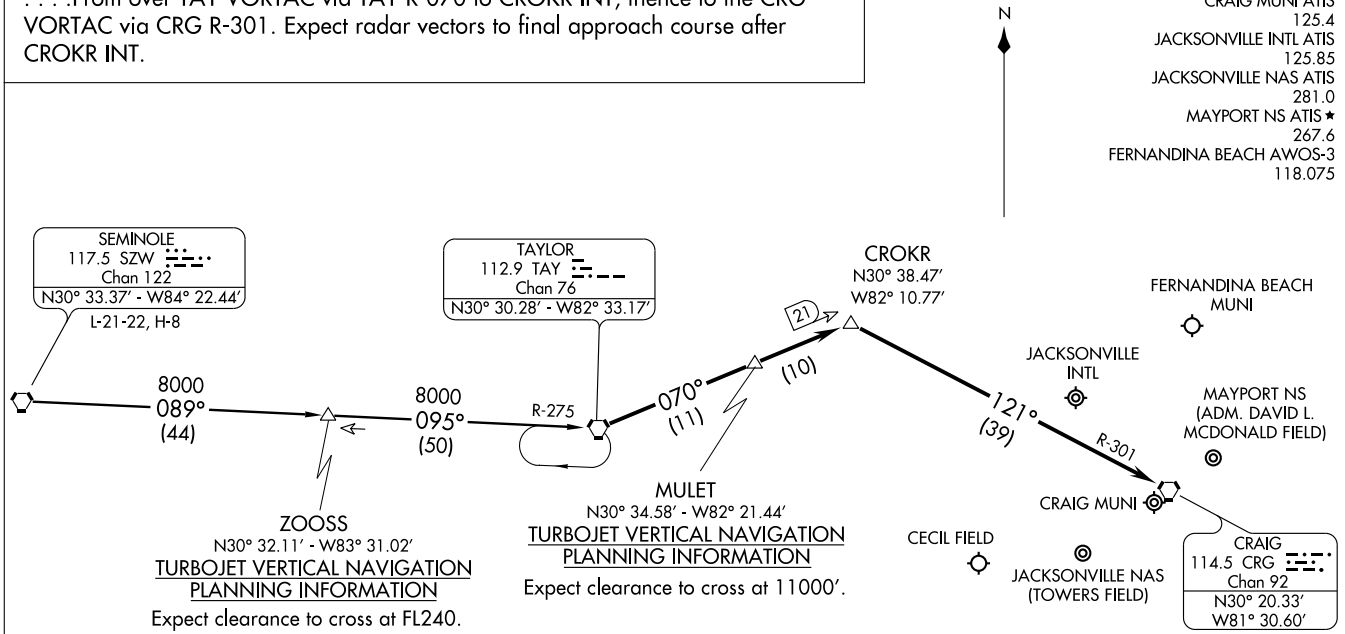


SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

VORTAC VQQ	APP CRS	Rwy Idg	8003
117.9	109°	TDZE	78
		Apt Elev	81

VOR RWY 9R

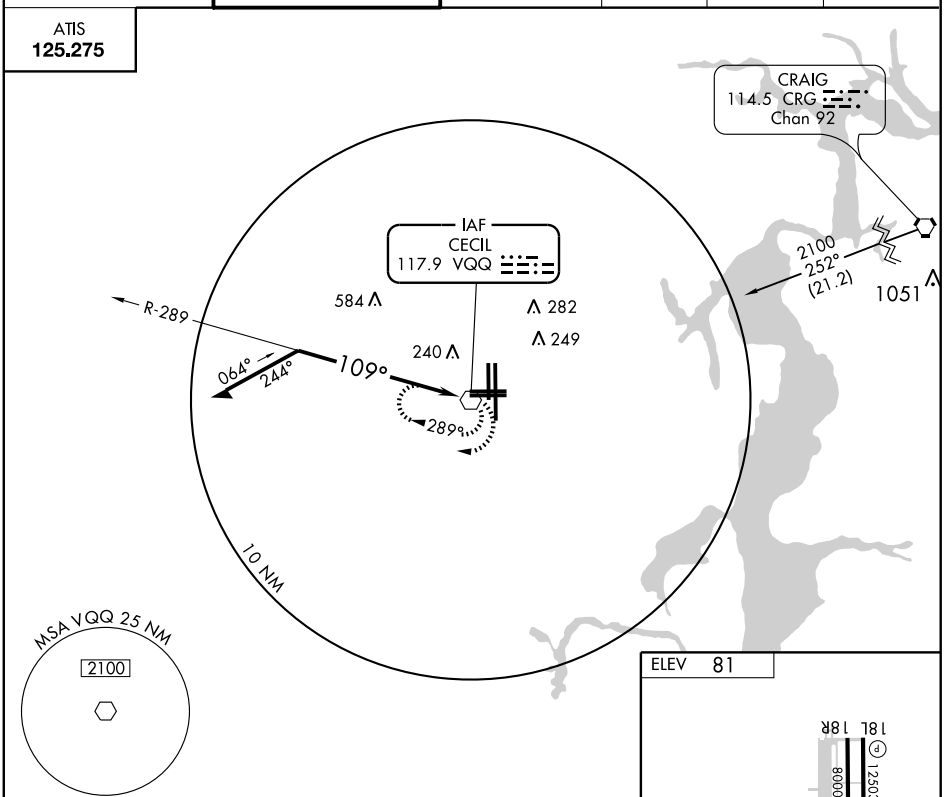
JACKSONVILLE/ CECIL FIELD (VQQ)

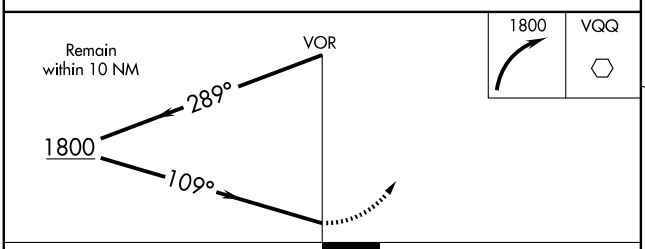
MALSR

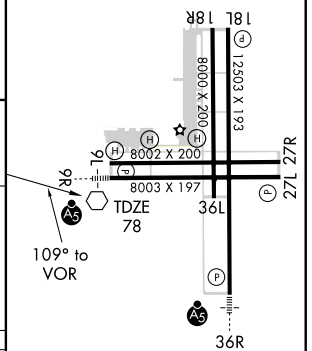
MISSED APPROACH: Climbing right turn to 1800 in VQQ VOR holding pattern.

JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO	UNICOM
123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725	122.95

ATIS 125.275







CATEGORY	A	B	C	D
S-9R	640-1	562 (600-1)	640-1½ 562 (600-1½)	640-1¾ 562 (600-1¾)
CIRCLING	640-1	559 (600-1)	640-1½ 559 (600-1½)	640-2 559 (600-2)

HIRL Rwy 9R-27L and 18L-36R L
REIL Rwys 27L and 18L L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

PALM BEACH APP CON
124.6 317.4

AYBID TRANSITION (AYBID.FRWAY3)
ORMOND BEACH TRANSITION (OMN.FRWAY3)
VERO BEACH TRANSITION (VRB.FRWAY3)

. . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI.

LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold.

ORMOND BEACH OMN

FL240
153°
(43)

FILBE

154°
(37)

OBEYS

154°
(11)

HURDE

10000
182°
(42)

VERO BEACH VRB

10000
145°
(27)

TUXXI
Expect to cross at 10000

182°
(4)

STOOP

SWOMP
Expect to cross at 8000

8000
236°
(32)

NEUBE

195°
(33)

MIMMI

FL180
195°
(18)

AYBID

12 NM
017°
197°

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID transition only.
NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational.

238°
058°
7 NM

6000
162°
(20)

6000
213°
(13)

6000
224°
(8)

FRWAY
Landing West: Expect Radar Vectors after FRWAY

WILLIAM P. GWINN

NORTH PALM BEACH COUNTY GENERAL AVIATION

CASKI
Landing East: Expect Radar Vectors after CASKI

TUNNE

(3)

271°
(19)

SANZZ

271°

PALM BEACH INTL

PALM BEACH
PBI

4 NM
099°
279°

CUPED

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

PALM BEACH APP CON
124.6 317.4
PALM BEACH INTL ATIS
123.75

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

24000
147°
(43)

FILBE
N28°42.14′
W80°40.60′

24000
147°
(37)

80

OBEYS
N28°10.51′ - W80°17.94′
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect to cross at FL240

24000
147°
(11)

91

HURDE
N28°01.51′
W80°11.55′

81

10000
179°
(42)

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

10000
143°
(29)

R-147

TUXXI
N27°19.08′ - W80°08.19′
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect to cross at 10,000′

NOTE: Turbojets and
Turboprops only.
NOTE: DME Required.

38

10000
179°
(4)

STOOP
N27°15.19′ - W80°07.88′
Expect Radar Vectors
to Final Approach
course.

PAHOKEE
115.4 PHK
Chan 101

R-047

160°

R-359

WILLIAM P. GWINN

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′
W80°05.19′

PALM BEACH INTL

BOCA RATON

PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence…

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence…

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA

BAGGS TRANSITION (BAGGS.WLACE2)
SARASOTA TRANSITION (SRQ.WLACE2)
SEMINOLE TRANSITION (SZW.WLACE2)
TAYLOR TRANSITION (TAY.WLACE2)
VALDOSTA TRANSITION (OTK.WLACE2)

. . . . From over RSTAA via 142° track to WLACE, thence as depicted to BEKAH, then via 096° heading. Expect radar vectors.

LOST COMMUNICATION: Continue track to BEKAH then turn left direct PBI VORTAC then direct CUPED and hold.

PALM BEACH APP CON
125.2 343.6
PALM BEACH INTL ATIS
123.75

N

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop Aircraft Only.
NOTE: For Non-GPS equipped aircraft, DHP must be operational.

VALDOSTA
OTK

TAYLOR
TAY

SEMINOLE
SZW

HITTR

CROSS CITY
CTY

LATHY

MOLIE
Expect to cross at or below FL350

SARASOTA
SRQ

AMSAW

WULFF
Expect to cross at FL240

JOOOE
Expect to cross at FL240

BAGGS

STUUU
Expect to cross at FL240

RSTAA

WLACE
Expect to cross at FL190

PRRIE

BOBIO
PBI Landing East: Expect to cross at 10000 and 250 KIAS.
PBI Landing West: Expect to cross at 10000.

WITHAM FIELD

WILLIAM P. GWINN

NORTH PALM BEACH COUNTY GENERAL AVIATION

GULLO

BEKAH

PALM BEACH INTL

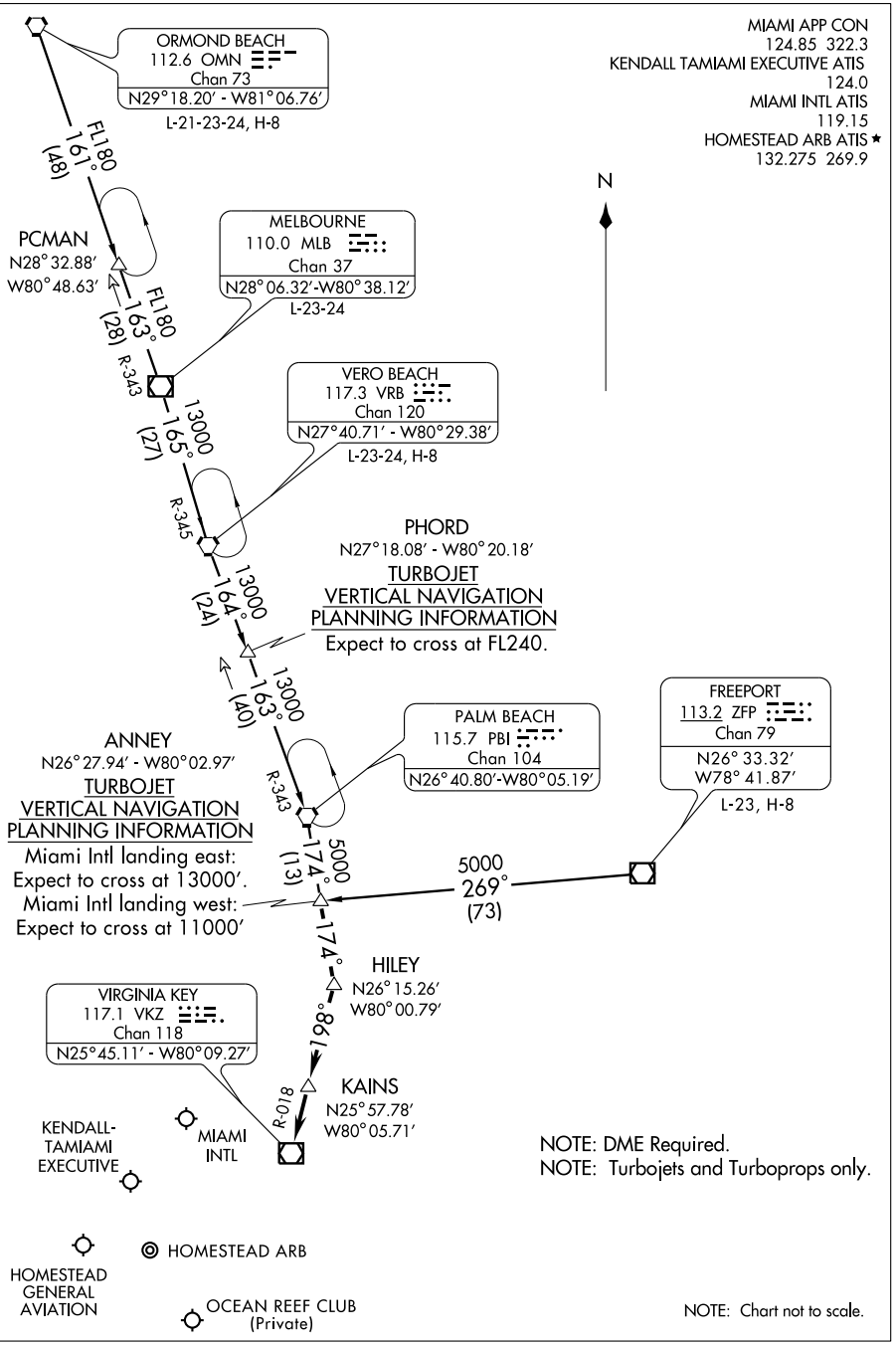
PALM BEACH PBI

CUPED

PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

ST-449 (FAA)



SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

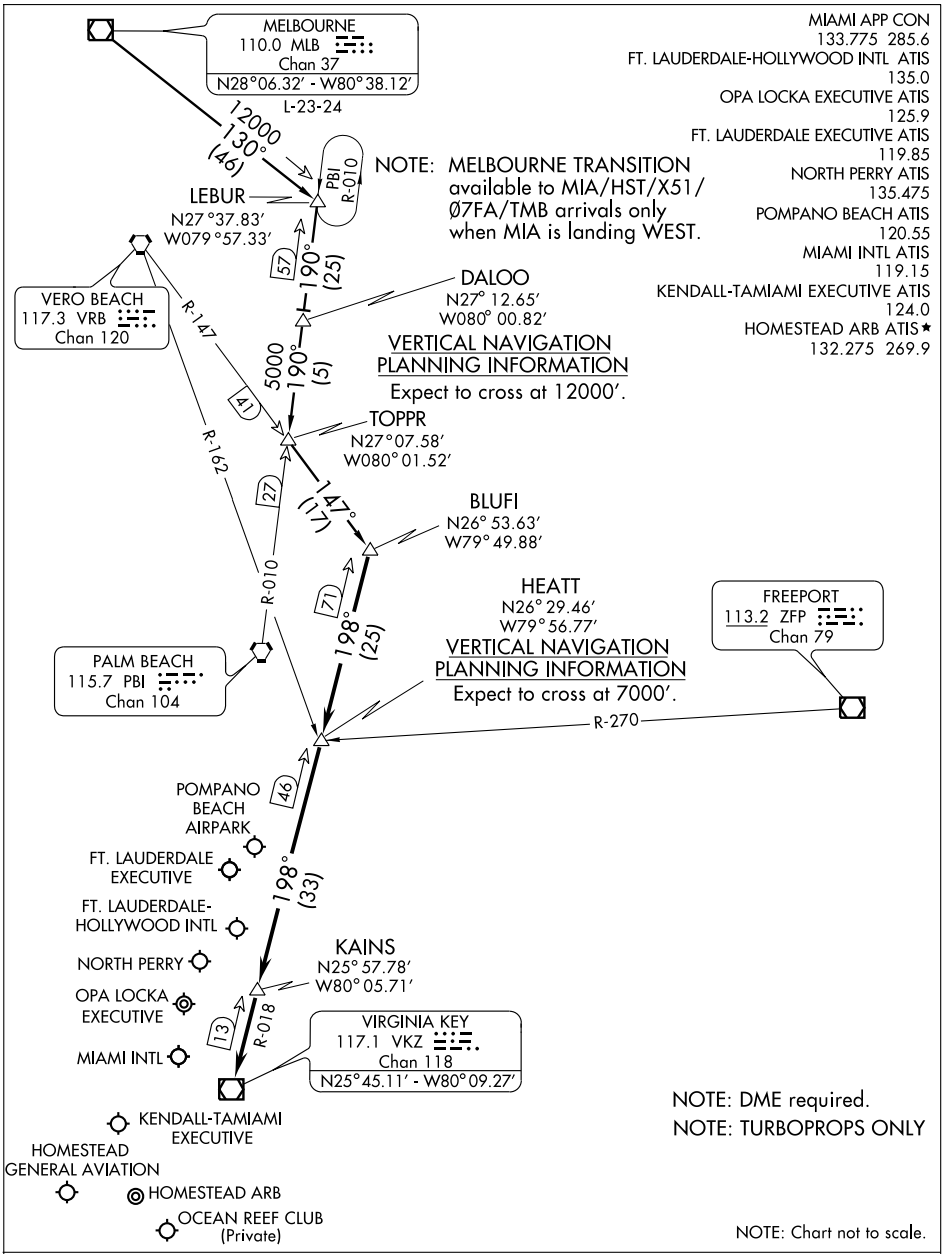
FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 21 OCT 2010 to 18 NOV 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

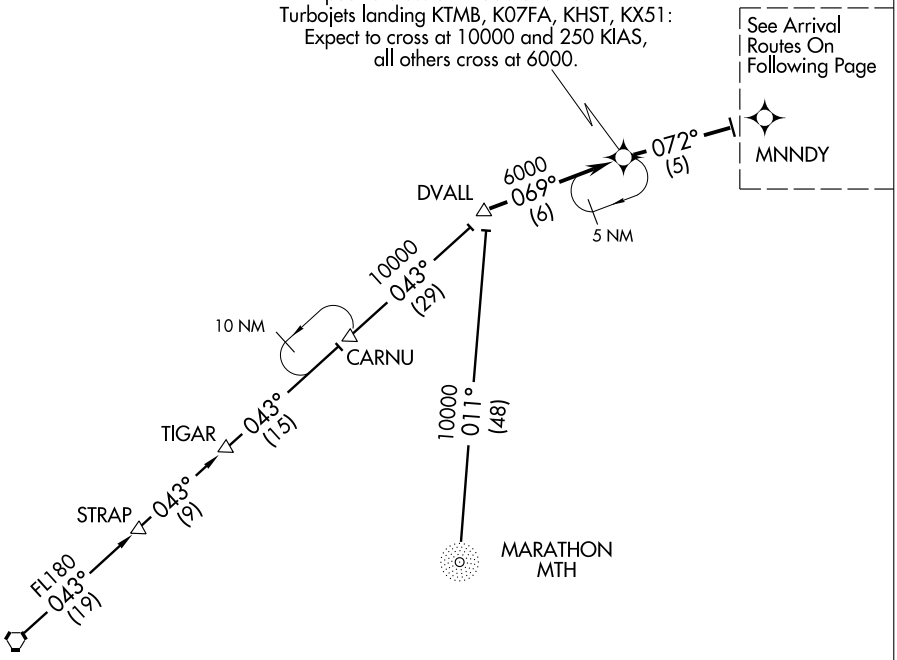
SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

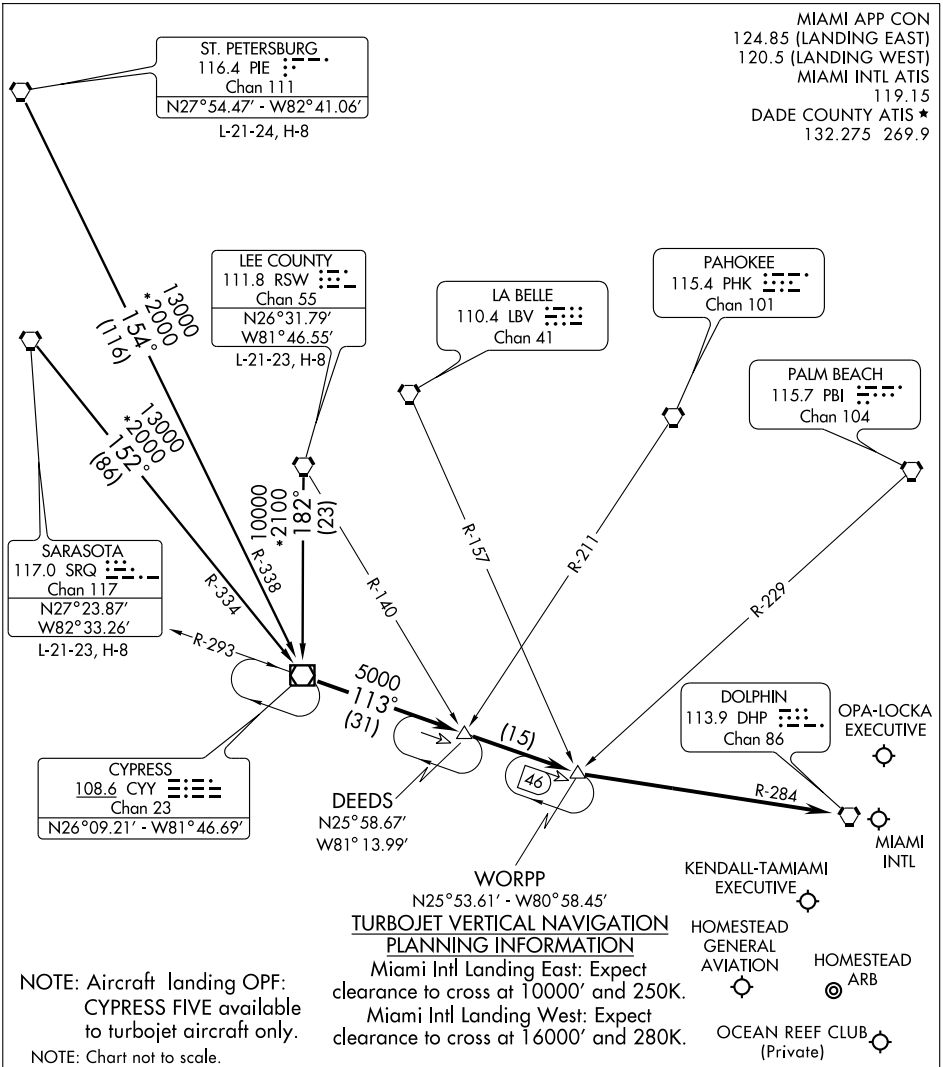
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

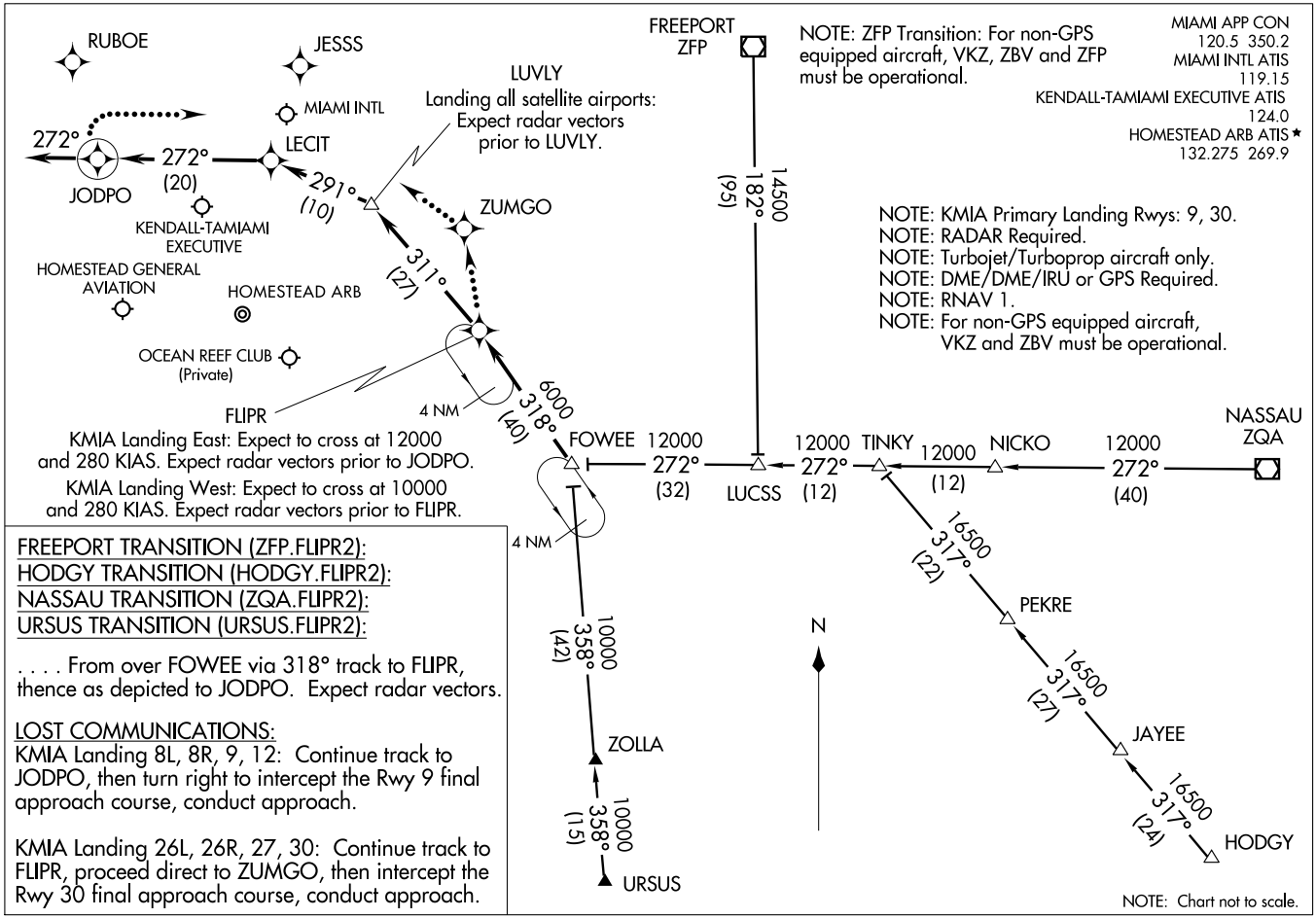
SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098

MIAMI, FLORIDA

ST-257 (FAA)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ST-257 (FAA)

MIAMI, FLORIDA

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 21 OCT 2010 to 18 NOV 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
HILEY
5000 169° (18)
CIMBA
JESSS
243° (5)
KAINS
271° RUBOE
271° (31)
255° (6)
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.
BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

HILEY TWO ARRIVAL (RNAV)
MIAMI, FLORIDA
(HILEY.HILEY2) 07074

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-606 (FAA)

KEY WEST INTL (EYW)
KEY WEST, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KEY WEST, FLORIDA
KEY WEST INTL (EYW)

10266

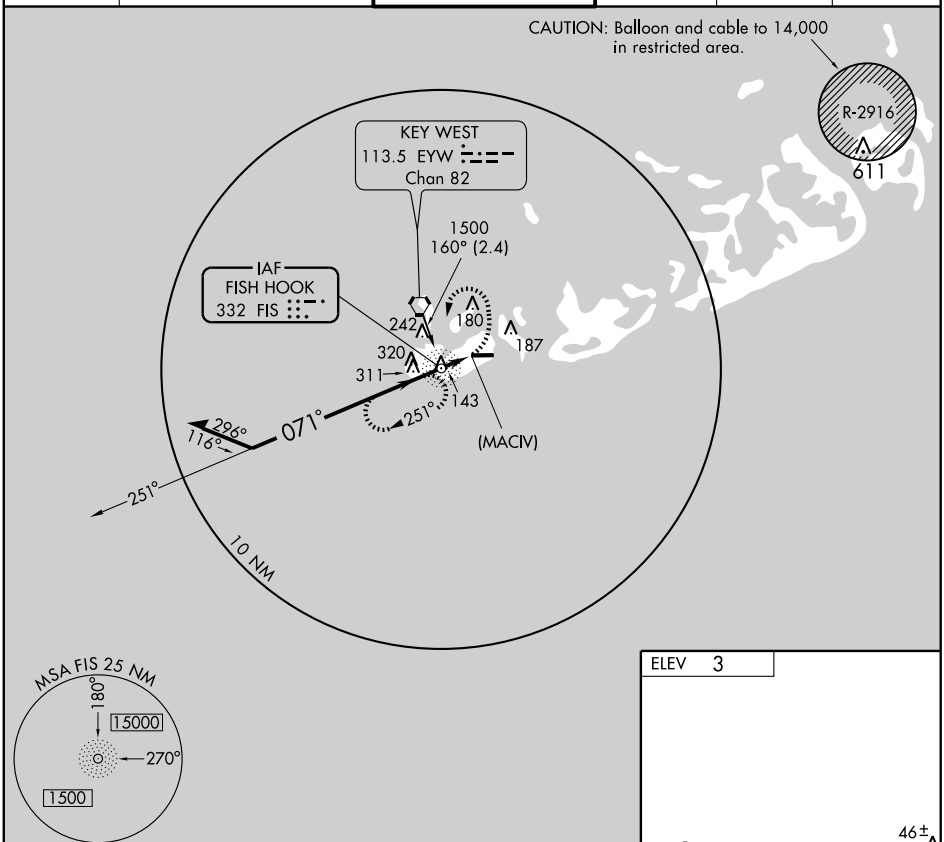
NDB FIS	APP CRS	Rwy Idg	N/A
332	071°	TDZE	N/A
		Apt Elev	3

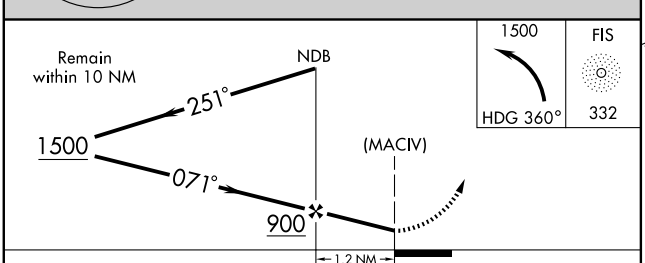
NDB or GPS-A
KEY WEST INTL (EYW)

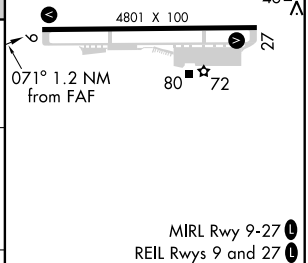
ASR

MISSED APPROACH: Climbing left turn to 1500 via heading 360°, then left turn direct FIS NDB and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
CIRCLING	500-1	497 (500-1)	500-1½ 497 (500-1½)	620-2 617 (700-2)

FAF to MAP 1.2 NM					
Knots	60	90	120	150	180
Min:Sec	1:12	0:48	0:36	0:29	0:24

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40405 W09A	APP CRS 093°	Rwy Idg 4801 TDZE 3 Apt Elev 3

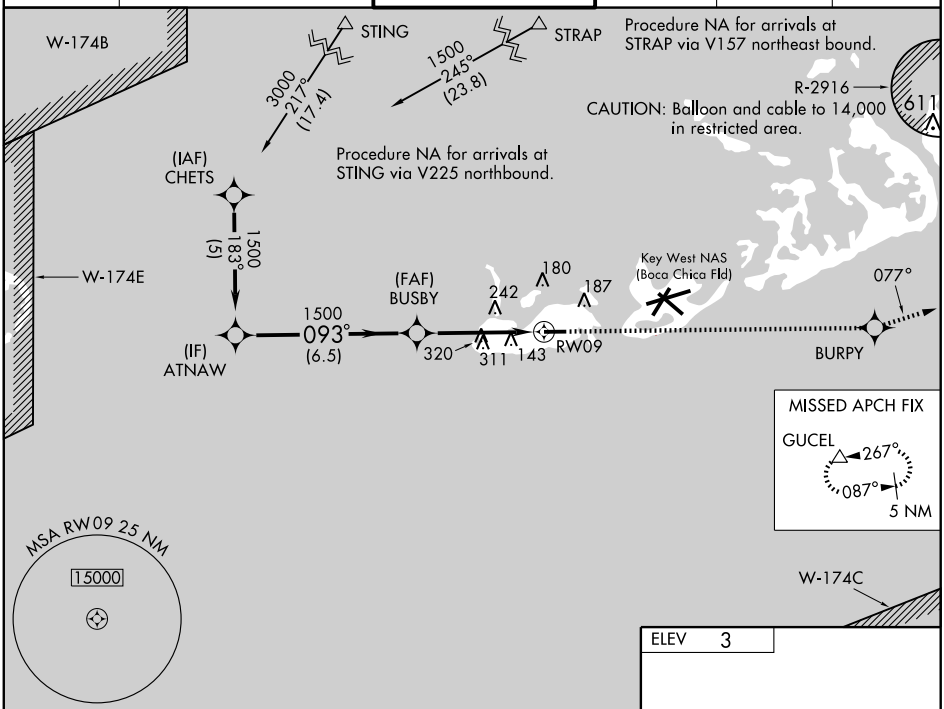
RNAV (GPS) RWY 9

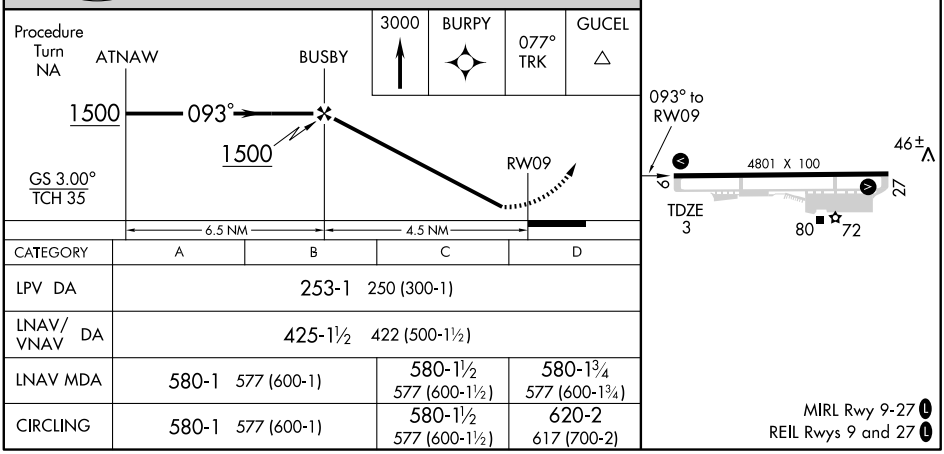
KEY WEST INTL (EYW)

V A W ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Key West NAS/ Boca Chica Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct BURPY and via 077° track to GUCEL and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV/VNAV DA	425-1½ 422 (500-1½)			
LNAV MDA	580-1 577 (600-1)		580-1½ 577 (600-1½)	580-1¾ 577 (600-1¾)
CIRCLING	580-1 577 (600-1)		580-1½ 577 (600-1½)	620-2 617 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4801
CH 82100	273°	TDZE	3
W27A		Apt Elev	3

RNAV (GPS) RWY 27

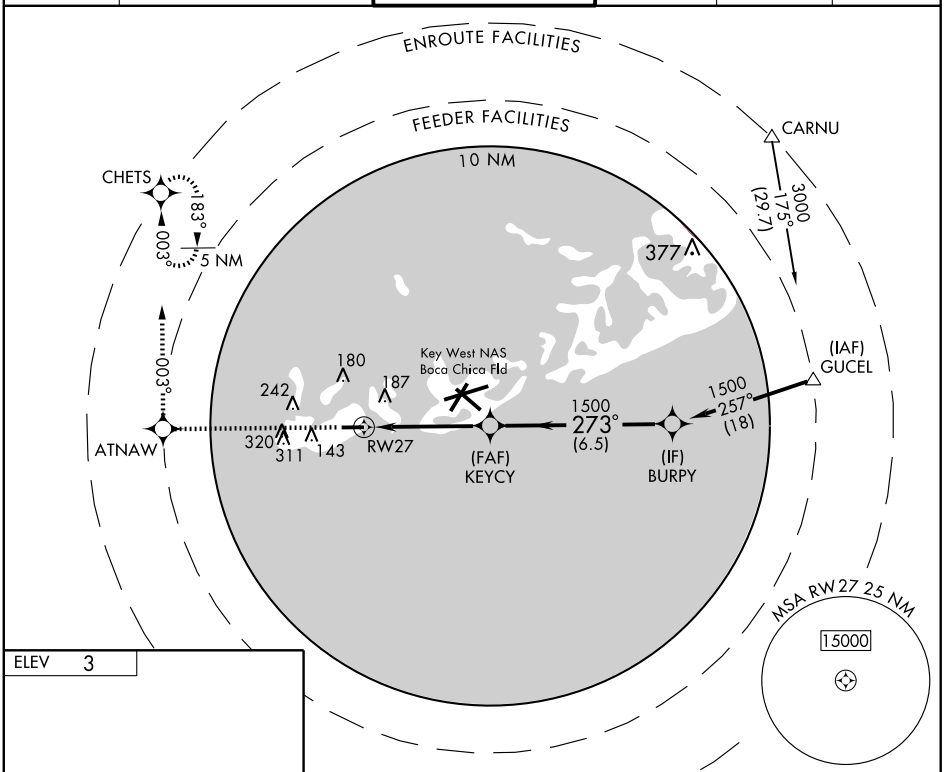
KEY WEST INTL (EYW)

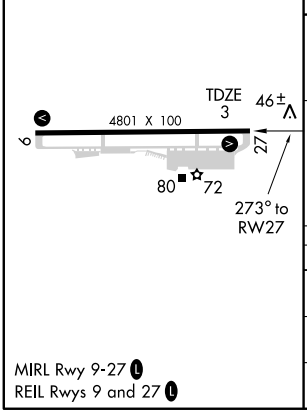
T W A ASR

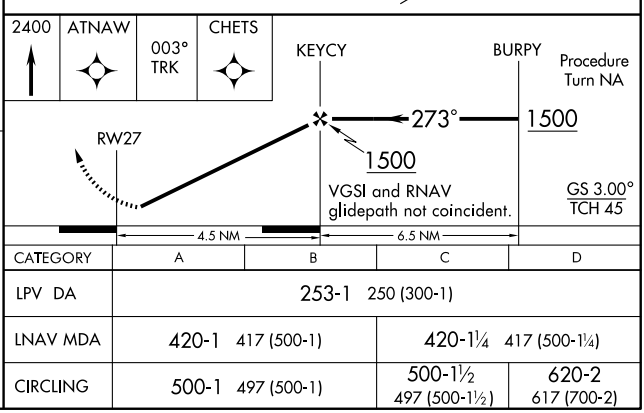
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Key West NAS/Boca Chica Fld altimeter setting.

MISSED APPROACH: Climb to 2400 direct ATNAW and via 003° track to CHETS and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95



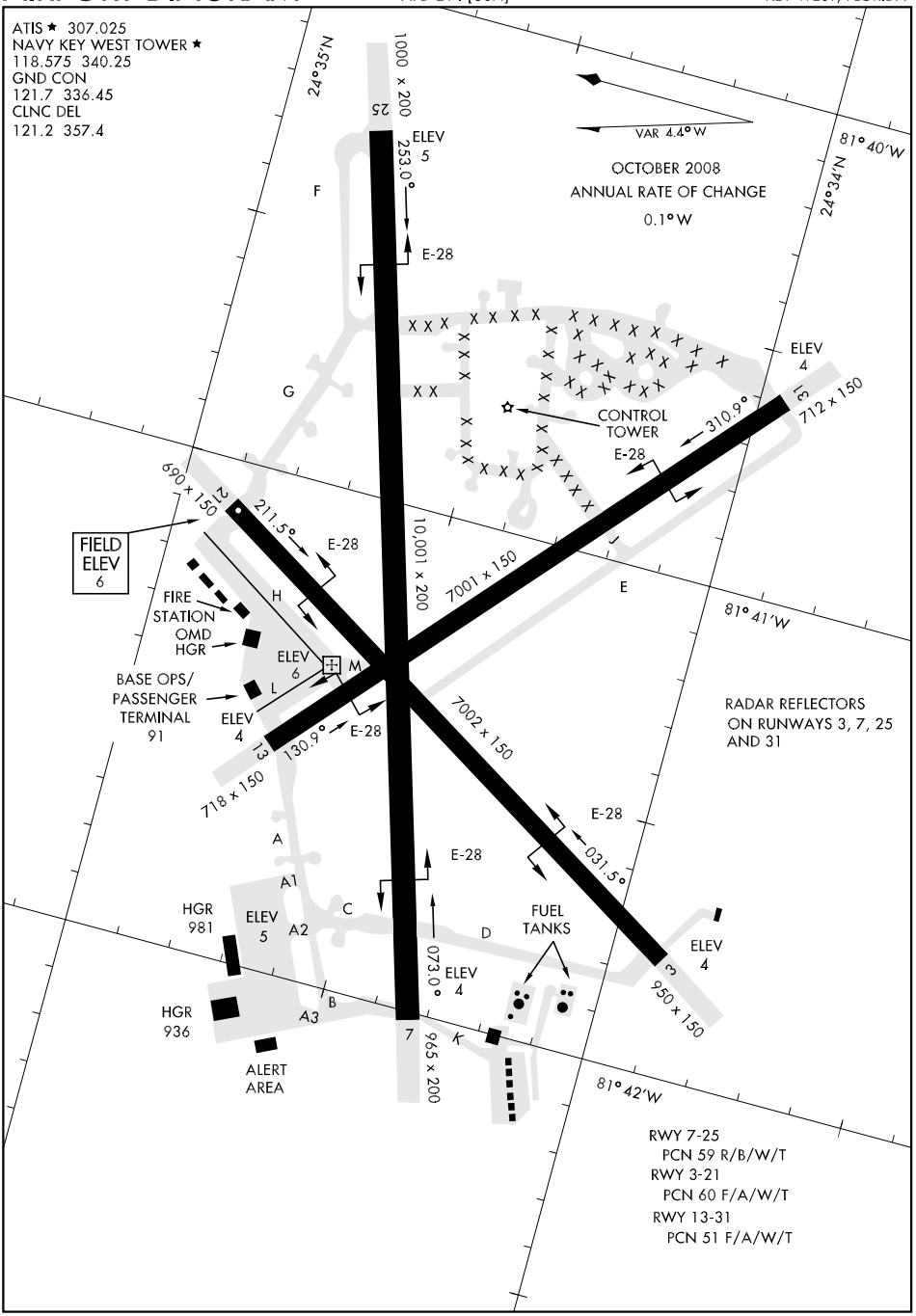




CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV MDA	420-1 417 (500-1)		420-1¼ 417 (500-1¼)	
CIRCLING	500-1 497 (500-1)		500-1½ 497 (500-1½)	620-2 617 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 3

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQX Chan 78	040°	7002	4	6

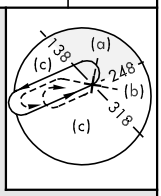
JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

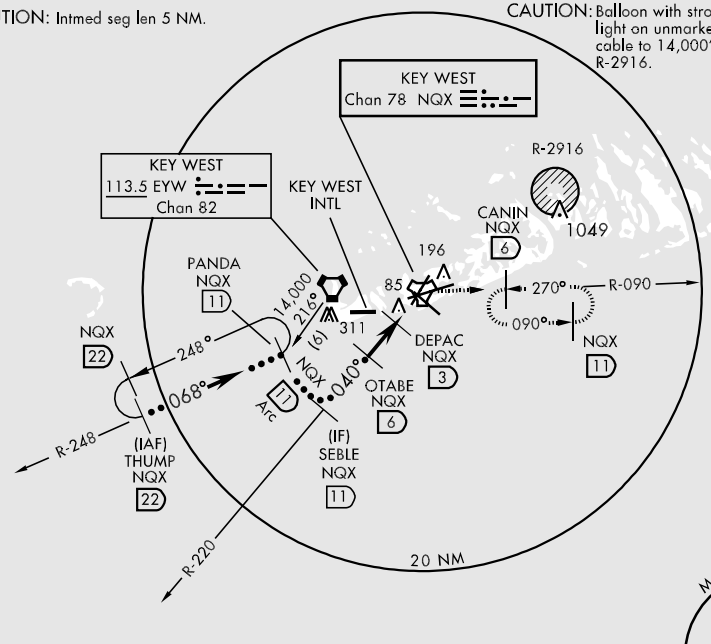
MISSED APPROACH: Climb to 1600 via R-220 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

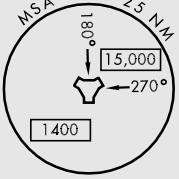
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5 NM.

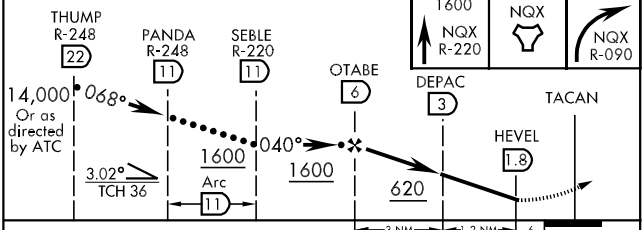
CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.

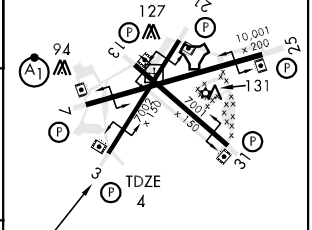






EMERG SAFE ALT 100 NM 15,000





CATEGORY	C	D	E
S-3	340-1 336 (400-1)		340-1¼ 336 (400-1¼)
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	

HIRL all Rwys

SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 31

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQX Chan 78	331°	7001	4	6

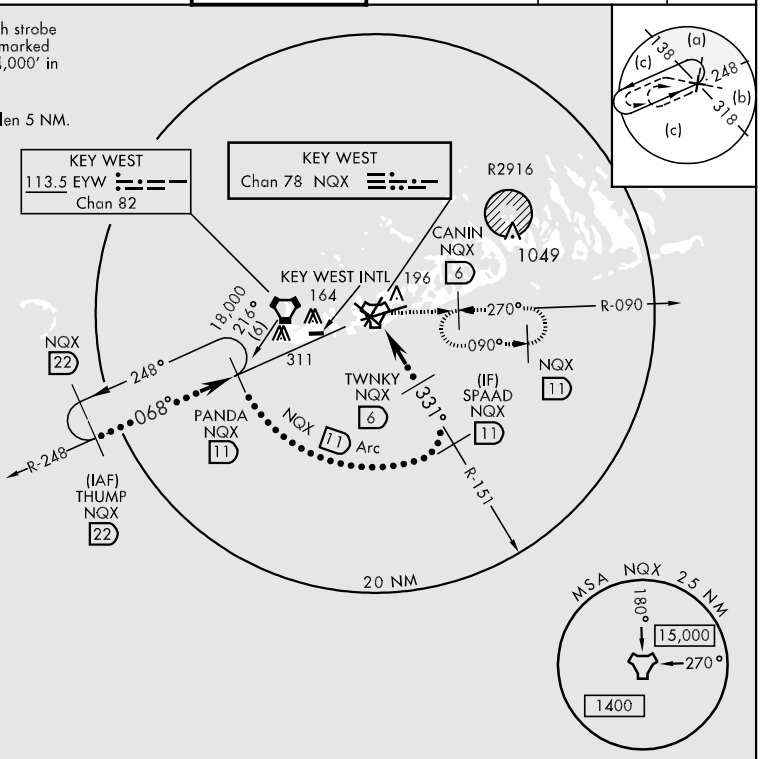
JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing right turn to 1600 to intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

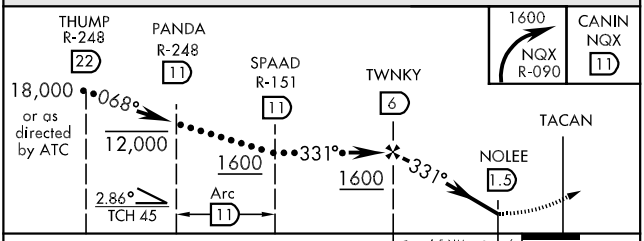
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

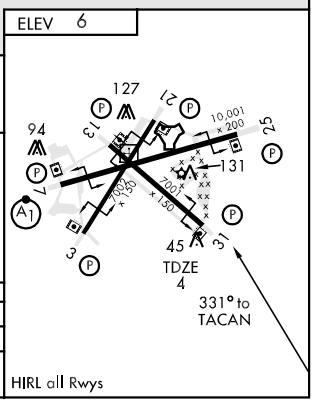
CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.

CAUTION: Intmed seg len 5 NM.



EMERG SAFE ALT 100 NM 15,000





CATEGORY	C	D	E
S-31	300-1	296	(300-1)
CIRCLING	500-1½ 494 (500-1½)	560-2 554	(600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Y RWY 7

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQX Chan 78	068°	10,001	4	6

JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ * When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

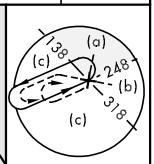
ALSF-1

MISSED APPROACH: Climb to 1600 via R-248 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5 NM

CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.



KEY WEST
Chan 78 NQX

KEY WEST
113.5 EYW
Chan 82

R-2916

KEY WEST INTL

CANIN NQX 6 1049

311 94 164 187 196

14,000 216° (6)

270° R-090

090°

NQX 22

248°

068°

OBBIN NQX 6

UTERE NQX 4

UCGOR NQX 2.5

NQX 11

(IF) PANDA NQX 11

R-248

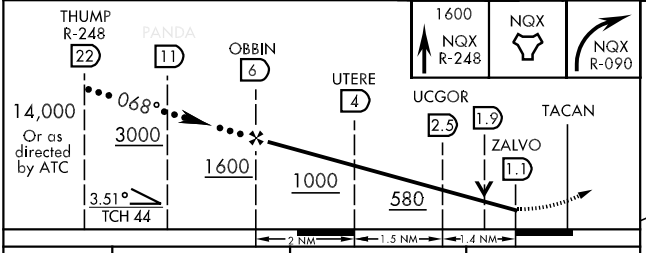
(IAF) THUMP NQX 22

20 NM

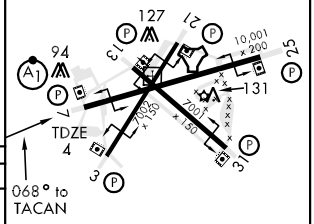
MSA NQX 25 NM
180°
15,000
270°
1400

EMERG SAFE ALT 100 NM 15,000

ELEV 6



1600 NQX R-248 | NQX | NQX R-090



CATEGORY	C	D	E
S-7 *	360-¾ 356 (400-¾)		
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Z RWY 7

VORTAC EYW	APCH CRS	Rwy ldg 10,001
113.5	098°	TDZE 4
Chan 82		Arpt Elev 6

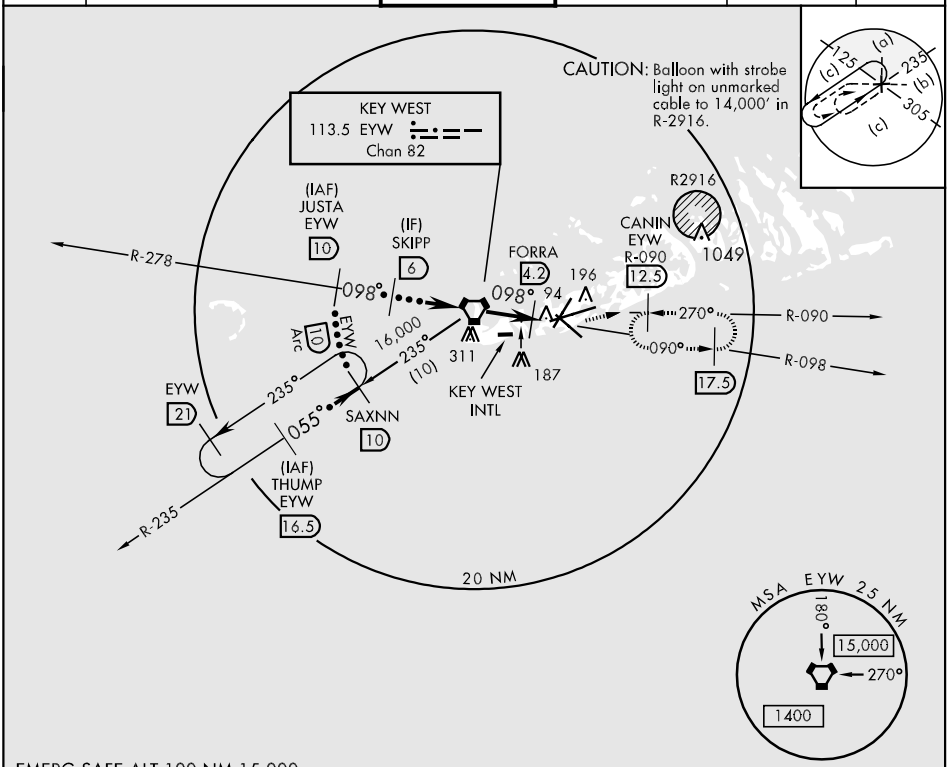
JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

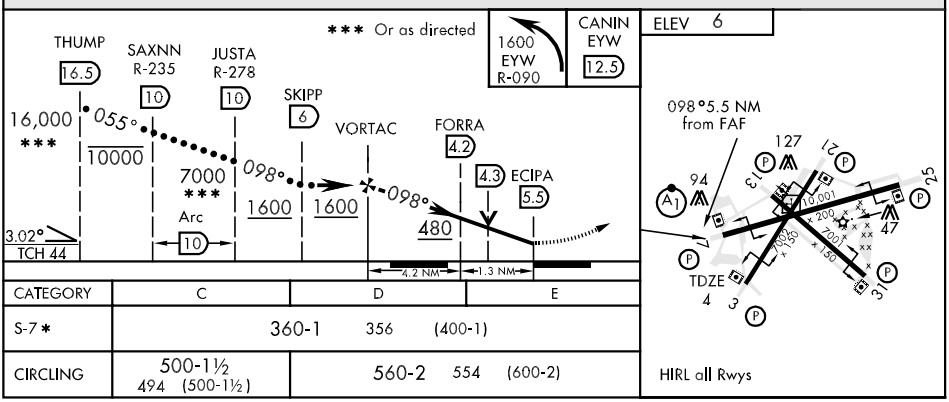
T * When ALS inop, increase CAT DE to 1¼ miles.
When VGSI inop, procedure not authorized at night.

ALSF-1

MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	





CATEGORY	C	D	E
S-7 *	360-1 356 (400-1)		
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

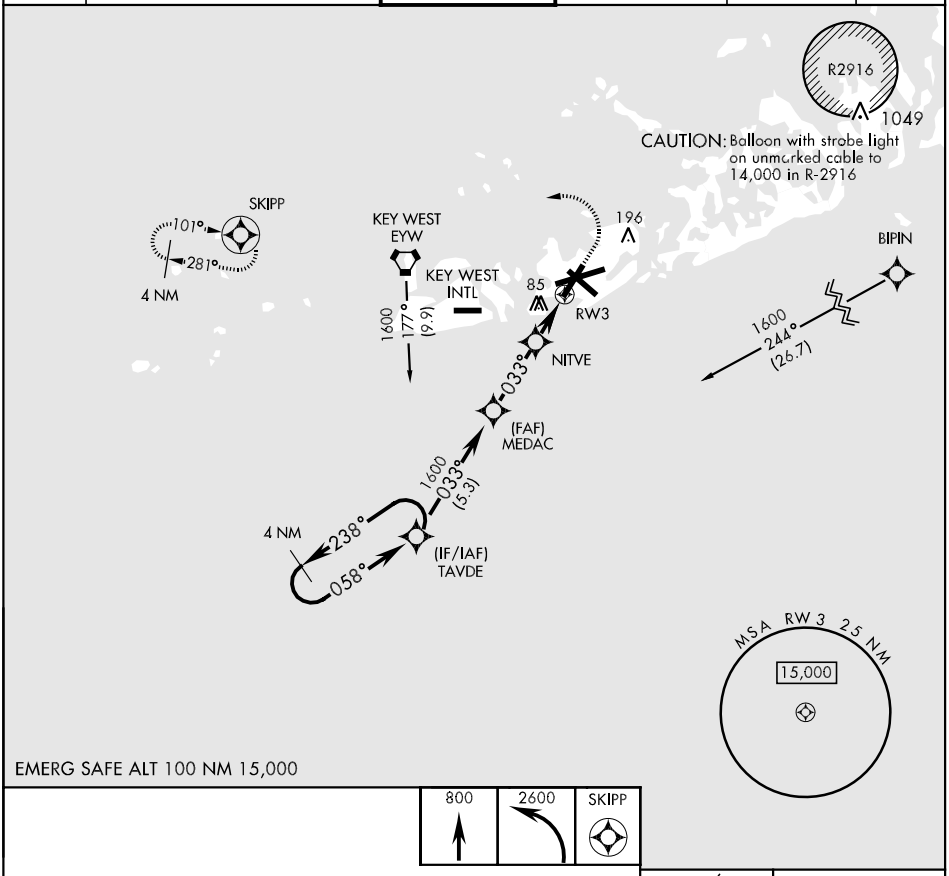
APCH CRS	Rwy Idg	7002
033°	TDZE	4
	Arpt Elev	6

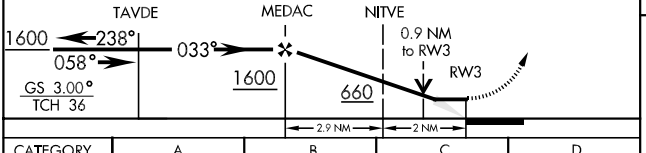
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 44°C (111°F).

MISSED APPROACH: Climb to 800, then climbing left turn to 2600 direct SKIPP and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	





CATEGORY	A	B	C	D
LNAV MDA	263-1		259	(300-1)
LNAV/VNAV DA	340-1		336	(400-1)
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 7

APCH CRS	Rwy Idg	TDZE	Arpt Elev
075°	10,001	4	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

*When ALS inop, increase vis CAT ABCD to 1 mile.
**When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
DME/DME RNP-0.3NA.

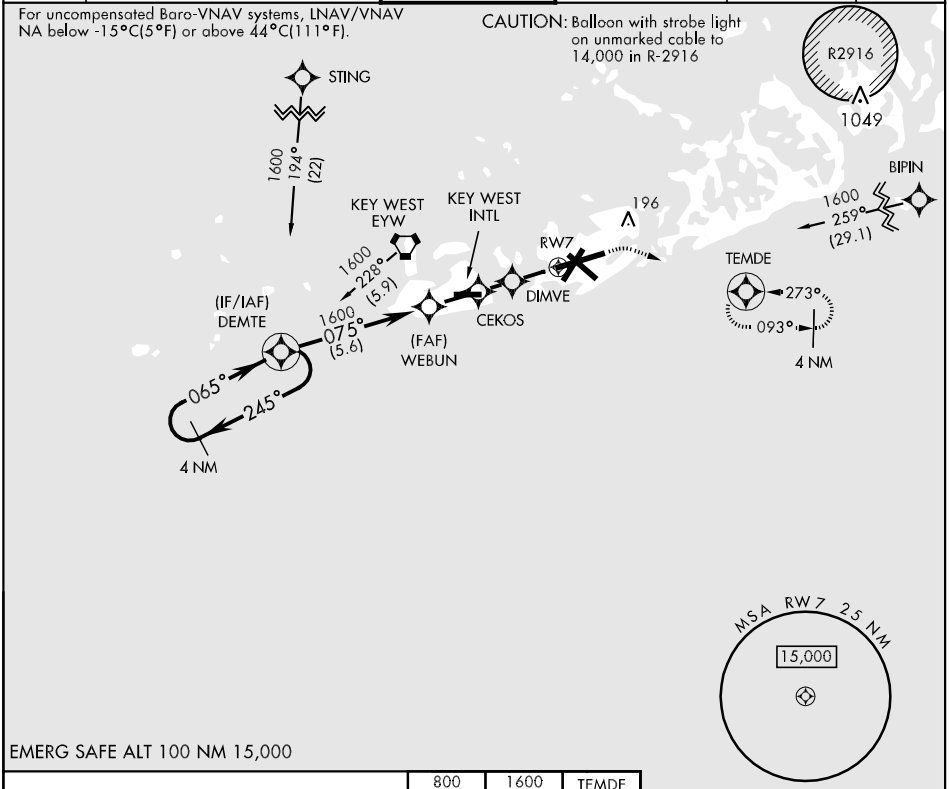
ALSF-1

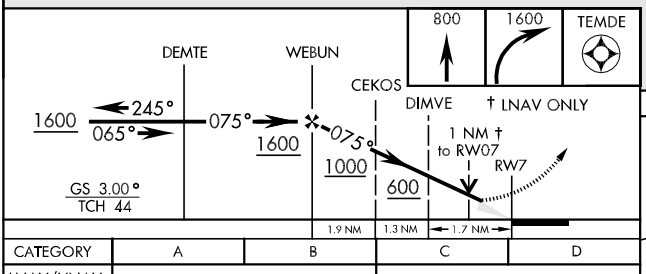
MISSED APPROACH: Climb to 800, then climbing right turn to 1600 direct TEMDE and hold.

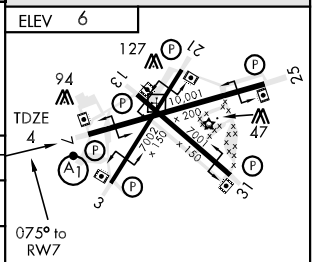
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 44°C(111°F).

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916







CATEGORY	A	B	C	D
LNAV/VNAV DA*	263-½ 259 (300-½)		263-¾ 259 (300-¾)	
LNAV MDA**	360-½ 356 (400-½)		360-¾ 356 (400-¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

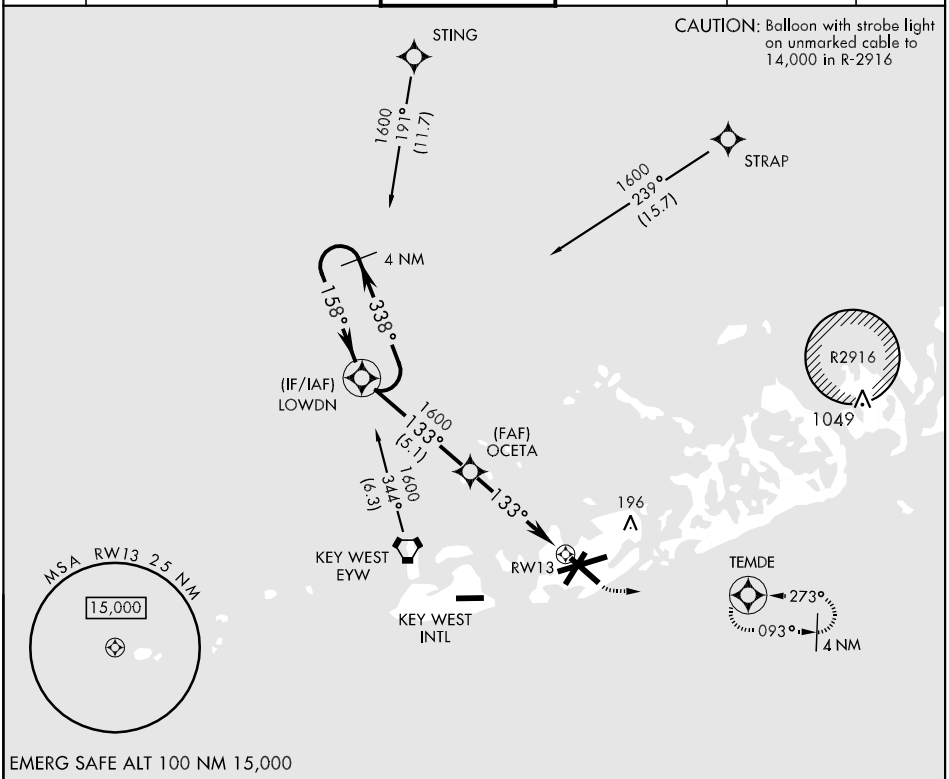
APCH CRS	Rwy Idg	7001
133°	TDZE	4
	Arpt Elev	6

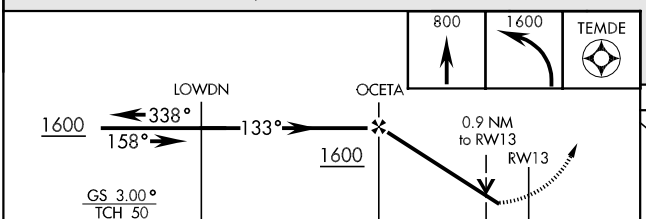
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

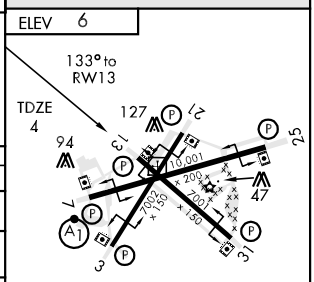
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 43°C(111°F).

MISSED APPROACH: Climb to 800, then climbing left turn to 1600 direct TEMDE and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	







CATEGORY	A	B	C	D
LNAV/VNAV DA	288-1	284	(300-1)	
LNAV MDA	380-1	376	(400-1)	380-1¼ 376 (400-1¼)
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

APCH CRS	Rwy Idg	10,001
255°	TDZE	5
	Arpt Elev	6

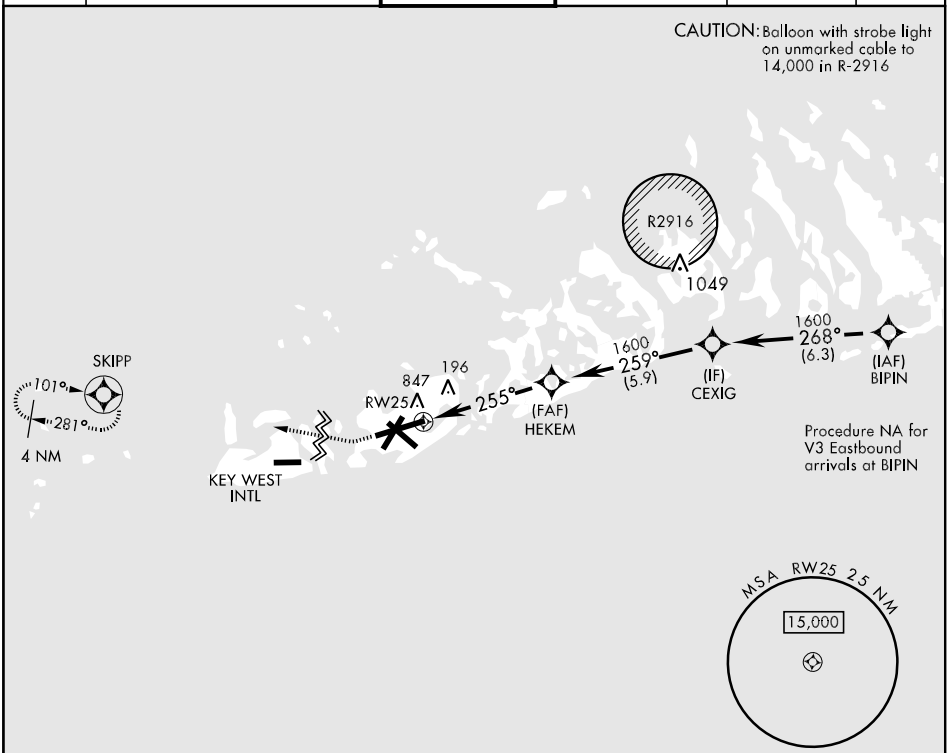
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

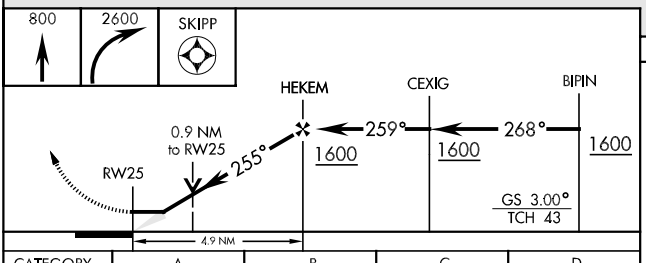
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 44°C(111°F).

MISSED APPROACH: Climb to 800, then climbing right turn to 2600 direct SKIPP and hold.

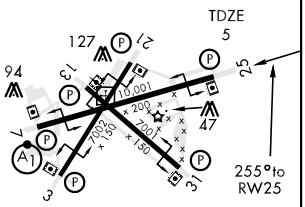
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916





ELEV 6



CATEGORY	A	B	C	D
LNAV/VNAV DA	292-1	287	(300-1)	
LNAV MDA	340-1	335	(400-1)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

APCH CRS	Rwy ldg	7001
313°	TDZE	4
	Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 43°C(111°F).

MISSED APPROACH: Climb to 800, then climbing left turn to 2600 direct SKIPP and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5.3 NM.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

R2916
1049

Procedure NA for V3 Eastbound arrivals at BIPIN

SKIPP
101°
281°
4 NM

196

RW31

313°

KEY WEST INTL

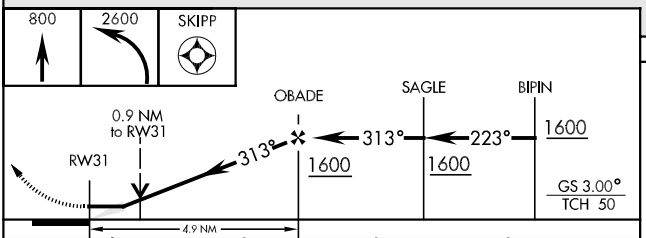
(IAF) BIPIN
1600
223°
(14.2)

(FAF) OBADE
1600
313°
(5.3)

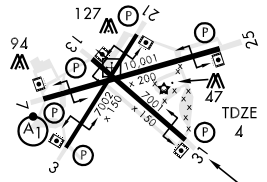
(IF) SAGLE

MSA RW31 2.5 NM
15,000

EMERG SAFE ALT 100 NM 15,000



ELEV 6



313° to RW31

CATEGORY	A	B	C	D
LNAV MDA	292-1	288	(300-1)	
LNAV/VNAV DA	340-1	336	(400-1)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 3

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NQX Chan 78	040°	7002	4	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climb to 1600 via R-220 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

KEY WEST 113.5 EYW Chan 82

KEY WEST Chan 78 NQX

R-2916 1049

CANIN NQX 6

196

270° R-090

090° Min holding alt 1600

NQX 11

85

311

1600 216° (6)

KEY WEST INTL

DEPAC NQX 3

OTABE NQX 6

040°

NQX 17

248°

068°

R-248

(IAF) PANDA NQX 11

NQX 11 Arc

R-220

(IF) SEBLE NQX 11

10 NM

MSA NQX 25 NM

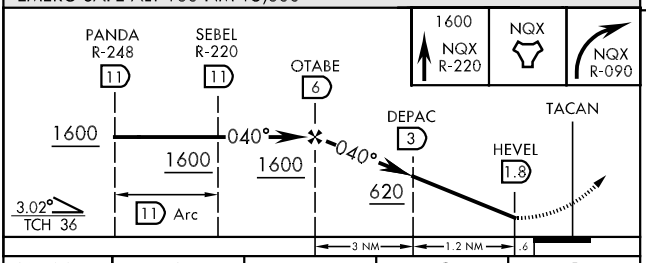
180°

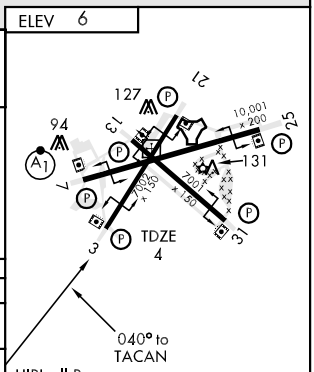
15,000

270°

1400

EMERG SAFE ALT 100 NM 15,000





CATEGORY	A	B	C	D
S-3	340-1 336 (400-1)			
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

24°34′N-81°41′W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

TACAN RWY 3

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 25

TACAN	APCH CRS	Rwy Idg	10,001
Chan 78	270°	TDZE	5
		Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing left turn to 1600 to intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

KEY WEST 113.5 EYW Chan 82

KEY WEST Chan 78 NQX

R-2916 1049

(IAF) CANIN NQX 6

196

1600 090° (12.5)

KEY WEST INTL

270° R-090

090°

Min holding alt 1600

NQX 11

MSA NQX 25 NM 180° 15,000 270° 1400

10 NM

EMEG SAFE ALT 100 NM 15,000

1600 NQX R-090 CANIN NQX 6

CANIN NQX R-090 6

TACAN

UBUCI 1

1.9

270°

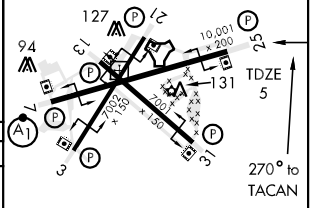
090° 1600

270° 1600

2.71° TCH 43

5 NM

ELEV 6



HIRL all Rwys

CATEGORY	A	B	C	D
S-25	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 31

TACAN Chan	NQS 78	APCH CRS	331°	Rwy Idg	7001
				TDZE	4
				Arpt Elev	6

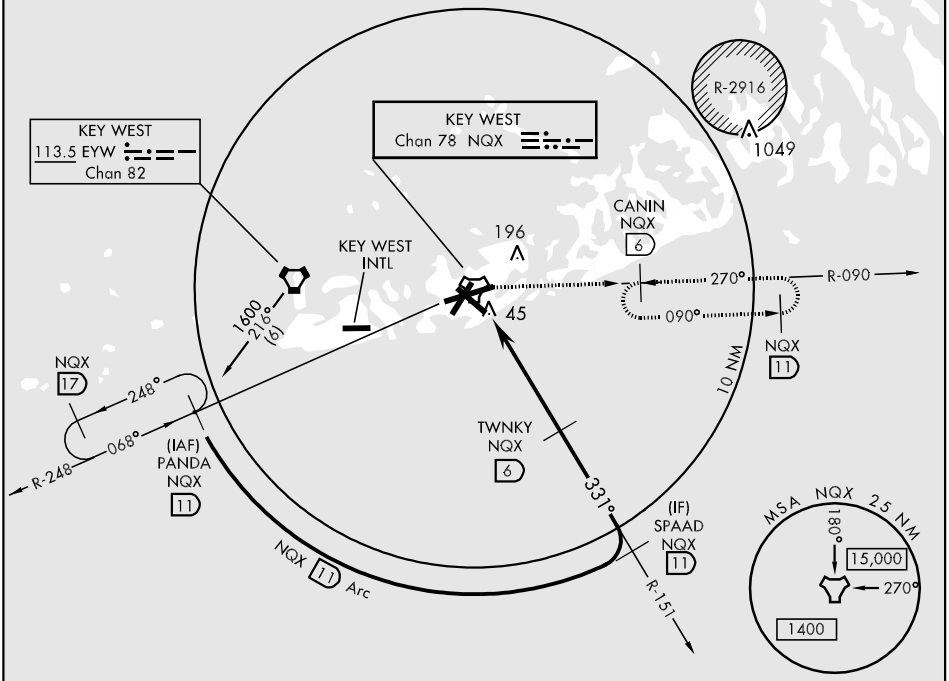
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing right turn to 1600, intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

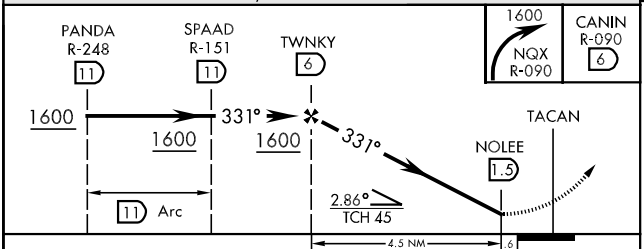
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

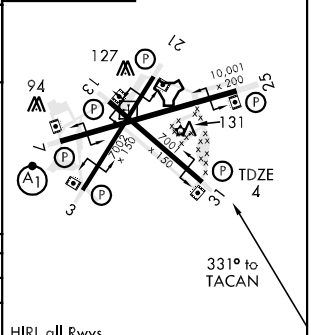
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	A	B	C	D
S-31		300-1 296 (300-1)		
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN Y RWY 7

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQX Chan 78	068°	10,001	4	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

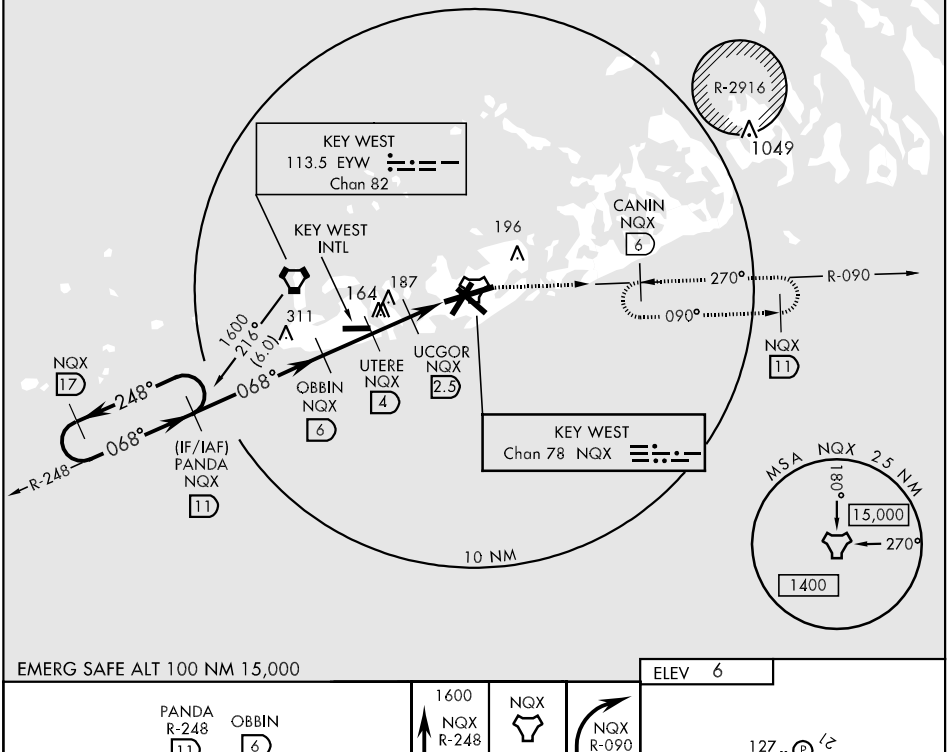
ALSF-1

MISSED APPROACH: Climb to 1600 via R-248 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

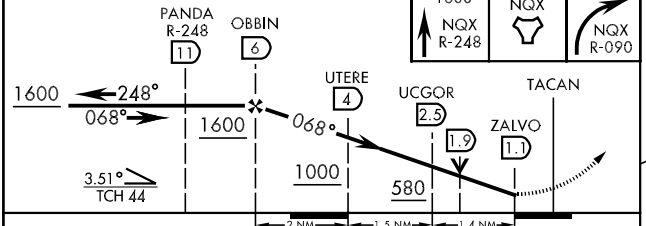
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

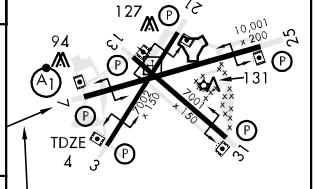
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



068° to TACAN

CATEGORY	A	B	C	D
S-7 *	360- ½ 356 (400-½)		360- ¾ 356 (400-¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

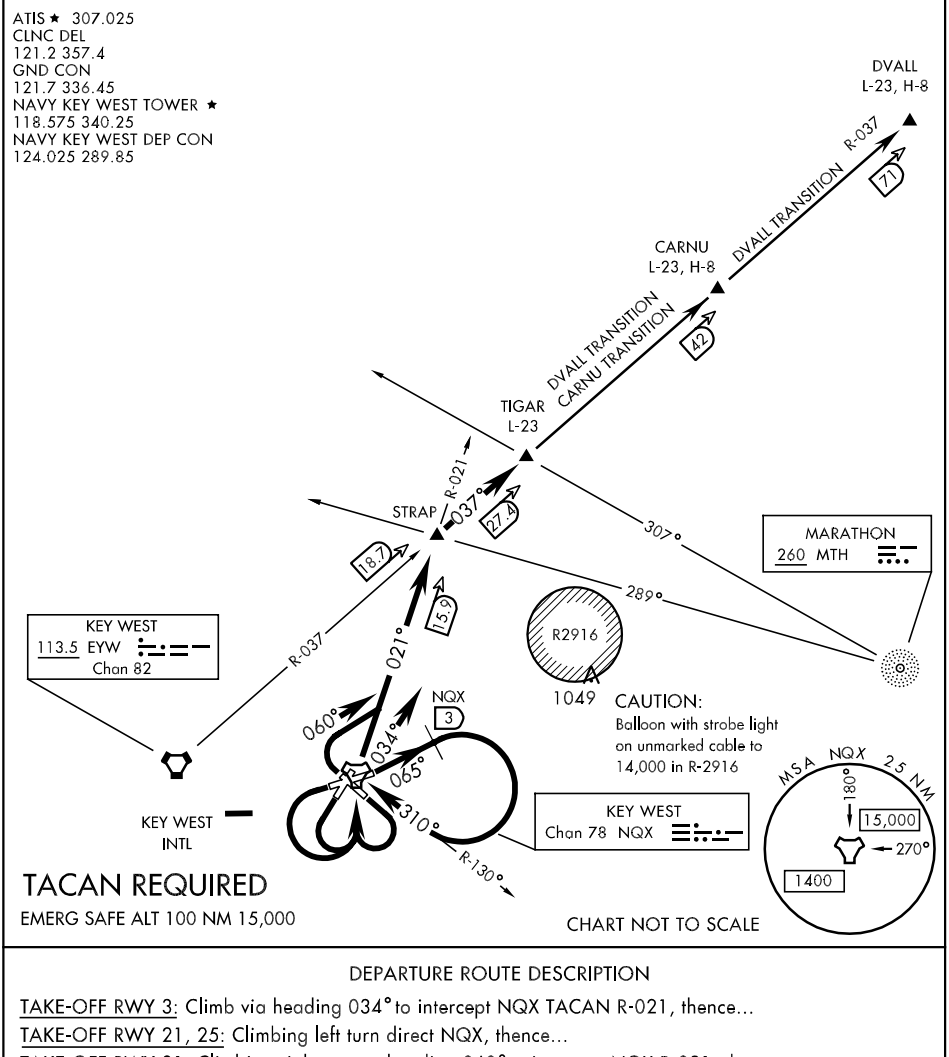
HIRL all Rwys

TACAN Y RWY 7

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

TIGAR ONE DEPARTURE (TIGAR1.TIGAR)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb via heading 034° to intercept NQX TACAN R-021, thence...

TAKE-OFF RWY 21, 25: Climbing left turn direct NQX, thence...

TAKE-OFF RWY 31: Climbing right turn to heading 060° to intercept NQX R-021, thence...

TAKE-OFF RWY 7: Crossing DER climb on heading 065°, passing NQX 3 DME, turn right to intercept R-130 inbound to NQX, thence...

TAKE-OFF RWY 13: Climbing right turn direct NQX, thence...

...via NQX R-021 to STRAP, then via EYW VORTAC R-037 to TIGAR, then via assigned transition or route.

CARNU TRANSITION: via EYW R-037 to CARNU.

DVALL TRANSITION: via EYW R-037 to DVALL.

SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN Z RWY 7

EYW VORTAC	APCH CRS	Rwy Idg 10,001
113.5	098°	TDZE 4
Chan 82		Arpt Elev 6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

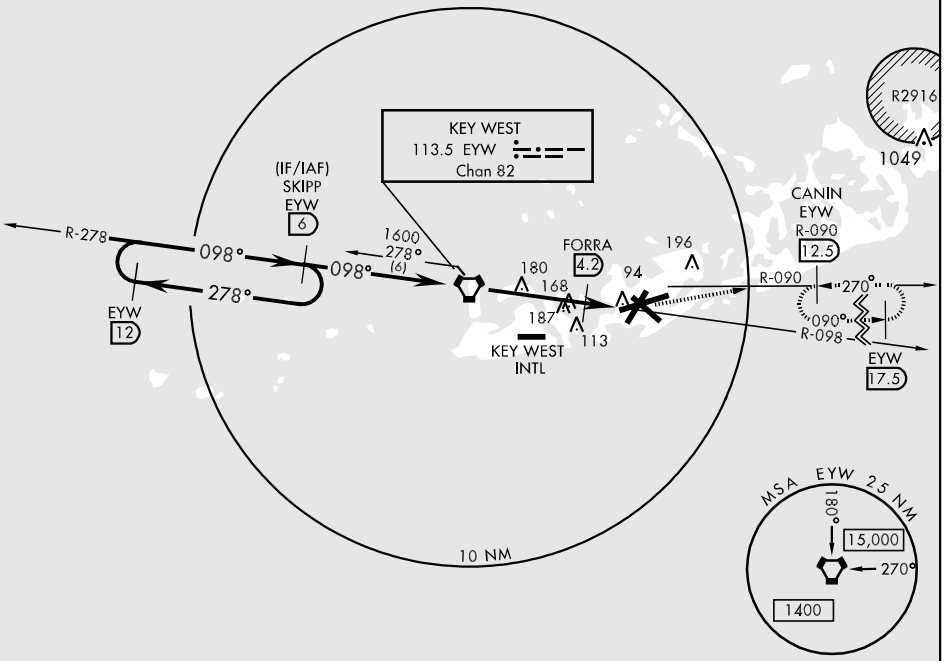
* When ALS inop, increase vis CAT D to 1¼ miles.
When VGSI inop, procedure not authorized at night.

ALSF-1

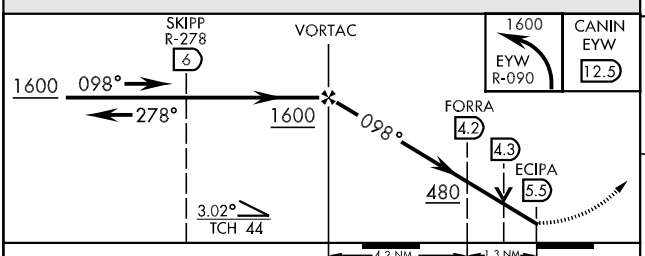
MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

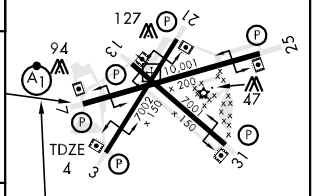
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	A	B	C	D
S-7 *	360-1 356 (400-1)			
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

VOR/DME or TACAN Z RWY 7

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 25

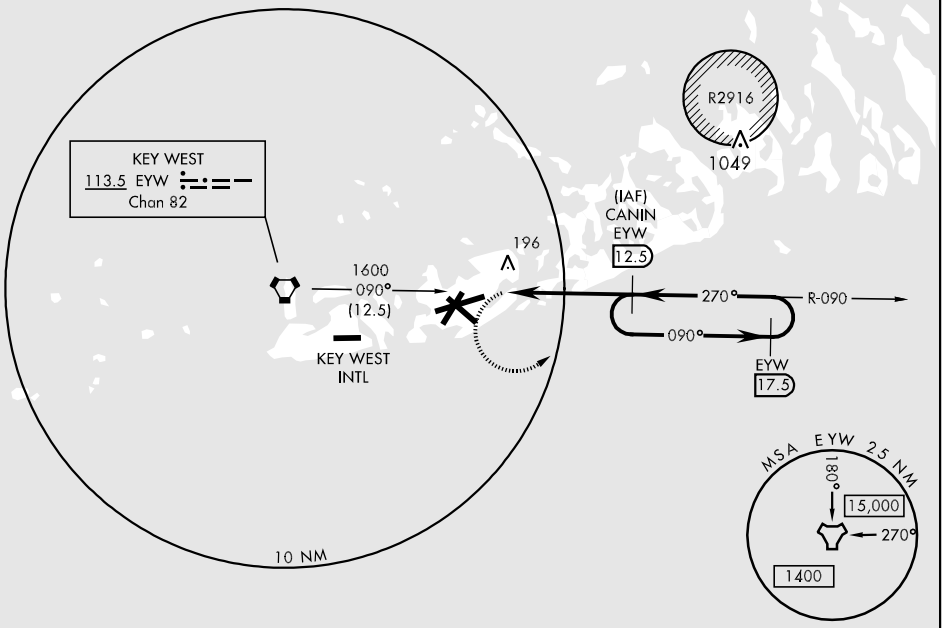
EYW VORTAC 113.5 Chan 82	APCH CRS 270°	Rwy Idg 10,001 TDZE 5 Arpt Elev 6	AL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

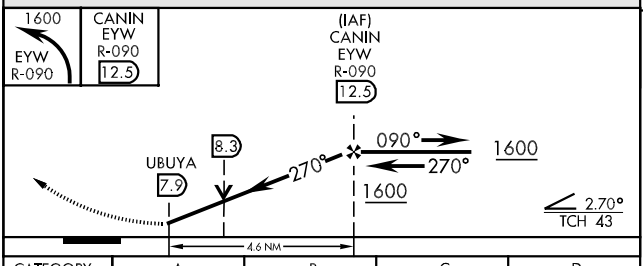
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

SE-3, 21 OCT 2010 to 18 NOV 2010

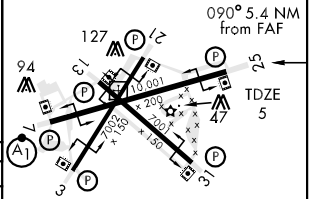
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMEG SAFE ALT 100 NM 15,000

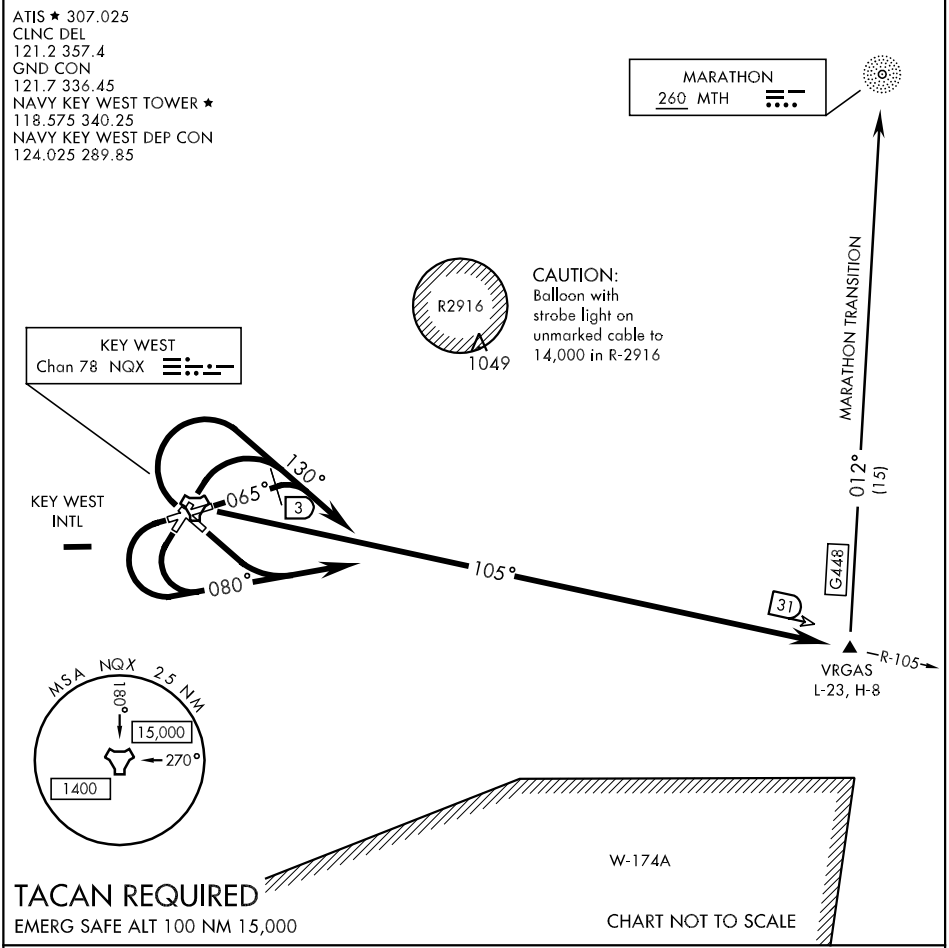


ELEV 6



CATEGORY	A	B	C	D
S-25	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

VRGAS ONE DEPARTURE (VRGAS1.VRGAS)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3, 31: Climbing right turn to heading 130°, thence...

TAKE-OFF RWY 13, 21, 25: Climbing left turn to heading 080°, thence...

TAKE-OFF RWY 7: Crossing DER climb on heading 065°, passing NQX TACAN 3 DME, turn right to heading 130°, thence...

...intercept NQX R-105 to VRGAS, then via assigned transition or route.

MARATHON TRANSITION (VRGAS1.MTH): Via heading 012°on G448 to MTH NDB.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5044
050°	TDZE	190
	Apt Elev	196

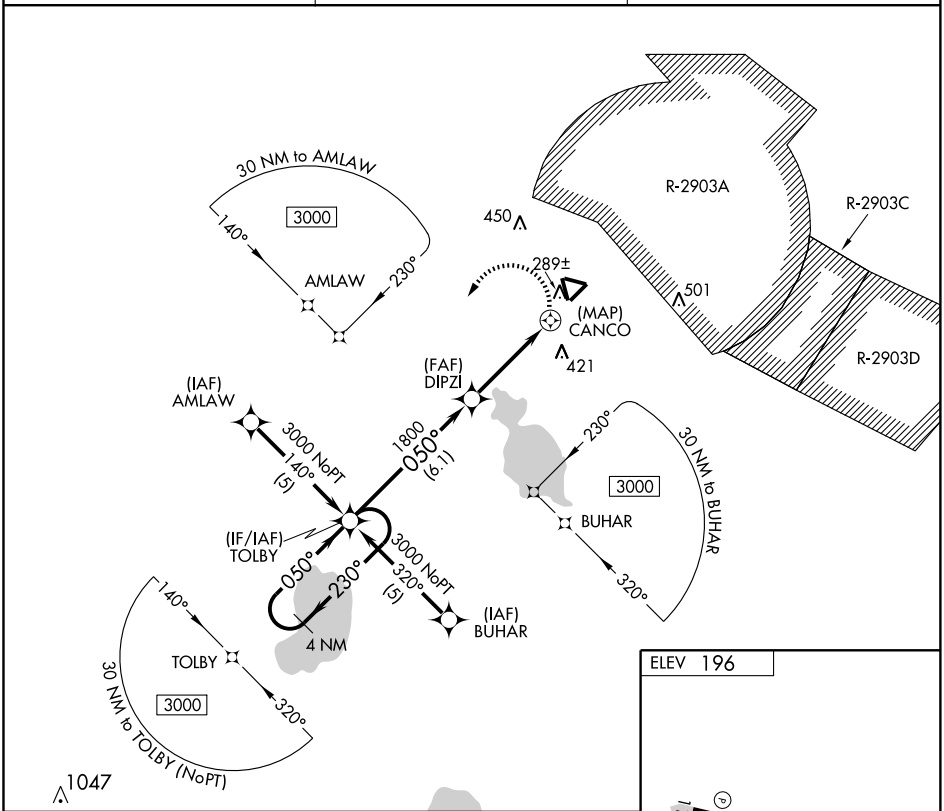
RNAV (GPS) RWY 5

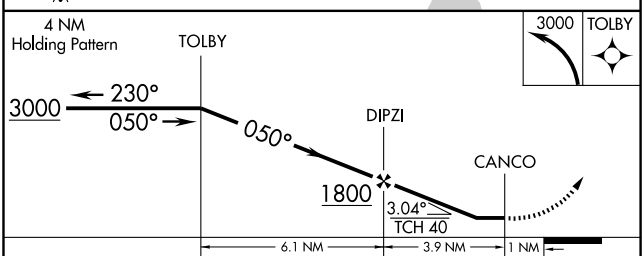
KEYSTONE AIRPARK (42J)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA for Cats B and C northeast of Rwy 11-29. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 60 feet.

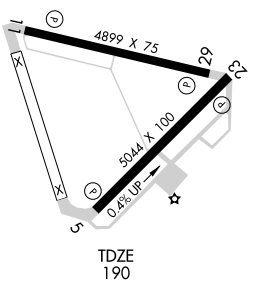
MISSED APPROACH: Climbing left turn to 3000 direct TOLBY and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
124.275	118.175 338.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1¼ 410 (500-1¼)			NA
CIRCLING	620-1¼ 424 (500-1¼)	660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)	NA



REIL Rwy 11
MIRL Rwy 5-23 L
HIRL Rwy 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC GNV	APP CRS	Rwy Idg	5044
116.2	057°	TDZE	190
Chan 109		Apt Elev	196

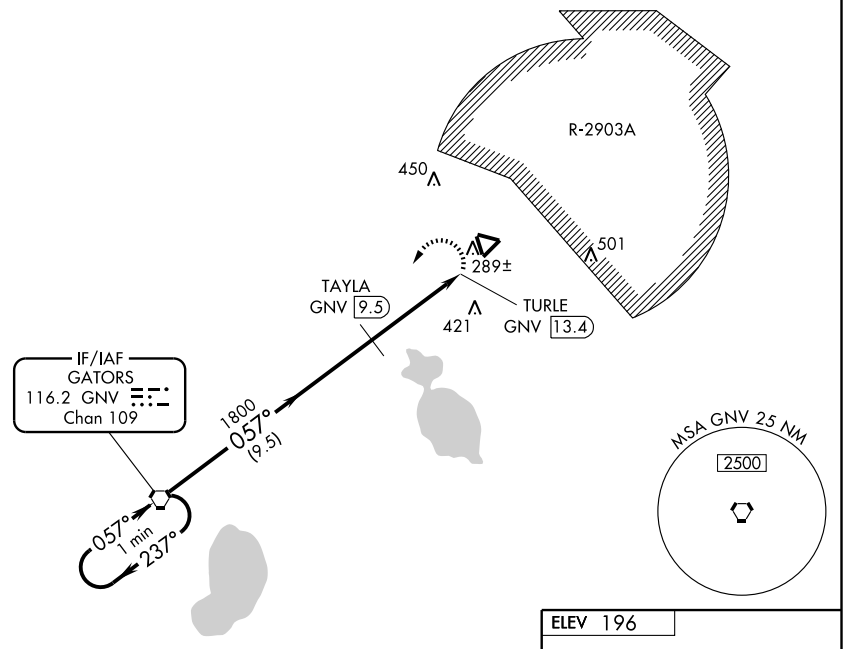
VOR/DME RWY 5

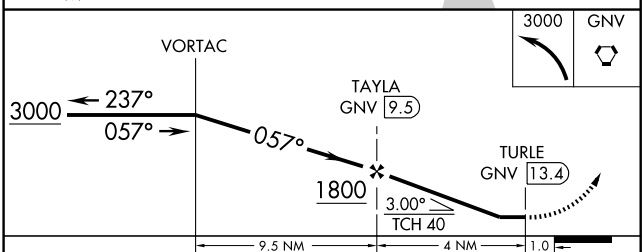
KEYSTONE AIRPARK (42J)

Visibility reduction by helicopters NA. Circling NA for Cats B and C northeast of Rwy 11-29. When local altimeter setting not received use Gainesville altimeter setting and increase all MDA 60 feet; increase S-5 Cat C visibility ¼ mile.

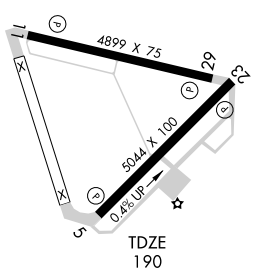
MISSED APPROACH: Climbing left turn to 3000 direct GNV VORTAC and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
124.275	118.175 338.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-5	680-1¼	490 (500-1¼)		NA
CIRCLING	680-1¼	484 (500-1¼)	680-1½ 484 (500-1½)	NA



REIL Rwy 11
MIRL Rwy 5-23 L
HIRL Rwy 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56406 W14A	APP CRS 142°	Rwy ldg 4904 TDZE 19 Apt Elev 20

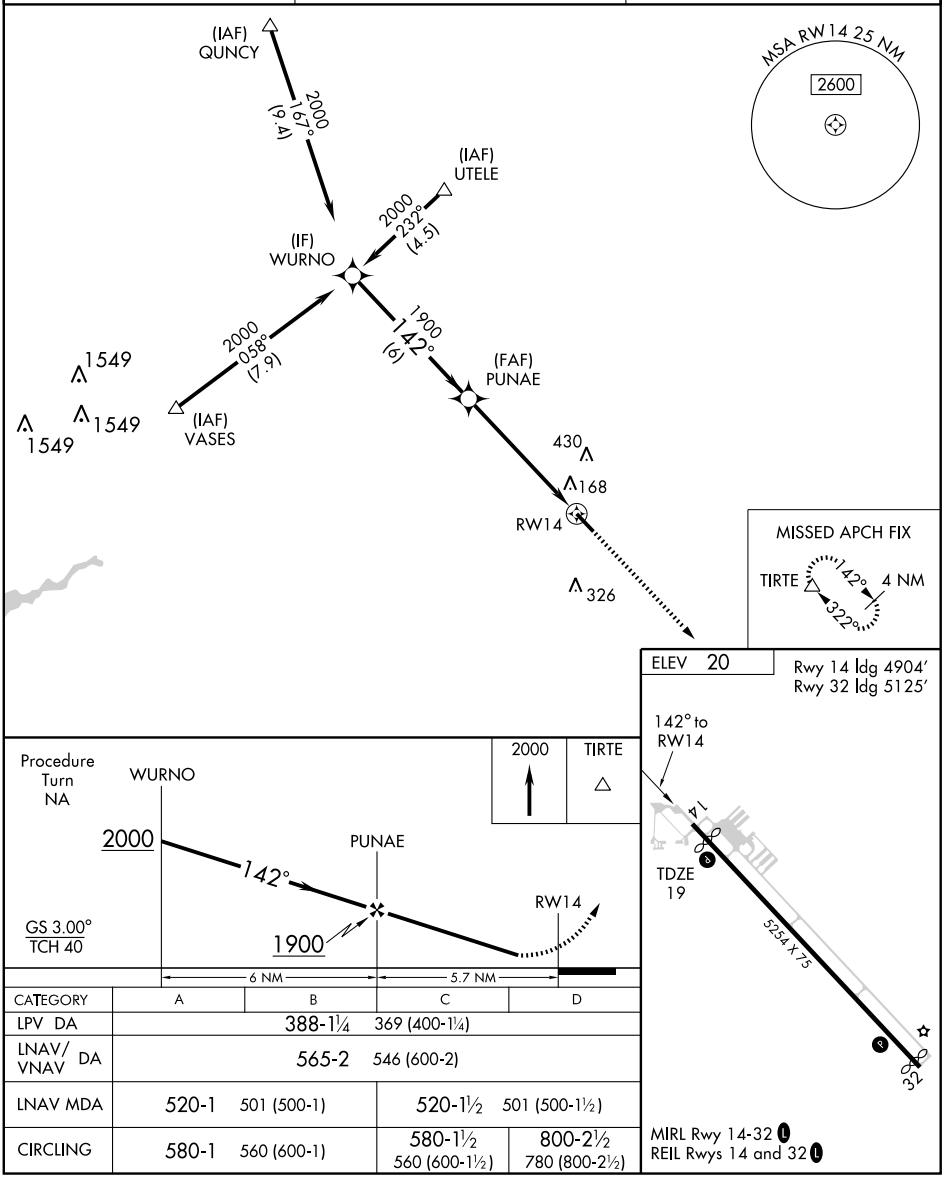
RNAV (GPS) RWY 14

LA BELLE MUNI (X14)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all DAs 8 feet, all MDAs 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TIRTE and hold.

SOUTHWEST FLORIDA INTL ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		388-1¼	369 (400-1¼)	
LNAV/VNAV DA		565-2	546 (600-2)	
LNAV MDA	520-1	501 (500-1)	520-1½	501 (500-1½)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

LA BELLE MUNI (X14)

APP CRS	Rwy Idg	5125
322°	TDZE	20
	Apt Elev	20

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct PUNAE then via 358° track to UTELE and hold.

SOUTHWEST FLORIDA INTL ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L

MISSED APCH FIX

4 NM 138° 318° UTELE

Procedure NA for arrivals at LBV VORTAC via airway radials 112 CW 157.

MSA RW32 25 NM 2600

358°

PUNAE

LA BELLE LBV

2000 to Tirte 160° (116)

430

168

RW32

326

129±

(FAF) UROLE

1900 322° (6.7)

(IF/IAF) TIRTE

142° 322° 4 NM

2000 NoPT 021° (17.2)

2000 NoPT 307° (18.8)

(IAF) FORTL

(IAF) WINCO

452

ELEV 20

Rwy 14 Idg 4904′
Rwy 32 Idg 5125′

5254 X 75

TDZE 20

322° to RW32

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

2000	PUNAE	358° TRK	UTELE

4 NM Holding Pattern

TIRTE 142° 322° 2000

UROLE 322°

RW32 3.05° TCH 40 1900

5.7 NM 6.7 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	460 (500-1)	480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

NDB LCQ 204	APP CRS 287°	Rwy ldg 8003 TDZE 196 Apt Elev 201

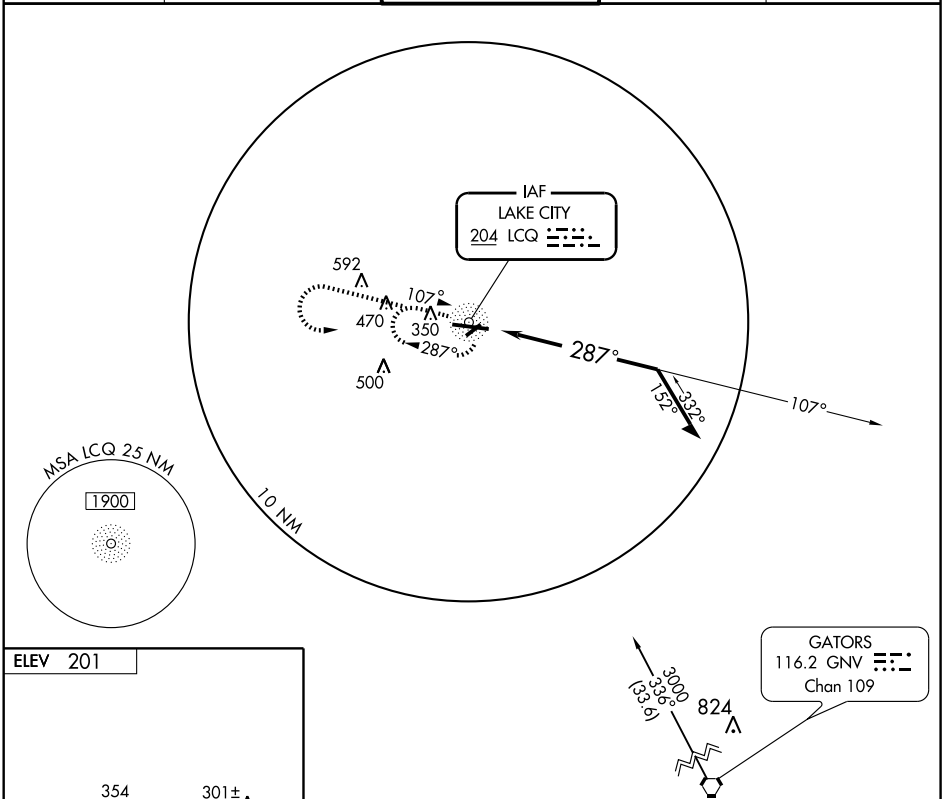
NDB RWY 28

LAKE CITY MUNI (LCQ)

NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCQ NDB and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L



CATEGORY	A	B	C	D
S-28	660-1 464 (500-1)		660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

REIL Rwy 28 L
MIRL Rwys 5-23 and 10-28 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

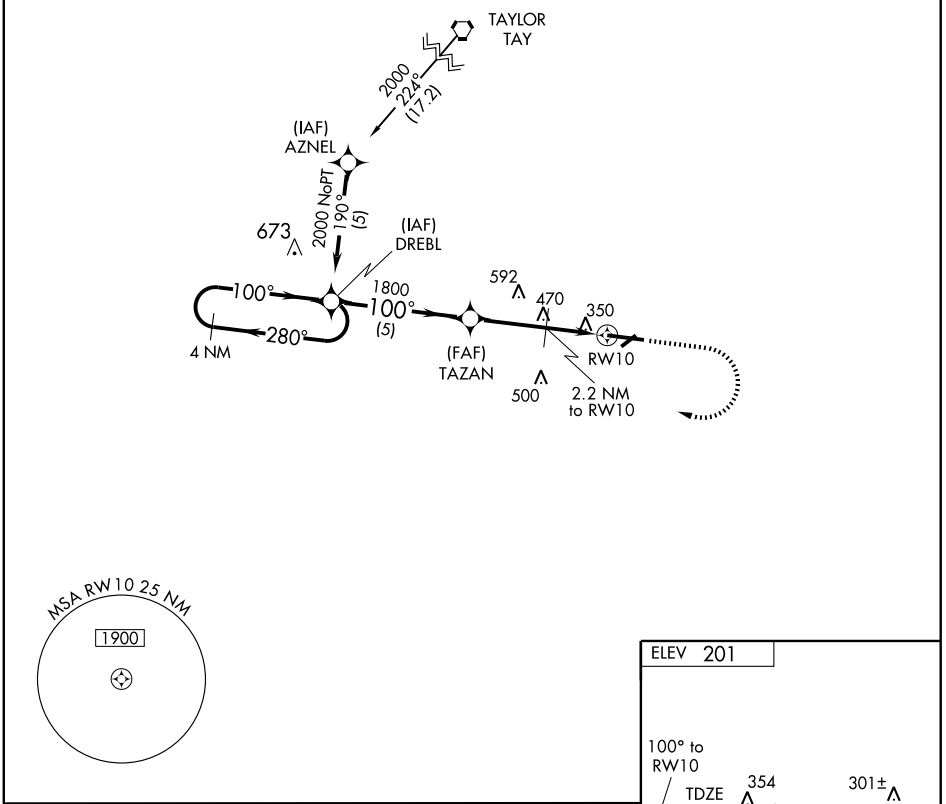
LAKE CITY MUNI (LCQ)

APP CRS	Rwy Idg	8003
100°	TDZE	201
	Apt Elev	201

NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct DREBL WP and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L



CATEGORY	A	B	C	D
LNAV MDA	700-1 499 (500-1)		700-1¼ 499 (500-1¼)	700-1½ 499 (500-1½)
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

REIL Rwy 28 L
MIRL Rwys 5-23 and 10-28 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82008 W28A	APP CRS 280°	Rwy Idg 8003 TDZE 196 Apt Elev 201

RNAV (GPS) RWY 28

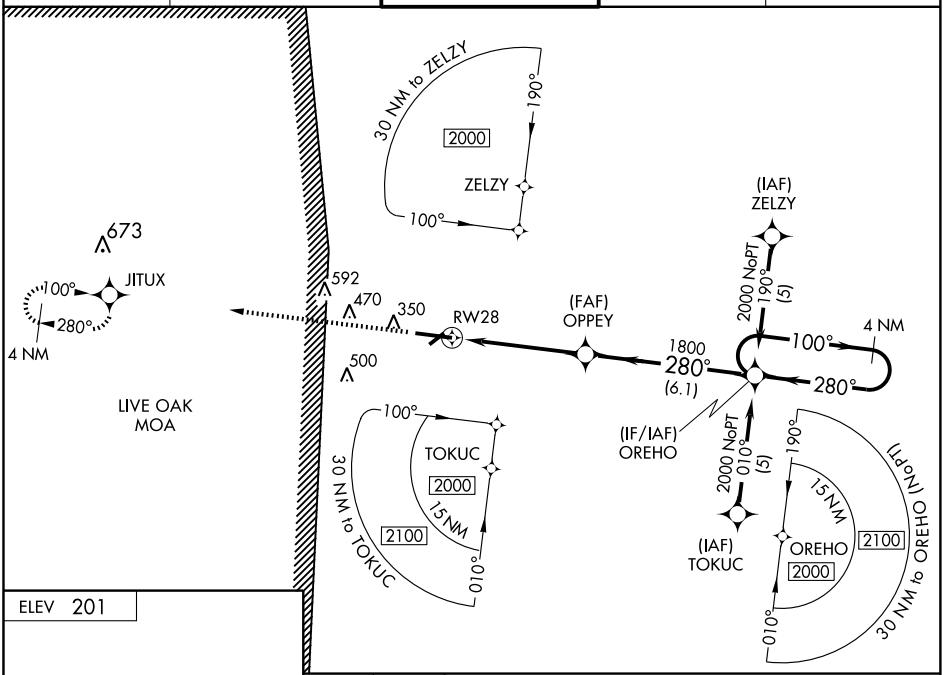
LAKE CITY MUNI (LCQ)

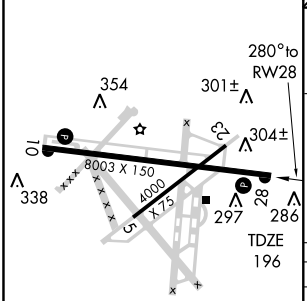
T NA

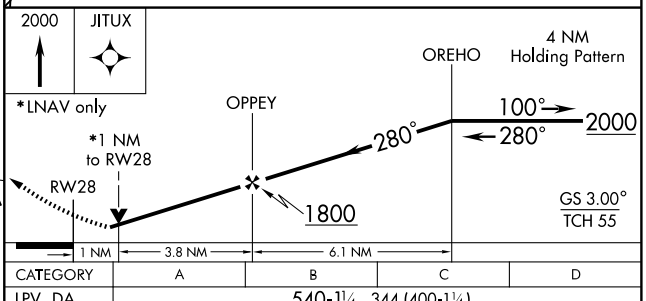
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 624, LNAV/VNAV DA to 640, and all MDA 100 feet; increase LPV, LNAV/VNAV, and LNAV Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting.

MISSED APPROACH: Climb to 2000 direct JITUX and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L







CATEGORY	A	B	C	D
LPV DA	540-1¼ 344 (400-1¼)			
LNAV/VNAV DA	556-1¼ 360 (400-1¼)			
LNAV MDA	560-1 364 (400-1)			560-1¼ 364 (400-1¼)
CIRCLING	660-1 459 (500-1)		660-1½ 459 (500-1½)	760-2 559 (600-2)

REIL Rwy 28 L

MIRL Rwys 5-23 and 10-28 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LAL 116.0 Chan 107	APP CRS 104°	Rwy Idg N/A TDZE N/A Apt Elev 126

VOR/DME or GPS-B

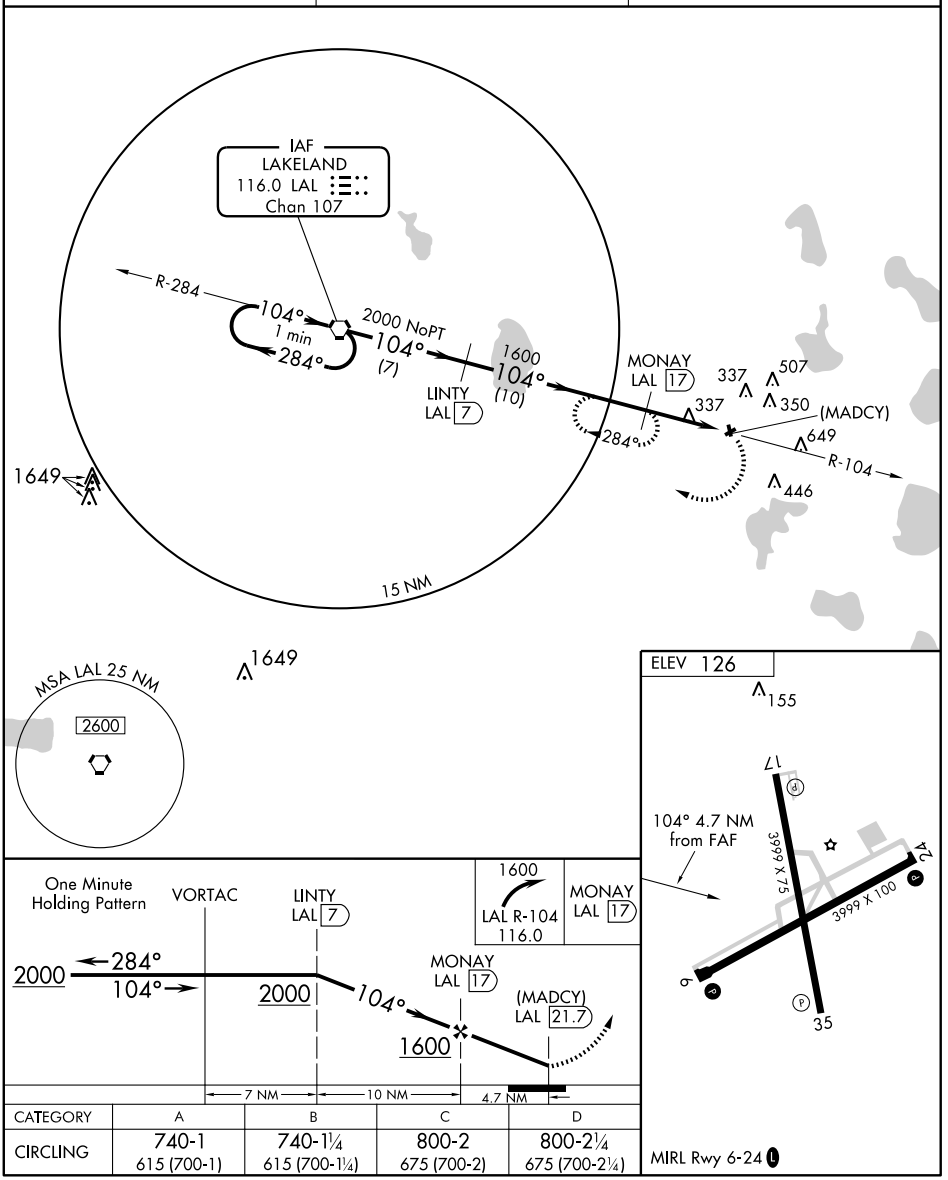
LAKE WALES MUNI (X07)

NA

Use Orlando altimeter setting.

MISSED APPROACH: Climbing right turn to 1600 via LAL R-104 to MONAY 17 DME and hold.

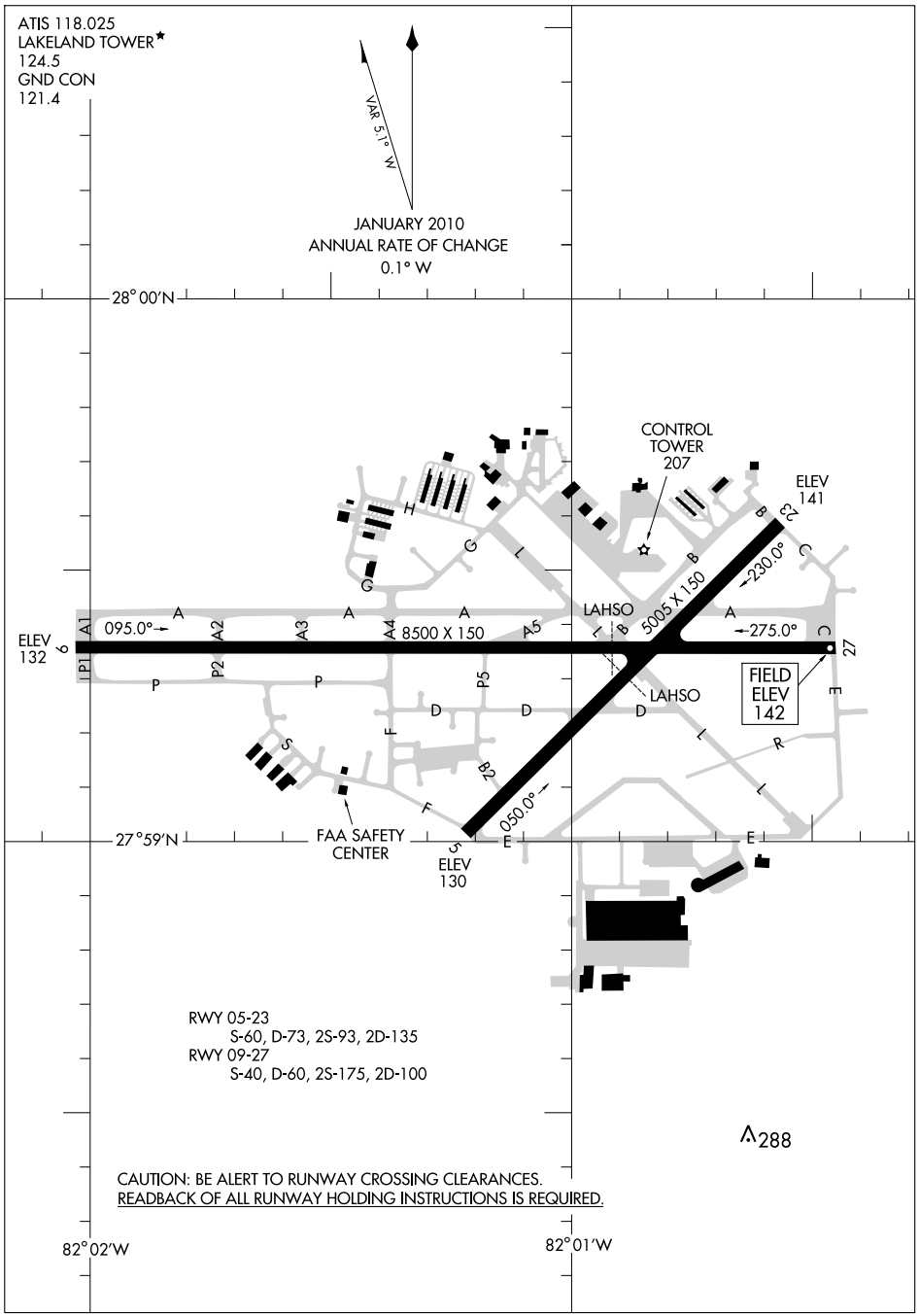
AWOS 3	TAMPA APP CON	UNICOM
124.225	120.65 290.3	122.8 (CTAF) L★



CATEGORY	A	B	C	D
CIRCLING	740-1 615 (700-1)	740-1¼ 615 (700-1¼)	800-2 675 (700-2)	800-2¼ 675 (700-2¼)

MIRL Rwy 6-24 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

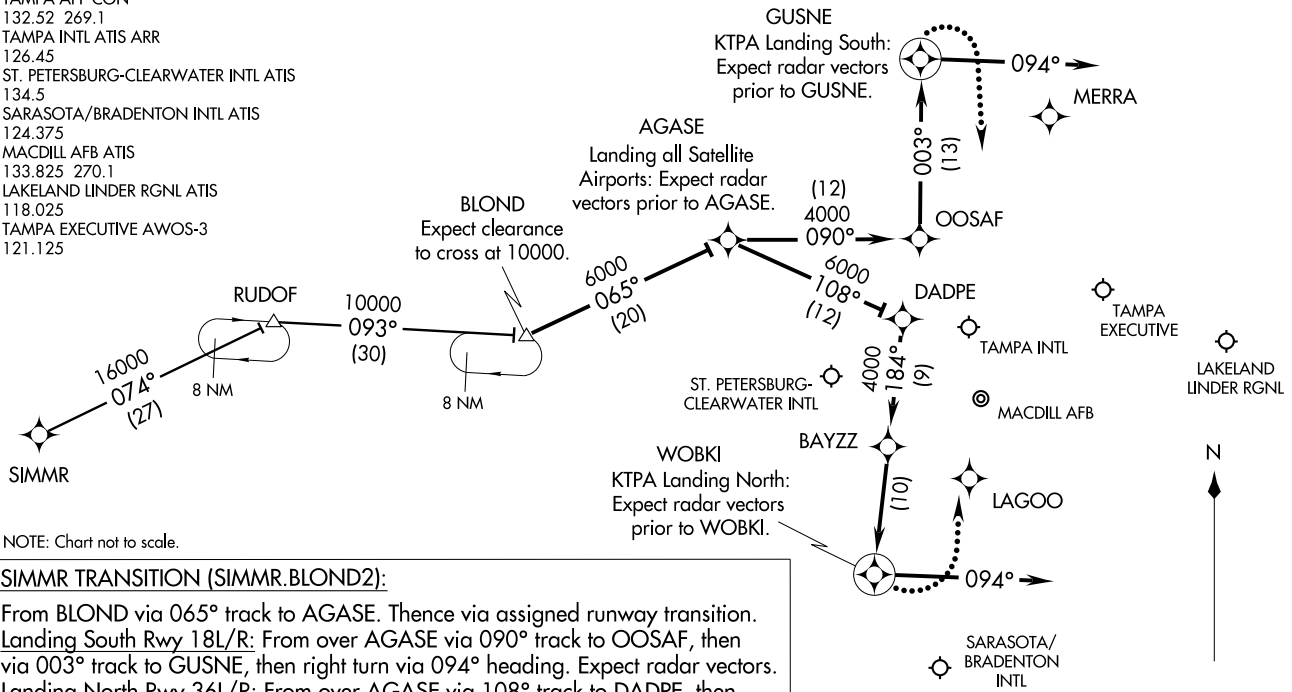


SE-3, 21 OCT 2010 to 18 NOV 2010

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

LOC I-LAL	APP CRS	Rwy Idg	5005
110.1	049°	TDZE	136
		Apt Elev	142

ILS or LOC RWY 5

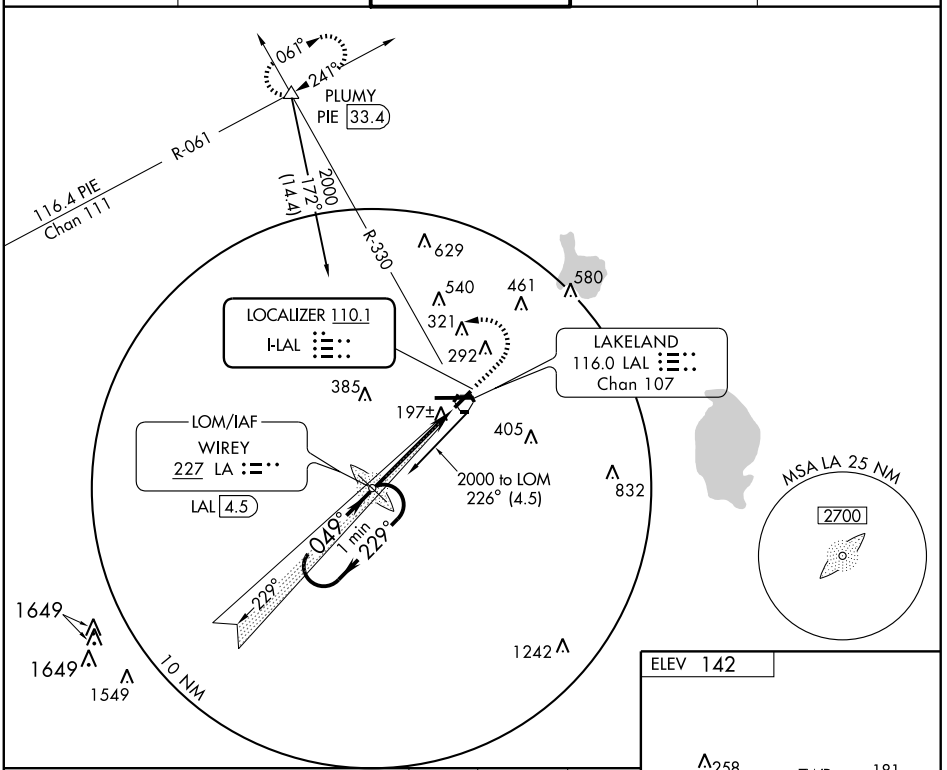
LAKELAND LINDER RGNL (LAL)

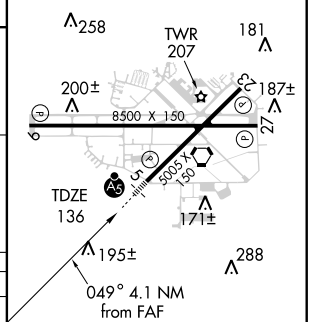
For inoperative MALSR, increase local altimeter setting S-LOC 5 Cat. D visibility to 1 mile. When control tower closed, use Plant City Muni altimeter setting and increase all DA/MDA 20 feet.

MALSR

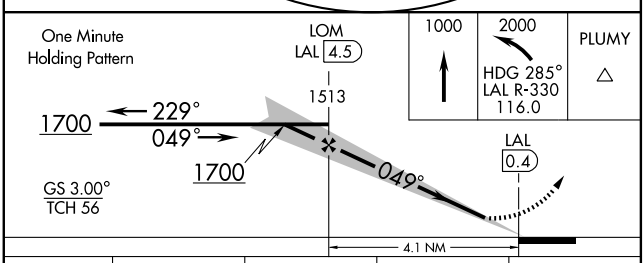
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 285° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95





HIRL Rwys 5-23 and 9-27



CATEGORY	A	B	C	D
S-ILS 5	336-½ 200 (200-½)			
S-LOC 5	460-½ 324 (400-½)			460-¾ 324 (400-¾)
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOM LA	APP CRS	Rwy Idg	5005
227	050°	TDZE	136
		Apt Elev	142

NDB RWY 5

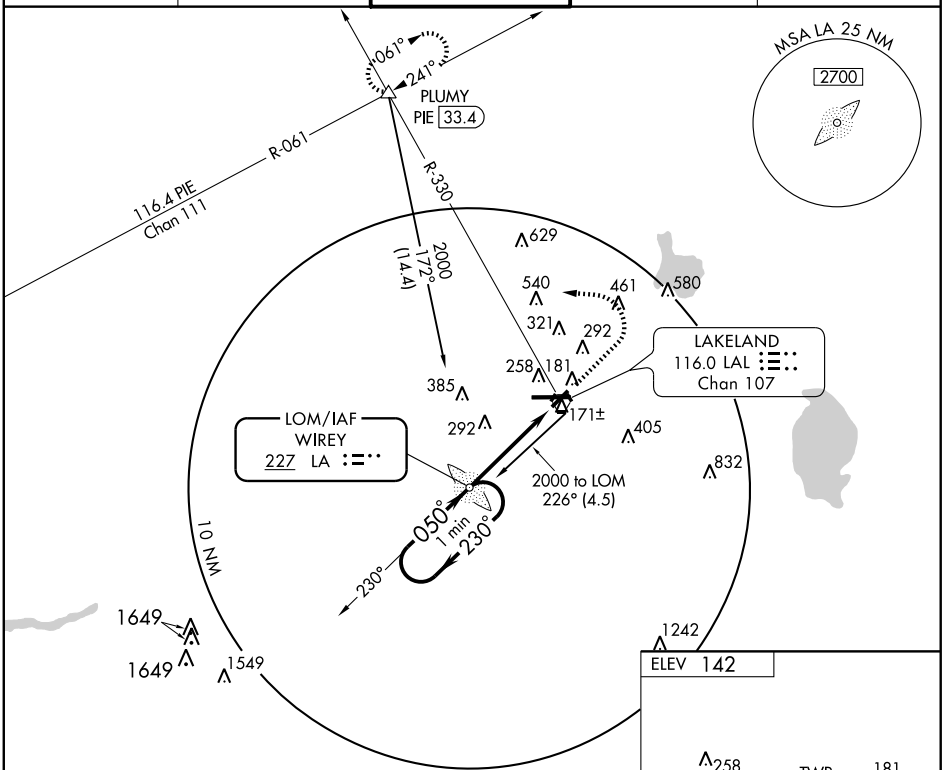
LAKELAND LINDER RGNL (LAL)

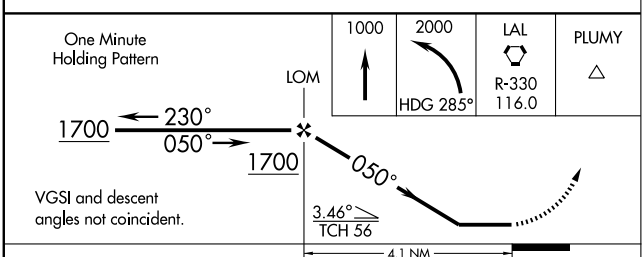
When control tower closed, use Plant City Muni altimeter setting and increase all MDA 20 feet.

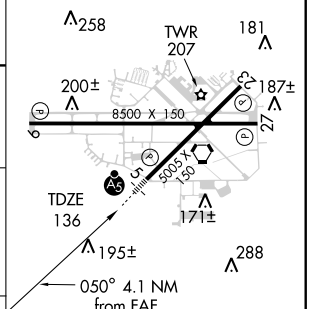
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 285° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
S-5	600-¾ 464 (500-¾)			600-1¼ 464 (500-1¼)
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5005
CH 42805	049°	TDZE	136
W05A		Apt Elev	142

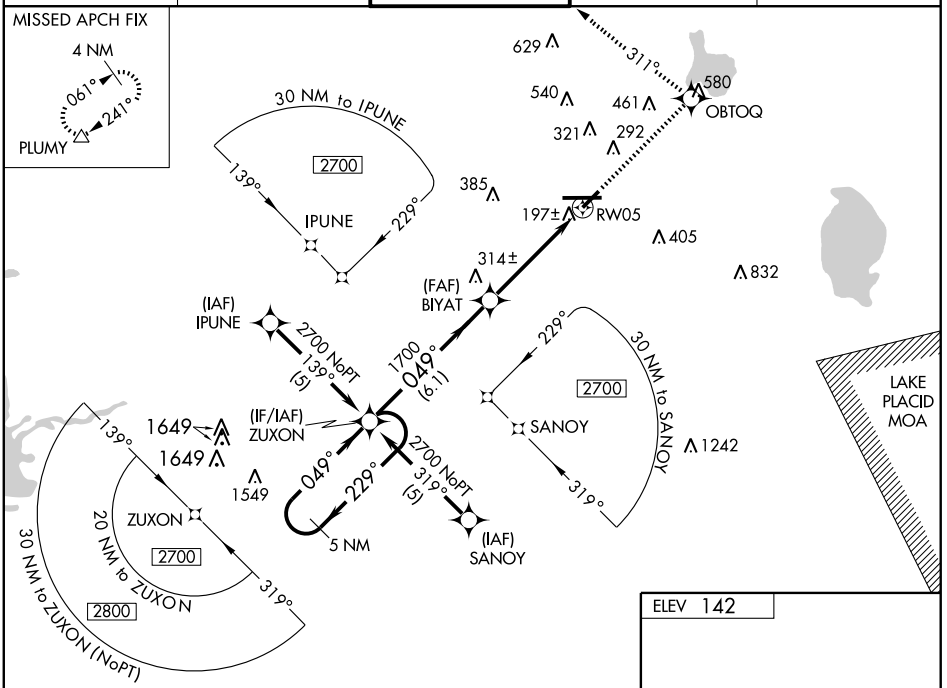
RNAV (GPS) RWY 5
LAKELAND LINDER RGNL (LAL)

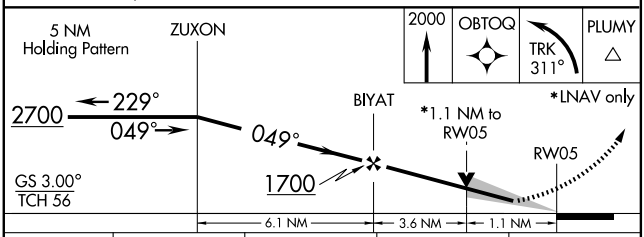
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile and Plant City Muni altimeter setting minimums LNAV Cat. D visibility to 1¼ mile. Baro-VNAV NA when using Plant City Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet and LNAV Cat. C visibility to ¾ mile. VDP NA when using Plant City Muni altimeter setting. DME/DME RNP-0.3 NA.

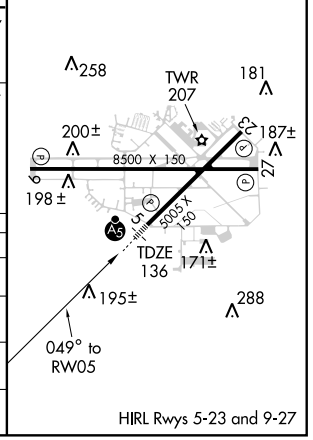
MALSR

MISSED APPROACH: Climb to 2000 direct OBTOQ and left turn via 311° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER *	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	336-½ 200 (200-½)			
LNAV/VNAV DA	499-¾ 363 (400-¾)			
LNAV MDA	520-½ 384 (400-½)			520-1 384 (400-1)
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78305 W09A	APP CRS 094°	Rwy Idg 8500 TDZE 132 Apt Elev 142

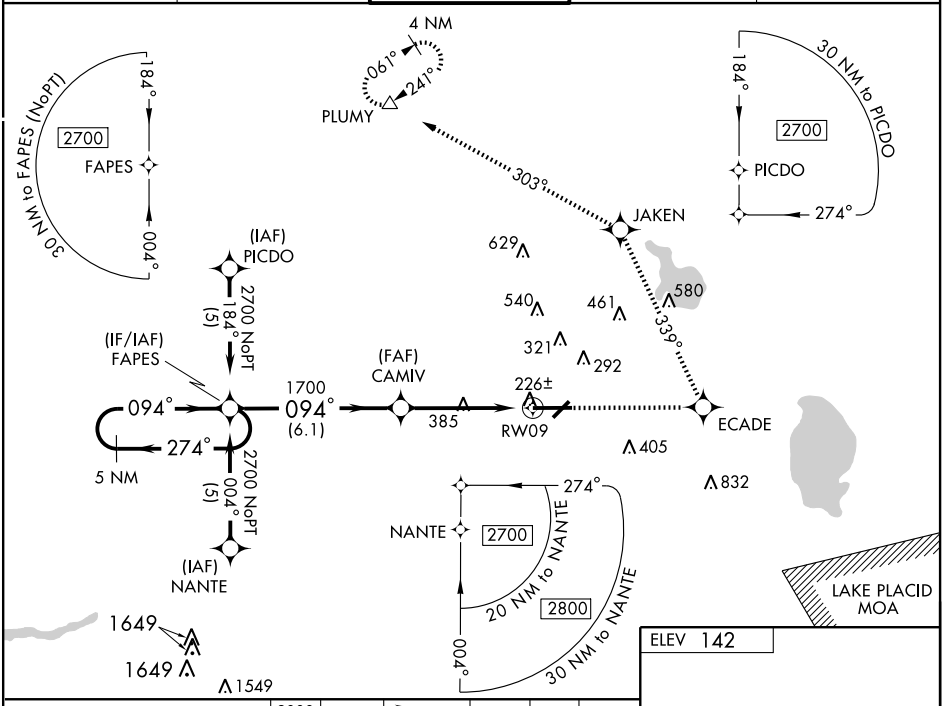
RNAV (GPS) RWY 9

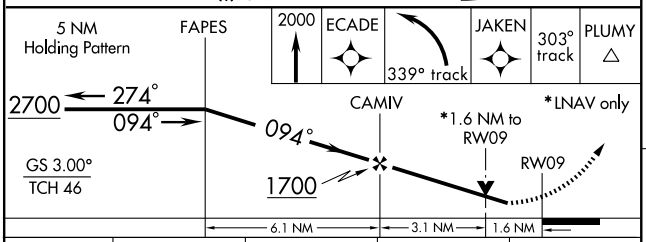
LAKELAND LINDER RGNL (LAL)

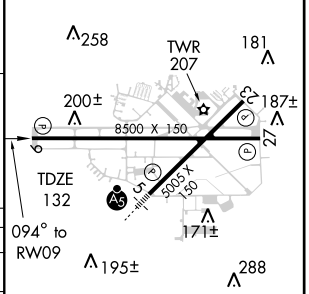
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet and LPV visibility ¼ mile. VDP NA when using Plant City Muni altimeter setting. Visibility reduction by helicopter NA. Baro-VNAV NA when using Plant City Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ECADE and left turn via 339° track to JAKEN then via 303° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF)	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	452-1 320 (400-1)			
LNAV/VNAV DA	496-1¼ 364 (400-1¼)			
LNAV MDA	700-1 568 (600-1)		700-1½ 568 (600-1½)	700-1¾ 568 (600-1¾)
CIRCLING	700-1 558 (600-1)		700-1½ 558 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77805 W23A	APP CRS 229°	Rwy Idg 5005 TDZE 141 Apt Elev 142

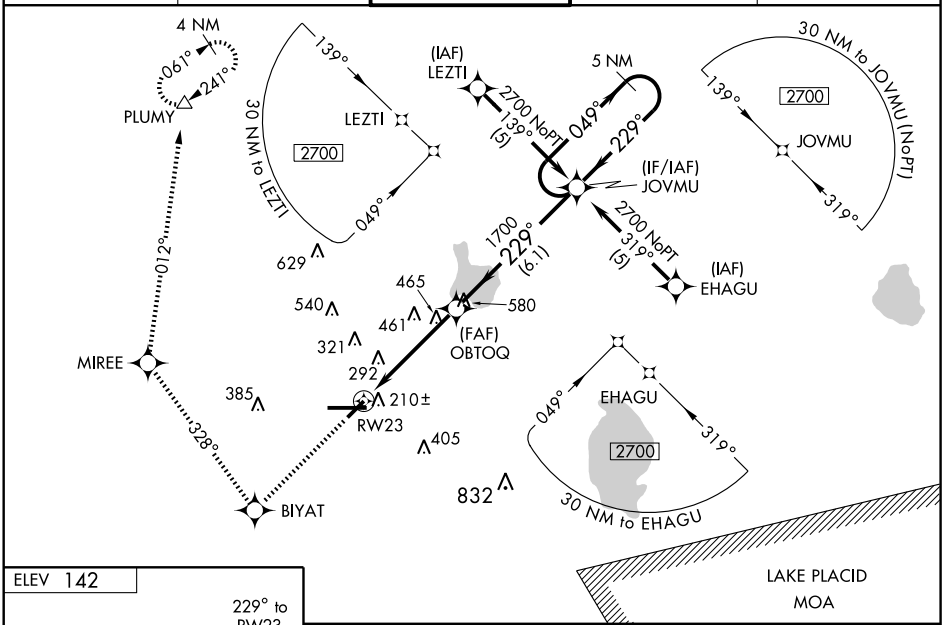
RNAV (GPS) RWY 23

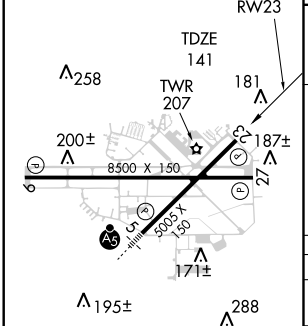
LAKELAND LINDER RGNL (LAL)

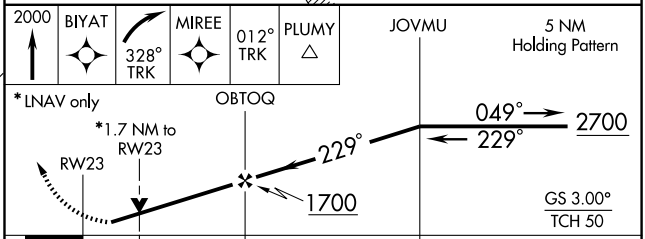
Baro-VNAV NA when using Plant City Muni altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet.
VDP NA when using Plant City Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIYAT and right turn via 328° track to MIREE then via 012° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) Ⓛ	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	426-1 285 (300-1)			
LNAV/VNAV DA	480-1¼ 339 (400-1¼)			
LNAV MDA	720-1 579 (600-1)		720-1½ 579 (600-1½)	720-1¾ 579 (600-1¾)
CIRCLING	720-1 578 (600-1)		720-1½ 578 (600-1½)	720-2 578 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82605 W27A	APP CRS 274°	Rwy Idg 8500 TDZE 142 Apt Elev 142

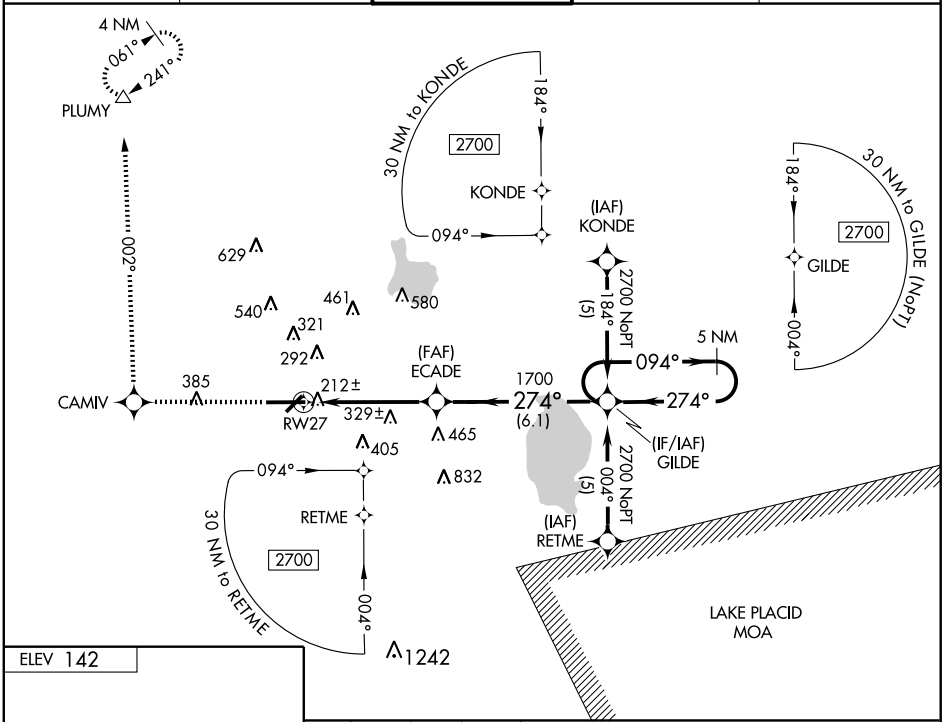
RNAV (GPS) RWY 27

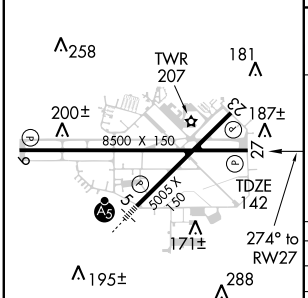
LAKELAND LINDER RGNL (LAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Plant City Muni altimeter setting. DME/DME-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet, and increase LPV visibility to 1¼ mile.

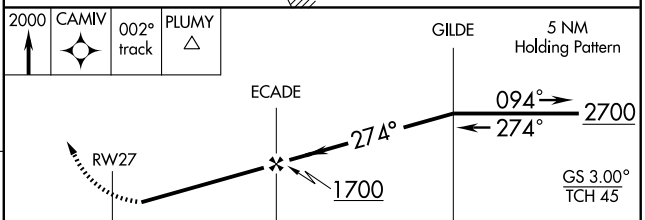
MISSED APPROACH: Climb to 2000 direct CAMIV and via 002° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95





HIRL Rwys 5-23 and 9-27



CATEGORY	A	B	C	D
LPV DA	449-1 307 (400-1)			
LNAV/VNAV DA	482-1¼ 340 (400-1¼)			
LNAV MDA	580-1 438 (500-1)		580-1¼ 438 (500-1¼)	580-1½ 438 (500-1½)
CIRCLING	580-1 438 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LAL 116.0 Chan 107	APP CRS 096°	Rwy Idg 8500 TDZE 132 Apt Elev 142

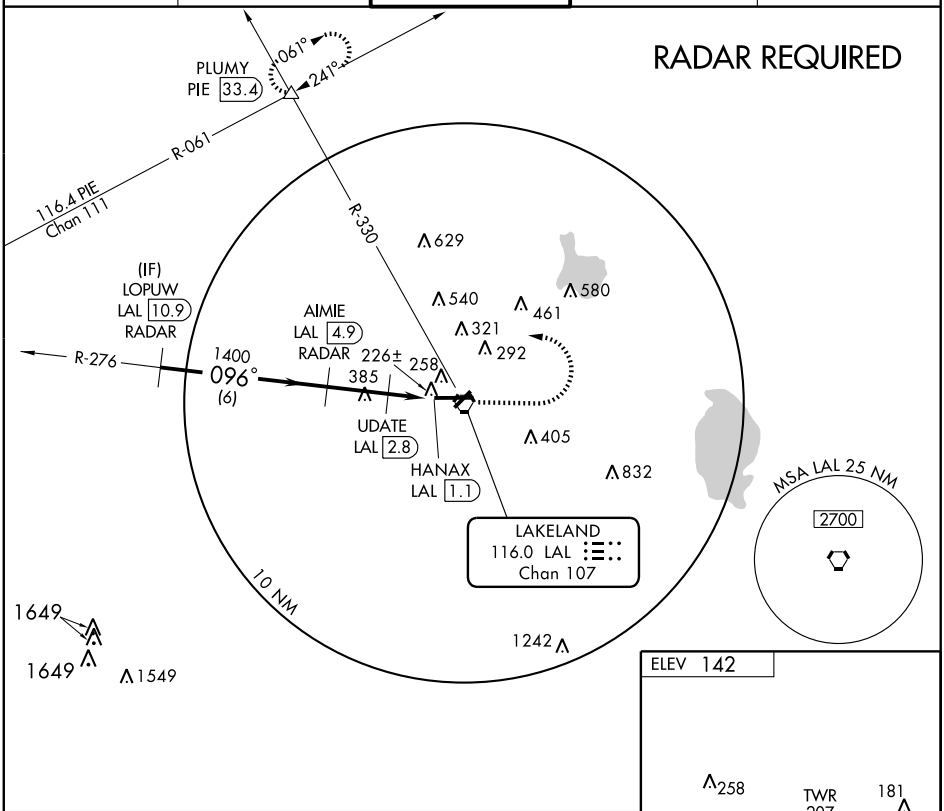
VOR RWY 9

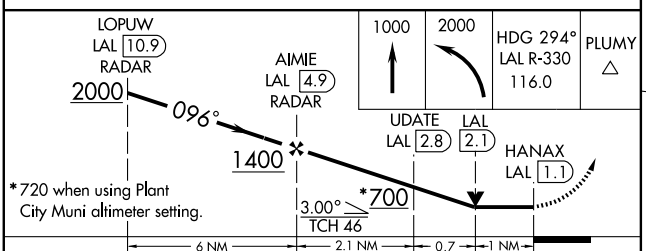
LAKELAND LINDER RGNL (LAL)

DME or RADAR required. Visibility reduction by helicopters NA. When control tower closed, use Plant City Muni altimeter setting and increase all MDAs 20 feet. VDP NA when using Plant City Muni altimeter setting.

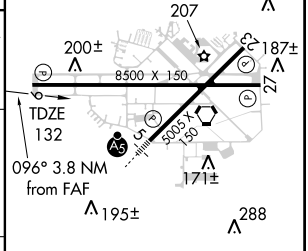
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 294° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95





CATEGORY	A	B	C	D
S-9	700-1	568 (600-1)	700-1½ 568 (600-1½)	700-1¾ 568 (600-1¾)
CIRCLING	700-1	558 (600-1)	700-1½ 558 (600-1½)	700-2 558 (600-2)



HIRL Rwys 5-23 and 9-27

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LAL 116.0 Chan 107	APP CRS 256°	Rwy Idg 8500 TDZE 142 Apt Elev 142

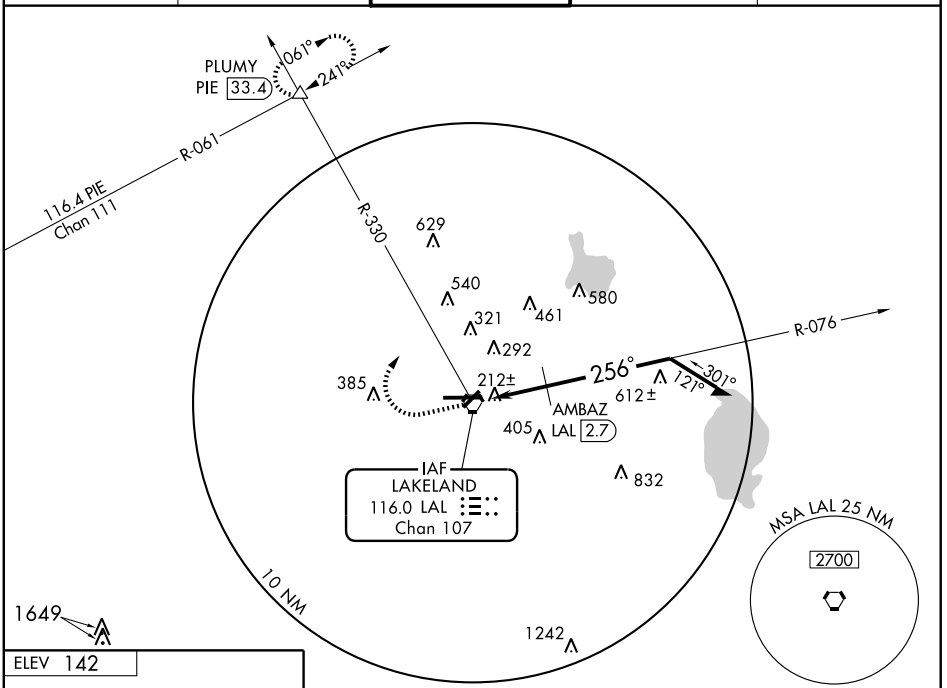
VOR RWY 27

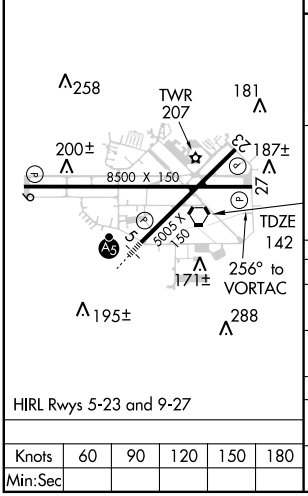
LAKELAND LINDER RGNL (LAL)

When control tower closed, use Plant City Muni altimeter setting and increase all MDAs 20 feet and increase AMBAZ Fix minimums S-27 Cat. D visibility to 1¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via heading 017° and LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF)	121.4	122.95



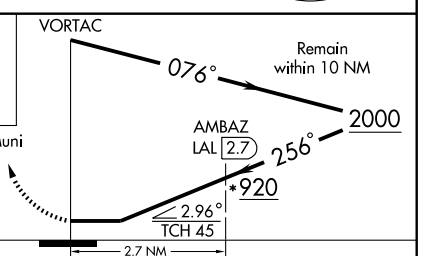


HIRL Rwys 5-23 and 9-27

Knots	60	90	120	150	180
Min:Sec					

1000	2000	PLUMY
	HDG 017° LAL R-330 116.0	

*940 when using Plant City Muni altimeter setting.



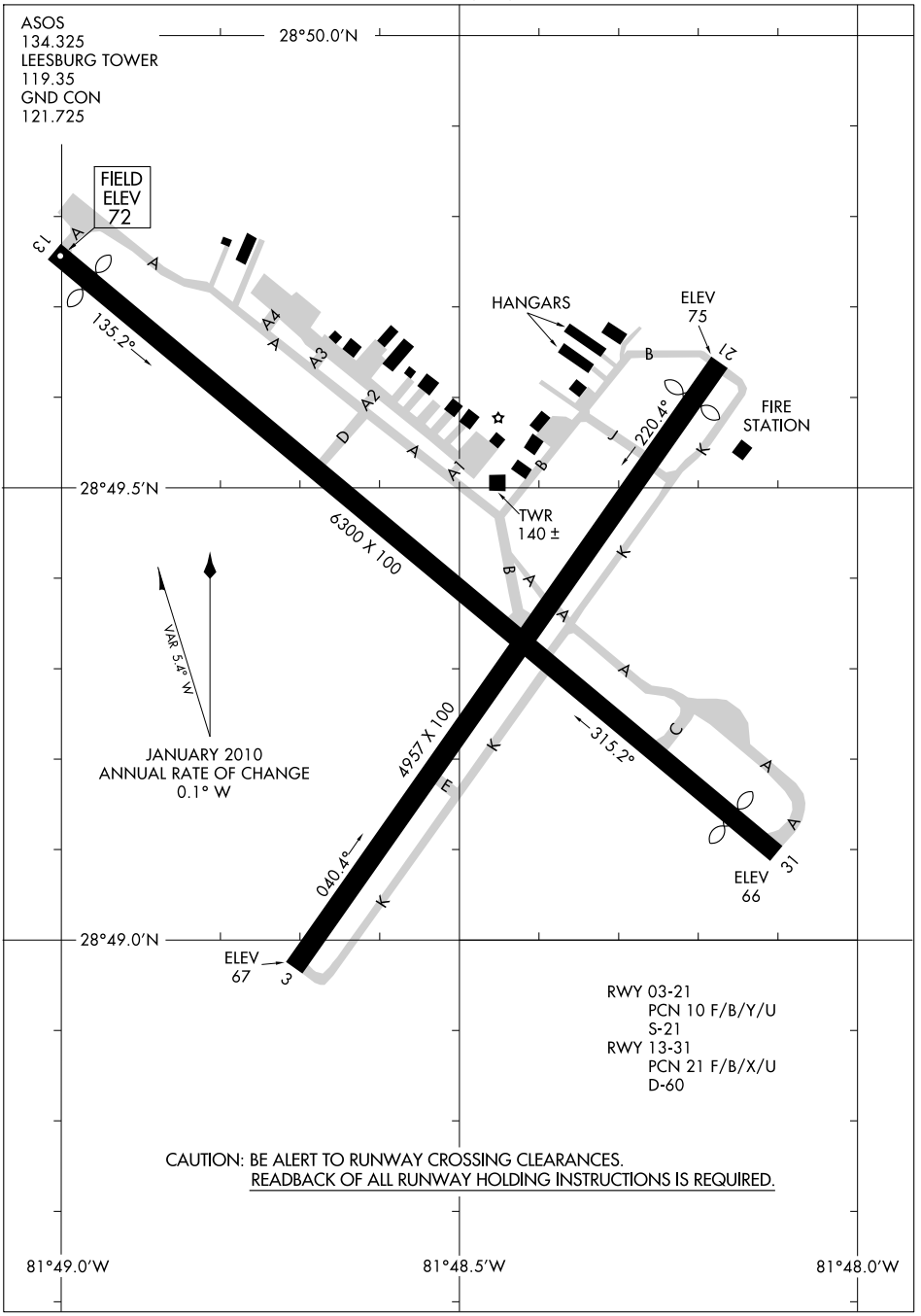
CATEGORY	A	B	C	D
S-27	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2¼ 778 (800-2¼)	920-2½ 778 (800-2½)
CIRCLING	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2¼ 778 (800-2¼)	920-2½ 778 (800-2½)
AMBAZ FIX MINIMUMS				
S-27	480-1 338 (400-1)			
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6676 (FAA)

LEESBURG INTL (LEE)
LEESBURG, FLORIDA

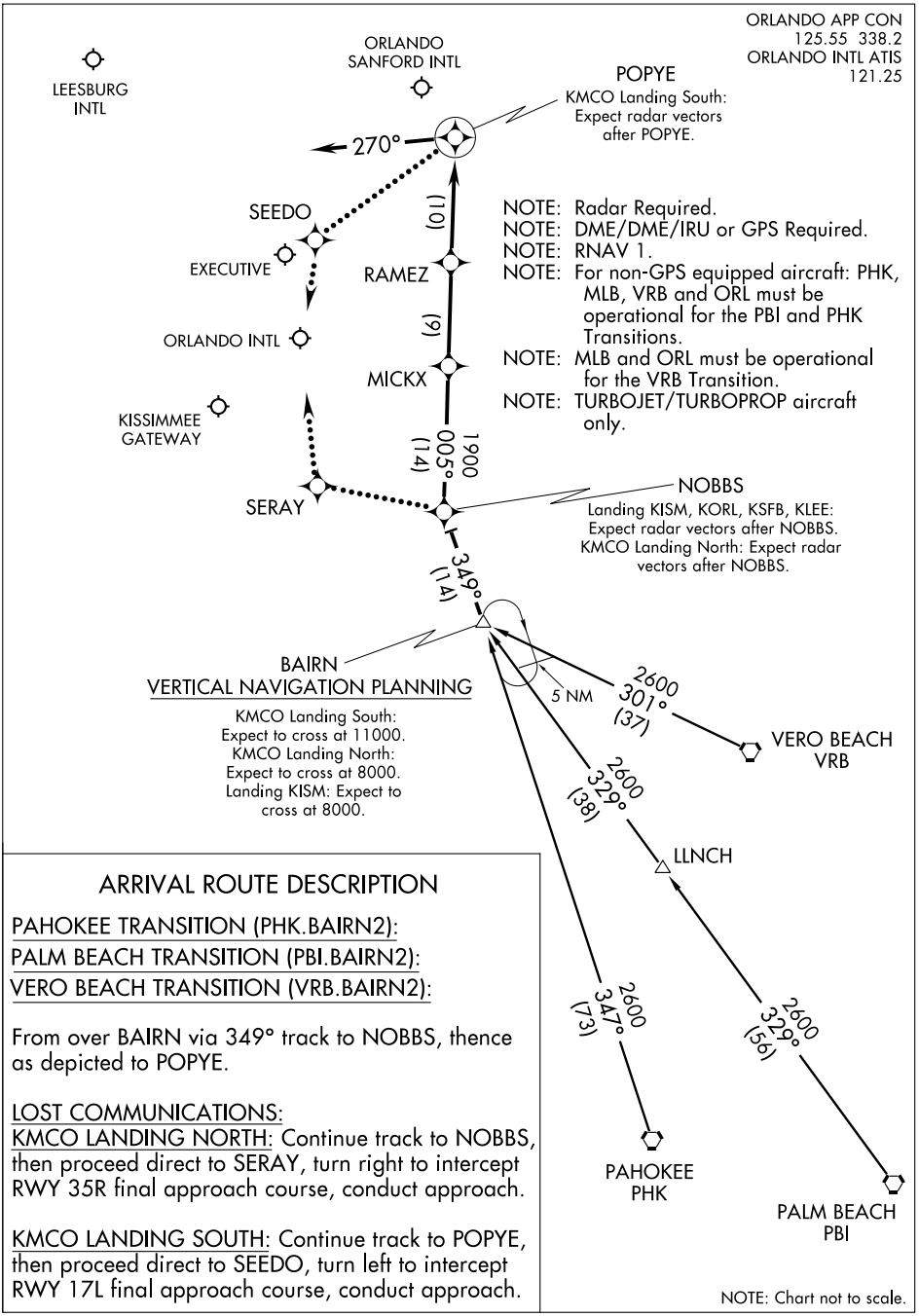


SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

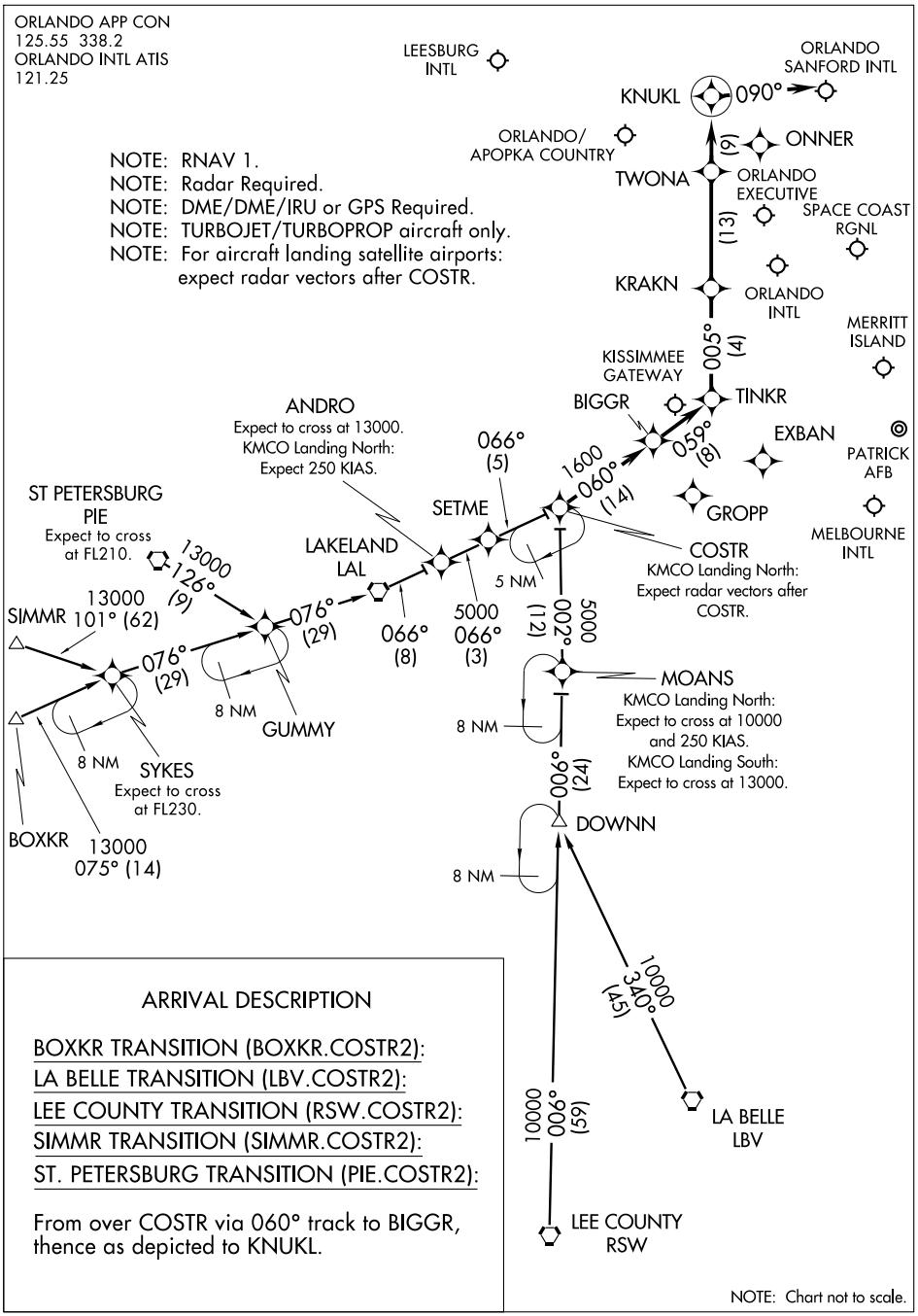
NOTE: Chart not to scale.

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

(BAIRN.BAIRN2) 09239

SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

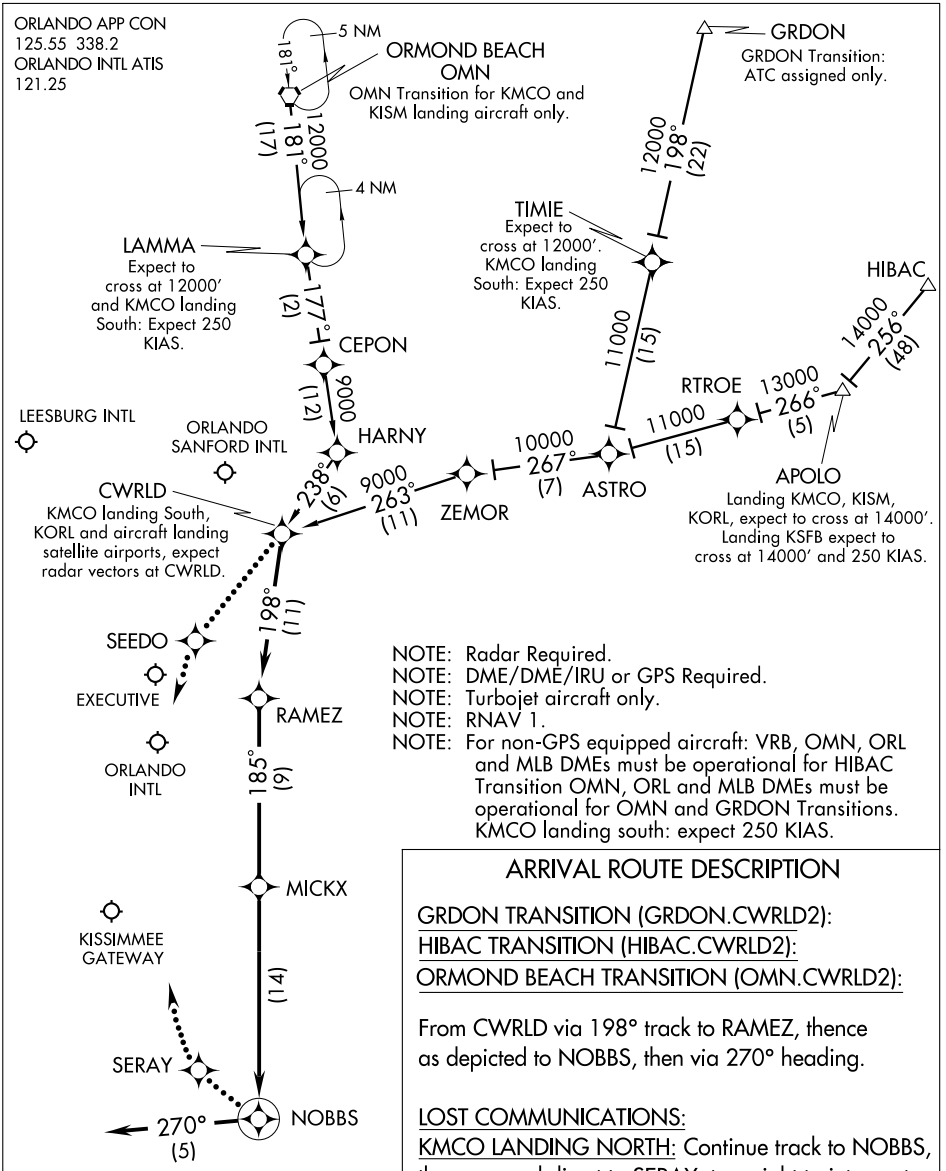
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

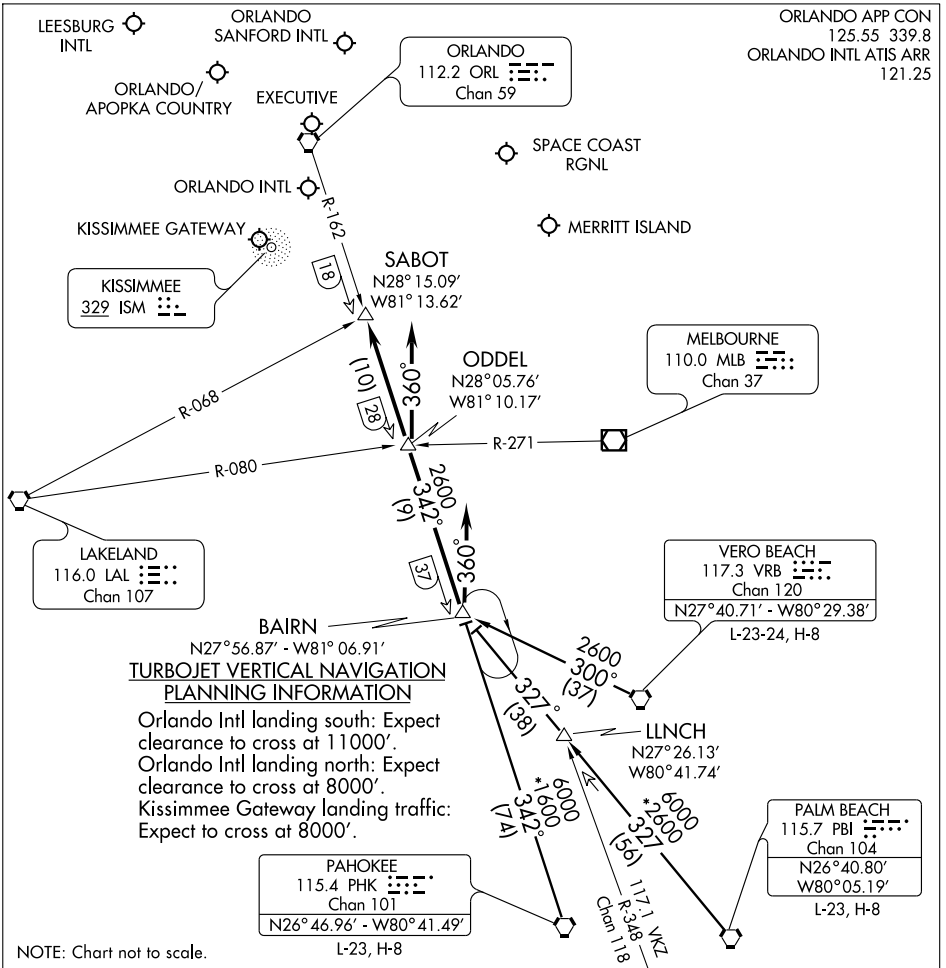
(CWRLD.CWRLD2) 09127

SE-3, 21 OCT 2010 to 18 NOV 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

13000 120° (9)

13000 070° (29)

R-250

R-106

SYKES
N27°39.88′
W83°02.99′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

83

10000 003° (24)

72

13000 070° (14)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83°17.93′

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

10000 334° (45)

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

NOTE: Chart not to scale.

08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

ST-571 (FAA)

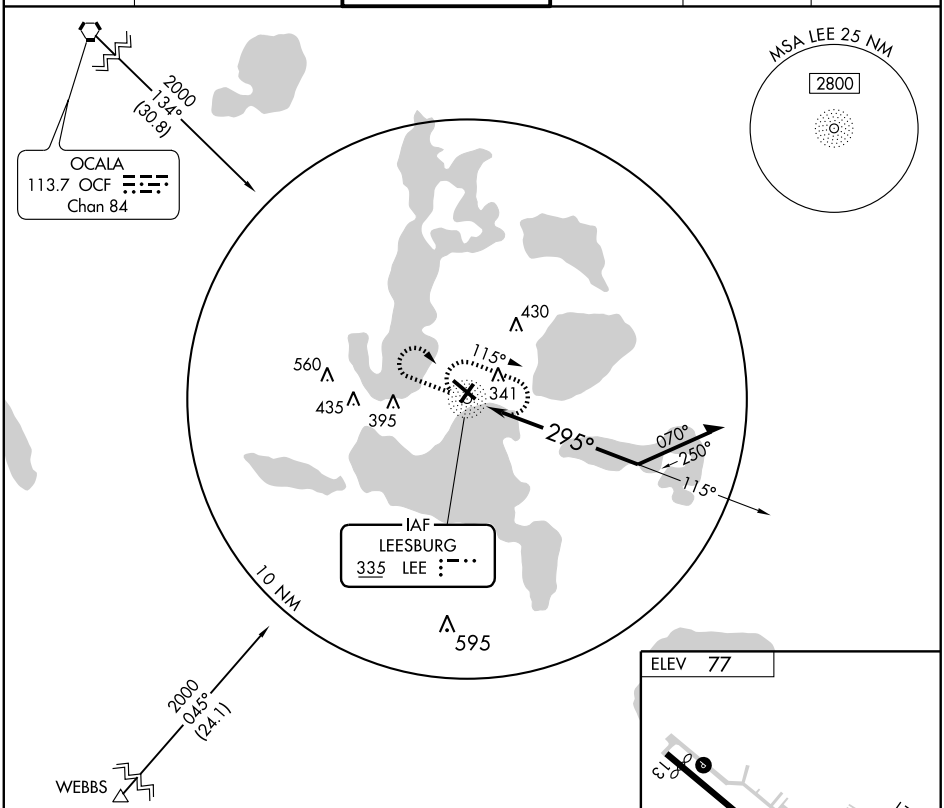
NDB LEE 335	APP CRS 295°	Rwy Idg 5900 TDZE 76 Apt Elev 77

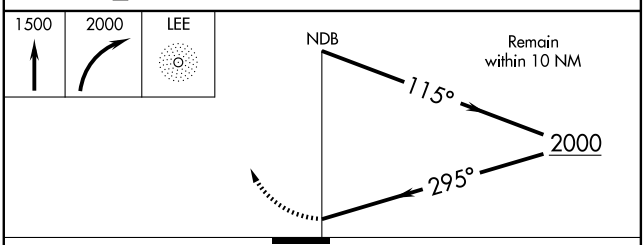
NDB RWY 31
LEESBURG INTL (LEE)

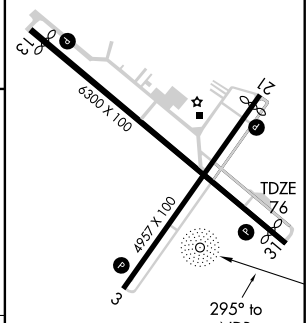
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct LEE NDB and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725







CATEGORY	A	B	C	D
S-31	820-1 744 (800-1)	820-1¼ 744 (800-1¼)	820-2¼ 744 (800-2¼)	820-2½ 744 (800-2½)
CIRCLING	820-1 743 (800-1)	820-1¼ 743 (800-1¼)	820-2¼ 743 (800-2¼)	820-2½ 743 (800-2½)

REIL Rwys 13 and 31
MIRL Rwys 3-21 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4957
039°	TDZE	70
	Apt Elev	76

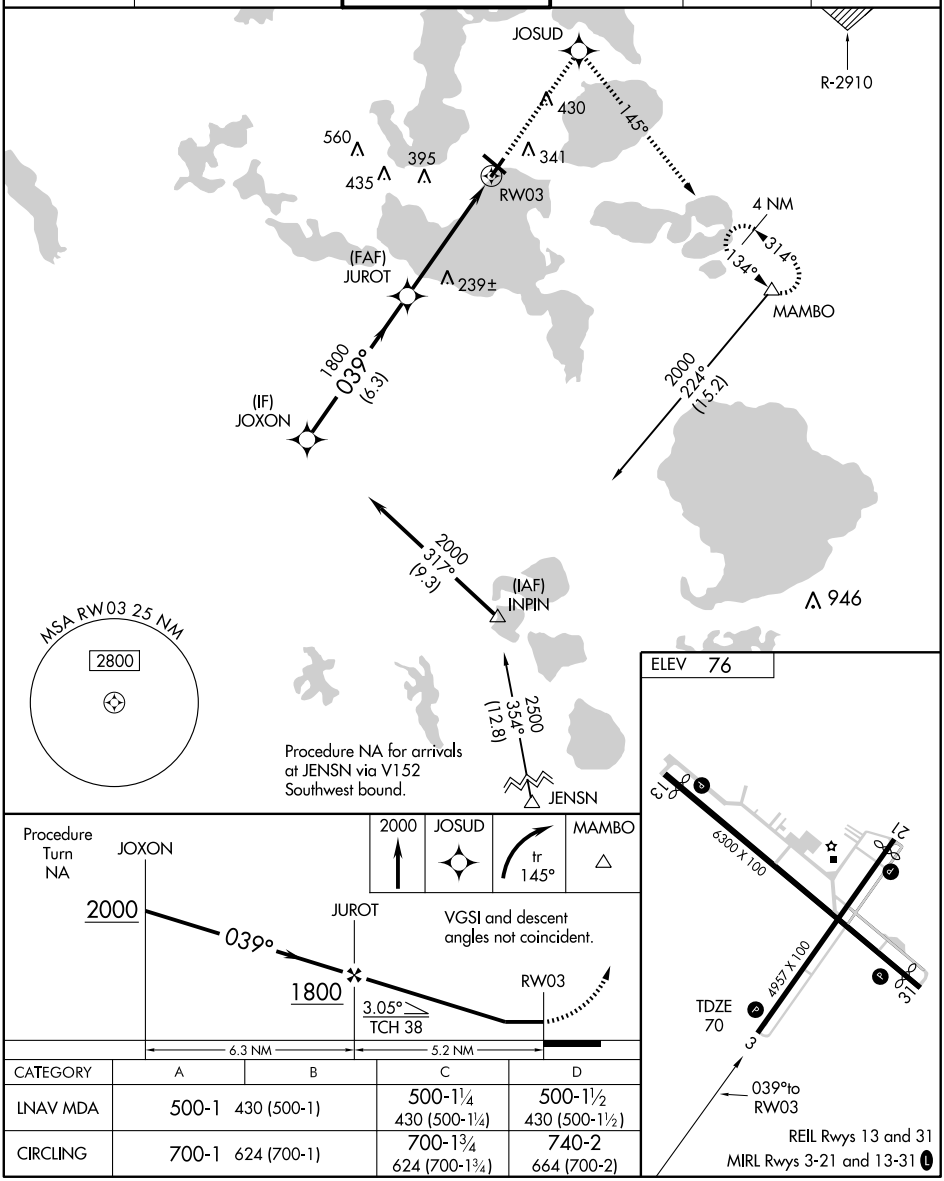
RNAV (GPS) RWY 3

LEESBURG INTL (LEE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct JOSUD and right turn via 145° track to MAMBO and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725



CATEGORY	A	B	C	D
LNAV MDA	500-1 430 (500-1)		500-1¼ 430 (500-1¼)	500-1½ 430 (500-1½)
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	740-2 664 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

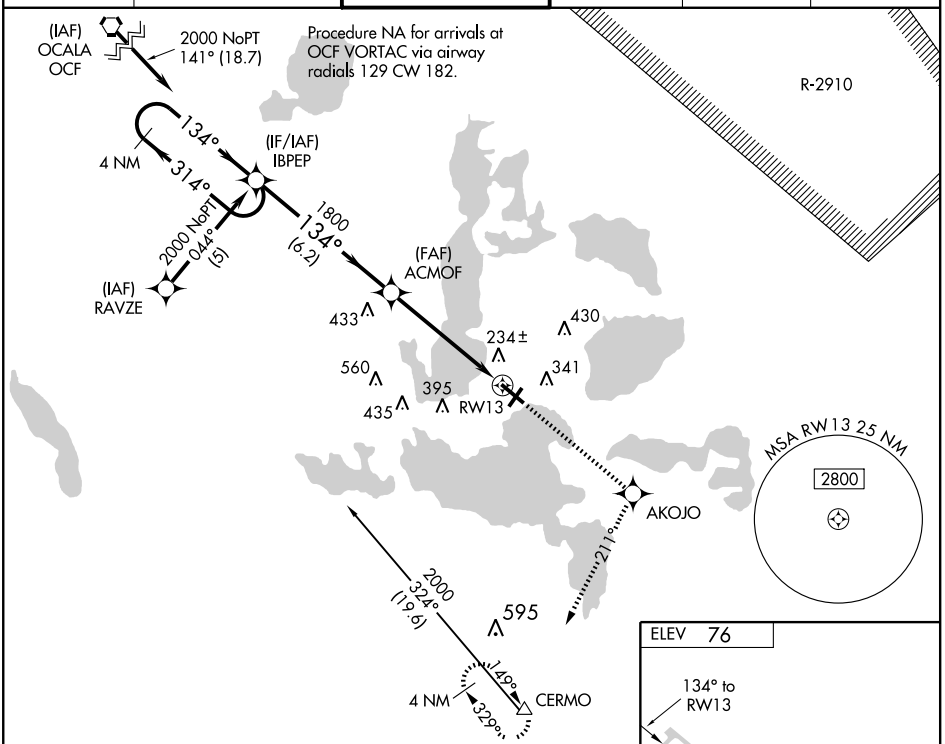
WAAS	APP CRS	Rwy Idg	6000
CH 77802	134°	TDZE	76
W13A		Apt Elev	76

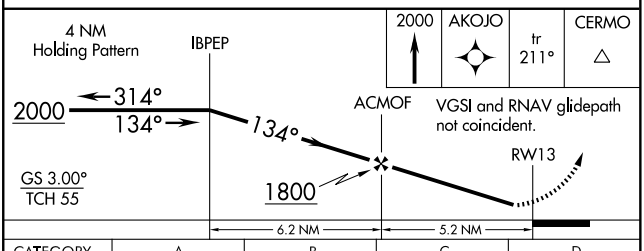
RNAV (GPS) RWY 13
LEESBURG INTL (LEE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase DA to 498 feet, and all MDA 100 feet, and increase LPV visibility all Cats ¼ mile, LNAV visibility Cat C ¼, Cat D ½ and Circling visibility Cats C and D ¼.

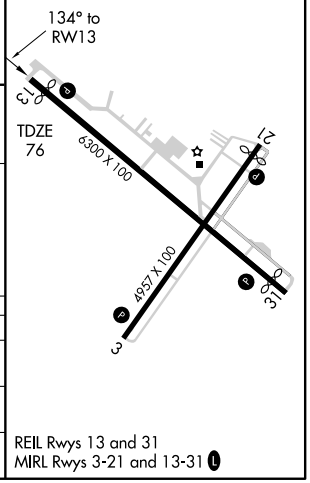
MISSED APPROACH: Climb to 2000 direct AKOJO and via 211° track to CERMO and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725





CATEGORY	A	B	C	D
LPV DA	413-1¼ 337 (400-1¼)			
LNAV MDA	500-1 424 (500-1)		500-1¼ 424 (500-1¼)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	700-2 624 (700-2)



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5900
CH 97602	314°	TDZE	75
W31A		Apt Elev	76

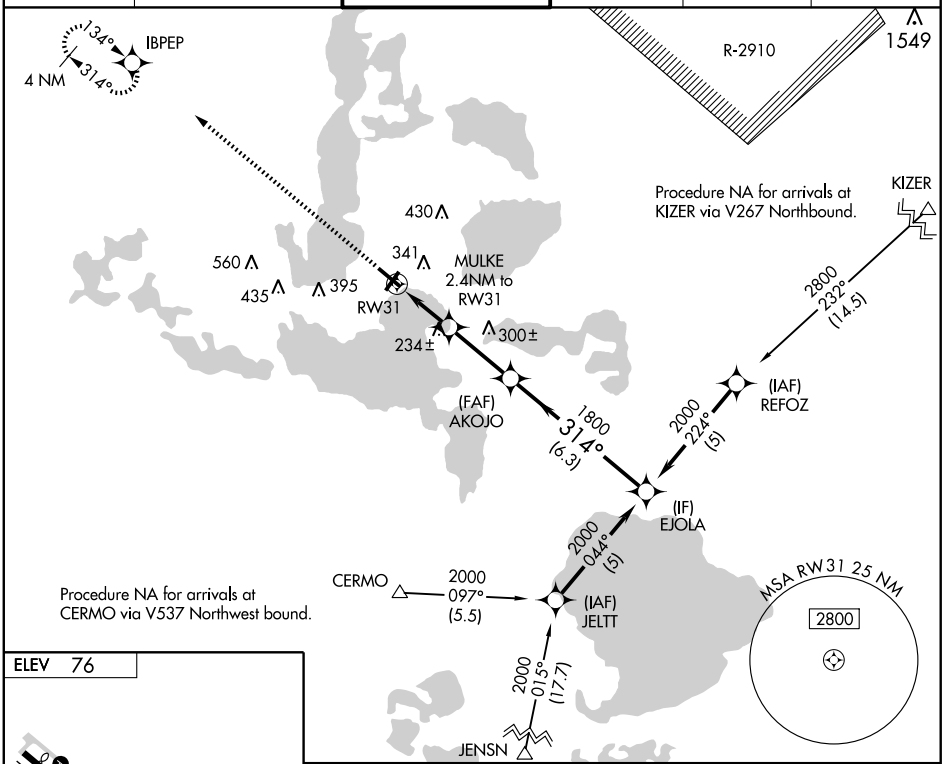
RNAV (GPS) RWY 31

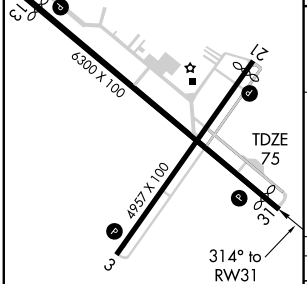
LEESBURG INTL (LEE)

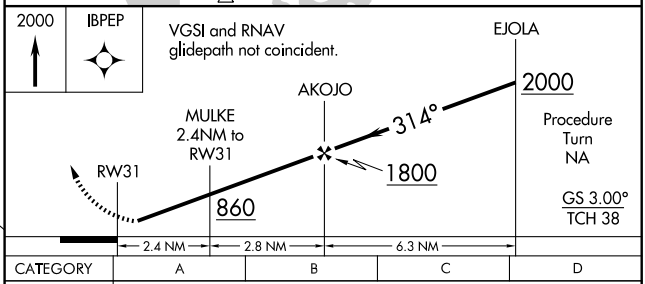
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Orlando Intl altimeter setting; increase DA to 439 feet, and all MDAs 100 feet.

MISSED APPROACH:Climb to 2000 direct IBPEP and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725







CATEGORY	A	B	C	D
LPV DA	354-1 279 (300-1)			
LNAV MDA	500-1 425 (500-1)		500-1¼ 425 (500-1¼)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	740-2 664 (700-2)

REIL Rwys 13 and 31
MIRL Rwys 3-21 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB MTH	APP CRS	Rwy Idg	N/A
260	075°	TDZE	N/A
		Apt Elev	5

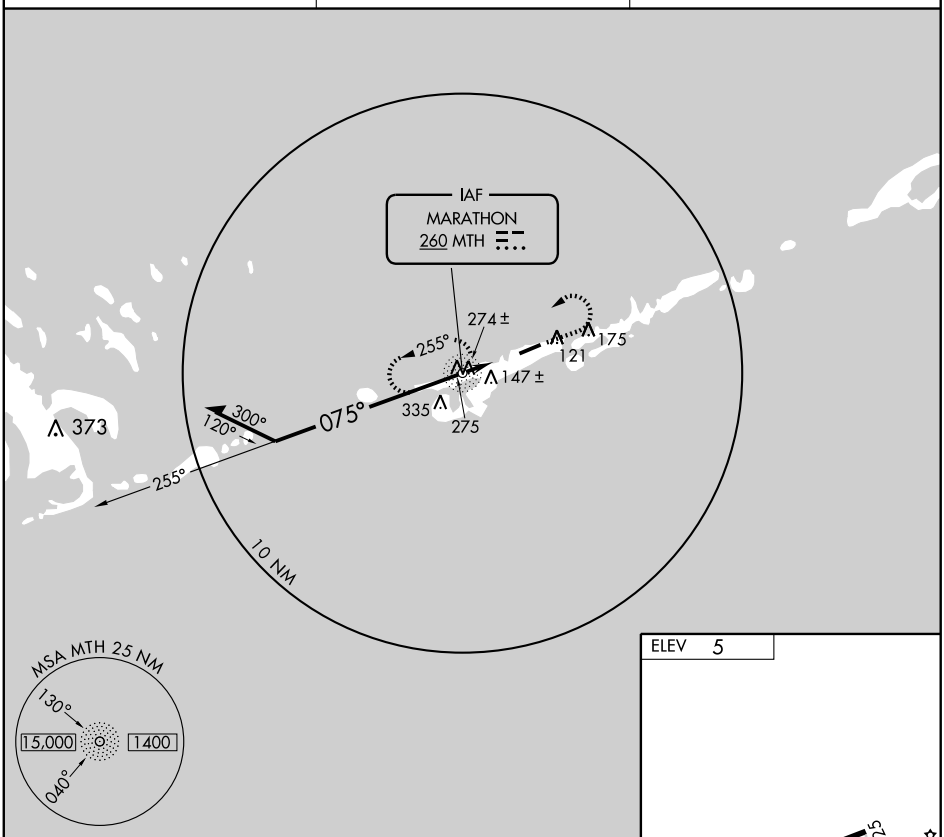
NDB-A

MARATHON/THE FLORIDA KEYS MARATHON (MTH)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Key West Intl altimeter setting and increase all MDAs 100 feet and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MTH NDB and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	460-1	455 (600-1)	460-1½ 455 (500-1½)	580-2 575 (600-2)

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5008
CH 99605	071°	TDZE	5
W07A		Apt Elev	5

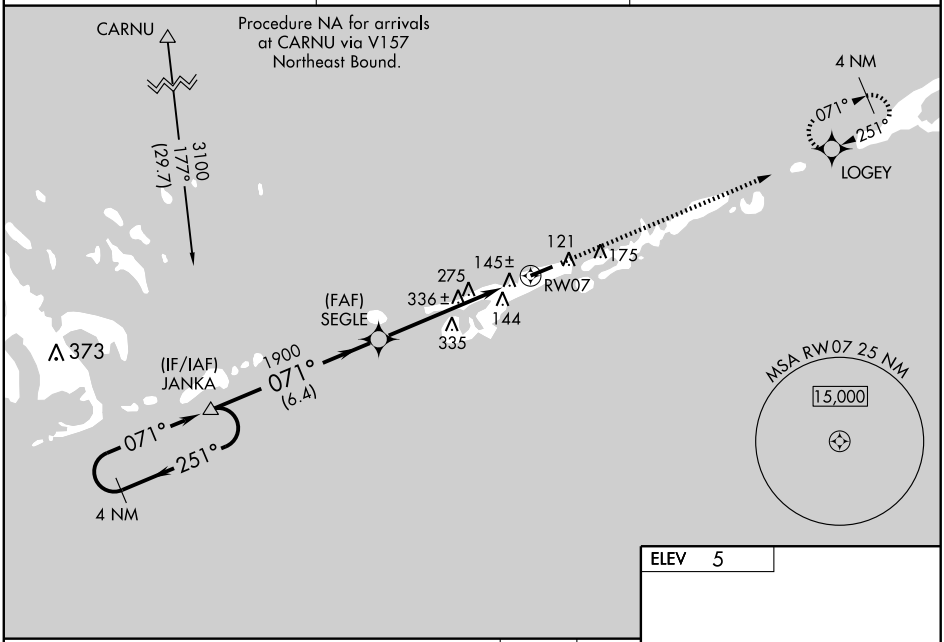
RNAV (GPS) RWY 7

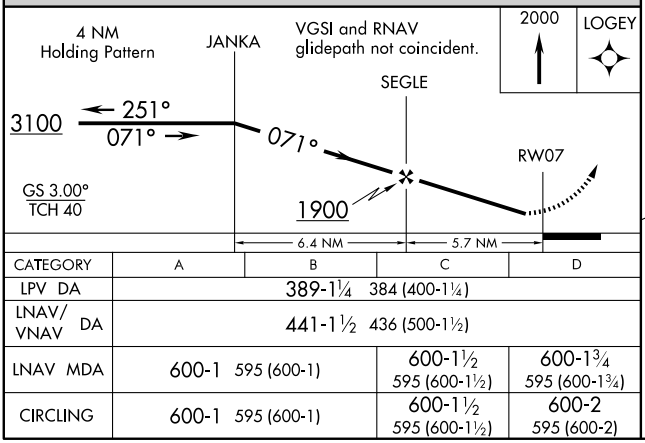
MARATHON/THE FLORIDA KEYS MARATHON (MTH)

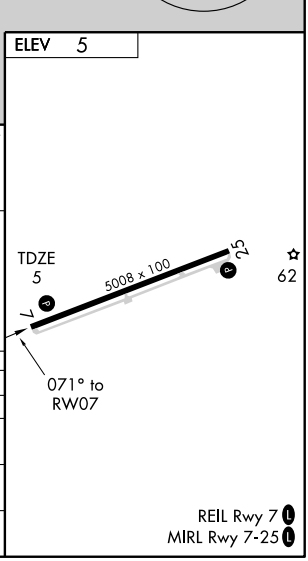
T Baro-VNAV NA when using Key West Intl altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
W DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DAs 93 feet, increase all MDAs 100 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct LOGEY and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	389-1¼ 384 (400-1¼)			
LNAV/VNAV DA	441-1½ 436 (500-1½)			
LNAV MDA	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-1¾ 595 (600-1¾)
CIRCLING	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-2 595 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

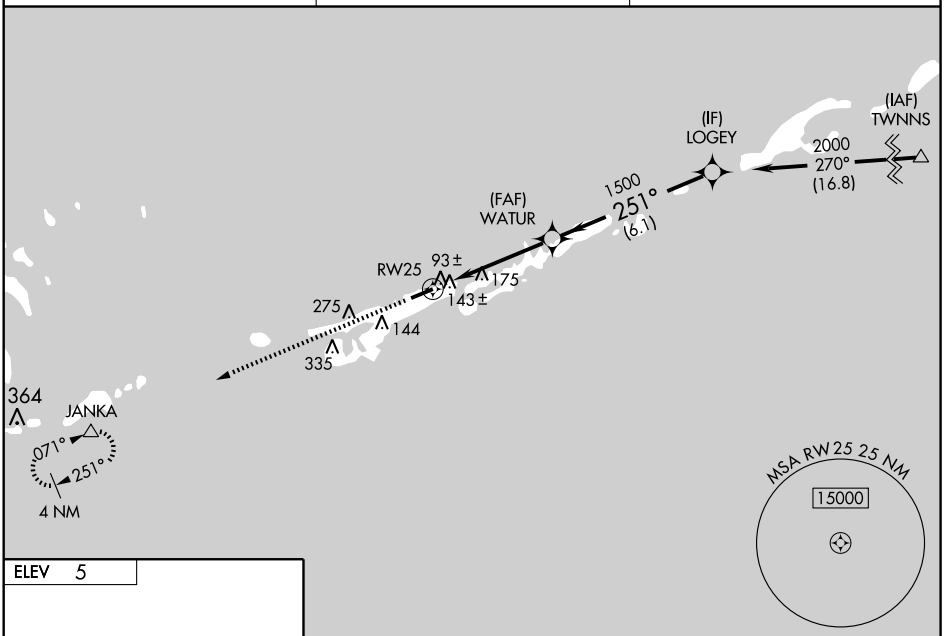
MARATHON / THE FLORIDA KEYS MARATHON (MTH)

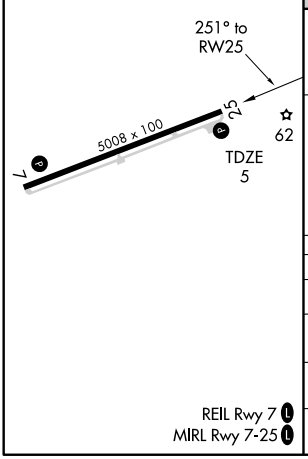
WAAS	APP CRS	Rwy Idg	5008
CH 58312	251°	TDZE	5
W25A		Apt Elev	5

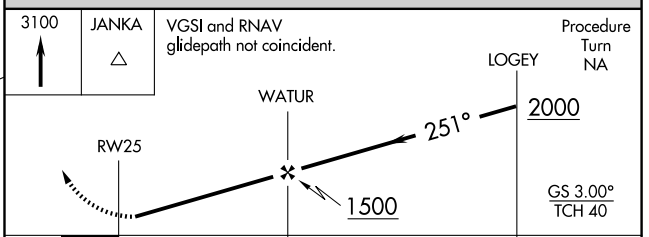
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DA 93 feet and MDA 100 feet, and increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ¼ mile and increase Circling Cat D visibility ¼ mile.
Baro-VNAV NA below -15°C (5°F) and above 48°C (118°F).
Baro-VNAV NA when using Key West Intl altimeter setting.

MISSED APPROACH: Climb to 3100 direct JANKA and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L



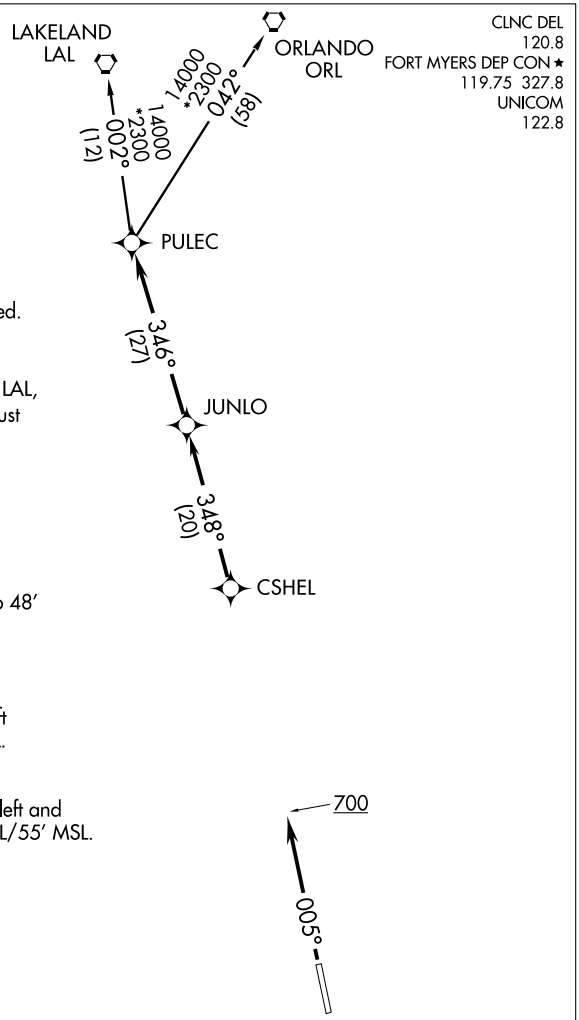




CATEGORY	A	B	C	D
LPV DA	315-1 310 (400-1)			
LNAV/VNAV DA	404-1½ 399 (400-1½)			
LNAV MDA	440-1 435 (500-1)		440-1¼ 435 (500-1¼)	440-1½ 435 (500-1½)
CIRCLING	460-1 455 (500-1)		460-1½ 455 (500-1½)	580-2 575 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

CSHEL FOUR DEPARTURE (RNAV)



TAKEOFF MINIMUMS
Rwy 17, 35: Standard.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:

Rwy 17: Trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL.
Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL.
Rwy 35: Antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL.
Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL.
Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....
TAKEOFF RUNWAY 35: Climb heading 005° to 700, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

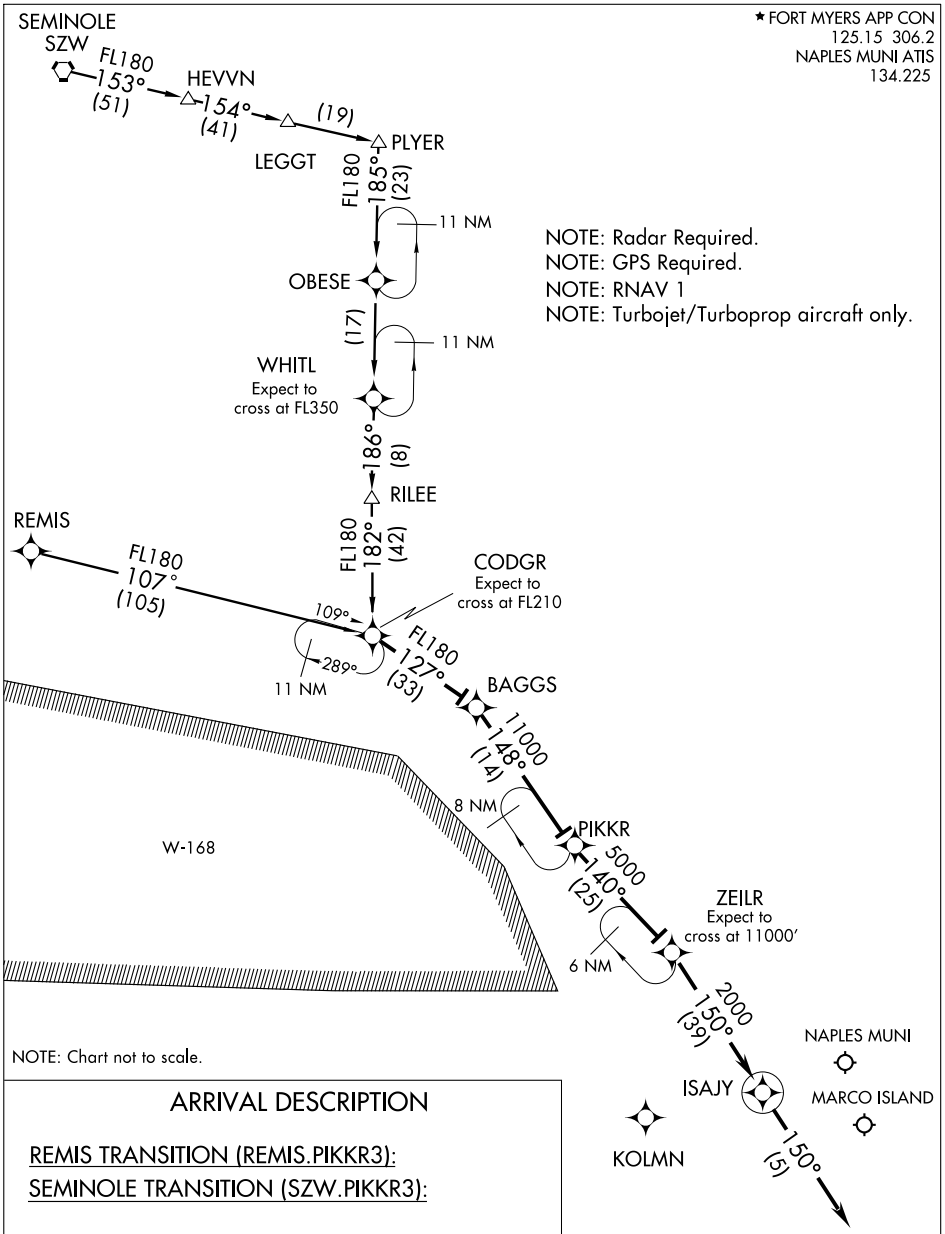
....via (transition). Maintain 2000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):

PIKKR THREE ARRIVAL (RNAV)

ST-6020 (FAA)

NAPLES, FLORIDA



ARRIVAL DESCRIPTION

REMIS TRANSITION (REMIS.PIKKR3):

SEMINOLE TRANSITION (SZW.PIKKR3):

From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

PIKKR THREE ARRIVAL (RNAV)

NAPLES, FLORIDA

(PIKKR.PIKKR3) 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 93516	171°	TDZE	5
W17A		Apt Elev	5

RNAV (GPS) RWY 17

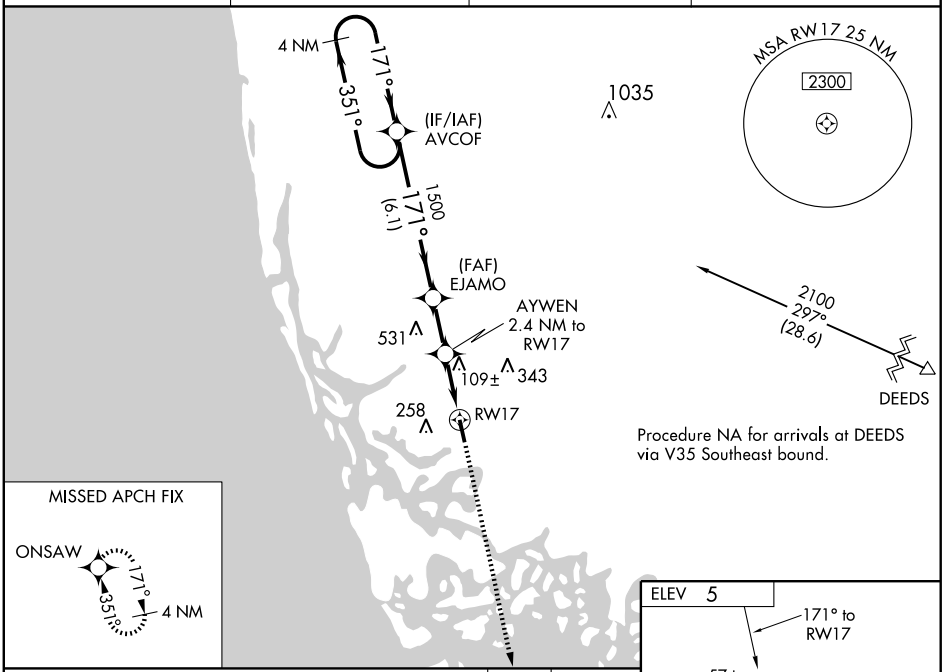
MARCO ISLAND (MKY)

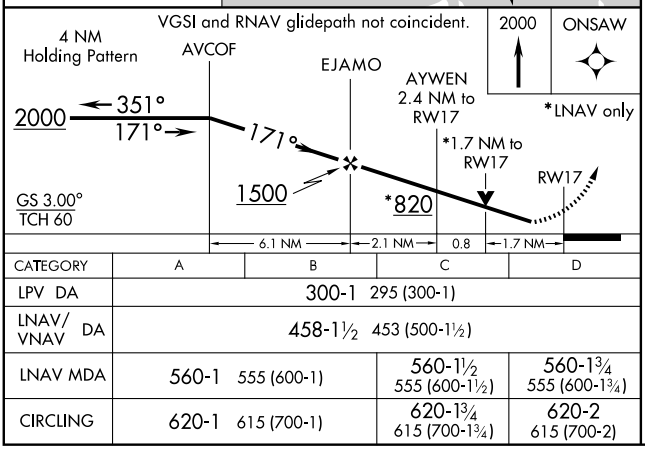
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

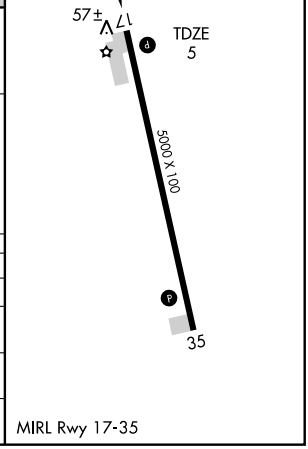
NA

MISSED APPROACH: Climb to 2000 direct ONSAW and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	300-1 295 (300-1)			
LNAV/VNAV DA	458-1½ 453 (500-1½)			
LNAV MDA	560-1 555 (600-1)		560-1½ 555 (600-1½)	560-1¾ 555 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

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RNAV (GPS) RWY 35

MARCO ISLAND (MKY)

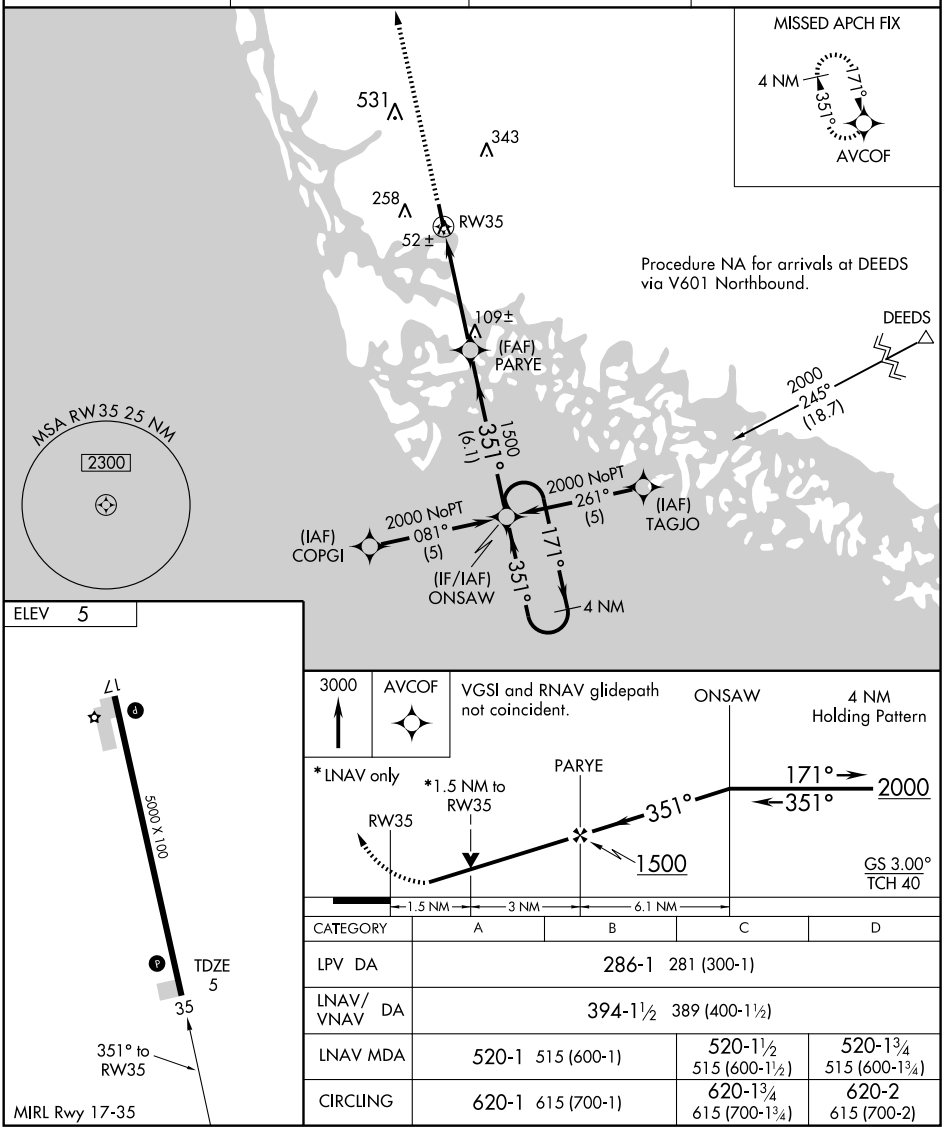
WAAS	APP CRS	Rwy Idg	5000
CH 53316	351°	TDZE	5
W35A		Apt Elev	5

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet.

NA

MISSED APPROACH: Climb to 3000 direct AVCOF and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF)

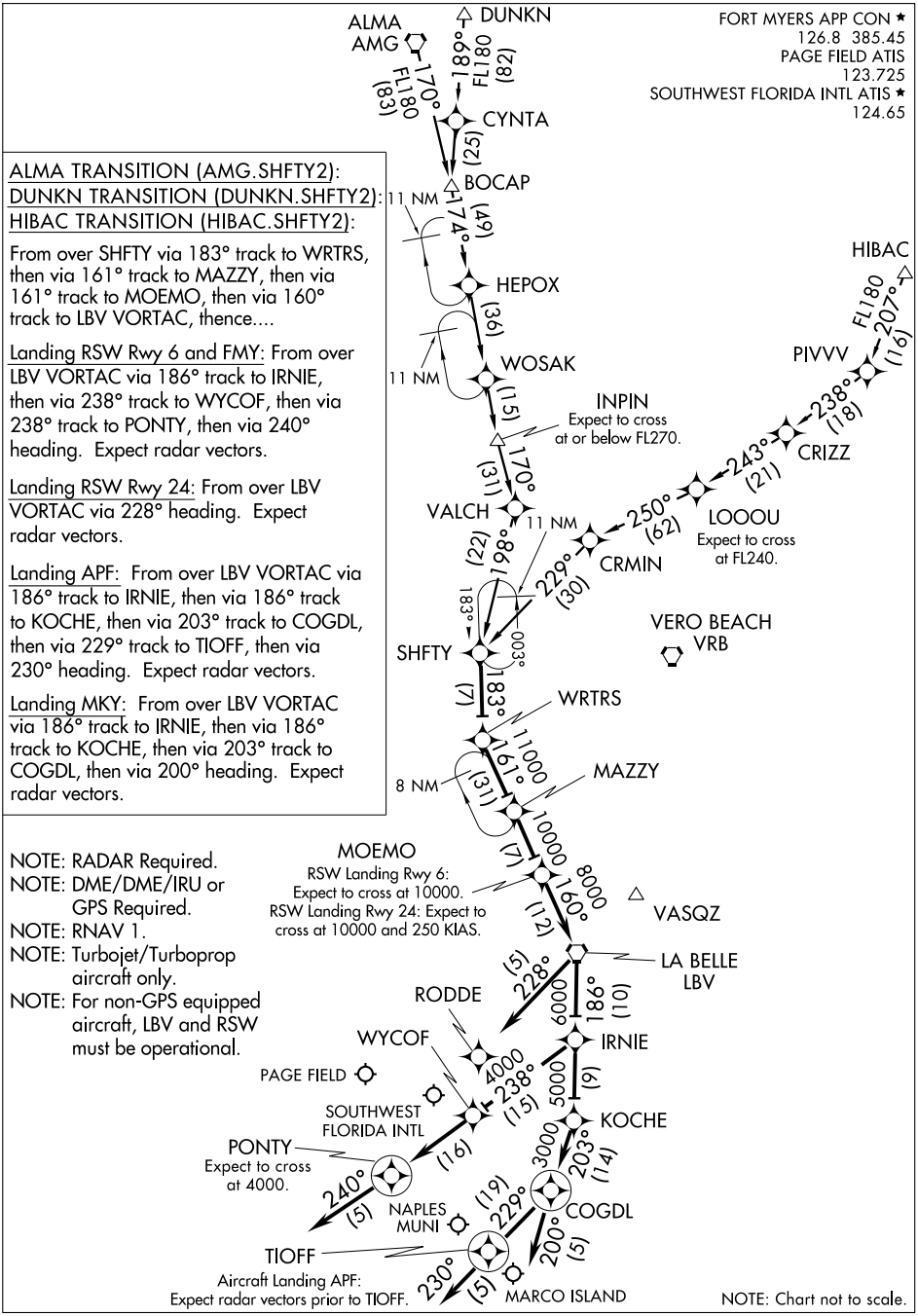


CATEGORY	A	B	C	D
LPV DA	286-1 281 (300-1)			
LNAV/VNAV DA	394-1½ 389 (400-1½)			
LNAV MDA	520-1 515 (600-1)		520-1½ 515 (600-1½)	520-1¾ 515 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



ALMA TRANSITION (AMG.SHFTY2):
DUNKN TRANSITION (DUNKN.SHFTY2):
HIBAC TRANSITION (HIBAC.SHFTY2):

From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via 161° track to MOEMO, then via 160° track to LBV VORTAC, thence....

Landing RSW Rwy 6 and FMY: From over LBV VORTAC via 186° track to IRNIE, then via 238° track to WYCOF, then via 238° track to PONTY, then via 240° heading. Expect radar vectors.

Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect radar vectors.

Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 229° track to TIOFF, then via 230° heading. Expect radar vectors.

Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect radar vectors.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV and RSW must be operational.

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA

(SHFTY.SHFTY2) 10154

SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CYY	APP CRS	Rwy Idg	5000
108.6	151°	TDZE	5
Chan 23		Apt Elev	5

VOR/DME RWY 17

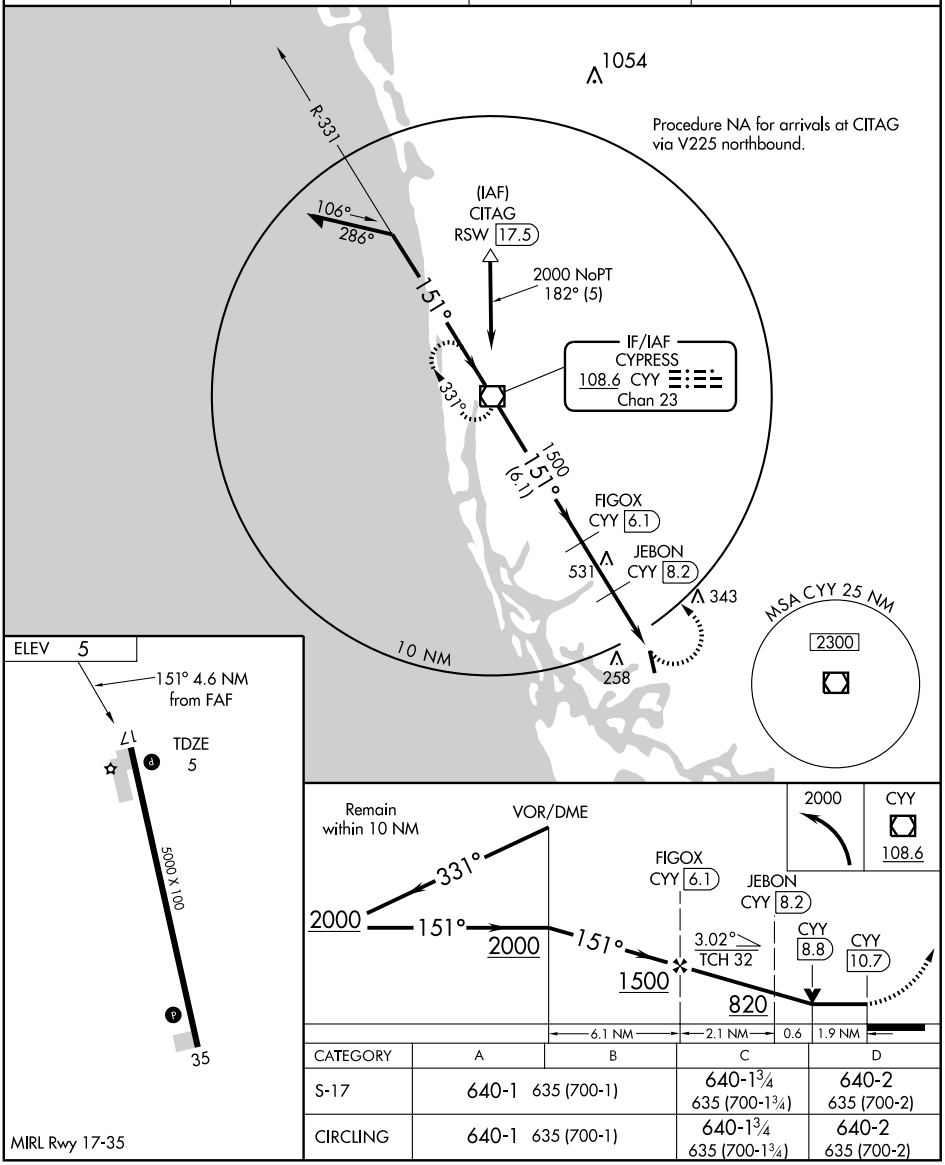
MARCO ISLAND (MKY)

T
NA

Visibility reduction by helicopters NA.
VDP NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all MDA 40 feet increase S-17 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct CYY VOR/DME and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF) L



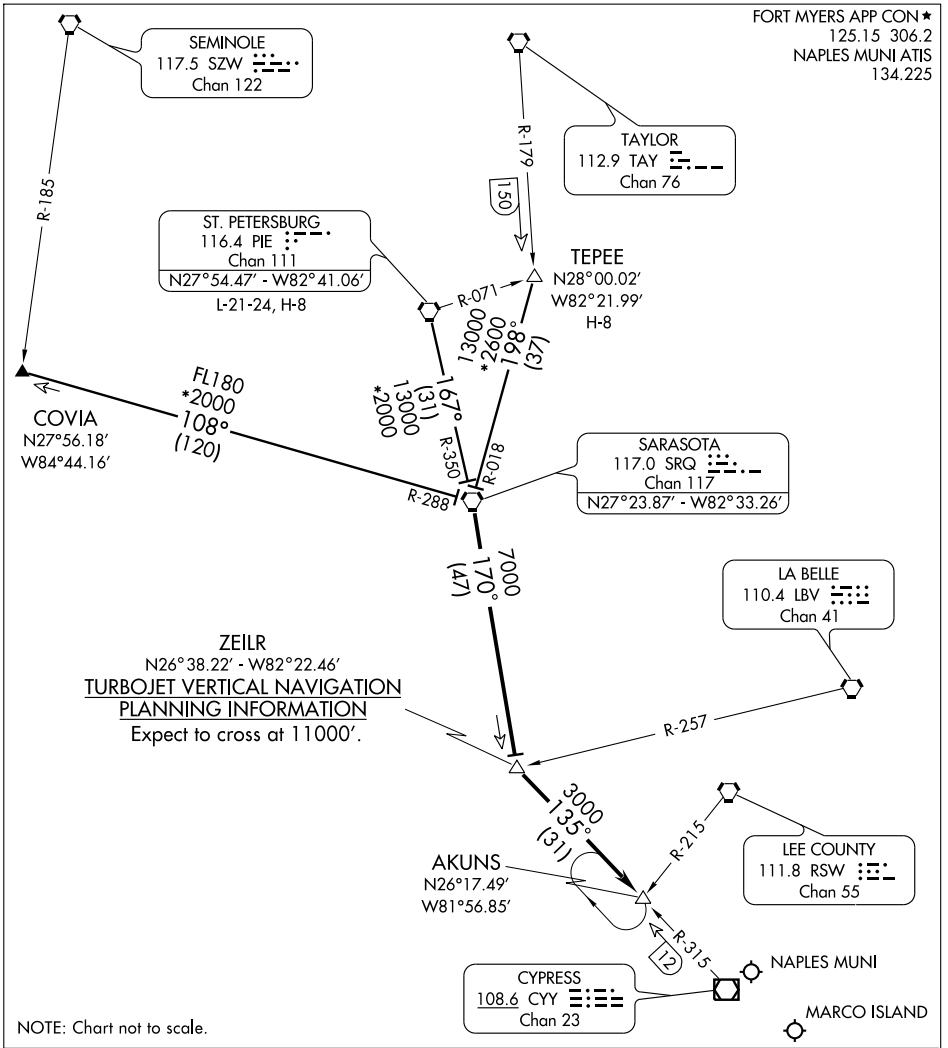
CATEGORY	A	B	C	D
S-17	640-1	635 (700-1)	640-1¾ 635 (700-1¾)	640-2 635 (700-2)
CIRCLING	640-1	635 (700-1)	640-1¾ 635 (700-1¾)	640-2 635 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ZEILR TWO ARRIVAL

ST-6020 (FAA)

NAPLES, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

. . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

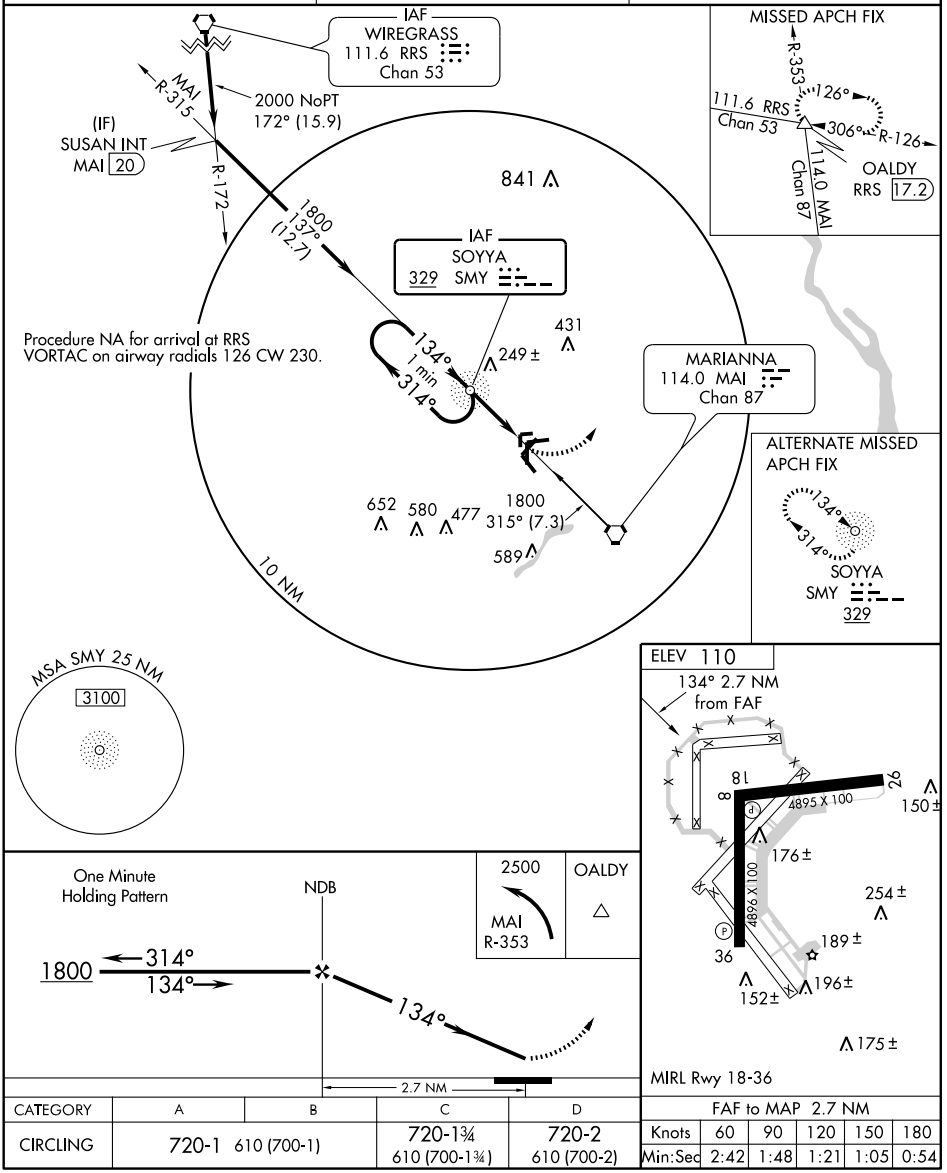
NDB SMY	APP CRS	Rwy ldg	N/A
329	134°	TDZE	N/A
		Apt Elev	110

NDB-C
MARIANNA MUNI (MAI)

NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Bainbridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via MAI R-353 to OALDY INT/RRS 17.2 DME and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	720-1	610 (700-1)	720-1¾ 610 (700-1¾)	720-2 610 (700-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4896
182°	TDZE	110
	Apt Elev	110

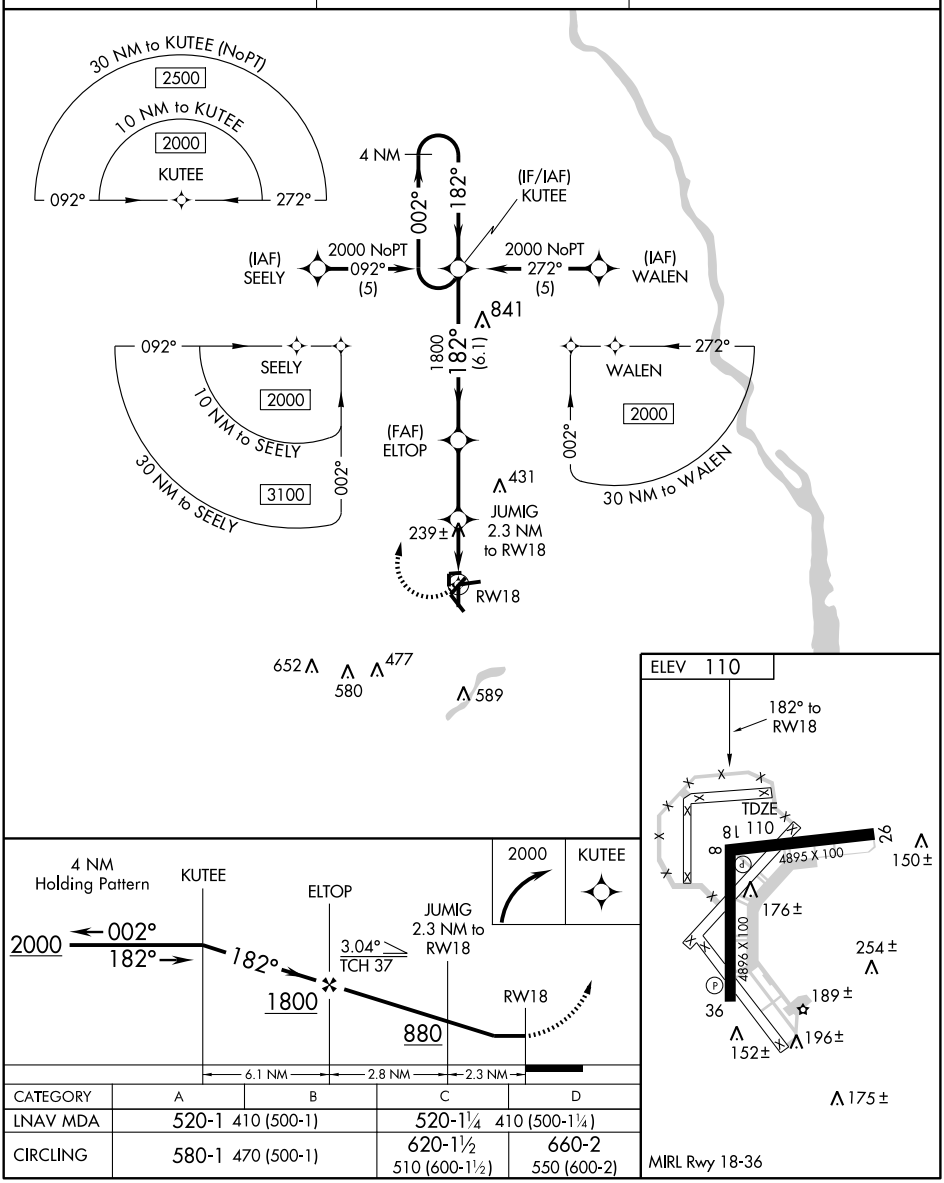
RNAV (GPS) RWY 18

MARIANNA MUNI (MAI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDA 80 feet and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct KUTEE and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	520-1 410 (500-1)		520-1¼ 410 (500-1¼)	
CIRCLING	580-1 470 (500-1)		620-1½ 510 (600-1½)	660-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAI 114.0 Chan 87	APP CRS 316°	Rwy Idg N/A TDZE N/A Apt Elev 110

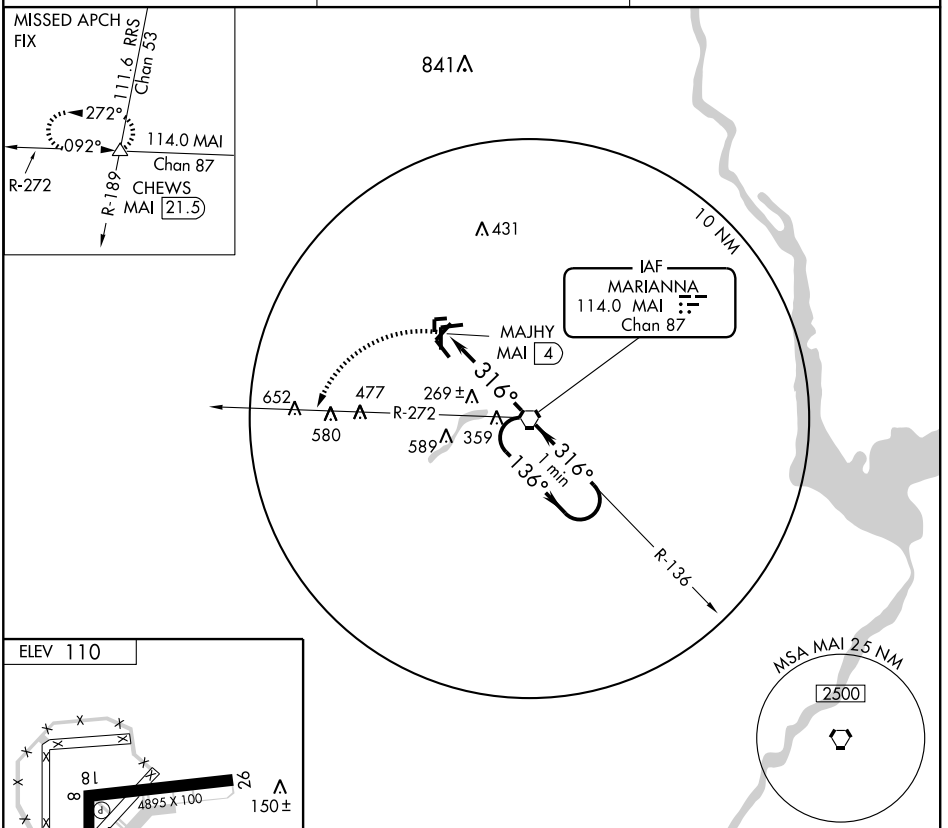
VOR-A

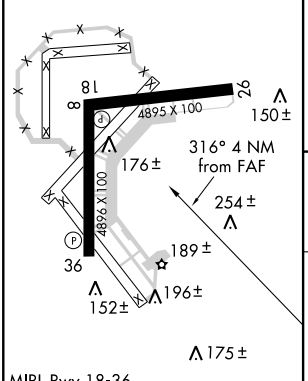
MARIANNA MUNI (MAI)

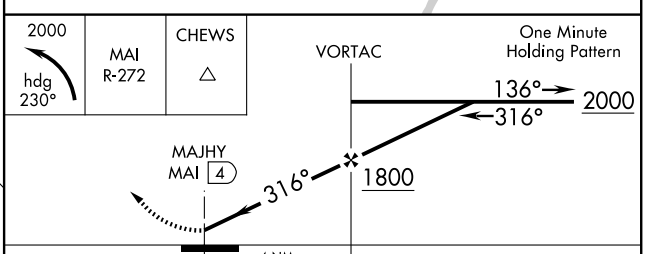
Visibility reduction by helicopters NA. When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 2000 via heading 230° and MAI R-272 to CHEWS INT/MAI 21.5 DME and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	580-1 470 (500-1)		620-1½ 510 (600-1½)	660-2 550 (600-2)

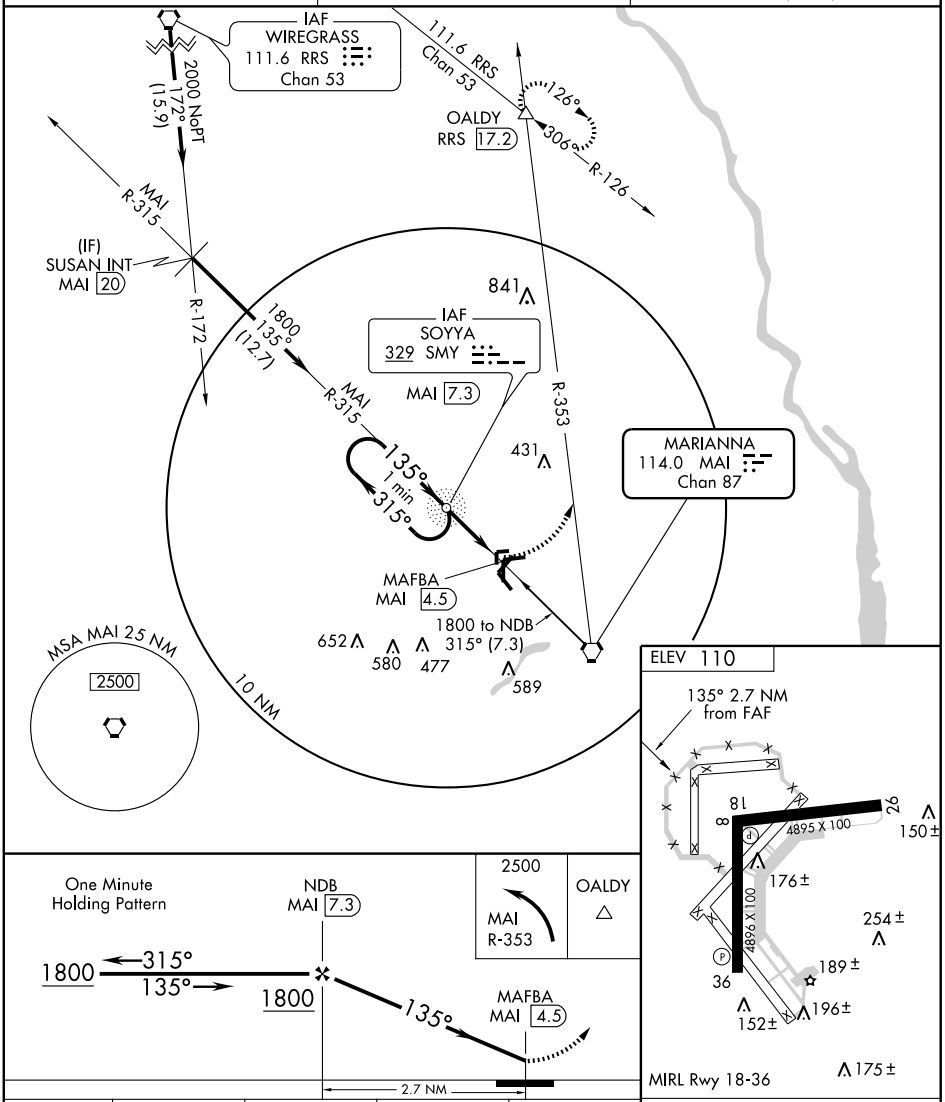
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAI 114.0 Chan 87	APP CRS 135°	Rwy ldg N/A TDZE N/A Apt Elev 110

Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use Bainbridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via MAI R-353 to OALDY INT/RRS 17.2 DME and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)

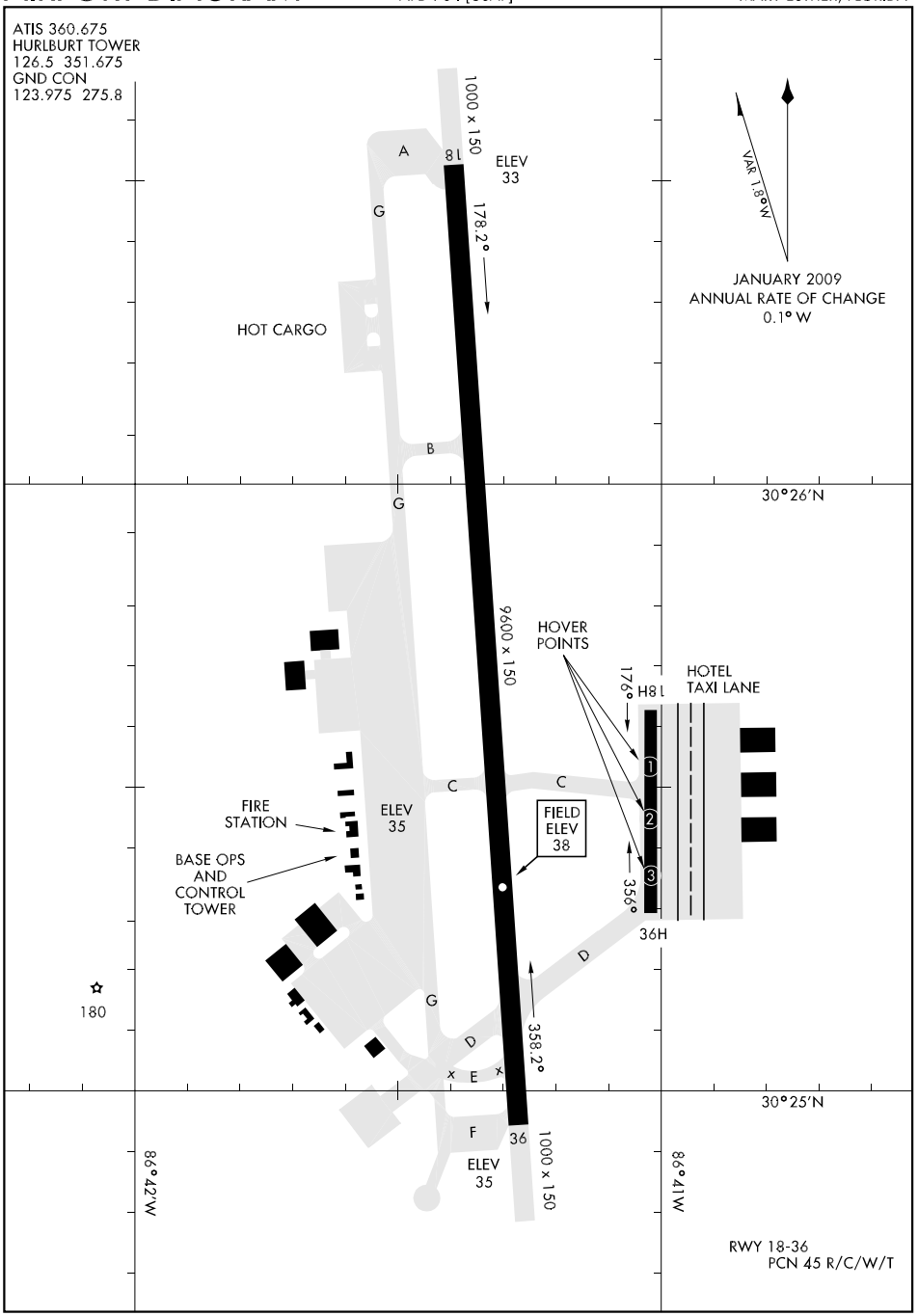


CATEGORY	A	B	C	D
CIRCLING	720-1	610 (700-1)	720-1¾ 610 (700-1¾)	720-2 610 (700-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

COPTER TACAN RWY 18

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
HRT Chan 45	180°	9600	35	38

AL-734 [USAF]

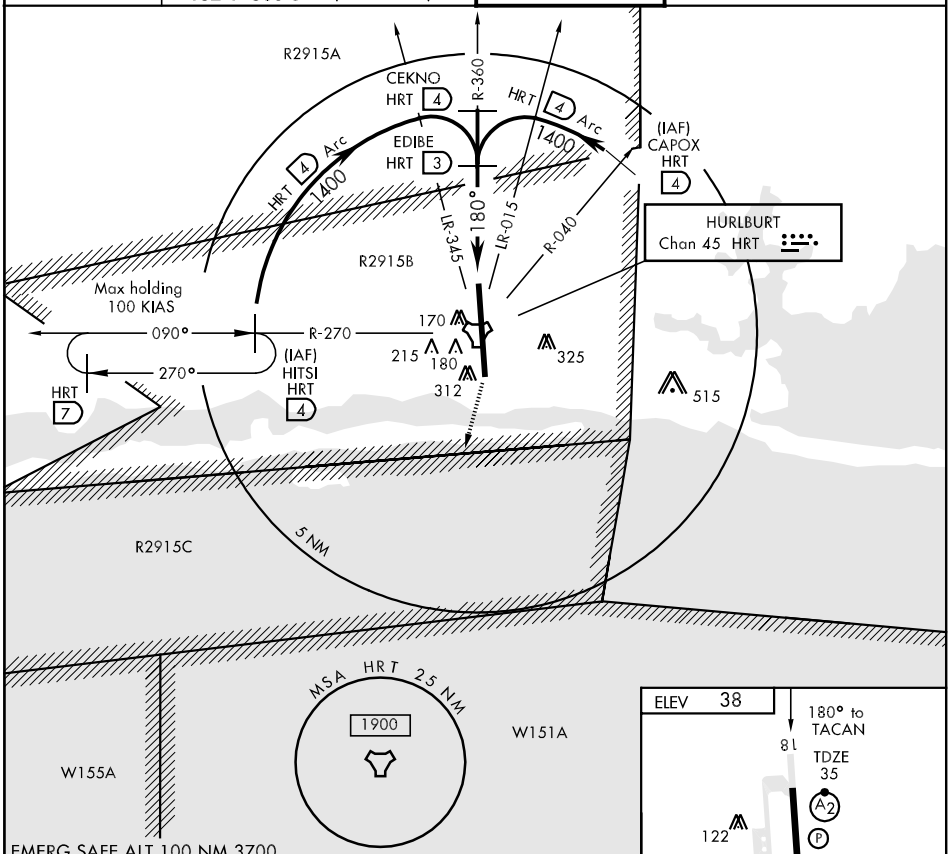
HURLBURT FLD (KHRT)

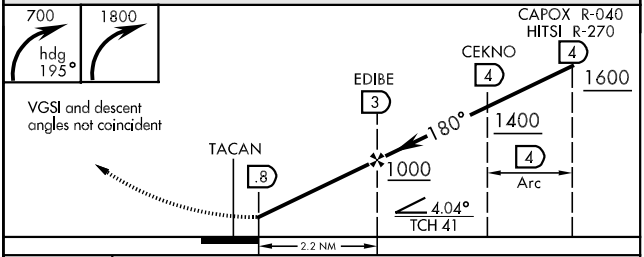
*When ALS inop, increase vis to 1 mile.

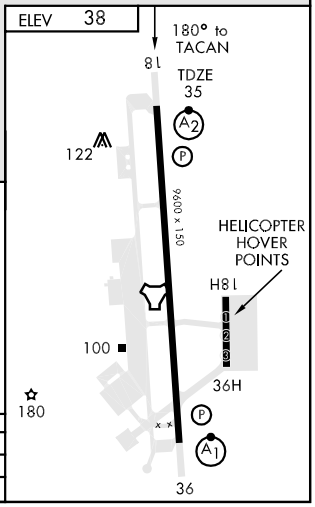
SALSF

MISSED APPROACH: Climb to 700 via 195° heading, then turn right direct HITSI and hold. Maintain 1800.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	COPTER
H-18*	420-¾ 385 (400-¾)
CIRCLING	NOT AUTHORIZED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

COPTER TACAN RWY 36

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
HRT Chan 45	352°	9600	37	38

AL-734 [USAF]

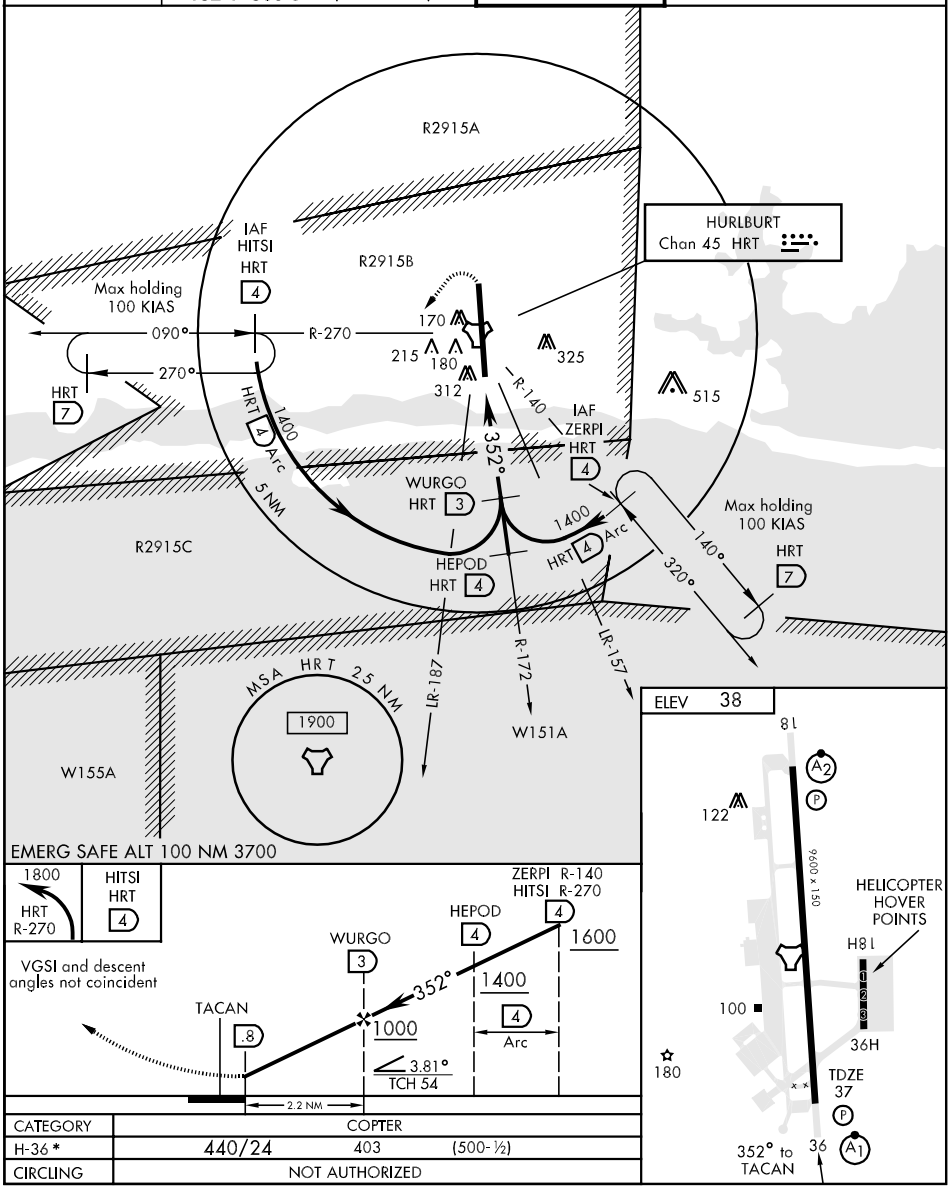
HURLBURT FLD (KHRT)

▼ * When ALS inop, increase RVR to 50, vis to 1 mile.

ALSF-1

MISSED APPROACH: Turn left to intercept HRT R-270 to HITSI R-270/4 DME and hold. Maintain 1800.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8



CATEGORY	COPTER		
H-36 *	440/24	403	(500-½)
CIRCLING	NOT AUTHORIZED		

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 36

LOC I-HRT	APCH CRS	Rwy ldg	9600
111.3	358°	TDZE	37
		Arpt Elev	38

AL-734 [USAF]

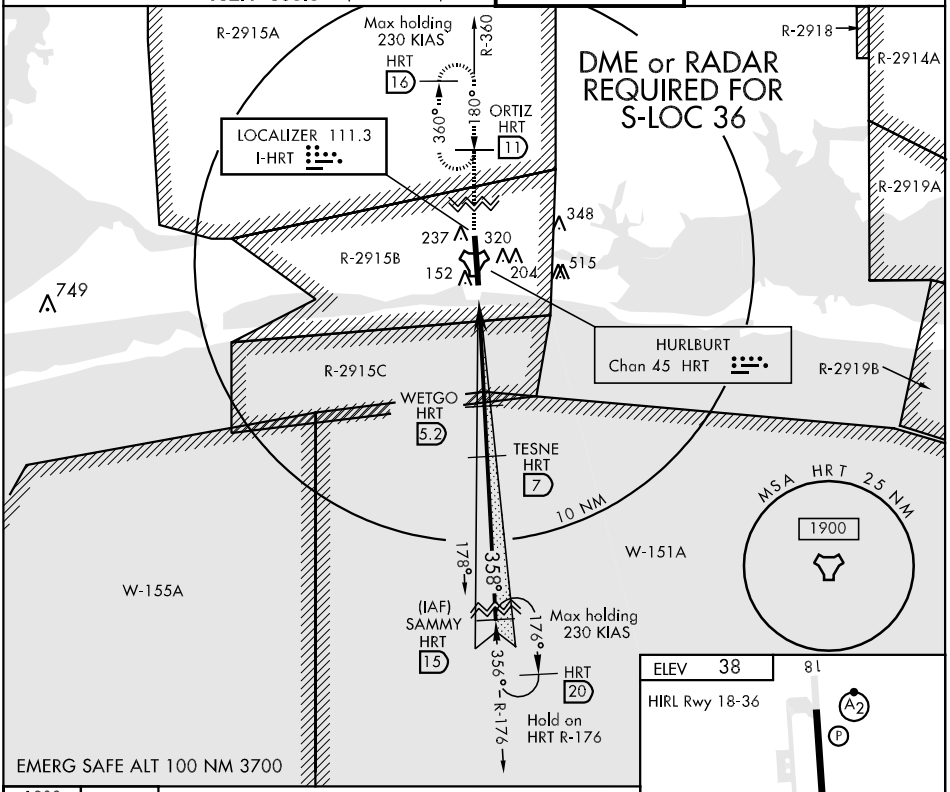
HURLBURT FLD (KHRT)

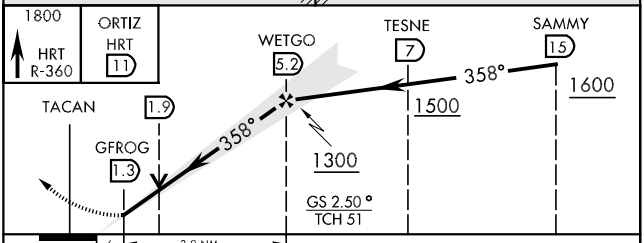
▼* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

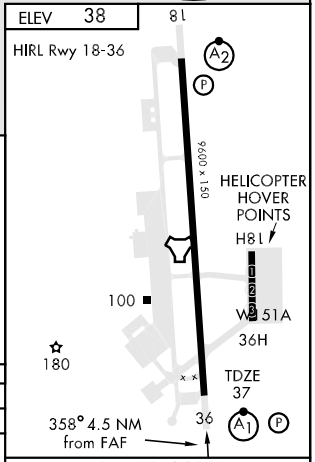
ALSF-1

MISSED APPROACH: Climb to 1800 on HRT TACAN R-360 to ORTIZ/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-ILS 36*	237/24	200 (200-½)			
S-LOC 36**	360/24 323 (400-½)		360/40 323 (400-¾)		
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602 (700-2)	880-3 842 (900-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

APCH CRS	Rwy Idg	9600
178°	TDZE	35
	Arpt Elev	38

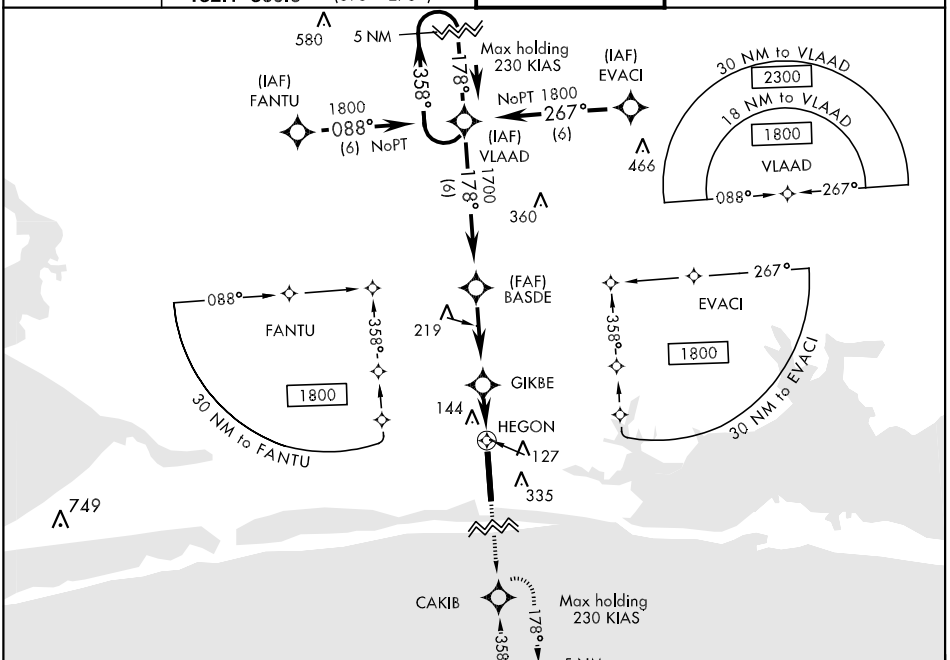
AL-734 [USAF]

HURLBURT FLD (KHRT)

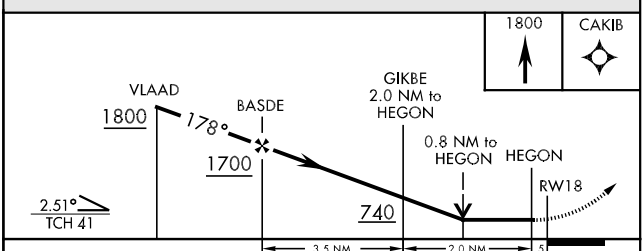
SALSF

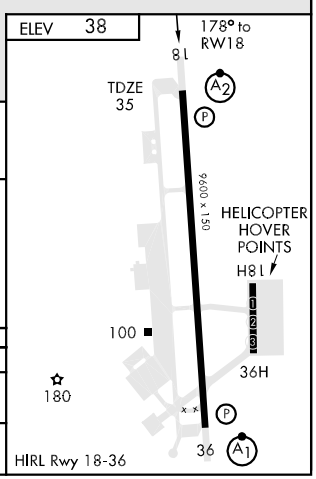
MISSED APPROACH: Climb to 1800 direct CAKIB and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D
LNAV MDA	420-¾ 385 (400-¾)			420-1 385 (400-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	9600
358°	TDZE	37
	Arpt Elev	38

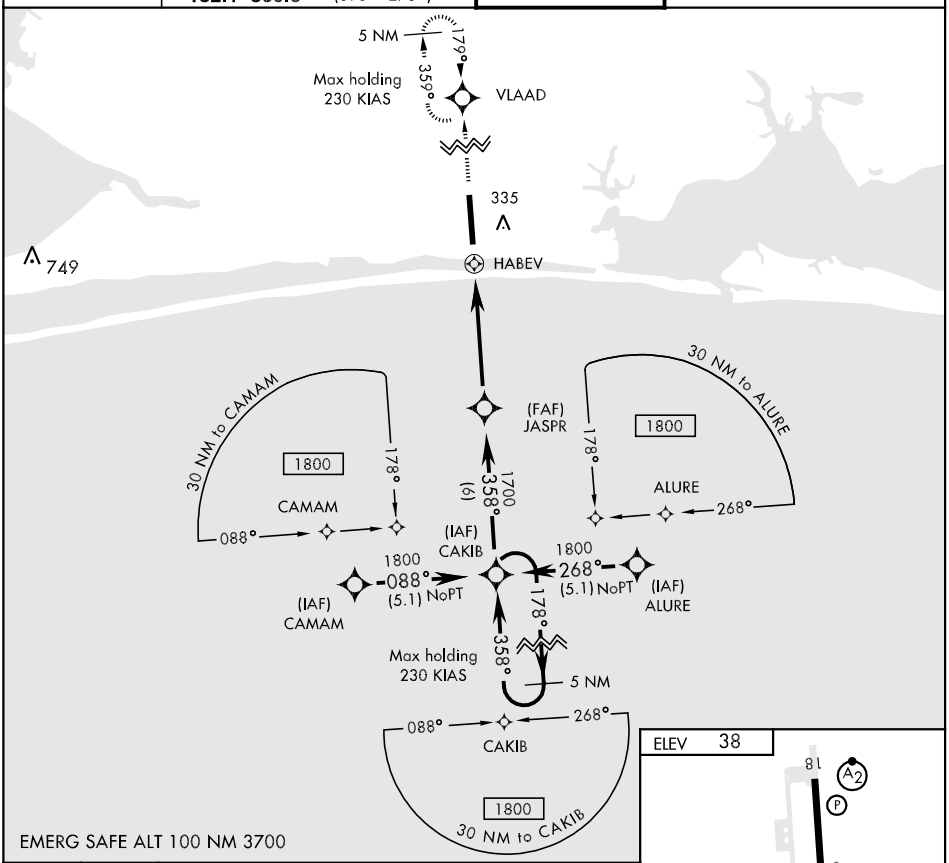
AL-734 [USAF]

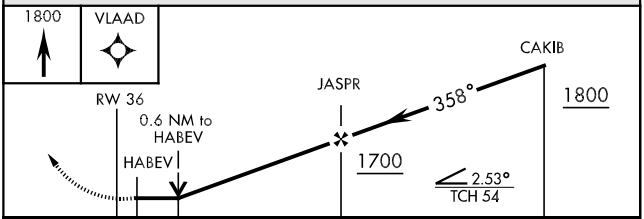
HURLBURT FLD (KHRT)

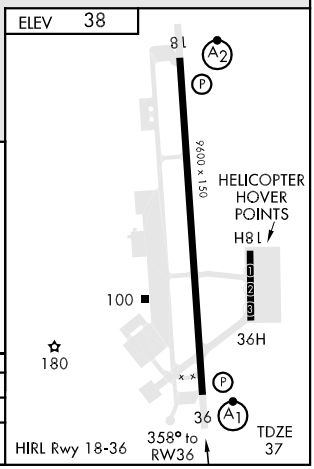
ALSF-1

MISSED APPROACH: Climb to 1800 direct VLAAD and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D
LNAV MDA	460/24 423 (500-½)		460/40 423 (500-¾)	
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 18

TACAN	APCH CRS	Rwy Idg	9600
HRT	180°	TDZE	35
Chan 45		Arpt Elev	38

AL-734 [USAF]

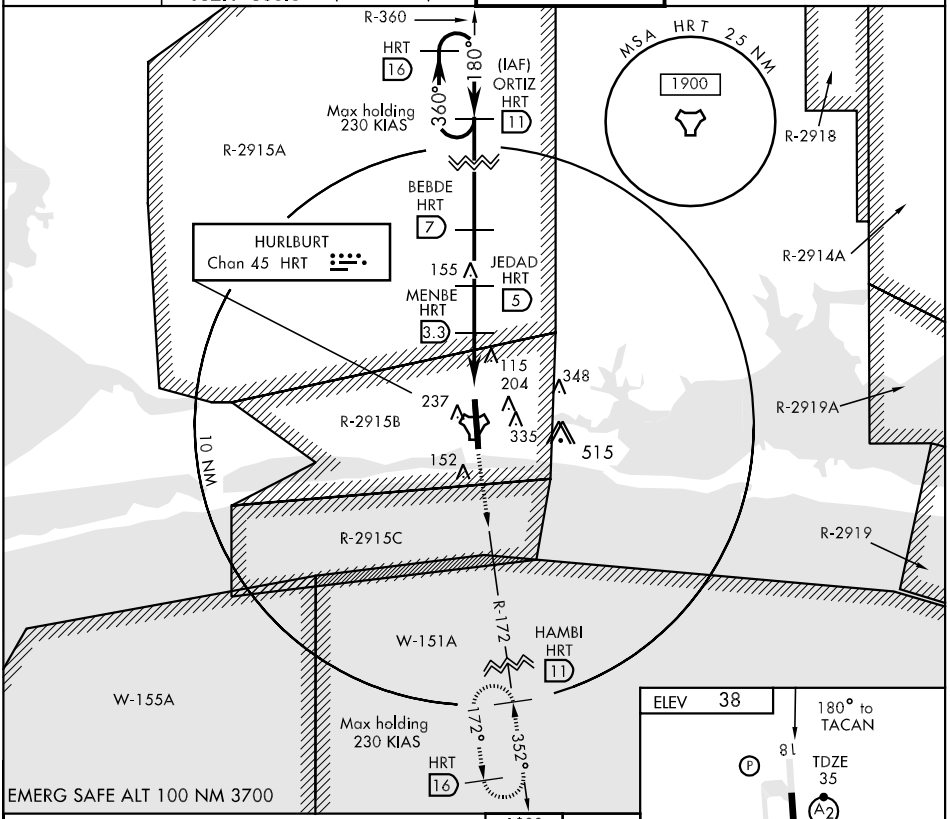
HURLBURT FLD (KHRT)

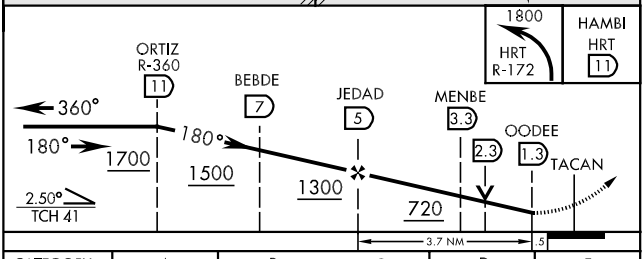
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, and CAT E vis to 1½ miles.

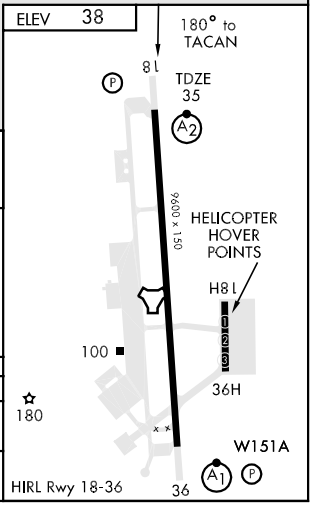
SALSF

MISSED APPROACH: Climb to 1800 on R-172 to HAMBI/11 DME and hold.

ATIS	EGLIN APP CON		HURLBURT TOWER	GND CON
360.675	125.1 281.45	(271°- 089°)	126.5 351.675	123.975 275.8
	132.1 360.6	(090°- 270°)		







CATEGORY	A	B	C	D	E
S-18 *	460- ¾ 425 (500-¾)		460-1 425 (500-1)		460-1¼ 425 (500-1¼)
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602(700-2)	880-3 842(900-3)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 36

TACAN	HRT	APCH CRS	Rwy Idg	9600
Chan	45	352°	TDZE	37
			Arpt Elev	38

AL-734 [USAF]

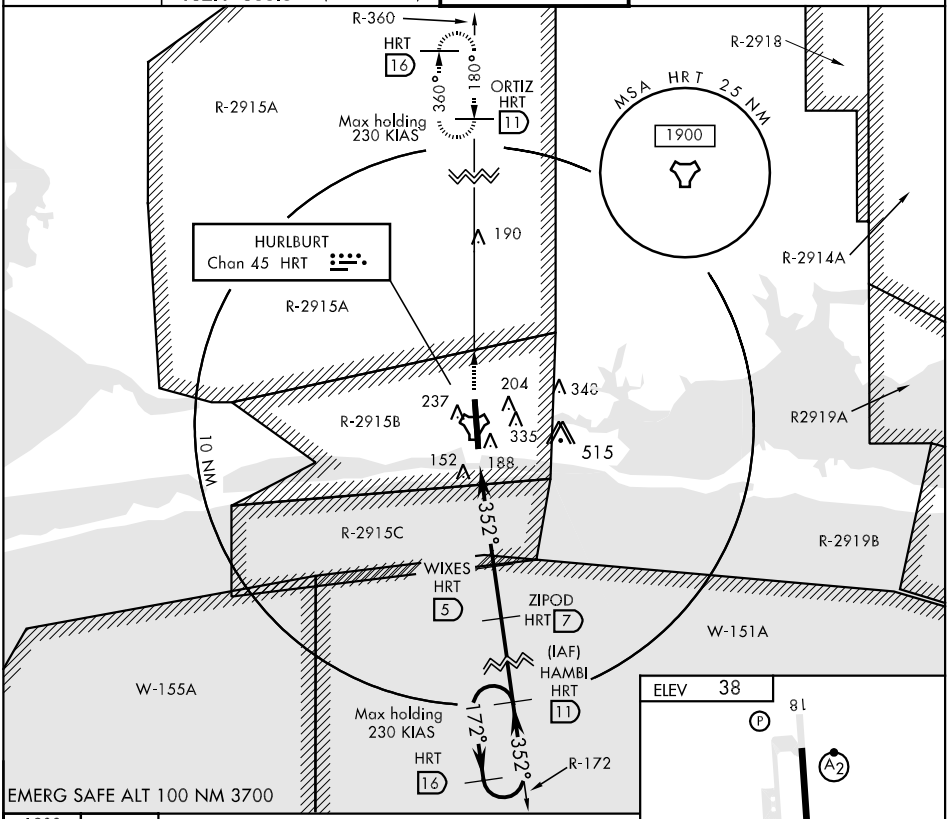
HURLBURT FLD (KHRT)

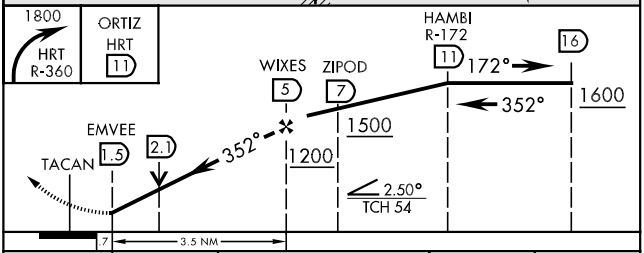
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, and CAT E vis to 1½ miles.

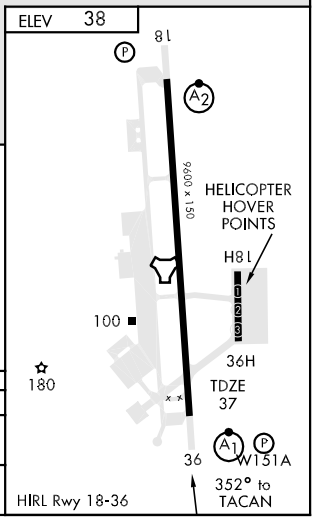
ALSF-1

MISSED APPROACH: Climb to 1800 on R-360 to ORTIZ/11 DME and hold.

ATIS	EGLIN APP CON		HURLBURT TOWER	GND CON
360.675	125.1 281.45	(271°- 089°)	126.5 351.675	123.975 275.8
	132.1 360.6	(090°- 270°)		

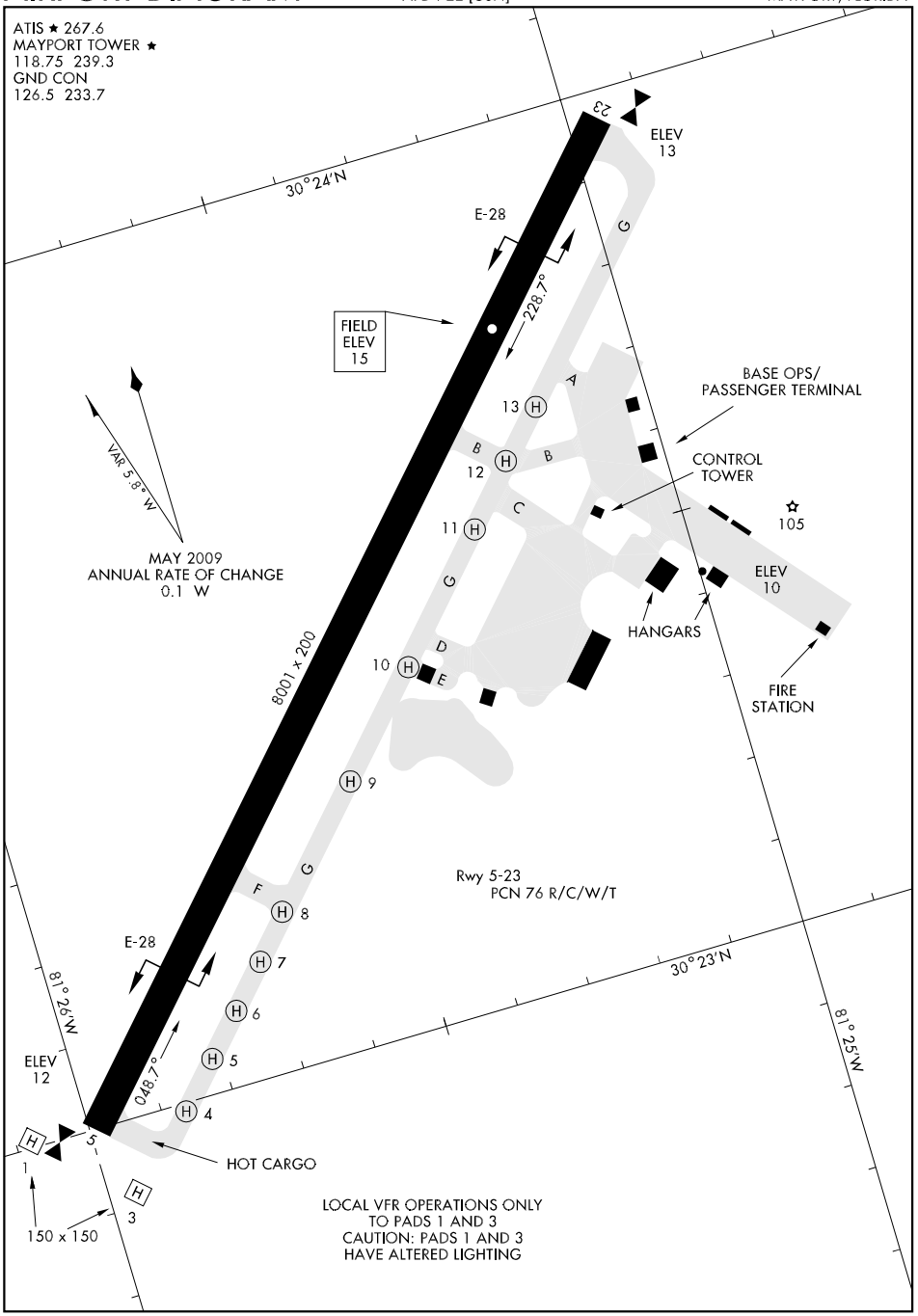






CATEGORY	A	B	C	D	E
S-36 *	440/24 403 (500-½)		440/40 403 (500-¾)		440/50 403(500-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602 (700-2)	920-3 882 (900-3)

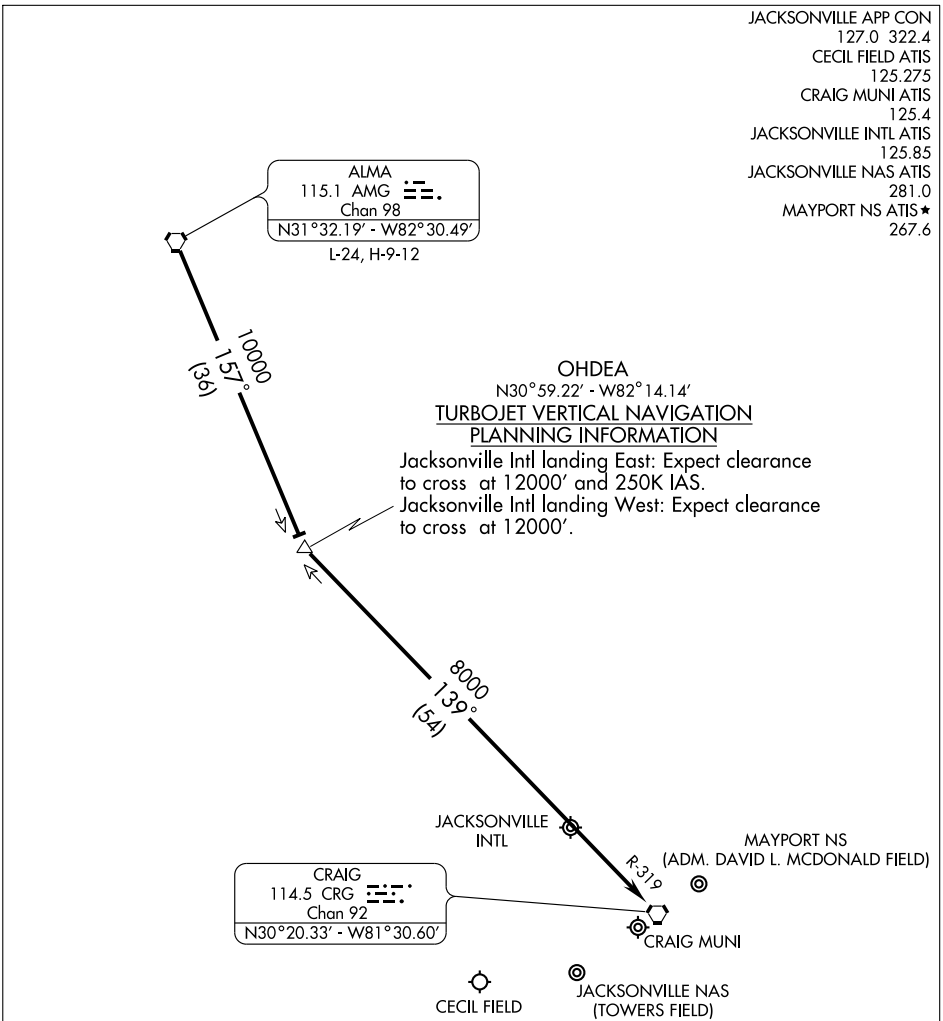
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 21 OCT 2010 to 18 NOV 2010



NOTE: DME Required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

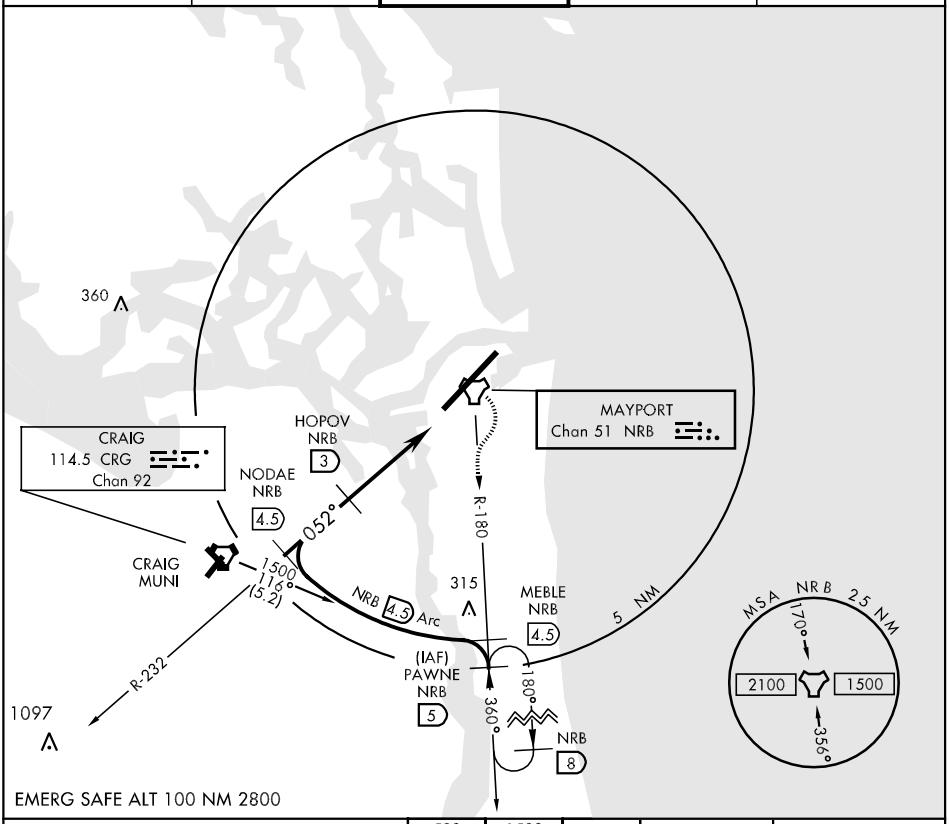
From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

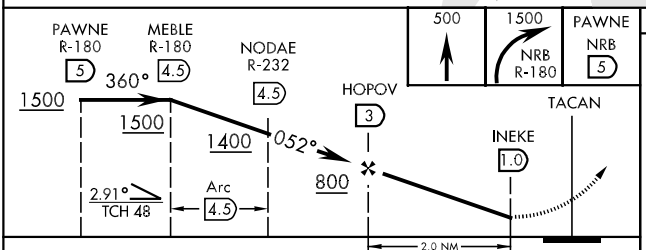
COPTER TACAN RWY 5

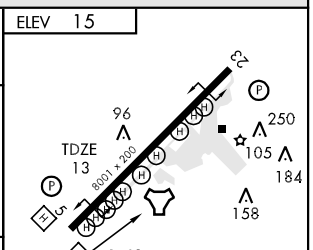
TACAN	APCH CRS	Rwy Idg	AL-722 [USN]
NRB Chan 51	052°	8001 TDZE 13 Arpt Elev 15	MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

MISSED APPROACH: Climb to 500, then climbing right turn to1500 via NRB R-180 to PAWNE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	







CATEGORY	COPTER		
S-5	400- ½	387	(400-½)
CIRCLING	NOT AUTHORIZED		

REIL Rwy 5-23
HIRL Rwy 5-23

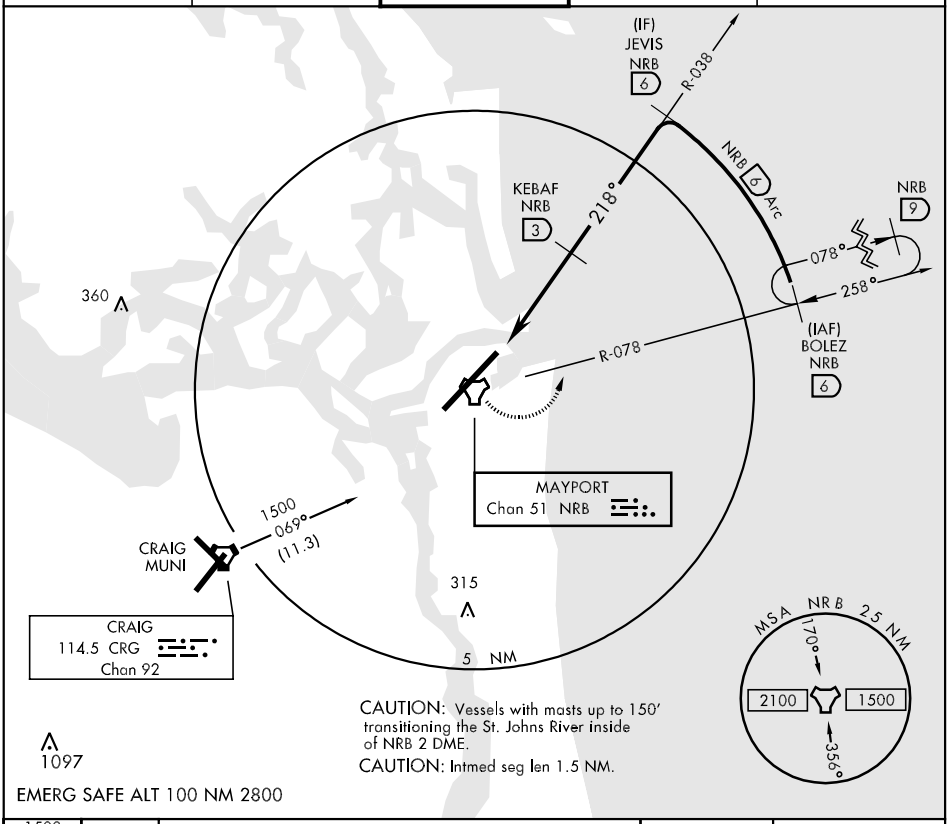
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

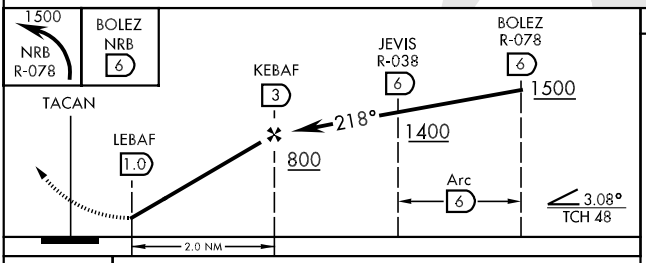
COPTER TACAN RWY 23

TACAN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-722 [USN]
NRB Chan 51	218°	8001 / 15 / 15	MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

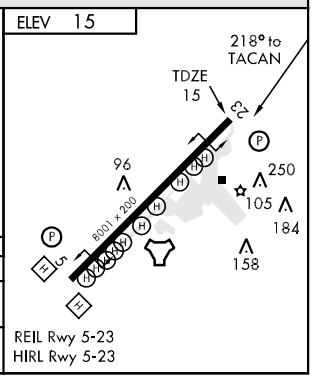
MISSED APPROACH: Climbing left turn to 1500 via NRB R-078 to BOLEZ and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	



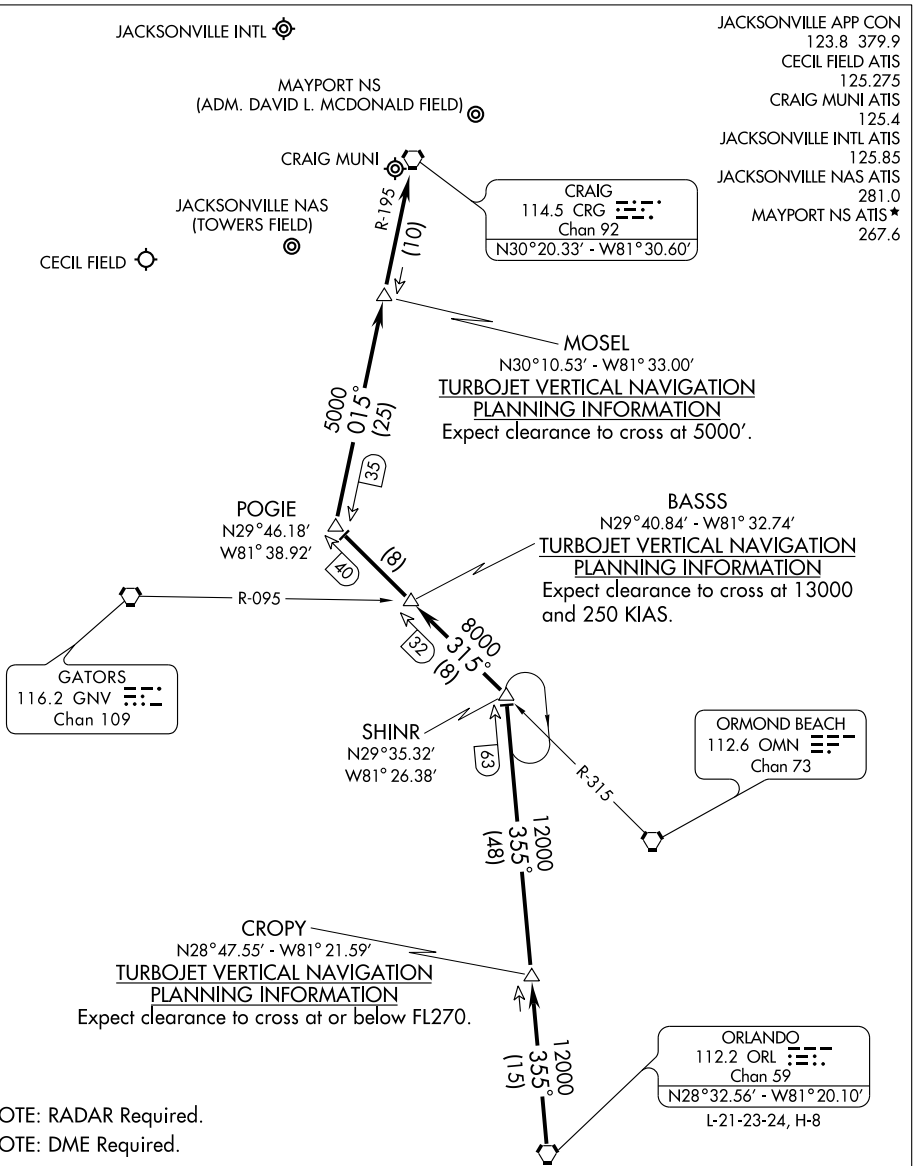


CATEGORY	COPTER		
S-23	500-1	485	(500-1)
CIRCLING	NOT AUTHORIZED		



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 21 OCT 2010 to 18 NOV 2010

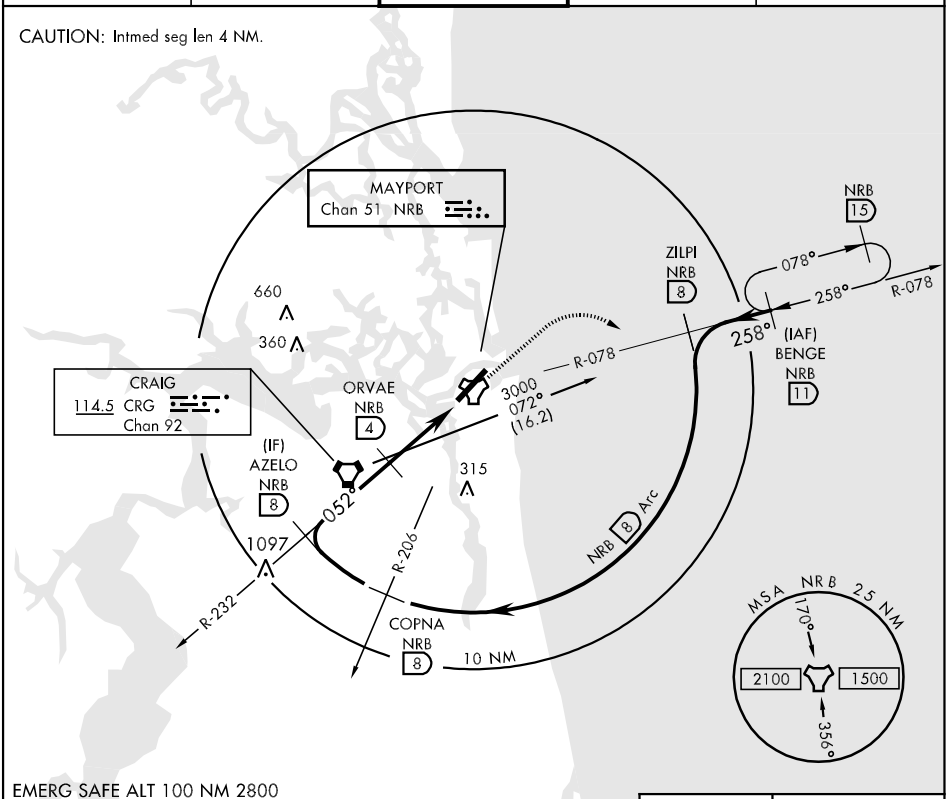
TACAN RWY 5

TACAN	APCH CRS	Rwy Idg	AL-722 [USN]
NRB Chan 51	052°	8001 TDZE 13 Arpt Elev 15	MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

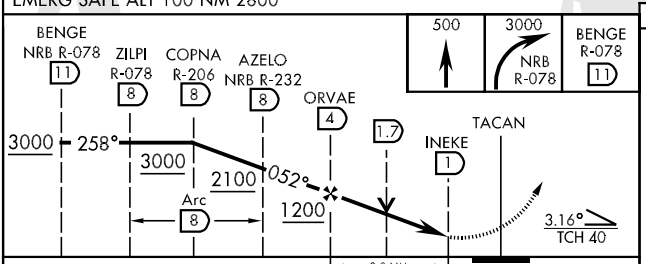
MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via NRB R-078 to BENGE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	

CAUTION: Intmed seg len 4 NM.

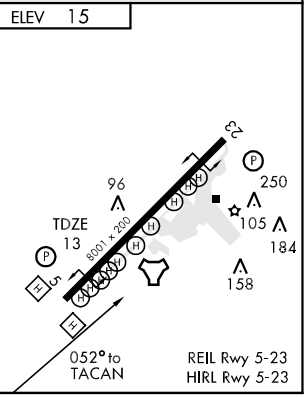


EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
S-5	400-1 387 (400-1)			400-1¼ 387 (400-1¼)
CIRCLING	560-1 545 (600-1)		560-1½ 545 (600-1½)	580-2 565 (600-2)

ELEV 15



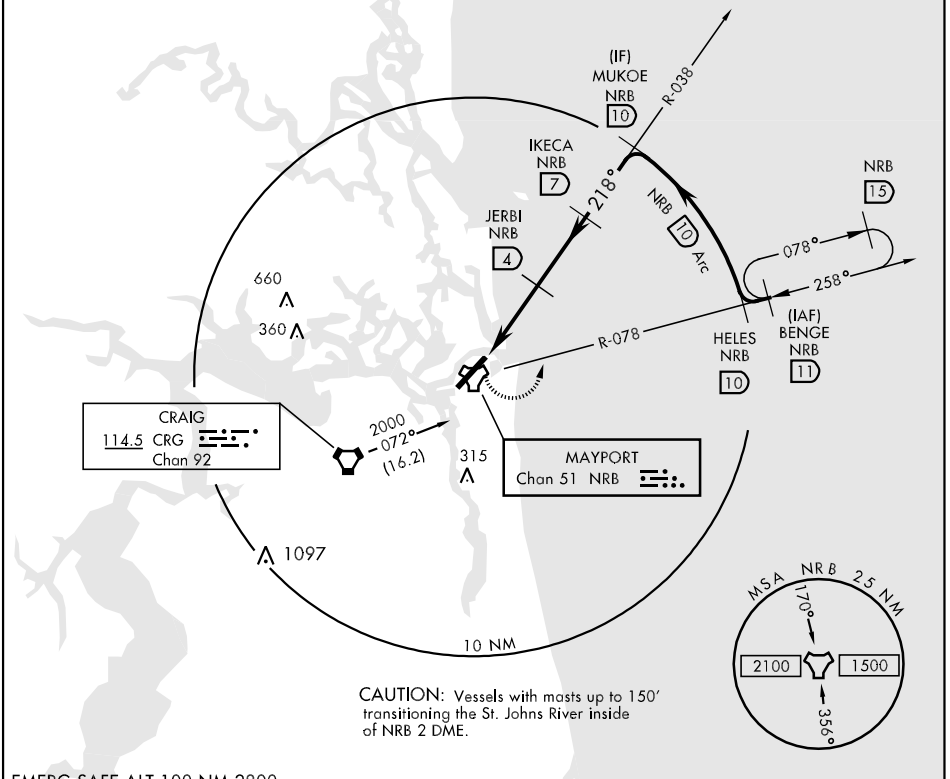
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev	AL-722 [USN]
NRB Chan 51	218°	8001	15	15	MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

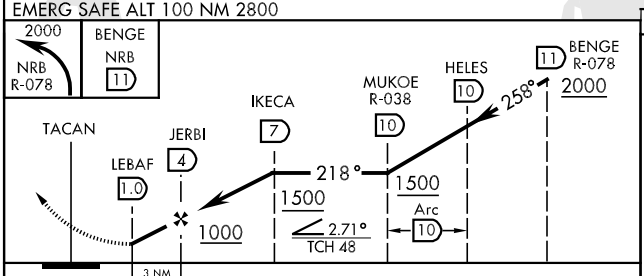
MISSED APPROACH: Climbing left turn to 2000 via NRB R-078 to BENGE and hold.

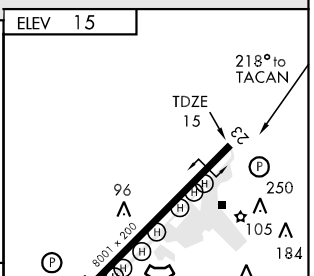
ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010



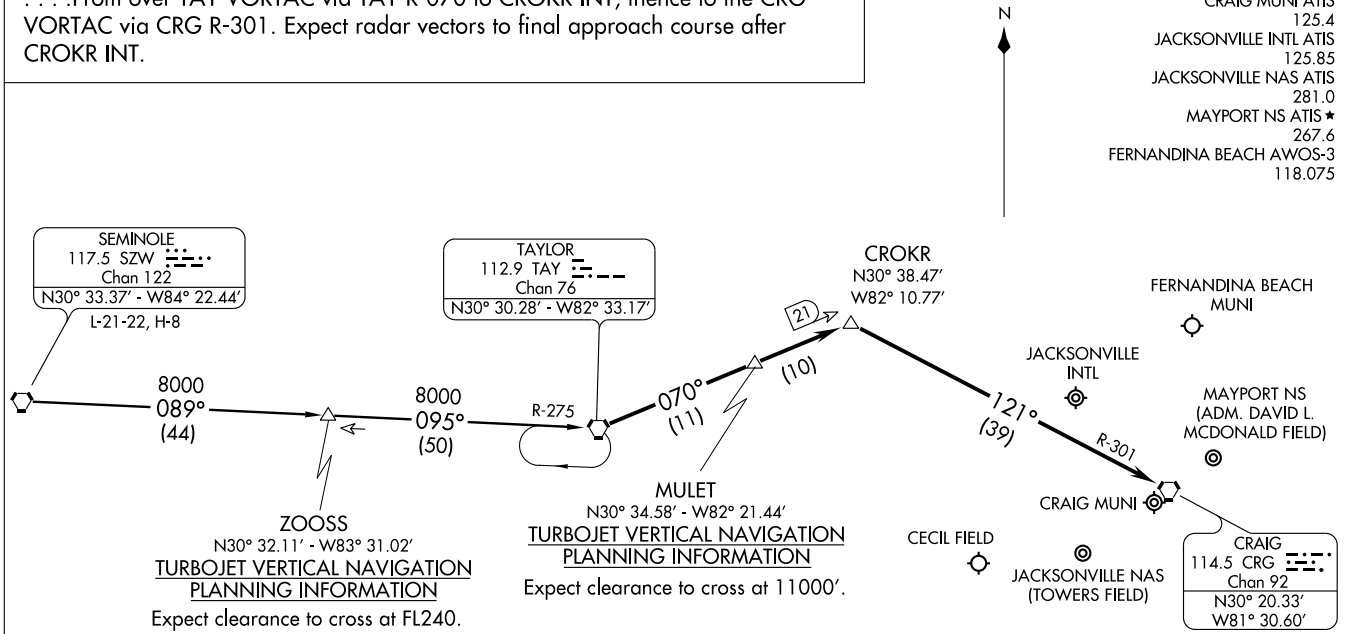


CATEGORY	A	B	C	D
S-23	500-1 485 (500-1)		500-1¼ 485 (500-1¼)	500-1½ 485 (500-1½)
CIRCLING	560-1 545 (600-1)		560-1½ 545 (600-1½)	580-2 565 (600-2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

AIRPORT DIAGRAM

10210

AIRPORT DIAGRAM

ATIS
132.55
MELBOURNE TOWER ★
118.2 257.8
GND CON
121.9
CLNC DEL
121.9 132.65*
*when tower closed

D

28° 07′N

28° 06′N

80° 40′W

80° 39′W

80° 38′W

RWY 05-23
S-26
RWY 09L-27R
S-60, D-60
RWY 09R-27L
S-100, D-165, 2S-175, 2D-300

146

VAR 6.1° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

NORTH HANGARS

FBO

NORTHWEST APRON

ELEV 31

093.0°

6000 X 150

09L

27R

273.0°

ELEV 26

FIELD ELEV 33

ELEV 32

093.0°

10181 X 150

09R

273.0°

ELEV 22

27L

973 X 150

ELEV 21

228.2°

3001 X 75

048.2°

ELEV 25

FIRE STATION

TWR 121

FBO

CARGO

TERMINAL

U.S. CUSTOMS

SOUTH HANGARS

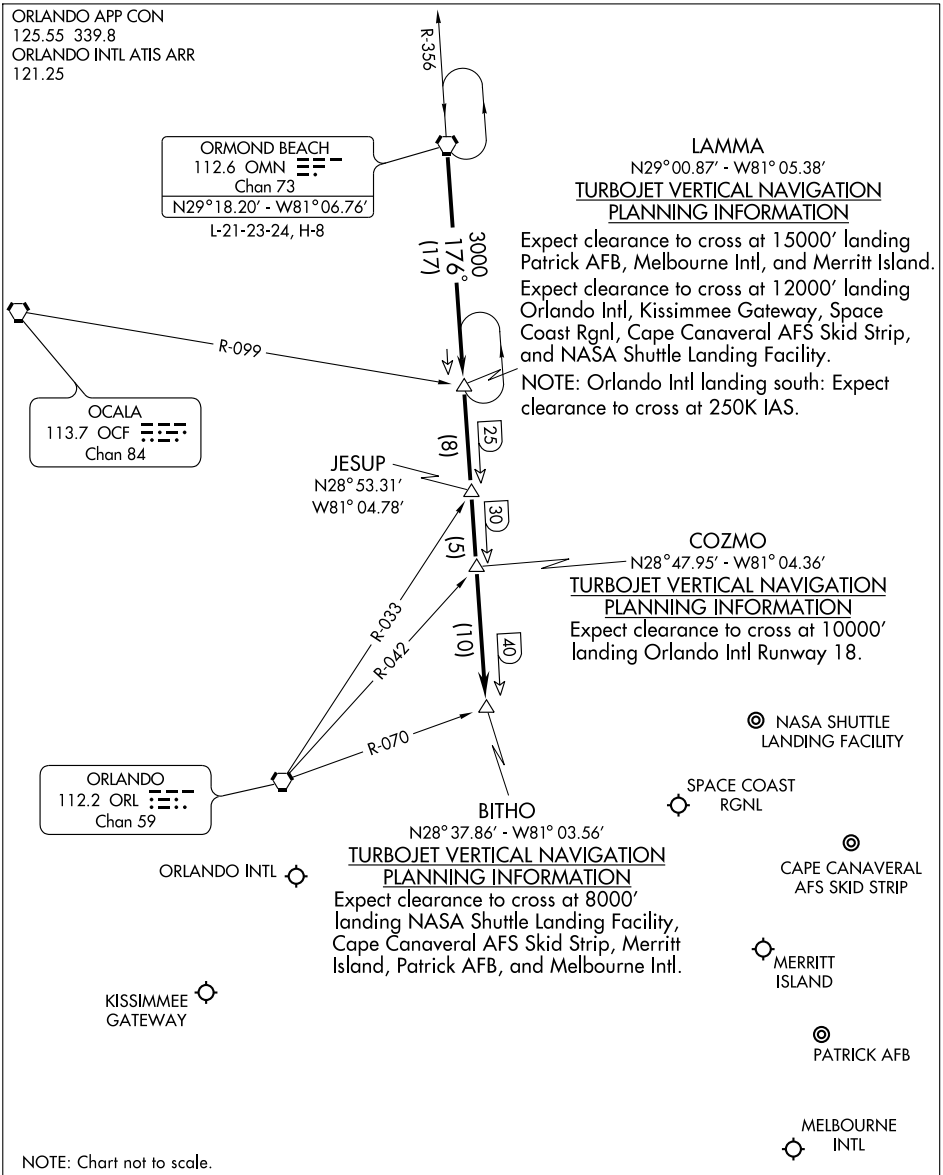
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AL-252 (FAA)

MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA

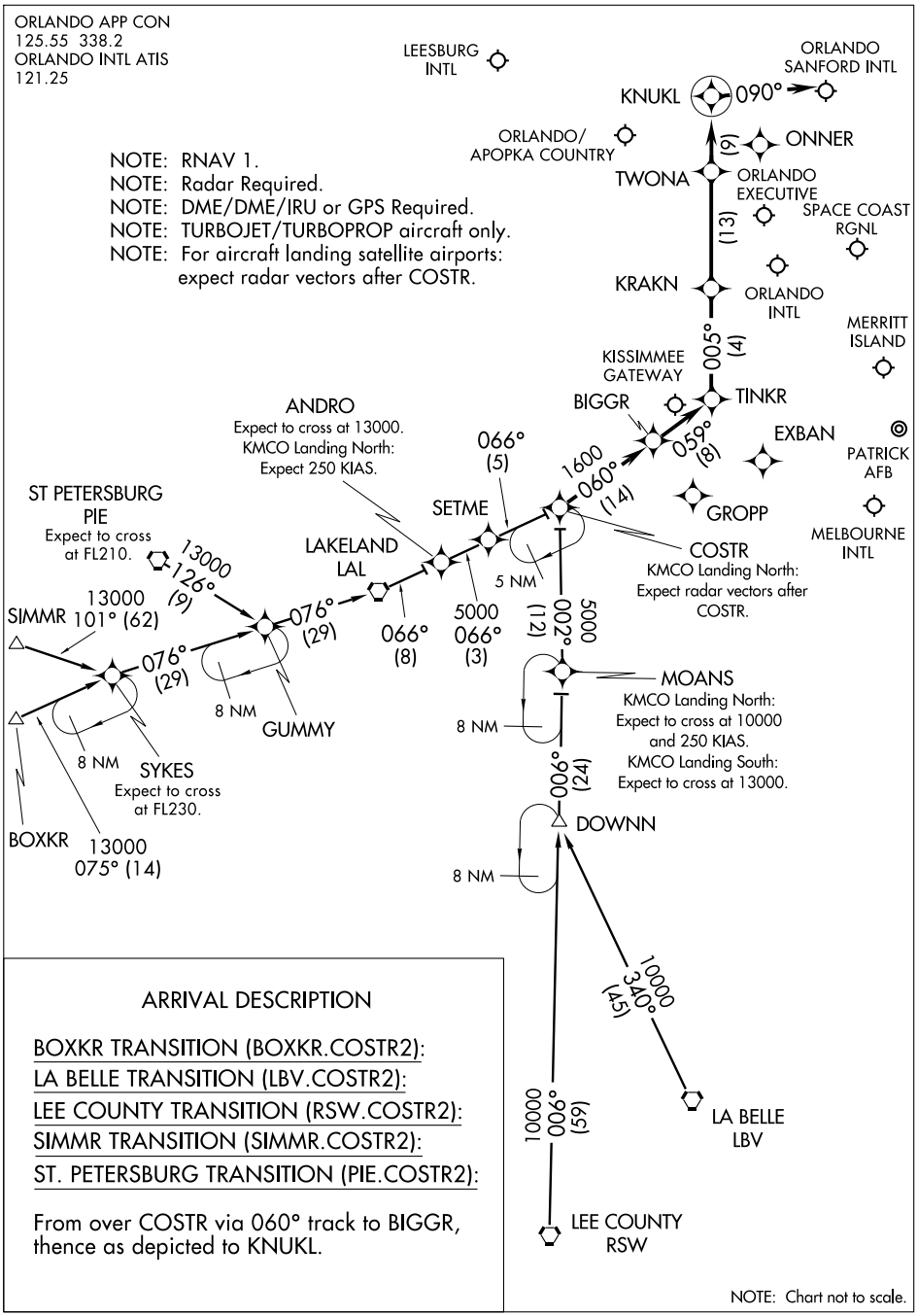
MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-MLB	APP CRS	Rwy Idg	10181
108.3	090°	TDZE	32
		Apt Elev	33

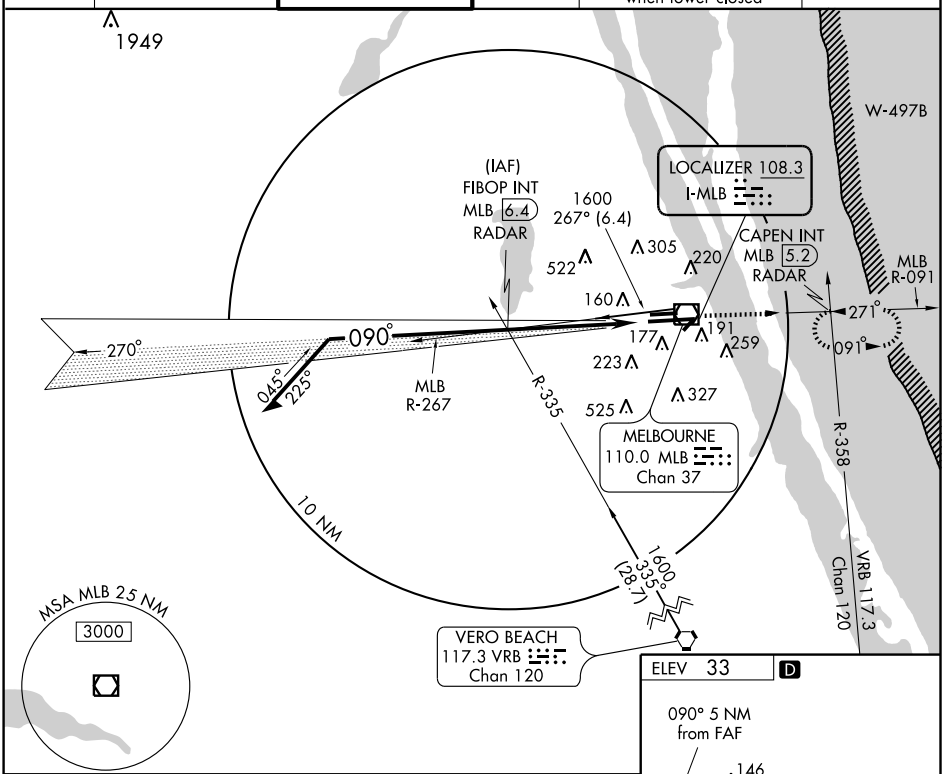
ILS or LOC RWY 9R
MELBOURNE INTL (MLB)

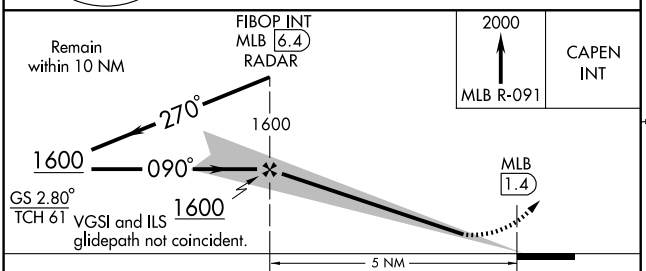
DME or RADAR REQUIRED

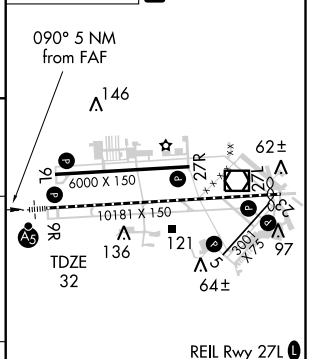
MALSR

MISSED APPROACH: Climb to 2000 via MLB VOR/DME R-091 to CAPEN INT/5.2 DME/RADAR and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* *when tower closed	122.95







CATEGORY	A	B	C	D
S-ILS 9R	232/18 200 (200-½)			
S-LOC 9R	380/24 348 (400-½)			380/40 348 (400-¾)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-MLB	APP CRS	Rwy Idg	9481
108.3	270°	TDZE	26
		Apt Elev	33

LOC BC RWY 27L
MELBOURNE INTL (MLB)

RADAR or DME REQUIRED

MISSED APPROACH: Climb to 1600 via MLB VOR/DME R-267 to FIBOP INT/6.4 DME/RADAR and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95

BACK COURSE

MELBOURNE 110.0 MLB Chan 37

FIBOP INT MLB 6.4 RADAR

(IAF) CAPEN INT MLB 5.2 RADAR

W-497B

MLB R-267

087°

267°

R-335

R-358

R-091 MLB

090°

270°

1 min

522 305 160 220 1700 091° (5.2) 191 177 259 223 525 327

LOCALIZER 108.3 I-MLB

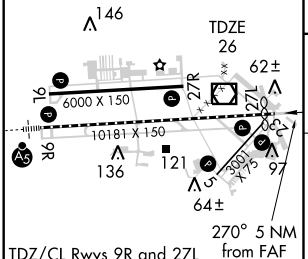
10 NM

544

MSA MLB 25 NM 3000

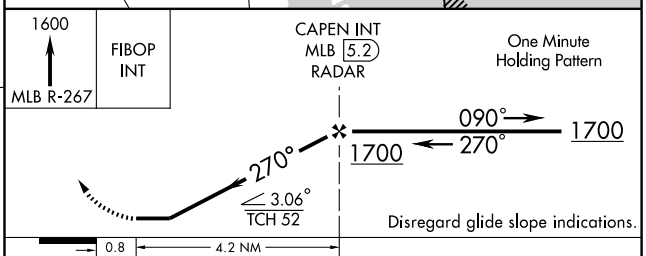
VRB 117.3 Chan 120

VRB 117.3 Chan 120



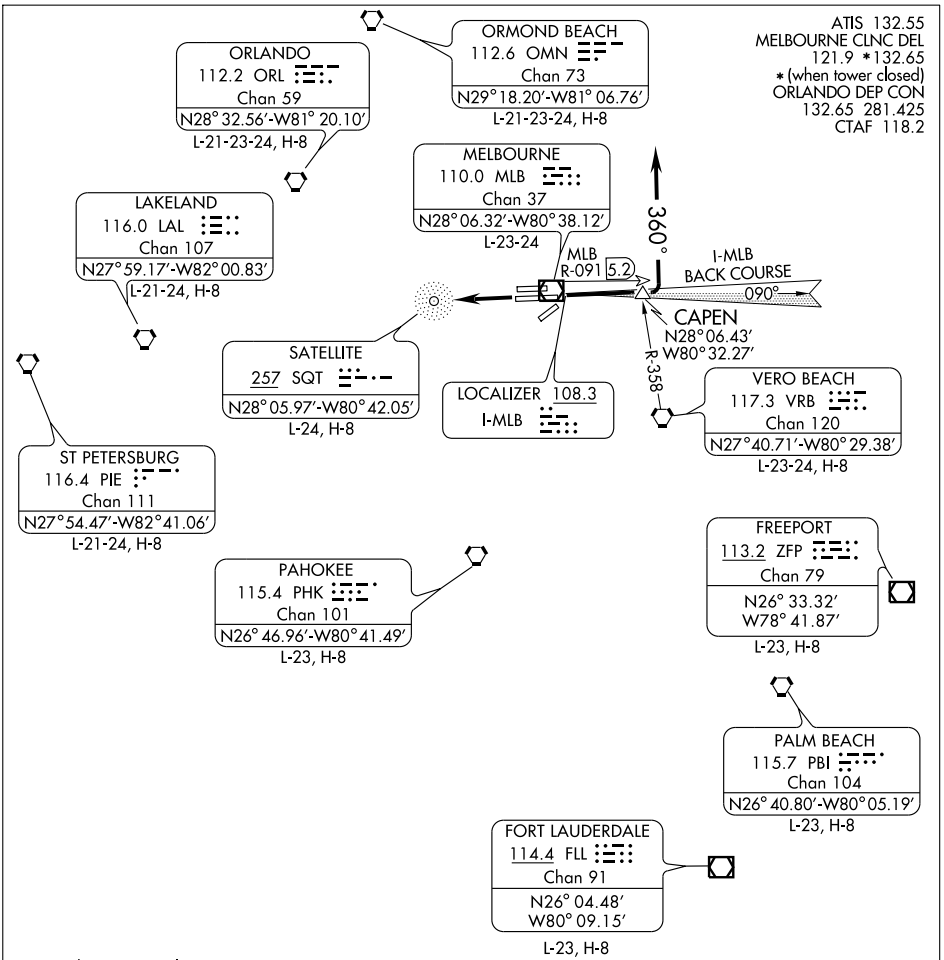
TDZ/CL Rwys 9R and 27L
REIL Rwy 27L L
MIRL Rwys 5-23 and 9L-27R L
HIRL Rwy 9R-27L L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-27L	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	520-1 487 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R: Fly runway heading until the CAPEN INT then turn left heading 360° . Thence....

TAKE-OFF RUNWAY 27L: Fly runway heading. Thence....

.... All aircraft expect radar vectors to join assigned route. Maintain 5,000 feet or assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 65601	090°	TDZE	33
W09A		Apt Elev	33

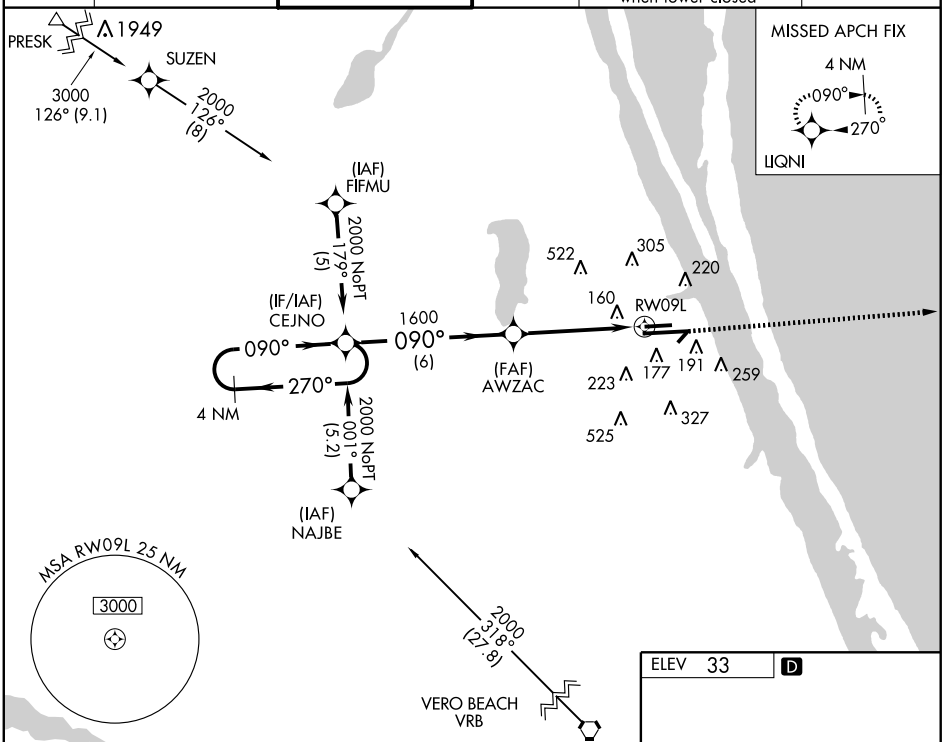
RNAV (GPS) RWY 9L

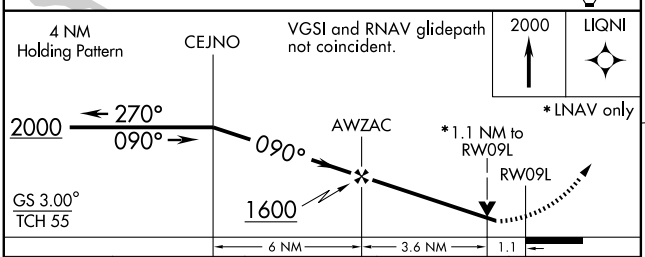
MELBOURNE INTL (MLB)

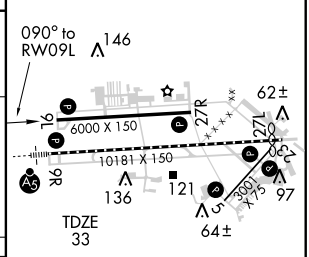
Baro-VNAV NA below -16° C (4° F)
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2000 direct LIQNI and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95







CATEGORY	A	B	C	D
LPV DA	310-1 277 (300-1)			
LNAV/VNAV DA	464-1½ 431 (500-1½)			
LNAV MDA	420-1 367 (400-1)			420-1¼ 367 (400-1¼)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 60901 W09B | APP CRS 090° | Rwy Idg 10181 TDZE 32 Apt Elev 33

RNAV (GPS) RWY 9R

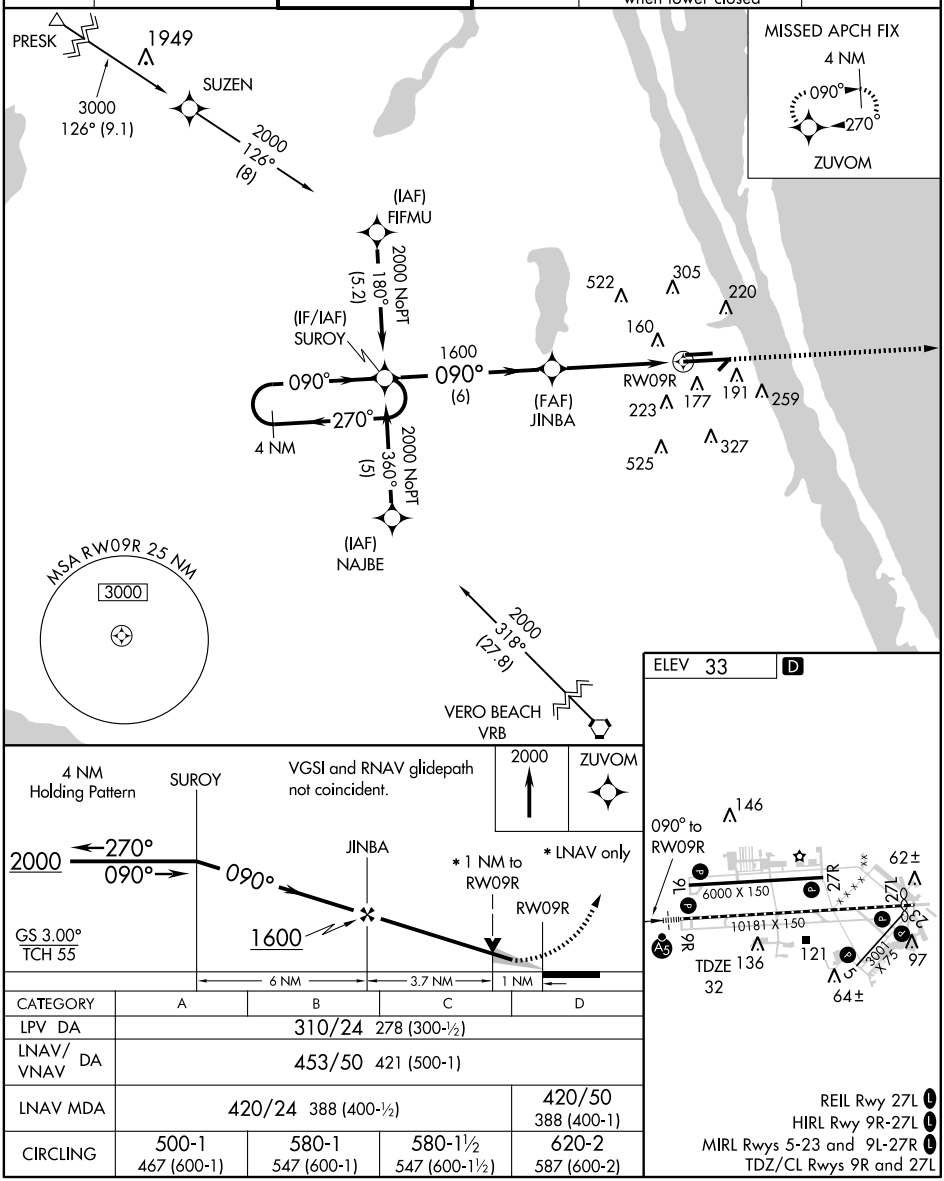
MELBOURNE INTL (MLB)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2000 direct ZUVOM and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* * when tower closed	122.95



CATEGORY	A	B	C	D
LPV DA	310/24 278 (300-½)			
LNAV/VNAV DA	453/50 421 (500-1)			
LNAV MDA	420/24 388 (400-½)			420/50 388 (400-1)
CIRCLING	500-1 467 (600-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

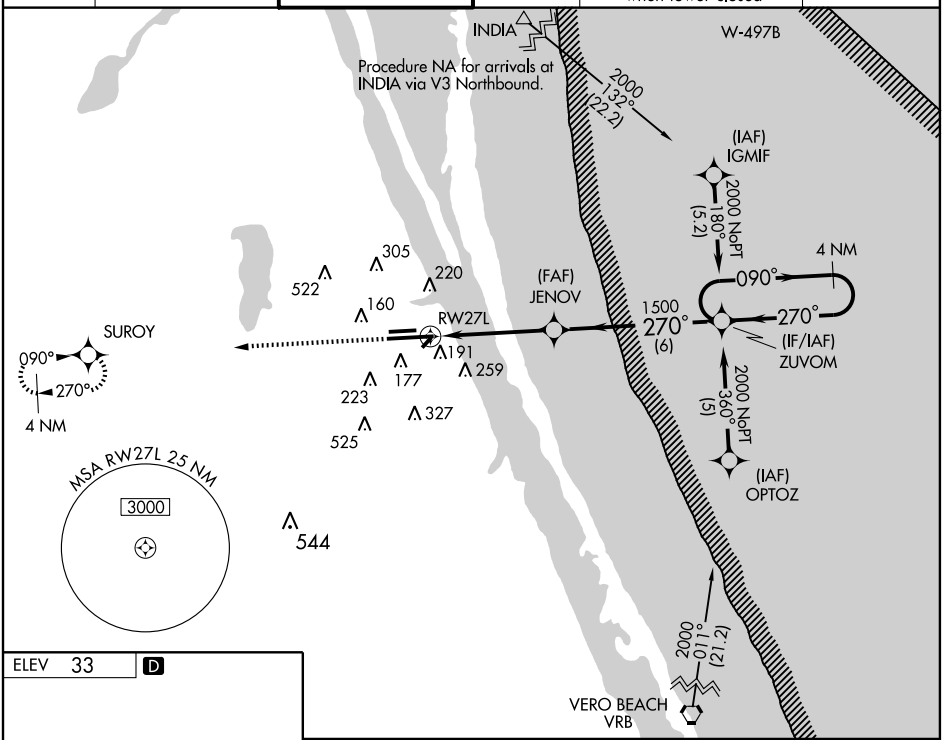
WAAS	APP CRS	Rwy Idg	9481
CH 56201	270°	TDZE	26
W27B		Apt Elev	33

RNAV (GPS) RWY 27L
MELBOURNE INTL (MLB)

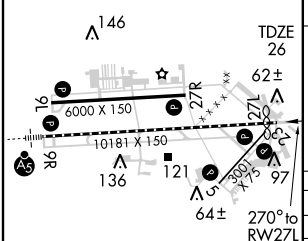
Baro-VNAV NA below -16° C (4° F).
DME/DME RNP-0.3 NA.

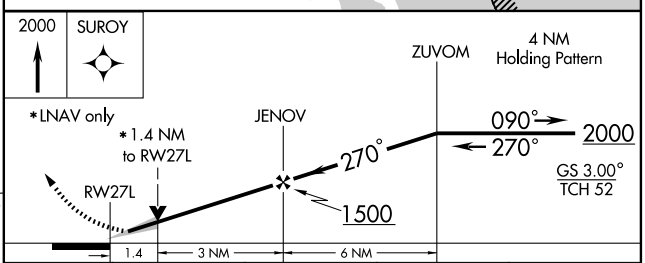
MISSED APPROACH: Climb to 2000 direct SUROY and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER *	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95



ELEV 33 D





CATEGORY		A	B	C	D
LPV	DA	290-1 264 (300-1)			
LNAV/ VNAV	DA	563-2 537 (600-2)			
LNAV	MDA	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING		520-1 487 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

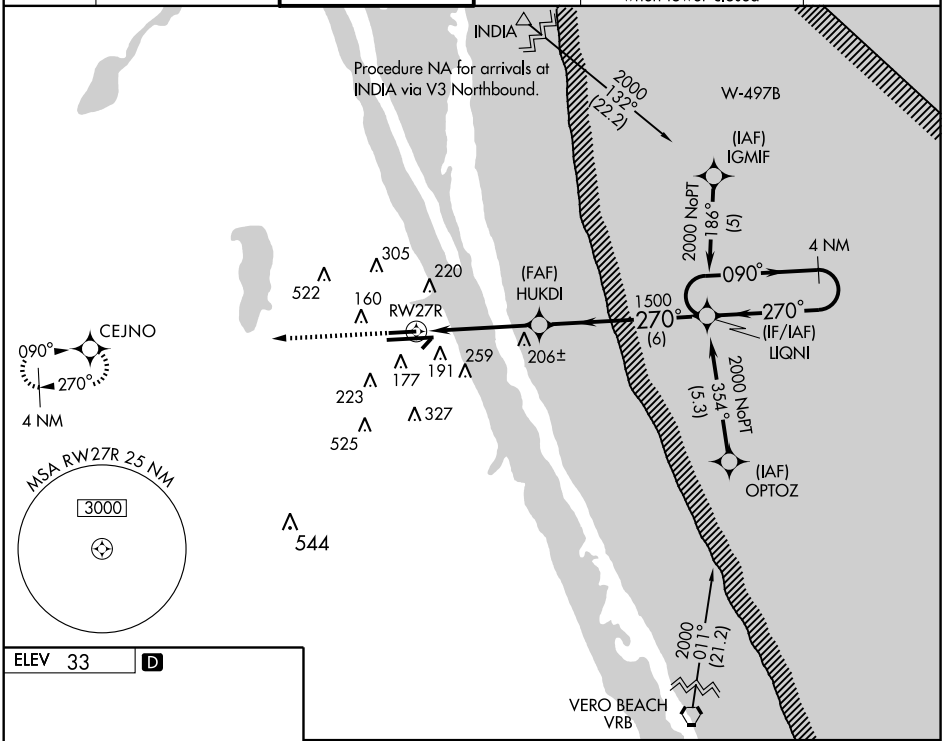
WAAS	APP CRS	Rwy Idg	6000
CH 50101	270°	TDZE	32
W27A		Apt Elev	33

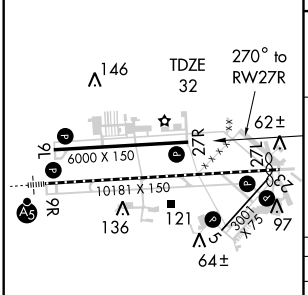
RNAV (GPS) RWY 27R
MELBOURNE INTL (MLB)

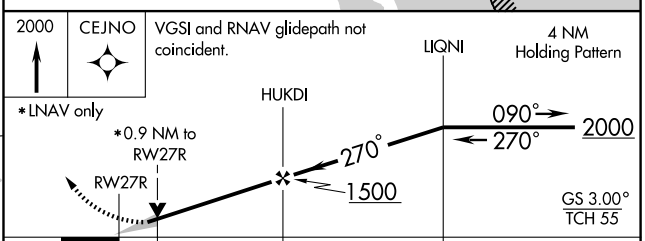
Baro-VNAV NA below -16° C (4° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CEJNO and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65*	122.95
				* when tower closed	







CATEGORY	A	B	C	D
LPV DA	290-1 258 (300-1)			
LNAV/VNAV DA	480-1½ 448 (500-1½)			
LNAV MDA	380-1 348 (400-1)			380-1¼ 348 (400-1¼)
CIRCLING	500-1½ 467 (500-1½)	580-1½ 547 (600-1½)		620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 21 OCT 2010 to 18 NOV 2010

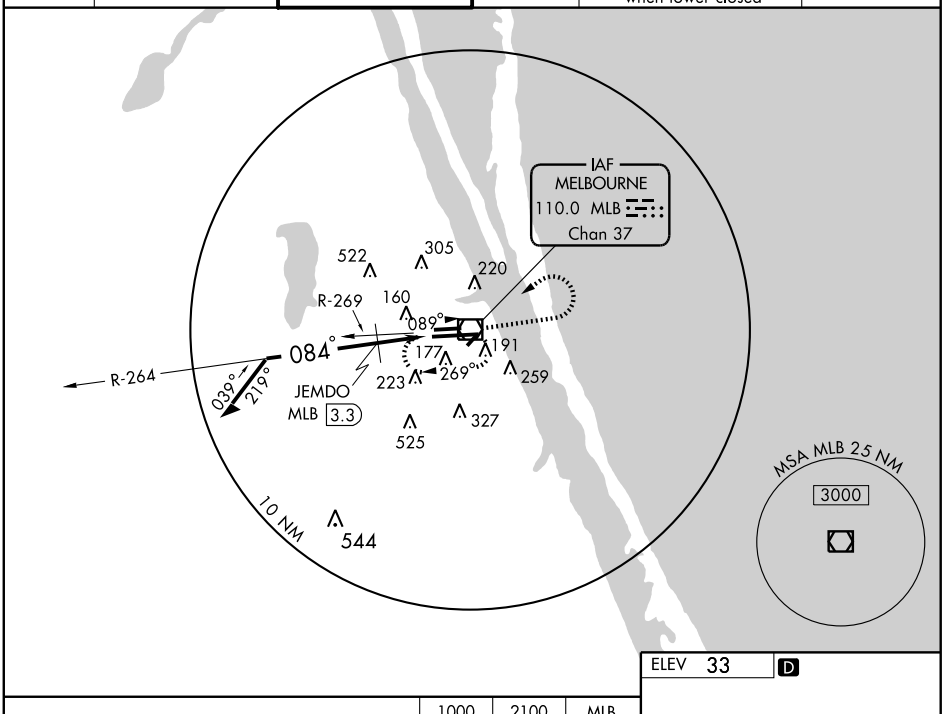
VOR/DME MLB 110.0 Chan 37	APP CRS 084°	Rwy Idg 10181 TDZE 32 Apt Elev 33

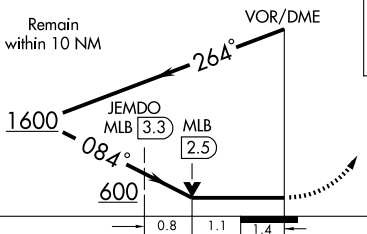
VOR RWY 9R
MELBOURNE INTL (MLB)

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2100 direct MLB VOR/DME and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95

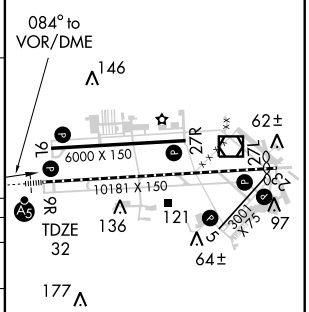




1000	2100	MLB 110.0

CATEGORY	A	B	C	D
S-9R	600/24 568 (600-½)		600/50 568 (600-1)	600/60 568 (600-1¼)
CIRCLING	600-1 567 (600-1)		600-1½ 567 (600-1½)	620-2 587 (600-2)
JEMDO FIX MINIMUMS				
S-9R	460/24 427 (500-½)		460/40 427 (500-¾)	460/50 427 (500-1)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

ELEV 33 D



REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

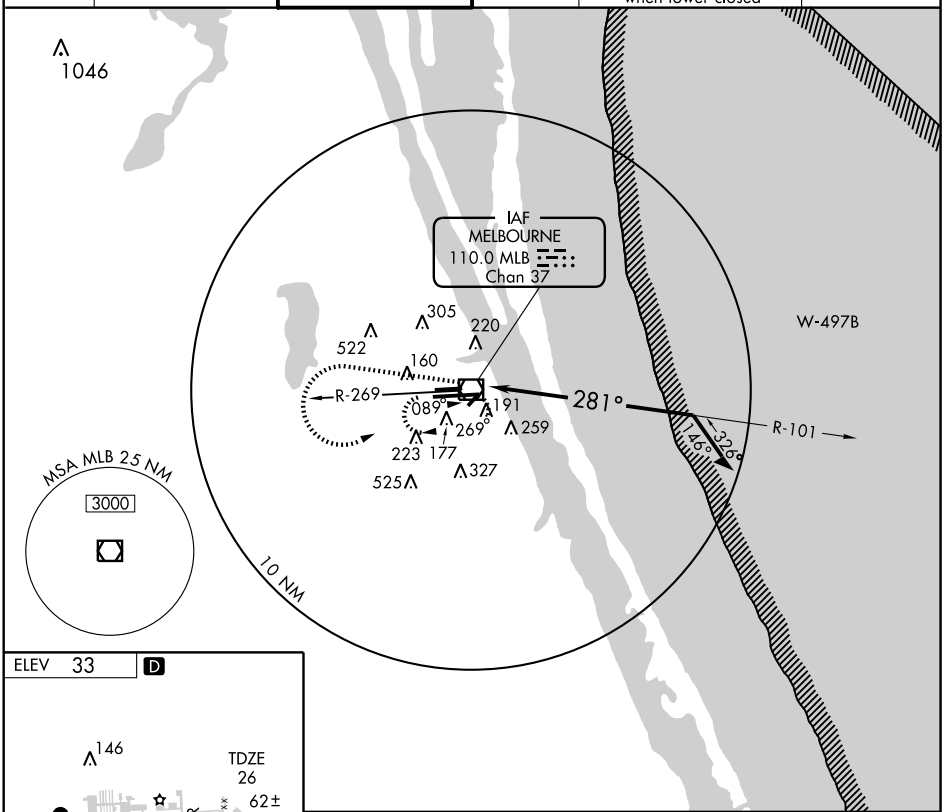
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

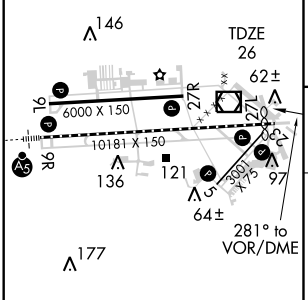
VOR/DME MLB	APP CRS	Rwy Idg	9481
110.0	281°	TDZE	26
Chan 37		Apt Elev	33

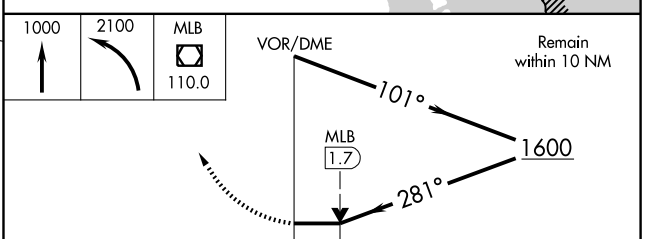
VOR RWY 27L
MELBOURNE INTL (MLB)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MLB VOR/DME and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95





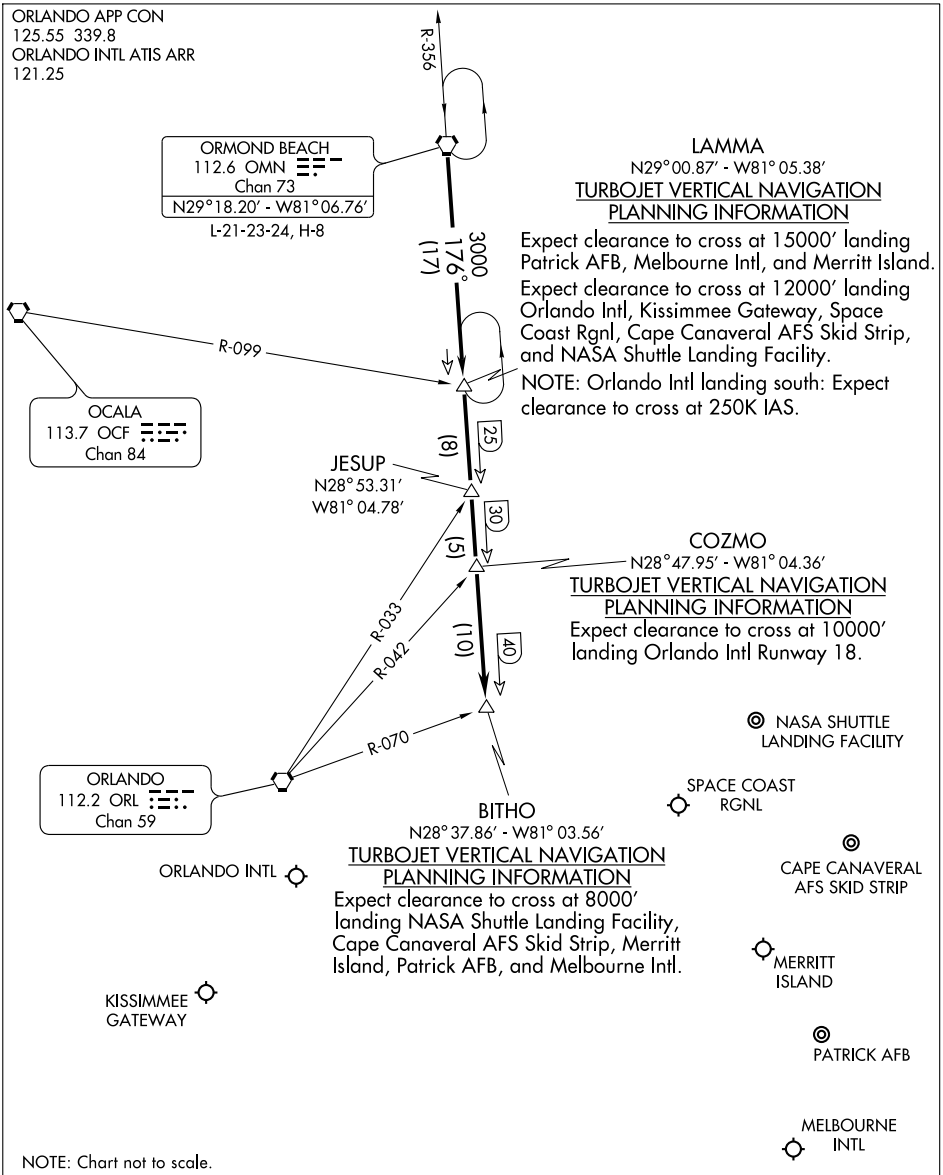


CATEGORY	A	B	C	D
S-27L	560-1 534 (600-1)		560-1½ 534 (600-1½)	560-1¾ 534 (600-1¾)
CIRCLING	560-1 527 (600-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

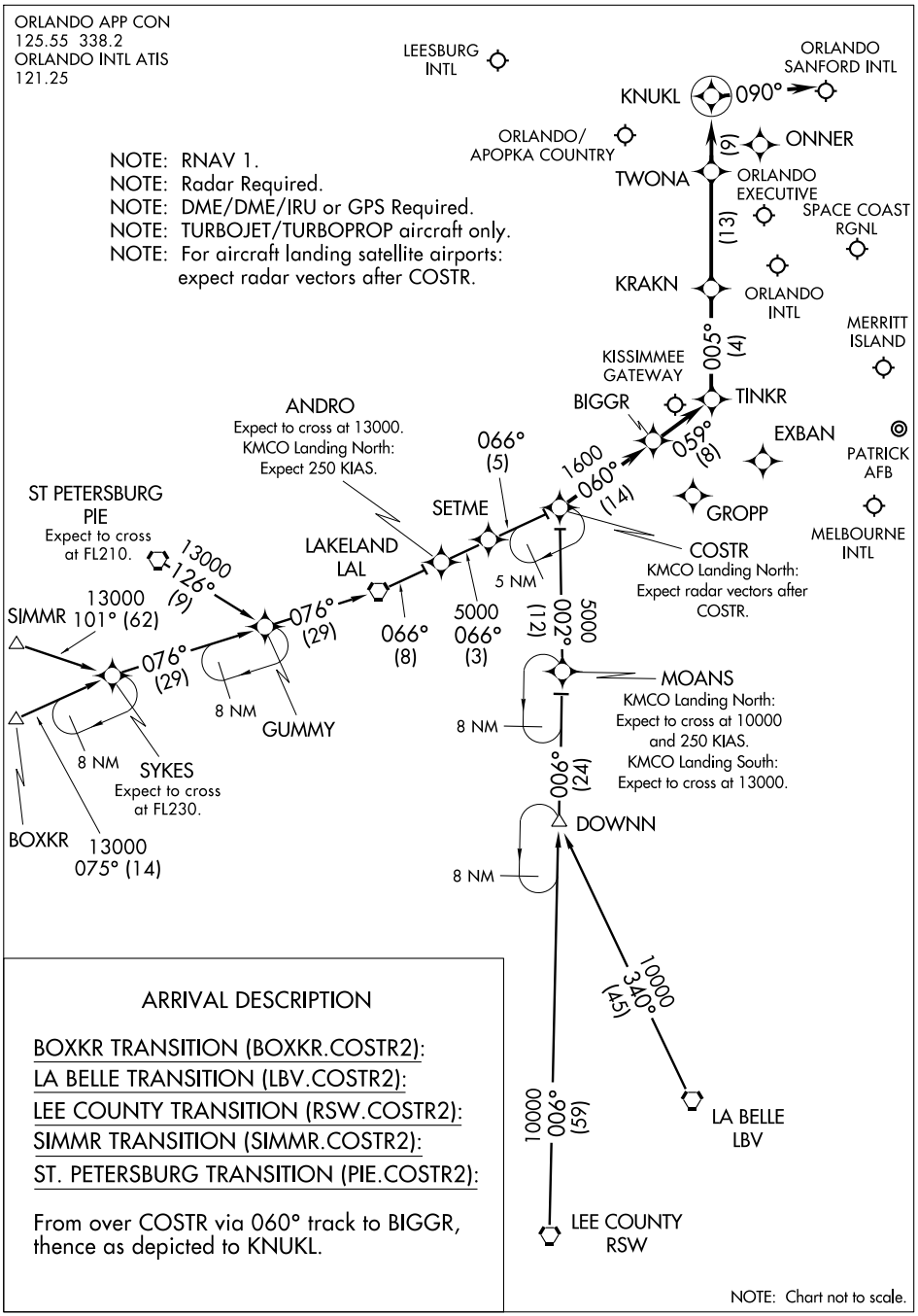
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

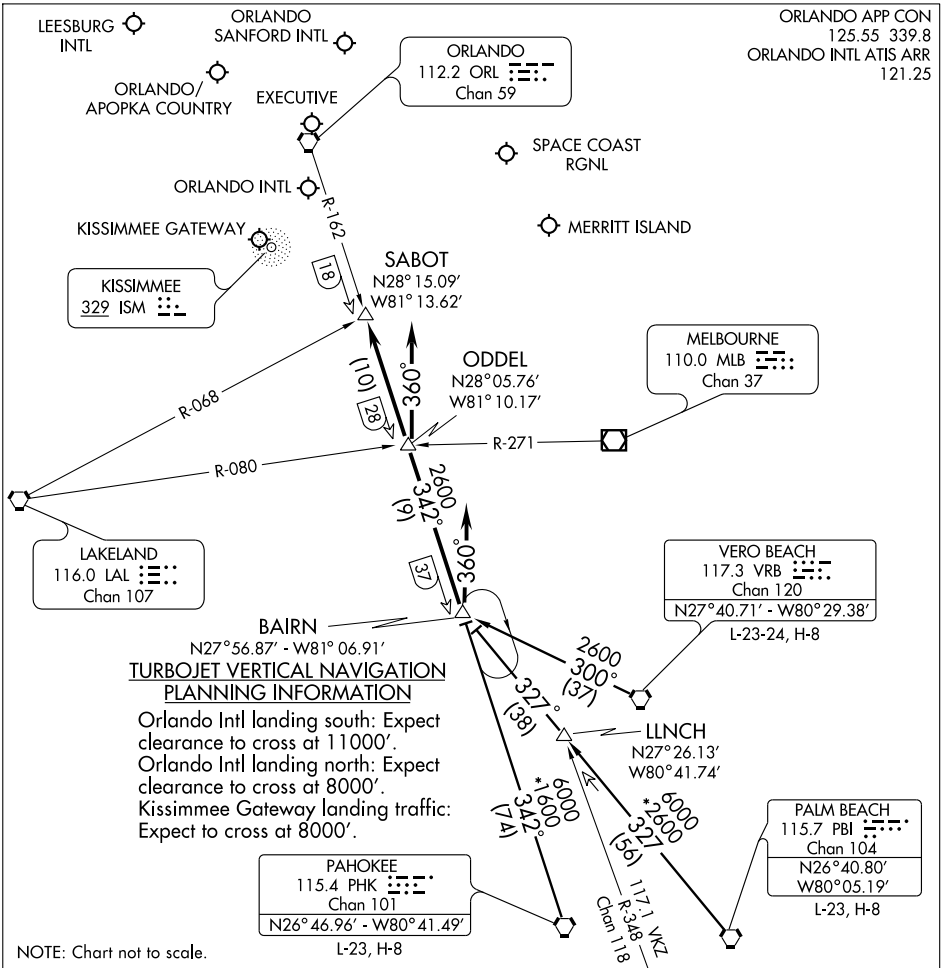
NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

13000 120° (9)

13000 070° (29)

R-250

R-106

SYKES
N27°39.88′
W83°02.99′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

83

10000 003° (24)

72

13000 070° (14)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83°17.93′

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

10000 334° (45)

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

NOTE: Chart not to scale.

08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

ST-571 (FAA)

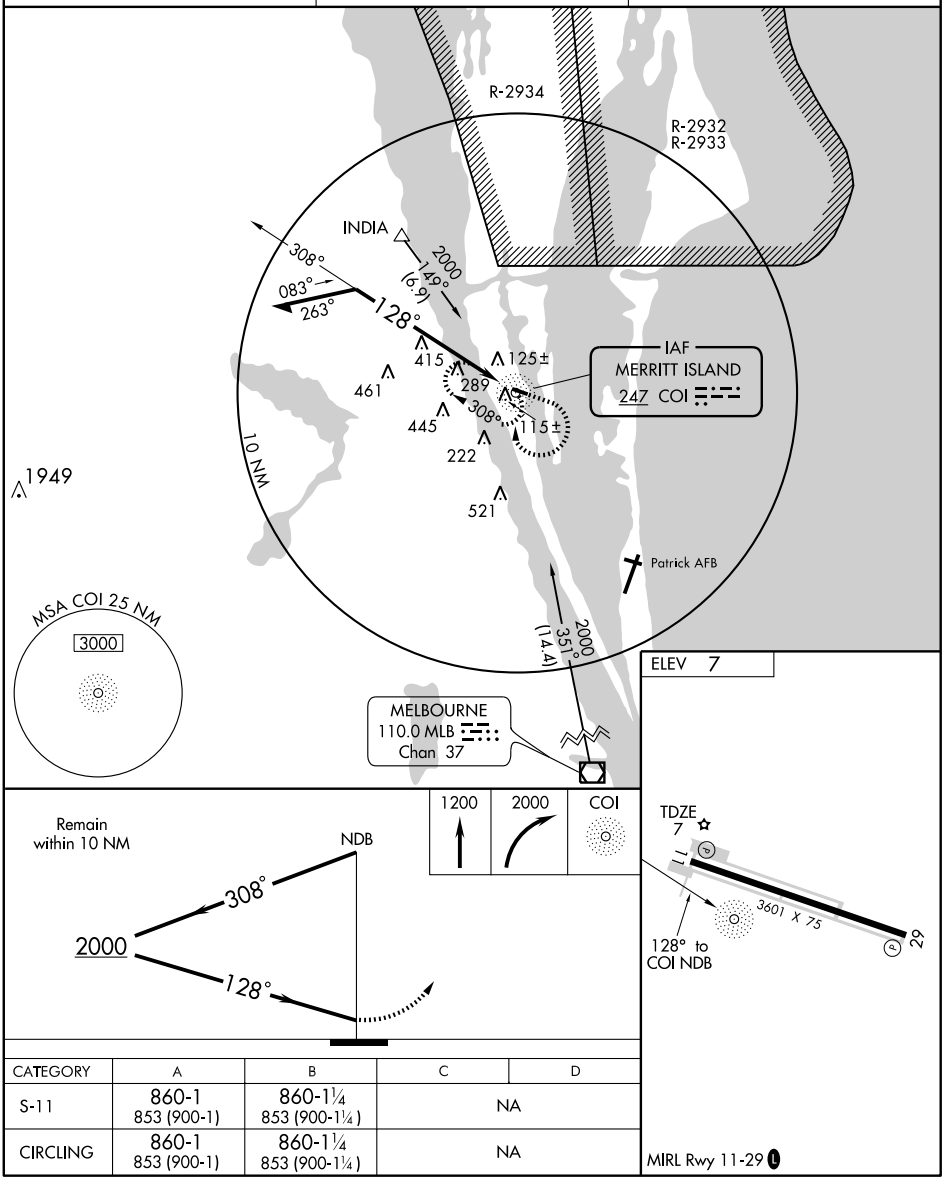
NDB COI	APP CRS	Rwy Idg	3601
247	128°	TDZE	7
		Apt Elev	7

NDB RWY 11
MERRITT ISLAND (COI)

Use Melbourne Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct COI NDB and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.025	134.95 281.425	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-11	860-1 853 (900-1)	860-1¼ 853 (900-1¼)	NA	
CIRCLING	860-1 853 (900-1)	860-1¼ 853 (900-1¼)	NA	

MIRL Rwy 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3601
CH 65899	114°	TDZE	6
W11A		Apt Elev	6

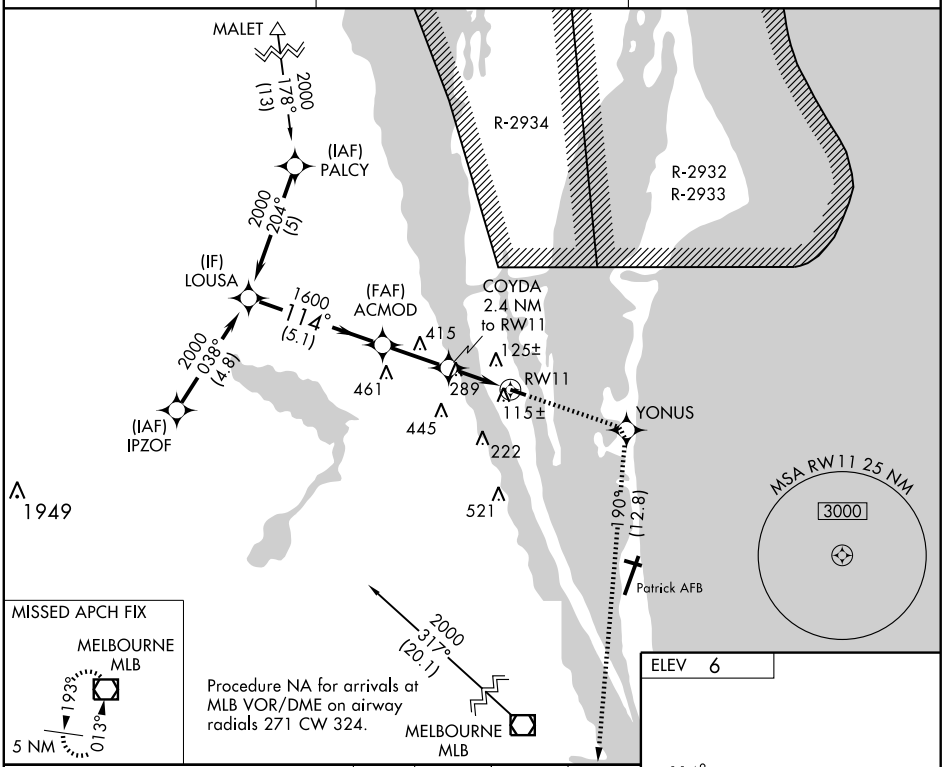
RNAV (GPS) RWY 11

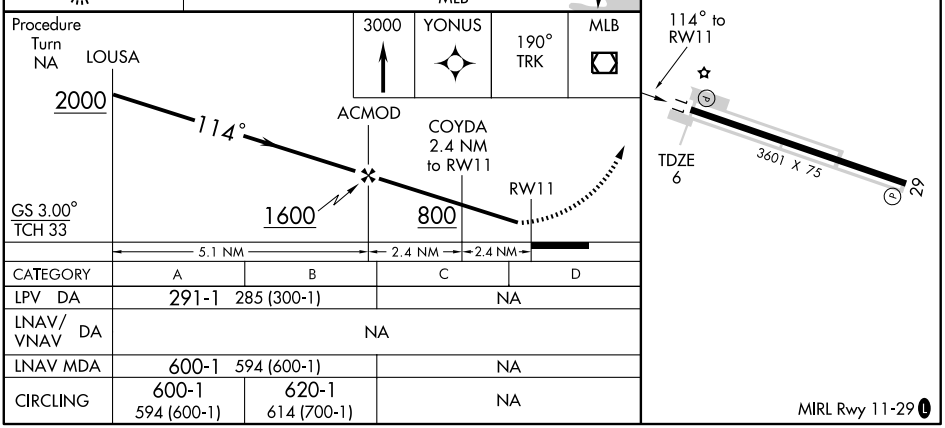
MERRITT ISLAND (COI)

If local altimeter setting not received, use Melbourne altimeter setting and increase LPV DA to 329 and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct YONUS and via 190° track to MLB VOR/DME and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.025	134.95 281.425	122.975 (CTAF) L



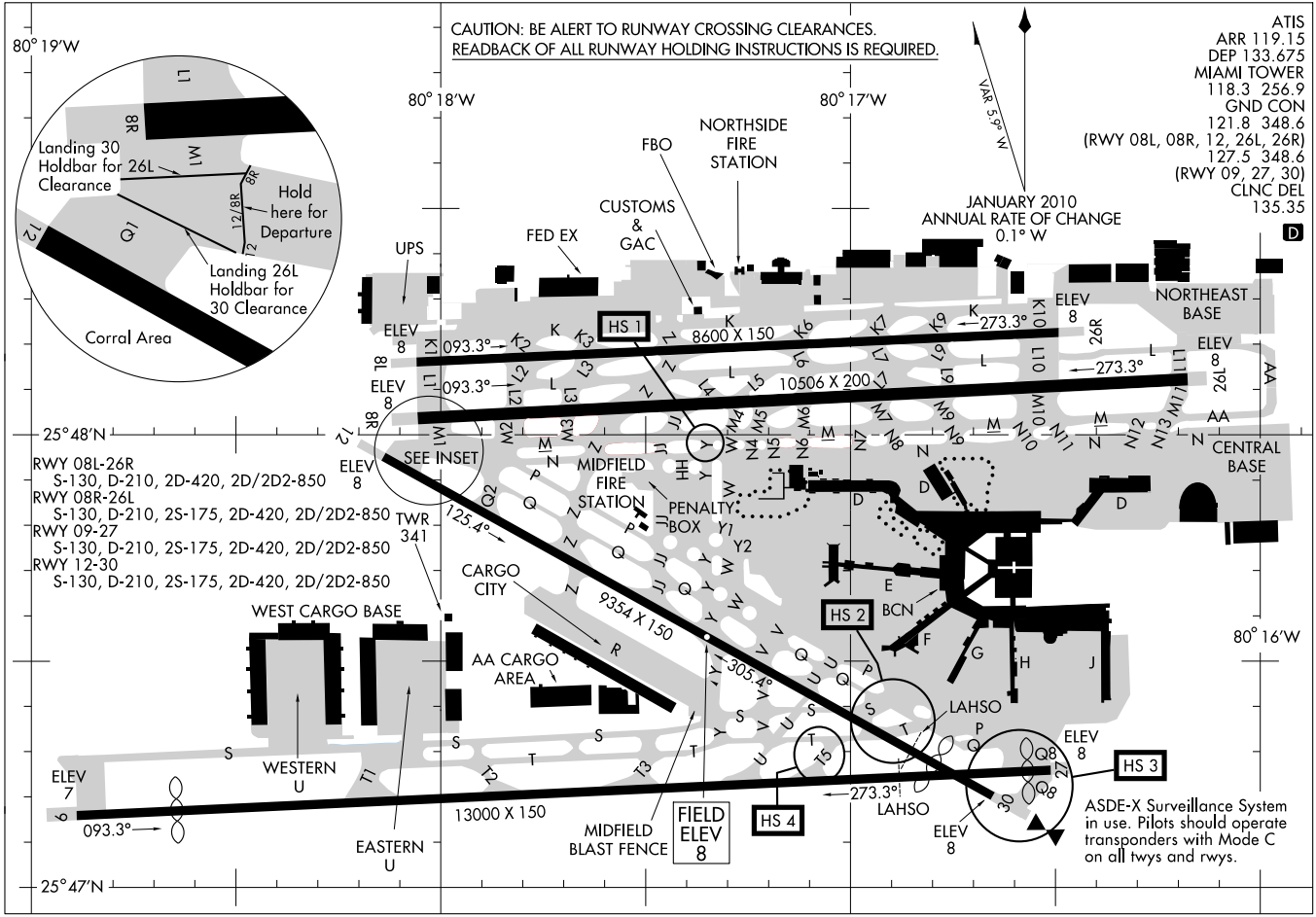


CATEGORY	A	B	C	D
LPV DA	291-1	285 (300-1)	NA	
LNAV/VNAV DA	NA			
LNAV MDA	600-1	594 (600-1)	NA	
CIRCLING	600-1 594 (600-1)	620-1 614 (700-1)	NA	

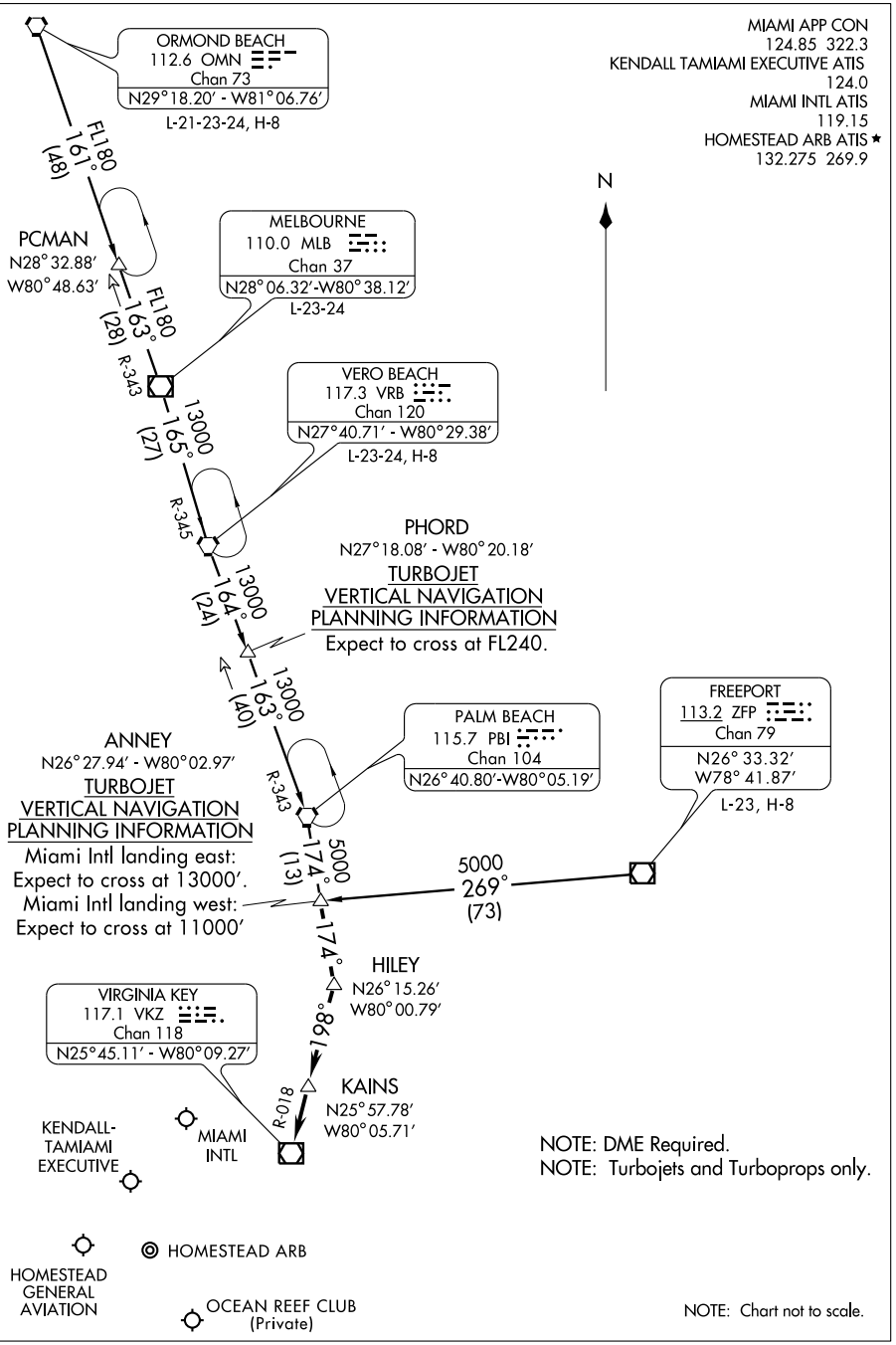
MIRL Rwy 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

10266 AIRPORT DIAGRAM



MIAMI INTL (MIA)
MIAMI, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

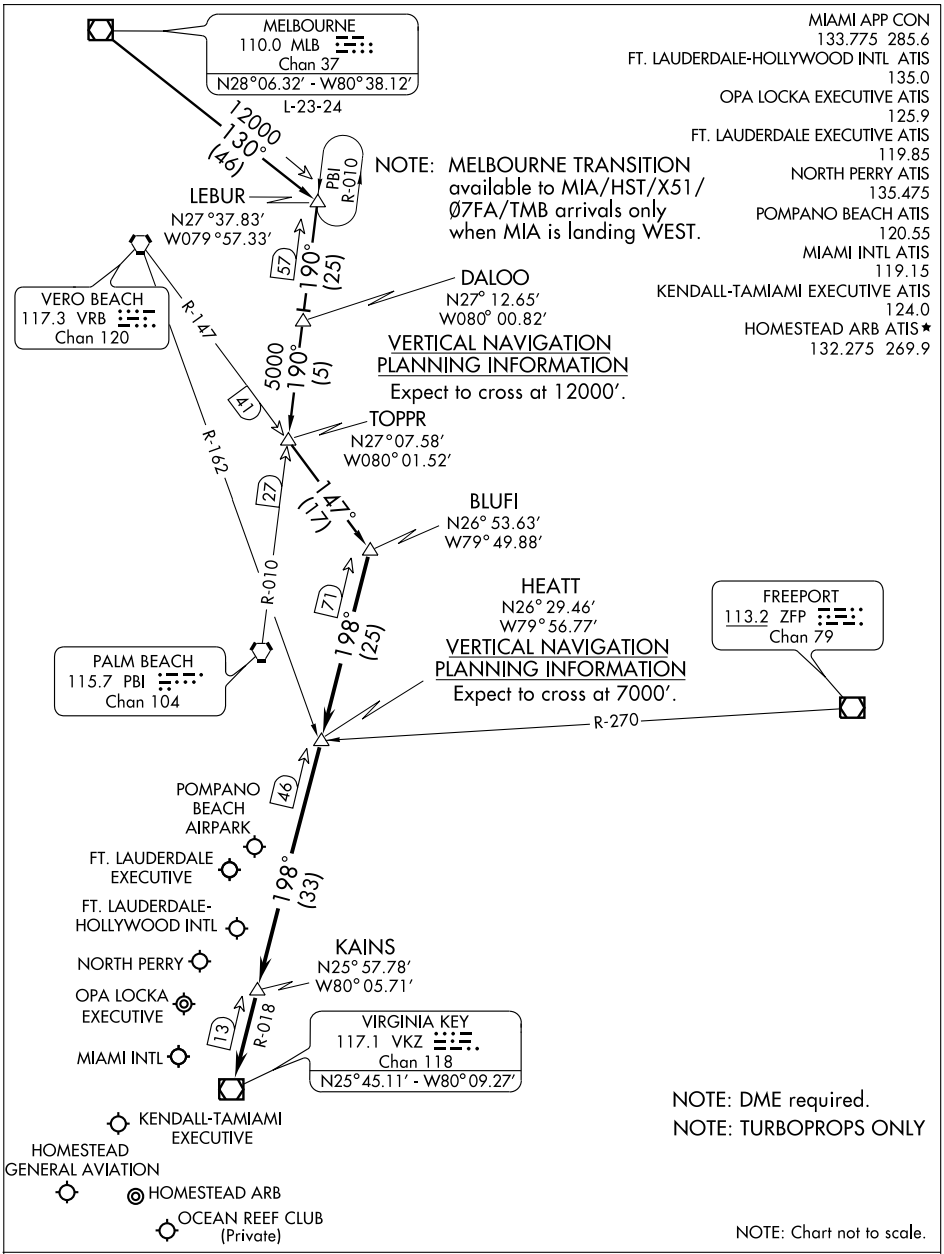
FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 21 OCT 2010 to 18 NOV 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

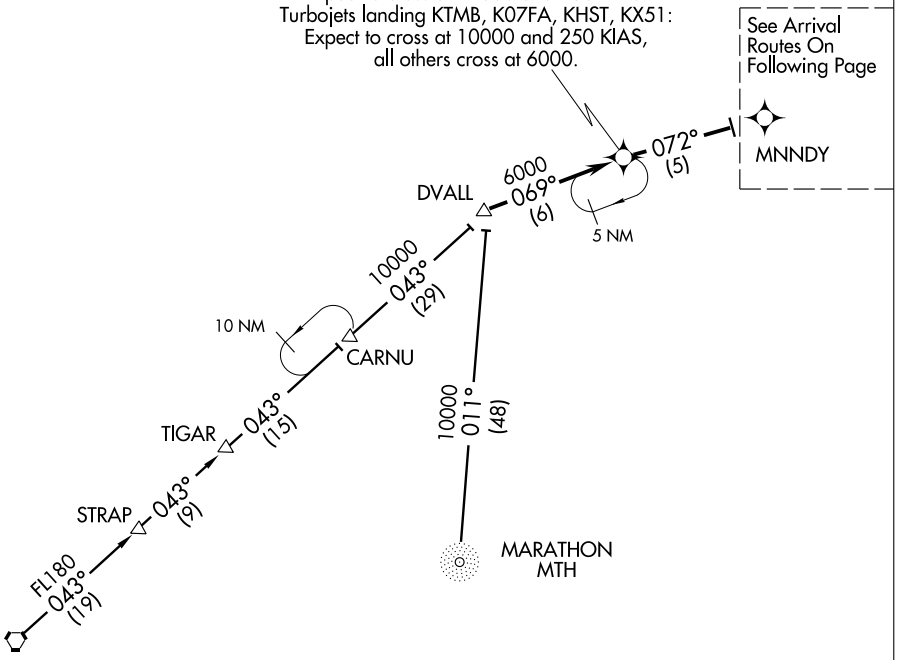
SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

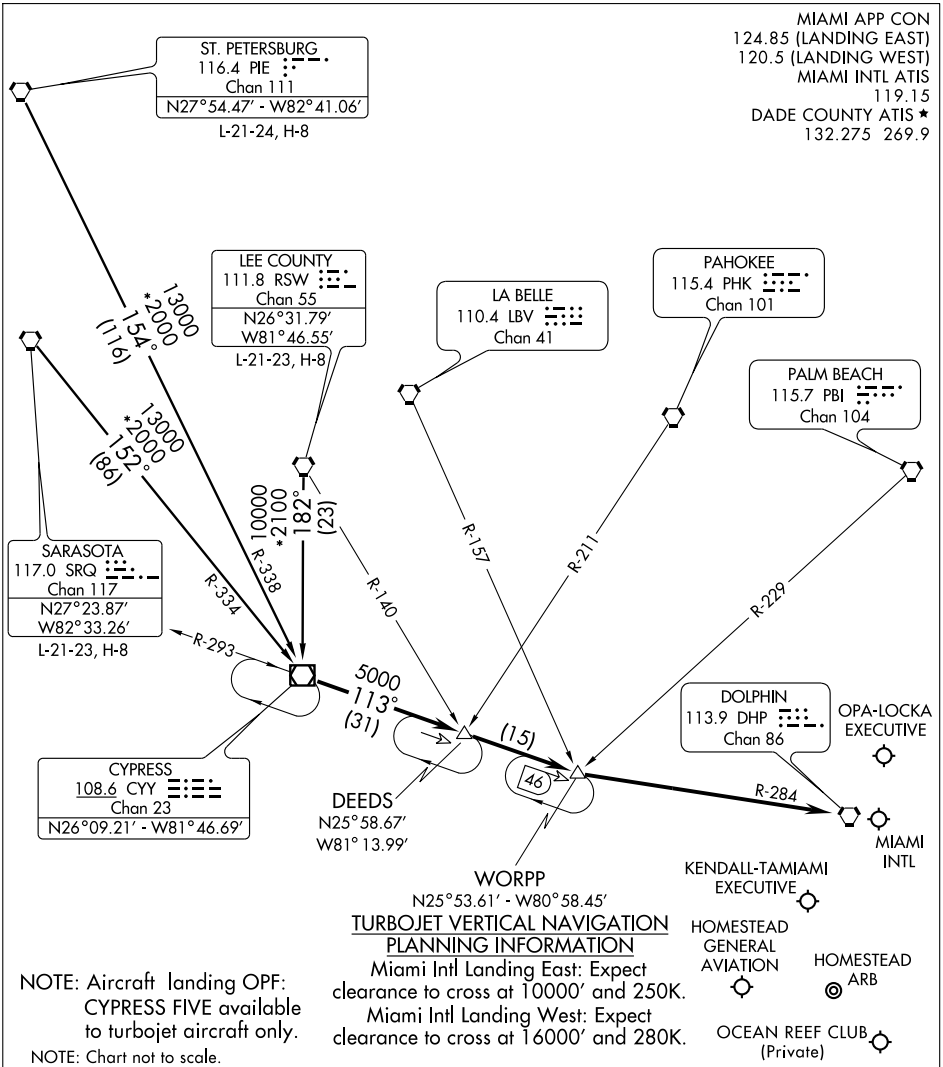
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

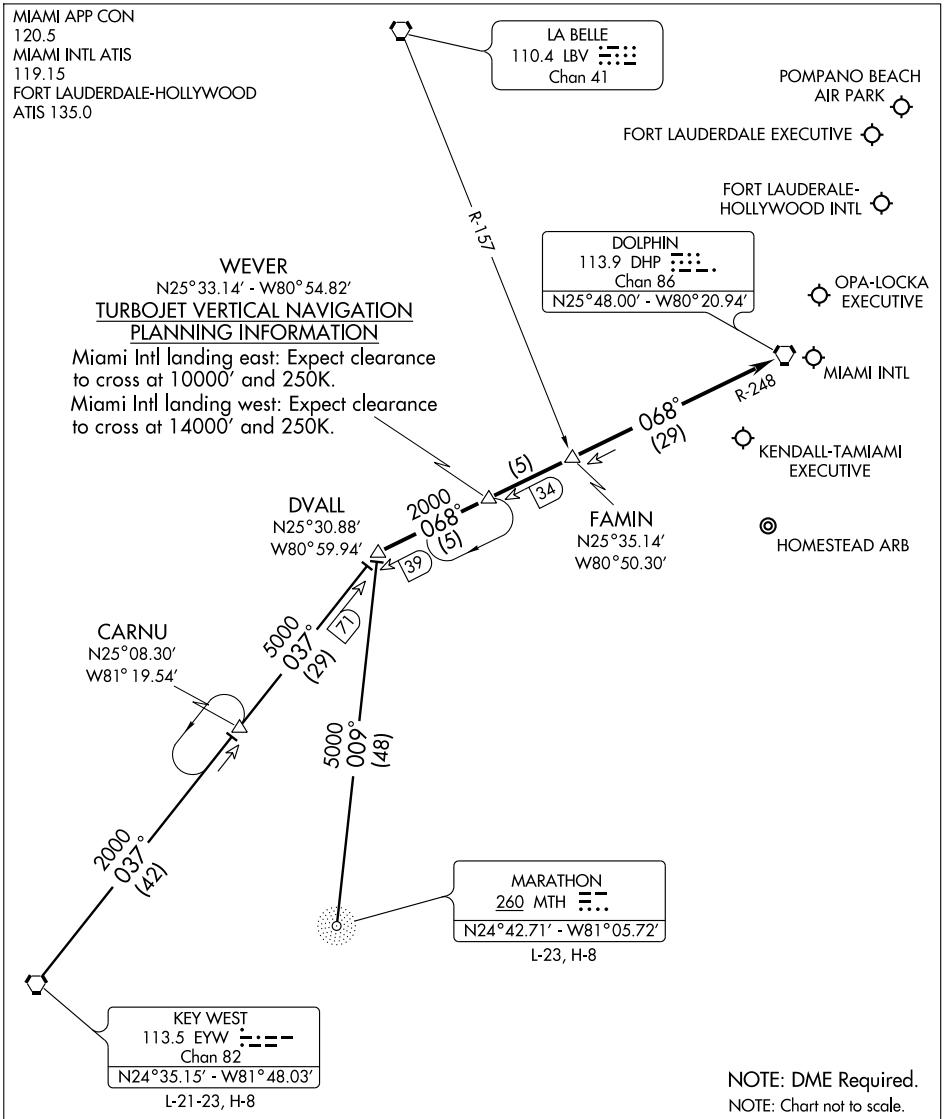
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

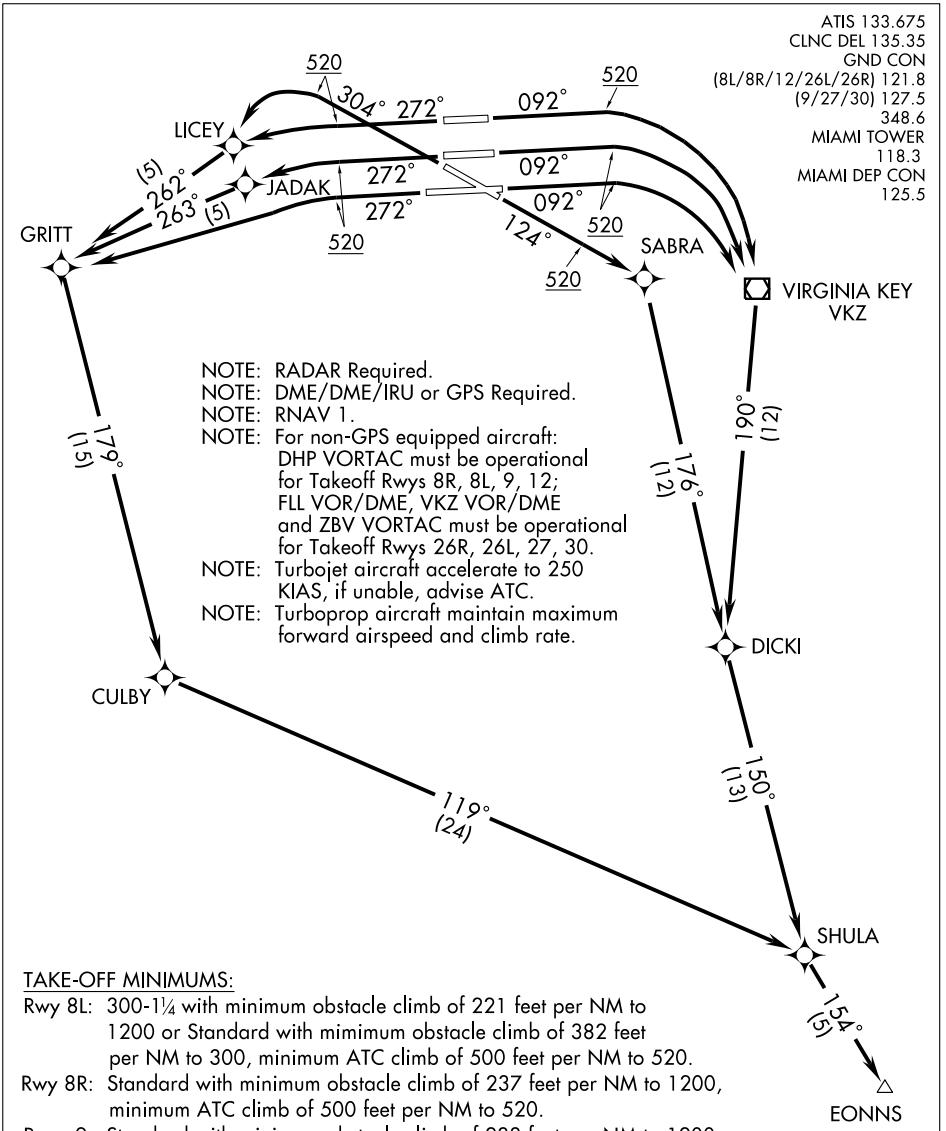
DVALL ONE ARRIVAL (DVALL.DVALL1)

MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

EONNS ONE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with mimimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then right turn direct SABRA, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

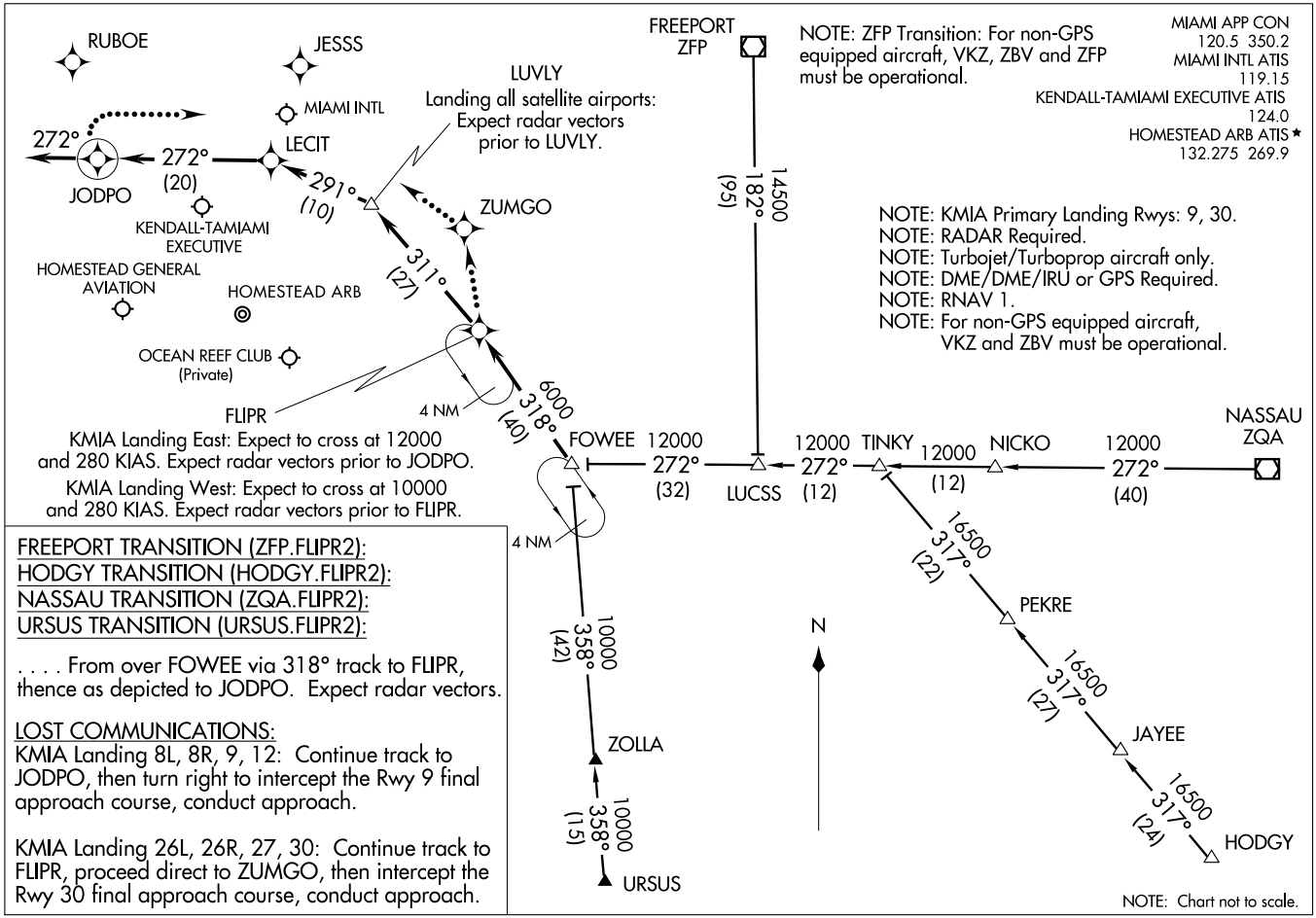
TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.
NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.
NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL.
Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098

MIAMI, FLORIDA

ST-257 (FAA)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ST-257 (FAA)

MIAMI, FLORIDA

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

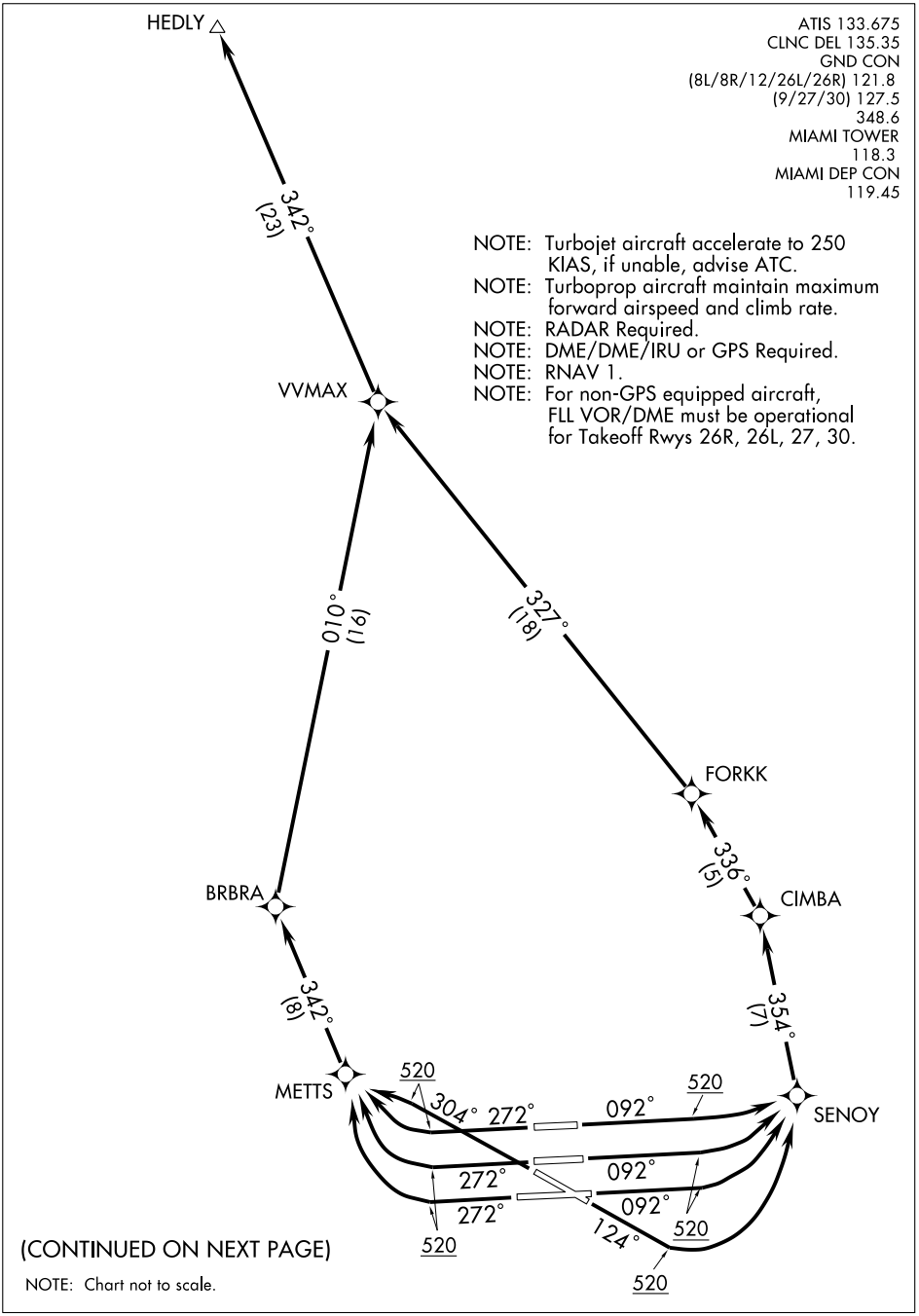
SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to HEDLY, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF MINIMUMS:
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

TAKE-OFF OBSTACLES:
NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.
NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.
NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
HILEY
5000 169° (18)
CIMBA
JESSS
243° (5)
KAINS
271° RUBOE
271° (31)
255° (6)
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.
BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

HILEY TWO ARRIVAL (RNAV)
MIAMI, FLORIDA
(HILEY.HILEY2) 07074

SE-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-MFA	APP CRS	Rwy Idg 10506
110.3	092°	TDZE 8
Chan 40		Apt Elev 8

ILS or LOC RWY 8R

MIAMI INTL (MIA)

Simultaneous approach authorized with Rwy 9.
Autopilot coupled approach not authorized below 500 feet.
DME Required.
S-LOC minima not authorized during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

RADAR or DME REQUIRED

1049 1049 1049 1049

155° 335° R-335

BRBRA DHP 11.5

DOLPHIN 113.9 DHP Chan 86

LOCALIZER 110.3 I-MFA Chan 40

(IF/IAF) KROME I-MFA 15.1 RADAR

LAWNN I-MFA 6.3 RADAR

230 328 228± 210 130± 125 220 555± 1049± 849 530± 270± 157± 210 226 318 333

272° 092° 1 min 272° *3000 092° (4) 1500 092° (4.7)

COPRA I-MFA 11.1 RADAR

3000 to KROME 271° (10.6)

MSA DHP 25 NM 2100 090° 270° 2900

10 NM

VIRGINIA KEY VKZ 117.1 Chan 118

ALTERNATE MISSED APCH FIX 300° R-120 120°

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

KROME I-MFA 15.1 RADAR

COPRA I-MFA 11.1 RADAR

LAWNN I-MFA 6.3 RADAR

I-MFA 3

I-MFA 1.9

3000 272° 092° *3000 092° 1500

* When assigned by ATC, intercept glidepath at COPRA at 3000.

GS 3.00° TCH 51

4 NM 4.7 NM 3.4 NM 1.1

800 3000 hdg 270° DHP R-335 BRBRA DHP 11.5

ELEV 8 D

092° 4.5 NM from FAF

TDZE 8

110 172 143 119 179 341 188 175 162

8600 X 150 10506 X 200 9354 X 150 13000 X 150

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 8R	208/18 200 (200-½)			
S-LOC 8R	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BUL	APP CRS	Rwy Idg	11397
110.9	092°	TDZE	7
		Apt Elev	8

ILS or LOC RWY 9

MIAMI INTL (MIA)

For inoperative MALSR, increase S-ILS-9 Cat E visibility to RVR 4000, and S-LOC-9 Cat E visibility to 1½. Simultaneous approach authorized with Rwy 8R.
** Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.

RADAR REQUIRED

DOLPHIN 113.9 DHP Chan 86

GRITT INT DHP 7 RADAR

INESS OM/INT RADAR

VIRGINIA KEY 117.1 VKZ Chan 118

LOCALIZER 110.9 I-BUL

LOM QEEZY 266 TM

MSA DHP 25 NM
2100
090° 270°
2900

10 NM

R-120

ELEV 8 D

TDZE 7

092° 4 NM from FAF

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

*1500 when directed by ATC.

GRITT INT DHP 7 RADAR

INESS OM/INT RADAR

800 3000 VKZ

GS 3.00°
TCH 55

*3000

1500

092°

MM

5 NM 3.6 NM 0.4

CATEGORY	A	B	C	D	E
S-ILS 9	** 207/24 200 (200-½)				
S-LOC 9	440/24 433 (500-½)		440/40 433 (500-¾)	440/50 433 (500-1)	
CIRCLING	NA				

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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LOC/DME I-GEM	APP CRS	Rwy Idg	8579
108.9	124°	TDZE	8
Chan 26		Apt Elev	8

ILS or LOC RWY 12

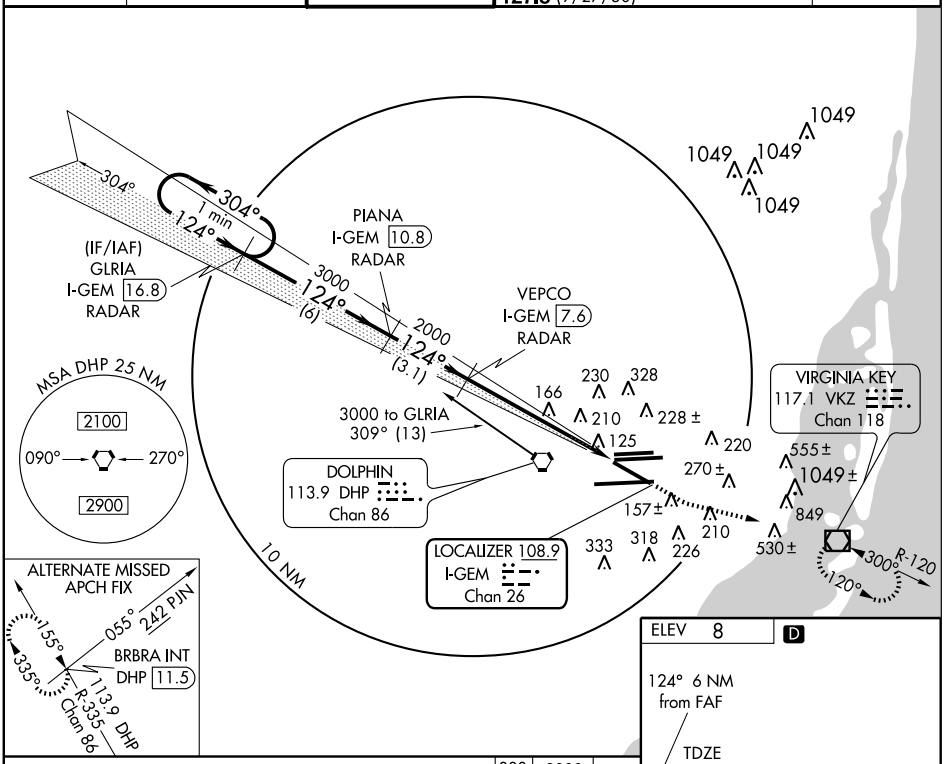
MIAMI INTL (MIA)

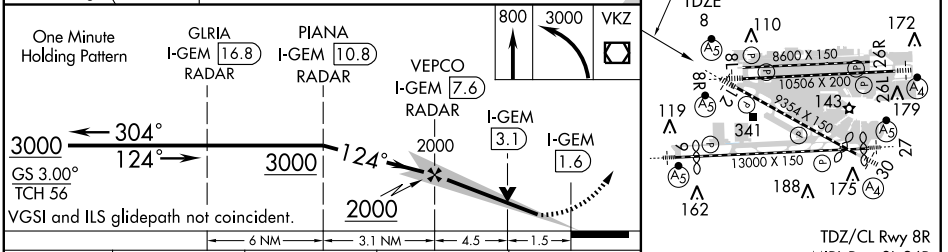
For inoperative MALSR, increase S-ILS 12 all Cats visibility to 1¼ , increase S-LOC 12 Cats A and B visibility to RVR 5000.
DME or RADAR Required.
Visibility reduction by helicopters NA.

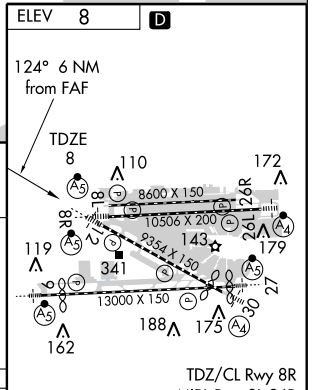
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35







TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 12	376/40 368 (400-¾)			
S-LOC 12	560/40 552 (600-¾)		560/50 552 (600-1)	560/60 552 (600-1¼)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

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SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VIN	APP CRS	Rwy Idg 10506
109.1	272°	TDZE 8
Chan 28		Apt Elev 8

ILS or LOC RWY 26L

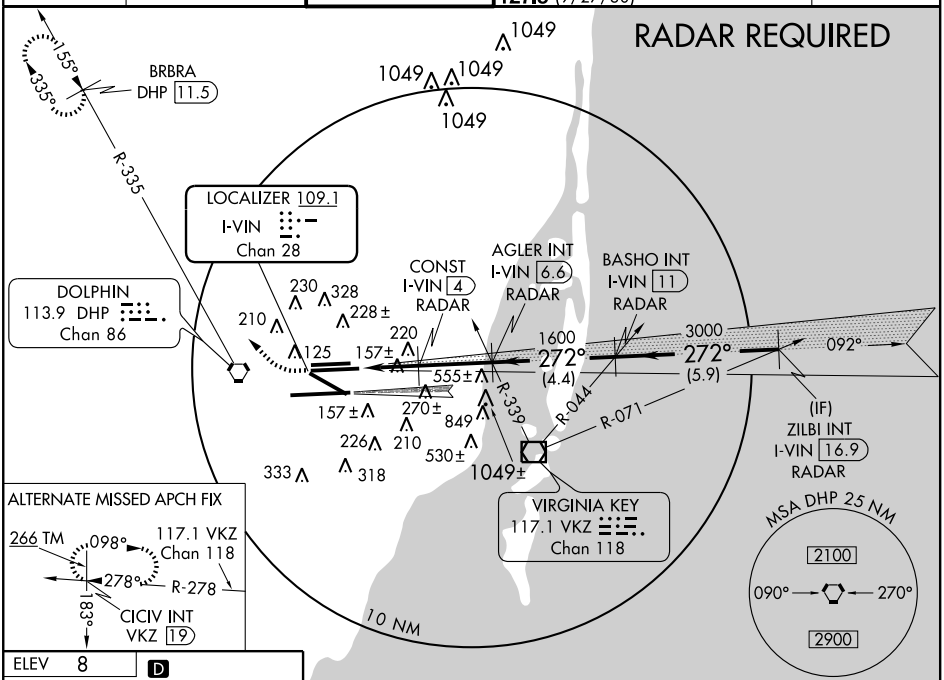
MIAMI INTL (MIA)

Autopilot coupled approach NA below 385. Simultaneous approach authorized with Rwy 27. DME Required. LOC procedure NA during simultaneous operations.

MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

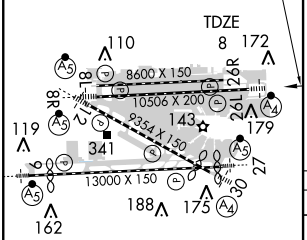
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



SE-3, 21 OCT 2010 to 18 NOV 2010

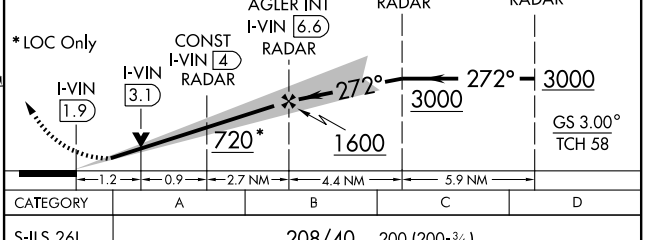
SE-3, 21 OCT 2010 to 18 NOV 2010

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 26L	208/40 200 (200-¾)			
S-LOC 26L	720/40 712 (800-¾)		720-2 712 (800-2)	720-2¼ 712 (800-2¼)
CONST FIX MINIMUMS				
S-LOC 26L	460/40 452 (500-¾)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)

LOC I-MIA	APP CRS	Rwy Idg	12747
109.5	272°	TDZE	8
		Apt Elev	8

ILS or LOC RWY 27

MIAMI INTL (MIA)

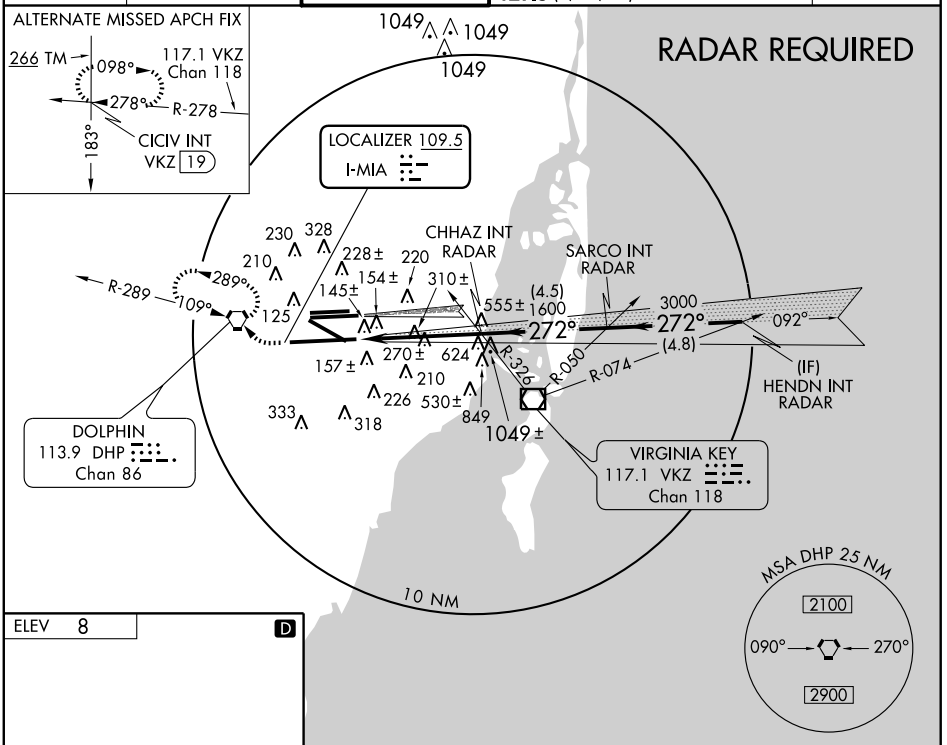
For inoperative MALSR, increase S-ILS 27 Cat. E visibility ¼ mile and S-LOC 27 Cat. E visibility ½ mile. Simultaneous approach authorized with Rwy 26L. S-LOC minima not authorized during simultaneous operation.

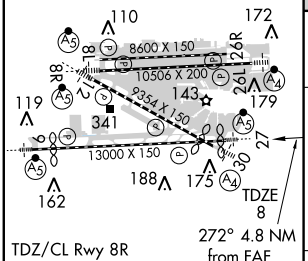
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct DHP VORTAC and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6 135.35

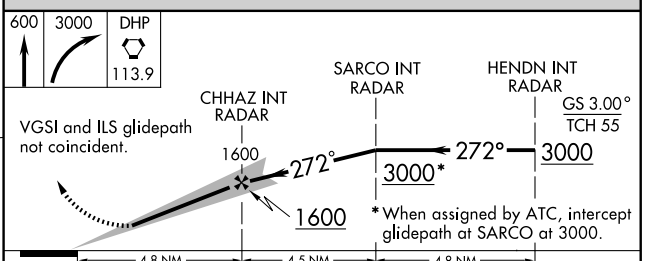
SE-3, 21 OCT 2010 to 18 NOV 2010





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D	E
S-ILS 27	208/24 200 (200-½)				
S-LOC 27	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)	560-1½ 552 (600-1½)

LOC/DME I-DCX	APP CRS	Rwy Idg	7911
111.7	304°	TDZE	8
Chan 54		Apt Elev	8

ILS or LOC RWY 30

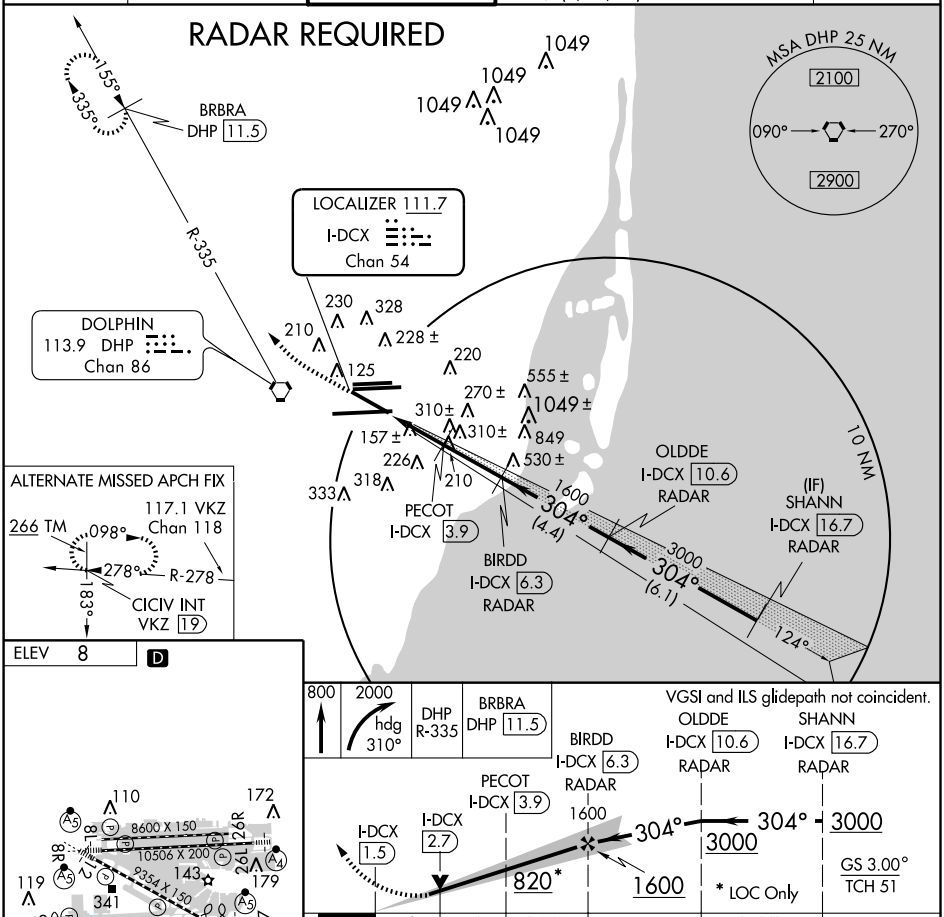
MIAMI INTL (MIA)

▼ Inoperative table does not apply to S-LOC 30 Cats B and C.
▲ Inoperative table does not apply to PECOT
FIX minimums S-LOC 30 Cat C. DME Required.

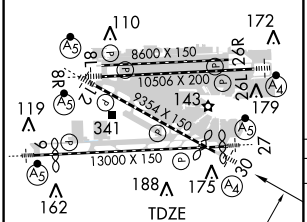
MALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 310° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



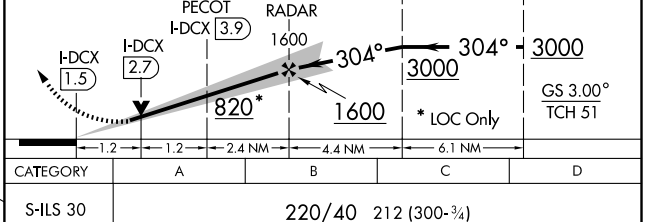
ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

304° 4.8 NM from FAF

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 30	220/40 212 (300-¾)			
S-LOC 30	820/40 812 (900-¾)	820/60 812 (900-1¼)	820-2½ 812 (900-2½)	820-2¾ 812 (900-2¾)
PECOT FIX MINIMUMS				
S-LOC 30	460/40 452 (500-¾)		460/60 452 (500-1¼)	460-1½ 452 (500-1½)

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LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

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LOC/DME I-ROY	APP CRS	Rwy ldg	8600
109.3	092°	TDZE	8
Chan 30		Apt Elev	8

LOC/DME RWY 8L

MIAMI INTL (MIA)

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

RADAR REQUIRED

155°
335°
BRBRA
DHP 11.5
R-335
Miami Opa-Locka Executive
LOCALIZER 109.3
I-ROY
Chan 30
FEMSO
I-ROY 1.6
PABOY
I-ROY 11
LICEY
I-ROY 6
1500
092°
(5)
272°
DOLPHIN
113.9 DHP
Chan 86
10 NM
1049
1849
230
328
210
228±
125
220
555±
270±
1049±
157±
210
849
226
530±
333
318

MSA DHP 25 NM
2100
090° 270°
2900

ELEV 8 D

092° 4.4 NM from FAF

TDZE 8

8600 X 150
10506 X 200
9354 X 150
13000 X 150

110 172 143 179 119 341 188 175 162

800	3000 hdg 270°	DHP R-335	BRBRA DHP 11.5

PABOY I-ROY 11
*1500 when directed by ATC.
*3000
092°
LICEY I-ROY 6
1500
3.04°
TCH 60
FEMSO I-ROY 1.6
5 NM
4.4 NM

CATEGORY	A	B	C	D
S-8L	440/50	432 (500-1)	440/60 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	NA			

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

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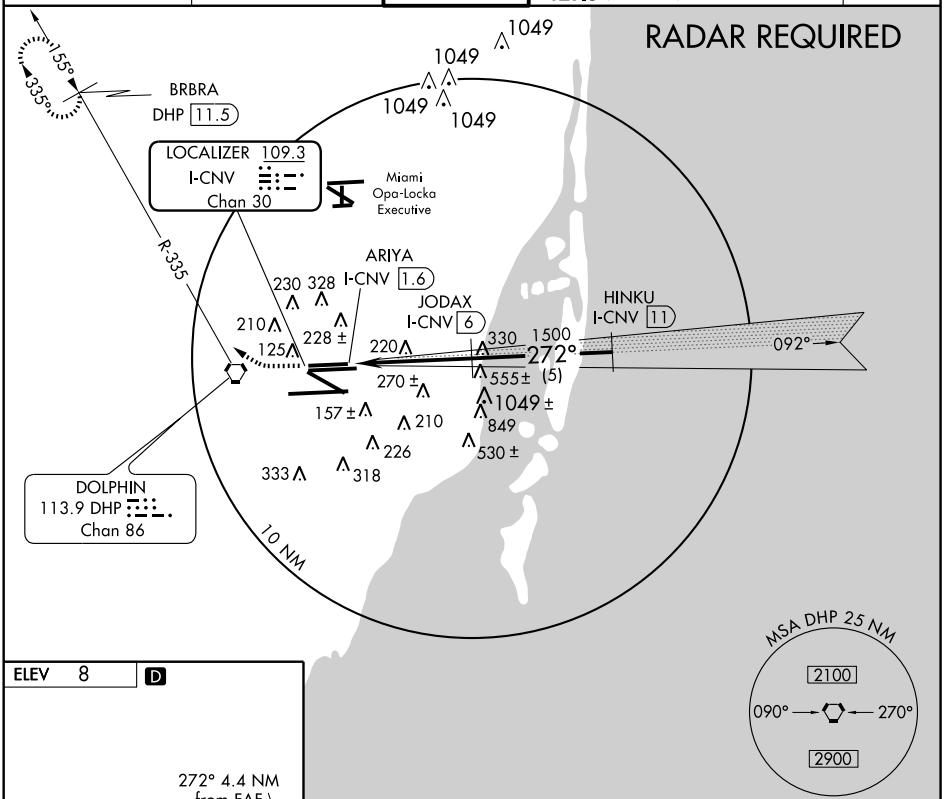
LOC/DME I-CNV 109.3 Chan 30	APP CRS 272°	Rwy Idg 8600 TDZE 8 Apt Elev 8

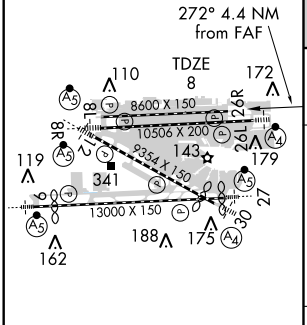
LOC/DME RWY 26R

MIAMI INTL (MIA)

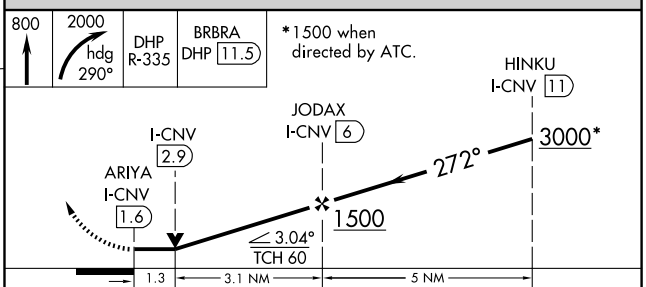
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
S-26R	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	NA			

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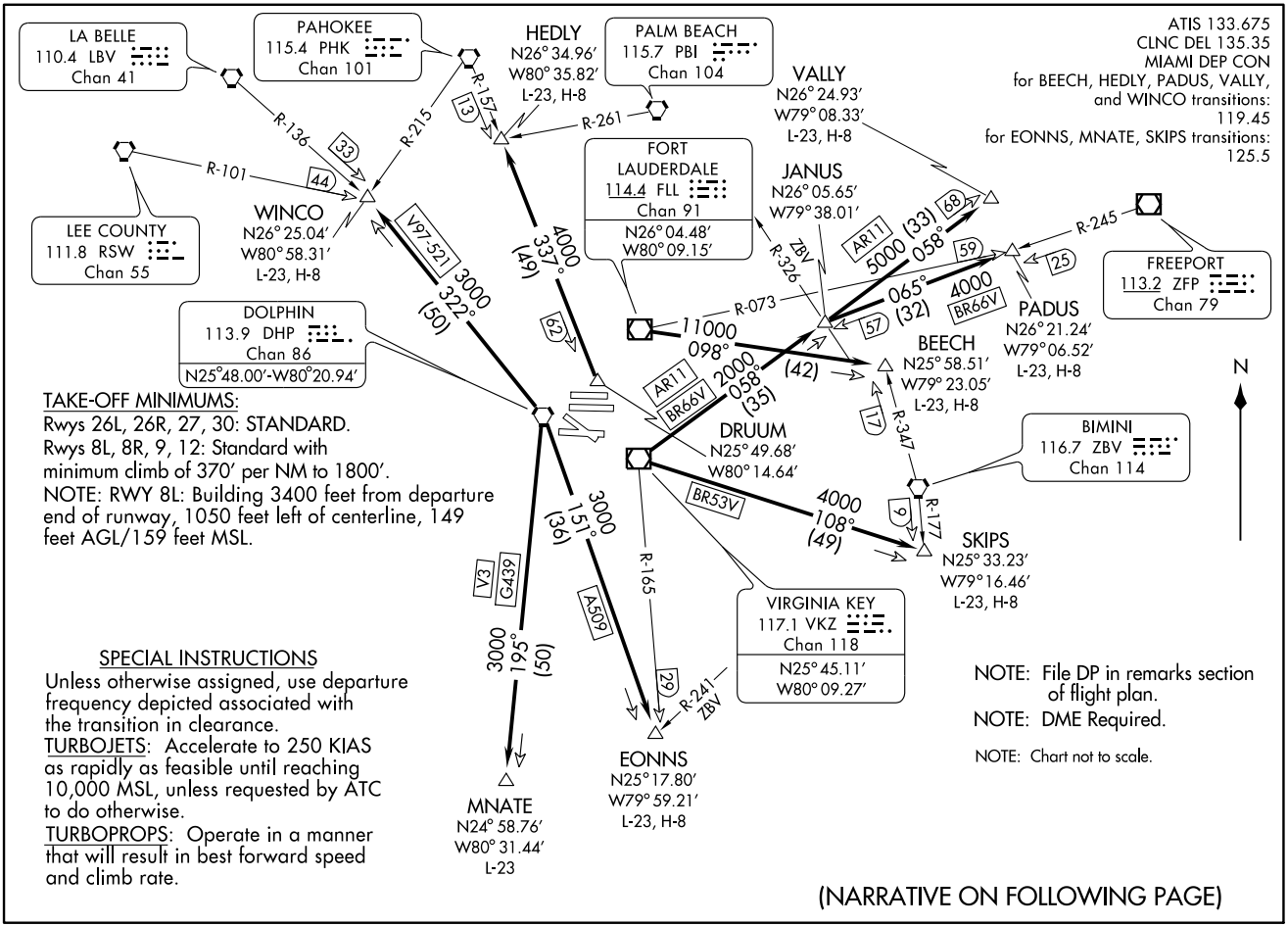
MIAMI NINE DEPARTURE

(MIA9.MIA) 10098



TAKE-OFF MINIMUMS:
Rwys 26L, 26R, 27, 30: STANDARD.
Rwys 8L, 8R, 9, 12: Standard with minimum climb of 370′ per NM to 1800′.
NOTE: RWY 8L: Building 3400 feet from departure end of runway, 1050 feet left of centerline, 149 feet AGL/159 feet MSL.

SPECIAL INSTRUCTIONS
Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.
TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.
TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.

NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MIAMI, FLORIDA
MIAMI INTL (MIA)

SL-257 (FAA)

MIAMI NINE DEPARTURE
(MIA9.MIA) 10098

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on heading as assigned by ATC.
NOTE: Rwy 26L, 26R, 30: If assigned left turn climb runway heading to 600' before left turn.
NOTE: Rwy 27: If assigned right turn climb runway heading to 600' before right turn.
ALL aircraft maintain 5000 feet or assigned lower altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for North transitions (WINCO, HEDLY, VALLY, PADUS and BEECH) use 119.45, South transitions (SKIPS, EONNS, and MNATE) use 125.5.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

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MNATE ONE DEPARTURE (RNAV)

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ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
125.5

LICEY
JADAK
GRITT
SABRA
VIRGINIA KEY
VKZ
BLUNE
CULBY
FENIR
MNATE △

520
304° 272° 092°
262° 263° (5)
272° 092°
124°
179° (15)
192° (8)
211° (9)
188° (18)
215° (27)
196° (16)

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: DHP VORTAC must be operational for Takeoff Rwys 8R, 8L, 9, 12; FLL VOR/DME, VKZ VOR/DME, EYW VORTAC and DHP VORTAC must be operational for Takeoff Rwys 26R, 26L, 27, 30.
NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwys 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520', then right turn direct VKZ VOR/DME, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then direct SABRA, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 26R: Climb heading 272° to 520', then direct LICEY, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 26L: Climb heading 272° to 520', then left turn direct JADAK, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 520', then left turn direct GRITT, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct LICEY, then via depicted route to MNATE, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

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PADUS ONE DEPARTURE (RNAV)

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45

TAKE-OFF MINIMUMS:
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.
Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.
Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.
Rwy 26R/26L/27/30: Standard with minimum ATC climb of 300′ per NM to 520′.

NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520', then right turn direct HINKU, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 8R: Climb heading 092° to 520', then right turn direct GOZZO, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 9: Climb heading 092° to 520', then right turn direct RIKEE, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then left turn direct RIKEE, them via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 26L, 26R, 27: Climb heading 272° to 520', then right turn direct METTS, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct METTS, then via depicted route to PADUS, thence. . . .
. . . . Maintain 5000' or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8R: Intercept DHP VORTAC R-091 to POTTR INT. Thence....
TAKE-OFF RUNWAYS 9 and 12: Turn left to intercept DHP VORTAC R-091 to POTTR INT. Thence....
.... turn left heading 060°. Expect radar vectors to appropriate transition. All aircraft maintain 5000′ or assigned lower altitude. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for BEECH, HEDLY, PADUS, VALLY and WINCO transitions use 119.45.

BEECH TRANSITION (POTTR3.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
HEDLY TRANSITION (POTTR3.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed.
PADUS TRANSITION (POTTR3.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.
VALLY TRANSITION (POTTR3.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (POTTR3.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

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WAAS	APP CRS	Rwy Idg	8600
CH 42703	092°	TDZE	8
W08A		Apt Elev	8

RNAV (GPS) RWY 8L

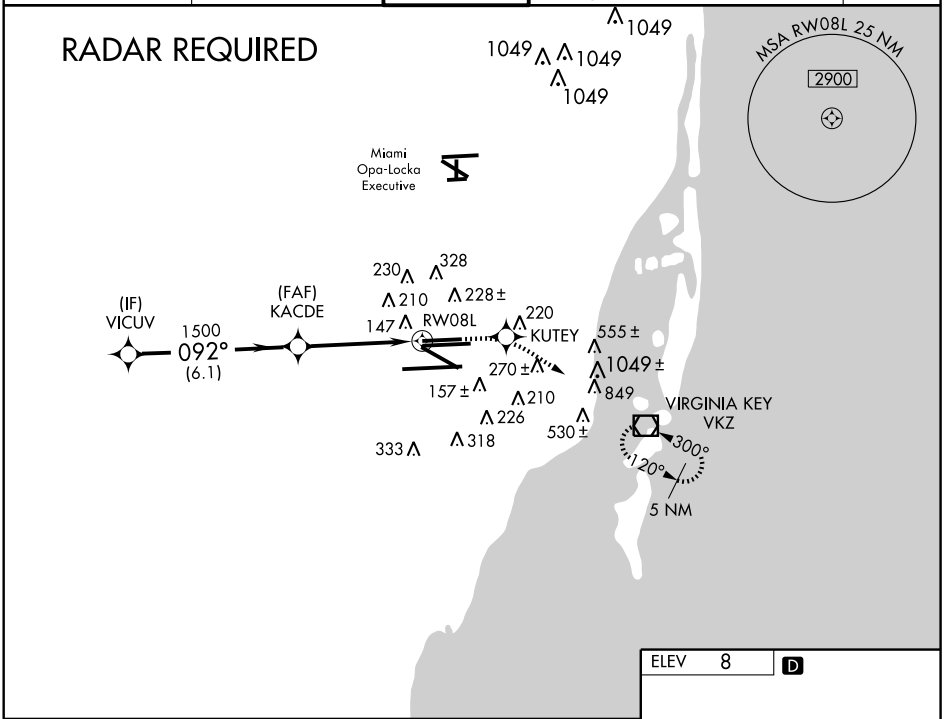
MIAMI INTL (MIA)

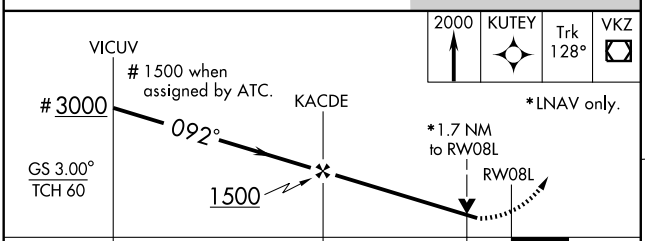
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct KUTEY and via 128° track to VIRGINIA KEY VOR/DME and hold.

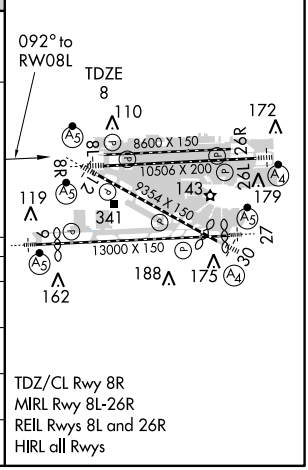
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	306-1 298 (300-1)			
LNAV/VNAV DA	530-1¾ 522 (600-1¾)			
LNAV MDA	600-1 592 (600-1)		600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
CIRCLING	NA			



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RNAV (GPS) RWY 9

MIAMI INTL (MIA)

APP CRS	Rwy Idg	11397
092°	TDZE	7
	Apt Elev	8

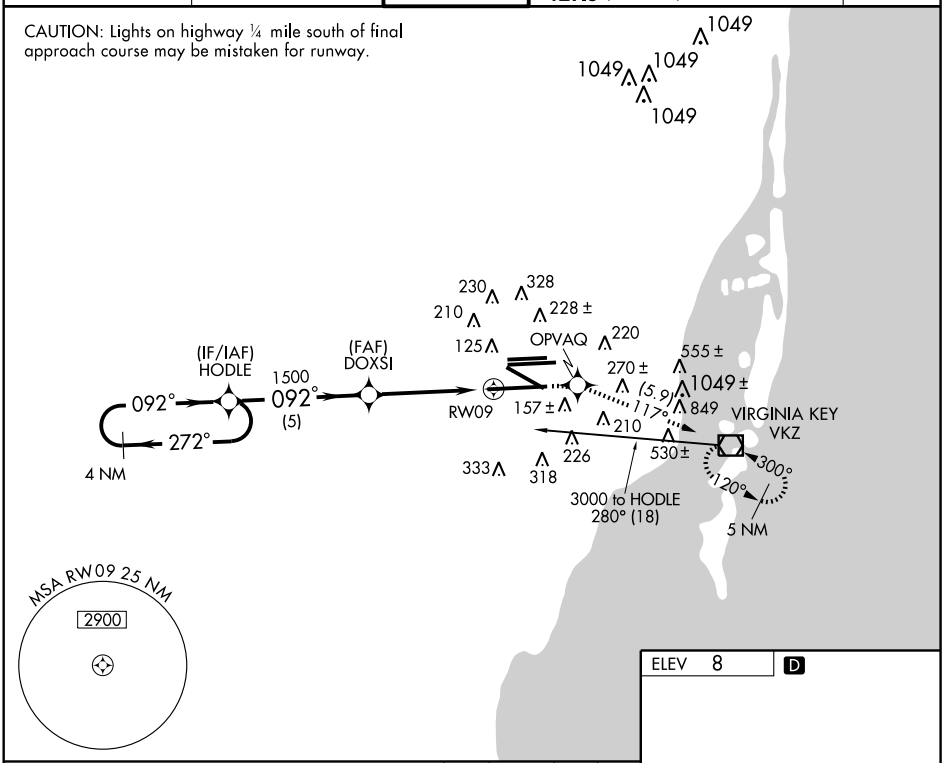
T NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

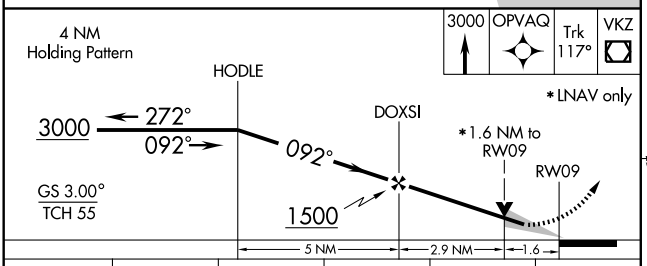
MALSR

MISSED APPROACH: Climb to 3000 direct OPVAQ WP and 117° track to VKZ VOR/DME and hold.

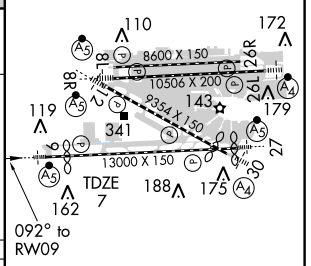
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.





3000	OPVAQ	Trk 117°	VKZ



CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	420/50 413 (500-1)				
LNAV MDA	560/24 553 (600-½)		560/50 553 (600-1)	560/60 553 (600-1¼)	560-1½ 553 (600-1½)
CIRCLING	NA				

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8600
CH 86903	272°	TDZE	8
W26A		Apt Elev	8

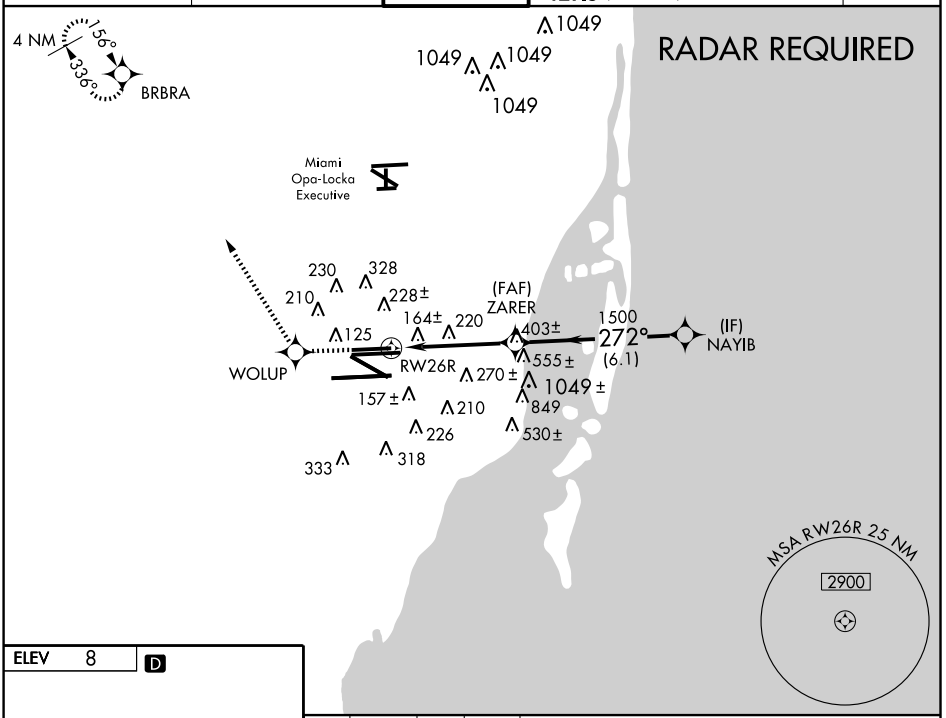
RNAV (GPS) RWY 26R

MIAMI INTL (MIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct WOLUP and via 333° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35



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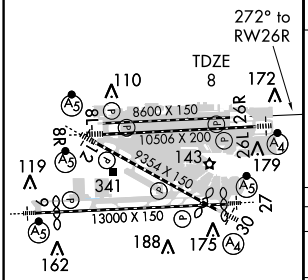
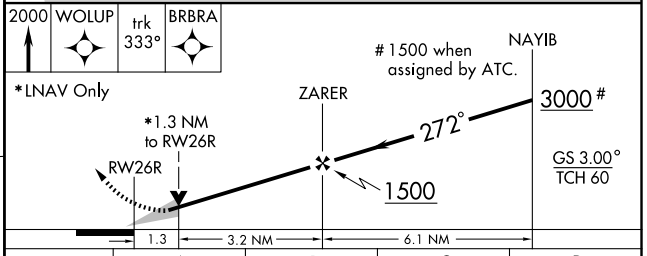
ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	298-1 290 (300-1)			
LNAV/VNAV DA	460-1½ 452 (500-1½)			
LNAV MDA	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	NA			

WAAS CH 97404 W08A	APP CRS 092°	Rwy Idg 10506 TDZE 8 Apt Elev 8

RNAV (GPS) Z RWY 8R

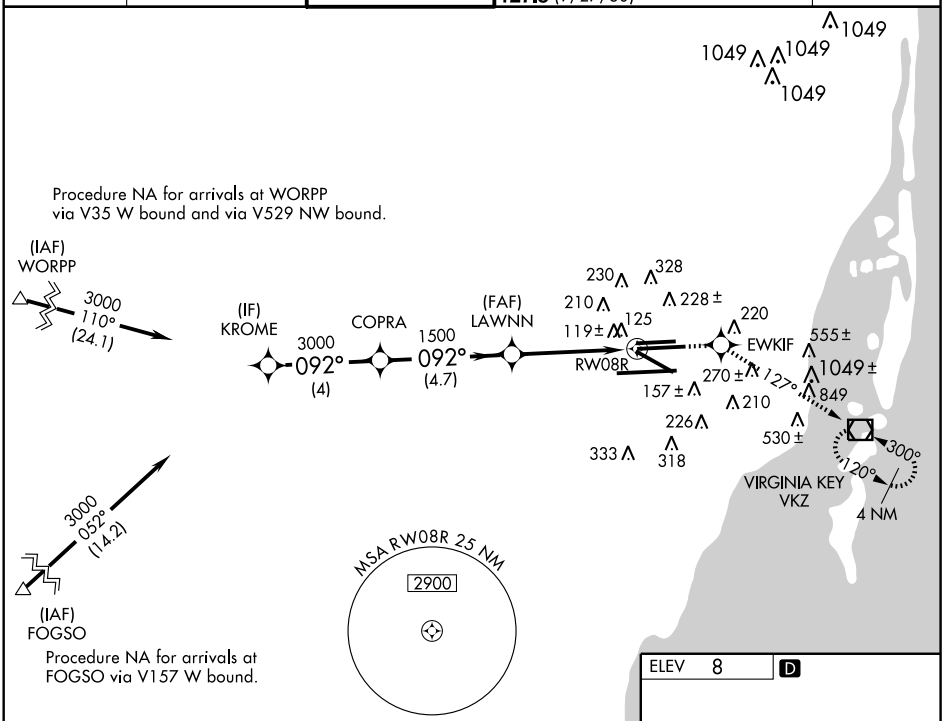
MIAMI INTL (MIA)

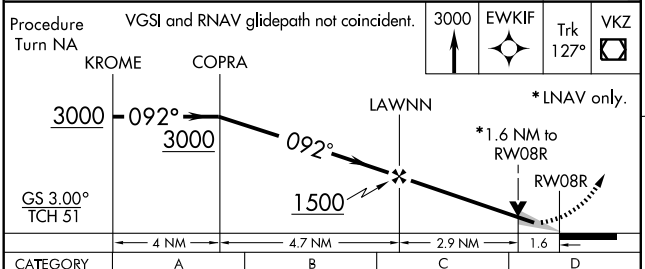
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, and LNAV/VNAV all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

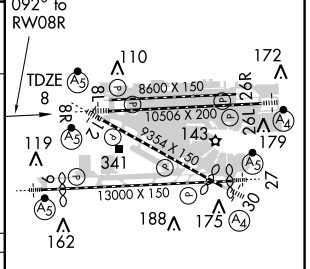
MISSED APPROACH: Climb to 3000 direct EWKIF and via 127° track to VIRGINIA KEY VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





CATEGORY	A	B	C	D
LPV DA	273/24 265 (300-½)			
LNAV/VNAV DA	530/60 522 (600-1¼)			
LNAV MDA	600/24 592 (600-½)		600/50 592 (600-1)	600/60 592 (600-1¼)



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61204 W12A	APP CRS 124°	Rwy Idg 8579 TDZE 8 Apt Elev 8

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

For inoperative MALSR, increase LPV DA all Cats visibility to 1¼, increase LNAV MDA Cats A and B visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F)
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

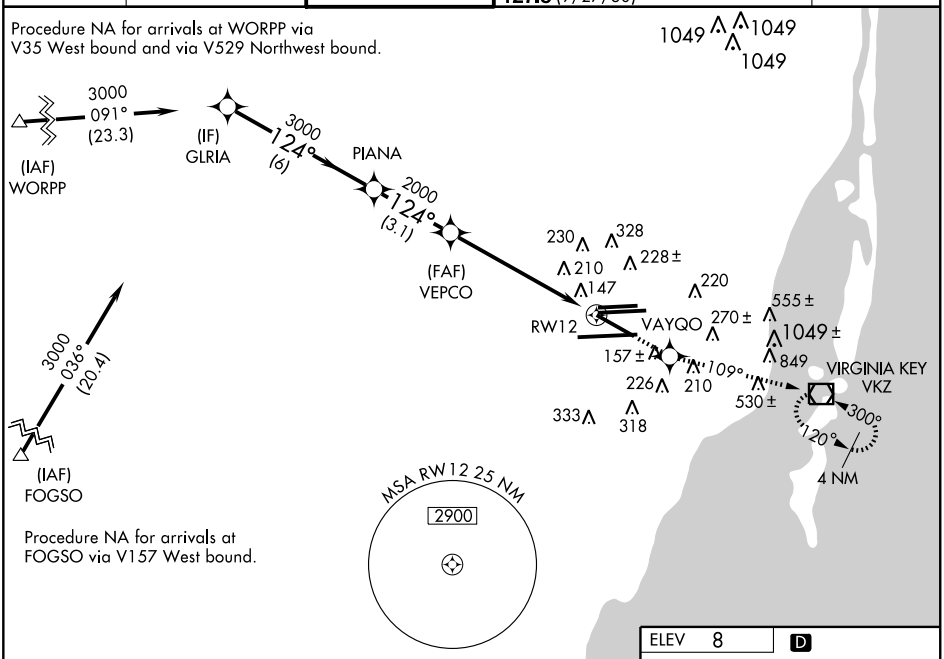
MALSR

MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

Procedure NA for arrivals at WORPP via V35 West bound and via V529 Northwest bound.

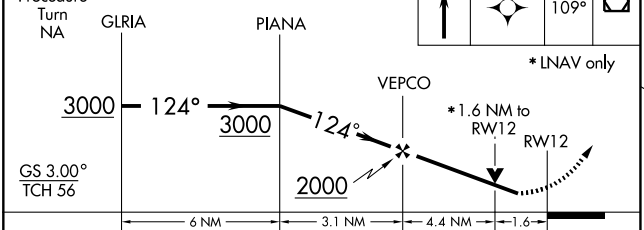
Procedure NA for arrivals at FOGSO via V157 West bound.



VGSI and RNAV glidepath not coincident.

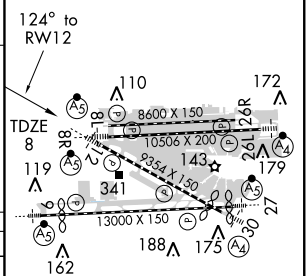
3000	VAYQO	Trk 109°	VKZ

* LNAV only



CATEGORY	A	B	C	D
LPV DA	390/40 382 (400-¾)			
LNAV/VNAV DA	506/60 498 (500-1¼)			
LNAV MDA	600/40 592 (600-¾)		600/50 592 (600-1)	600/60 592 (600-1¼)

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81905 W26A	APP CRS 272°	Rwy Idg 10506 TDZE 8 Apt Elev 8

RNAV (GPS) Z RWY 26L

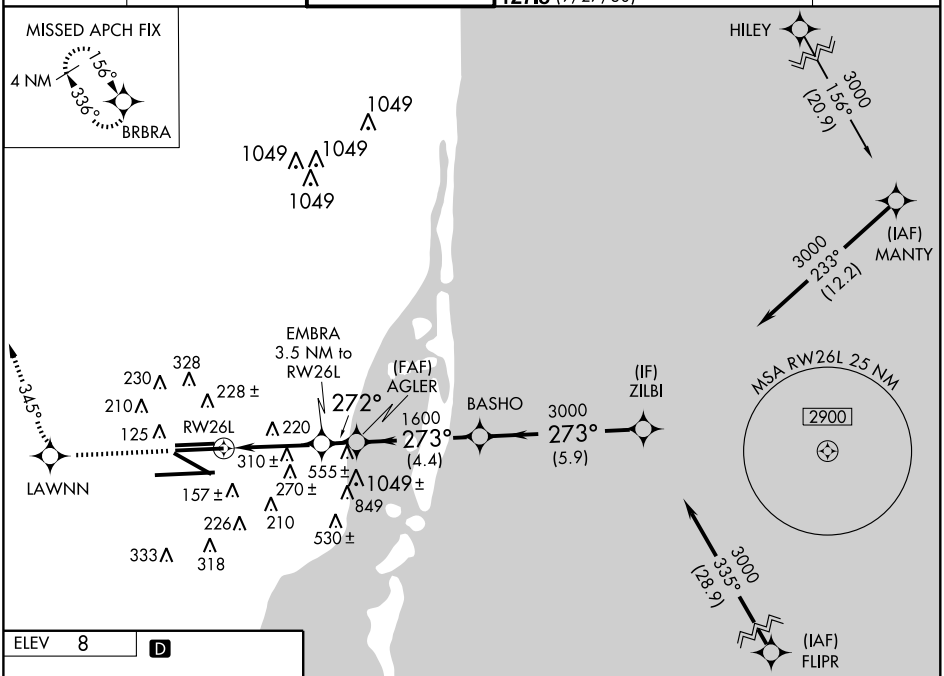
MIAMI INTL (MIA)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV/VNAV all Cats visibility to 1½. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSF

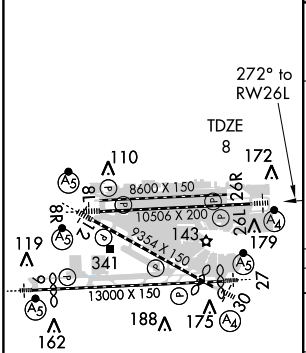
MISSED APPROACH: Climb to 2000 direct LAWNN and via 345° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



SE-3, 21 OCT 2010 to 18 NOV 2010

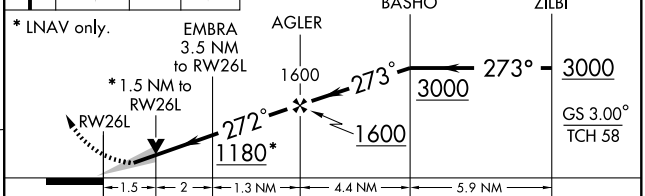
SE-3, 21 OCT 2010 to 18 NOV 2010



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

2000	LAWNN	Trk 345°	BRBRA

Procedure VGSI and RNAV glidepath not coincident. Turn NA



CATEGORY	A	B	C	D
LPV DA	325/24 317 (400-½)			
LNAV/VNAV DA	450/50 442 (500-1)			
LNAV MDA	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)

WAAS	APP CRS	Rwy Idg	12747
CH 40205	272°	TDZE	8
W27A		Apt Elev	8

RNAV (GPS) Z RWY 27

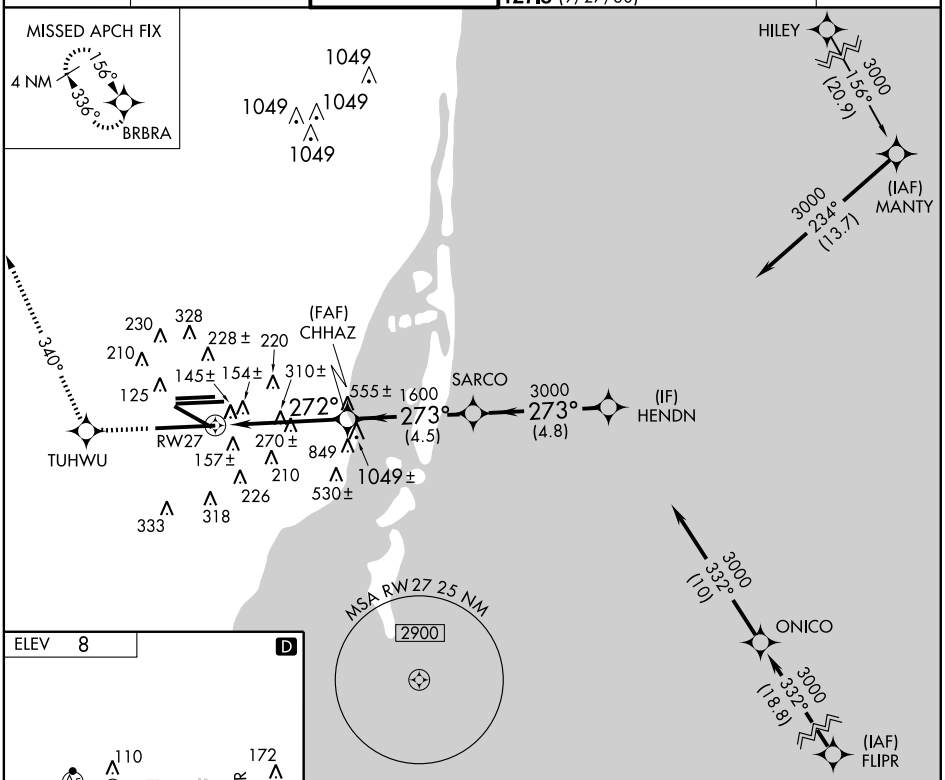
MIAMI INTL (MIA)

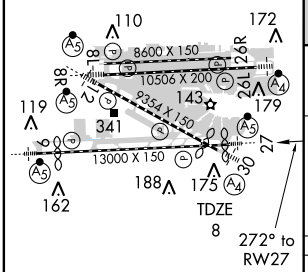
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats, LNAV/VNAV and LNAV Cat. E visibility ½ mile.

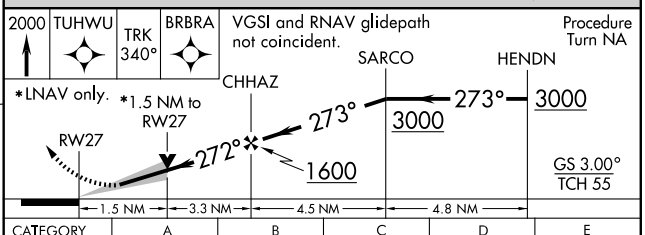
MALSR

MISSED APPROACH: Climb to 2000 direct TUHWU and via 340° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35







CATEGORY	A	B	C	D	E
LPV DA	312/24 304 (400-½)				
LNAV/VNAV DA	470/50 462 (500-1)				
LNAV MDA	560/24 552 (600-½)	560/50 552 (600-1)	560/60 552 (600-1¼)	560-1½ 552 (600-1½)	

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7911
CH 40105	305°	TDZE	8
W30A		Apt Elev	8

RNAV (GPS) Z RWY 30

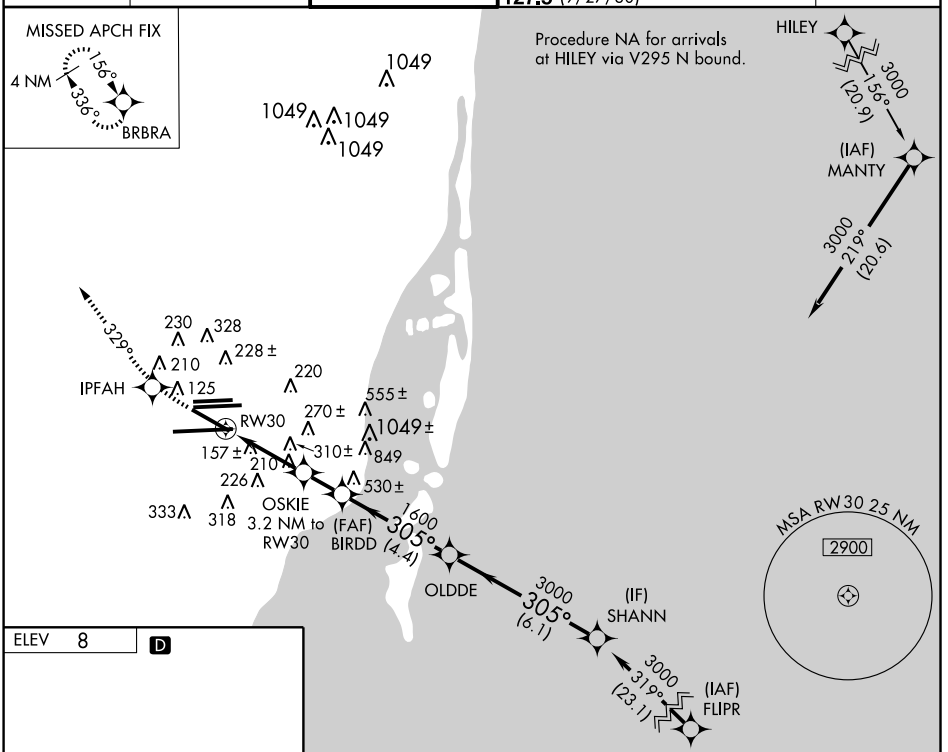
MIAMI INTL (MIA)

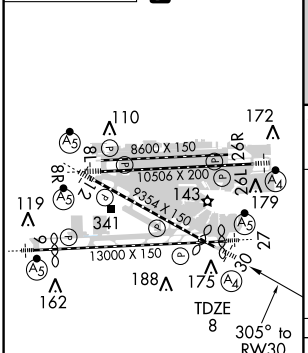
T W Inoperative table does not apply to LNAV Cat C and D. DME/DME RNP-0.3 NA

MALS (A4)

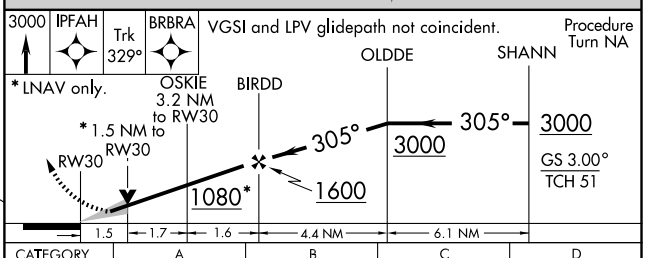
MISSED APPROACH: Climb to 3000 direct IPFAH and via 329° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	285/50 277 (300-1)			
LNAV MDA	560/40 552 (600-¾)		560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)

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APP CRS	Rwy Idg	10506
092°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 8R

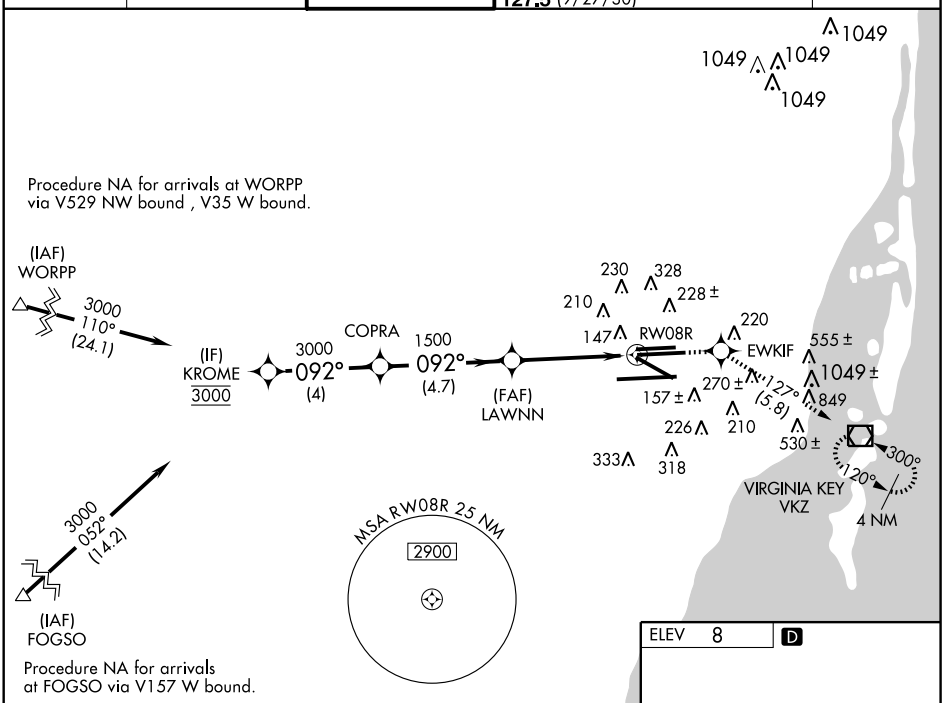
MIAMI INTL (MIA)

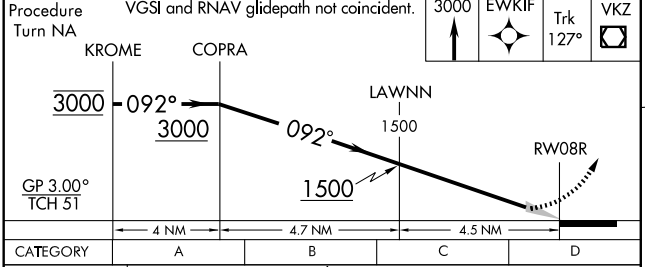
For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½.
NA For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F). GPS Required.
* RNP 0.11 missed approach requires minimum climb of 330 feet per NM to 600.

MALSR

MISSED APPROACH: Climb to 3000 direct EWKIF and via 127° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

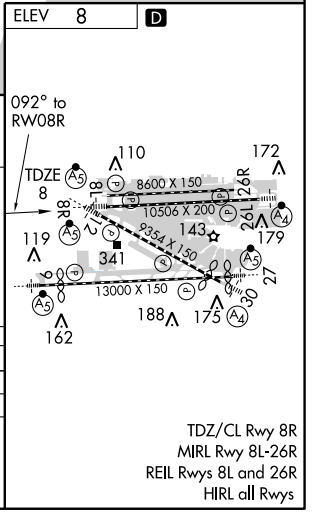
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





CATEGORY	A	B	C	D
RNP 0.11 DA*	354/32 346 (400-⅝)			
RNP 0.30 DA	458/50 450 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Y RWY 12

MIAMI INTL (MIA)

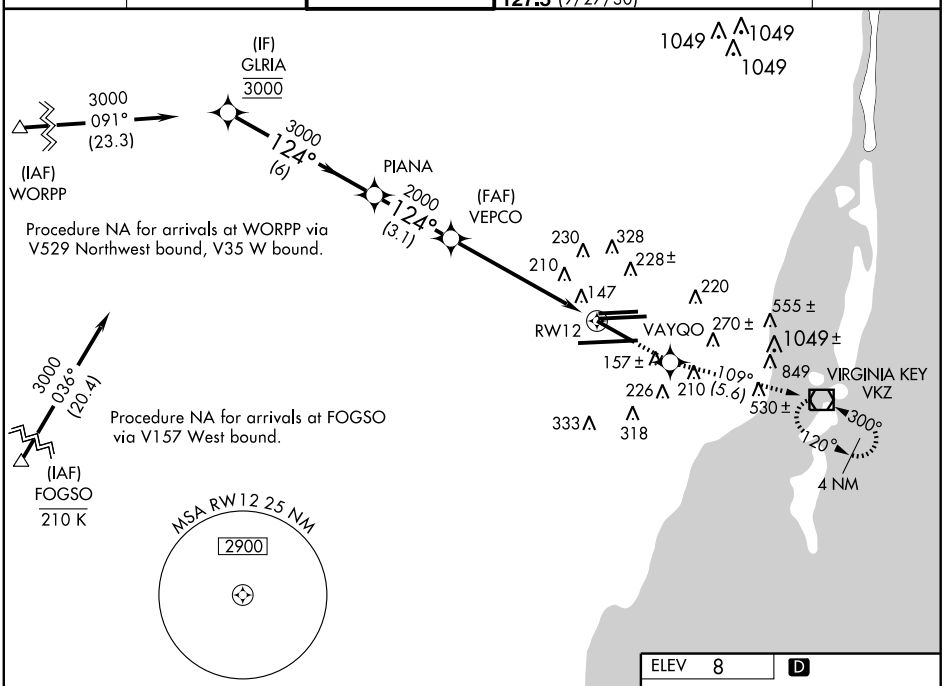
APP CRS	Rwy Idg	8579
124°	TDZE	8
	Apt Elev	8

GPS Required. For inoperative MALSR, increase 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F).

MALSR

MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

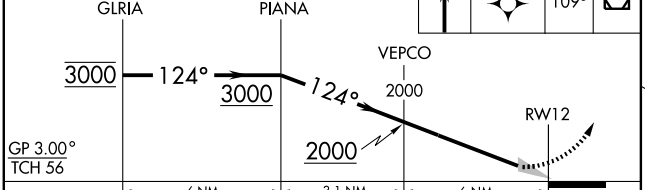
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



Procedure Turn NA

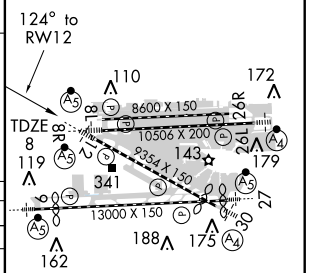
VGSI and RNAV glidepath not coincident.

3000	VAYQO	Trk 109°	VKZ



CATEGORY	A	B	C	D
RNP 0.30 DA	461/50	453 (500-1)		

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
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APP CRS	Rwy Idg	10506
272°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 26L

MIAMI INTL (MIA)

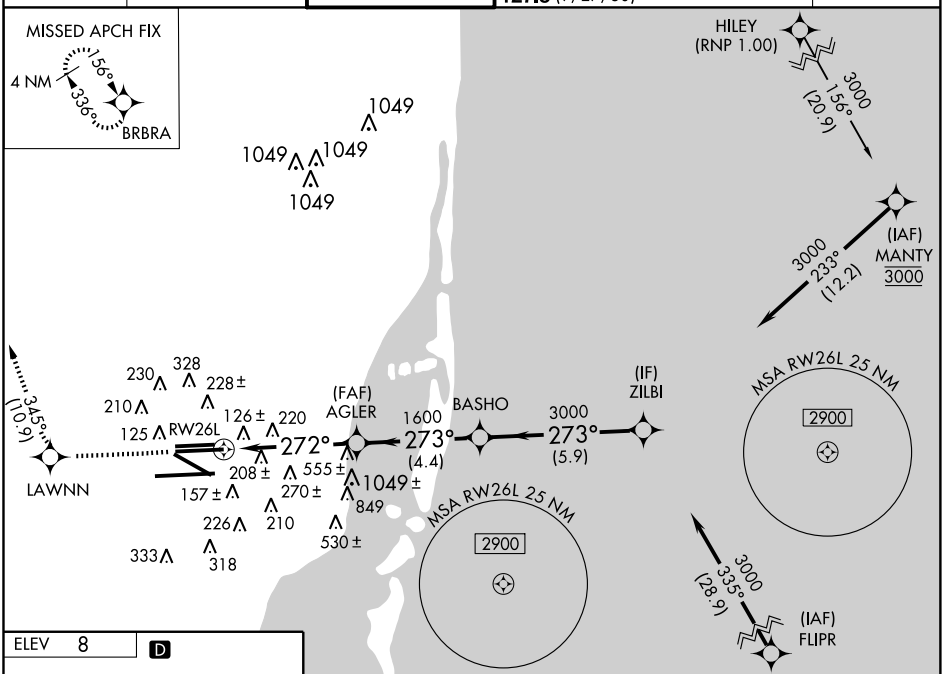
GPS Required. For inoperative MALSF, increase RNP 0.20 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 2. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

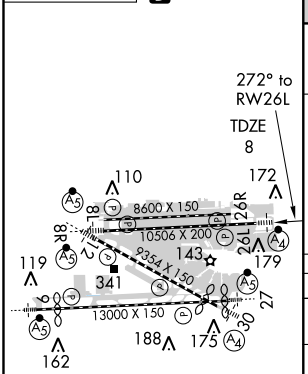
NA

MALSF

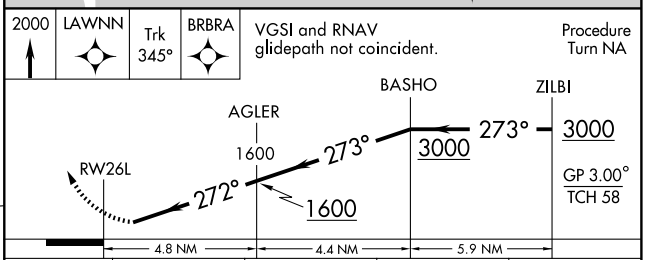
MISSED APPROACH: Climb to 2000 direct LAWNN and via 345° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.20 DA	407/50 399 (400-1)			
RNP 0.30 DA	564-1¾ 556 (600-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Y RWY 27

MIAMI INTL (MIA)

APP CRS	Rwy Idg	12747
272°	TDZE	8
	Apt Elev	8

GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats. visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

MALSR

MISSED APPROACH: Climb to 2000 direct TUHWU and via track 340° to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

MISSED APCH FIX

4 NM 156° 336° BRBRA

1049 1049 1049 1049

HILEY 3000 156° (20.9) (IAF) MANTY 3000

3000 234° (13.7)

2000 340° (12.1) TUHWU

230 328 228± 210 145± 154± 220 555± 125 310± 272° (4.8) 1600 272° (4.5) SARCO 3000 273° (4.8) (IF) HENDN

(FAF) CHHAZ

RW27 270± 157± 210 849 1049± 530± 226 333 318

3000 332° (10) ONICO 3000

3000 332° (118.8) (IAF) FLIPR

MSA RW27 25 NM 2900

ELEV 8 D

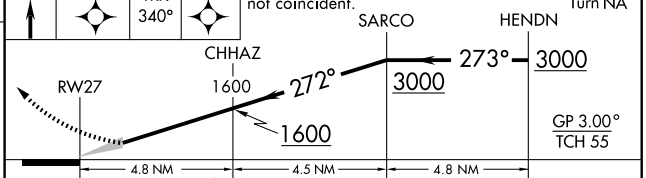
110 172 18 8R 8L 12 26L 26R 8600 X 150 10506 X 200 119 143 179 341 9354 X 150 13000 X 150 27 30 188 175 162 TDZE 8

272° to RW27

2000	TUHWU	TRK 340°	BRBRA

VGSI and RNAV glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D	E
RNP 0.30 DA	455/50 447 (500-1)				

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

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APP CRS	Rwy Idg	7911
305°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 30

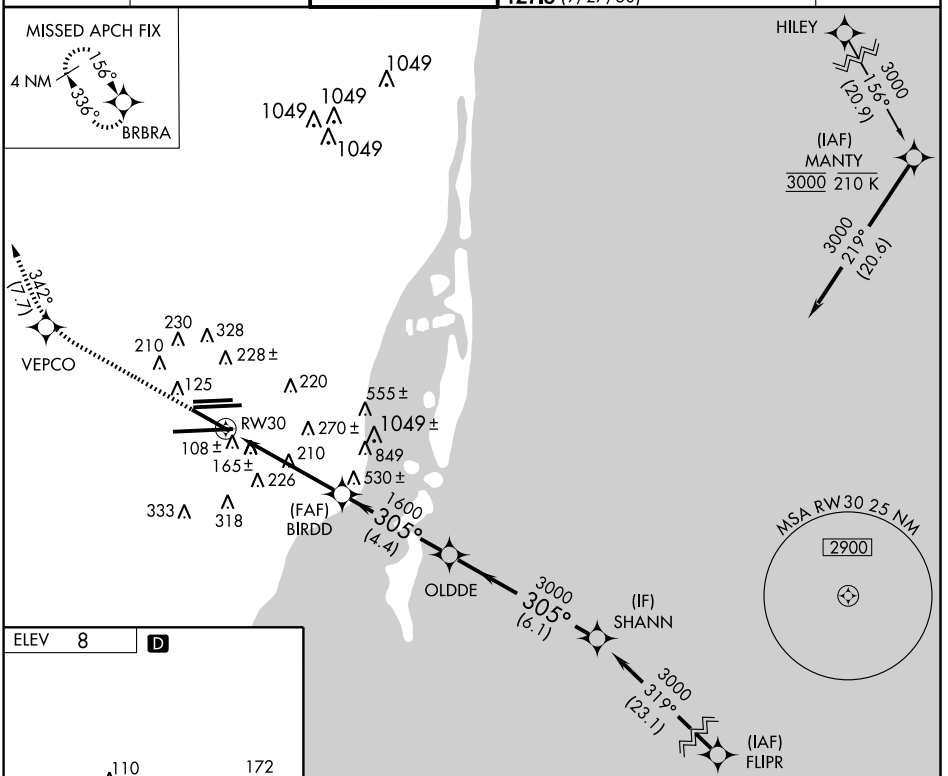
MIAMI INTL (MIA)

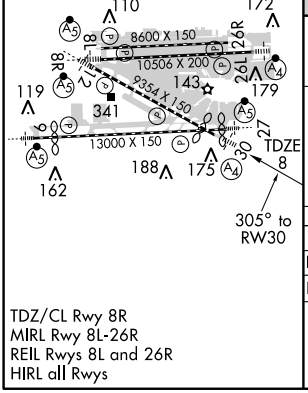
For inoperative MALS, increase RNP 0.23 all Cats visibility to 1½, RNP 0.30 all Cats to 1¾. GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

MALS

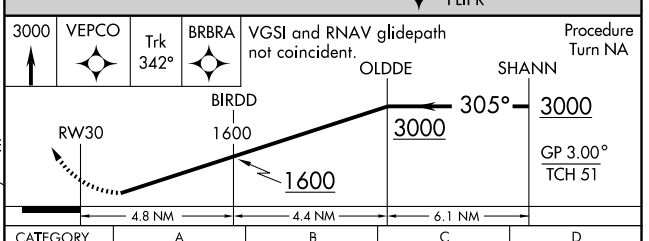
MISSED APPROACH: Climb to 3000 direct VEPCO and via 342° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.23 DA	426-1¼ 418 (500-1¼)			
RNP 0.30 DA	521-1½ 513 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
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SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SOUBY FOUR DEPARTURE

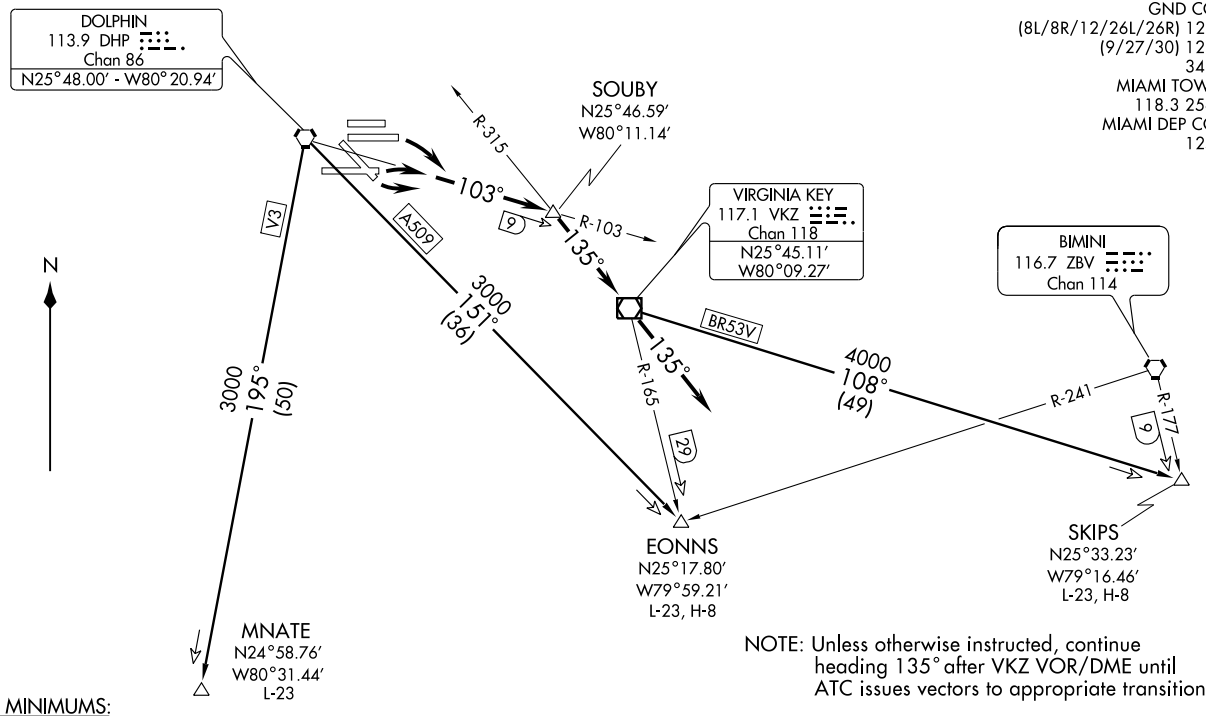
(SOUBY4.SOUBY) 09183

MIAMI INTL (MIA)

MIAMI, FLORIDA

(NARRATIVE ON FOLLOWING PAGE)

ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
125.5



NOTE: Unless otherwise instructed, continue heading 135° after VKZ VOR/DME until ATC issues vectors to appropriate transition.

TAKE-OFF MINIMUMS:
Rwys 8R, 9, 12: Standard with minimum climb of 370′ per NM to 1800′.
Rwys 26L, 27, 30 not authorized -NOISE ABATEMENT.
DEPARTURE PROCEDURE OBSTACLE:
Rwys 8R, 9, 12:
849′± MSL Building: 25° 45′ 32.40" N
80° 11′ 30.39" W

SPECIAL INSTRUCTIONS
TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.

NOTE: Turbojets Only, night use for noise abatement (2300 LCL - 0600 LCL).
NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.

SOUBY FOUR DEPARTURE
(SOUBY4.SOUBY) 09183
MIAMI INTL (MIA)
MIAMI, FLORIDA

SL-257 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8R and 9: Turn right. Thence....
TAKE-OFF RUNWAY 12: Turn left. Thence....
....intercept DHP R-103 to SOUBY INT/DHP 9 DME, then turn right via VKZ R-315 to VKZ VOR/DME. Thence via heading 135°. Expect radar vectors to appropriate transition. All aircraft maintain 5000′ or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure. Unless otherwise assigned, departure frequency for SKIPS, EONNS, and MNATE transitions use 125.5.

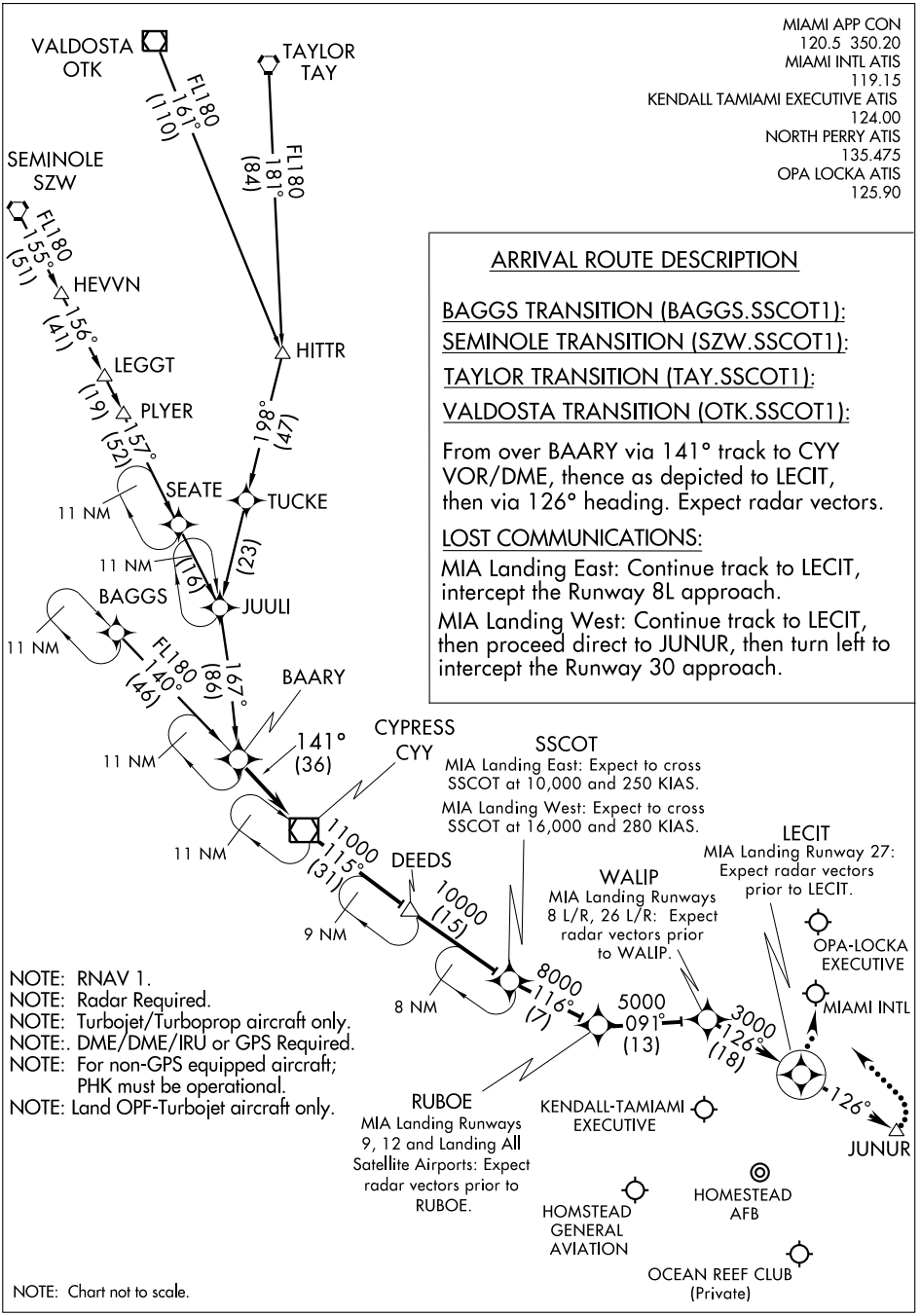
EONNS TRANSITION (SOUBY4.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
MNATE TRANSITION (SOUBY4.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
SKIPS TRANSITION (SOUBY4.SKIPS): Intercept the VKZ VOR/DME R-108 to SKIPS INT. Thence as filed.

SE-3, 21 OCT 2010 to 18 NOV 2010

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

VALLY ONE DEPARTURE (RNAV)

(VALLY1.VALLY) 09183

MIAMI, FLORIDA
MIAMI INTL (MIA)

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45

TAKE-OFF MINIMUMS:

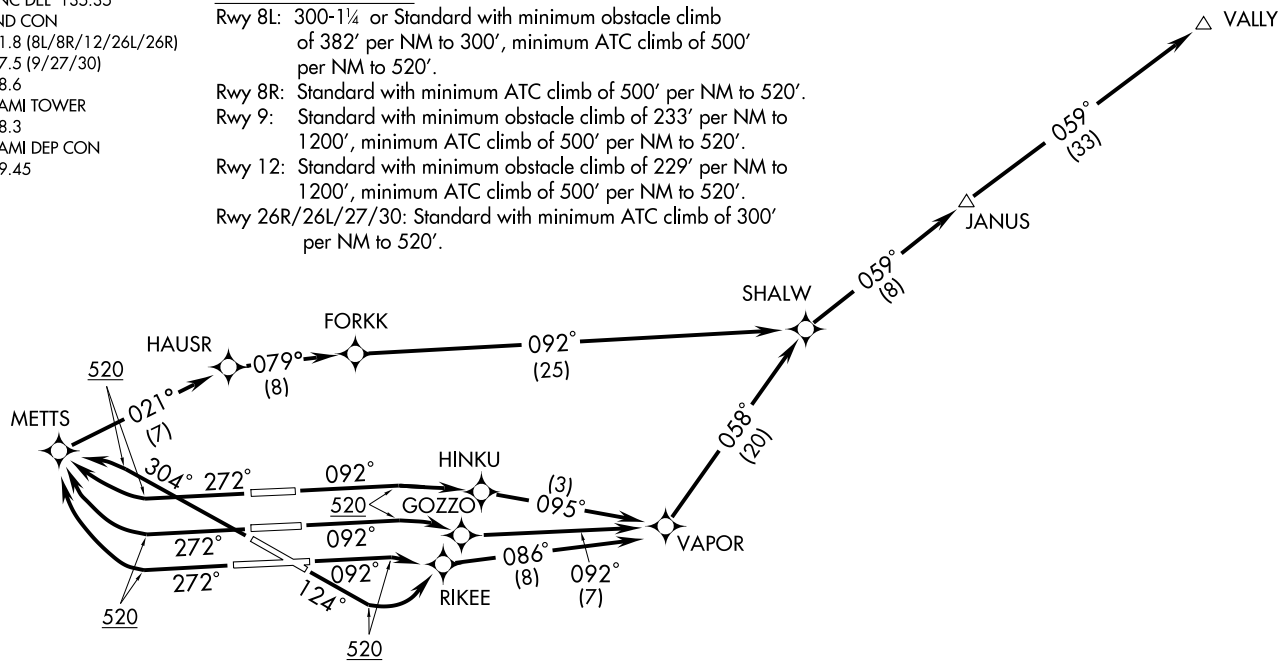
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.

Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.

Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 26R/26L/27/30: Standard with minimum ATC climb of 300′ per NM to 520′.



NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required

NOTE: RNAV 1.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

(VALLY1.VALLY) 09183
VALLY ONE DEPARTURE (RNAV)
SL-257 (FAA)
MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520, then right turn direct HINKU, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 8R: Climb heading 092° to 520, then right turn direct GOZZO, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 9: Climb heading 092° to 520, then right turn direct RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 26R, 26L, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to VALLY, thence . . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to VALLY, thence . . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

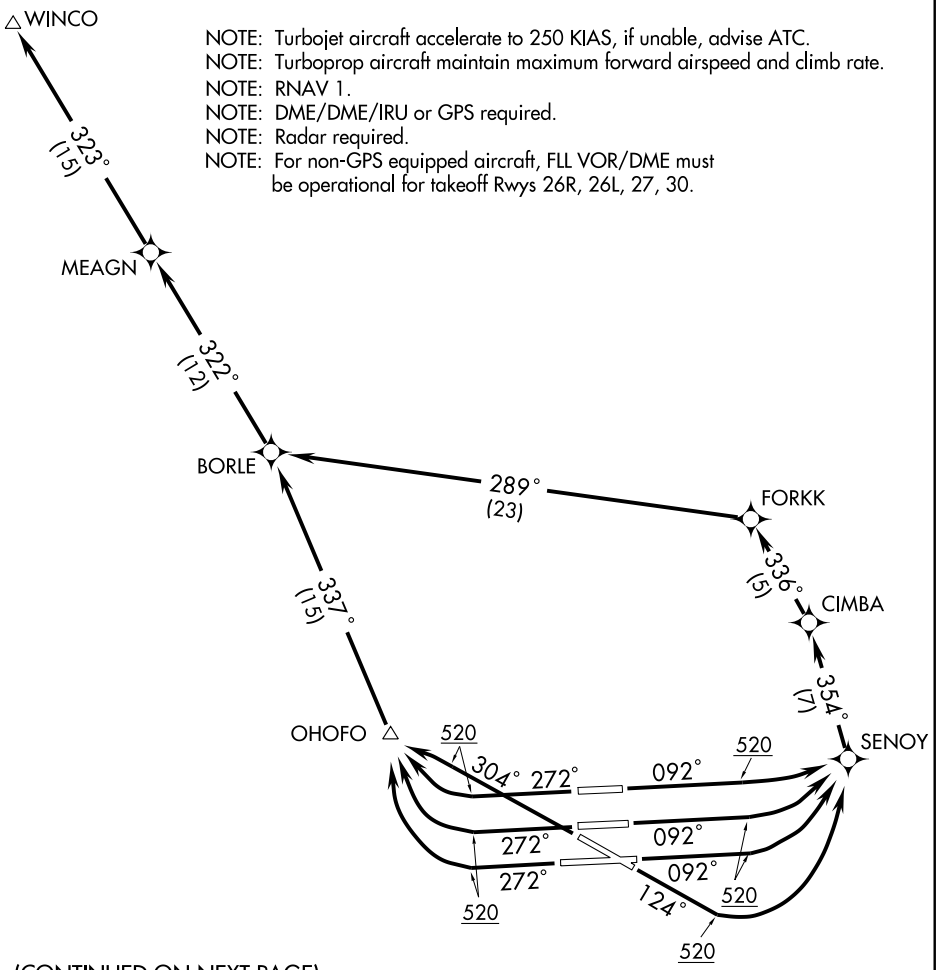
WINCO ONE DEPARTURE (RNAV)

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45 290.325

TAKEOFF MINIMUMS:

Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, FLL VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.



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NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn direct OHOFO, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct OHOFO, then via depicted route to WINCO, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

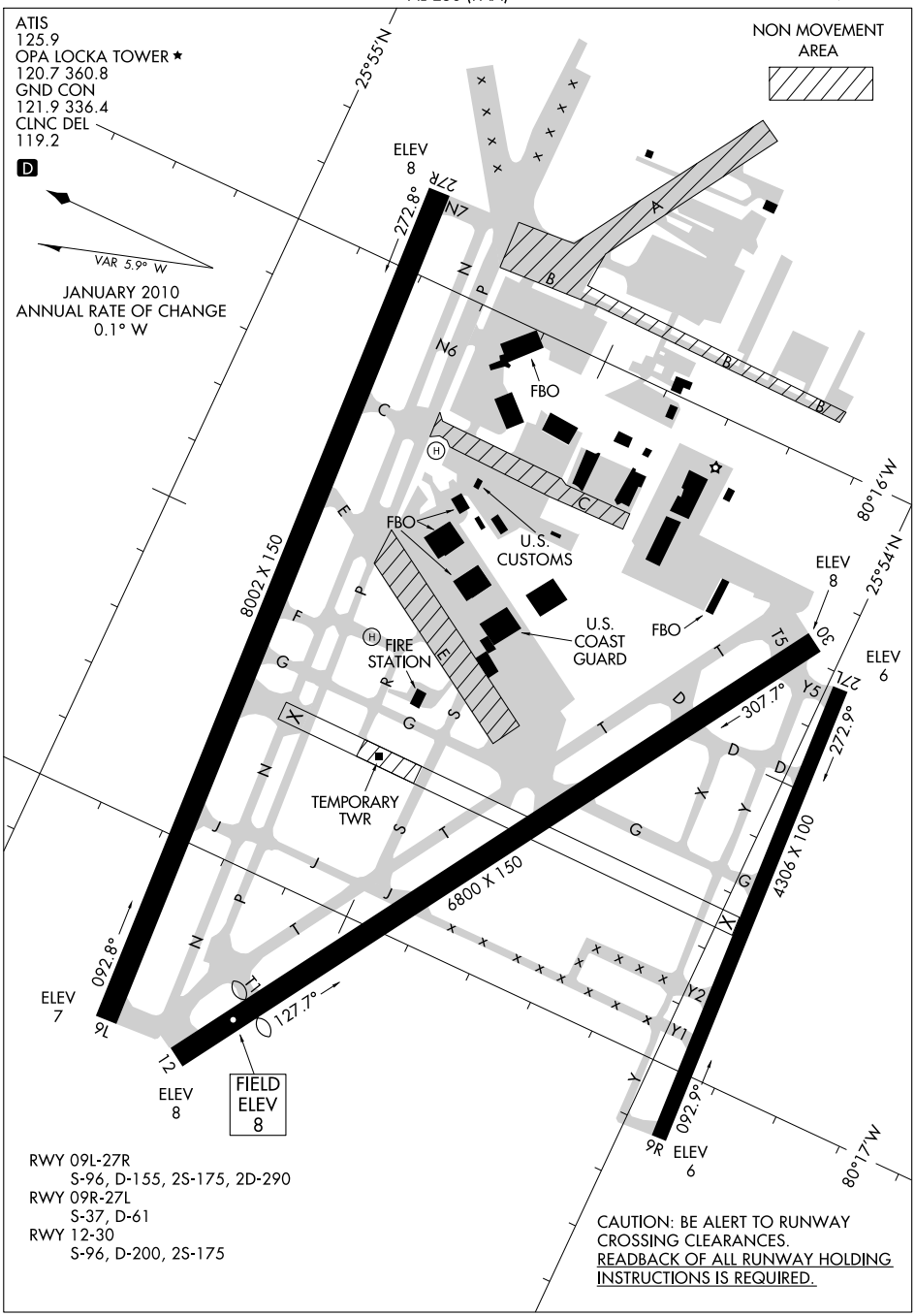
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

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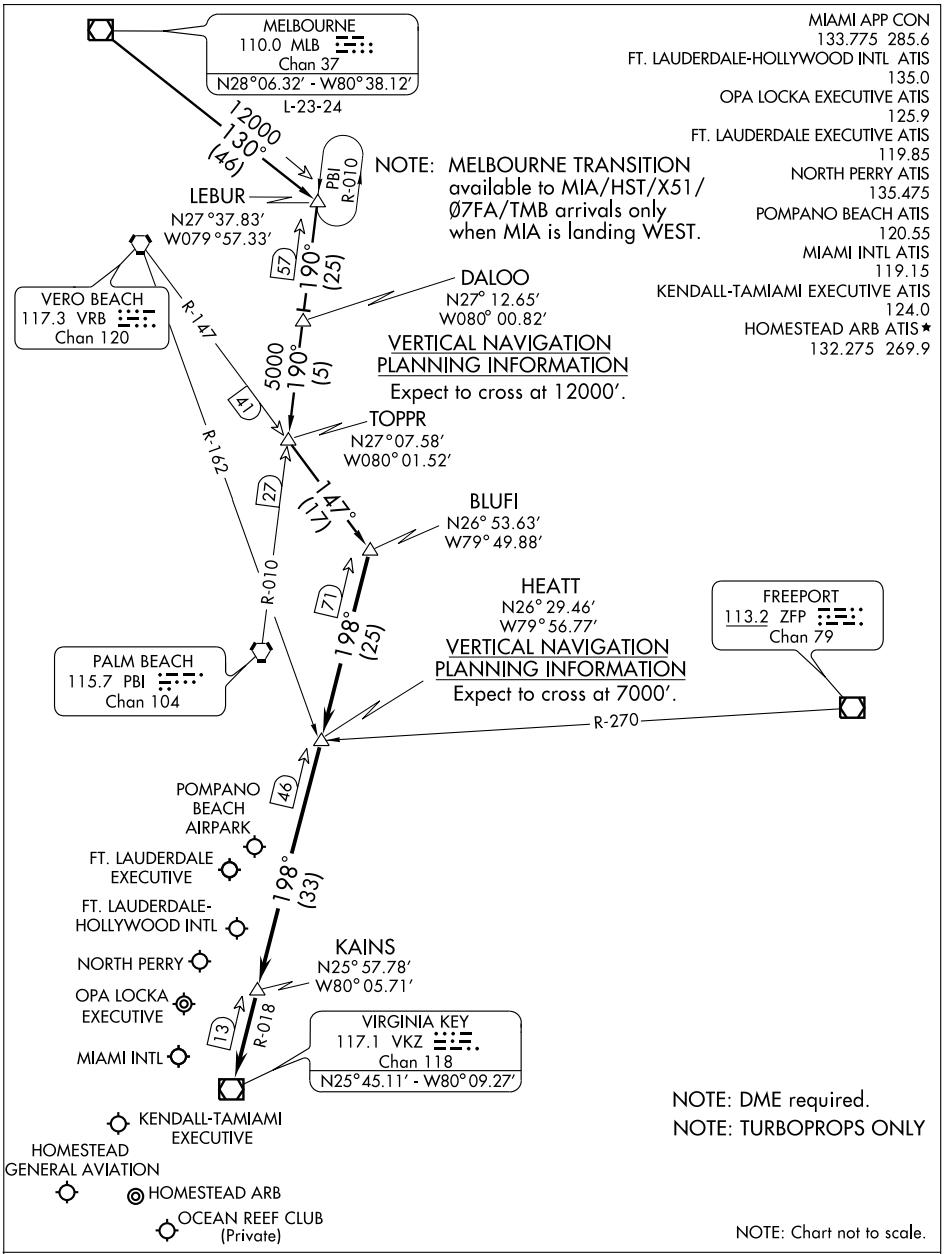
BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

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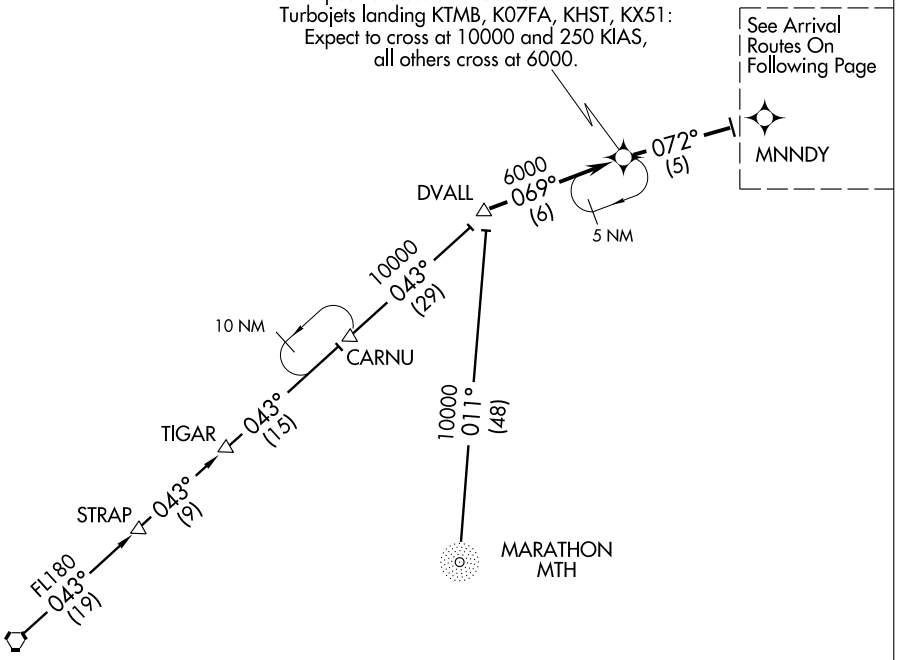
MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

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SE-3, 21 OCT 2010 to 18 NOV 2010

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MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

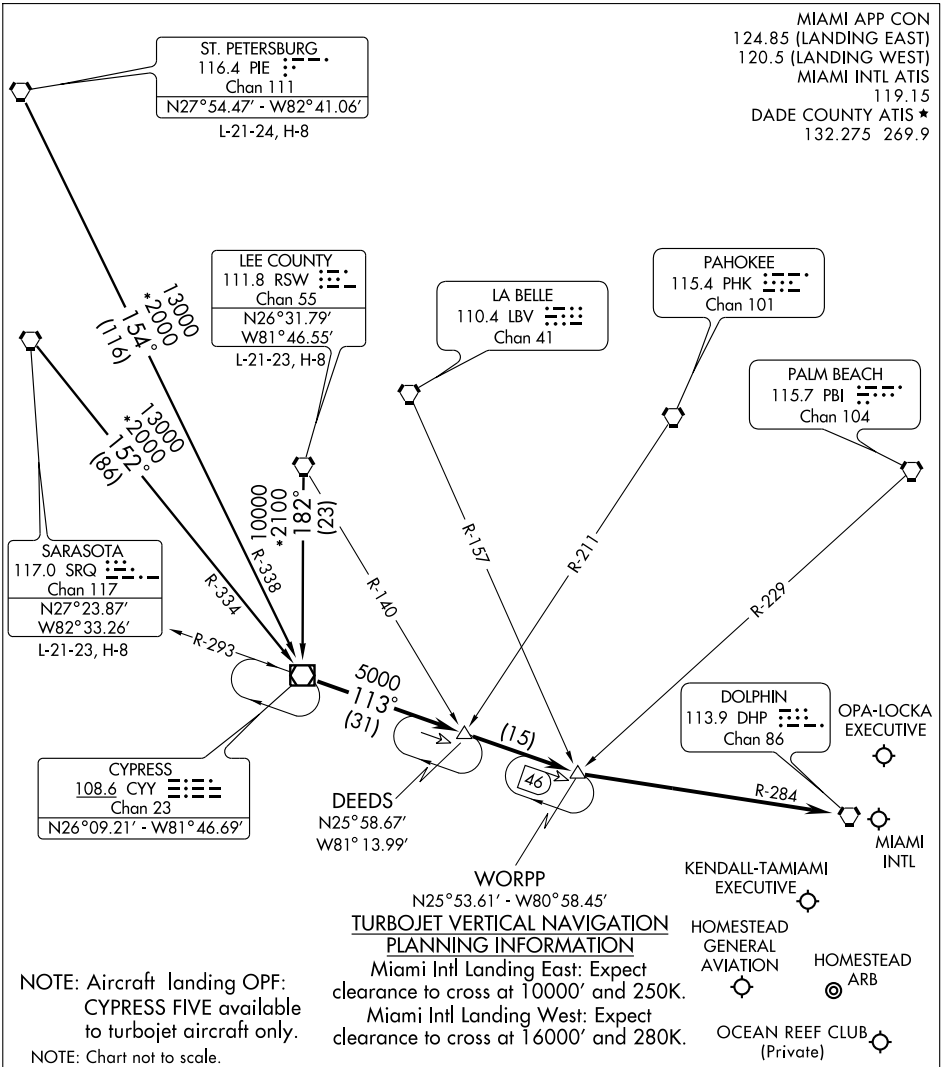
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

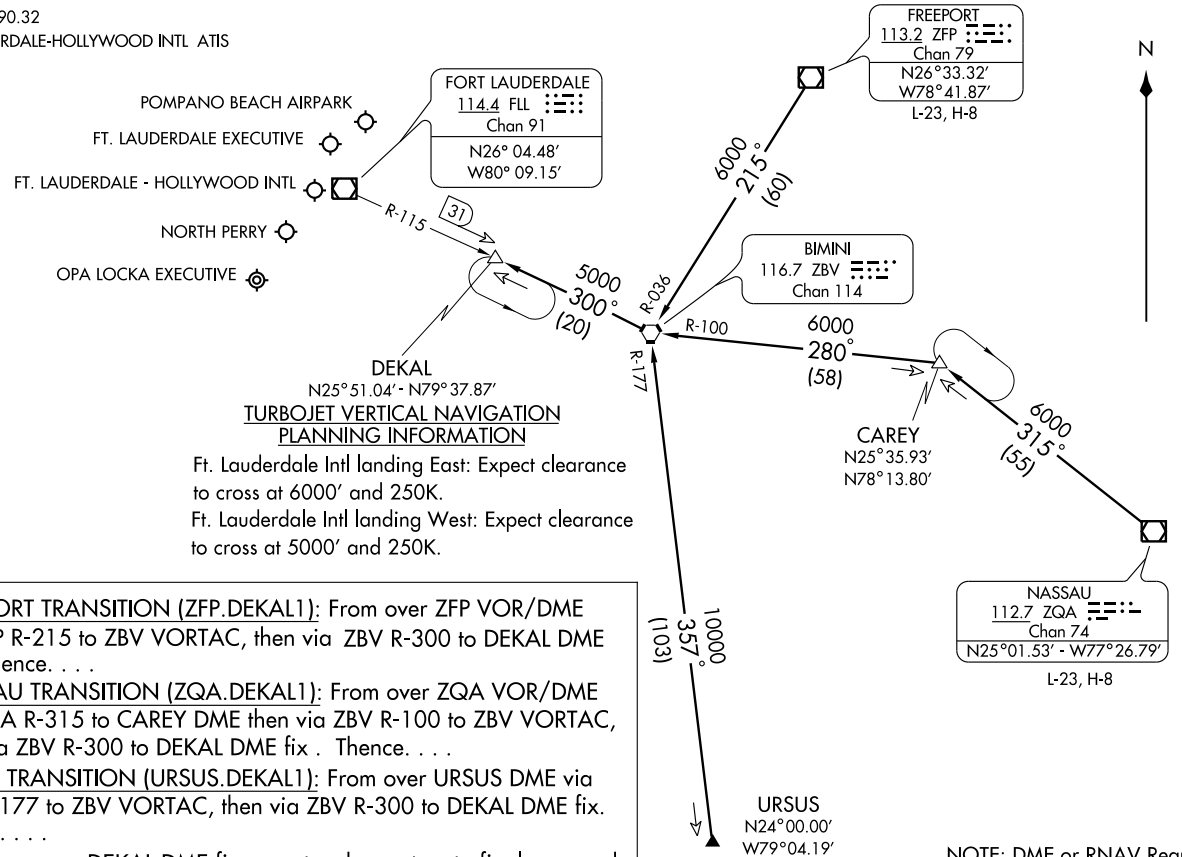
SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

08157

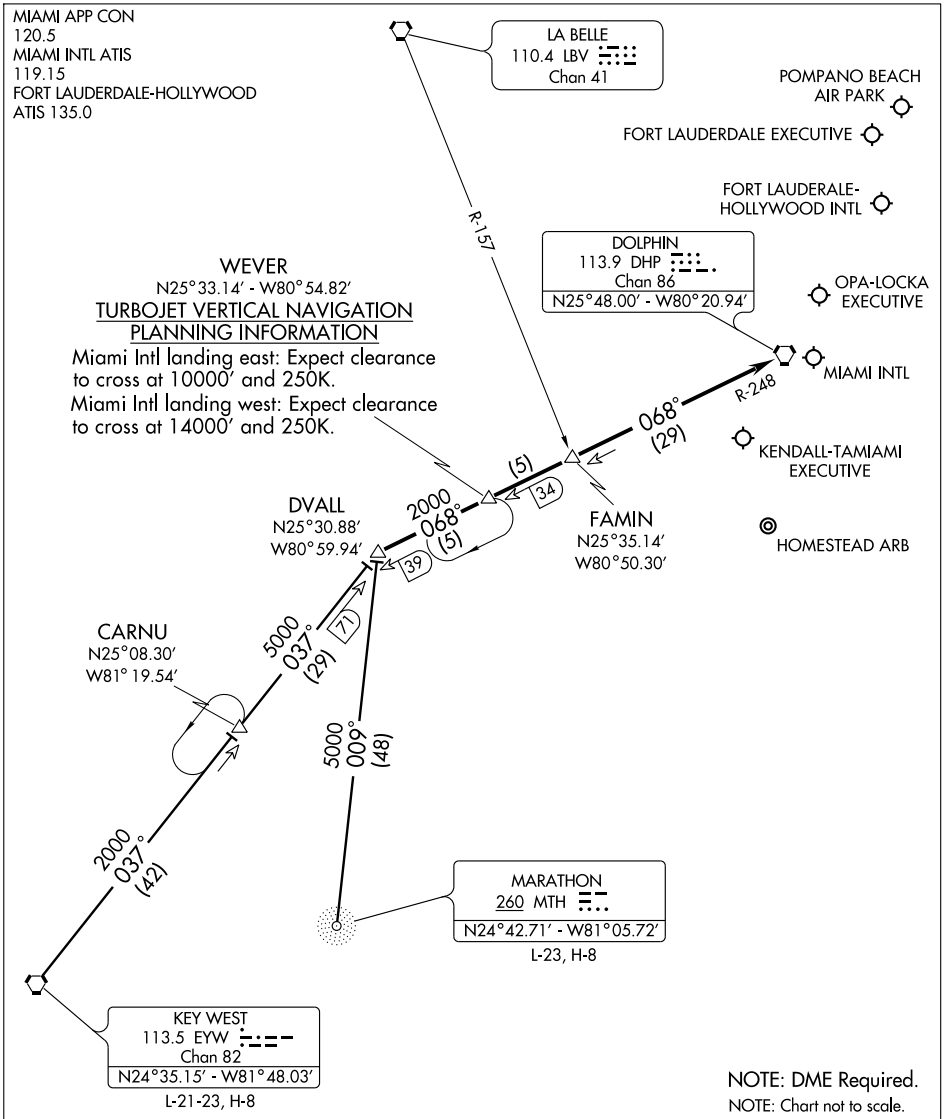
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

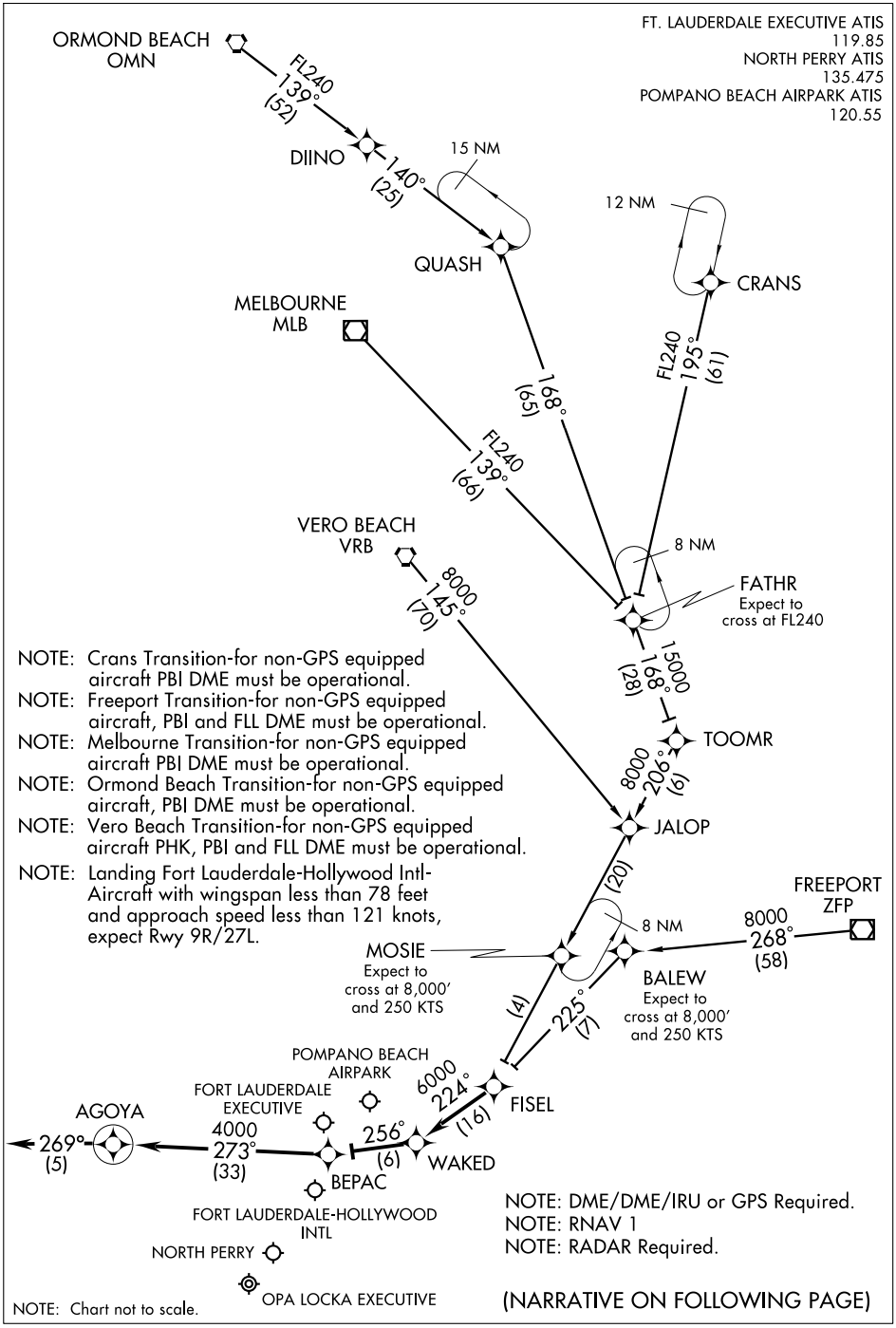
MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

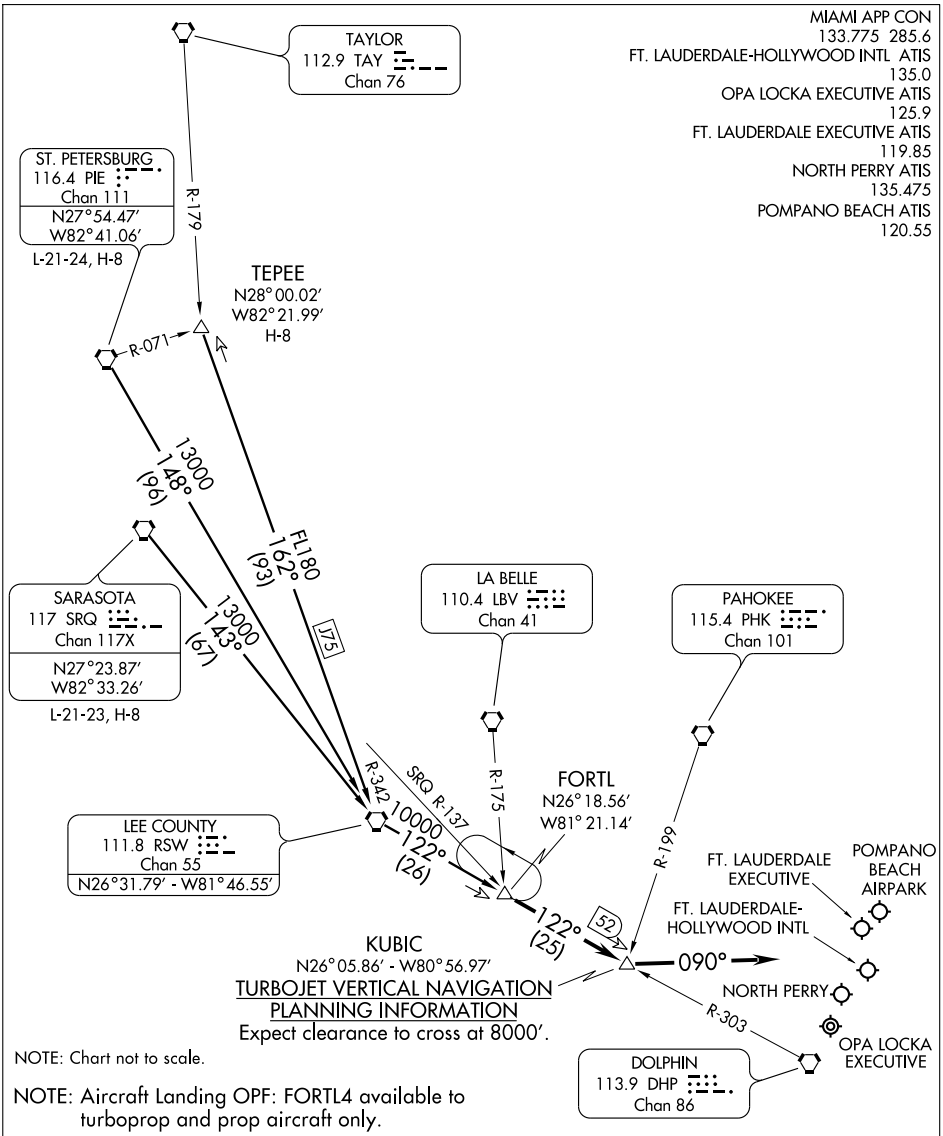
Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 21 OCT 2010 to 18 NOV 2010

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′ - W81°06.76′
L-21-23-24, H-8

FL280
136°
(52)

DIINO
N28° 40.00′
W80° 25.59′

(25)

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′ - W80° 38.12′
L-23-24

78

QUASH
N28° 21.50′
W80°05.91′

BOATR
N27°24.48′
W79°48.37′

165

FL240
169°
(59)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at FL240.

10000
138°
(66)

VERO BEACH
117.3 VRB
Chan 120
N27° 40.71′ - W80° 29.38′
L-23-24, H-8

(6)

106

FATHR
N27°18.43′
W79°46.52′

NOTE: DME Required.
NOTE: TURBOJETS ONLY.

10000
146°
(70)

99

10000
169°
(28)

TOOMR
N26°51.00′
W79°38.21′

71

8000
207°
(6)

71

JALOP
N26° 45.03′
W79° 41.05′

GISSH
N26° 27.67′
W79° 49.27′

65

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at 8000.

(119)

5000
268°
(61)

FREEPORT
113.2 ZFP
Chan 79
N26°33.32′ - W78° 41.87′
L-23, H-8

46

(5)

POMPANO AIRPARK

FORT LAUDERDALE EXECUTIVE

24

227°

41

FISEL
N26°23.05′
W79°51.46′

R-349

FORT LAUDERDALE-HOLLYWOOD INTL

R-041

R-027

FORT LAUDERDALE
114.4 FLL
Chan 91
N26°04.48′
W80°09.15′

NORTH PERRY

OPA LOCKA EXECUTIVE

VIRGINIA KEY
117.1 VKZ
Chan 118

BIMINI
116.7 ZBV
Chan 114

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8002
089°	TDZE	8
	Apt Elev	8

GPS RWY 9L

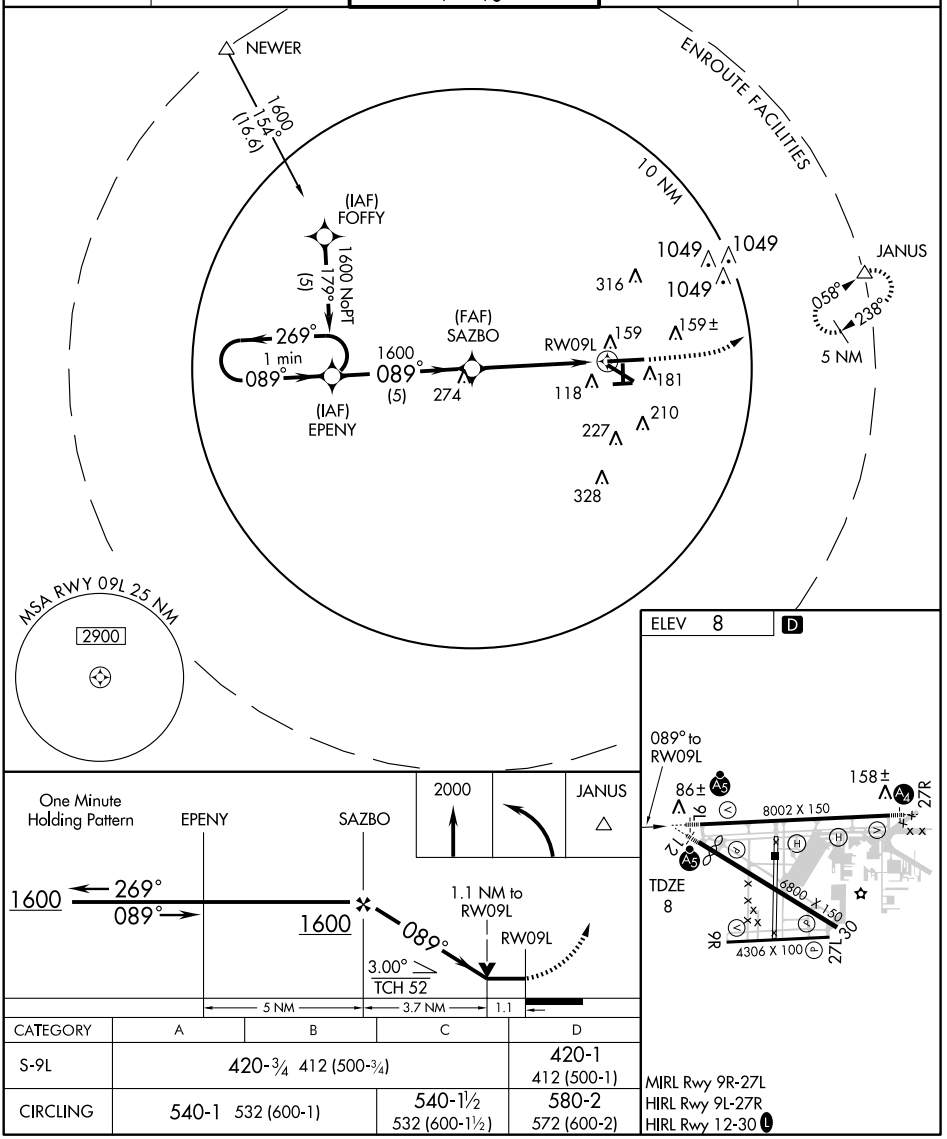
MIAMI/OPA LOCKA EXECUTIVE (OPF)

CAUTION: Lights on highway 0.7 miles north of airport may be mistaken for runway. For inoperative MALSR, increase S-9L Cat A/B visibility to 1 mile or S-9L Cat D visibility to 1¼. If local altimeter setting not received, use Miami Intl altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. VDP NA when using Miami Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 then turn left direct JANUS WP and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2



CATEGORY	A	B	C	D
S-9L	420-¾ 412 (500-¾)			420-1 412 (500-1)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8002
269°	TDZE	8
	Apt Elev	8

GPS RWY 27R

MIAMI / OPA LOCKA EXECUTIVE (OPF)

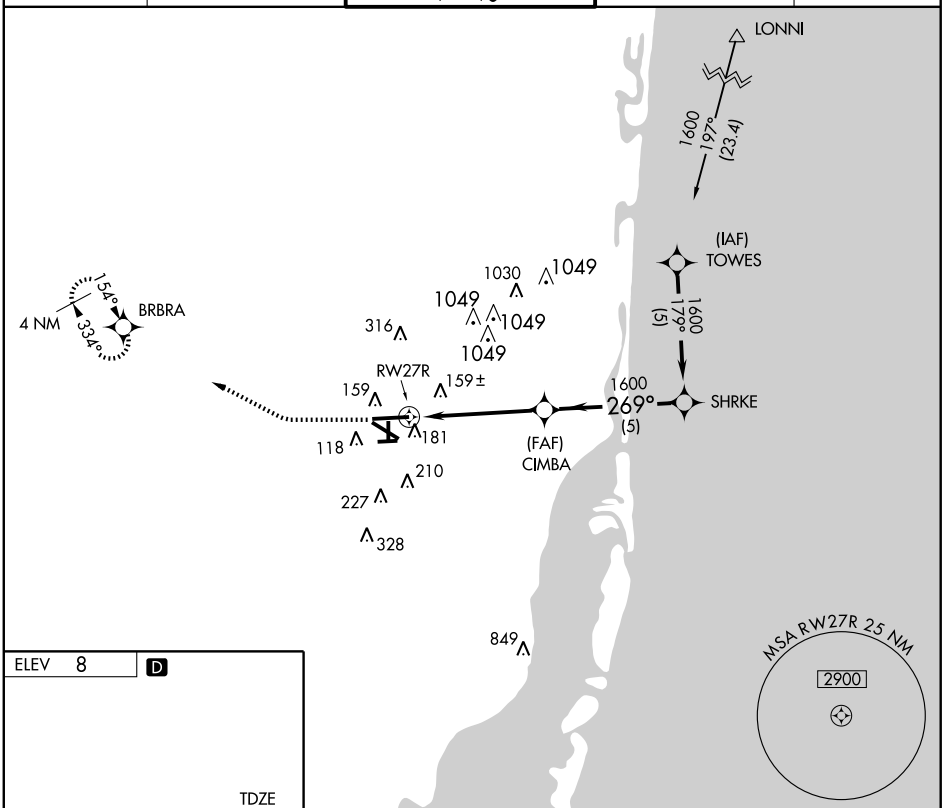
CAUTION: Lights on highway 0.7 miles north of airport may be mistaken for runway. Inoperative table does not apply. If local altimeter setting not received, use Miami Intl altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

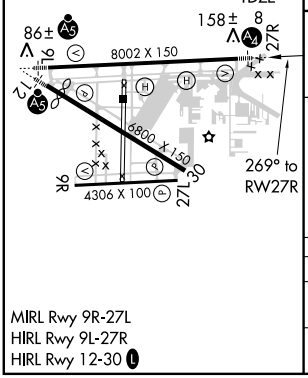
NA

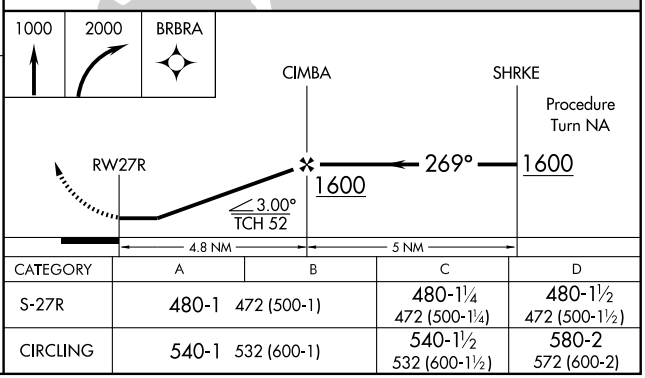
MALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRBRA WP and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2







CATEGORY	A	B	C	D
S-27R	480-1	472 (500-1)	480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	540-1	532 (600-1)	540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PLJ	APP CRS	Rwy Idg	8002
111.35	269°	TDZE	8
Chan 50 (Y)		Apt Elev	8

ILS/DME RWY 27R

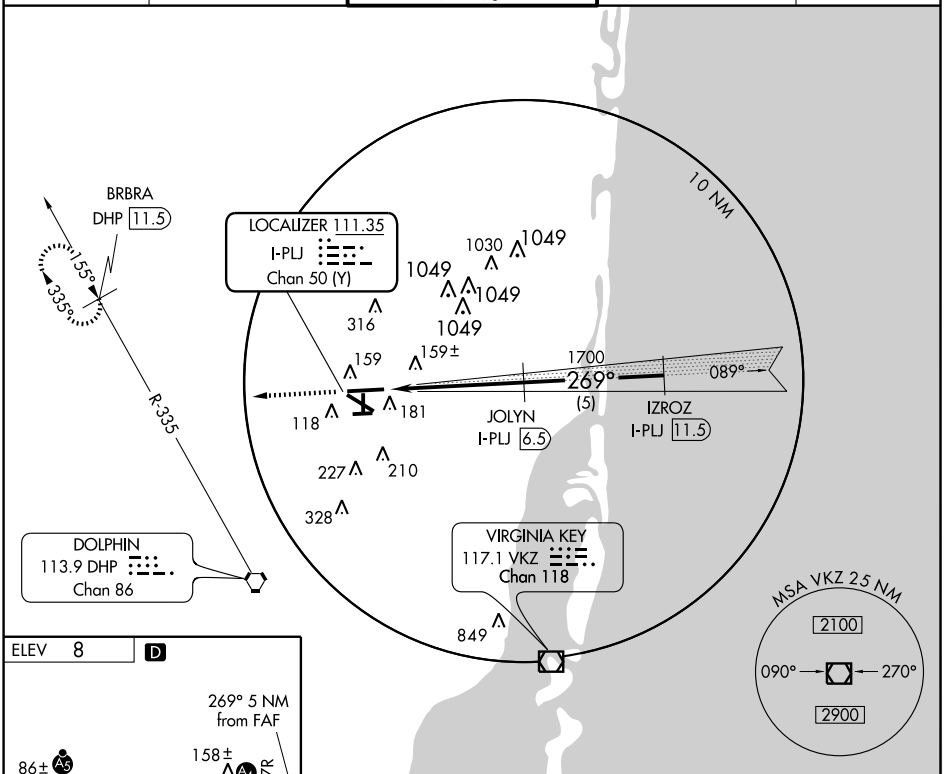
MIAMI / OPA LOCKA EXECUTIVE (OPF)

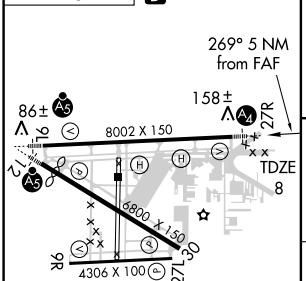
If local altimeter setting not received, use Miami Intl altimeter setting and increase all DH to 274 feet and MDAs 20 feet. RADAR Required. Inoperative table does not apply. Visibility reduction by helicopters NA. DME Required.

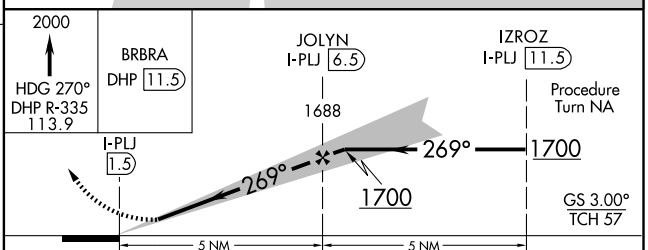
MALS

MISSED APPROACH: Climb to 2000 via heading 270° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2







CATEGORY	A	B	C	D
S-ILS 27R	265-1 257 (300-1)			
S-LOC 27R	400-1 392 (400-1)			400-1¼ 392 (400-1¼)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OPF	APP CRS	Rwy Idg	8002
110.5	089°	TDZE	8
		Apt Elev	8

ILS RWY 9L

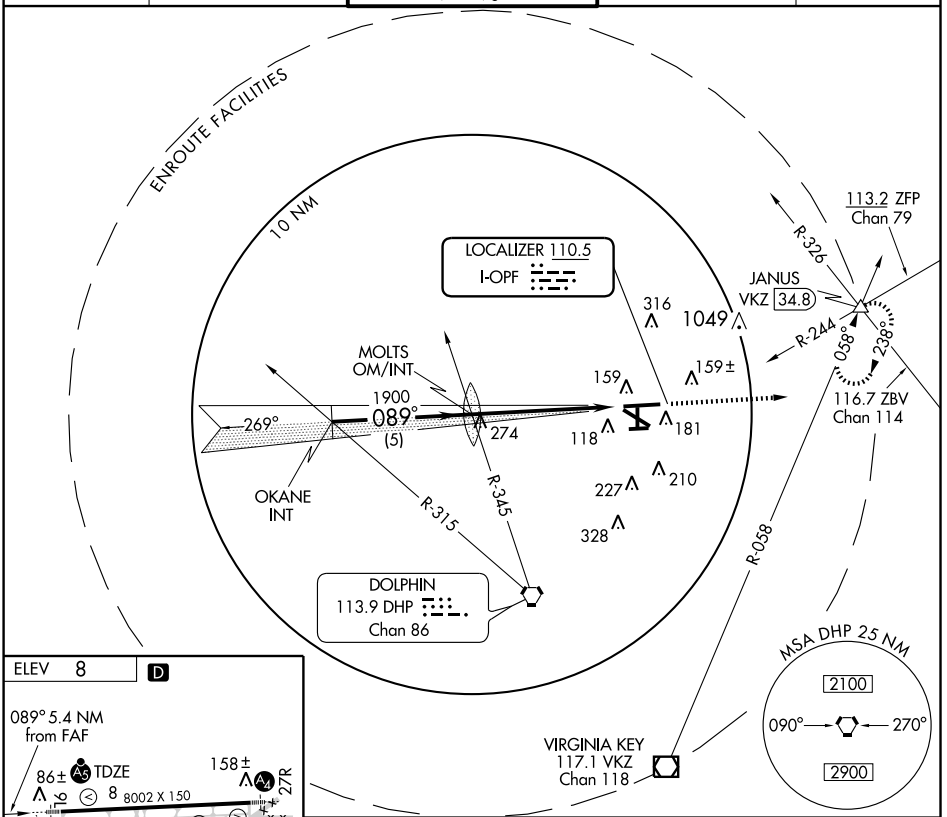
MIAMI/OPA LOCKA EXECUTIVE (OPF)

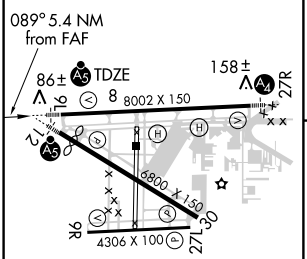
If local altimeter setting not received, use Miami Intl altimeter setting and increase DH to 224 feet and all MDAs 20 feet. CAUTION: Lights on highway 0.7 NM north of airport may be mistaken for runway. RADAR REQUIRED

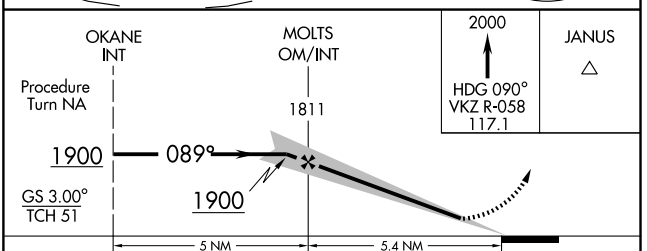
MALSR

MISSED APPROACH: Climb to 2000 via heading 090° and VKZ R-058 to JANUS Int/VKZ 34.8 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2







MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 9L	208-½ 200 (200-½)			
S-LOC 9L	420-½ 412 (500-½)		420-¾ 412 (500-¾)	
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OLX	APP CRS	Rwy Idg 6000
111.55	124°	TDZE 8
Chan 52 (Y)		Apt Elev 8

ILS RWY 12

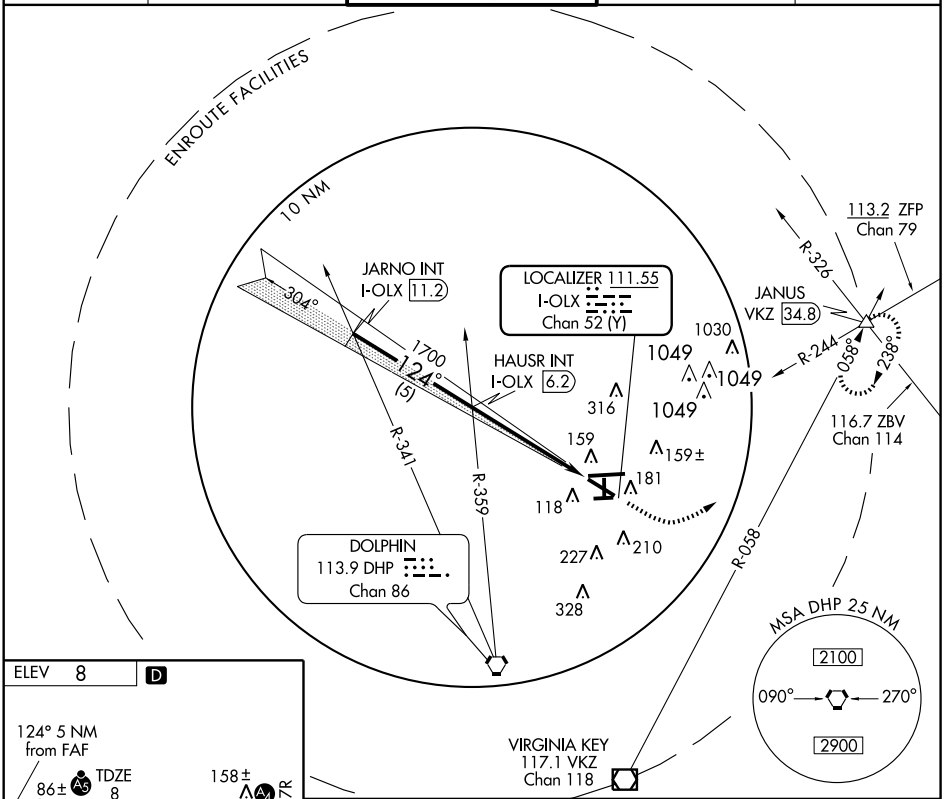
MIAMI/OPA LOCKA EXECUTIVE (OPF)

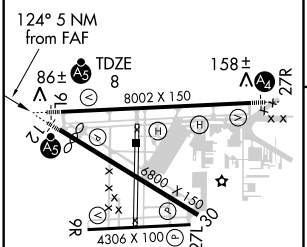
If local altimeter setting not received, use Miami Intl altimeter setting and increase DH to 224 feet and all MDAs 20 feet. RADAR REQUIRED

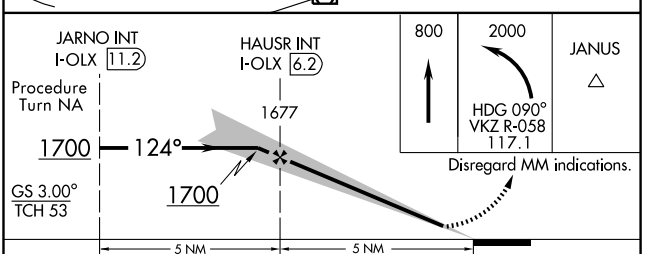
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 090° and VKZ R-058 to JANUS Int/VKZ 34.8 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2







MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

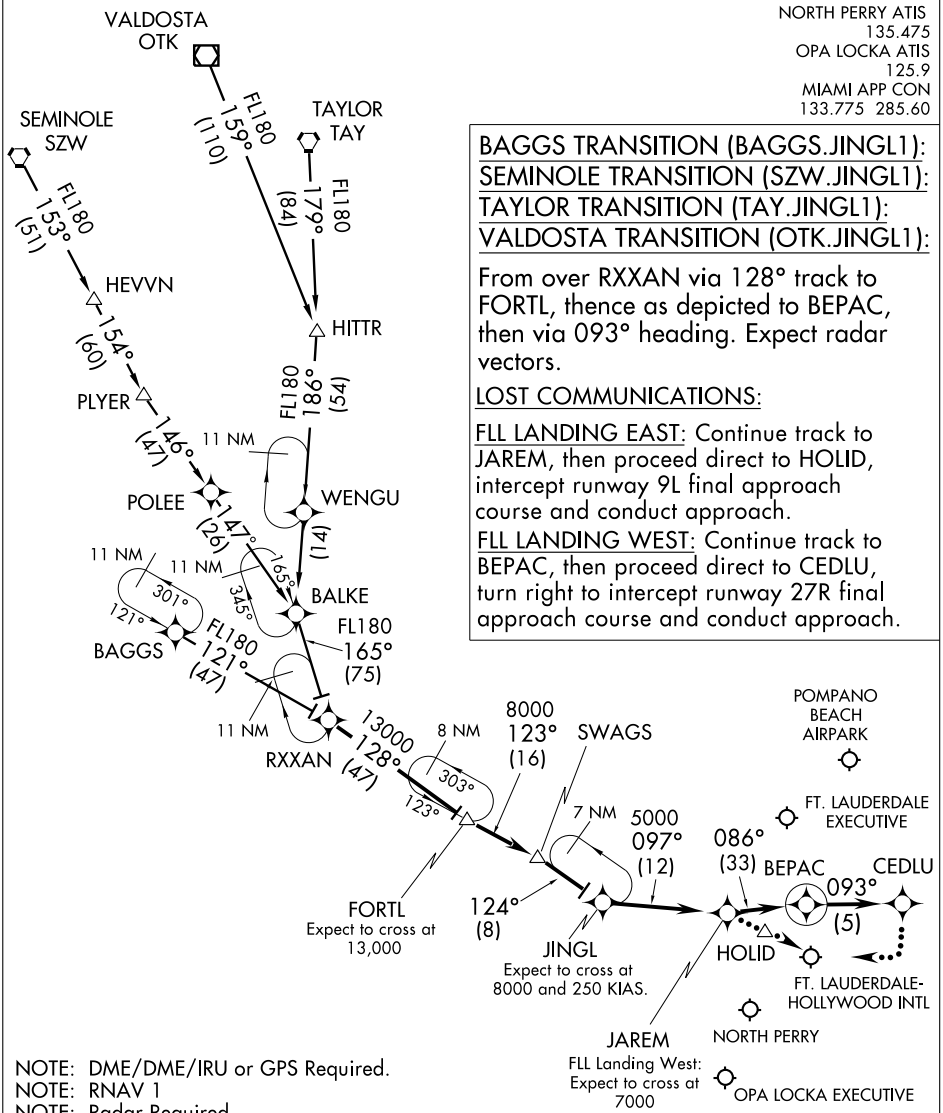
CATEGORY	A	B	C	D
S-ILS 12	208-½ 200 (200-½)			
S-LOC 12	500-½ 492 (500-½)		500-¾ 492 (500-¾)	500-1 492 (500-1)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

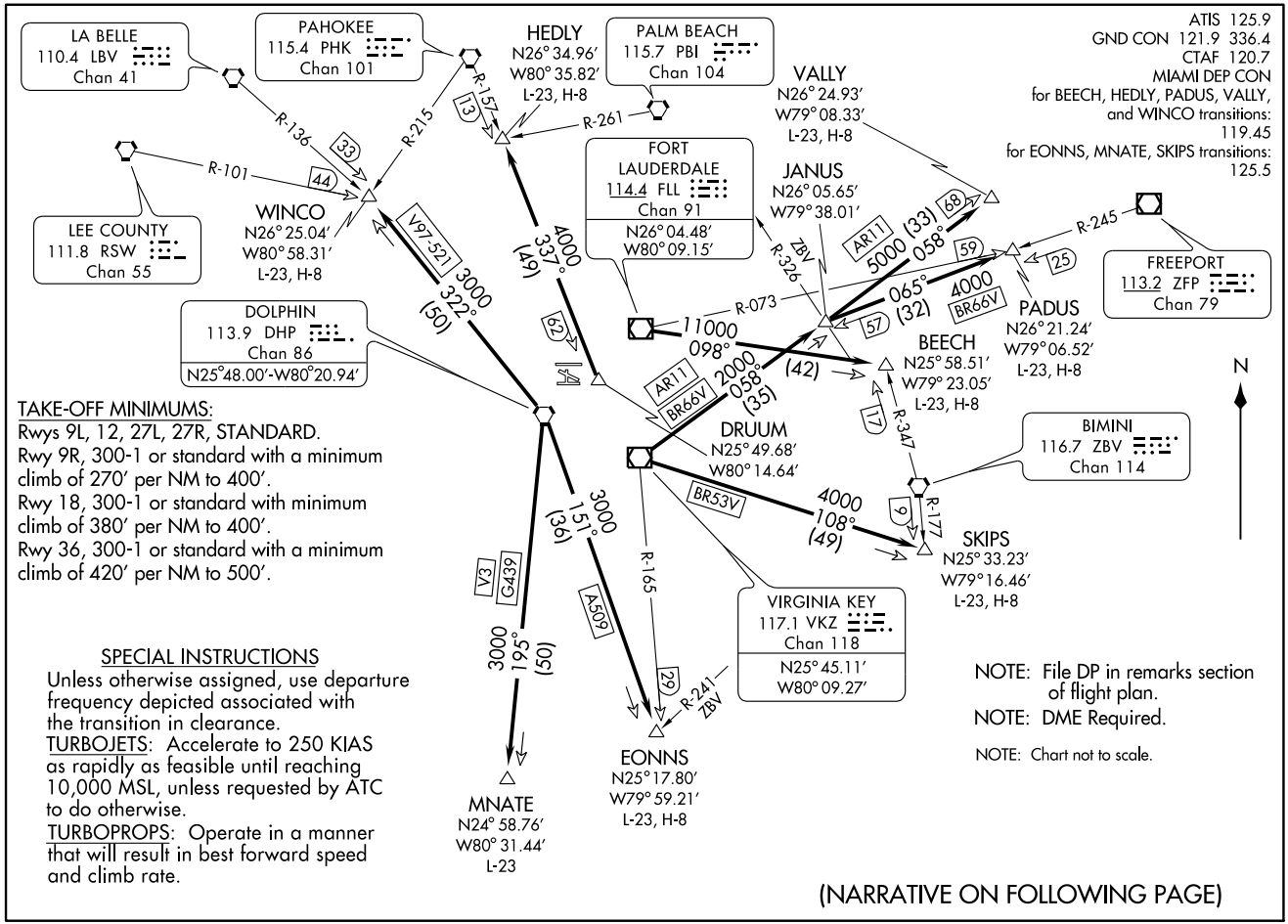
SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI NINE DEPARTURE

(MIA9.MIA) 10098

MIAMI, FLORIDA

MIAMI/OPA LOCKA EXECUTIVE (OPF)



MIAMI NINE DEPARTURE
(MIA9.MIA) 10098
MIAMI/OPA LOCKA EXECUTIVE (OPF)
MIAMI, FLORIDA

SL-256 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned. Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition.
Expect further clearance to filed altitude ten (10) minutes after departure.

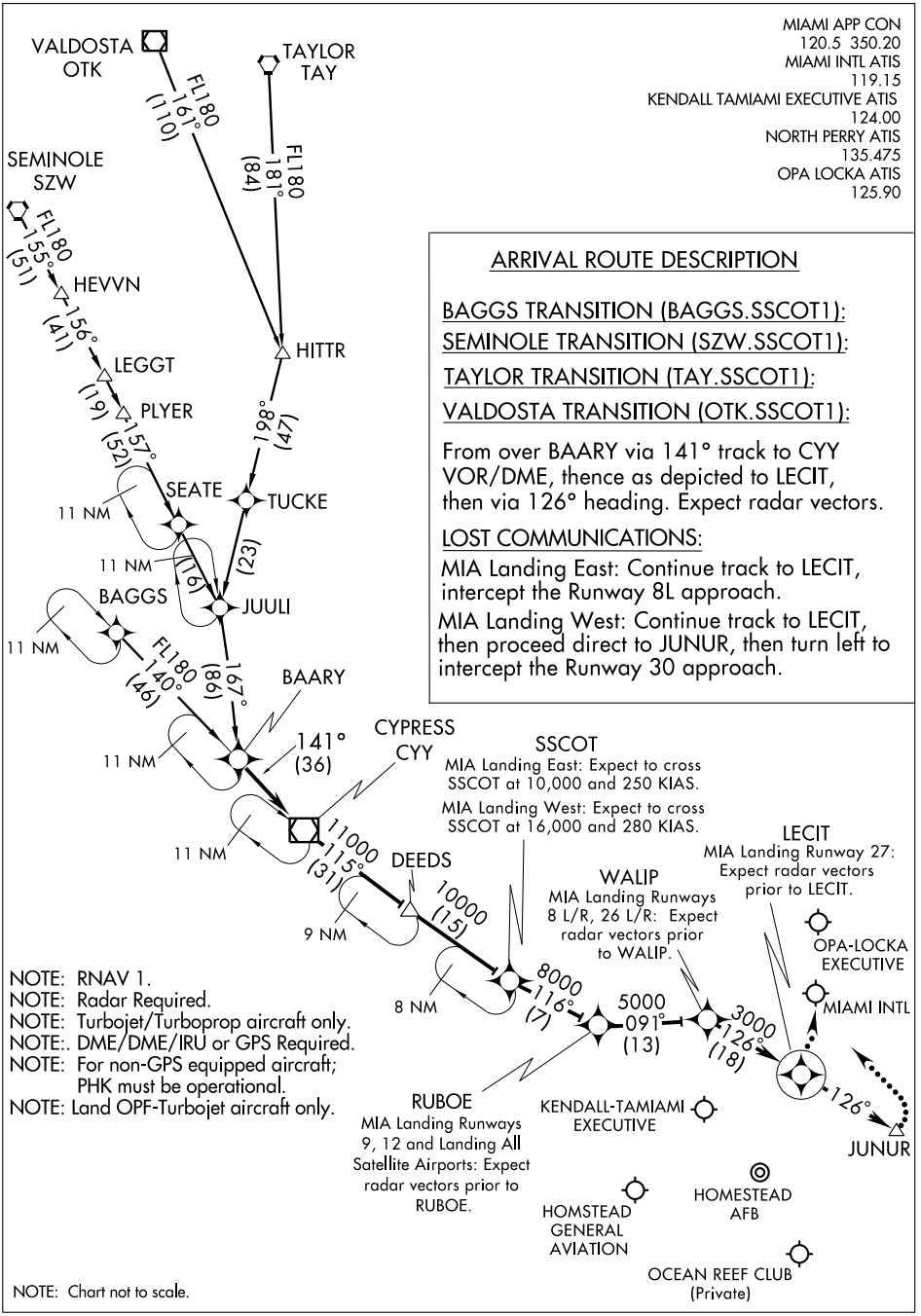
BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME fix via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 21 OCT 2010 to 18 NOV 2010

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

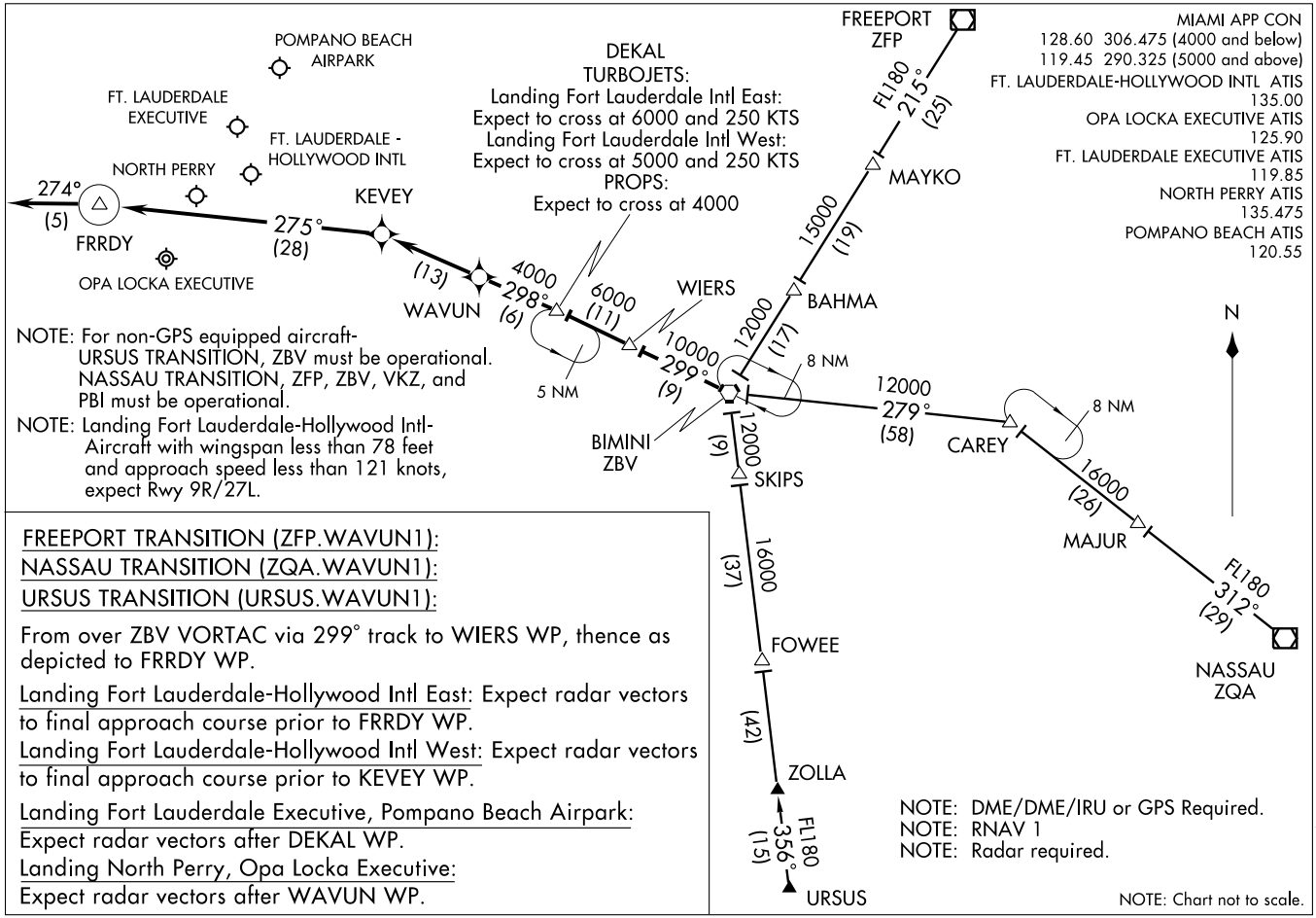
SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

AIRPORT DIAGRAM

MIAMI/KENDALL-TAMIAMI EXECUTIVE (TMB)
MIAMI, FLORIDA
AL-5349 (FAA)

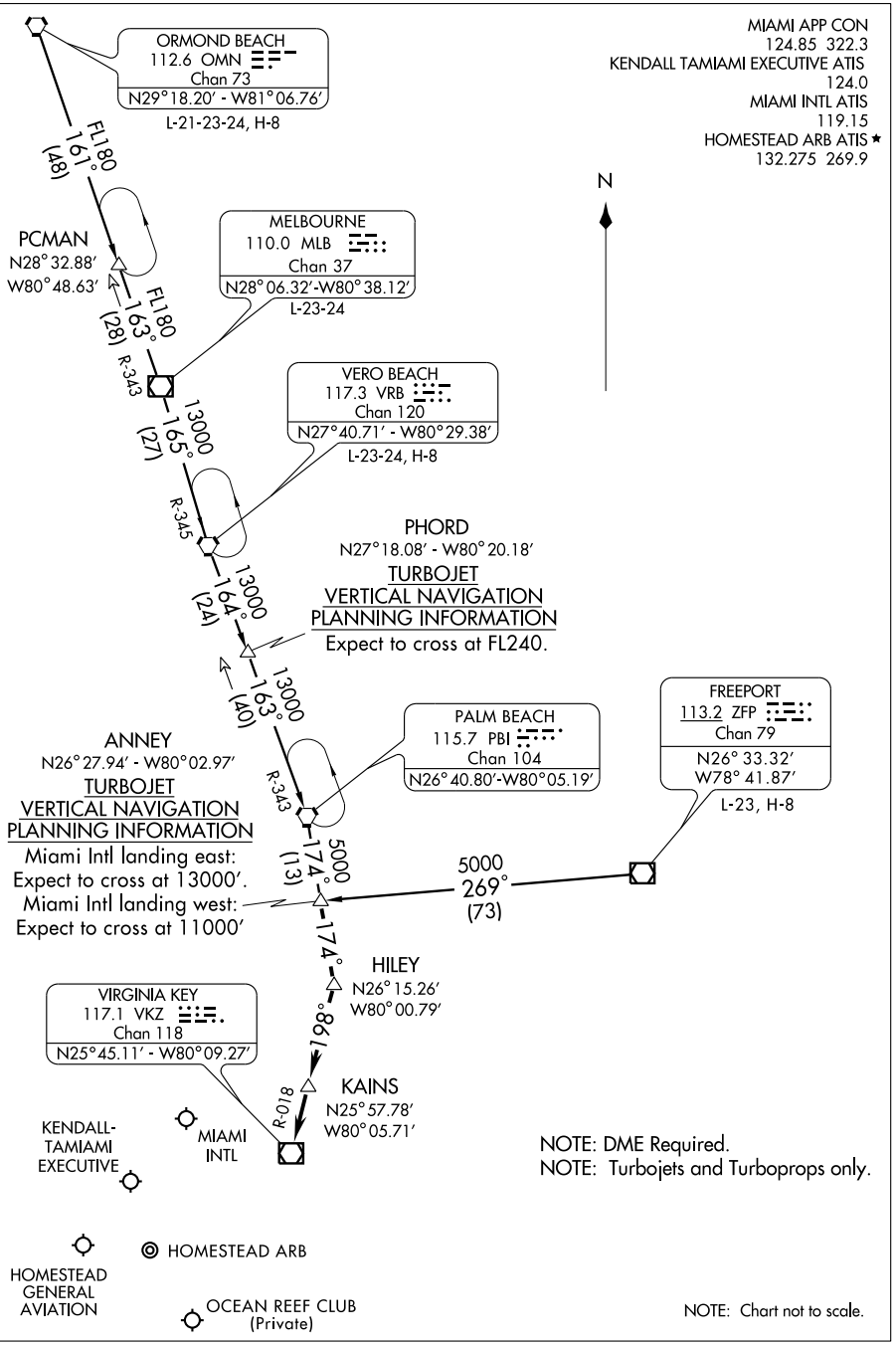
SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MIAMI, FLORIDA
MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)

10210



SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

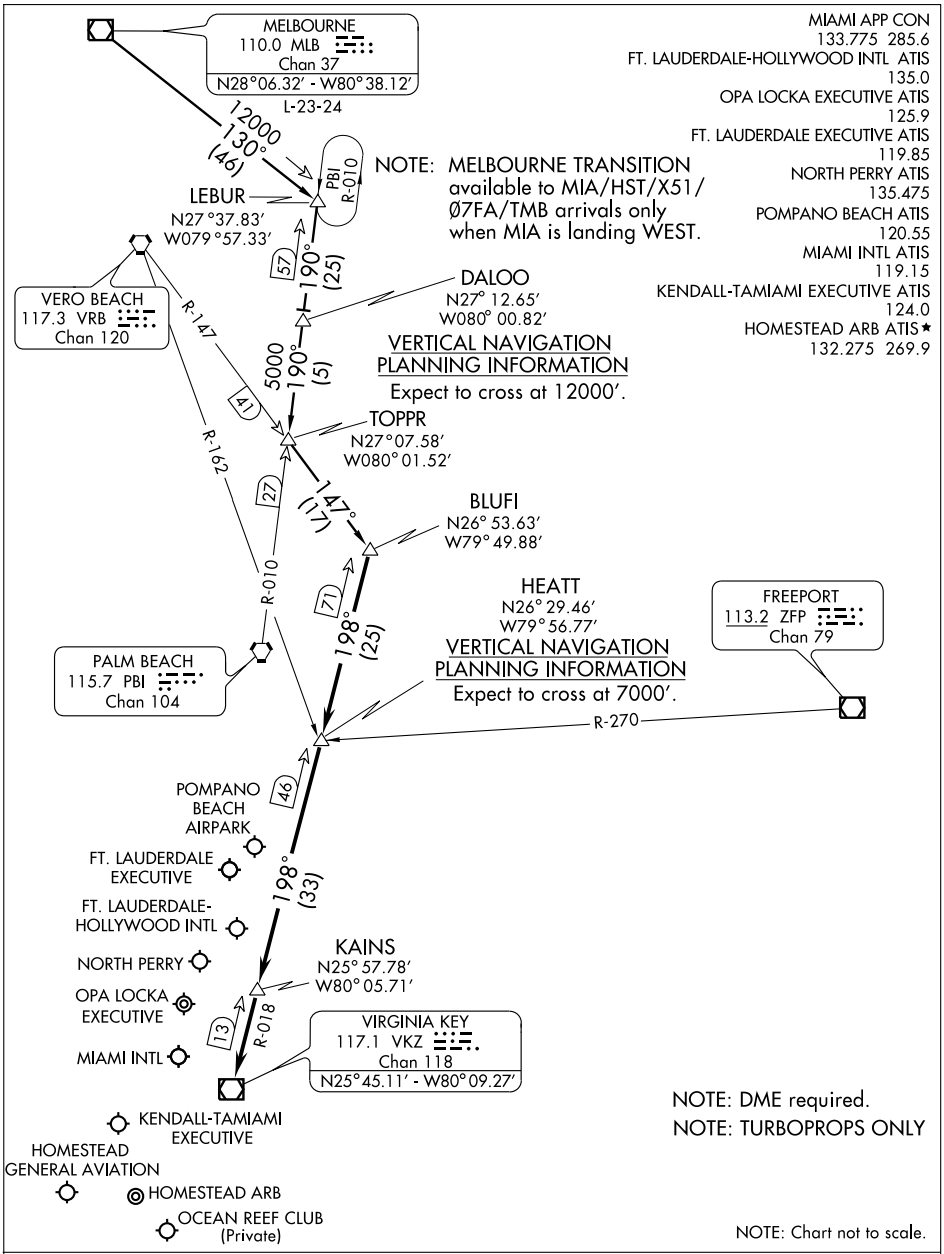
FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 21 OCT 2010 to 18 NOV 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

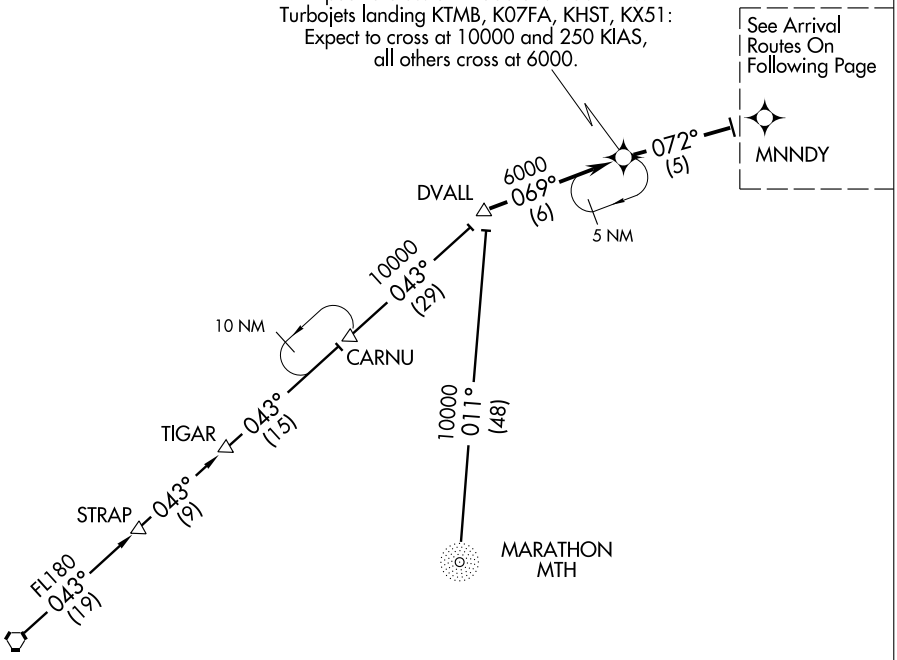
SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

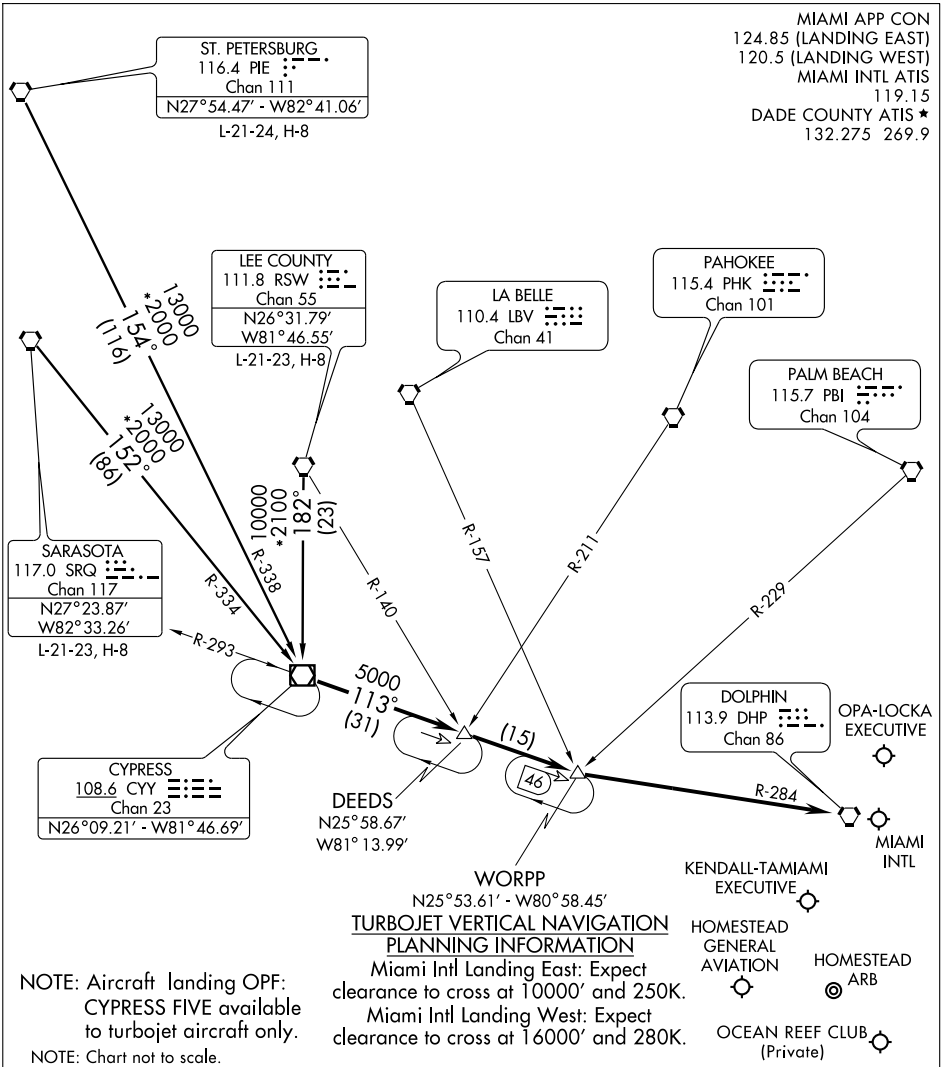
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

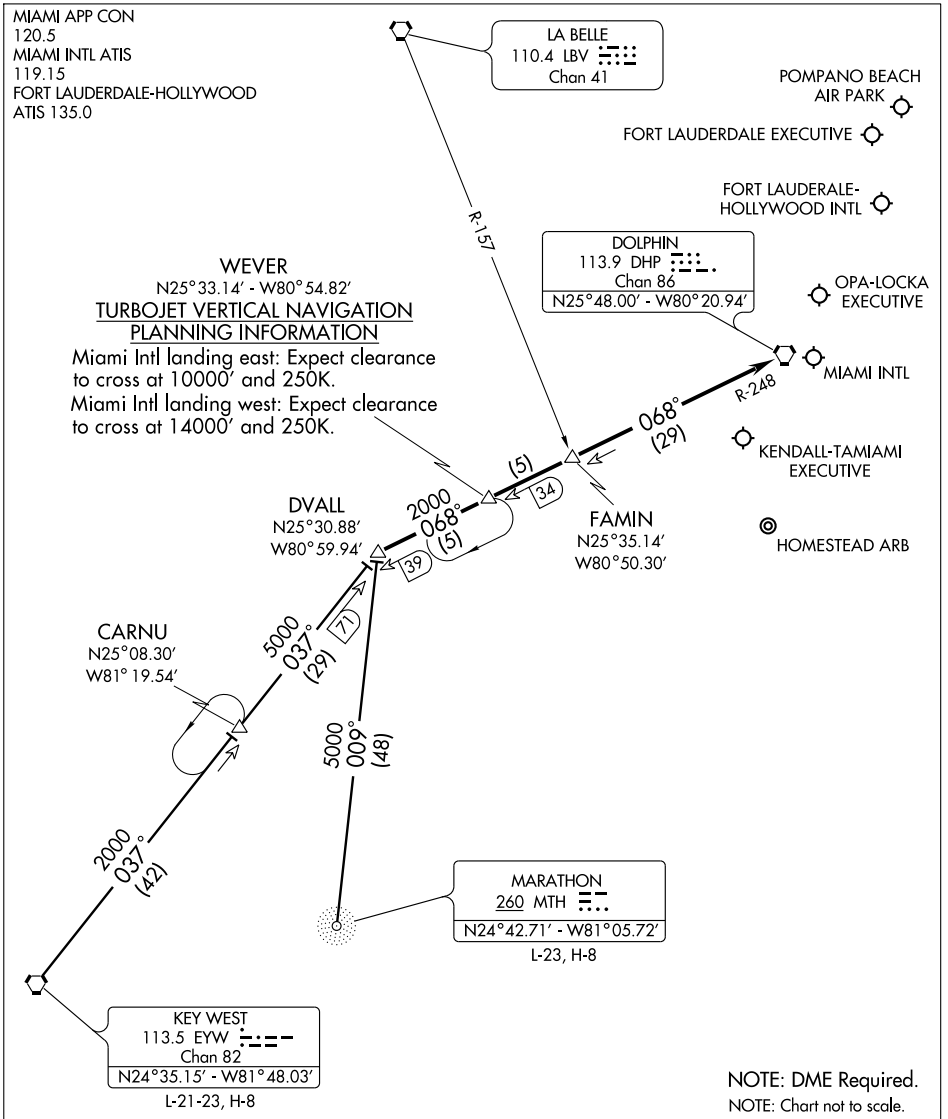
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

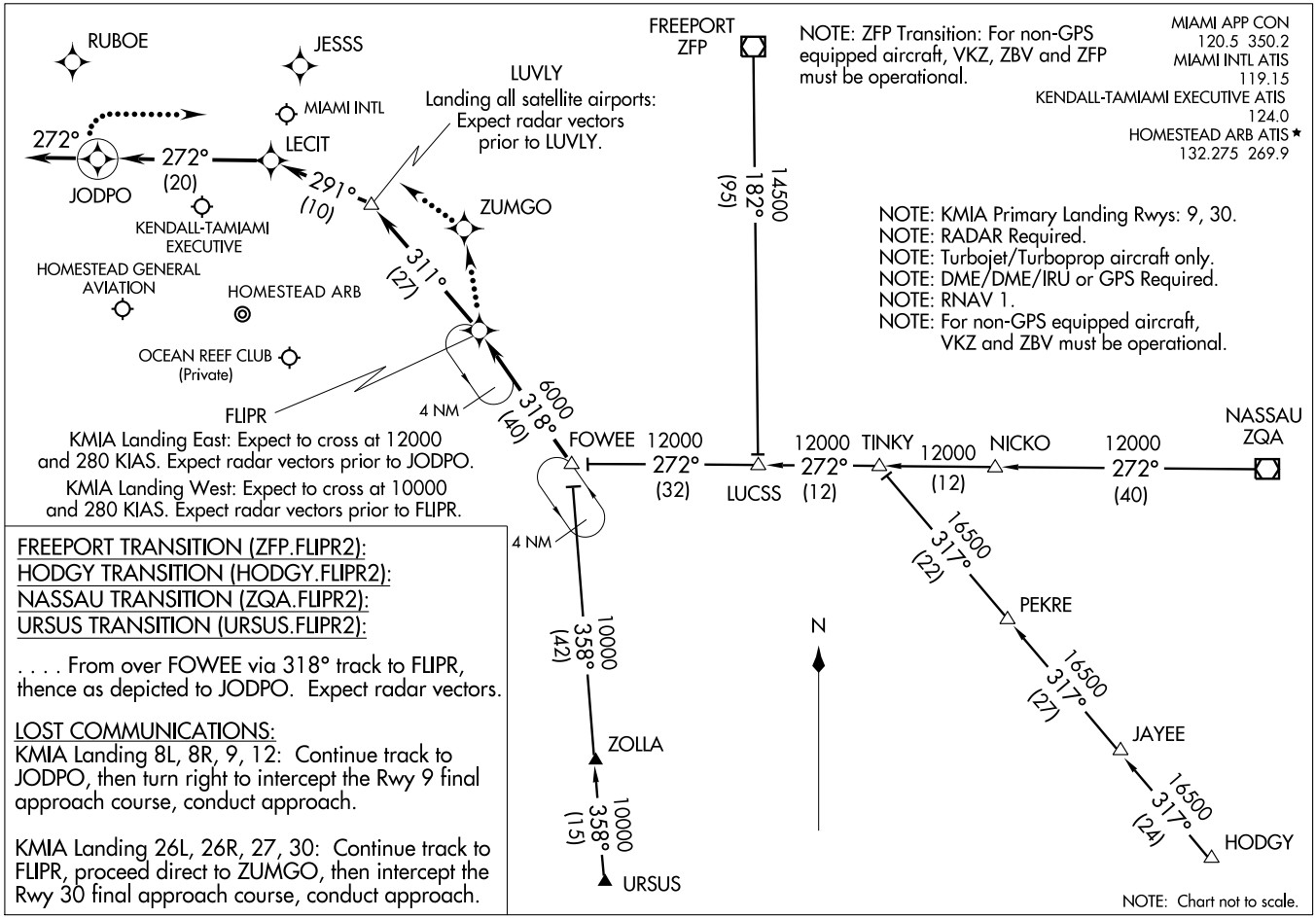
MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098

MIAMI, FLORIDA

ST-257 (FAA)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ST-257 (FAA)

MIAMI, FLORIDA

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 21 OCT 2010 to 18 NOV 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
HILEY
5000 169° (18)
CIMBA
JESSS
243° (5)
KAINS
271° RUBOE
271° (31)
255° (6)
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.
BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

HILEY TWO ARRIVAL (RNAV)
MIAMI, FLORIDA
(HILEY.HILEY2) 07074

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-TMB	APP CRS	Rwy Idg	5002
108.7	090°	TDZE	8
		Apt Elev	8

ILS or LOC RWY 9R

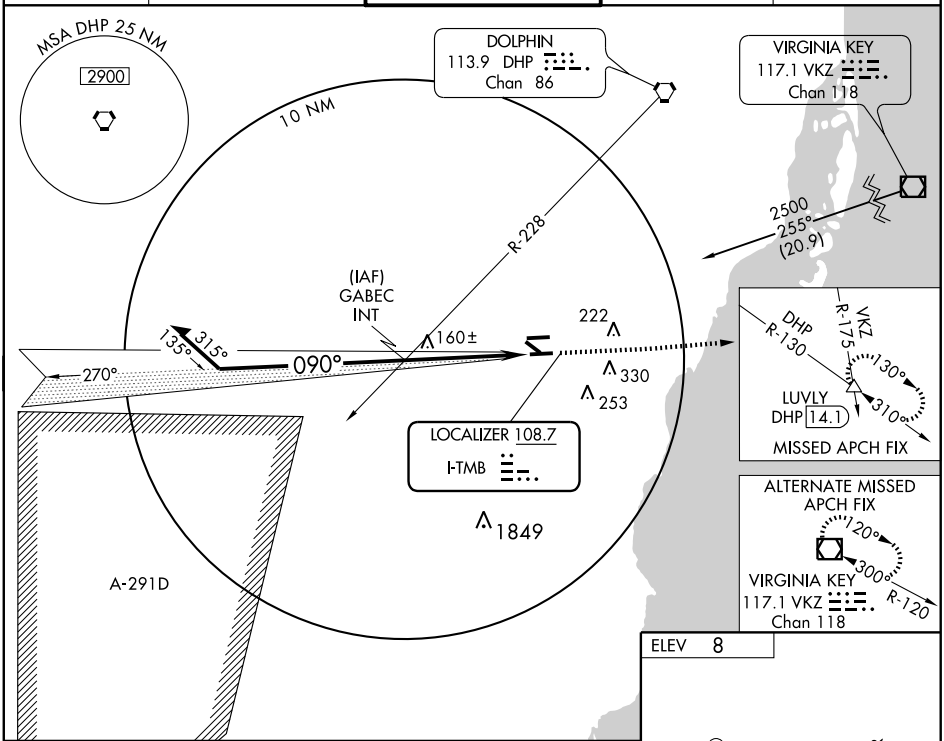
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

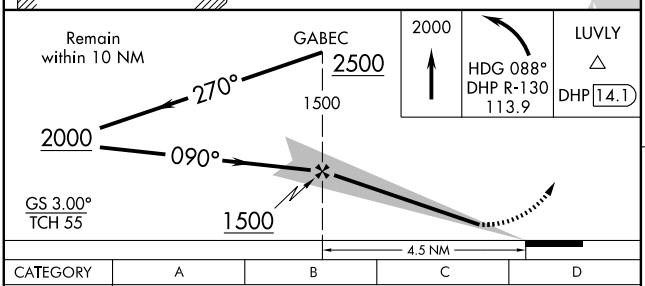
Circling to Rwy 13 NA at night. When local altimeter setting not received, use Miami Intl altimeter setting and increase S-ILS 9R DA to 235 feet and all MDA 40 feet, increase Circling Cat. D visibility ¼ mile.

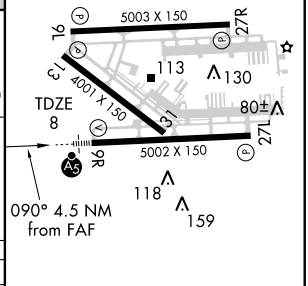
MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 088° and DHP VORTAC R-130 to LUVLY Int/DHP 14.1 DME and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
S-ILS 9R	208-½ 200 (200-½)			
S-LOC 9R	460-½ 452 (500-½)		460-¾ 452 (500-¾)	460-1 452 (500-1)
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

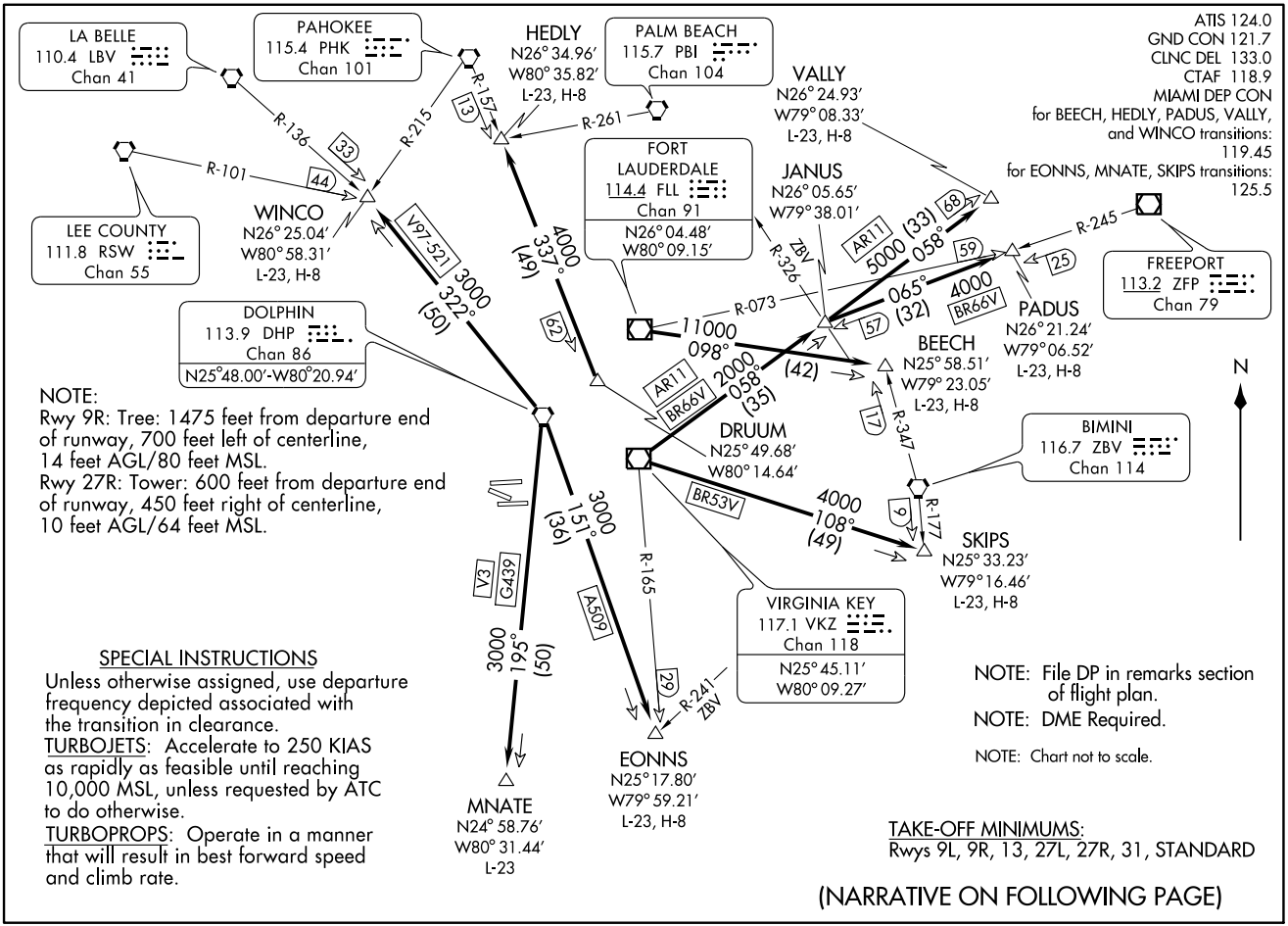
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI NINE DEPARTURE

(MIA9.MIA) 10098

MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)

MIAMI, FLORIDA



NOTE:
Rwy 9R: Tree: 1475 feet from departure end of runway, 700 feet left of centerline, 14 feet AGL/80 feet MSL.
Rwy 27R: Tower: 600 feet from departure end of runway, 450 feet right of centerline, 10 feet AGL/64 feet MSL.

SPECIAL INSTRUCTIONS

Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.

TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.

TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.

NOTE: File DP in remarks section of flight plan.

NOTE: DME Required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 9L, 9R, 13, 27L, 27R, 31, STANDARD

(NARRATIVE ON FOLLOWING PAGE)

MIAMI NINE DEPARTURE
(MIA9.MIA) 10098
MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)
MIAMI, FLORIDA

SL-5349 (FAA)

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned.
NOTE: RUNWAYS 9L, 9R, 13: If assigned right turn climb runway heading to 1400 before turning right.
NOTE: RUNWAYS 27L, 27R, 31: If assigned left turn climb runway heading to 1400 before turning left.
Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

WAAS	APP CRS	Rwy Idg	5003
CH 99415	093°	TDZE	8
W09B		Apt Elev	8

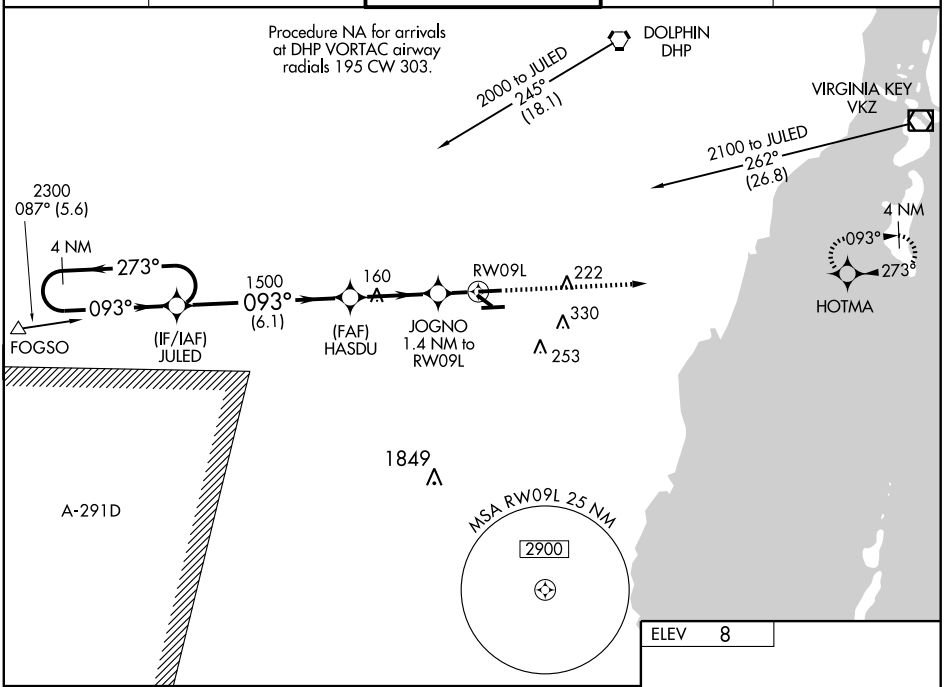
RNAV (GPS) RWY 9L

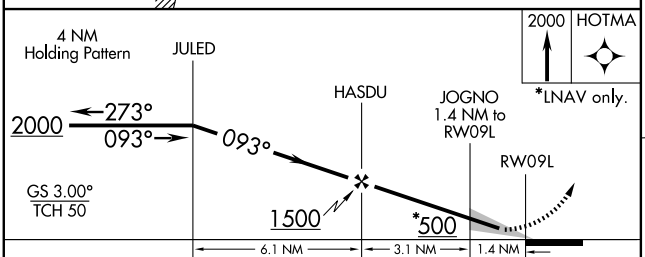
MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)

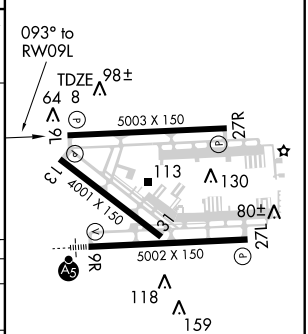
Circling to Rwy 13 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOTMA and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
LPV DA	258-¾	250 (300-¾)		
LNAV/ VNAV DA	364-1¼	356 (400-1¼)		
LNAV MDA	380-1	372 (400-1)		380-1¼ 372 (400-1¼)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 72900	090°	TDZE	8
W09A		Apt Elev	8

RNAV (GPS) RWY 9R

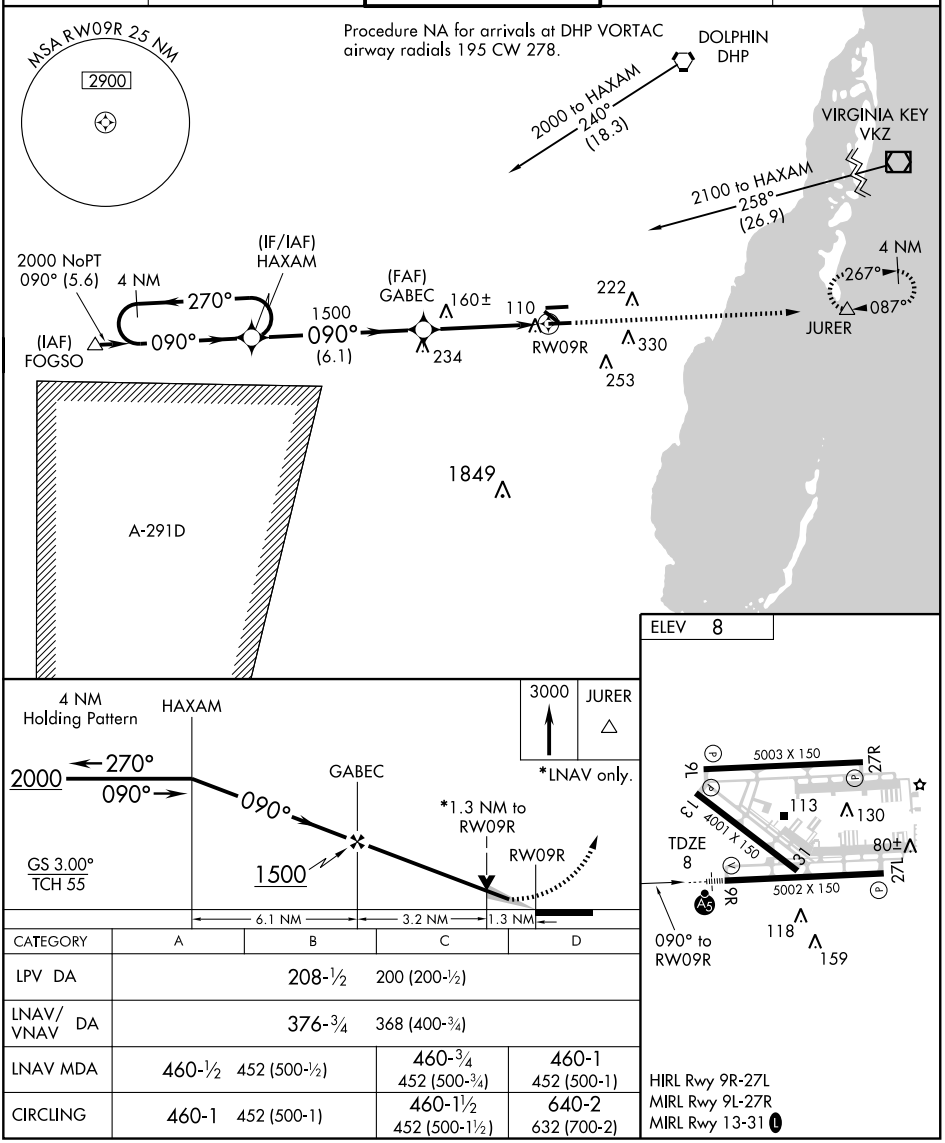
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

Circling to Rwy 13 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase LPV DA to 235, LNAV/VNAV DA to 403 and all MDA 40 feet, increase Circling Cat. D visibility ¼ mile. VDP NA when using Miami Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct JURER and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



CATEGORY	A	B	C	D
LPV DA	208-½	200 (200-½)		
LNAV/VNAV DA	376-¾	368 (400-¾)		
LNAV MDA	460-½	452 (500-½)	460-¾ 452 (500-¾)	460-1 452 (500-1)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56400 W27A	APP CRS 273°	Rwy Idg 5002 TDZE 8 Apt Elev 8

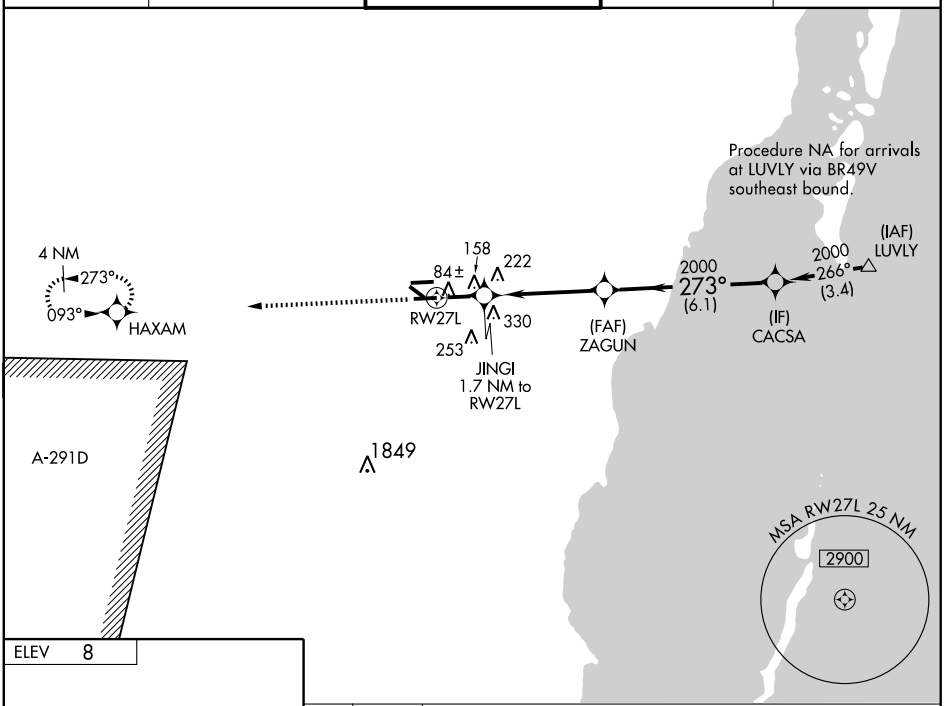
RNAV (GPS) RWY 27L

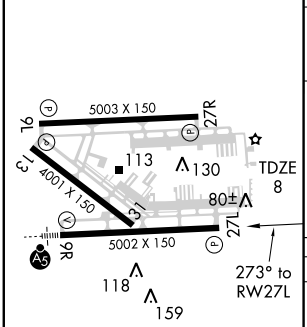
MIAMI/KENDALL-TAMIAMI EXECUTIVE (TMB)

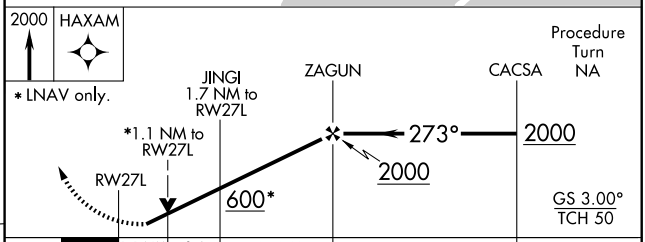
Circling to Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet, increase LNAV Cat D visibility ¼ mile, increase circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Miami Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HAXAM and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
LPV DA	211-1	203 (300-1)		
LNAV/VNAV DA	441-1½	433 (500-1½)		
LNAV MDA	420-1	412 (500-1)	420-1¼	412 (500-1¼)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93615 W27B	APP CRS 273°	Rwy Idg 5003 TDZE 8 Apt Elev 8

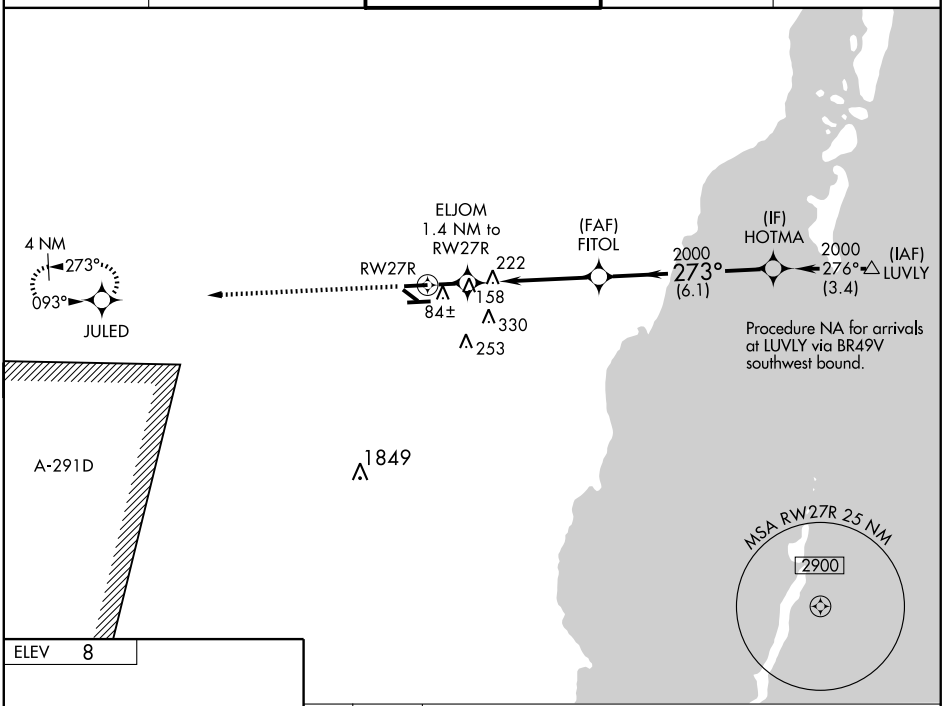
RNAV (GPS) RWY 27R

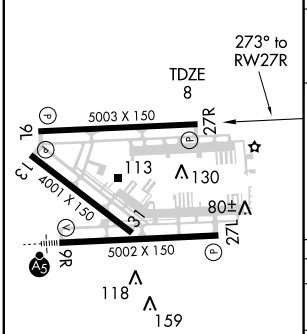
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

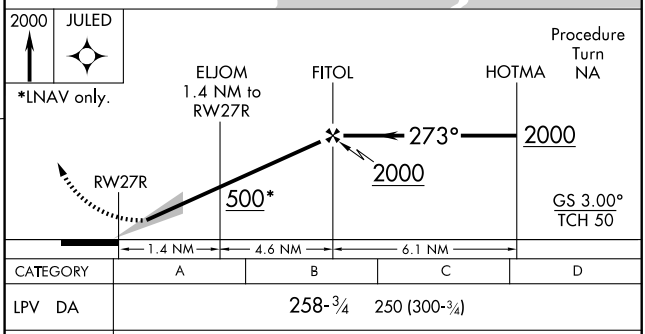
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and adjust all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Miami Intl altimeter setting. Circling to Rwy 13 NA at night.

MISSED APPROACH: Climb to 2000 direct JULED and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
LPV DA	258-¾ 250 (300-¾)			
LNAV/VNAV DA	352-1¼ 344 (400-1¼)			
LNAV MDA	420-1 412 (500-1)		420-1¼ 412 (500-1¼)	
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

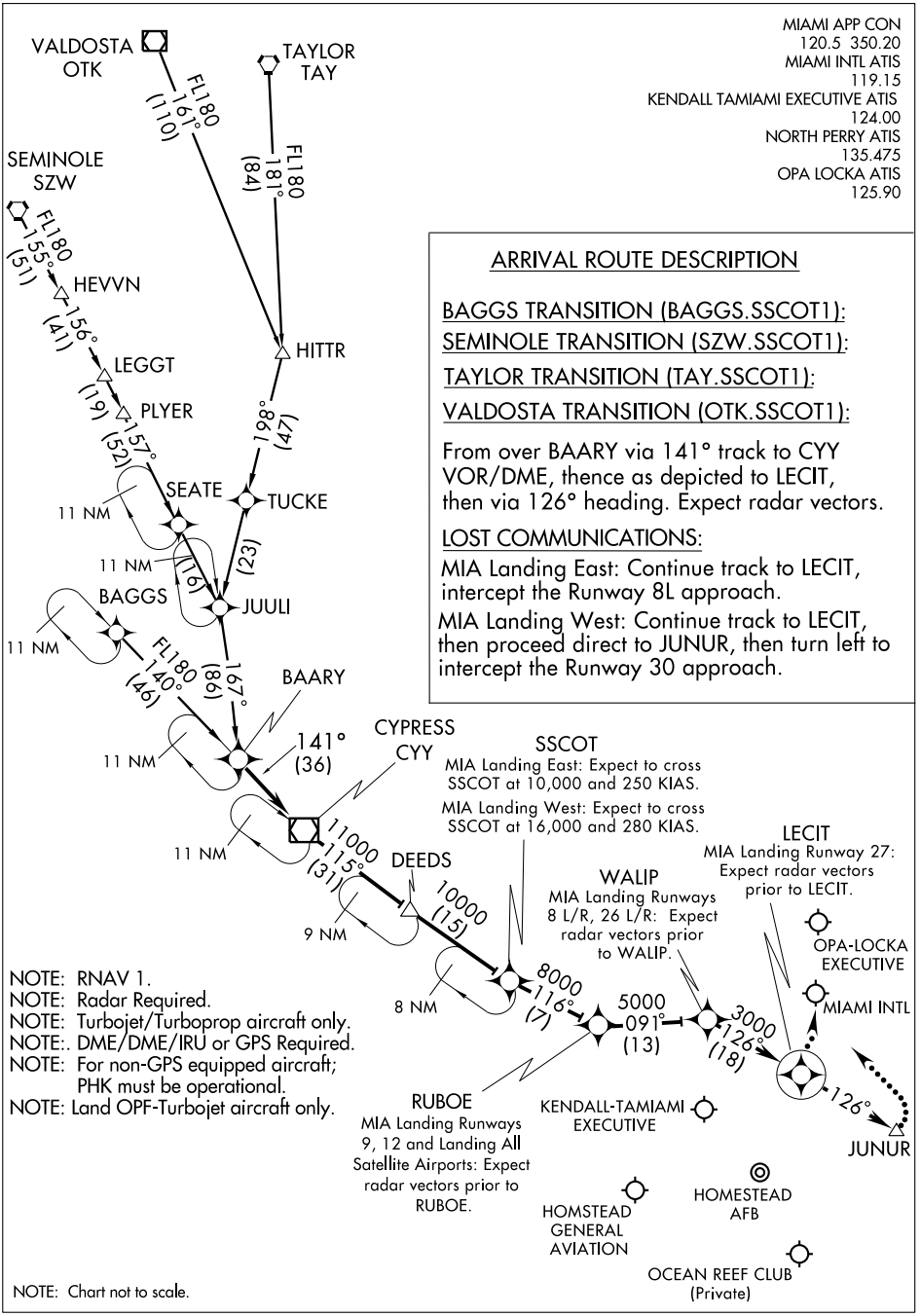
HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

LOC I-TNT 108.3	APP CRS 095°	Rwy Idg 10499 TDZE 13 Apt Elev 13

ILS RWY 9

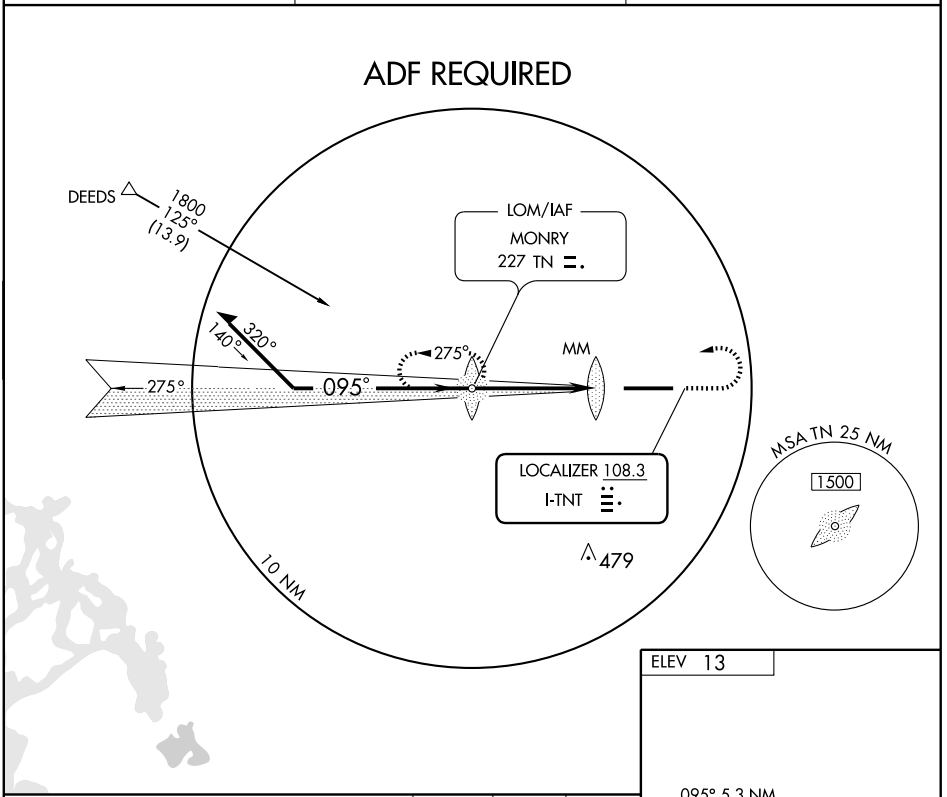
MIAMI/DADE-COLLIER TRAINING AND TRANSITION (TNT)

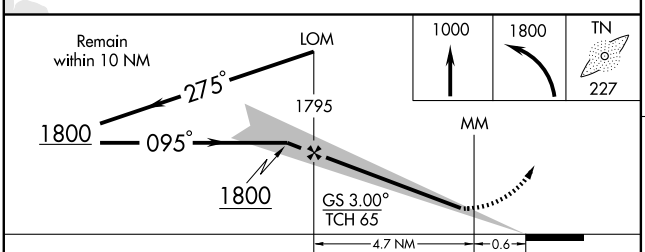
NA Use Miami/Kendall-Tamiami Executive altimeter setting. Inoperative table does not apply to S-LOC 9 Cat. C.

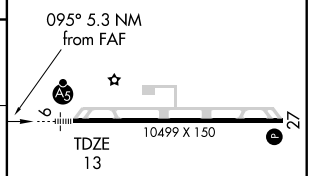
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 1800 direct MONRY LOM and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.075	132.4 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 9	279-¾ 266 (300-¾)			
S-LOC 9	440-¾ 427 (500-¾)		440-1¼ 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	480-1 467 (500-1)		480-1½ 467 (500-1½)	580-2 567 (600-2)

HIRL Rwy 9-27 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOM TN	APP CRS	Rwy Idg	10499
227	095°	TDZE	13
		Apt Elev	13

NDB or GPS RWY 9

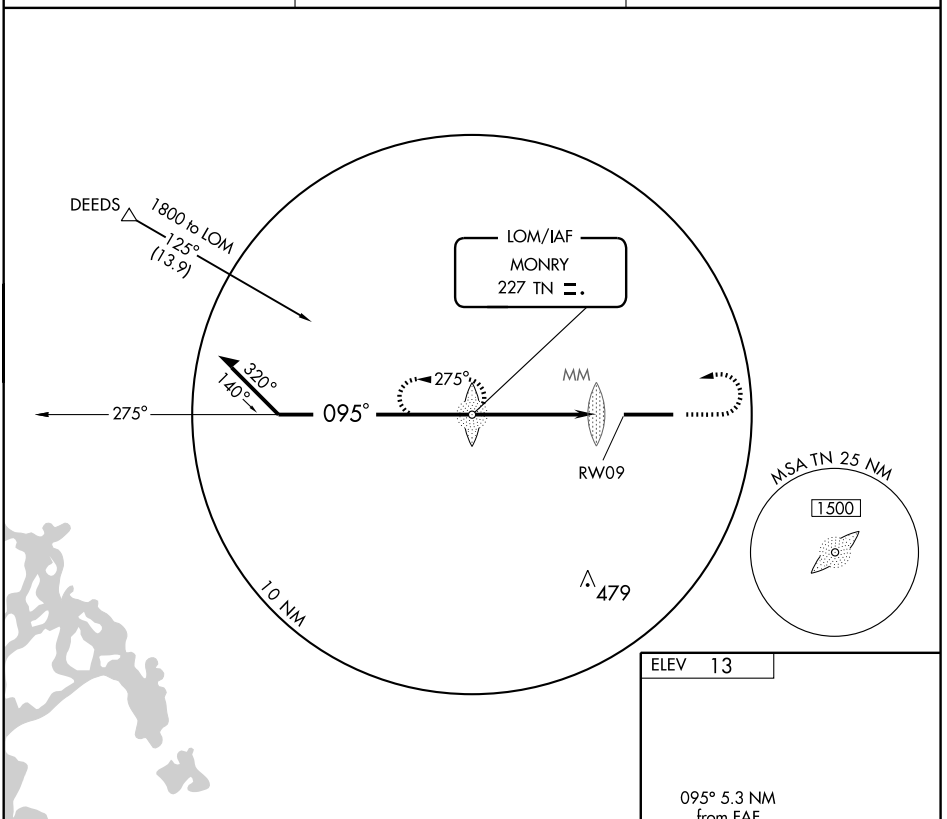
MIAMI/ DADE-COLLIER TRAINING AND TRANSITION (TNT)

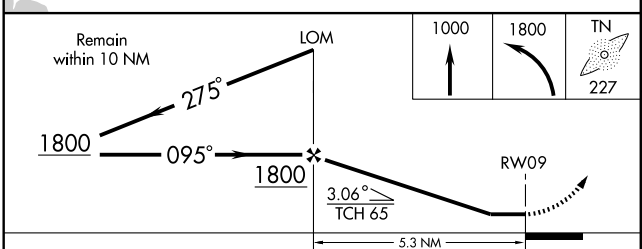
NA — Use Miami/Kendall-Tamiami Executive altimeter setting. Inoperative table does not apply to S-9 Cat C.

MALSR

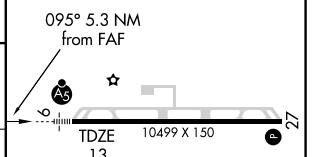
MISSED APPROACH: Climb to 1000 then climbing left turn to 1800 direct TN LOM and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.075	132.4 281.5	123.0 (CTAF) L





ELEV 13



CATEGORY	A	B	C	D
S-9	480-¾ 467 (500-¾)		480-1¼ 467 (500-1¼)	480-1½ 467 (500-1½)
CIRCLING	480-1 467 (500-1)		480-1½ 467 (500-1½)	580-2 567 (600-2)

HIRL Rwy 9-27 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 36

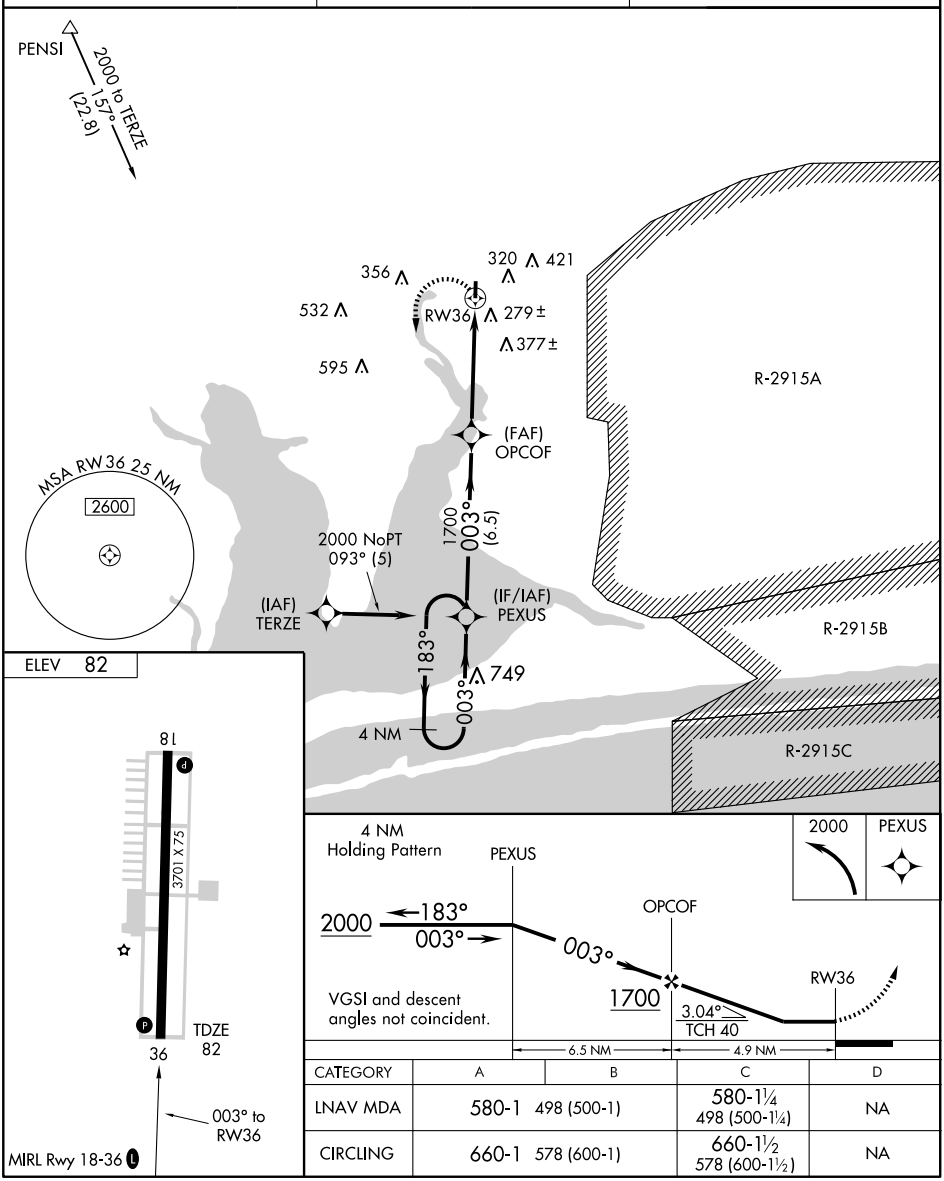
MILTON/ PETER PRINCE FIELD (2R4)

APP CRS	Rwy Idg	3701
003°	TDZE	82
	Apt Elev	82

T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pensacola Gulf Coast Rgnl altimeter setting; when not received, use Crestview altimeter setting and increase all MDA 40 feet and increase LNAV and Circling visibility Cat C ¼ mile.

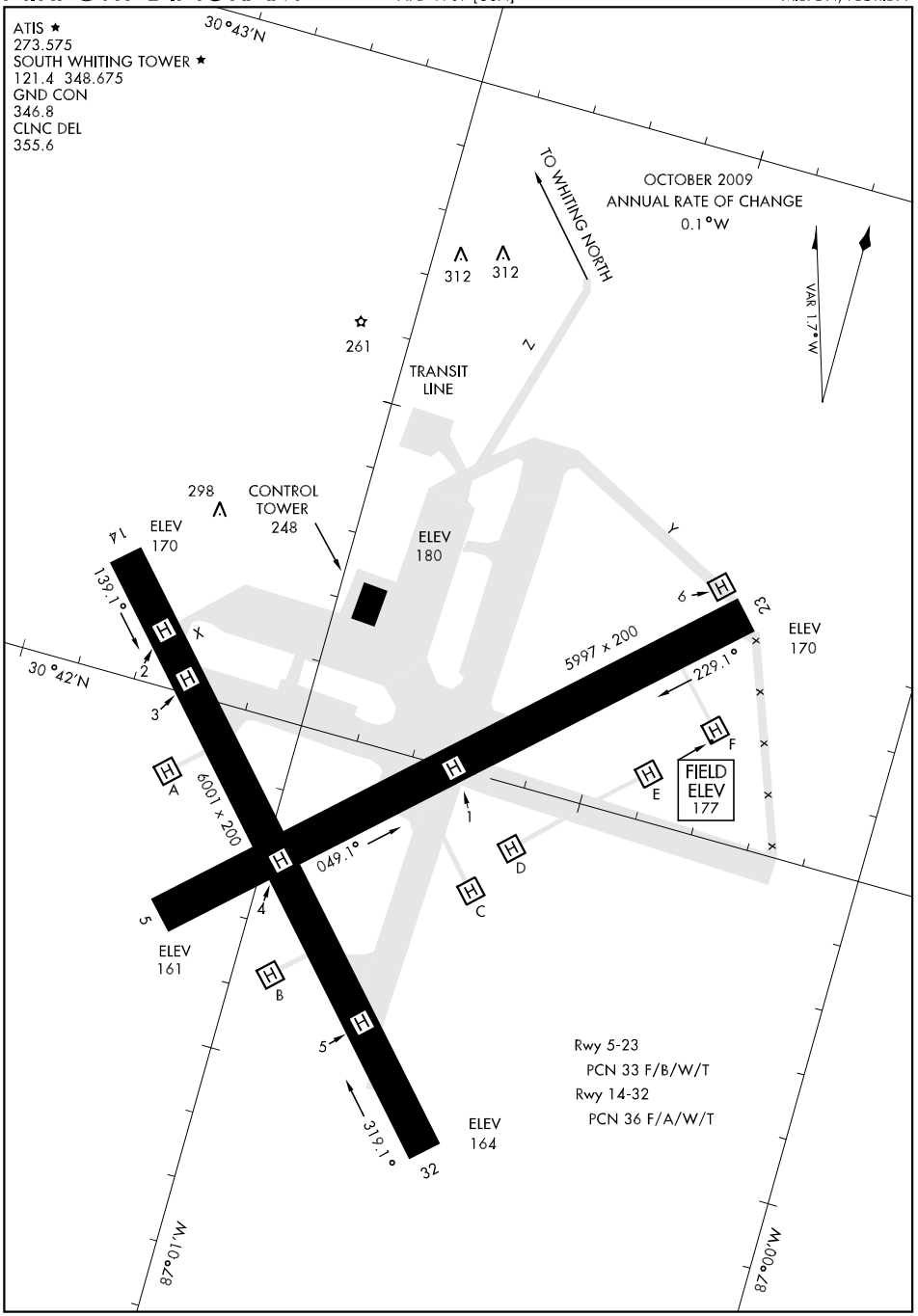
MISSED APPROACH: Climbing left turn to 2000 direct PEXUS and hold.

PENSACOLA APP CON	GCO	UNICOM
124.85 385.4	121.725	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 498 (500-1)		580-1¼ 498 (500-1¼)	NA
CIRCLING	660-1 578 (600-1)		660-1½ 578 (600-1½)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) 004

APCH CRS	Rwy Idg	5997
004°	TDZE	N/A
	Arpt Elev	177

AL-1909 [USN]

WHITING FLD NAS-SOUTH (KNDZ)

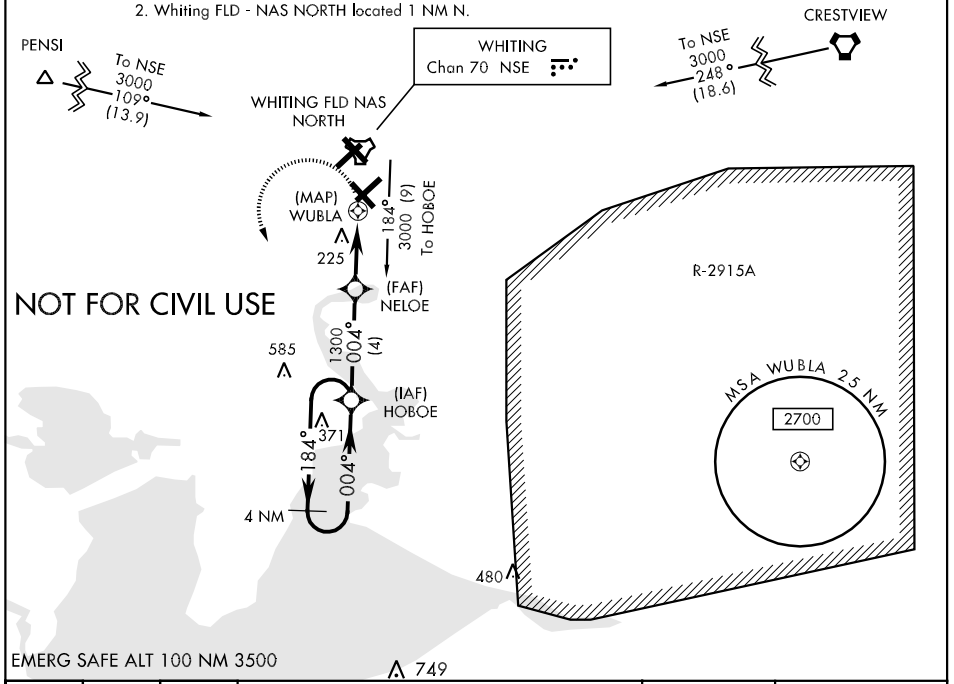
DME/DME RNP-0.3 NA.
Use by tilt rotor aircraft Not Authorized.
Arm approach mode 30 NM from airport.

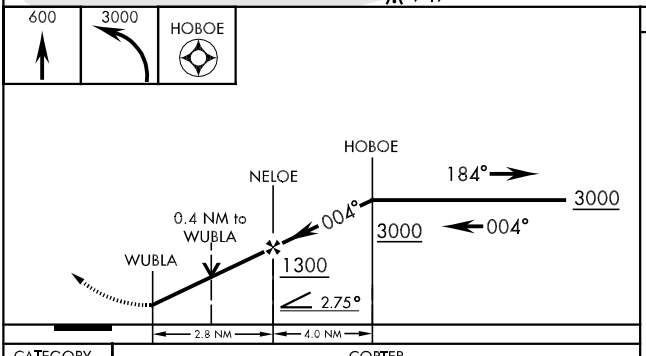
MALSR

MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct HOBOE and hold. Contact Pensacola Approach Control.

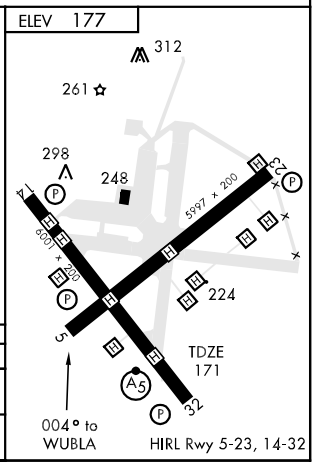
ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Intensive VFR student training all quadrants.
2. Whiting FLD - NAS NORTH located 1 NM N.





CATEGORY	COPTER		
LNAV MDA	480-¾	303	(400-¾)
CIRCLING	NOT AUTHORIZED		



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

COPTER TACAN 004

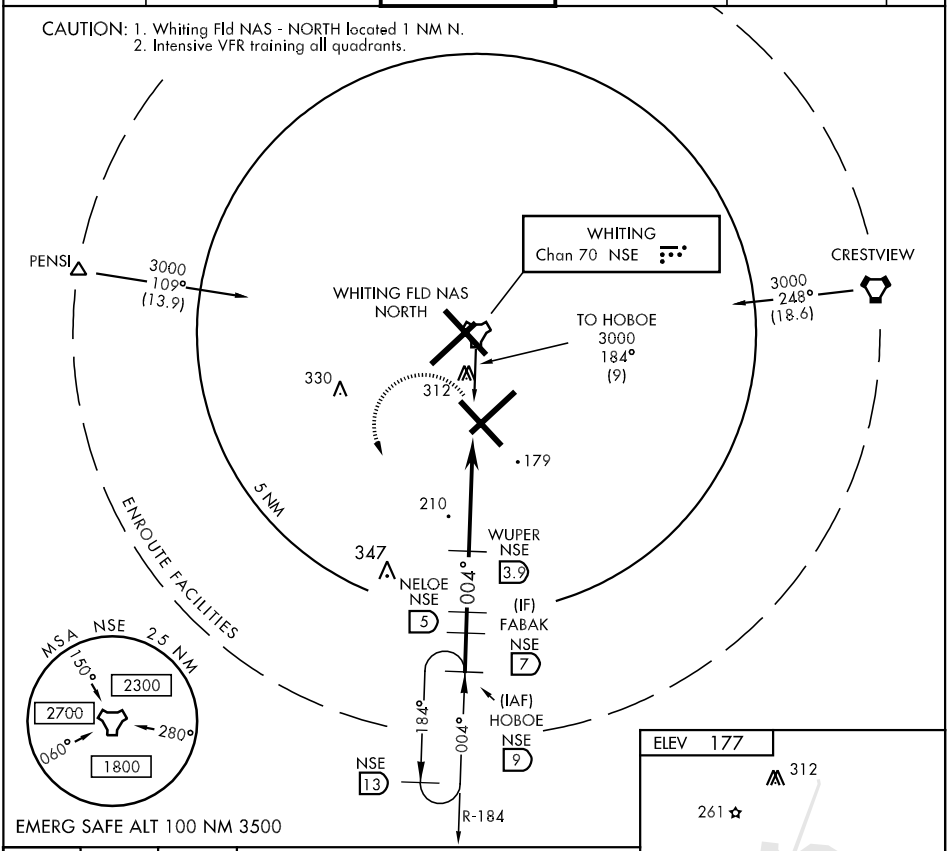
TACAN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-1909 [USN]	WHITING FLD NAS - SOUTH (KNDZ)
NSE Chan 70	004°	5997 / N/A / 177		

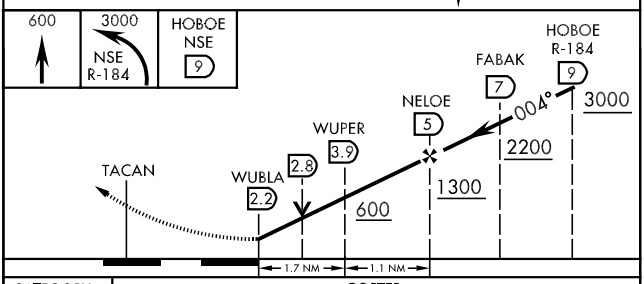
Use by tilt rotor aircraft N/A.

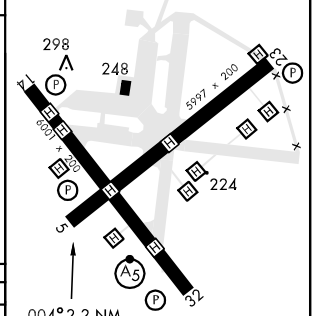
MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE R-184 to HOBOE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Whiting Fld NAS - NORTH located 1 NM N.
2. Intensive VFR training all quadrants.







CATEGORY	COPTER
H-004	540-½ 363 (400-½)
CIRCLING	NOT AUTHORIZED

SE-3, 21 OCT 2010 to 18 NOV 2010

ILS Y or LOC/DME RWY 32

LOC/DME I-NDZ	APCH CRS	Rwy Idg	6001
110.55	319°	TDZE	171
Chan 42(Y)		Arpt Elev	177

AL-1909 [USN]

WHITING FLD NAS-SOUTH (KNDZ)

▼ * When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** Circling not authorized NE of Rwy14-32 and NW of Rwy 5-23.

MALSR A5

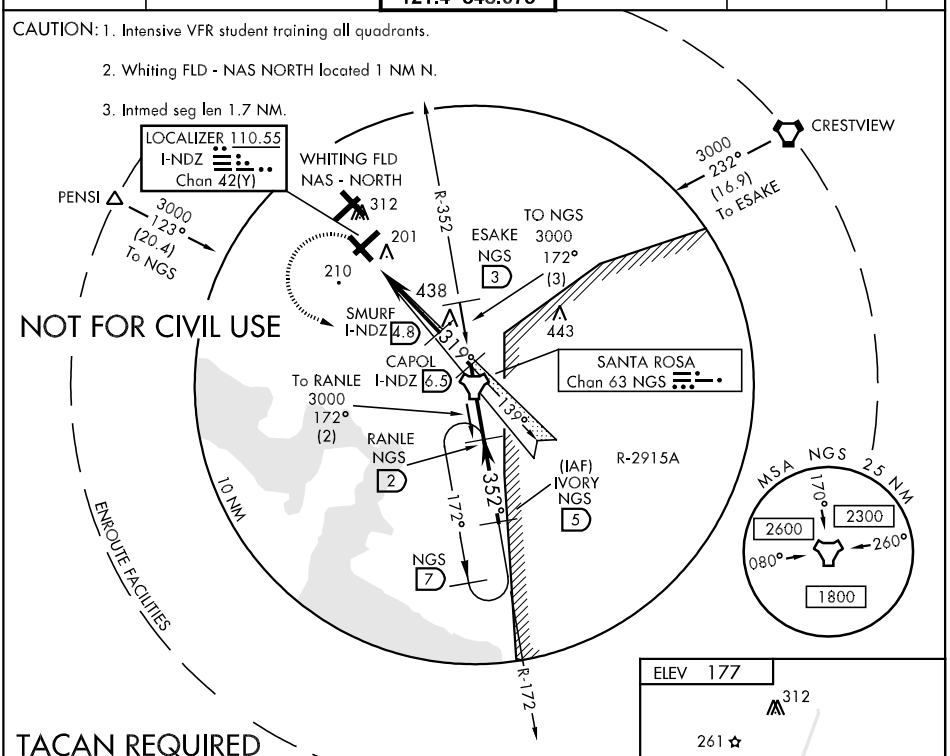
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct NGS TACAN, then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

ATIS *	PENSACOLA APP CON	SOUTH WHITING TOWER *	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Intensive VFR student training all quadrants.

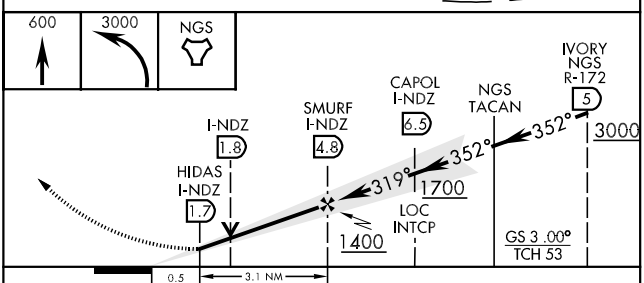
2. Whiting FLD - NAS NORTH located 1 NM N.

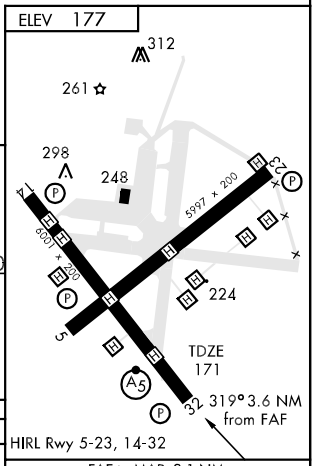
3. Intmed seg len 1.7 NM.



TACAN REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-ILS 32 *	371-½ 200 (200-½)			
S-LOC 32 **	420-½ 249 (300-½)		420-¾ 249 (300-¾)	
CIRCLING ***	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS Z or RNAV (GPS) RWY 32

LOC/DME I-NDZ	APCH CRS	Rwy Idg	6001
110.55	319°	TDZE	171
Chan 42(Y)		Arpt Elev	177

AL-1909 [USN] WHITING FLD NAS-SOUTH (KNDZ)

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
***Circling not authorized NE of Rwy 14-32 and NW of Rwy 5-23.

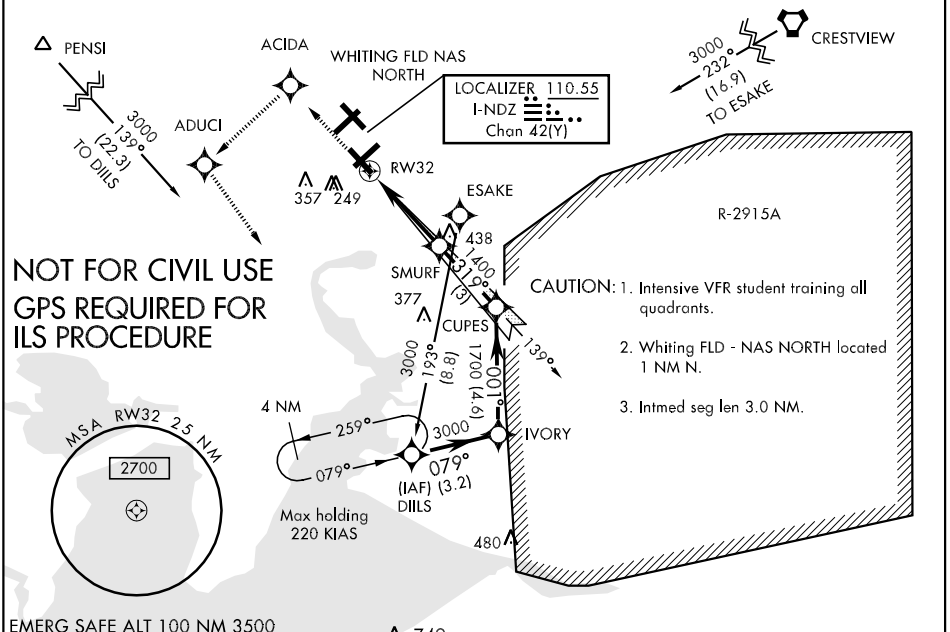
MALSR

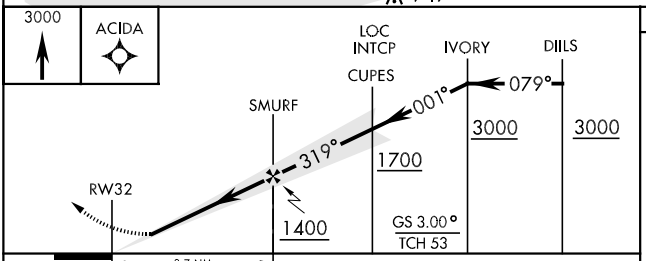
MISSED APPROACH: Climb to 3000 direct ACIDA. Turn left via track 229° to ADUCI, then turn left via track 146° to DIILS and hold. Contact Pensacola Approach Control.

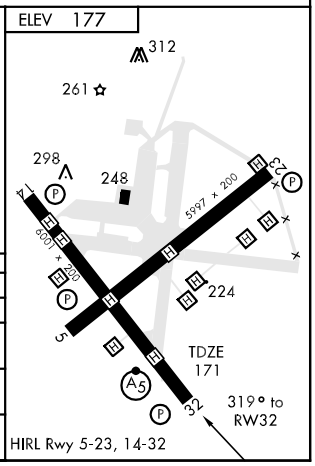
ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

BARO VNAV NA below -15°C (4°F).
DME/DME RNP-0.3 NA.

Max approach speed all segments 220 KIAS.







CATEGORY	A	B	C	D
S-ILS 32 *	371- ½	200 (200-½)		
LNAV/ ** VNAV DA	480- ½ 309 (400-½)		480- ¾ 309 (400-¾)	
LNAV MDA**	500- ½ 329 (400-½)		500- ¾ 329 (400-¾)	
CIRCLING***	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

ILS Z or RNAV (GPS) RWY 32

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 32

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NGS Chan 63	322°	6001	171	177

AL-1909 [USN]

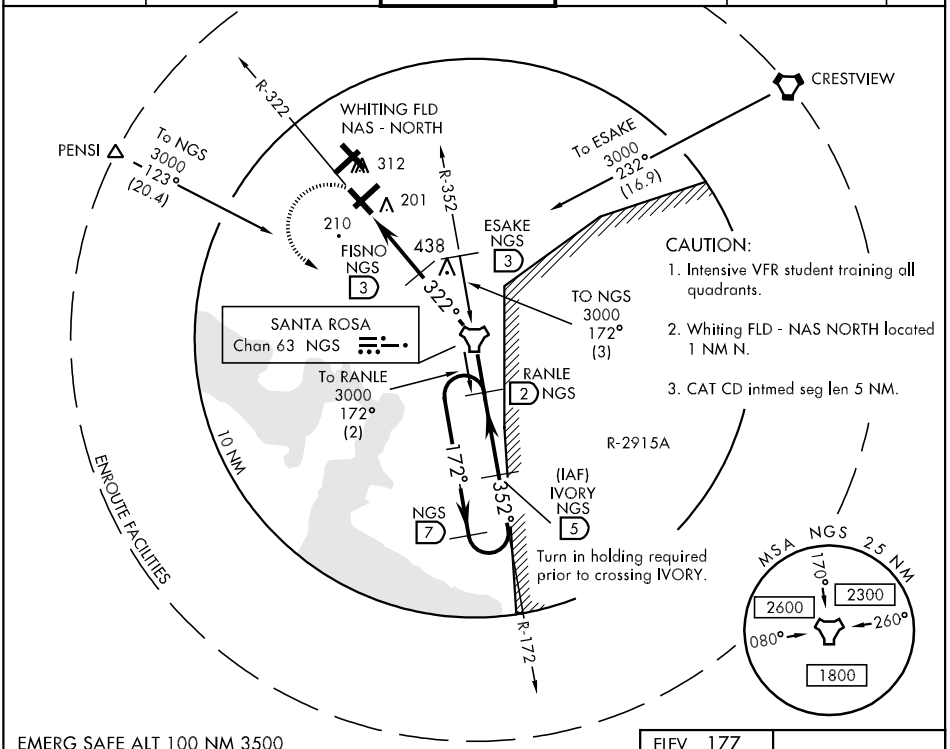
WHITING FLD NAS-SOUTH (KNDZ)

▼ * When ALS inop, increase vis CAT ABCD to 1 mile.
** Circling not authorized NE of Rwy14-32 and NW of Rwy 5-23.

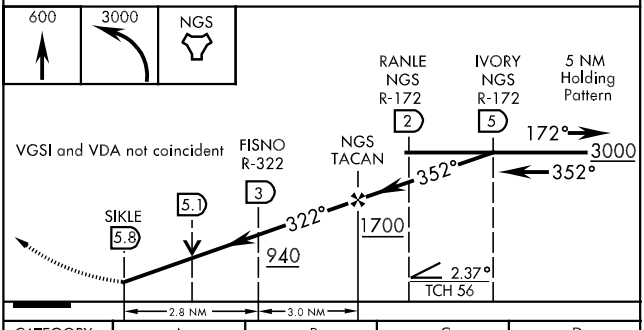
MALSR A5

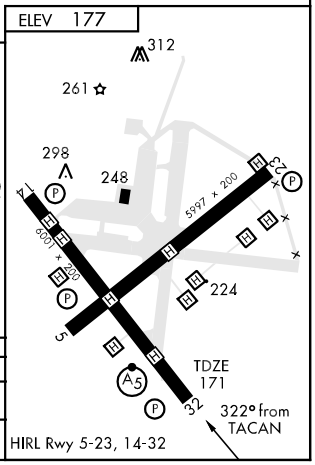
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct NGS TACAN, then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

ATIS *	PENSACOLA APP CON	SOUTH WHITING TOWER *	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	



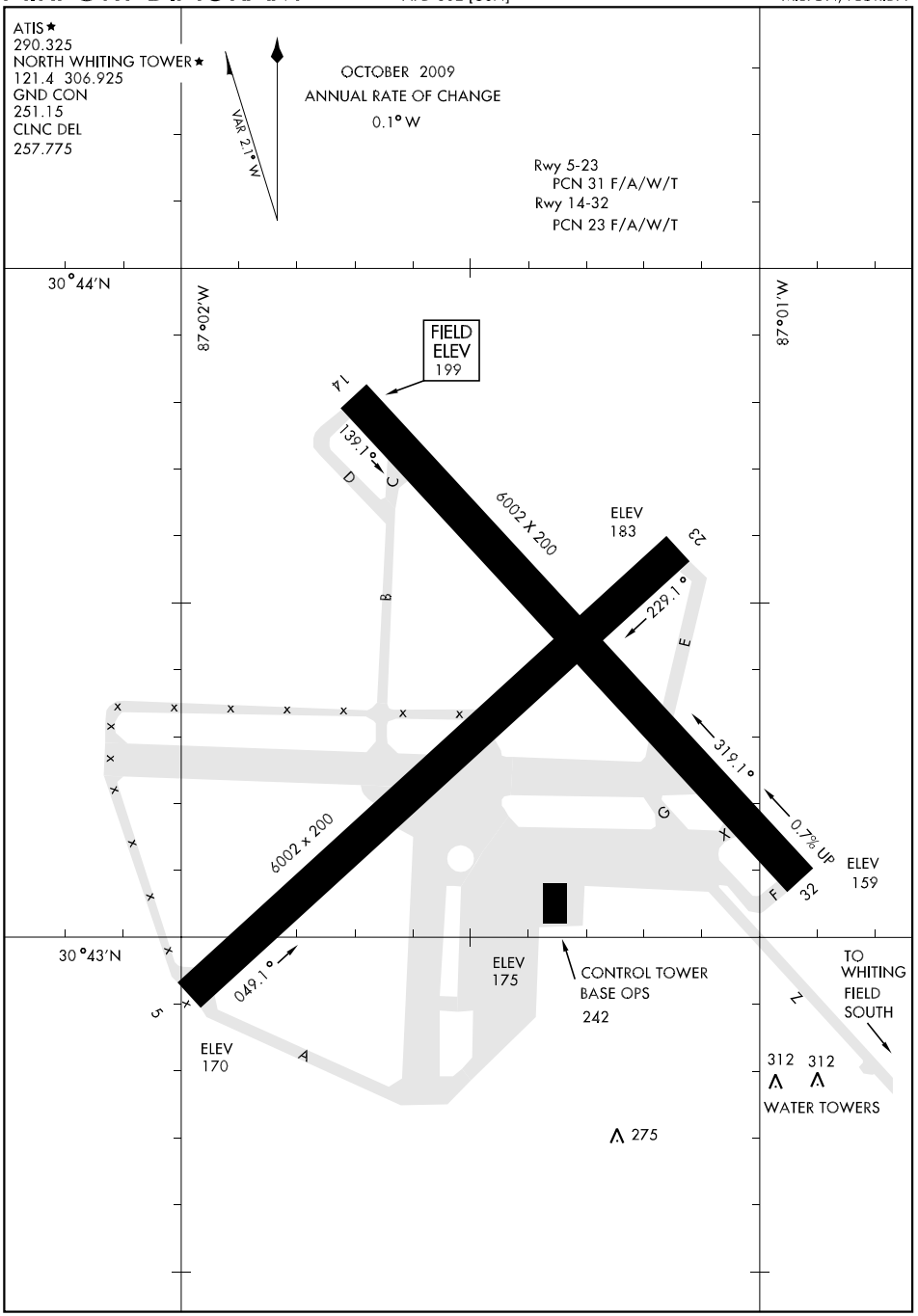
EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-32 *	460-½ 289 (300-½)		460-¾ 289 (300-¾)	
CIRCLING **	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

ILS Y or LOC/DME RWY 14

LOC/DME I-NSE	APCH CRS	Rwy Idg	6002
111.75	139°	TDZE	199
Chan 54(Y)		Arpt Elev	199

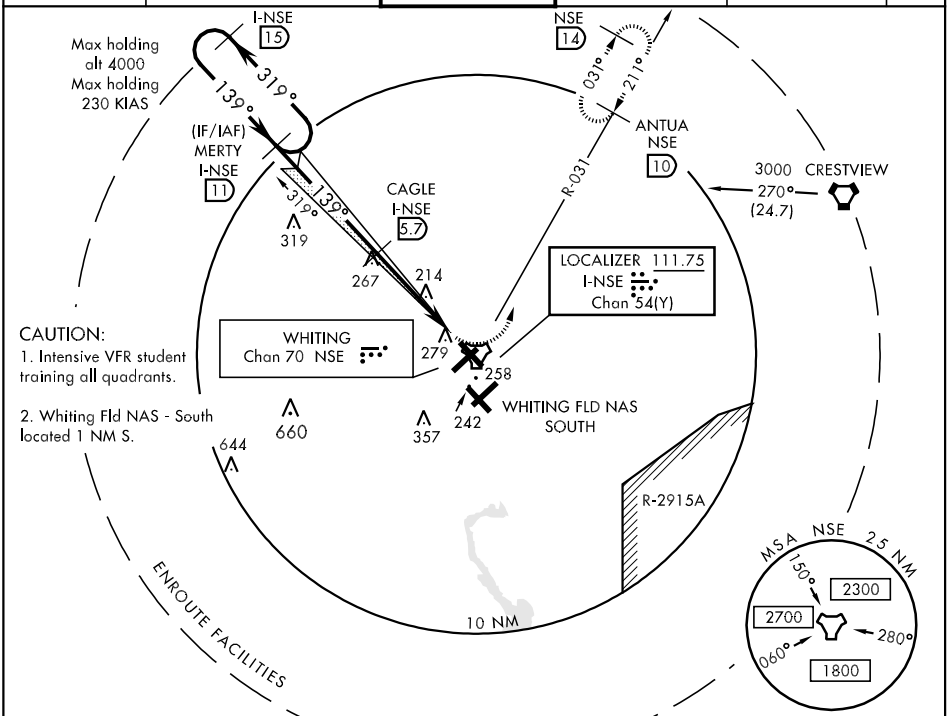
AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

ALSF-1

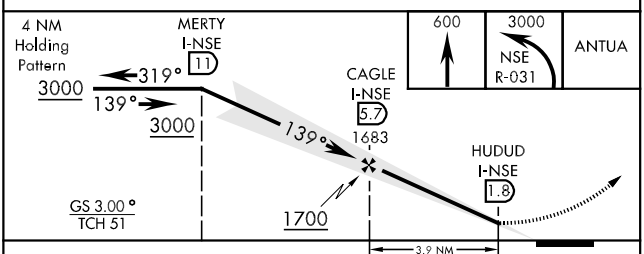
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 to intercept NSE TACAN R-031 to ANTUA and hold. Contact Pensacola APP CON.

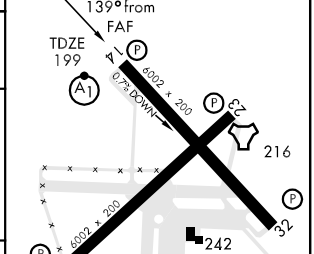
ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



TACAN REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-ILS 14 *	399-½ 200 (200-½)			
S-LOC 14 **	480-½ 281 (300-½)			
CIRCLING ***	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL All Rwy

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS Z or RNAV (GPS) RWY 14

LOC/DME I-NSE	APCH CRS	Rwy Idg	TDZE	Arpt Elev
111.75 Chan 54(Y)	139°	6002	199	199

AL-602 [USN] — WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct ANTUA and hold. Contact Pensacola APP CON.

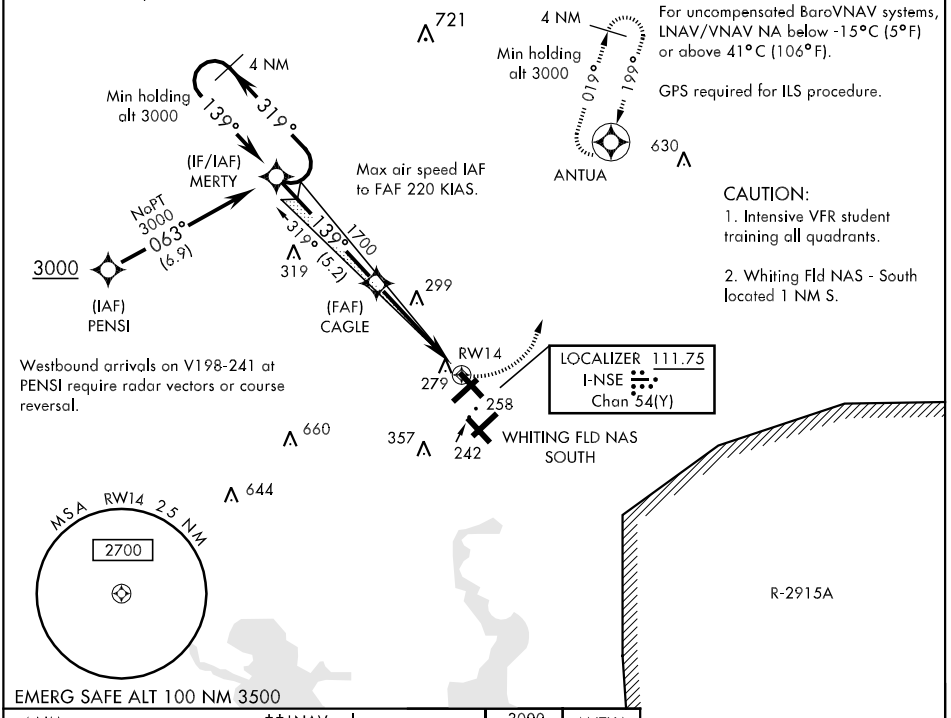
ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

† Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

DME/DME RNP-0.3 NA.

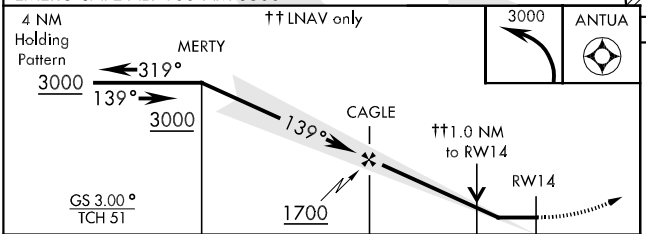
For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (106°F).

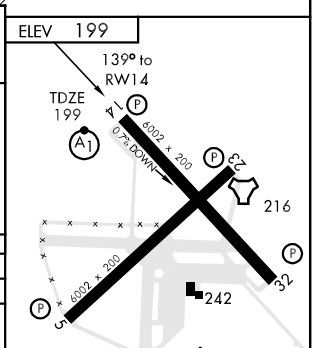
GPS required for ILS procedure.



CAUTION:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - South located 1 NM S.

Westbound arrivals on V198-241 at PENSI require radar vectors or course reversal.





CATEGORY	A	B	C	D
S-ILS 14 *	399-½ 200 (200-½)			
LNAV/VNAV DA **	460-½ 261 (300-½)			
LNAV MDA ***	560-½ 361 (400-½)			560-¾ 361 (400-¾)
CIRCLING †	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL All Rwy

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

APCH CRS 229° | Rwy Idg 6002 | TDZE 183 | Arpt Elev 199

AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.
DME/DME RNP-0.3 NA

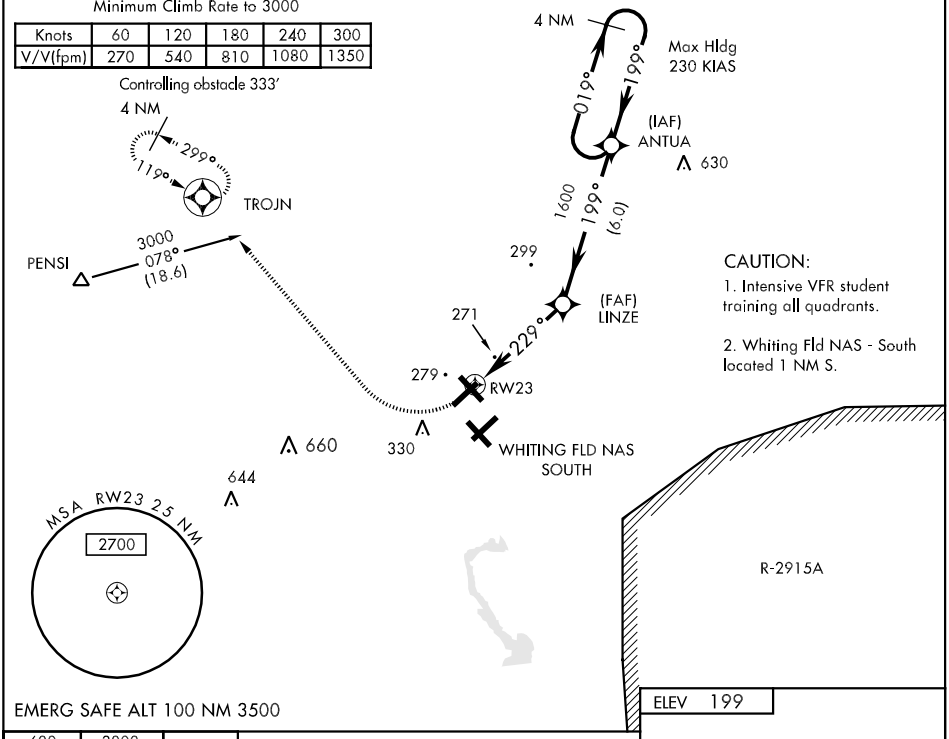
† MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct TROJN and hold. Contact Pensacola APP CON.

ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

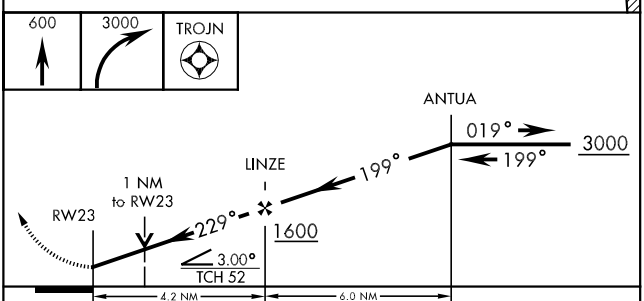
† CAUTION: Missed Approach
Minimum Climb Rate to 3000

Knots	60	120	180	240	300
V/V(fpm)	270	540	810	1080	1350

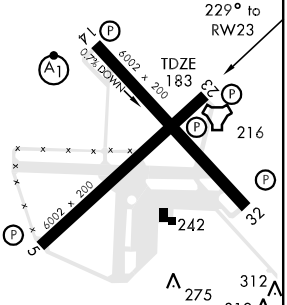
Controlling obstacle 333'



EMERG SAFE ALT 100 NM 3500



ELEV 199



HIRL All Rwy

CATEGORY	A	B	C	D
LNAV MDA	540-1 357 (400-1)			540-1¼ 357 (400-1¼)
CIRCLING *	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

MILTON, FLORIDA

TACAN RWY 5

TACAN	APCH CRS	Rwy Idg	6002
Chan 70	052°	TDZE	180
		Arpt Elev	199

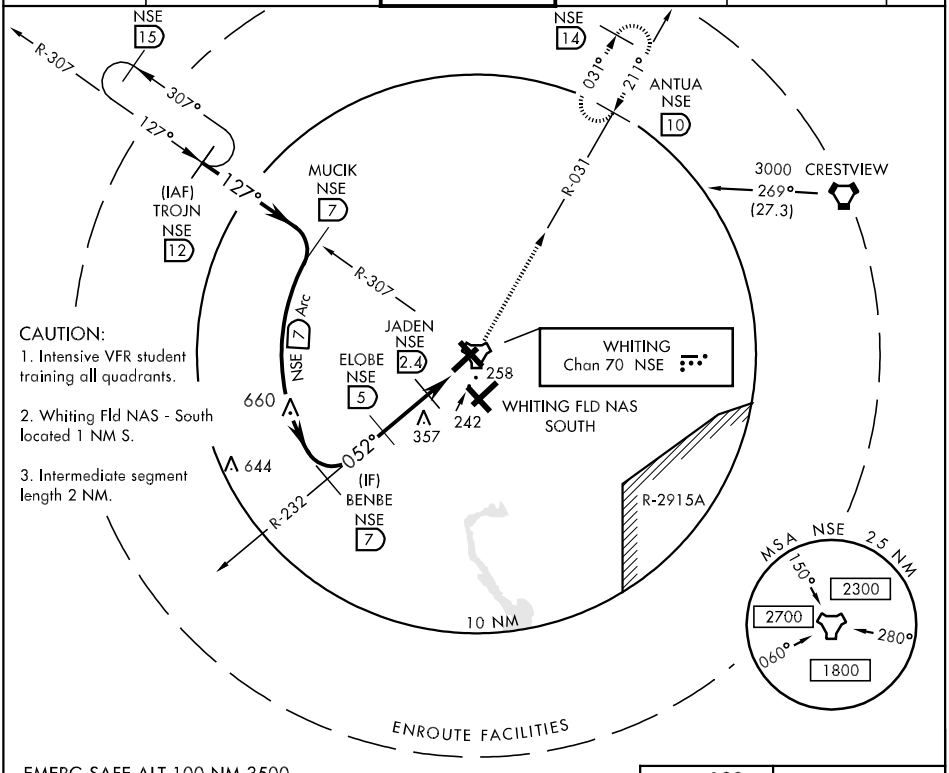
AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

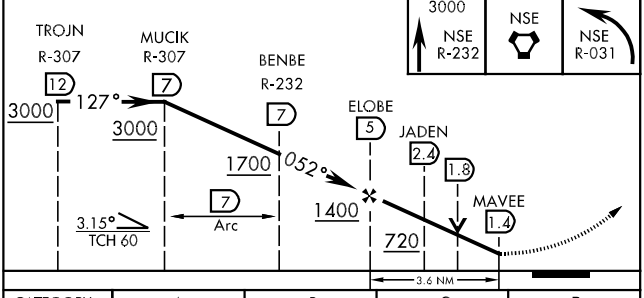
MISSED APPROACH: Climb to 3000 via R-232 to NSE TACAN, then via NSE R-031 to ANTUA and hold. Contact Pensacola APP CON.

ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

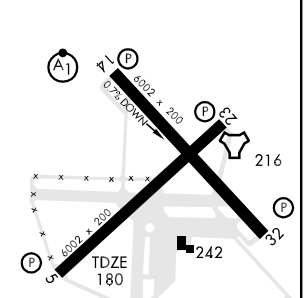


CAUTION:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - South located 1 NM S.
3. Intermediate segment length 2 NM.

EMERG SAFE ALT 100 NM 3500



ELEV 199



052° to TACAN
HIRL All Rwy

CATEGORY	A	B	C	D
S-5	500-1 320 (400-1)			
CIRCLING *	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

MILTON, FLORIDA

30°43'N-87°01W

WHITING FLD NAS - NORTH (KNSE)

Amdt 1 10266

TACAN RWY 5

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 14

TACAN	APCH CRS	Rwy Idg	6002
NSE Chan 70	127°	TDZE	199
		Arpt Elev	199

AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

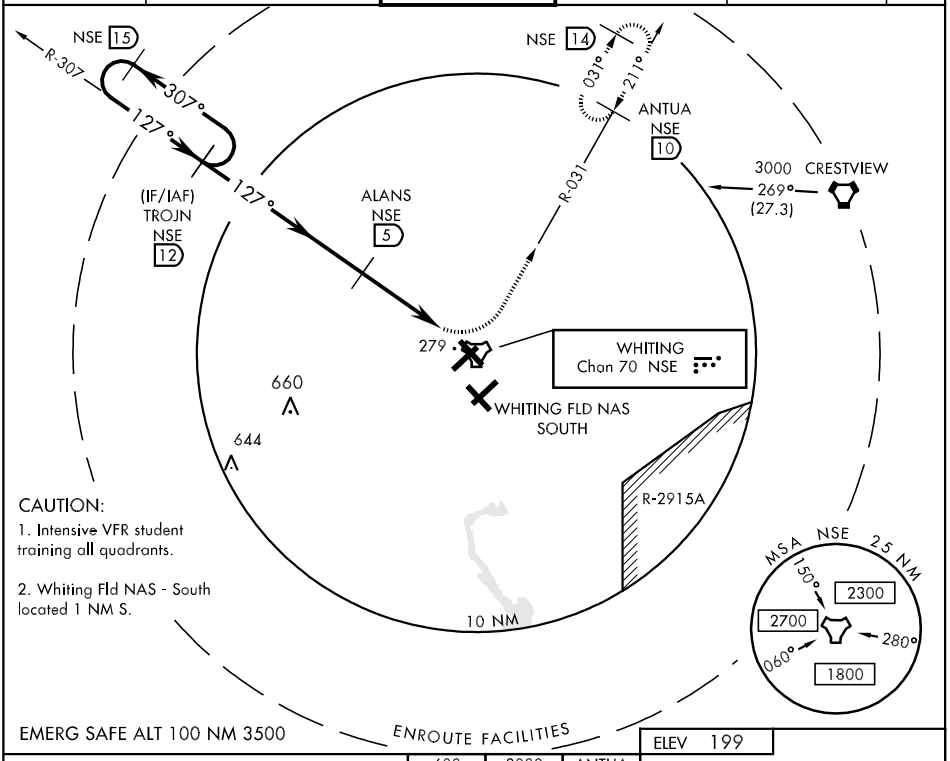
* When ALS inop, increase vis CAT ABCD to 1 mile.

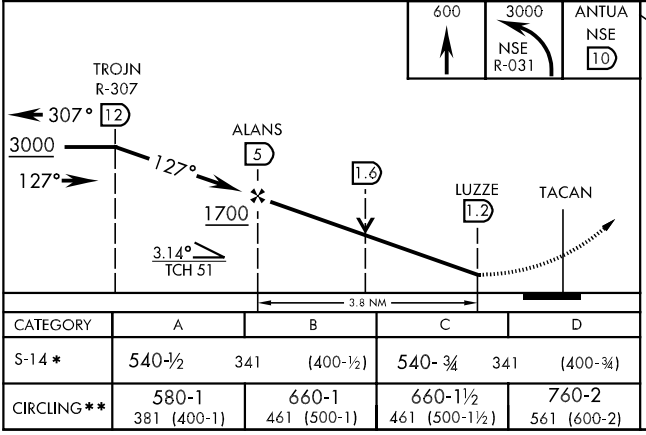
** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

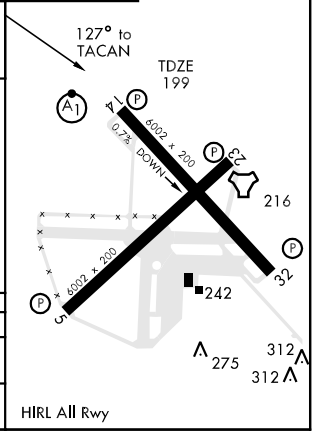
ALSF-1

MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE R-031 to ANTUA and hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	







HIRL All Rwy

CATEGORY	A	B	C	D
S-14 *	540-½ 341 (400-½)		540- ¾ 341 (400-¾)	
CIRCLING **	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23

TACAN	APCH CRS	Rwy Idg	6002
NSE		TDZE	183
Chan 70	211°	Arpt Elev	199

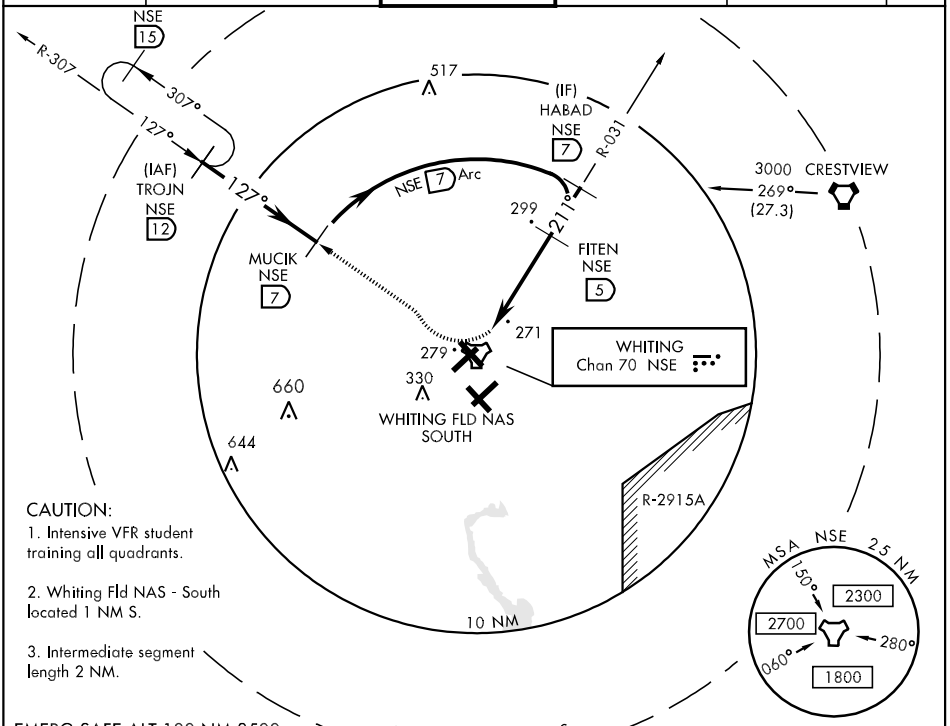
AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

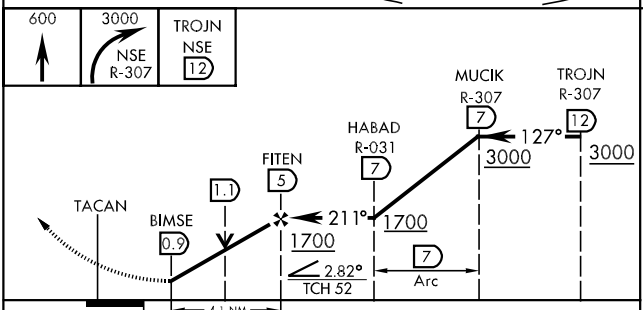
* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

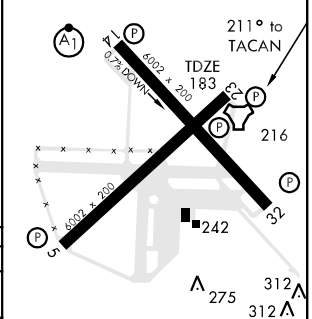
MISSED APPROACH: Climb to 600, then climbing right turn to 3000, intercept NSE R-307 to TROJN and hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



ELEV 199





HIRL All Rwy

CATEGORY	A	B	C	D
S-23	540-1	357	(400-1)	540-1¼ 357 (400-1¼)
CIRCLING *	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NAPLES MUNI (APF)
NAPLES, FLORIDA

ATIS
134.225
NAPLES TOWER★
128.5
GND CON
121.6
CLNC DEL
118.0

RWY 05-23
D-75
RWY 14-32
D-75

FIELD ELEV 8

HANGARS

ELEV 6

ELEV 8

26° 09.5'N

139.2°

229.2°

FIRE STATION

HAZARDOUS CARGO/ BOMB THREAT HOLDING AREA

GENERAL AVIATION PARKING

GENERAL AVIATION TERMINAL

1850 X 100

5290 X 150

5000 X 100

26° 09'N

049.2°

319.2°

ELEV 6

TWR 104

TERMINAL

FUEL FARM TANKS

ELEV 7

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

VAR 5.0° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

81°47.0'W

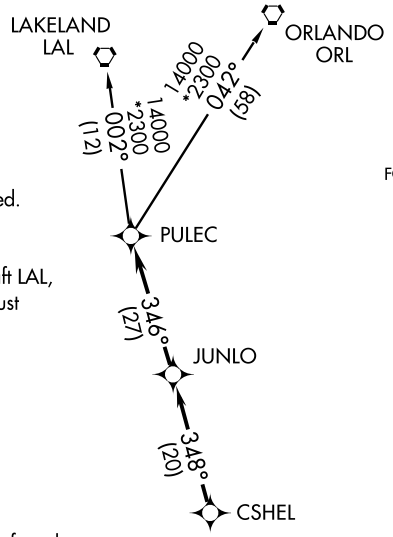
81° 46.5'W

81°46.0'W

26° 08.5'N

SE-3, 21 OCT 2010 to 18 NOV 2010

CSHEL FOUR DEPARTURE (RNAV)



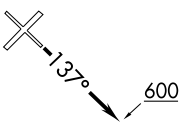
ATIS
134.225
CLNC DEL
118.0
GND CON
121.6
NAPLES TOWER★
128.5 (CTAF)
FORT MYERS DEP CON★
119.75 327.8

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For NON-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:

Rwy 5: Trees beginning 92′ from DER, left and right of centerline, up to 82′ AGL/92′ MSL. Tanks 1308′ from DER, 293′ left of centerline, up to 34′ AGL/44′ MSL.
Rwy 14: Trees beginning 97′ from DER, left and right of centerline, up to 101′ AGL/108′ MSL.
Rwy 23: Trees beginning 126′ from DER, left and right of centerline, up to 66′ AGL/70′ MSL.
Rwy 32: Trees beginning 339′ from DER, left and right of centerline, up to 119′ AGL/123′ MSL.

TAKEOFF MINIMUMS
Rwy 5, 14, 23, 32: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

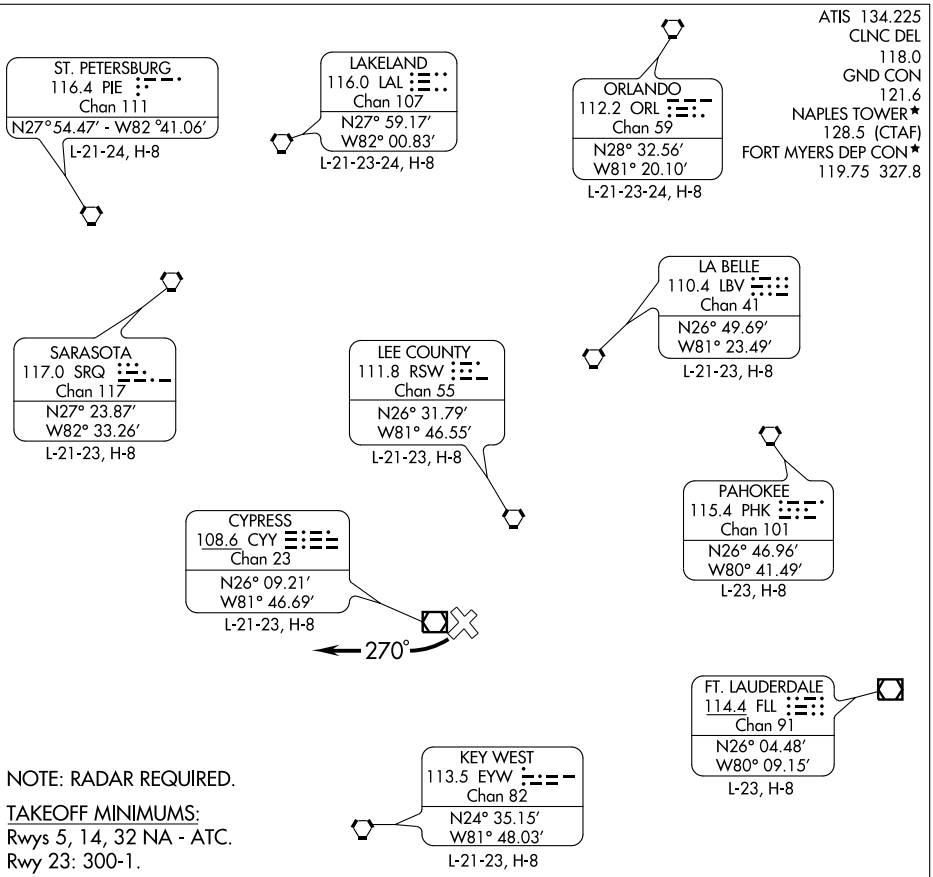
TAKEOFF RUNWAY 5, 23, 32: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....
TAKEOFF RUNWAY 14: Climb heading 137° to 600, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

....via (transition). Maintain 2000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):

SE-3, 21 OCT 2010 to 18 NOV 2010

NAPLES TWO DEPARTURE



NOTE: RADAR REQUIRED.

TAKEOFF MINIMUMS:
Rwys 5, 14, 32 NA - ATC.
Rwy 23: 300-1.

OBSTACLE NOTE:
RWY 23; Trees 400 feet left and right of departure end of runway, up to 100 feet AGL/110 feet MSL.

NOISE ABATEMENT NOTE:
Jet aircraft departure procedures and headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

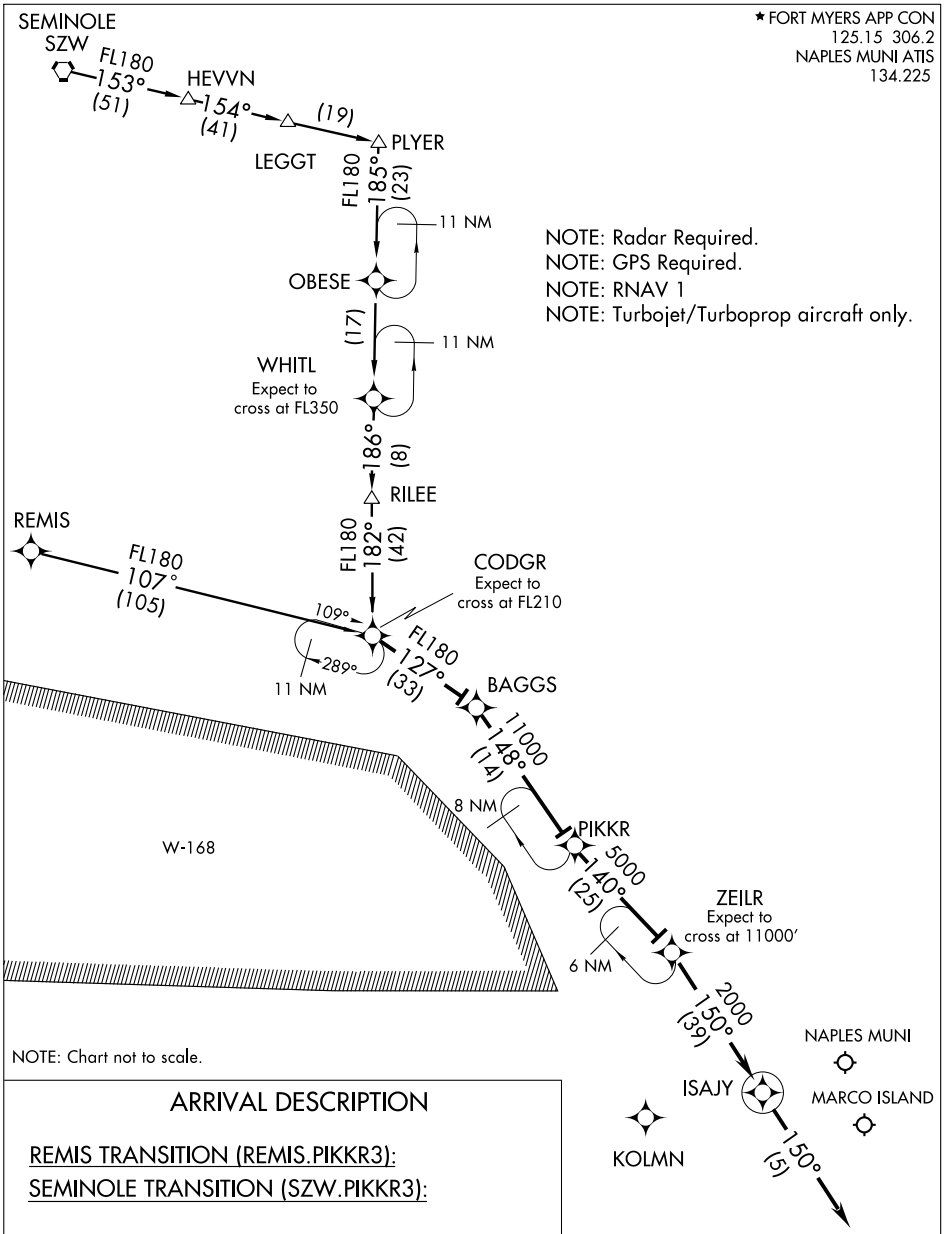
TAKE-OFF RUNWAY 23: Turn right heading 270°. Climb and maintain 2000. Expect radar vectors to join assigned route. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

PIKKR THREE ARRIVAL (RNAV)

ST-6020 (FAA)

NAPLES, FLORIDA



ARRIVAL DESCRIPTION

REMIS TRANSITION (REMIS.PIKKR3):

SEMINOLE TRANSITION (SZW.PIKKR3):

From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

PIKKR THREE ARRIVAL (RNAV)

NAPLES, FLORIDA

(PIKKR.PIKKR3) 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 73015 W05A	APP CRS 047°	Rwy Idg 5000 TDZE 8 Apt Elev 8

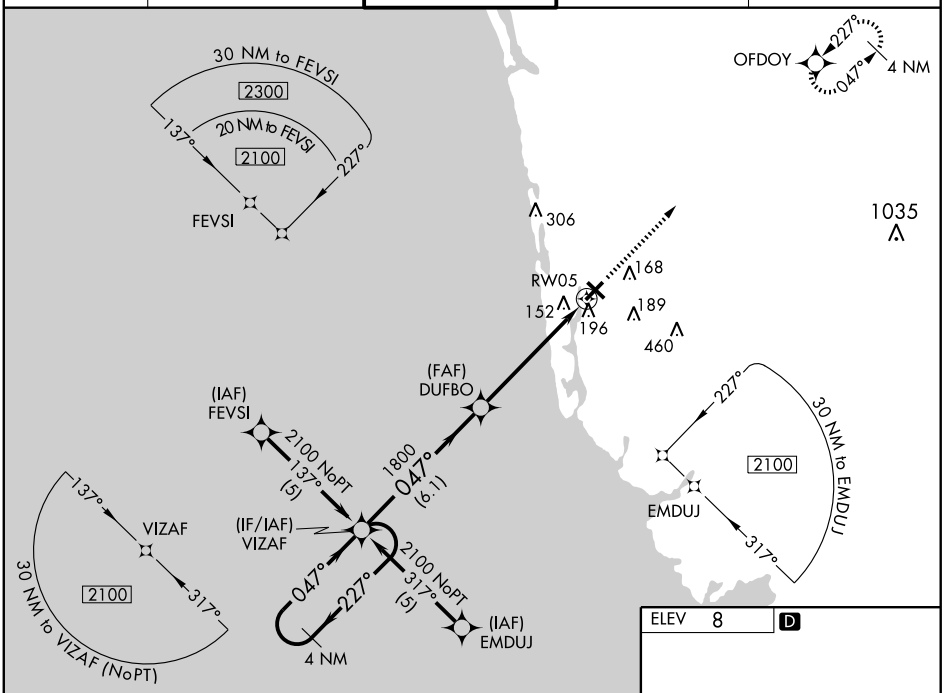
RNAV (GPS) RWY 5

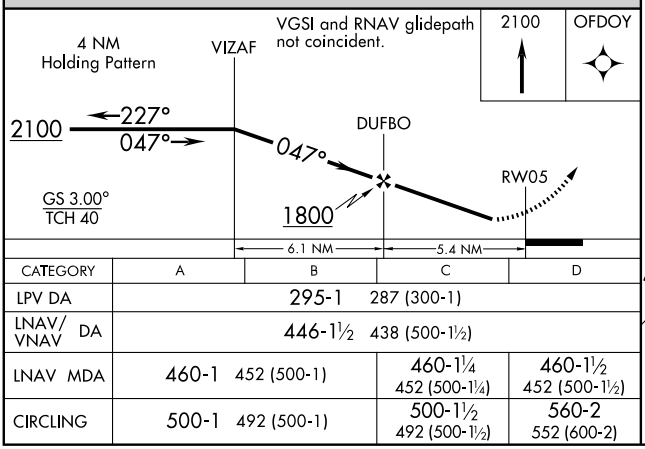
NAPLES MUNI (APF)

Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile

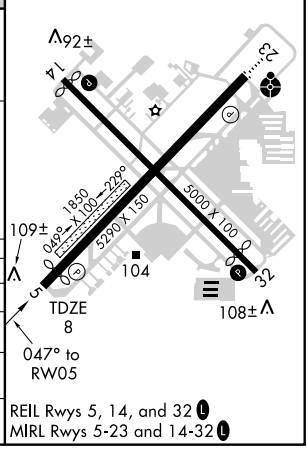
MISSED APPROACH: Climb to 2100 direct OFDOY and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0





CATEGORY	A	B	C	D
LPV DA	295-1	287 (300-1)		
LNAV/VNAV DA	446-1½	438 (500-1½)		
LNAV MDA	460-1	452 (500-1)	460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)



REIL Rwys 5, 14, and 32 L
MIRL Rwys 5-23 and 14-32 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69314 W23A	APP CRS 227°	Rwy Idg 5000 / TDZE 8 / Apt Elev 8

RNAV (GPS) RWY 23

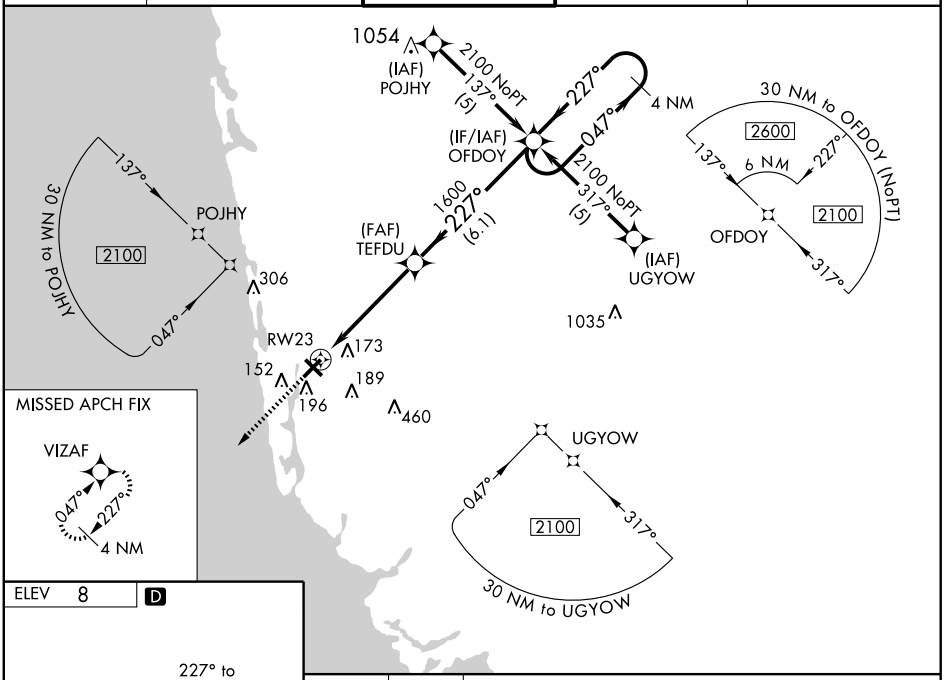
NAPLES MUNI (APF)

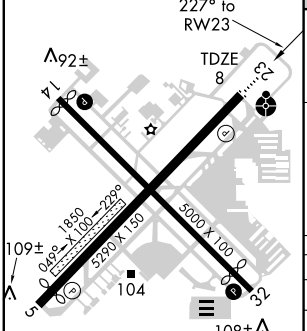
Inoperative table does not apply. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 2100 direct VIZAF and hold.

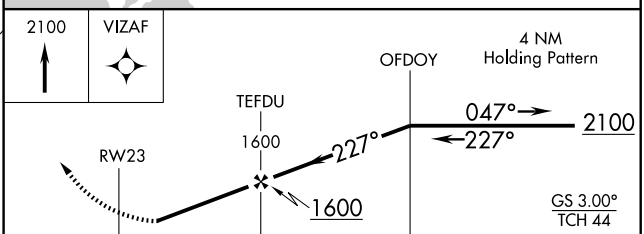
ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0





MIRL Rwys 5-23 and 14-32 L

REIL Rwys 5, 14, and 32 L

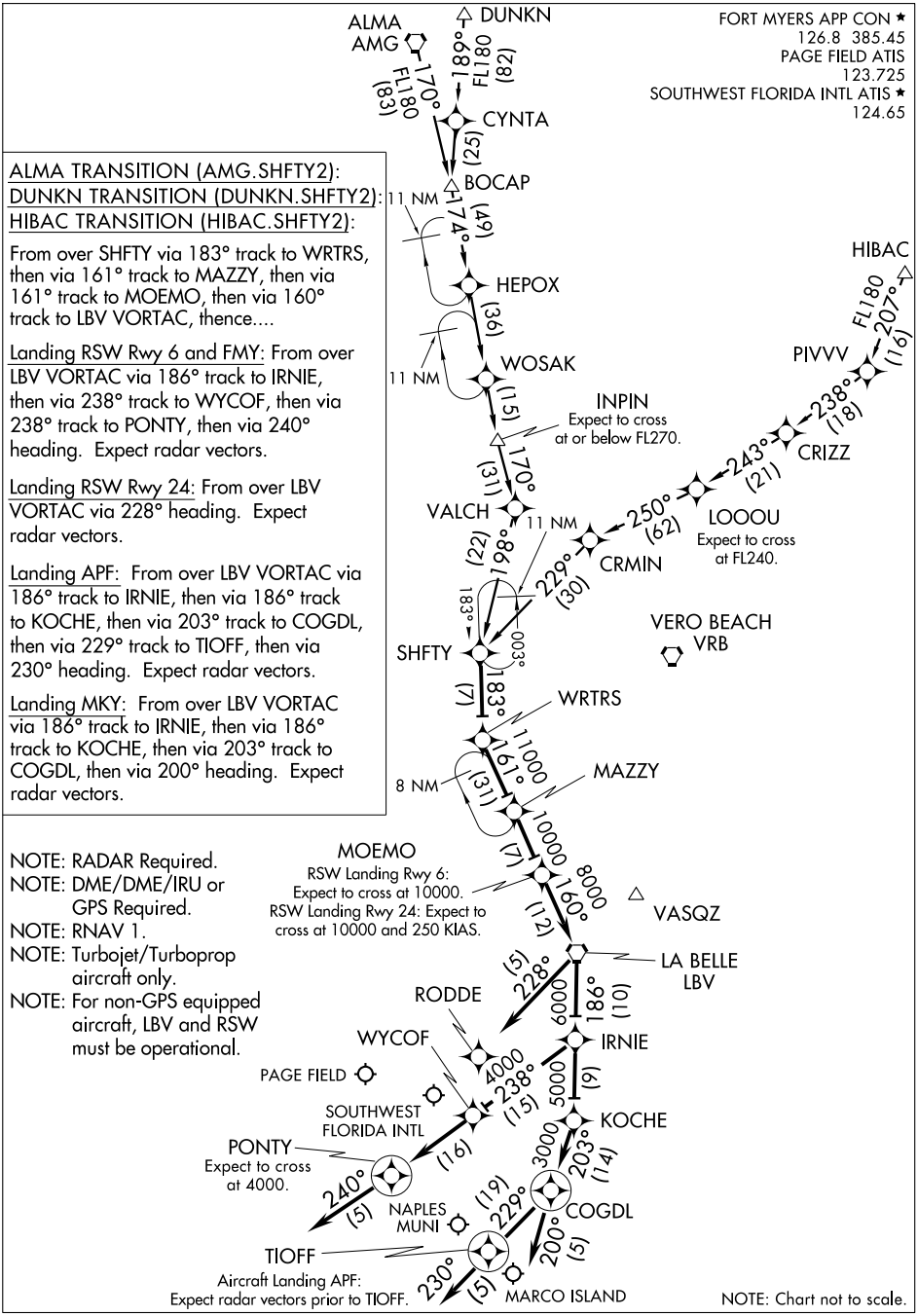


CATEGORY	A	B	C	D
LPV DA	313-1	305 (400-1)		
LNAV/VNAV DA	461-1½	453 (500-1½)		
LNAV MDA	440-1	432 (500-1)	440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



ALMA TRANSITION (AMG.SHFTY2):
DUNKN TRANSITION (DUNKN.SHFTY2):
HIBAC TRANSITION (HIBAC.SHFTY2):

From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via 161° track to MOEMO, then via 160° track to LBV VORTAC, thence....

Landing RSW Rwy 6 and FMY: From over LBV VORTAC via 186° track to IRNIE, then via 238° track to WYCOF, then via 238° track to PONTY, then via 240° heading. Expect radar vectors.

Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect radar vectors.

Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 229° track to TIOFF, then via 230° heading. Expect radar vectors.

Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect radar vectors.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV and RSW must be operational.

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA

(SHFTY.SHFTY2) 10154

SE-3, 21 OCT 2010 to 18 NOV 2010

AL-6020 (FAA)

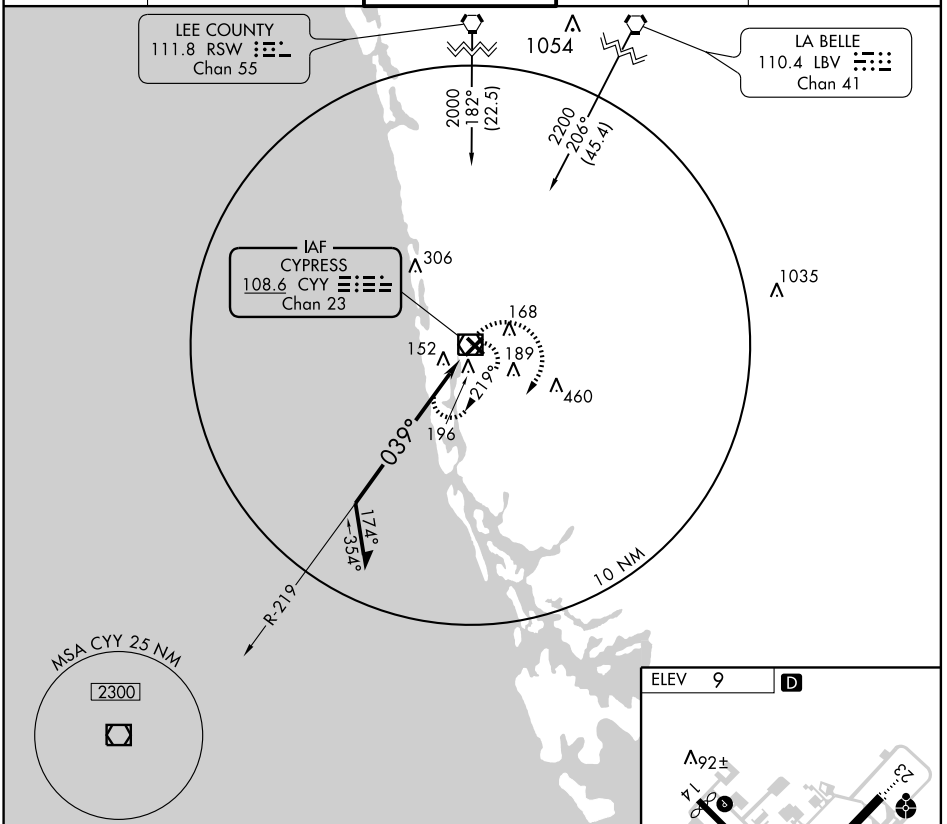
VOR RWY 5

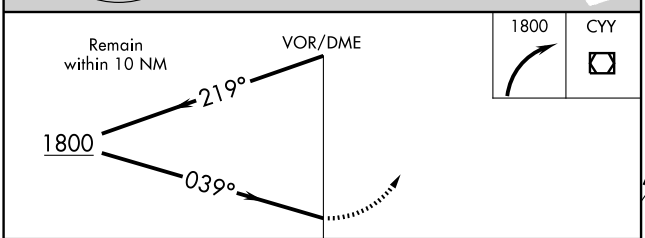
NAPLES MUNI (APF)

VOR/DME CYY 108.6 Chan 23	APP CRS 039°	Rwy Idg 5000 TDZE 9 Apt Elev 9

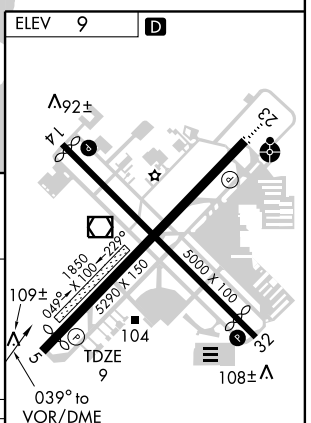
MISSED APPROACH: Climbing right turn to 1800 in CYY VOR/DME holding pattern.

ATIS	FORT MYERS APP CON ★	NAPLES TOWER ★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0





CATEGORY	A	B	C	D
S-5	500-1 491 (500-1)		500-1¼ 491 (500-1¼)	500-1½ 491 (500-1½)
CIRCLING	500-1 491 (500-1)		500-1½ 491 (500-1½)	560-2 551 (600-2)



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14 and 32 L

26° 09′N - 81° 47′W

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CYY 108.6 Chan 23	APP CRS 235°	Rwy Idg 5000 TDZE 8 Apt Elev 8

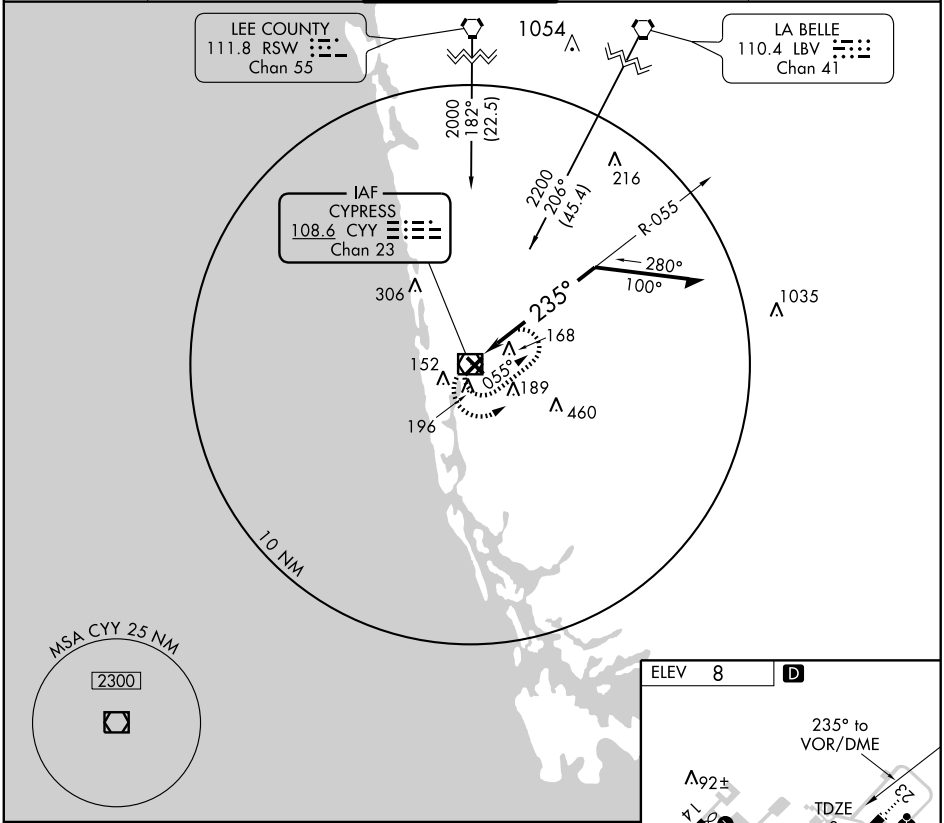
VOR RWY 23
NAPLES MUNI (APF)

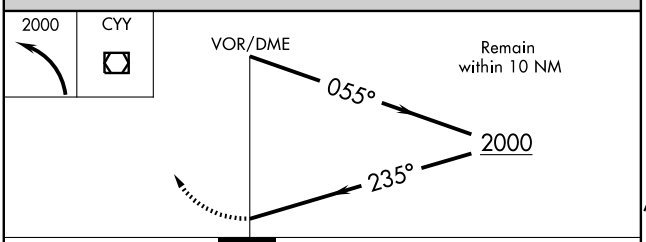
Inoperative table does not apply.
Visibility reduction by helicopters NA.

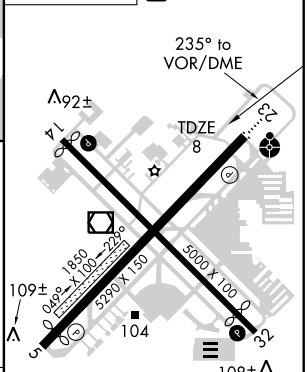
ODALS

MISSED APPROACH: Climbing left turn to 2000 in CYY VOR/DME holding pattern.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0







CATEGORY	A	B	C	D
S-23	580-1 572 (600-1)		580-1½ 572 (600-1½)	580-1¾ 572 (600-1¾)
CIRCLING	580-1 572 (600-1)		580-1½ 572 (600-1½)	580-2 572 (600-2)

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14 and 32 L

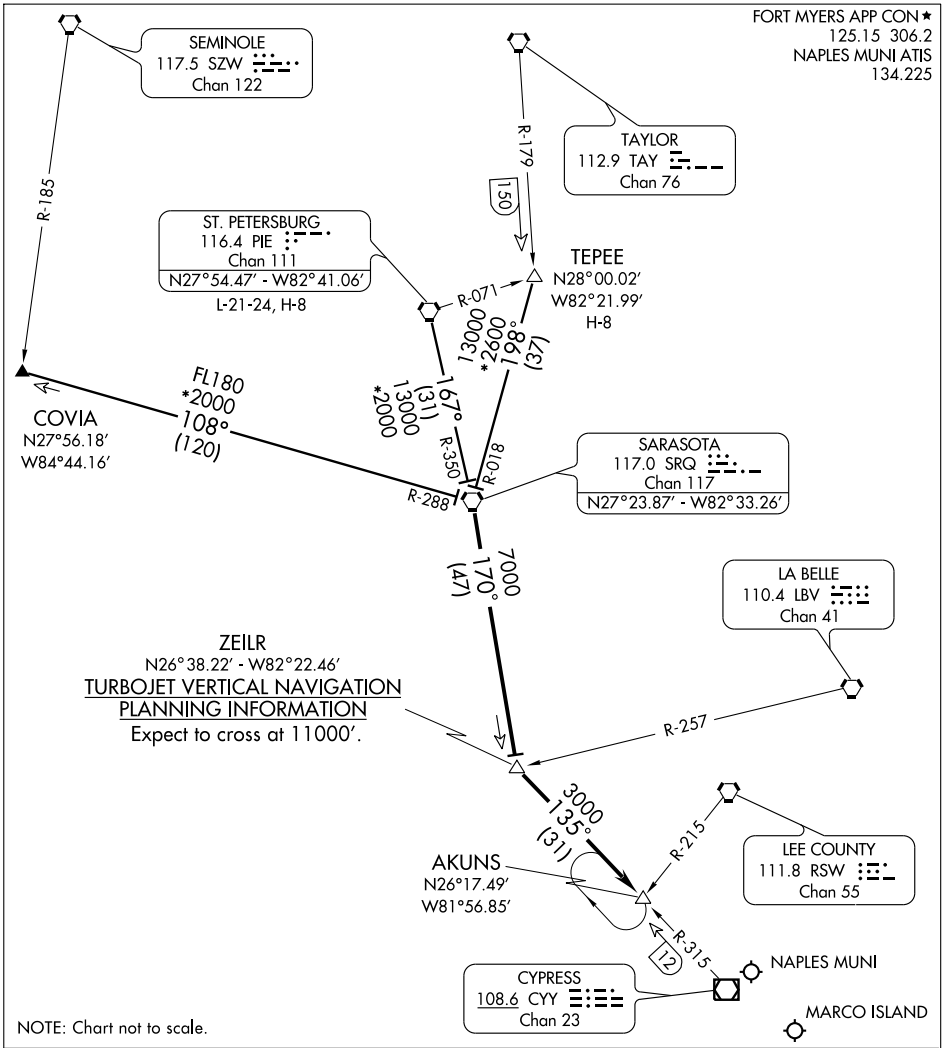
SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ZEILR TWO ARRIVAL

ST-6020 (FAA)

NAPLES, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

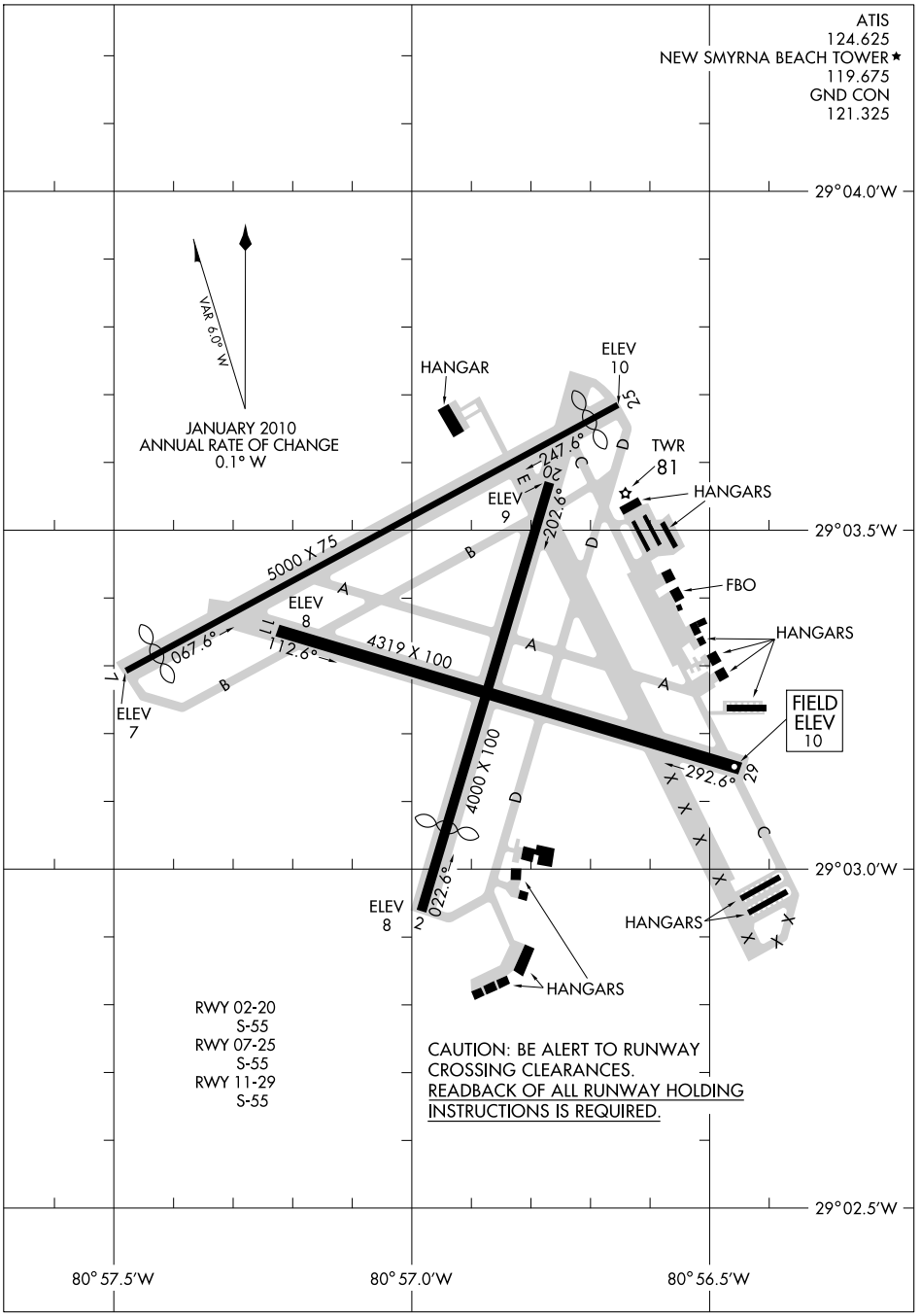
SE-3, 21 OCT 2010 to 18 NOV 2010

COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

. . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

NDB EVB 417	APP CRS 304°	Rwy Idg 4319 TDZE 10 Apt Elev 10

NDB RWY 29

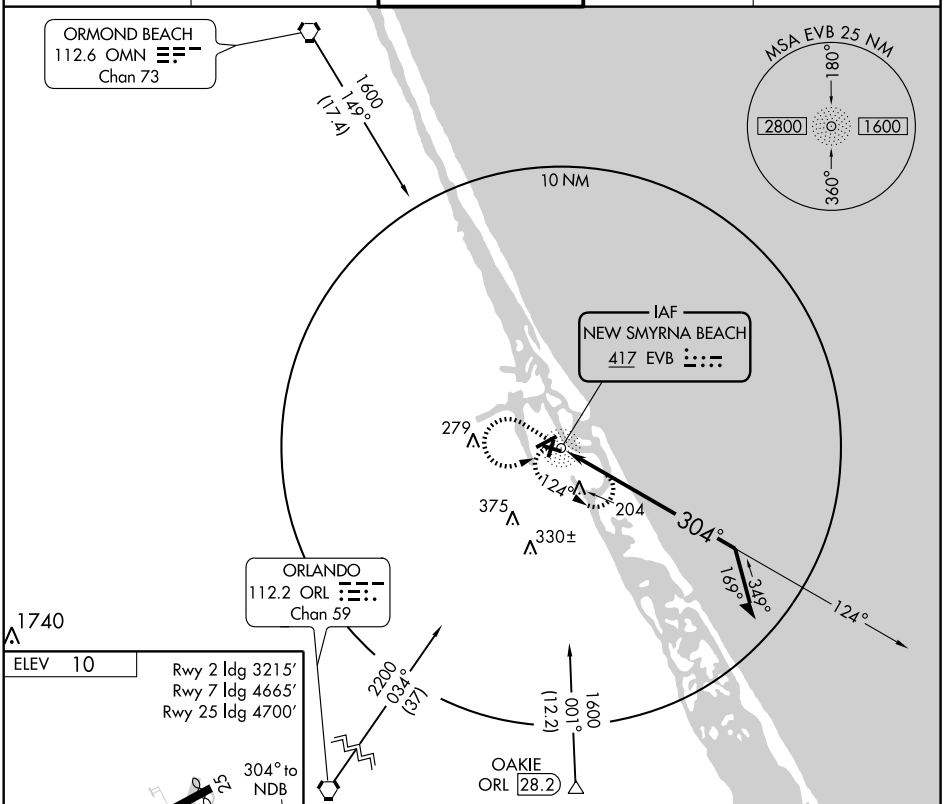
NEW SMYRNA BEACH MUNI (EVB)

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

NA ASR

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct EVB NDB and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-29	640-1	630 (700-1)	640-1¾ 630 (700-1¾)	640-2 630 (700-2)
CIRCLING	640-1	630 (700-1)	640-1¾ 630 (700-1¾)	640-2 630 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	3215
CH 45900	021°	TDZE	9
W02A		Apt Elev	10

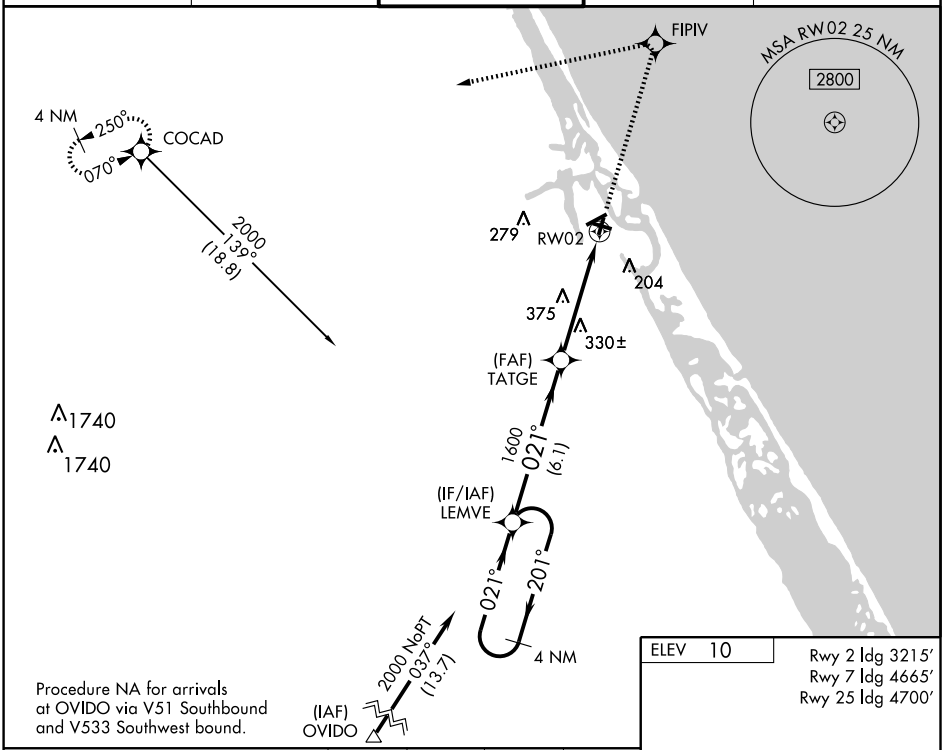
RNAV (GPS) RWY 2

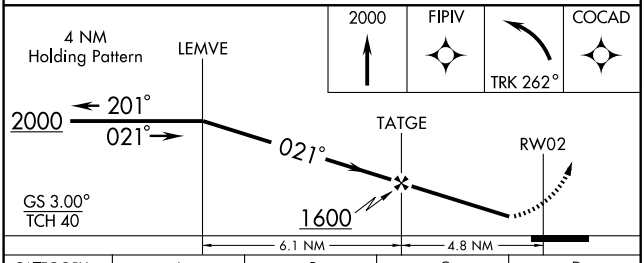
NEW SMYRNA BEACH MUNI (EVB)

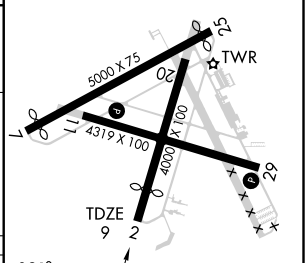
Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 370 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct FIPIV and left turn via 262° track to COCAD and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.8







CATEGORY	A	B	C	D
LPV DA	336-1¼	327 (400-1¼)		
LNAV MDA	700-1 691 (700-1)		700-2 691 (700-2)	700-2¼ 691 (700-2¼)
CIRCLING	700-1¼ 690 (700-1¼)		700-2 690 (700-2)	700-2¼ 690 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4665
066°	TDZE	9
	Apt Elev	10

RNAV (GPS) RWY 7

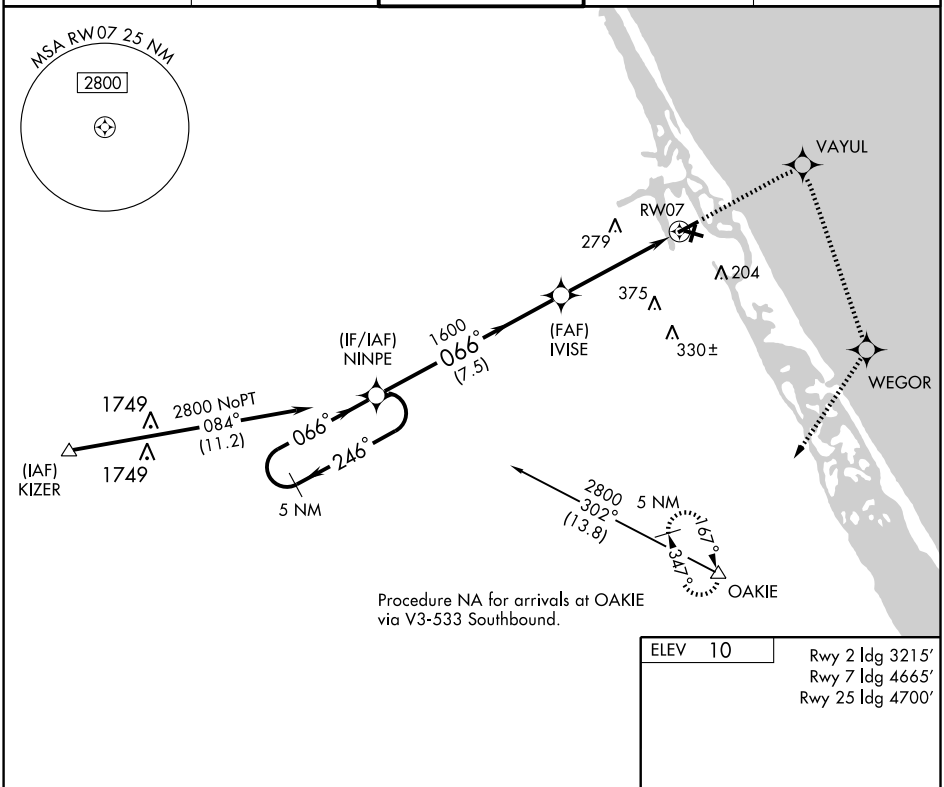
NEW SMYRNA BEACH MUNI (EVB)

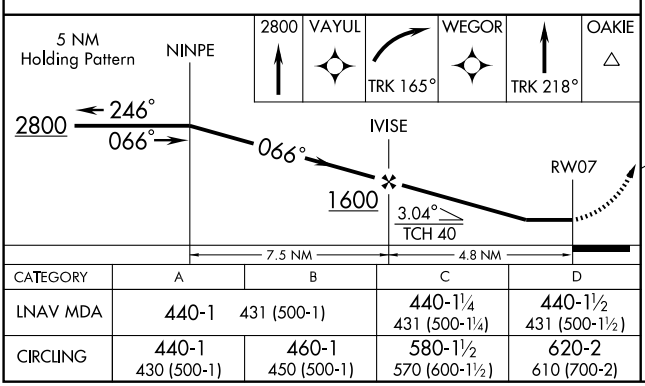
T
NA
ASR

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

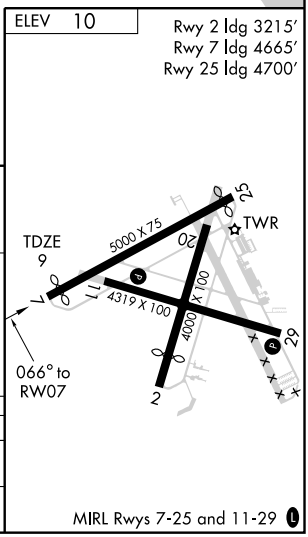
MISSED APPROACH: Climb to 2800 direct VAYUL and right turn via 165° track to WEGOR and via 218° track to OAKIE and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95





CATEGORY	A	B	C	D
LNAV MDA	440-1	431 (500-1)	440-1¼ 431 (500-1¼)	440-1½ 431 (500-1½)
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4700
CH 50500	246°	TDZE	10
W25A		Apt Elev	10

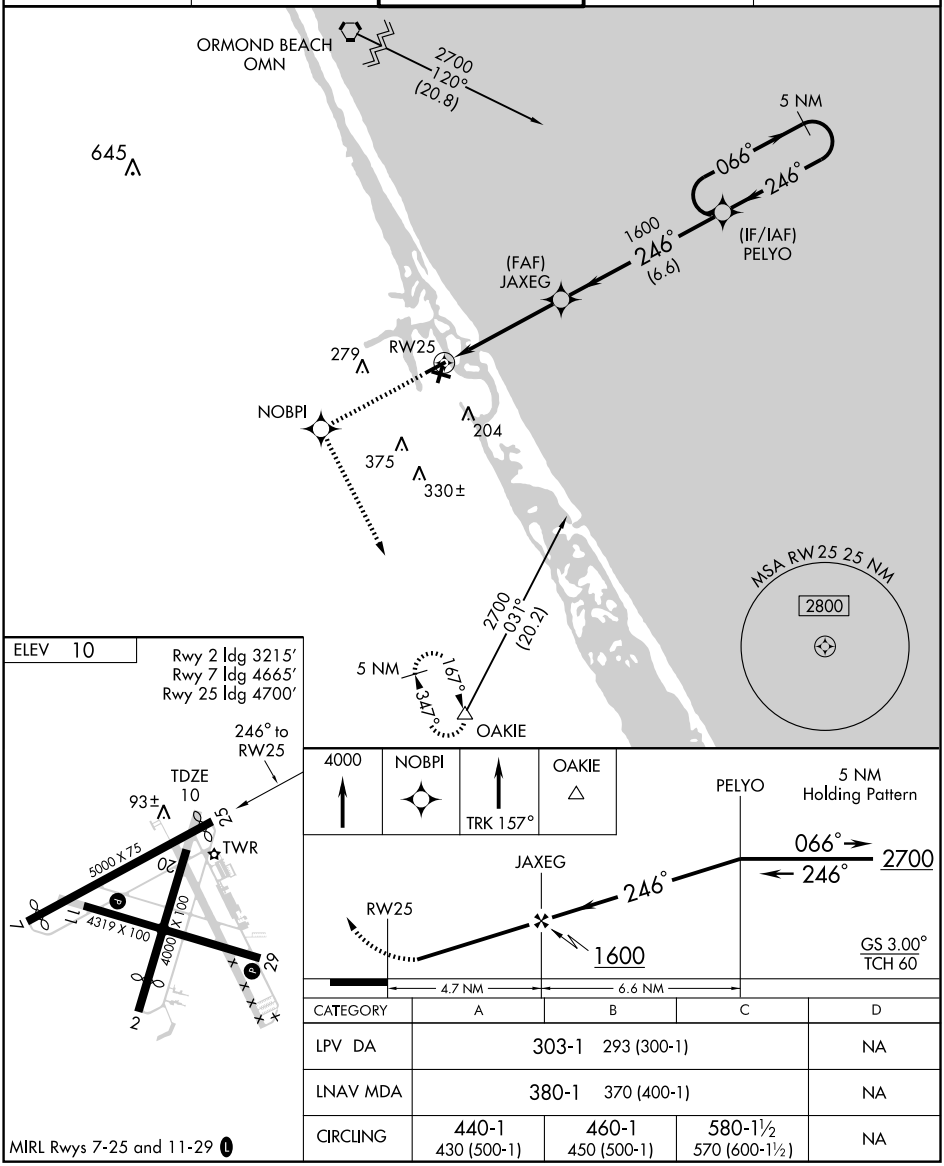
RNAV (GPS) RWY 25
NEW SMYRNA BEACH MUNI (EVB)

T NA ASR

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 337 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct NOBPI and via 157° track to OAKIE and hold, continue climb-in-hold to 4000.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.8



CATEGORY	A	B	C	D
LPV DA	303-1 293 (300-1)			NA
LNAV MDA	380-1 370 (400-1)			NA
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	NA

MIRL Rwys 7-25 and 11-29 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4319
CH 97700	291°	TDZE	10
W29A		Apt Elev	10

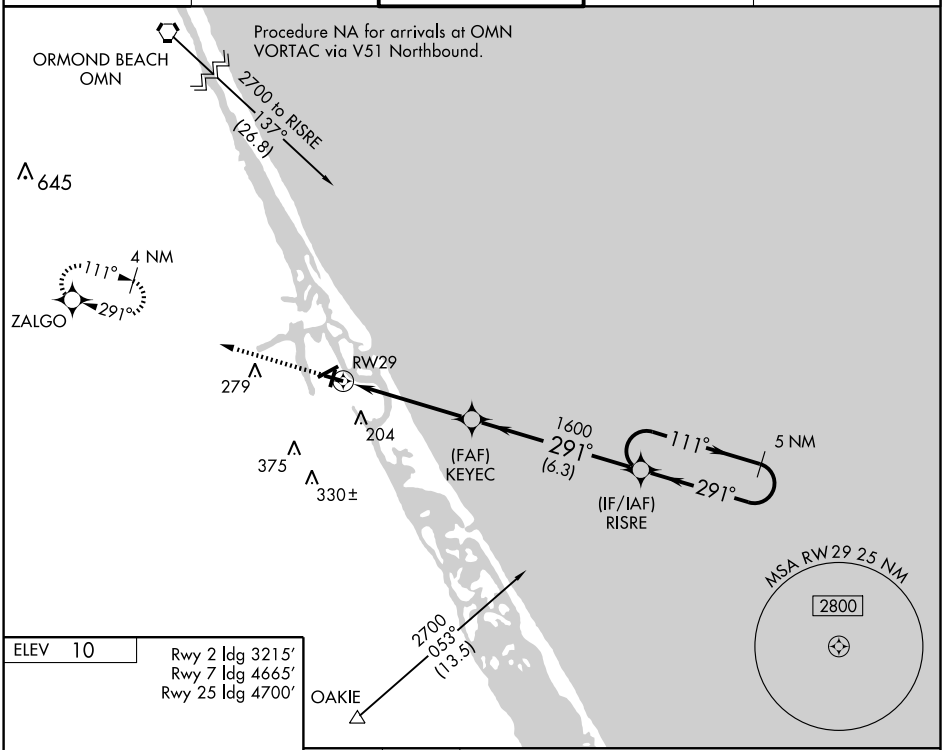
RNAV (GPS) RWY 29
NEW SMYRNA BEACH MUNI (EVB)

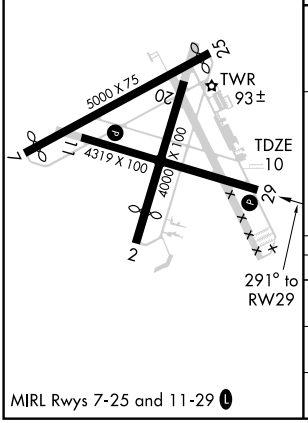
Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 342 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

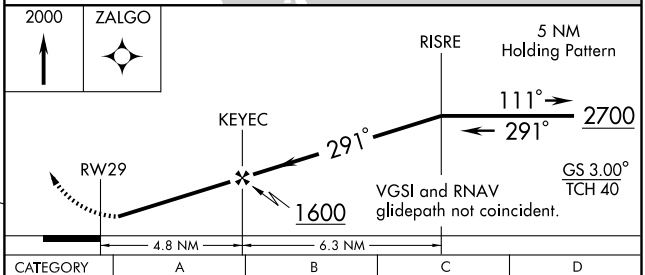
NA ASR

MISSED APPROACH: Climb to 2000 direct ZALGO and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95







CATEGORY	A	B	C	D
LPV DA	308-1 298 (300-1)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB EVB 417	APP CRS 173°	Rwy Idg 3852 TDZE 12 Apt Elev 12

NDB or GPS RWY 18

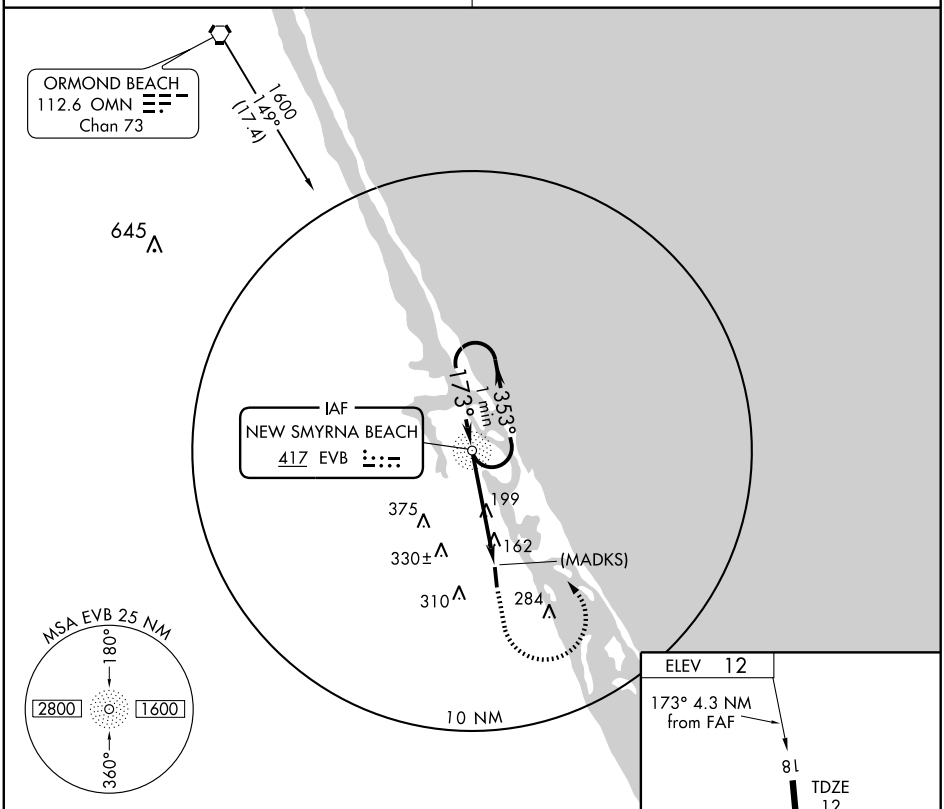
NEW SMYRNA BEACH/ MASSEY RANCH AIRPARK (X50)

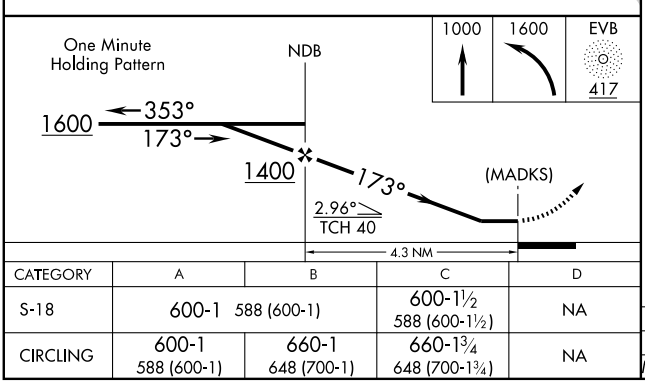
NA

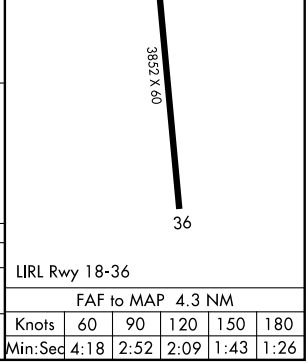
Use Daytona Beach, FL, altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct EVB NDB and hold.

DAYTONA APP CON	UNICOM
125.35 322.3	122.7 (CTAF)







CATEGORY	A	B	C	D
S-18	600-1 588 (600-1)		600-1½ 588 (600-1½)	NA
CIRCLING	600-1 588 (600-1)	660-1 648 (700-1)	660-1¾ 648 (700-1¾)	NA

LIRL Rwy 18-36

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OCF	APP CRS	Rwy Idg	6347
111.5	004°	TDZE	80
		Apt Elev	89

ILS or LOC/DME RWY 36

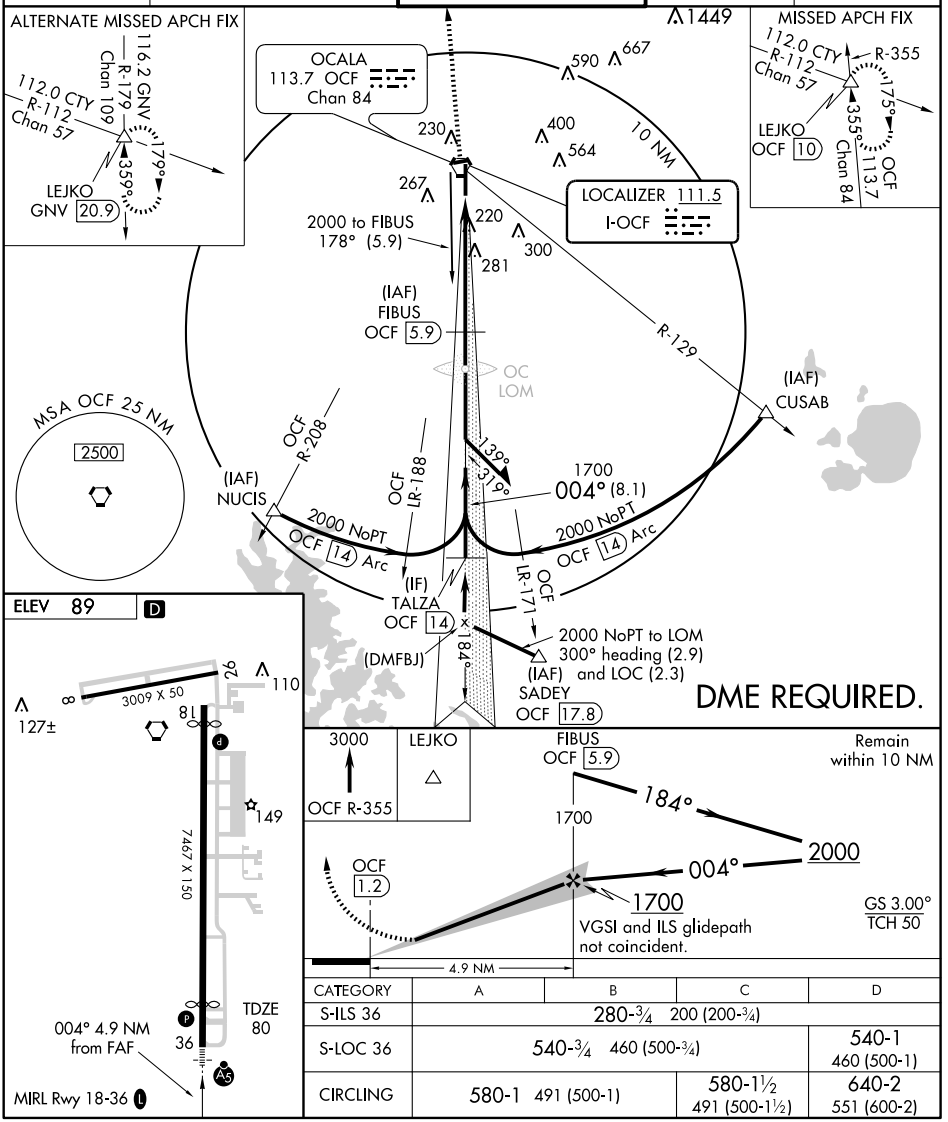
OCALA INTL-JIM TAYLOR FIELD (OCF)

DME from OCF VORTAC. Simultaneous reception of I-OCF and OCF DME required. When local altimeter setting not received, use Gainesville altimeter setting and increase S-ILS 36 DA to 361 and all MDA 100 feet; increase S-LOC 36 Cats C and D visibility ¼ mile. Inoperative table does not apply to S-ILS 36 all Cats when using local altimeter setting. For inoperative MALSR, increase S-LOC 36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase S-LOC 36 Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 via OCF VORTAC R-355 to LEJKO INT/OCF VORTAC 10 DME and hold continue climb-in-hold to 3000.

ATIS	JACKSONVILLE APP CON	OCALA TOWER ★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0



CATEGORY	A	B	C	D
S-ILS 36	280-¾ 200 (200-¾)			
S-LOC 36	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90319 W18A	APP CRS 184°	Rwy Idg 6747 / TDZE 80 / Apt Elev 90

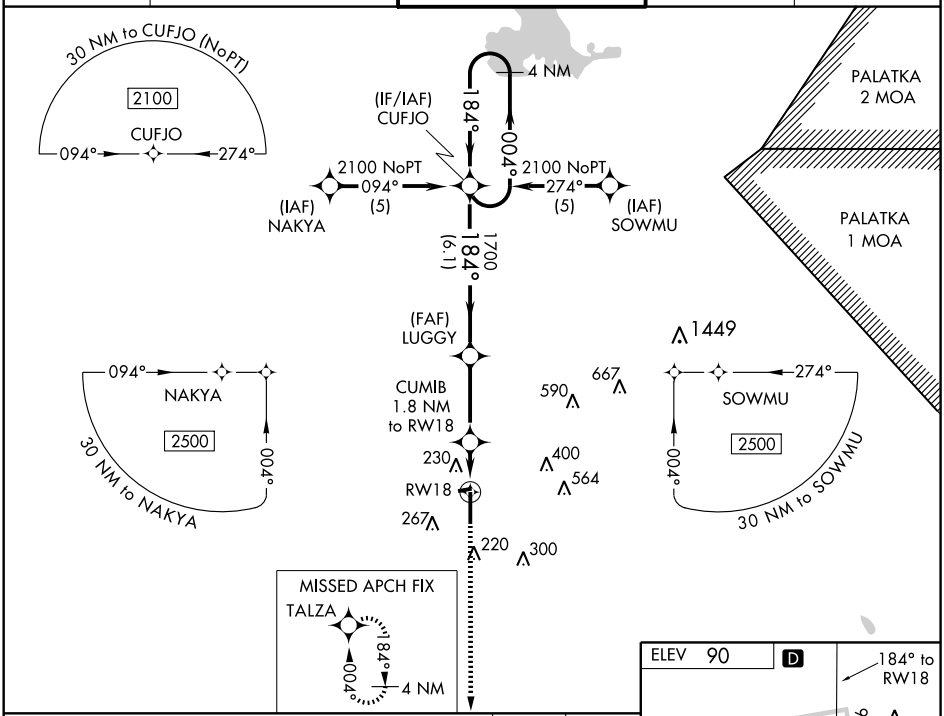
RNAV (GPS) RWY 18

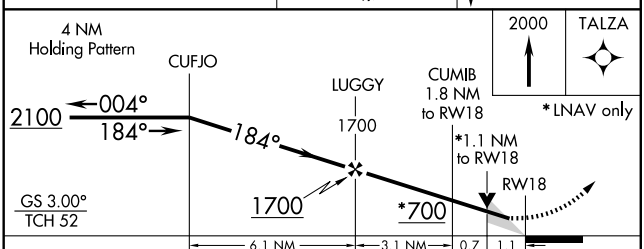
OCALA INTL-JIM TAYLOR FIELD (OCF)

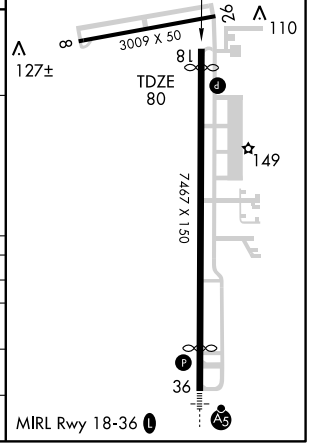
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 361, increase LNAV/VNAV DA to 595 and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting.

MISSED APPROACH: Climb to 2000 direct TALZA and hold.

ATIS	JACKSONVILLE APP CON	OCALA TOWER*	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0







CATEGORY	A	B	C	D
LPV DA	280-¾ 200 (200-¾)			
LNAV/VNAV DA	514-1½ 434 (500-1½)			
LNAV MDA	480-1 400 (400-1)			480-1¼ 400 (400-1¼)
CIRCLING	580-1 490 (500-1)		580-1½ 490 (500-1½)	640-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

OCALA, FLORIDA

AL-5055 (FAA)

WAAS CH 58110 W36A	APP CRS 004°	Rwy Idg 6347 TDZE 80 Apt Elev 89

RNAV (GPS) RWY 36

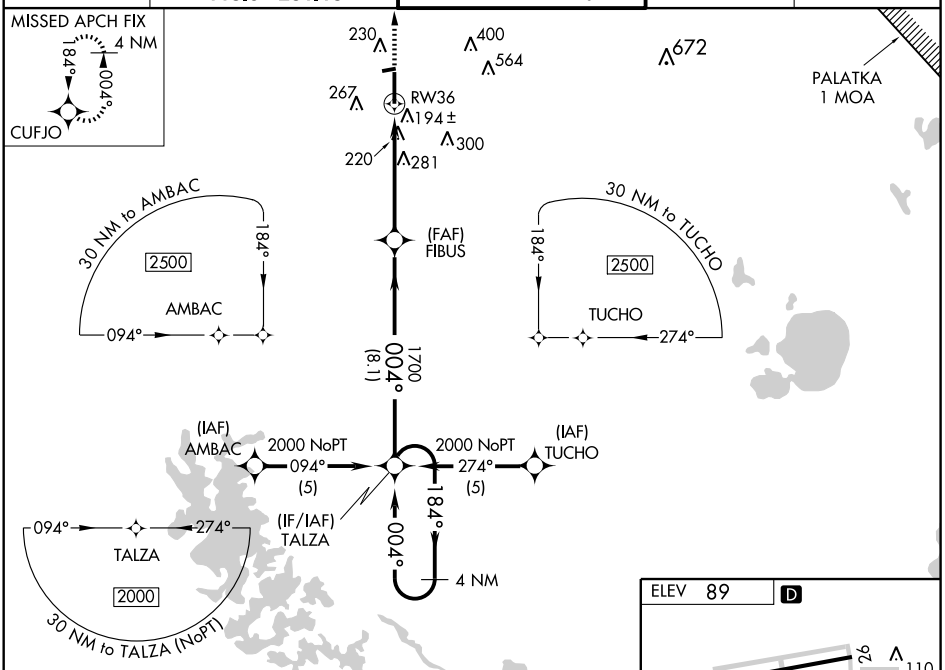
OCALA INTL-JIM TAYLOR FIELD (OCF)

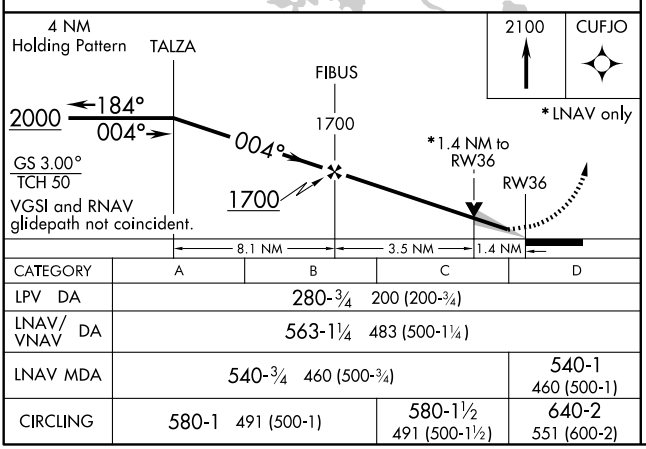
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 361, LNAV/VNAV DA to 644, and all MDA 100 feet; increase LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Gainesville altimeter setting. Inoperative table does not apply to LPV when using local altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase LNAV Cats A and B visibility to 1 mile.

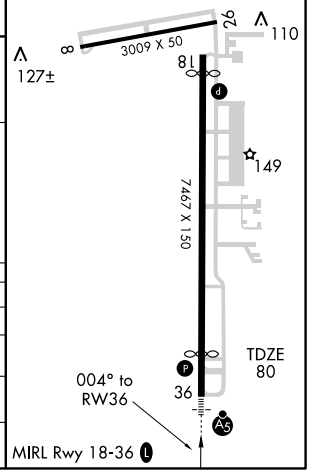
MALSR

MISSED APPROACH: Climb to 2100 direct CUFJO and hold.

ATIS	JACKSONVILLE APP CON	OCALA TOWER ★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0







CATEGORY	A	B	C	D
LPV DA	280-¾ 200 (200-¾)			
LNAV/VNAV DA	563-1¼ 483 (500-1¼)			
LNAV MDA	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OCF 113.7 Chan 84	APP CRS 354°	Rwy Idg 6347 TDZE 80 Apt Elev 89

VOR RWY 36

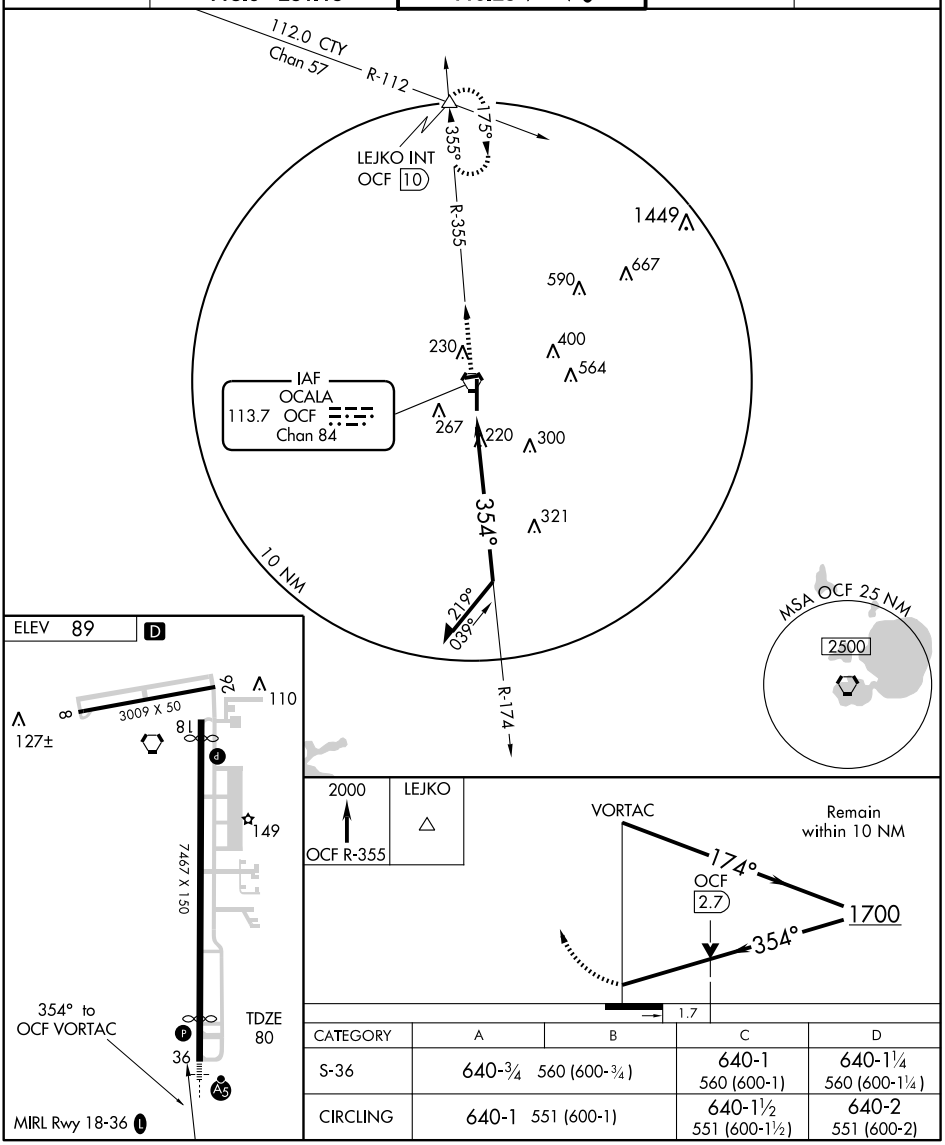
OCALA INTL-JIM TAYLOR FIELD (OCF)

When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet; increase S-36 Cats C and D, and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainsville altimeter setting, increase S-36 Cats A and B visibility to 1 mile. VDP NA when using Gainesville altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 via OCF VORTAC R-355 to LEJKO INT/OCF 10 DME and hold.

ATIS	JACKSONVILLE APP CON	OCALA TOWER ★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0



CATEGORY	A	B	C	D
S-36	640-¾ 560 (600-¾)		640-1 560 (600-1)	640-1¼ 560 (600-1¼)
CIRCLING	640-1 551 (600-1)		640-1½ 551 (600-1½)	640-2 551 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

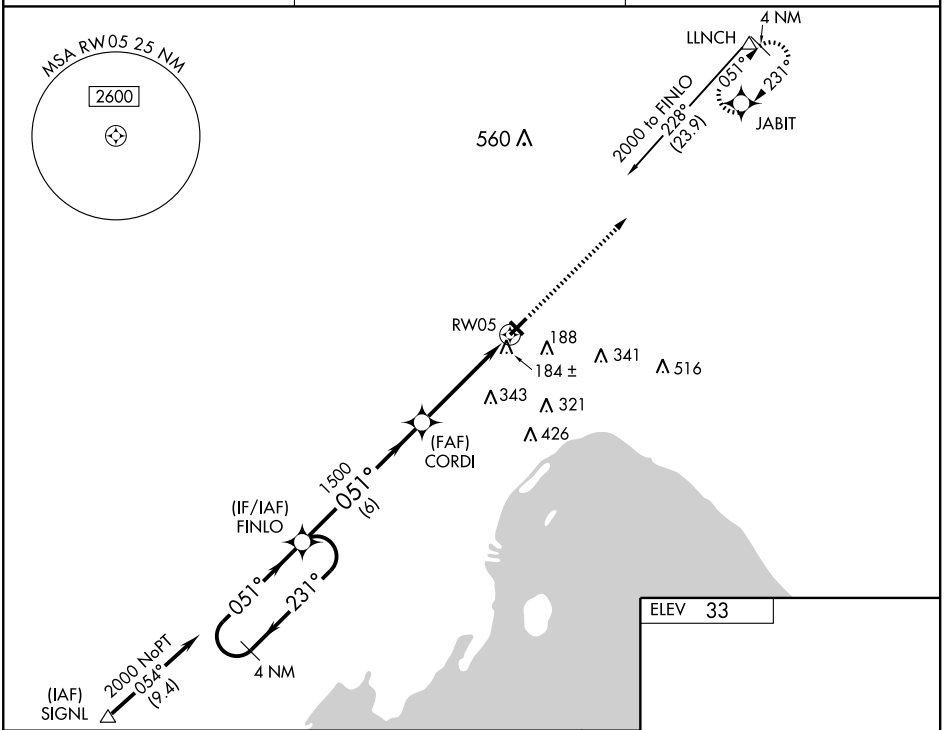
WAAS	APP CRS	Rwy Idg	5000
CH 53517	051°	TDZE	33
W05A		Apt Elev	33

RNAV (GPS) RWY 5
OKEECHOBEE COUNTY (OBE)

⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (-5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JABIT and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	454-1½ 421 (500-1½)			
LNAV MDA	480-1 447 (500-1)		480-1¼ 447 (500-1¼)	480-1½ 447 (500-1½)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

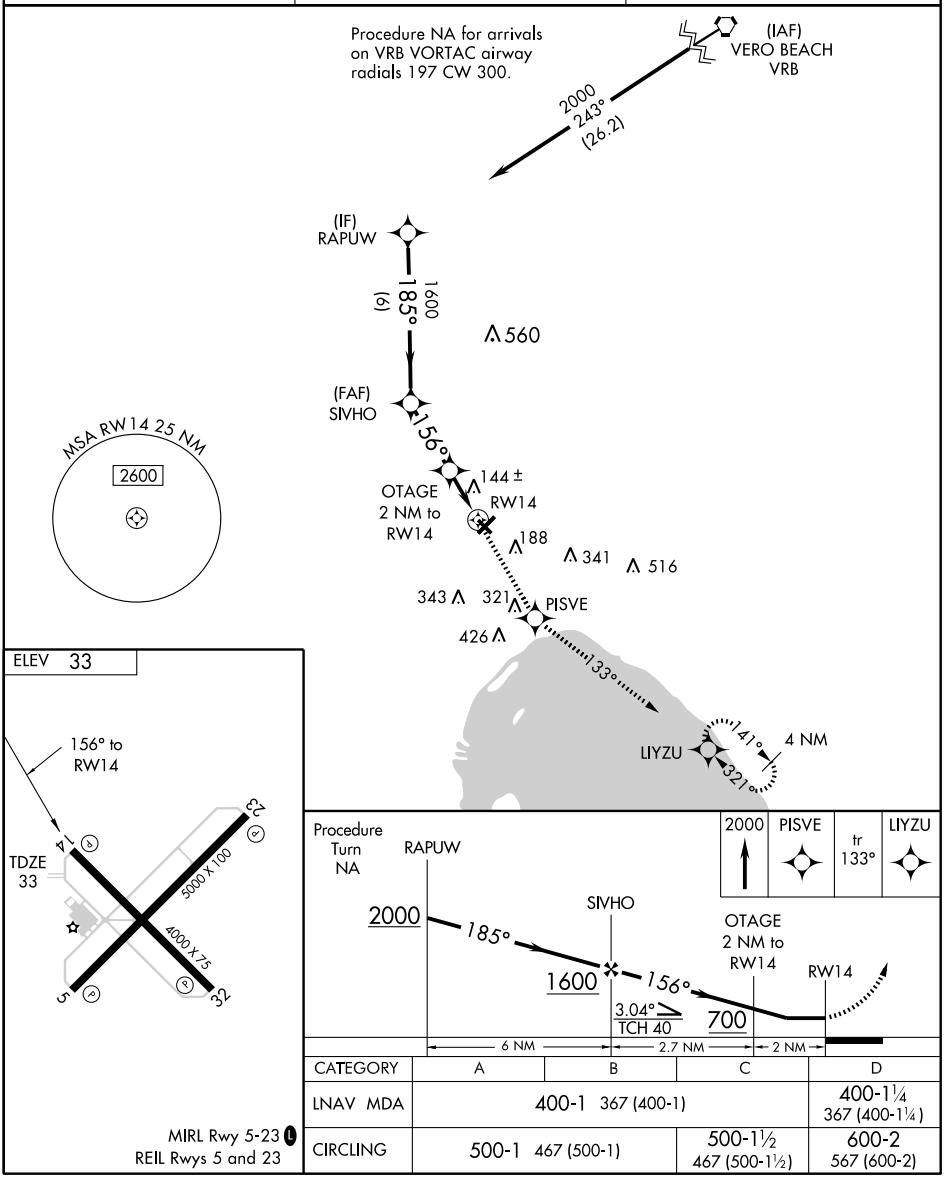
OKEECHOBEE COUNTY (OBE)

APP CRS	Rwy Idg	4000
156°	TDZE	33
	Apt Elev	33

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct PISVE and on track 133° to LIYZU and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	400-1 367 (400-1)			400-1¼ 367 (400-1¼)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

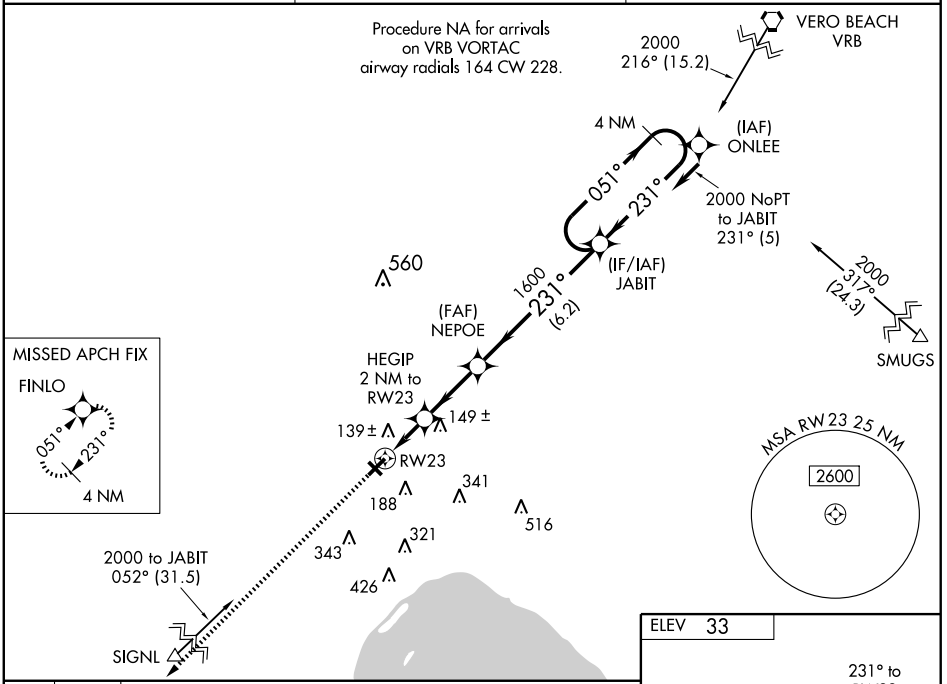
WAAS	APP CRS	Rwy Idg	5000
CH 58117	231°	TDZE	33
W23A		Apt Elev	33

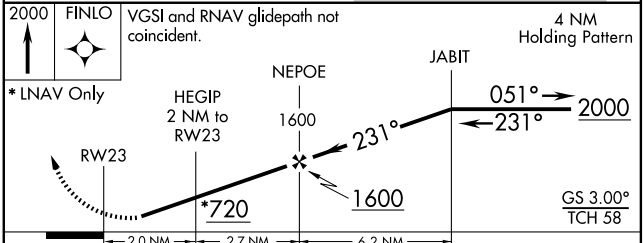
RNAV (GPS) RWY 23
OKEECHOBEE COUNTY (OBE)

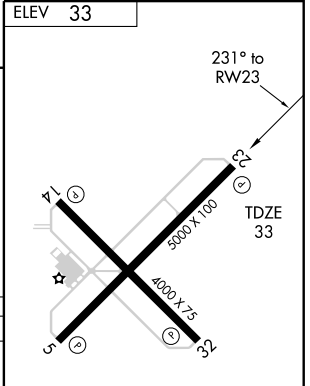
⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct FINLO and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	315-1 282 (300-1)			
LNAV/VNAV DA	453-1½ 420 (500-1½)			
LNAV MDA	400-1 367 (400-1)			400-1¼ 367 (400-1¼)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93916 W32A	APP CRS 321°	Rwy Idg 4000 TDZE 33 Apt Elev 33

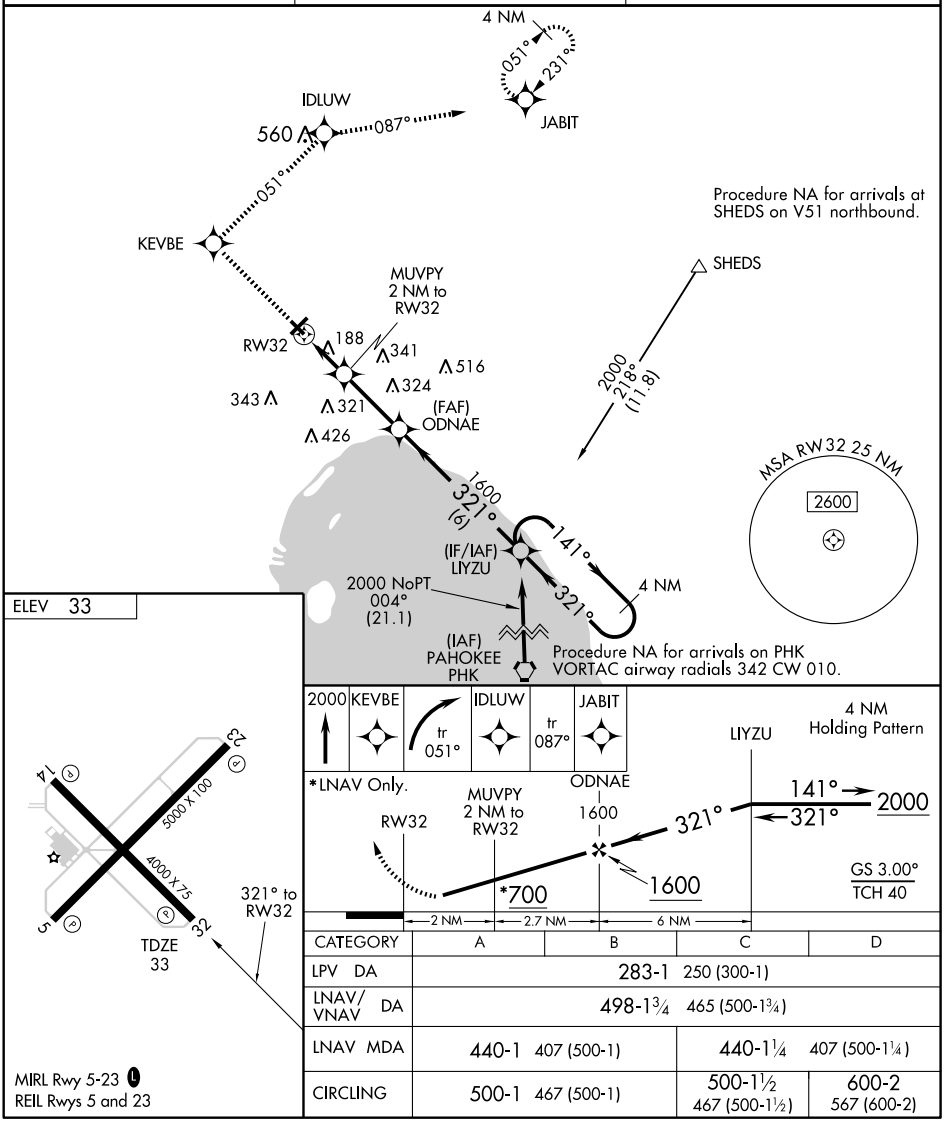
RNAV (GPS) RWY 32

OKEECHOBEE COUNTY (OBE)

⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct KEVBE and right turn on track 051° to IDLUW and on track 087° to JABIT and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	498-1¾ 465 (500-1¾)			
LNAV MDA	440-1 407 (500-1)		440-1¼ 407 (500-1¼)	
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

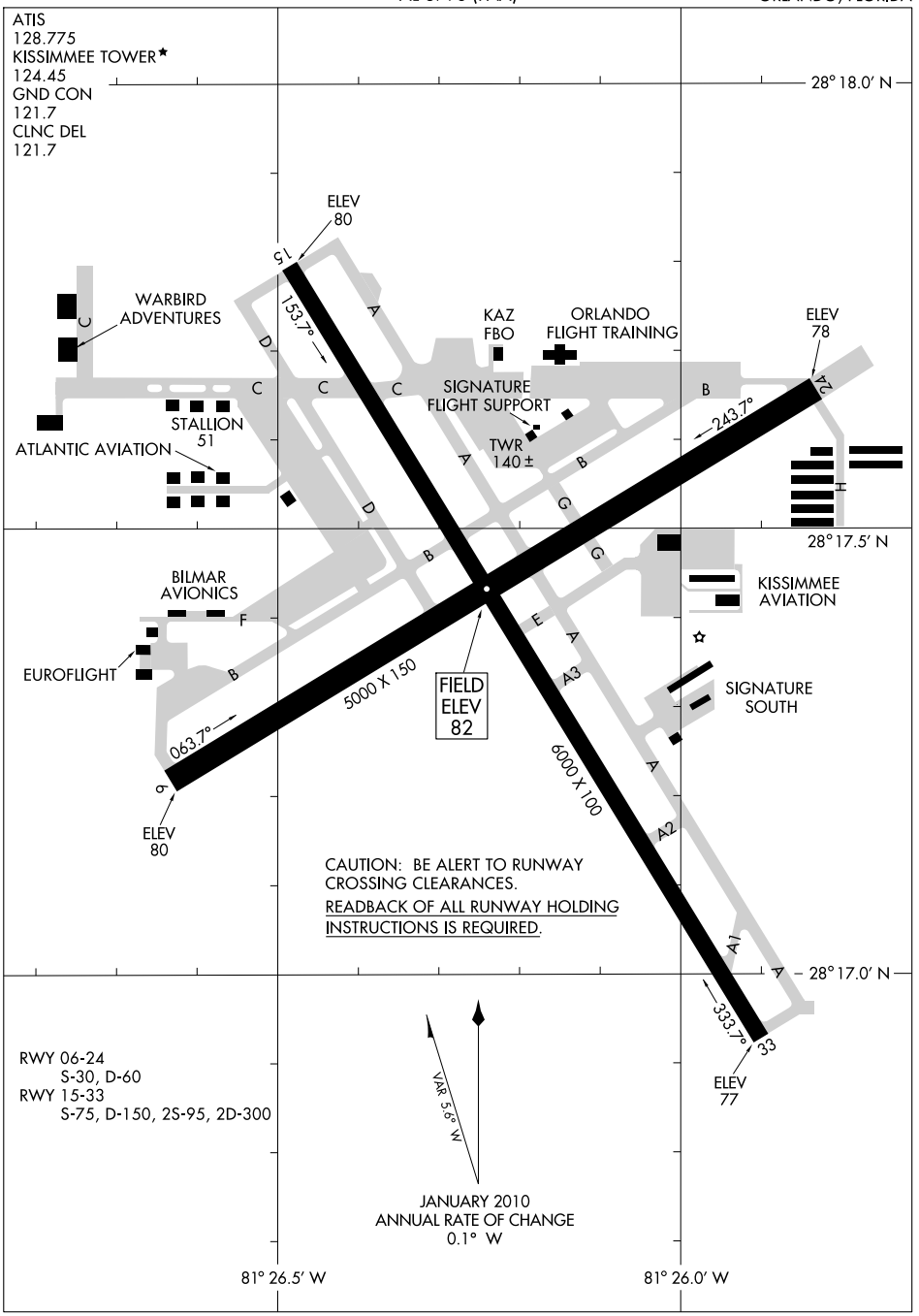
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ORLANDO/KISSIMMEE GATEWAY (ISM)

AL-5793 (FAA)

ORLANDO, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

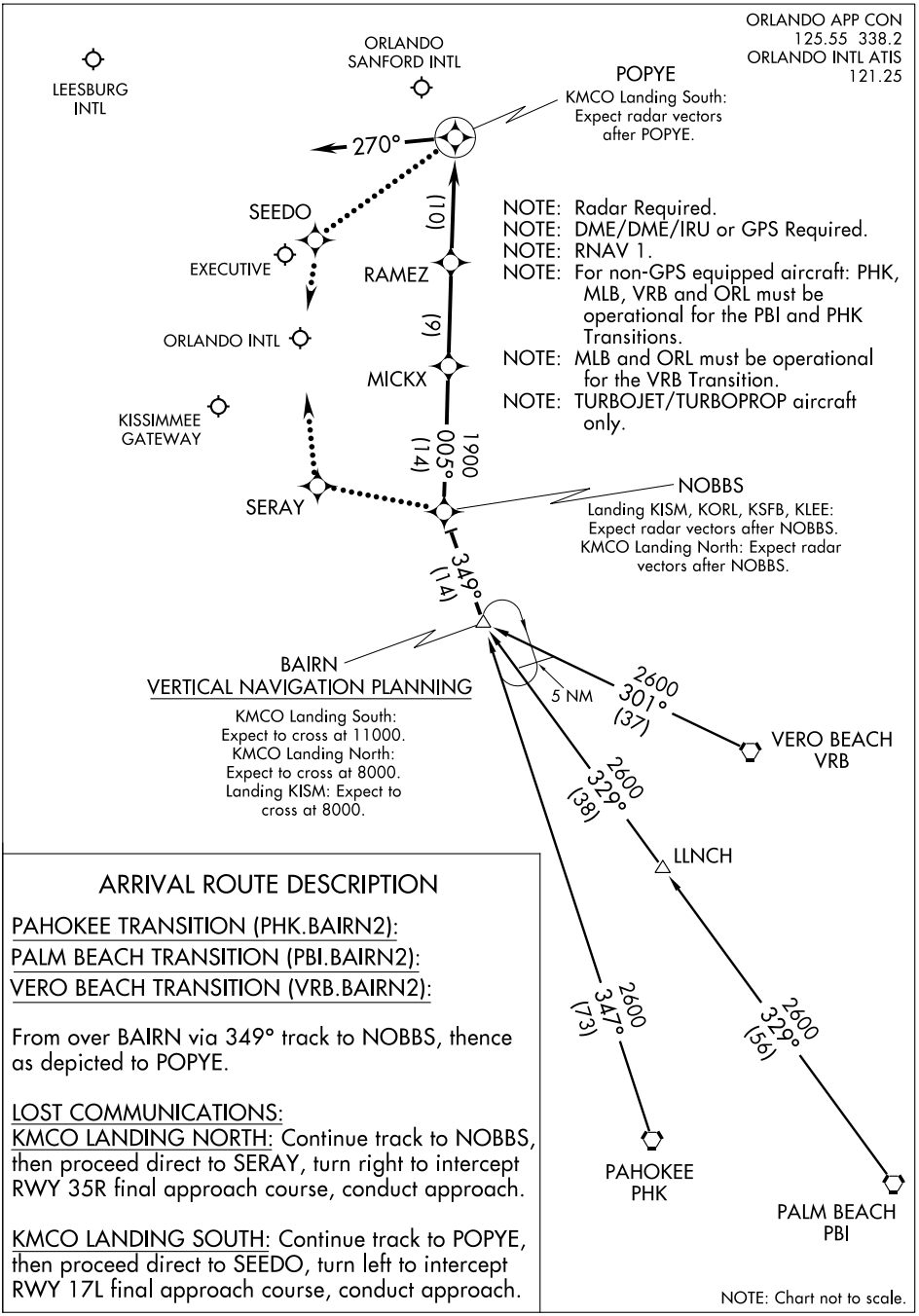
ORLANDO, FLORIDA

ORLANDO/KISSIMMEE GATEWAY (ISM)

10210

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

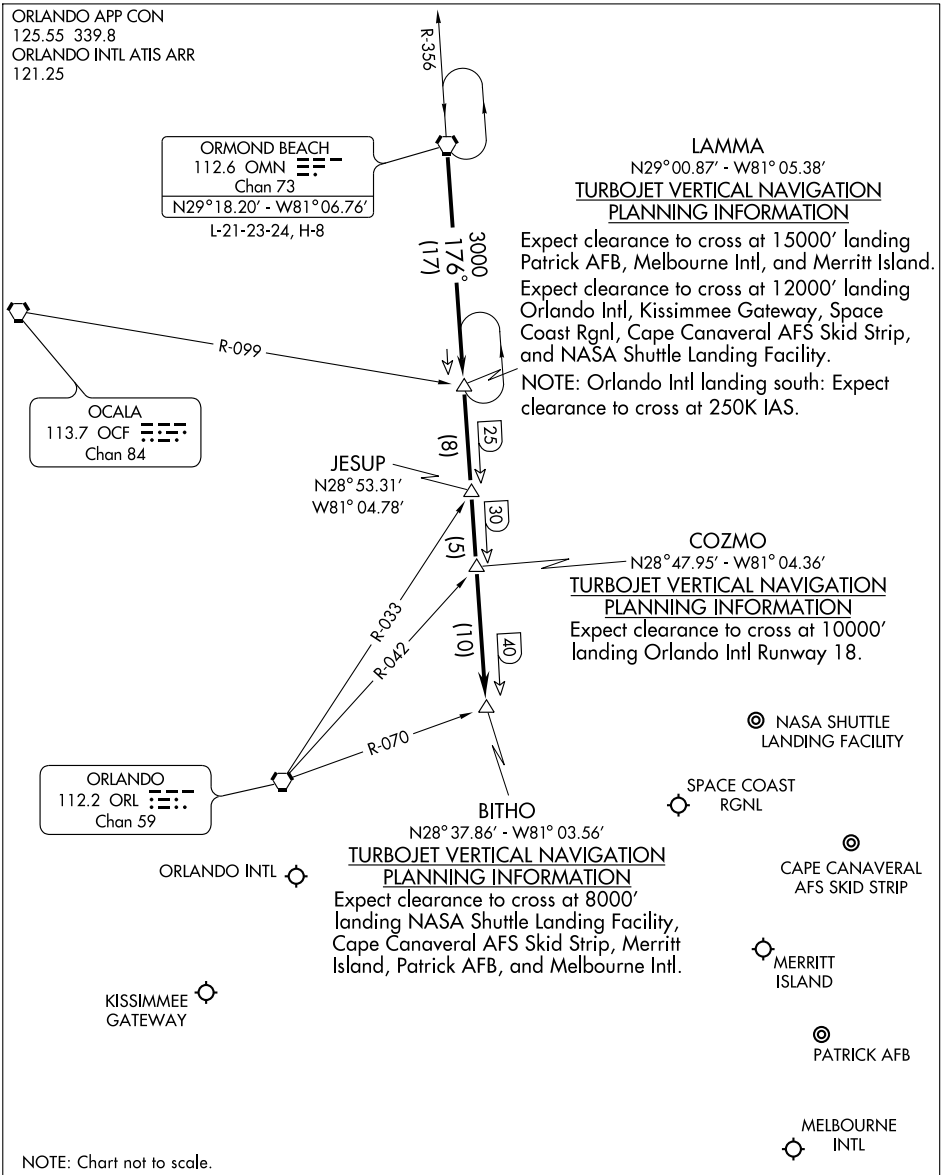
BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

(BAIRN.BAIRN2) 09239

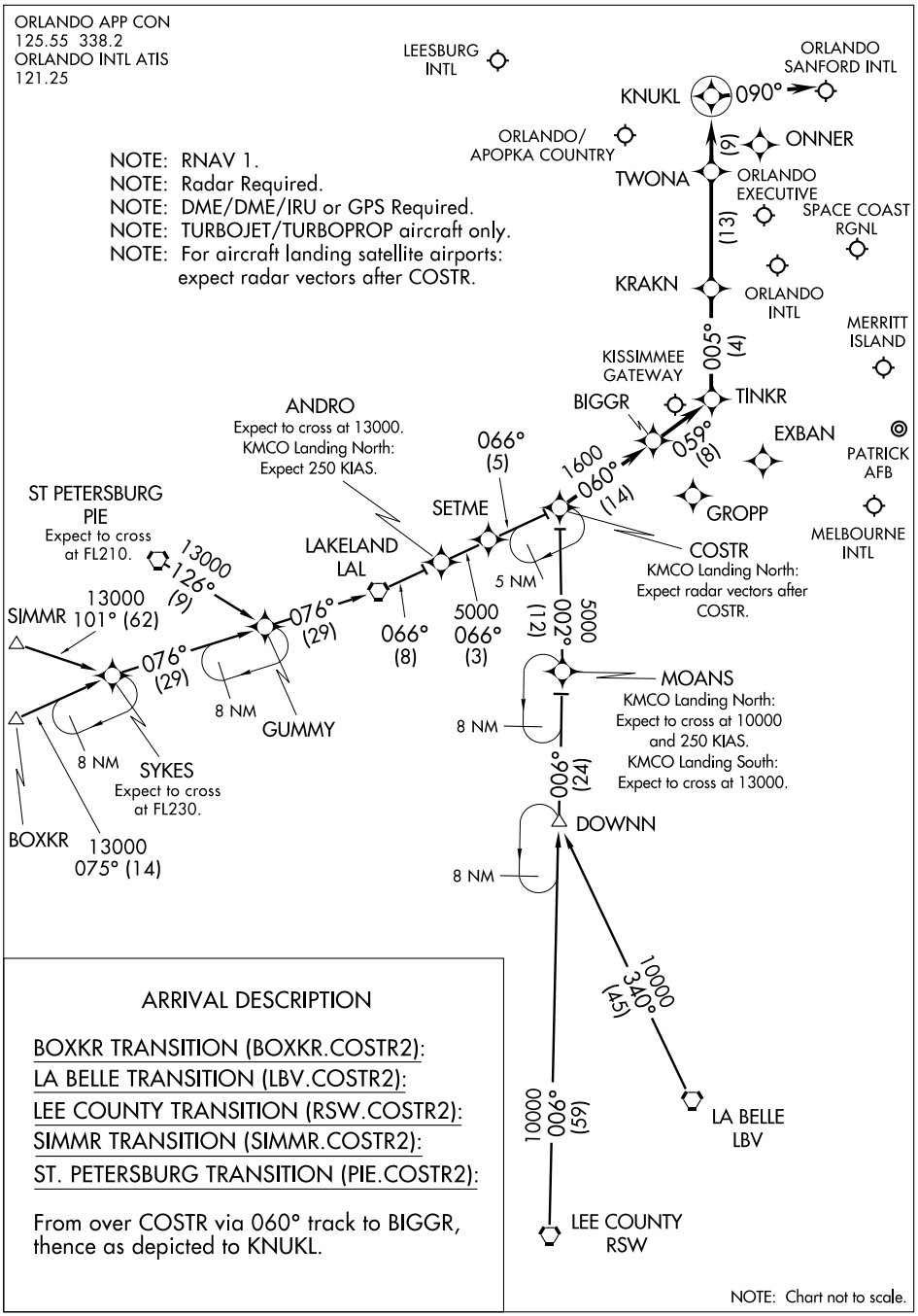
SE-3, 21 OCT 2010 to 18 NOV 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

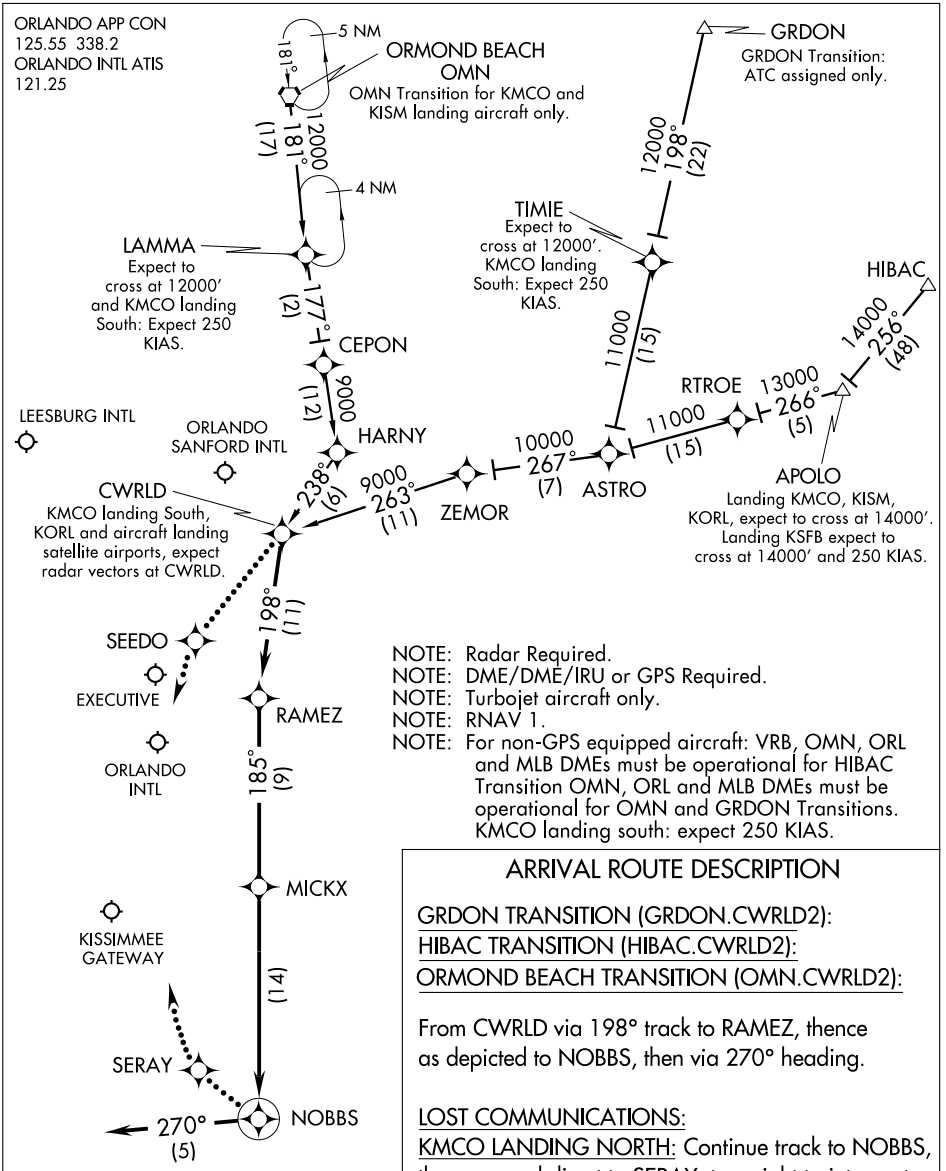
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

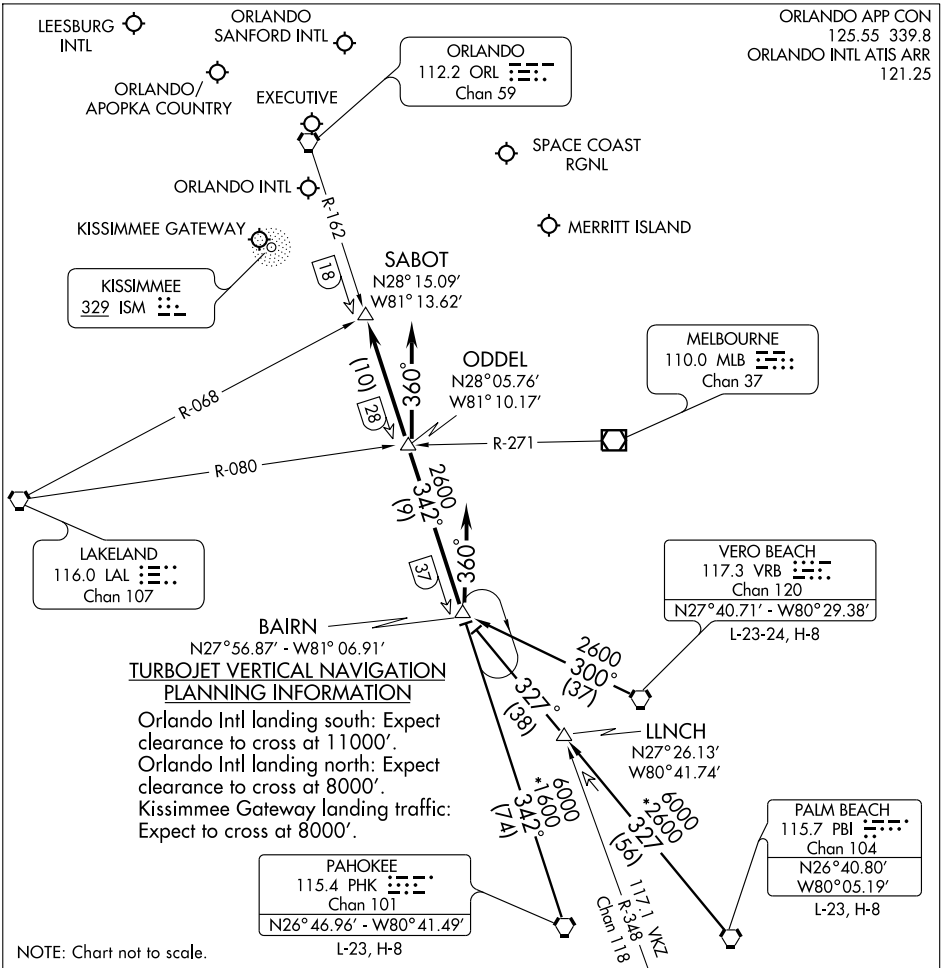
(CWRLD.CWRLD2) 09127

SE-3, 21 OCT 2010 to 18 NOV 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
063°	TDZE	82
	Apt Elev	82

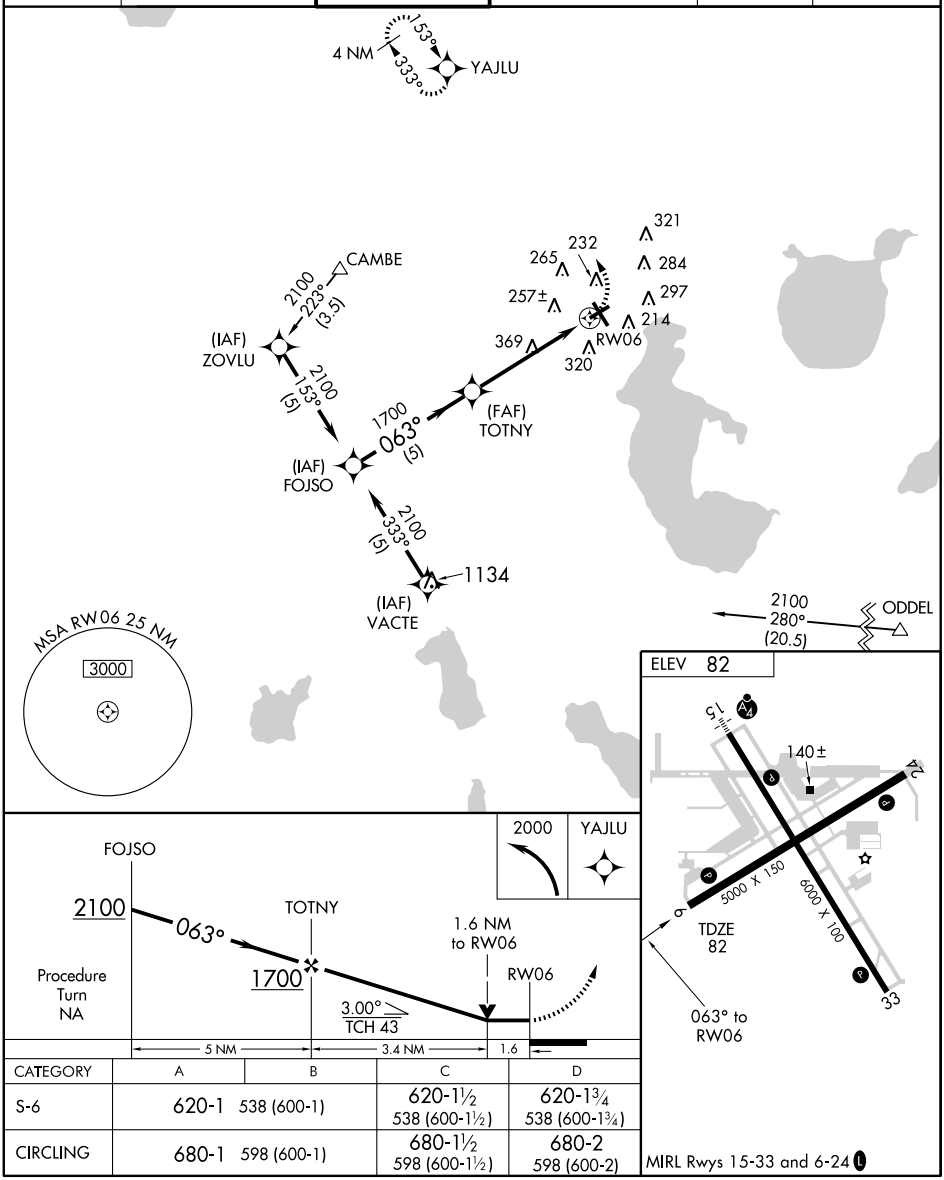
GPS RWY 6

ORLANDO/KISSIMMEE GATEWAY (ISM)

NA

MISSED APPROACH: Climbing left turn to 2000 direct YAJLU WP and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER*	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95



CATEGORY	A	B	C	D
S-6	620-1	538 (600-1)	620-1½ 538 (600-1½)	620-1¾ 538 (600-1¾)
CIRCLING	680-1	598 (600-1)	680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ISM	APP CRS	Rwy Idg	6000
109.75	153°	TDZE	82
Chan 34 (Y)		Apt Elev	82

ILS or LOC RWY 15

ORLANDO/ KISSIMMEE GATEWAY (ISM)

VDP NA with Orlando Intl altimeter setting. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA to 309 and all MDAs 40 feet; increase Circling visibility Cat C ¼ mile.

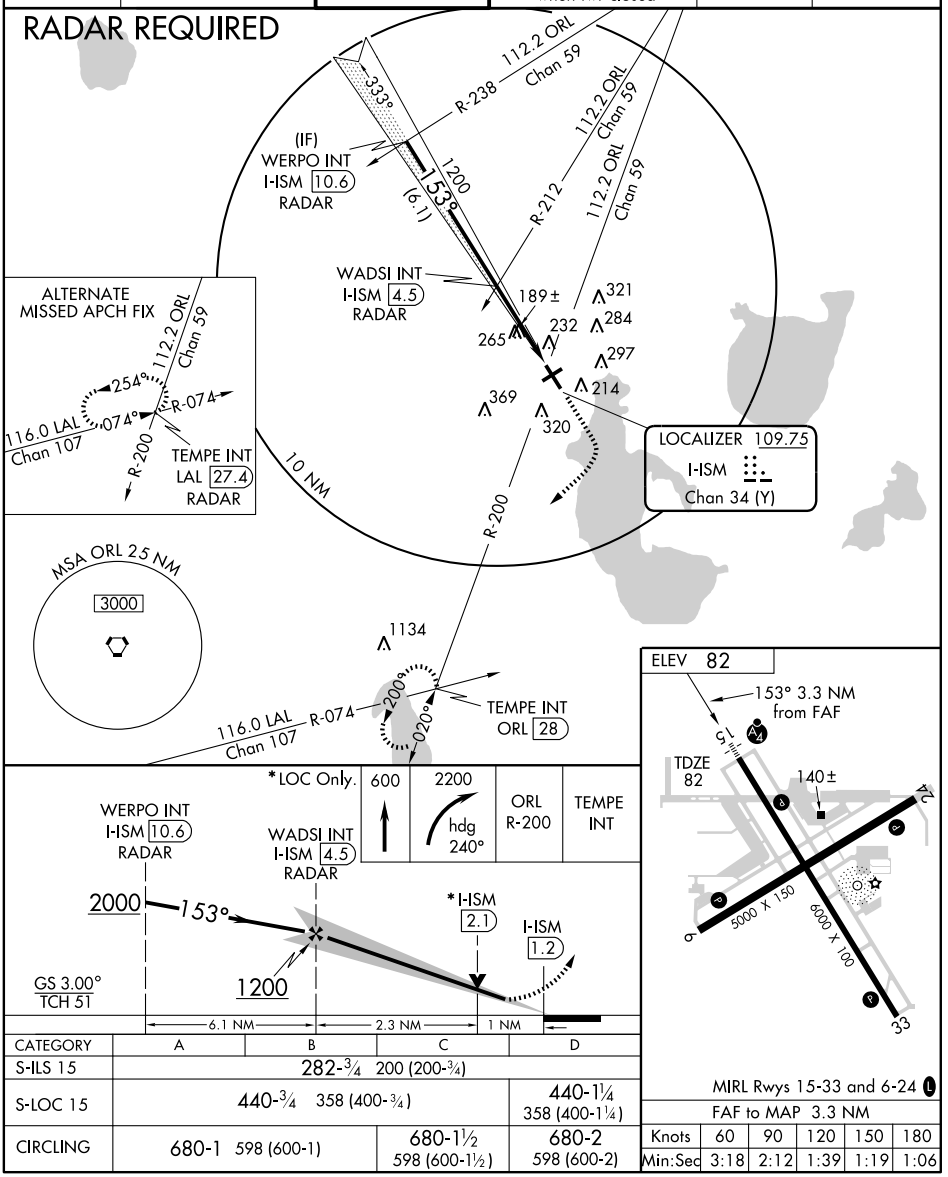
MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2200 on heading 240° and ORL VORTAC R-200 to TEMPE INT/ORL 28 DME and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER ★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95

SE-3, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 15	282-¾ 200 (200-¾)			
S-LOC 15	440-¾ 358 (400-¾)			440-1¼ 358 (400-1¼)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

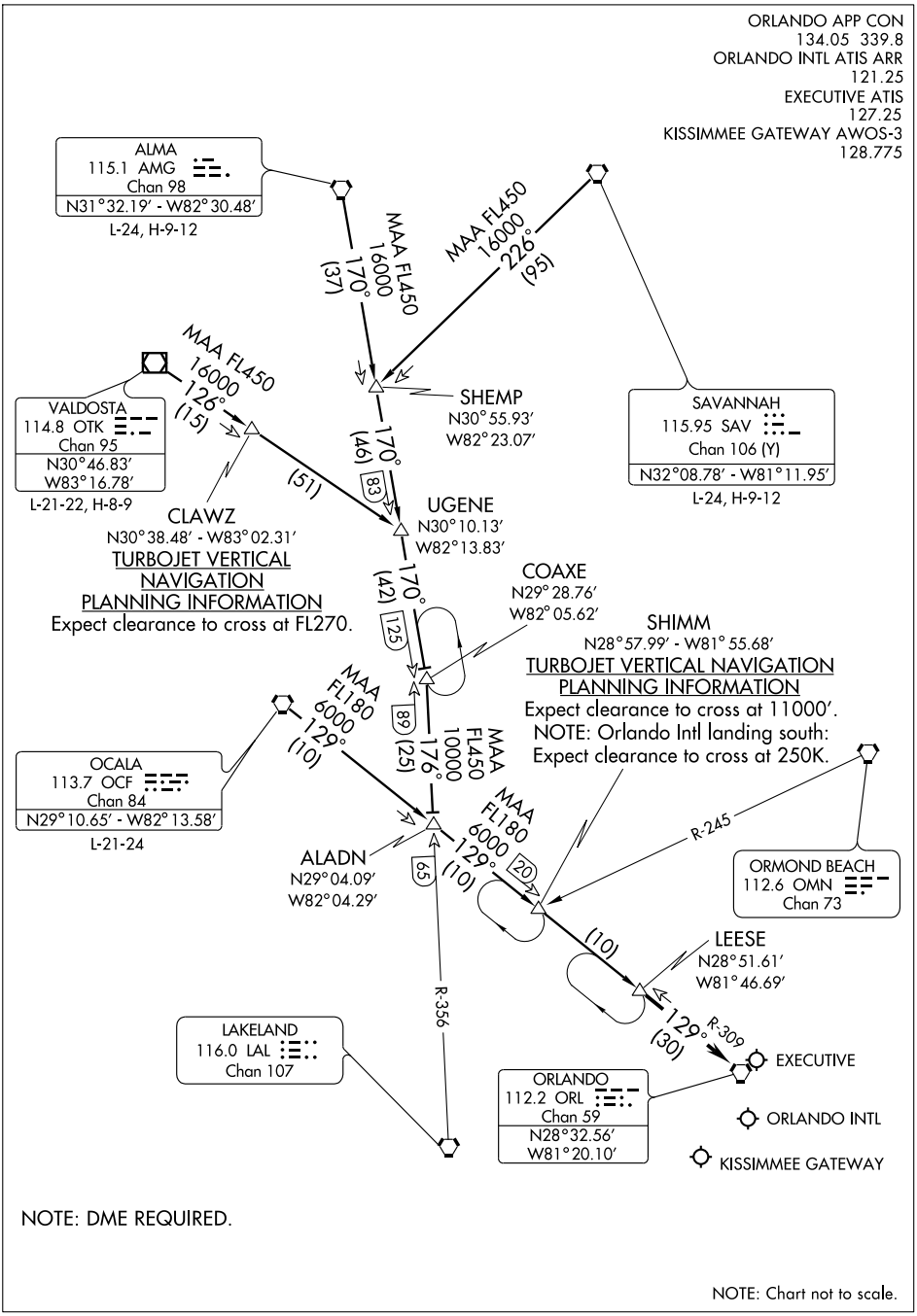
FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA



NOTE: DME REQUIRED.

NOTE: Chart not to scale.

LEESE TWO ARRIVAL (LEESE.LEESE2)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 21 OCT 2010 to 18 NOV 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

13000 120° (9)

13000 070° (29)

R-250

R-106

SYKES
N27°39.88′
W83°02.99′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

83

10000 003° (24)

72

13000 070° (14)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83°17.93′

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

10000 334° (45)

SARASOTA
117.0 SRQ
Chan 117

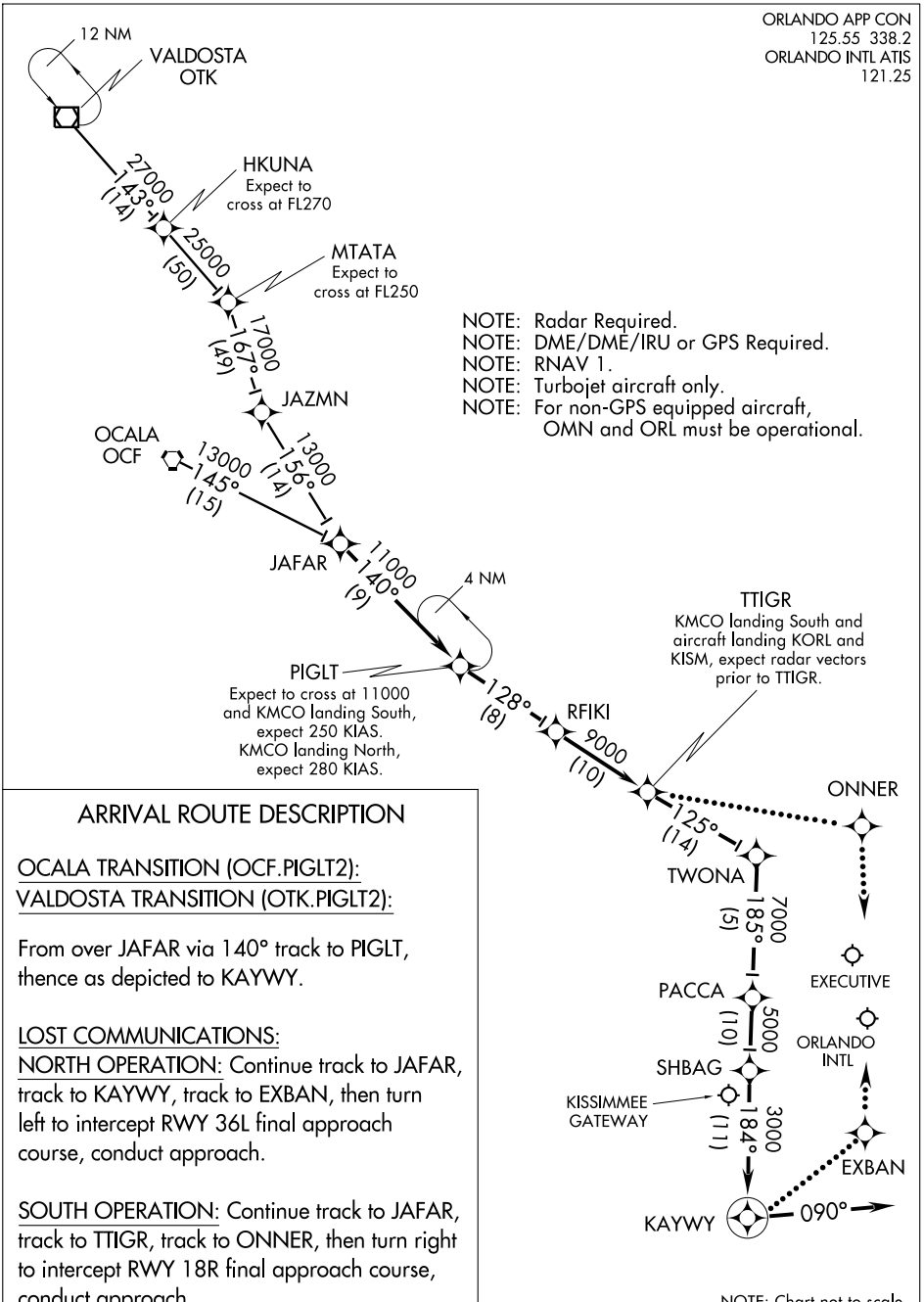
LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

NOTE: Chart not to scale.

08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

ST-571 (FAA)



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45507 W15A	APP CRS 153°	Rwy Idg 6000 TDZE 82 Apt Elev 82

RNAV (GPS) RWY 15

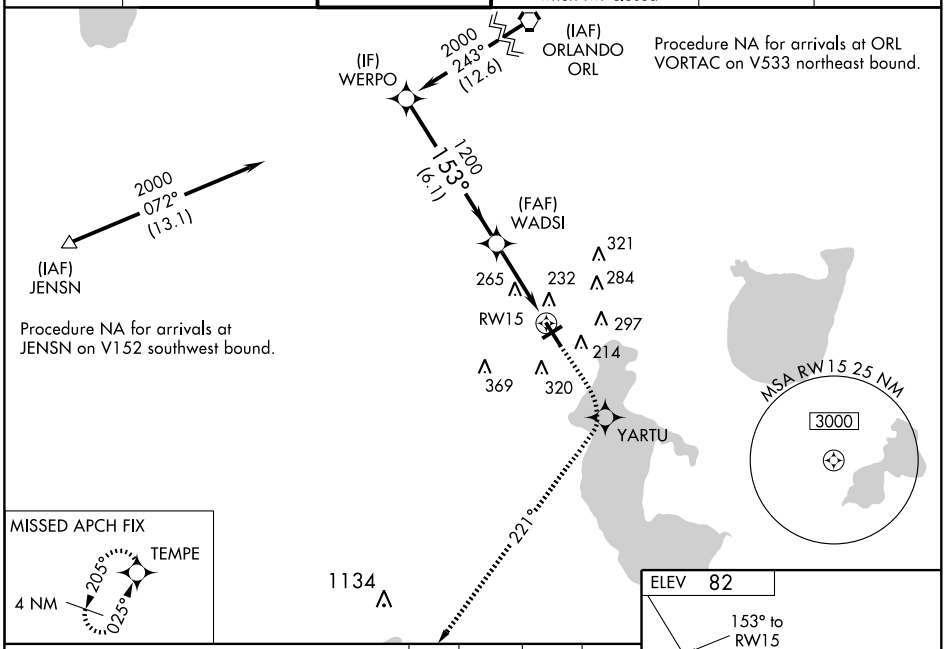
ORLANDO/KISSIMMEE GATEWAY (ISM)

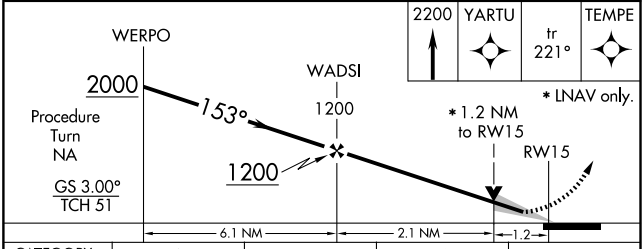
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Orlando Intl altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use Orlando Intl altimeter setting and increase LPV DA all Cats to 309, LNAV/VNAV DA all Cats to 559, and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MALSF

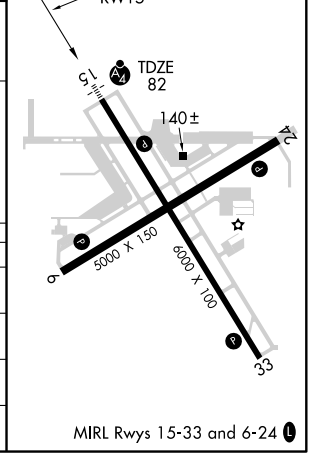
MISSED APPROACH: Climb to 2200 direct YARTU and on track 221° to TEMPE and hold

ATIS	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	282-¾ 200 (200-¾)			
LNAV/VNAV DA	532-1½ 450 (500-1½)			
LNAV MDA	520-¾ 438 (500-¾)		520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)



MIRL Rwys 15-33 and 6-24 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42900 W33A	APP CRS 333°	Rwy Idg 6000 / TDZE 82 / Apt Elev 82

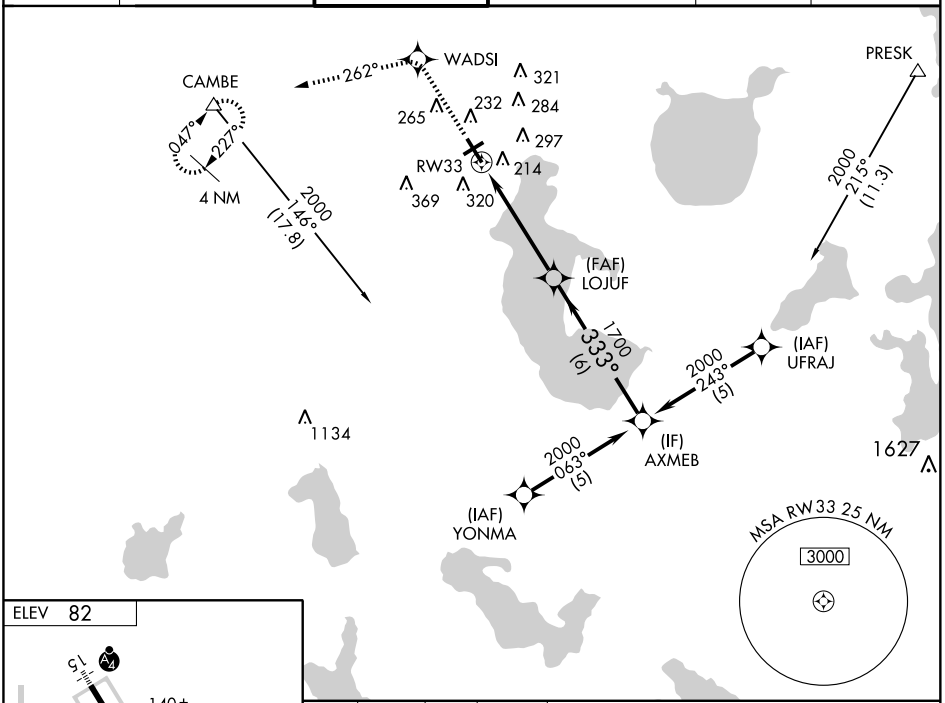
RNAV (GPS) RWY 33

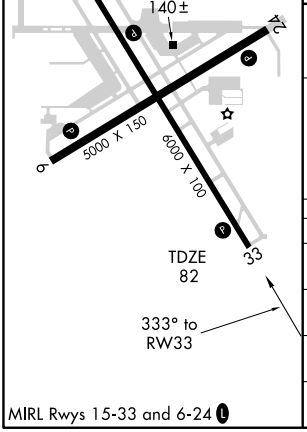
ORLANDO/KISSIMMEE GATEWAY (ISM)

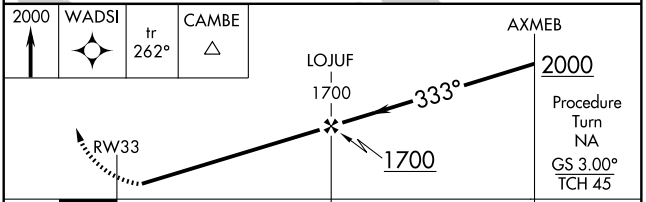
Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase LPV DA all Cats to 359, LNAV/VNAV DA all Cats to 575, and all MDA 40 feet; increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct WADSI and on track 262° to CAMBE and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	332-1 250 (300-1)			
LNAV/VNAV DA	548-1¾ 466 (500-1¾)			
LNAV MDA	460-1 378 (400-1)			460-1¼ 378 (400-1¼)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

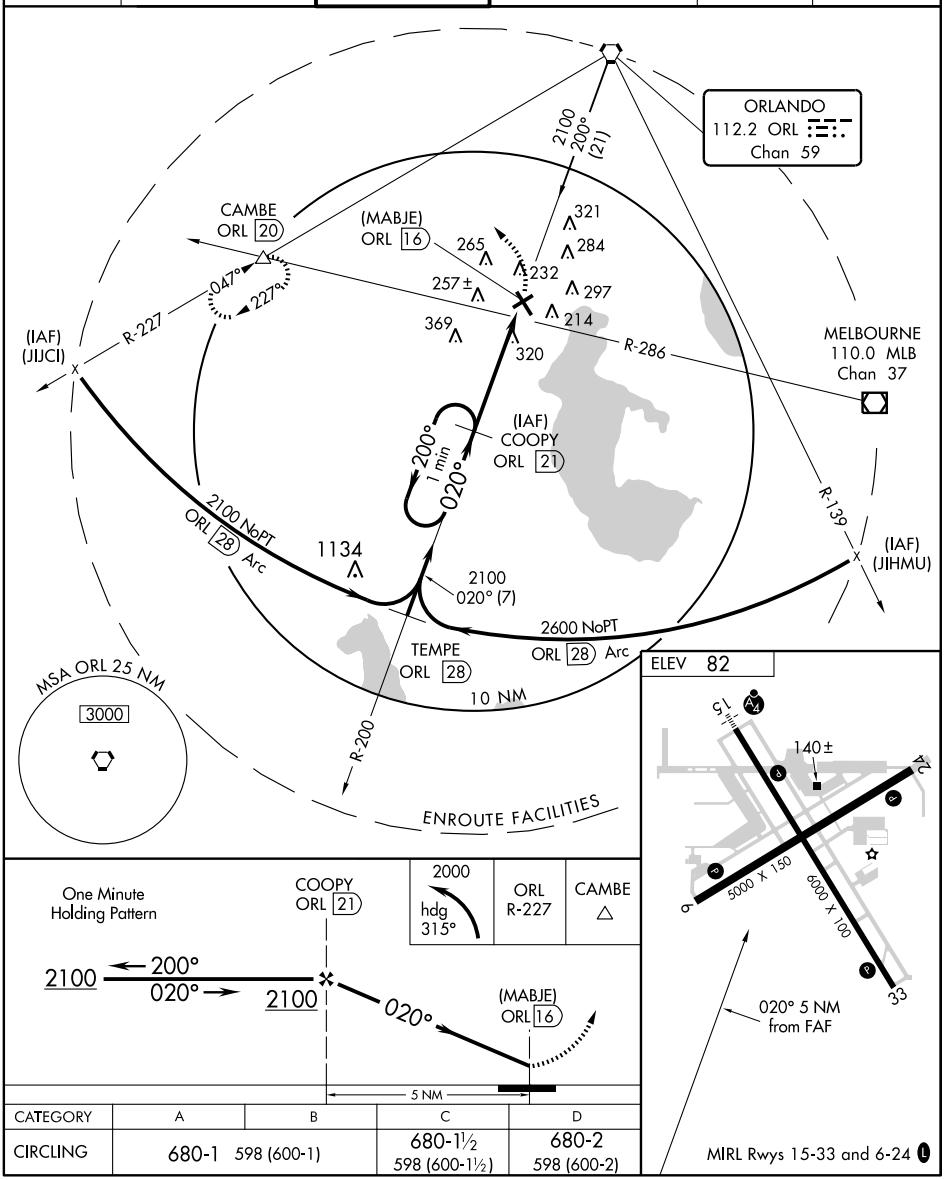
VORTAC ORL 112.2 Chan 59	APP CRS 020°	Rwy Idg N/A TDZE N/A Apt Elev 82

VOR/DME or GPS-A

ORLANDO/ KISSIMMEE GATEWAY (ISM)

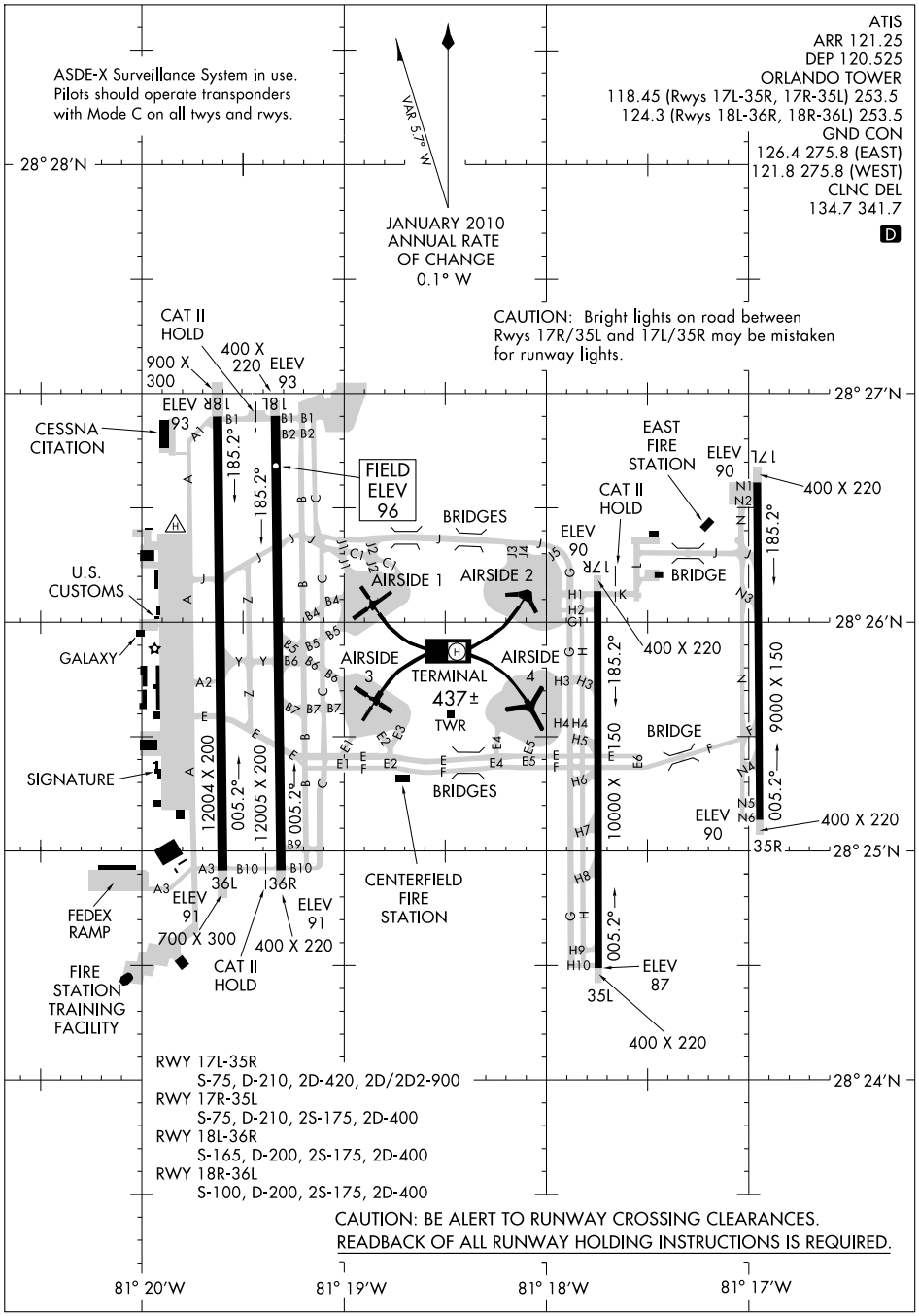
MISSED APPROACH: Climbing left turn to 2000 via heading 315° and ORL R-227 to CAMBE INT and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95



CATEGORY	A	B	C	D
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

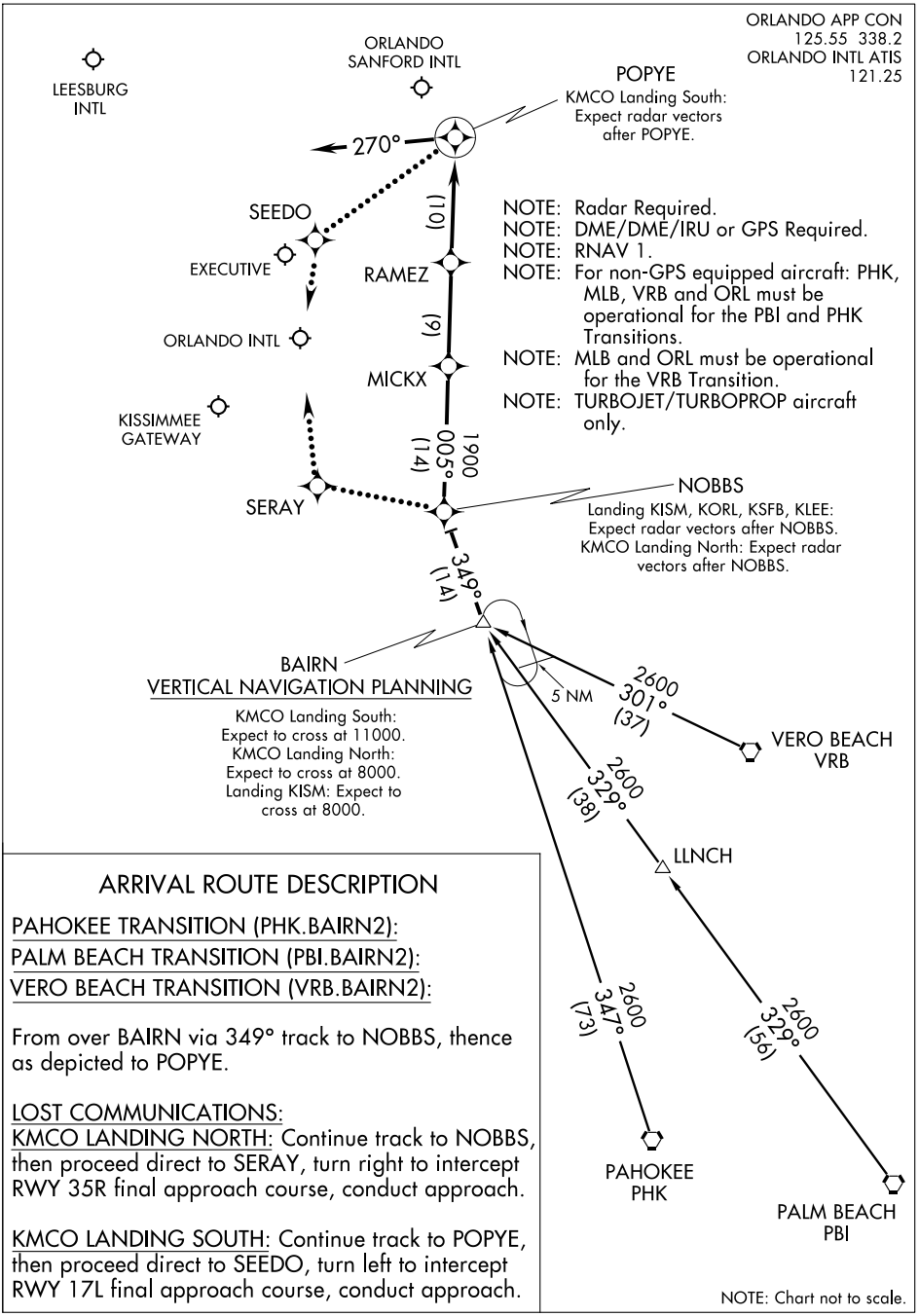


SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

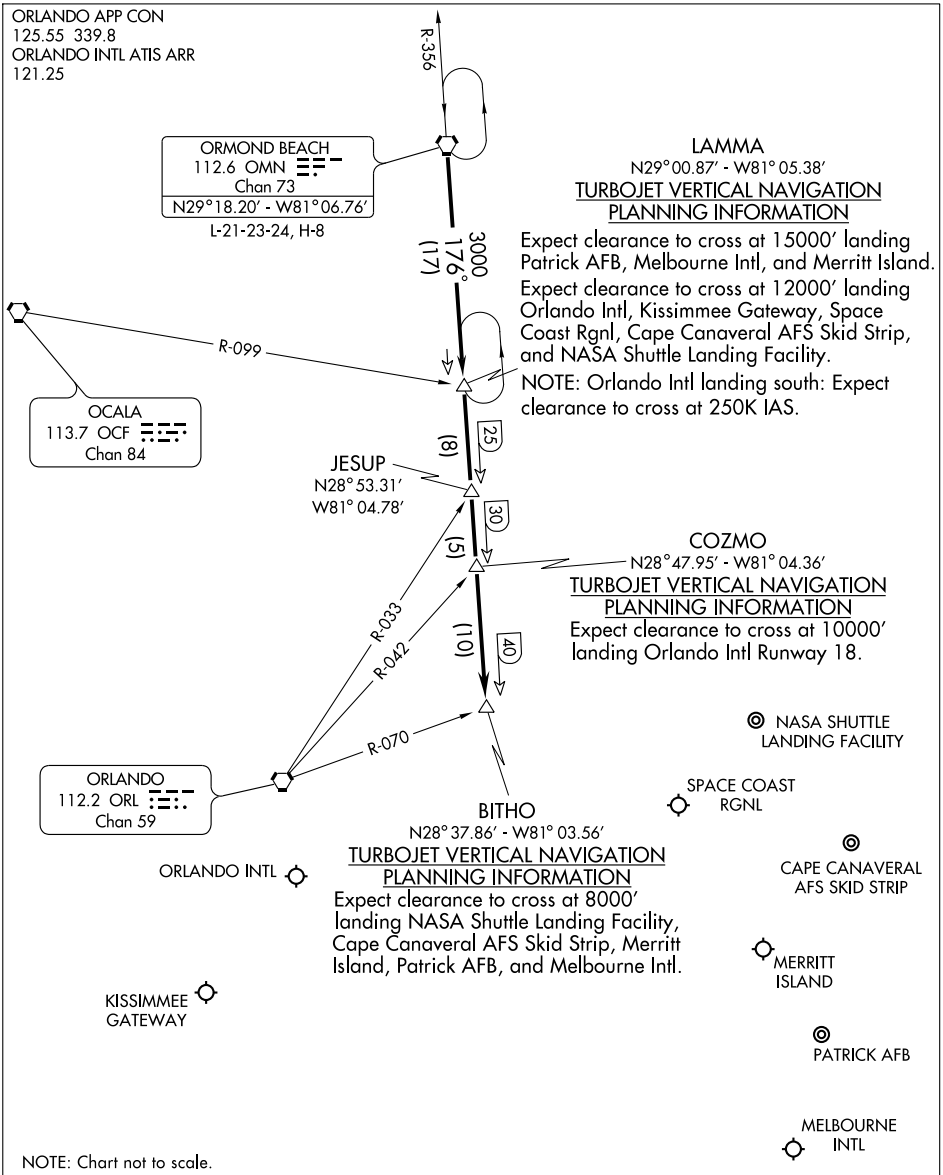
BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

(BAIRN.BAIRN2) 09239

SE-3, 21 OCT 2010 to 18 NOV 2010

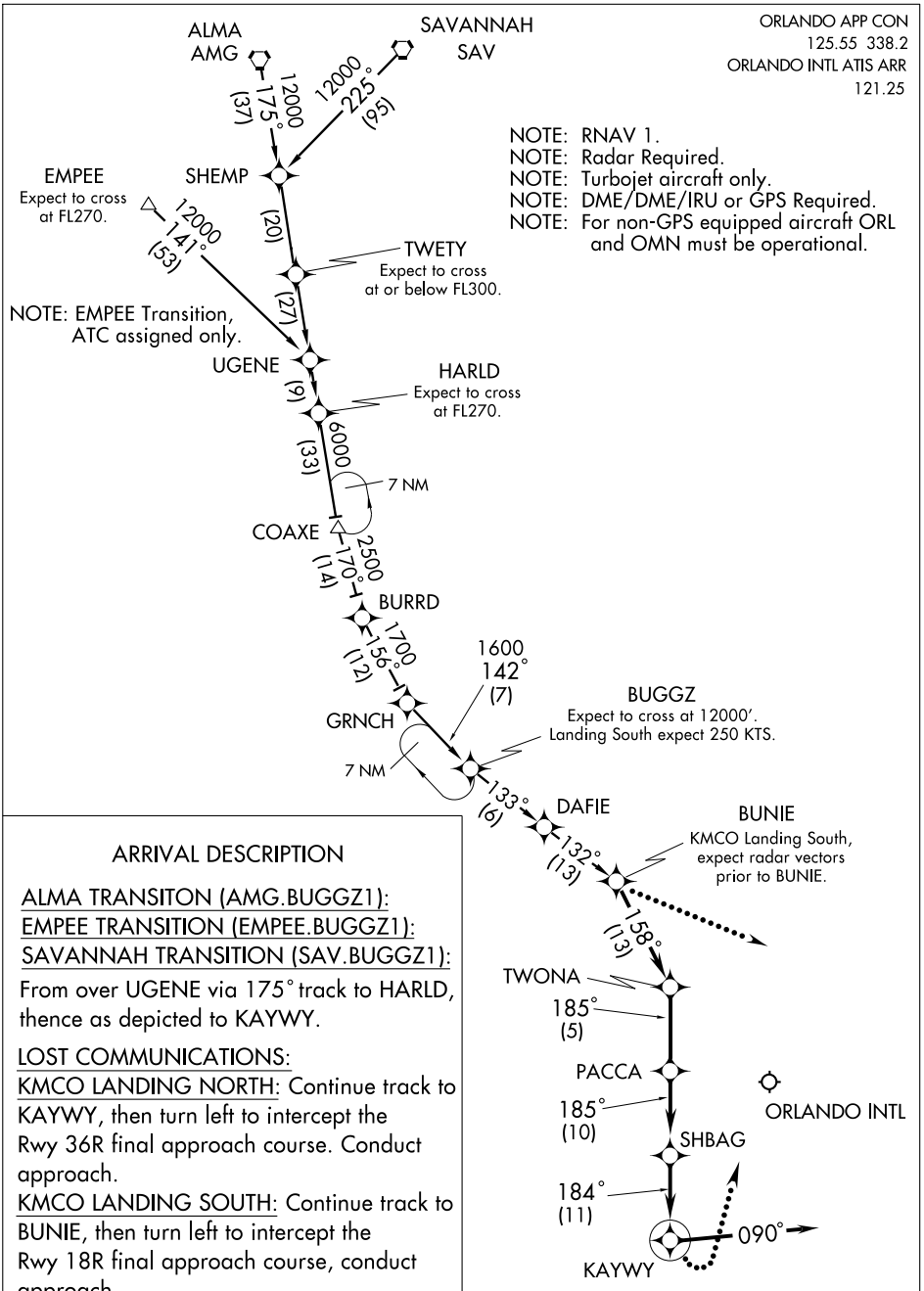
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

BUGGZ ONE ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

ALMA TRANSITON (AMG.BUGGZ1):
EMPEE TRANSITION (EMPEE.BUGGZ1):
SAVANNAH TRANSITION (SAV.BUGGZ1):

From over UGENE via 175° track to HARLD, thence as depicted to KAYWY.

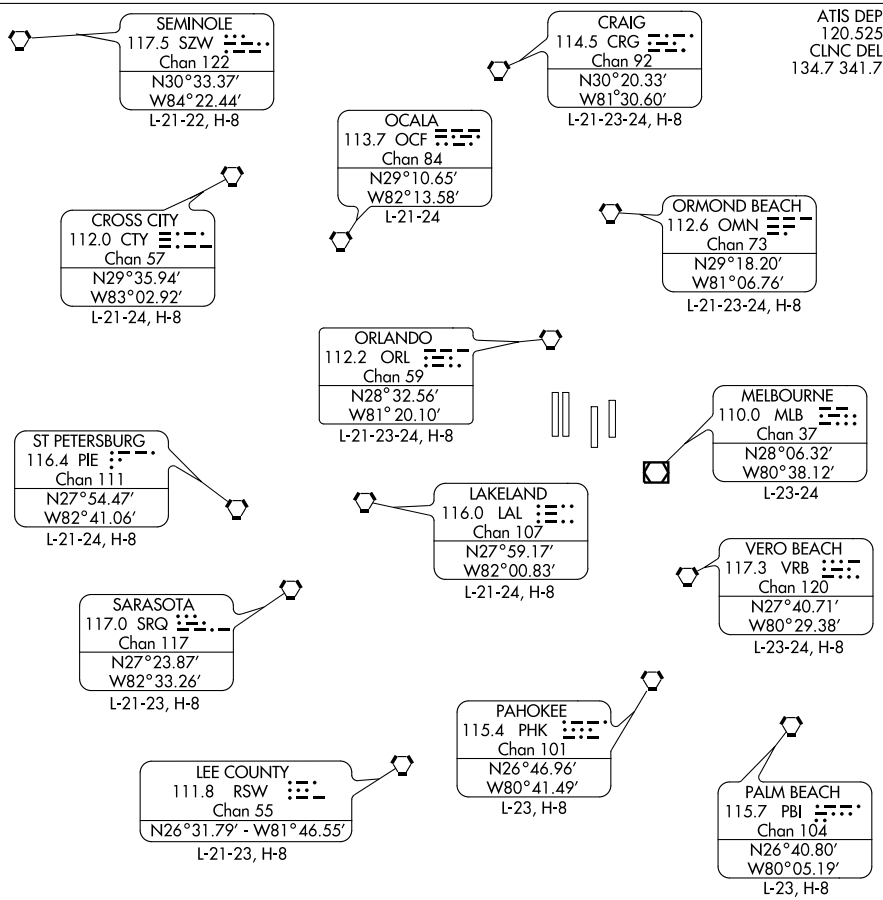
LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to KAYWY, then turn left to intercept the Rwy 36R final approach course. Conduct approach.

KMCO LANDING SOUTH: Continue track to BUNIE, then turn left to intercept the Rwy 18R final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010

CITRUS FIVE DEPARTURE



TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

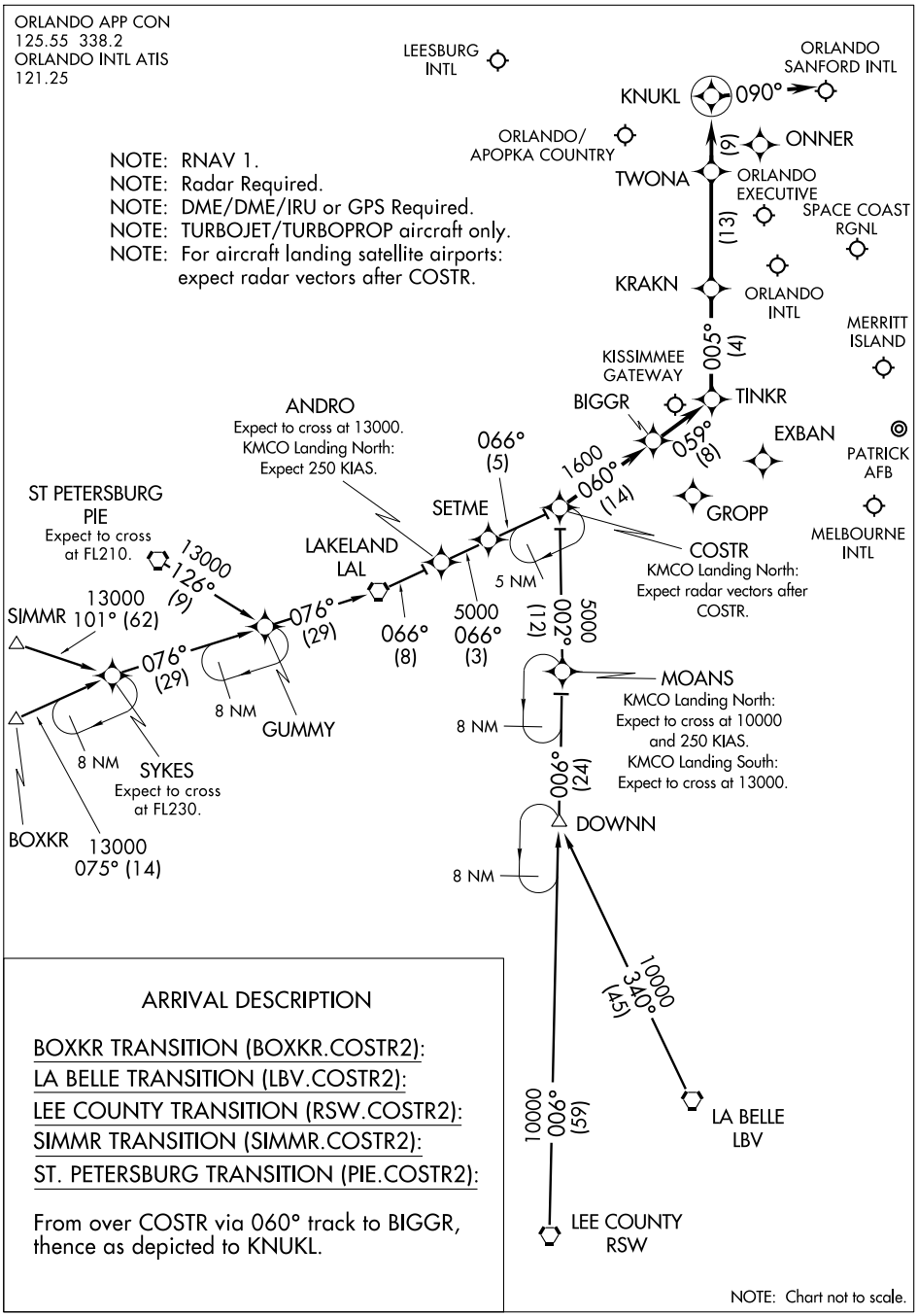
TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft climb on heading as assigned for vectors to appropriate fix. Maintain 1500 feet. Expect further clearance to filed altitude/flight level 10 minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

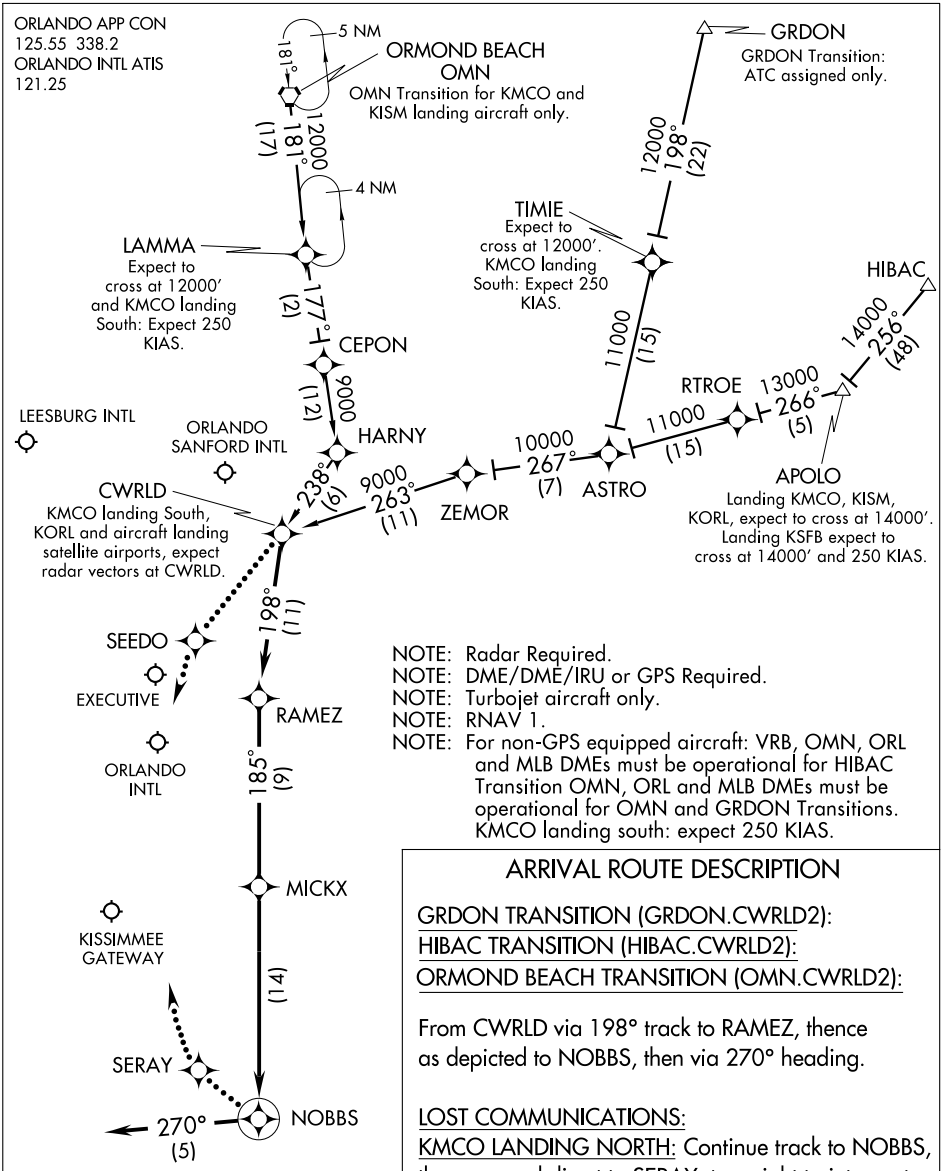
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

(CWRLD.CWRLD2) 09127

SE-3, 21 OCT 2010 to 18 NOV 2010

EPCOT TWO DEPARTURE (RNAV)

(EPCOT2.EPCOT) 10154

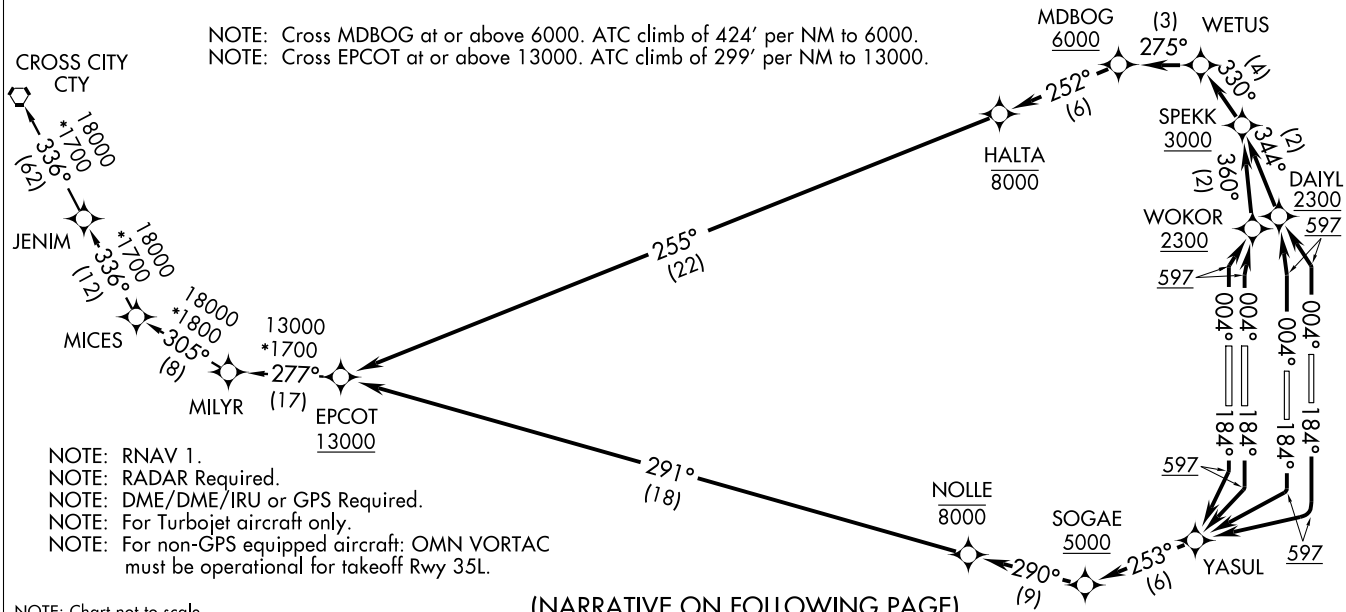
ORLANDO, FLORIDA
ORLANDO INTL (MCO)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

N

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ACT Climb Rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.

NOTE: Cross MDBOG at or above 6000. ATC climb of 424′ per NM to 6000.
NOTE: Cross EPCOT at or above 13000. ATC climb of 299′ per NM to 13000.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN VORTAC must be operational for takeoff Rwy 35L.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EPCOT TWO DEPARTURE (RNAV)
(EPCOT2.EPCOT) 10154
ORLANDO INTL (MCO)
ORLANDO, FLORIDA

SL-571 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

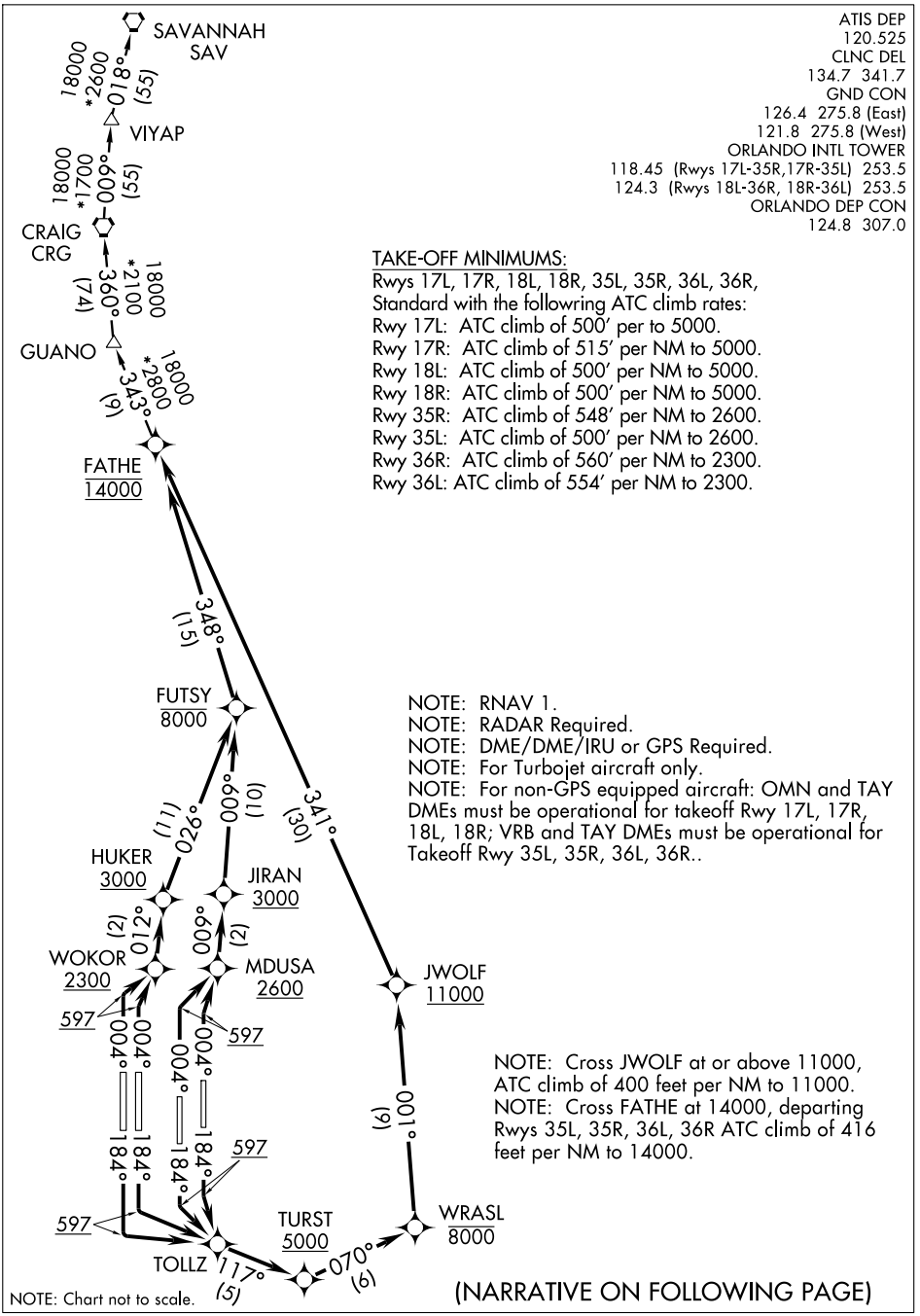
CROSS CITY TRANSITION (EPCOT2.CTY):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

FATHE TWO DEPARTURE (RNAV)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA



FATHE TWO DEPARTURE (RNAV)
(FATHE2.FATHE) 10154
ORLANDO, FLORIDA
ORLANDO INTL (MCO)

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

SAVANNAH TRANSITION (FATHE2.SAV):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1,073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2,164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2,596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1,365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1,063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1,063' from DER, 775' right of centerline, 94' AGL/123' MSL.

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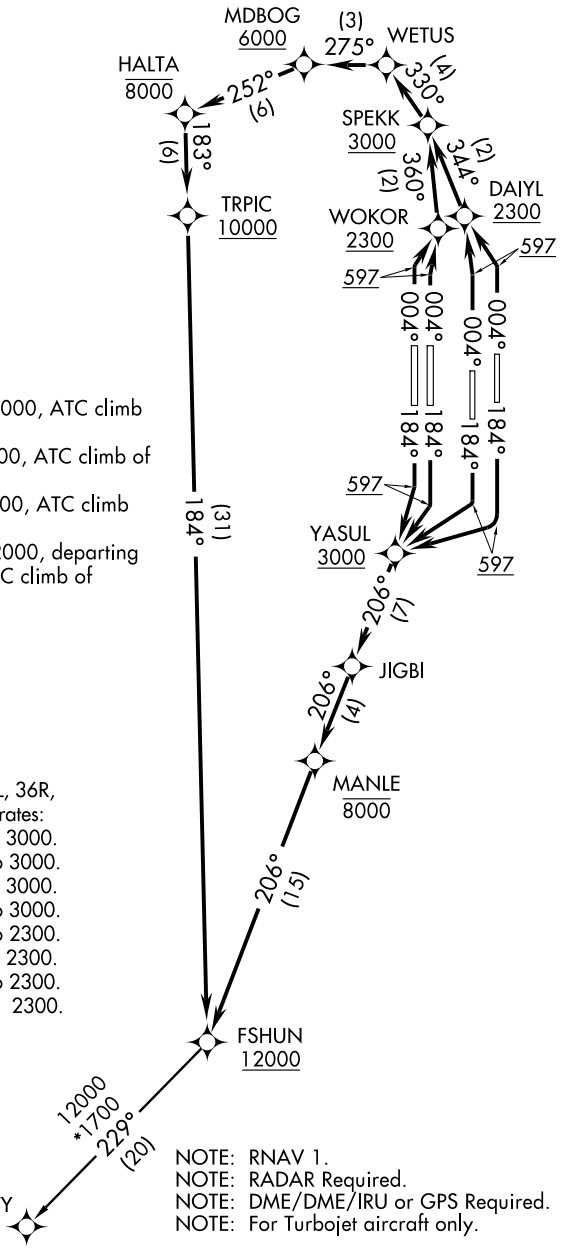
FSHUN TWO DEPARTURE (RNAV)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0



NOTE: Cross MDBOG at or above 6000, ATC climb of 424′ per NM to 6000.
NOTE: Cross HALTA at or below 8000, ATC climb of 332′ per NM to 8000.
NOTE: Cross TRPIC at or above 10000, ATC climb of 342′ NM to 10000.
NOTE: Cross FSHUN at or above 12000, departing Rwys 17L, 17R, 18L, 36R ATC climb of 348′ per NM to 12000.

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 552′ per NM to 3000.
Rwy 17R: ATC climb of 672′ per NM to 3000.
Rwy 18L: ATC climb of 701′ per NM to 3000.
Rwy 18R: ATC climb of 708′ per NM to 3000.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

FSHUN TWO DEPARTURE (RNAV)
(FSHUN2.FSHUN) 10154
ORLANDO, FLORIDA
ORLANDO INTL (MCO)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

SHFTY TRANSITION (FSHUN2.SHFTY):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073′ from DER, 23′ left of centerline, up to 84′ AGL/151′ MSL.
Rwy 17R: Tree 1784′ from DER, 965′ right of centerline, 74′ AGL/138′ MSL.
Rwy 35R: Multiple trees beginning 2164′ from DER, 5′ right of centerline, up to 89′ AGL/187′ MSL. Multiple trees beginning 2596′ from DER, 4′ left of centerline, up to 89′ AGL/172′ MSL.
Rwy 35L: Light and bush beginning 134′ from DER, 456′ left of centerline, up to 84′ AGL/129′ MSL.
Rwy 36R: Multiple trees beginning 1365′ from DER, 193′ right of centerline, up to 94′ AGL/153′ MSL. Light on sign 1063′ from DER, 726′ left of centerline, 94′ AGL/123′ MSL.
Rwy 36L: Light on sign 1063′ from DER, 775′ right of centerline, 94′ AGL/123′ MSL.

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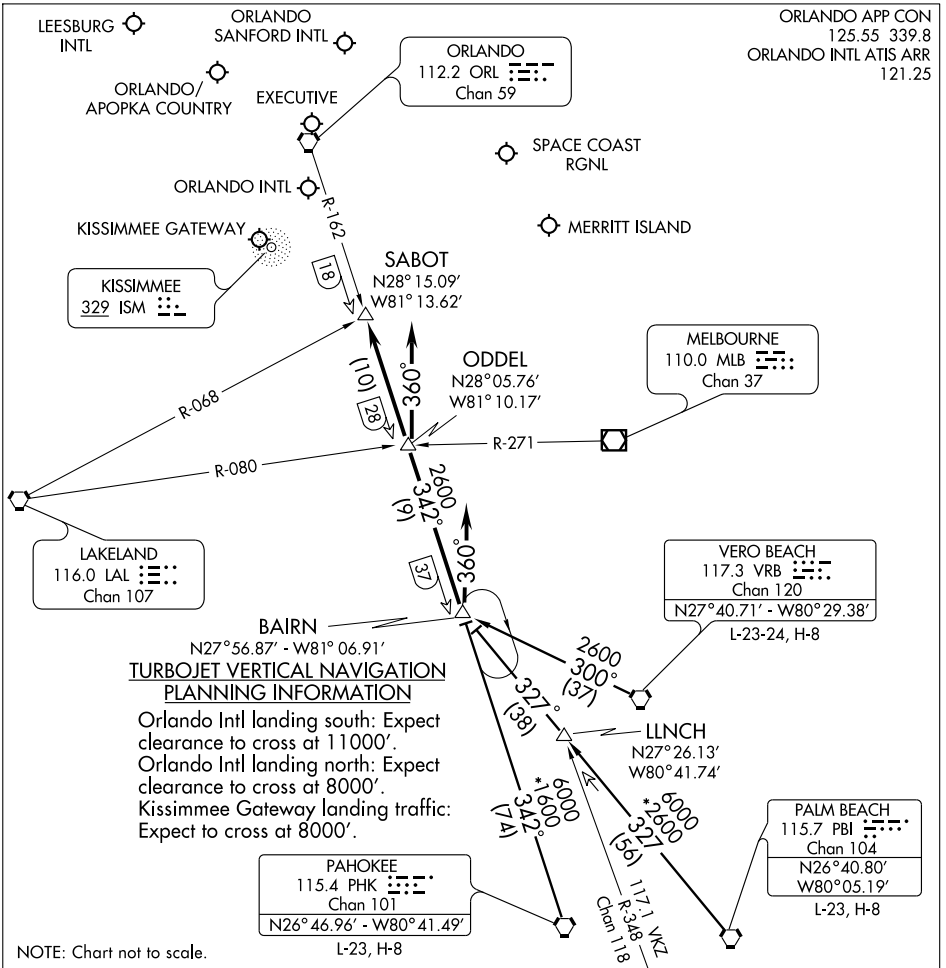
GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

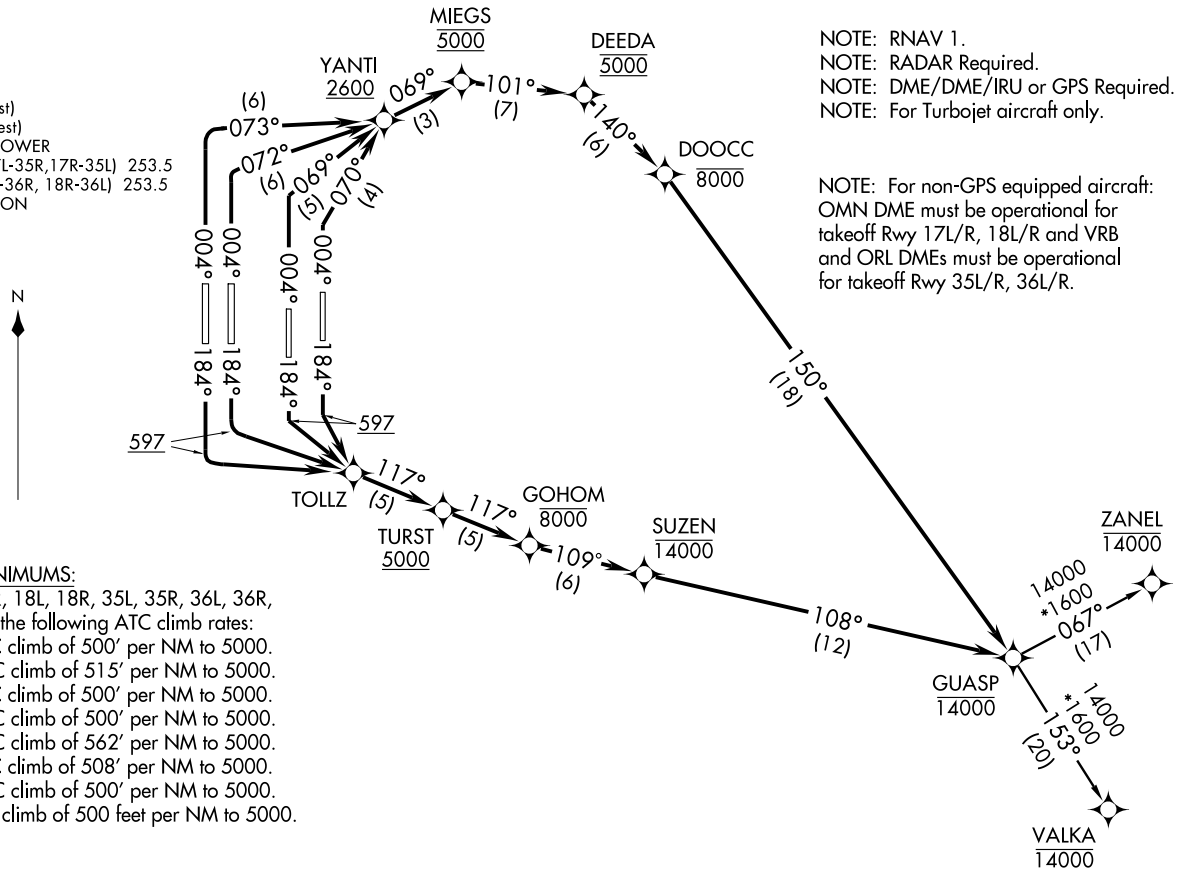
SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

GUASP TWO DEPARTURE (RNAV)

(GUASP2.GUASP) 10154

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 17L/R, 18L/R and VRB and ORL DMEs must be operational for takeoff Rwy 35L/R, 36L/R.

TAKE-OFF MINIMUMS:
Rwys 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 515′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 562′ per NM to 5000.
Rwy 35L: ATC climb of 508′ per NM to 5000.
Rwy 36R: ATC climb of 500′ per NM to 5000.
Rwy 36L: ATC climb of 500 feet per NM to 5000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

GUASP TWO DEPARTURE (RNAV)
(GUASP2.GUASP) 10154

SI-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to intercept the 069° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to intercept the 070° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to intercept the 072° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to intercept the 073° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

VALKA TRANSITION (GUASP2.VALKA):
ZANEL TRANSITION (GUASP2.ZANEL):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2,164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2,596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1,365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1,063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1,063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ARK	APP CRS	Rwy Idg 9000
110.95	184°	TDZE 90
Chan 46 (Y)		Apt Elev 96

ILS or LOC RWY 17L

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 18R. DME or Radar required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) KAKEY I-ARK 17 RADAR

(IF) HERVI I-ARK 13.7 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

004°–184°–4000 (3.3)

*3000 (3.2)

*2500 184° (1.6)

1500 (3.2)

10 NM

1674 1749± 1749 1675

ORLANDO 112.2 ORL Chan 59

Executive

241 215 210 356 465 346

MM IM

ORL R-140

ALTERNATE MISSED APCH FIX

PRESK MLB 30

R-300 120° R-065 300° 110.0 MLB Chan 37

116.0 LAL Chan 107

MSA ORL 25 NM 3000

PRESK ORL 16.2

R-065 140° 320°

116.0 LAL Chan 107

516

LOCALIZER 110.95 I-ARK Chan 46(Y)

ELEV 96 D

184° 4.2 NM from FAF

18R 18L 17R 17L 190 218 TDZE 90

12004 X 200 12005 X 200 10000 X 150 9000 X 150

194 224 437± 171±

36L 36R 35L 35R

HIRL all Rwys

REIL Rwy 36L

TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

500	3000 hdg 100°	ORL R-140	PRESK

VGSI and ILS glidepath not coincident.

HERVI I-ARK 13.7 RADAR

KAKEY I-ARK 17 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

I-ARK 2.7 RADAR

I-ARK 1.7 RADAR

MM IM

1500

2500*

3000*

184° 4000*

184° 4000

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

GS 3.00° TCH 55

0.1 0.2 0.7 3.2 — 3.2 NM — 1.6 NM — 3.2 NM — 3.3 NM

CATEGORY	A	B	C	D
S-ILS 17L	290/18 200 (200-½)			
S-LOC 17L	500/24 410 (500-½)		500/40 410 (500-¾)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DIZ	APP CRS	Rwy Idg 10000
111.75	184°	TDZE 90
Chan 54 (Y)		Apt Elev 96

ILS or LOC RWY 17R
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17L or Rwy 18R. DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

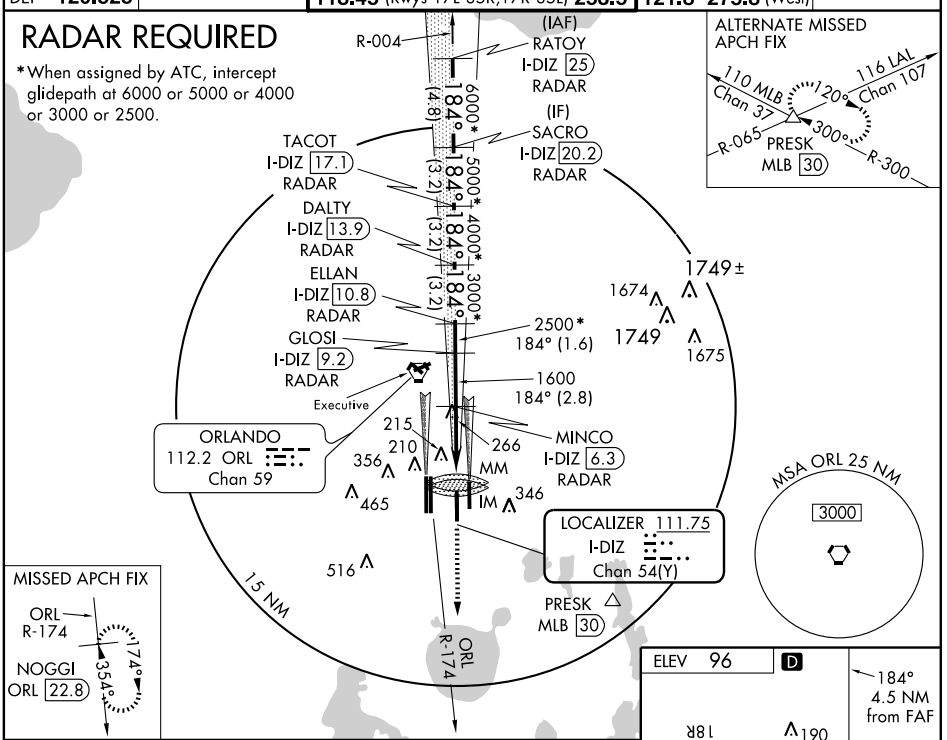
ALSF-2

MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

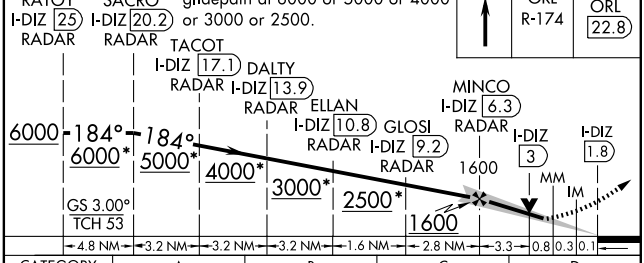
*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.

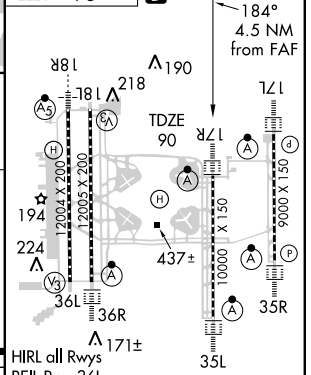


MISSED APCH FIX
ORL R-174
NOGGI ORL 22.8
174°
354°

*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.

3000 | ORL R-174 | NOGGI ORL 22.8





CATEGORY	A	B	C	D
S-ILS 17R	290/18 200 (200-½)			
S-LOC 17R	520/24 430 (500-½)		520/40 430 (500-¾)	520/50 430 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 18R
ORLANDO INTL (MCO)

LOC/DME I-TFE	APP CRS	Rwy Idg 12004
111.9	184°	TDZE 94
Chan 56		Apt Elev 96

Simultaneous approach authorized with Rwy 17R or Rwy 17L. DME or Radar required.
LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 on heading 270° and ORL VORTAC R-227 to CAMBE INT/ORL 20 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	East 126.4 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	West 121.8 275.8	

CAMBE ORL 20
112.2 ORL R-227 Chan 59
110.0 MLB Chan 37
R-286
116.0 LAL R-046 Chan 107
047°
227°
MISSED APCH FIX

(IAF) HOLOP I-TFE 19.3 RADAR
004°
5000*
4000*
184° (2)
(IF) NAVAL I-TFE 17.3 RADAR
184° (3.2)
ONNER I-TFE 14.2 RADAR
3000*
184° (3.2)
HAMMY I-TFE 11 RADAR
2200
184° (2.5)
TUFFE INT I-TFE 8.5 RADAR
IVODE I-TFE 4.5 RADAR
10 NM

CAMBE LAL 29
112.2 ORL R-227 Chan 59
110.0 MLB Chan 37
R-286
116.0 LAL R-046 Chan 107
046°
226°
ALTERNATE MISSED APCH FIX

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

ORLANDO 112.2 ORL Chan 59 Executive

LOM HERNY 221 OR

R-246

1749 ±
1674
1749
1675

MSA ORL 25 NM
3000

229
215
356
210
MM
465
346

LOCALIZER 111.9
I-TFE
Chan 56
516

R-227

CAMBE ORL 20

ELEV 96 D
184° 6.3 NM from FAF
18R
190
218
18L
17L
17R
TDZE 94
12004 X 200
12005 X 200
9000 X 150
10000 X 150
194
224
437±
36L
36R
35R
35L
171±
HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R

HOLOP I-TFE 19.3 RADAR
NAVAL I-TFE 17.3 RADAR
ONNER I-TFE 14.2 RADAR
HAMMY I-TFE 11 RADAR
TUFFE INT I-TFE 8.5 RADAR
IVODE I-TFE 4.5 RADAR
Use I-TFE DME when on the localizer course.
500
4000 hdg 270°
ORL R-227
CAMBE
† LOC only
I-TFE 3.2
I-TFE 2.2
MM
5000 — 184° — 184°
*5000 *4000 *3000
GS 3.00°
TCH 55
2200
†880
* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.
2 NM | 3.2 NM | 3.2 NM | 2.5 NM | 4 NM | 1.3 | 0.6 | 0.4

CATEGORY	A	B	C	D
S-ILS 18R	294/18 200 (200-½)			
S-LOC 18R	480/24 386 (400-½)			480/40 386 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS or LOC RWY 35L

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar required. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

SANFORD 408 SFB

ORLANDO 112.2 ORL Chan 59

OVIDO ORL 13

LOCALIZER 110.5 I-DDO Chan 42

112.6 OMN Chan 73

Executive

R-049 R-183

325° 408 SFB 049° 229± 265° 085°

1674 1749± 1749 1675

210 215 356 465 516 346 IM MM 184±

*When assigned by ATC, intercept glidepath at 3000 or 4000.

SPURR I-DDO 6.3 RADAR

FITEM I-DDO 10.8 RADAR

(IF) FOBUK I-DDO 13.9 RADAR

(IAF) NOGGI I-DDO 16.5 RADAR

1600 004° (4.4) 3000* 004° (3.2) 4000* 184° (2.6) 184°

1949

MSA ORL 25 NM 3000

15 NM

ELEV 96 D

18R 18L 190 218 17L 17R 194 224 12004 X 200 12005 X 200 10000 X 150 9006 X 150 437± 36L 36R TDZE 88 35R 171± 35L

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

004° 4.5 NM from FAF

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

3000	hdg 005°	ORL R-049	OVIDO

FOBUK I-DDO 13.9 RADAR

NOGGI I-DDO 16.5 RADAR

FITEM I-DDO 10.8 RADAR

SPURR I-DDO 6.3 RADAR

I-DDO 1.8 I-DDO 2.8 IM MM 1600 004° 3000* 004° 4000* 5000 GS 3.00° TCH 57

*When assigned by ATC, intercept glidepath at 3000 or 4000.

0.1 0.4 0.5 3.5 NM 4.4 NM 3.2 NM 2.6 NM

CATEGORY	A	B	C	D
S-ILS 35L	288/18 200 (200-½)			
S-LOC 35L	440/24 352 (400-½)			440/40 352 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 35R

ORLANDO INTL (MCO)

LOC/DME I-CER	APP CRS	Rwy Idg	9000
111.15	004°	TDZE	90
Chan 48(Y)		Apt Elev	96

T A Simultaneous approach authorized with Rwy 35L or Rwy 36R. DME or Radar required. LOC procedure NA during simultaneous operations. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

ORLANDO 112.2 ORL Chan 59

Executive

LOCALIZER 111.15 I-CER Chan 48(Y)

ALTERNATE MISSED APCH FIX

265° 085° SANFORD 408 SFB

RADAR REQUIRED

215 356 346 465 516 IM MM ORL R-140 10 NM 164 ± HEWES I-CER 6.2 RADAR 140° 320° 1600 004° (4.4) PRESK ORL 16.2 1949 FESHA I-CER 10.6 RADAR * 3000 004° (3.2) (IF) SERAY I-CER 13.7 RADAR * 4000 004° (2.6) (IAF) CRUSE I-CER 16.3 RADAR 184°

MSA ORL 25 NM 3000

116.0 LAL Chan 107 R-065

* When assigned by ATC, intercept glidepath at 4000 or 3000.

VGSI and ILS glidepath not coincident.

500 3000 ORL R-140 PRESK

CRUSE I-CER 16.3 RADAR SERAY I-CER 13.7 RADAR FESHA I-CER 10.6 RADAR HEWES I-CER 6.2 RADAR I-CER 2.7 I-CER 1.7 MM IM 5000 *4000 *3000 004° 1600

* When assigned by ATC, intercept glidepath at 4000 or 3000.

GS 3.00° TCH 57

2.6 NM 3.2 NM 4.4 NM 3.5 NM 0.6 0.2 0.1

ELEV 96 D

18R 190 218 18L 17L 17R 194 12004 X 200 12005 X 200 9000 X 150 224 437± 10000 X 150 36L 36R 35R 171± 35L TDZE 90

HIRL all Rwys 004° 4.5 NM from FAF
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 35R	290/18 200 (200-½)			
S-LOC 35R	480/24 390 (400-½)			480/40 390 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ILS/DME I-OJP	APP CRS	Rwy ldg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

ILS or LOC RWY 36R

ORLANDO INTL (MCO)

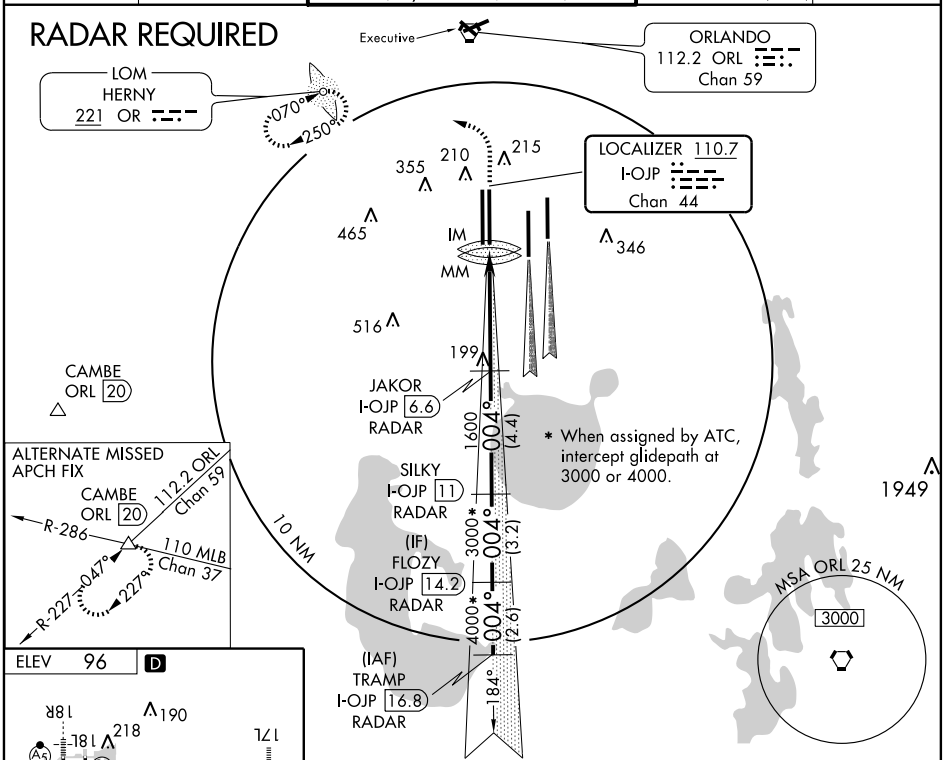
ADF required. DME or Radar required.
Simultaneous approach authorized with Rwy 35L or Rwy 35R. LOC procedure NA during simultaneous operations.

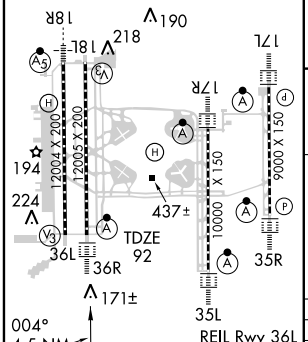
ALSF-2

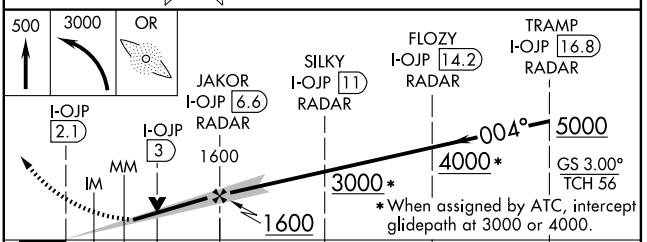
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED







FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 36R	292/18 200 (200-½)			
S-LOC 36R	440/24 348 (400-½)			440/40 348 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ARK	APP CRS	Rwy Idg 9000
110.95	184°	TDZE 90
Chan 46 (Y)		Apt Elev 96

ILS RWY 17L (CAT II)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 18R. DME or Radar required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) KAKEY I-ARK 17 RADAR

(IF) HERVI I-ARK 13.7 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

004° 184° (3.3) *4000

184° (3.2) *3000

*2500 184° (1.6)

184° (3.2) 1500

10 NM

ORLANDO 112.2 ORL Chan 59

Executive

1674 1749± 1749 1675

241 215 210 356 465

MM IM

346

ORL R-140

516

MSA ORL 25 NM 3000

ALTERNATE MISSED APCH FIX

PRESK MLB 30

R-300 120° R-065 300° 110.0 MLB Chan 37

116.0 LAL Chan 107

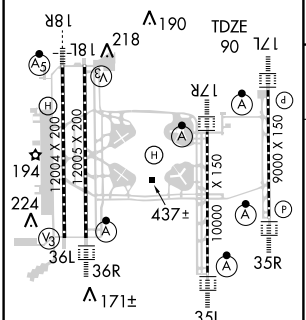
PRESK ORL 16.2

R-065 140° 320°

116.0 LAL Chan 107

LOCALIZER 110.95 I-ARK Chan 46(Y)

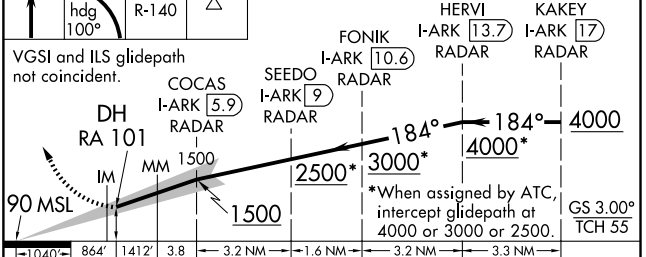
ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

500	3000 hdg 100°	ORL R-140	PRESK

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	RA 101/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DIZ	APP CRS	Rwy Idg 10000
111.75	184°	TDZE 90
Chan 54 (Y)		Apt Elev 96

ILS RWY 17R (CAT II)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17L or Rwy 18R. DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

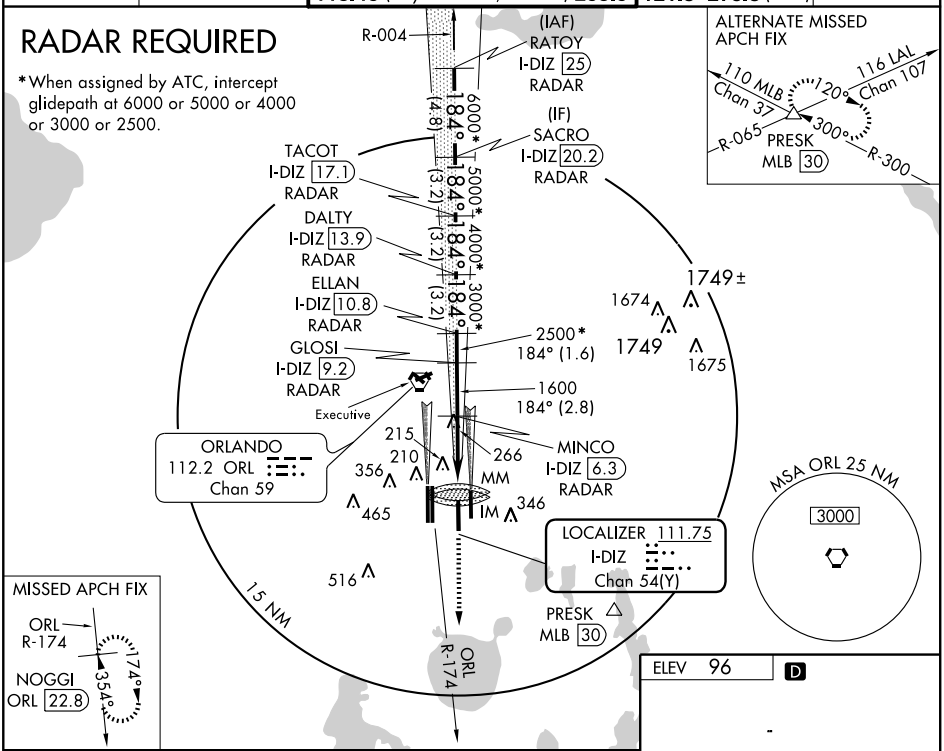
ALSF-2

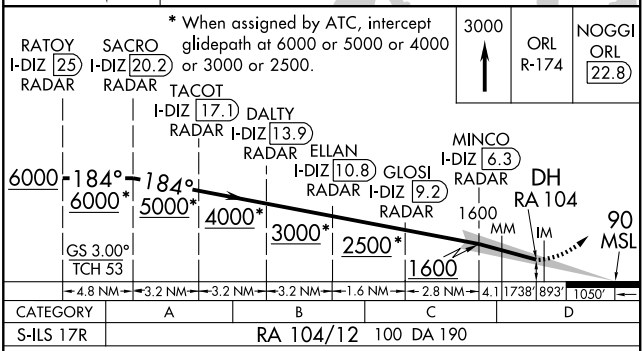
MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.

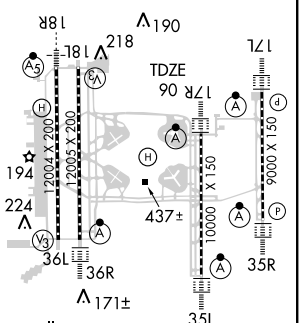




CATEGORY	A	B	C	D
S-ILS 17R	RA 104/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS RWY 35L (CAT II)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar Required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

ORLANDO 112.2 ORL Chan 59

LOCALIZER 110.5 I-DDO Chan 42

OVIDO ORL 13

325° 408 SFB 049° 229°

ALTERNATE MISSED APCH FIX
265° 085°
SANFORD 408 SFB

R-049 R-183 112.6 OMN Chan 73

Executive

1674 1749 ± 1749 1675

15 NM

210 215 356 465 346 516 IM MM

184 ± SPURR I-DDO 6.3 RADAR

1600 (4.4) 004° *3000 (3.2) 004° *4000 184° (2.6)

FITEM I-DDO 10.8 RADAR

1949

(IF) FOBUK I-DDO 13.9 RADAR

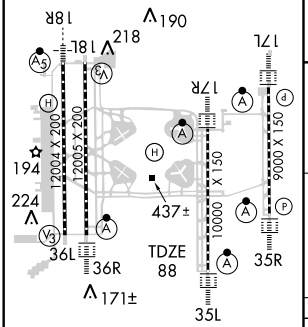
(IAF) NOGGI I-DDO 16.5 RADAR

184°

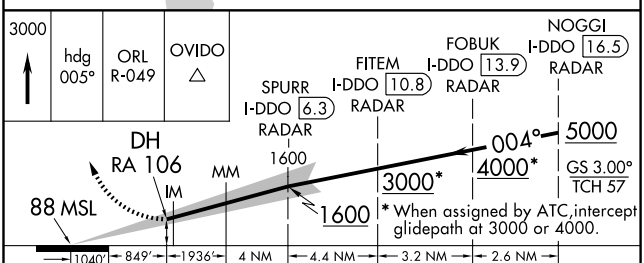
* When assigned by ATC, intercept glidepath at 3000 or 4000.

MSA ORL 25 NM
3000

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
S-ILS 35L	RA 106/12 100 DA 188			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS RWY 35L (CAT III)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar required. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
265°
085°
SANFORD
408 SFB

325°
408 SFB
049°
229°
OVIDO
ORL 13

ORLANDO
112.2 ORL
Chan 59

LOCALIZER 110.5
I-DDO
Chan 42

R-049
112.6 OMN
Chan 73
R-183
Executive

1674
1749±
1749
1675

210
215
356
465
516
IM
MM
346
184±

*When assigned by ATC, intercept glidepath at 3000 or 4000.

MSA ORL 25 NM
3000

SPURR
I-DDO 6.3
RADAR

1600
004°
(4.4)
004°
(3.2)
3000*

FITEM
I-DDO 10.8
RADAR

1949

4000*
184°(2.6)

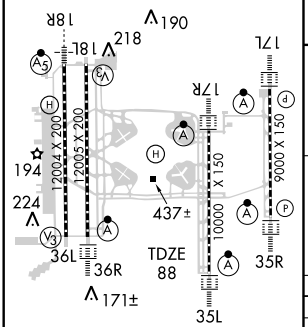
(IF)
FOBUK
I-DDO 13.9
RADAR

(IAF)
NOGGI
I-DDO 16.5
RADAR

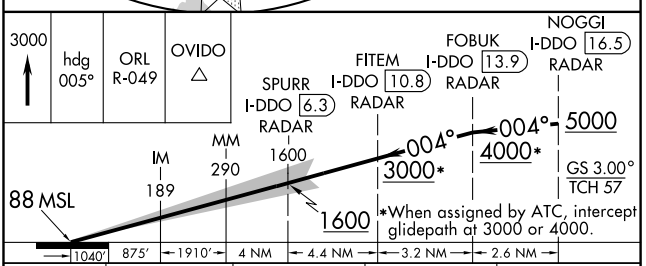
184°

15 NM

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
S-ILS 35L	CAT IIIa	RVR 07		
S-ILS 35L	CAT IIIb	RVR 06		
S-ILS 35L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CER	APP CRS	Rwy Idg	9000
111.15	004°	TDZE	90
Chan 48(Y)		Apt Elev	96

ILS RWY 35R (CAT II)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35L or Rwy 36R. DME or Radar Required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

ORLANDO
112.2 ORL
Chan 59

Executive

LOCALIZER 111.15
I-CER
Chan 48(Y)

ALTERNATE MISSED APCH FIX
265°
085°
SANFORD
408 SFB

RADAR REQUIRED

215 356 346 465 516

IM MM

ORL R-140

10 NM

164 ±

HEWES
I-CER 6.2
RADAR

140° 320°

1600
004°
(4.4)

PRESK
ORL 16.2

1949

MSA ORL 25 NM
3000

FESHA
I-CER 10.6
RADAR

*3000
004°
(3.2)

(IF)
SERAY
I-CER 13.7
RADAR

*4000
004°
(2.6)

116.0 LAL
Chan 107
R-065

(IAF)
CRUSE
I-CER 16.3
RADAR

184°

* When assigned by ATC, intercept glidepath at 4000 or 3000.

VGSI and ILS Glidepath not coincident.

500 3000 ORL R-140 PRESK

CRUSE
I-CER 16.3
RADAR

SERAY
I-CER 13.7
RADAR

FESHA
I-CER 10.6
RADAR

HEWES
I-CER 6.2
RADAR

GS 3.00°
TCH 57

5000
*4000
*3000
004°
1600
MM
IM

DH
RA 101
90MSL

* When assigned by ATC,intercept glidepath at 4000 or 3000.

2.6 NM | 3.2 NM | 4.4 NM | 4.1 NM | 1450′ | 826′ | 1050′

CATEGORY	A	B	C	D
S-ILS 35R	RA 101/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 D

190 218

18R 18L 17L 17R

12004 X 200
12005 X 200
10000 X 150
9006 X 150

194 224

437±

36L 36R 35R 35L TDZE 90

171±

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ILS/DME I-OJP	APP CRS	Rwy Idg	11601
110.7	004°	TDZE	92
Chan 44		Apt Elev	96

ILS RWY 36R (CAT II)

ORLANDO INTL (MCO)

ADF Required. DME or Radar Required. Simultaneous approach authorized with Rwy 35L or Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

Executive

ORLANDO
112.2 ORL
Chan 59

LOM
HERNY
221 OR

070°
250°

LOCALIZER 110.7
I-OJP
Chan 44

355 210 215 465 346 516 199

IM
MM

CAMBE
ORL 20

JAKOR
I-OJP 6.6
RADAR

1600
004° (4.4)

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1949

SILKY
I-OJP 11
RADAR

3000*
004° (3.2)

(IF)
FLOZY
I-OJP 14.2
RADAR

4000*
004° (2.6)

(IAF)
TRAMP
I-OJP 16.8
RADAR

184°

10 NM

ALTERNATE MISSED APCH FIX
CAMBE ORL 20
112.2 ORL Chan 59
110 MLB Chan 37
R-286
R-227
047°
227°

MSA ORL 25 NM
3000

ELEV 96 D

190 218 181 18R 18L 17L 17R
12004 X 200
12005 X 200
9000 X 150
10000 X 150
194 224
437±
171±
TDZE 92
36L 36R 35L 35R

REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L/R

500 3000 OR

TRAMP
I-OJP 16.8
RADAR

FLOZY
I-OJP 14.2
RADAR

SILKY
I-OJP 11
RADAR

JAKOR
I-OJP 6.6
RADAR

DH
RA115

MM
IM
1600
3000*
4000*
004° 5000
GS 3.00°
TCH 56

92 MSL

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1051′	849′	1500′	4.1 NM	4.4 NM	3.2 NM	2.6 NM

CATEGORY	A	B	C	D
S-ILS 36R	RA115/12 100 DA 192			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 36R (CAT III)

ORLANDO INTL (MCO)

ILS/DME I-OJP	APP CRS	Rwy Idg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

ADF required. DME or Radar required.
Simultaneous approach authorized with Rwy 35L or Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

Executive

ORLANDO 112.2 ORL Chan 59

LOM HERNY 221 OR

070° 250°

LOCALIZER 110.7 I-OJP Chan 44

355 210 215 465 346 516 199

IM MM

CAMBE ORL 20

JAKOR I-OJP 6.6 RADAR

SILKY I-OJP 11 RADAR

(IF) FLOZY I-OJP 14.2 RADAR

(IAF) TRAMP I-OJP 16.8 RADAR

004° (4.4) 1600

004° 3000* (3.2)

004° 4000* (2.6)

184°

10 NM

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1949

MSA ORL 25 NM 3000

ALTERNATE MISSED APCH FIX

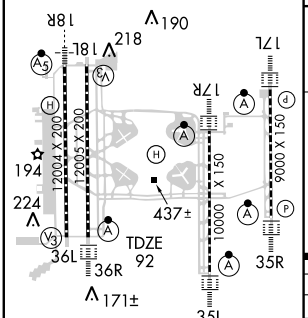
CAMBE ORL 20

112.2 ORL Chan 59

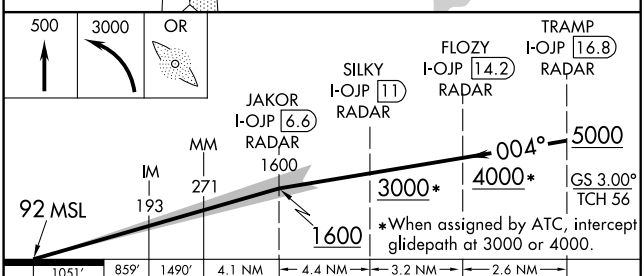
110 MLB Chan 37

R-286 R-047 R-227 227°

ELEV 96 D



REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L/R

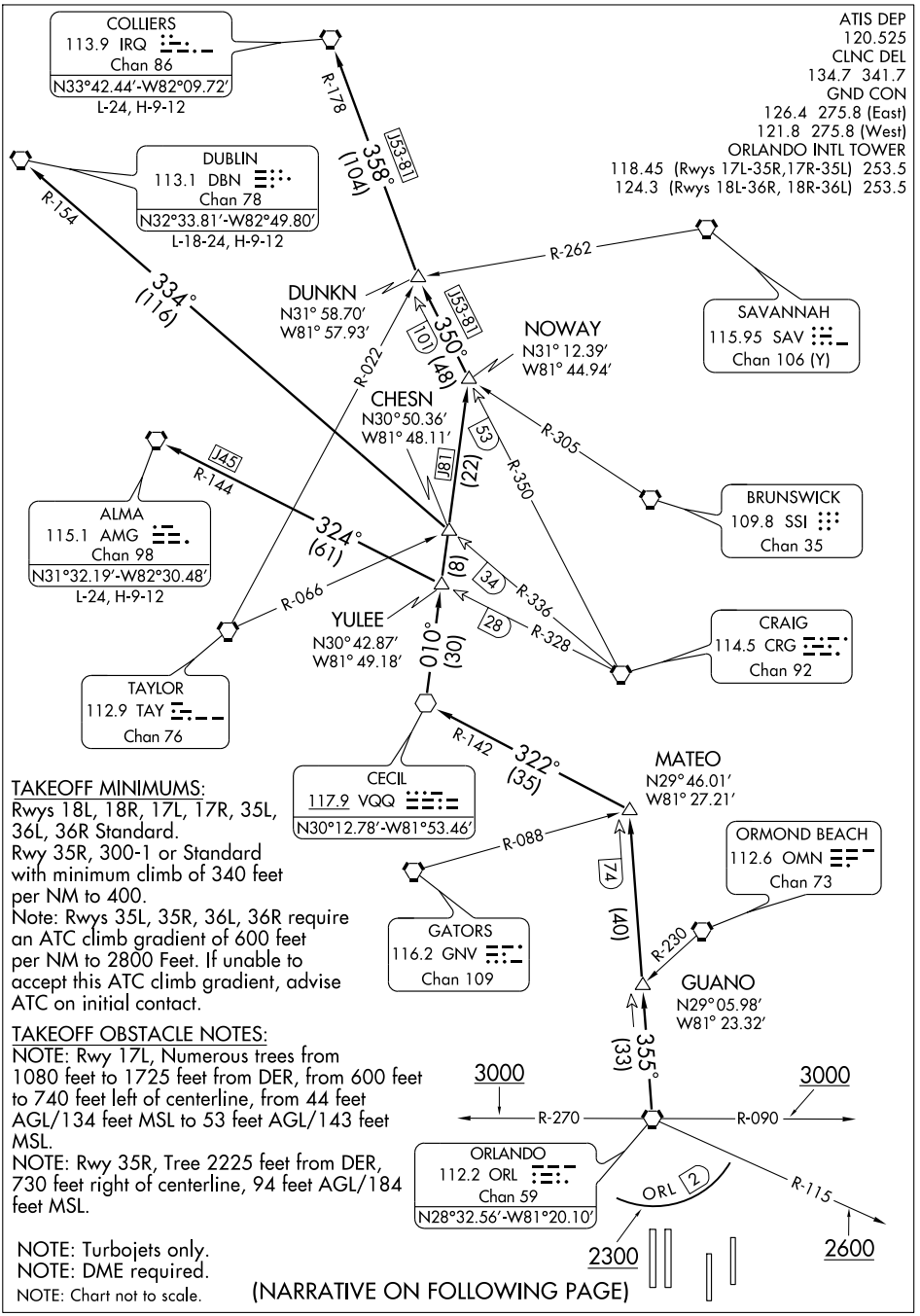


CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

JAGUAR THREE DEPARTURE



TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

NOTE: Turbojets only.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JAGUAR THREE DEPARTURE

ORLANDO, FLORIDA
ORLANDO INTL (MCO)

(JAG3.ORL) 10154

SE-3, 21 OCT 2010 to 18 NOV 2010

JAGUAR THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence....
TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross the 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
All aircraft maintain 5000 feet for vectors to appropriate transition. Expect clearance to filed altitude ten (10) minutes after departure.
ALMA TRANSITION (JAG3.AMG):From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to YULEE INT and AMG R-144 to the AMG VORTAC. Thence as filed.
COLLIERS TRANSITION (JAG3.IRQ): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to NOWAY INT and CRG R-350 to DUNKN INT, then via IRQ R-178 to IRQ VORTAC. Thence as filed.
DUBLIN TRANSITION (JAG3.DBN): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to CHESN INT and DBN R-154 to the DBN VORTAC. Thence as filed.

SE-3, 21 OCT 2010 to 18 NOV 2010

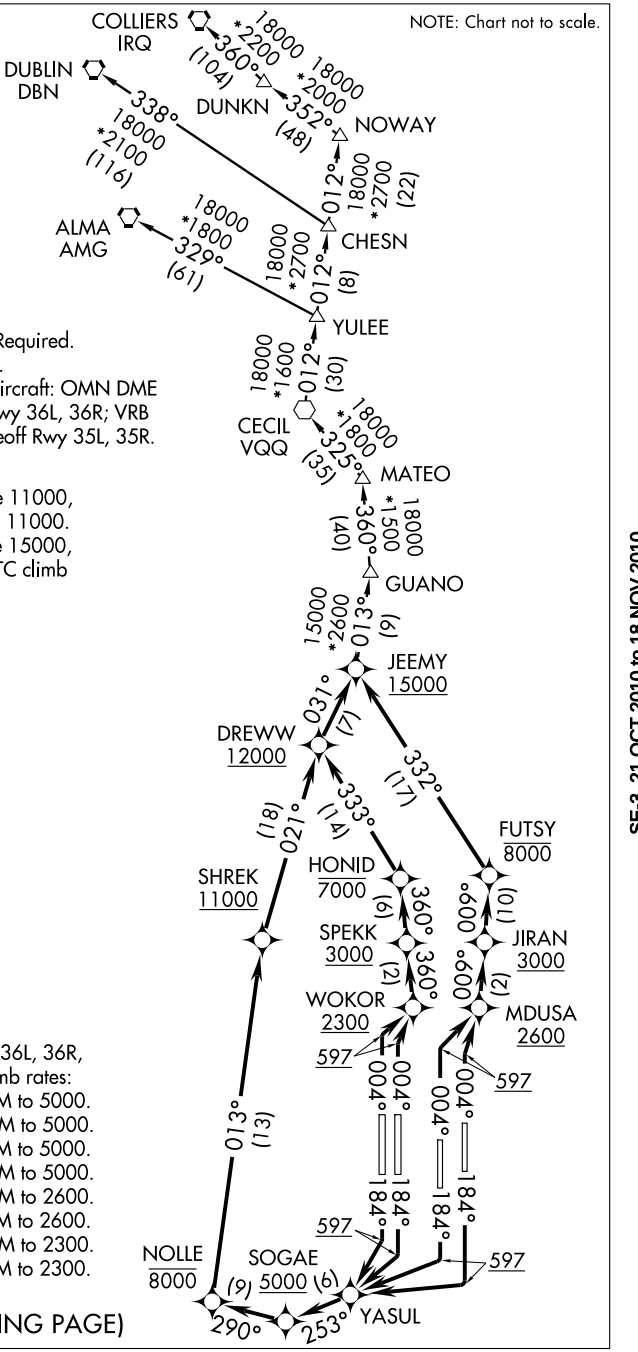
JEEMY TWO DEPARTURE (RNAV)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 36L, 36R; VRB DME must be operational for takeoff Rwy 35L, 35R.

NOTE: Cross SHREK at or above 11000, ATC climb of 279 feet per NM to 11000.
NOTE: Cross JEEMY at or above 15000, departing Rwys 35L/R, 36L/R ATC climb of 440 feet per NM to 15000.



TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500' per NM to 5000.
Rwy 17R: ATC climb of 500' per NM to 5000.
Rwy 18L: ATC climb of 500' per NM to 5000.
Rwy 18R: ATC climb of 500' per NM to 5000.
Rwy 35R: ATC climb of 548' per NM to 2600.
Rwy 35L: ATC climb of 500' per NM to 2600.
Rwy 36R: ATC climb of 560' per NM to 2300.
Rwy 36L: ATC climb of 554' per NM to 2300.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

ALMA TRANSITION (JEEMY2.AMG):
COLLIERS TRANSITION (JEEMY2.IRQ):
DUBLIN TRANSITION (JEEMY2.DBN):
YULEE TRANSITION (JEEMY2.YULEE):

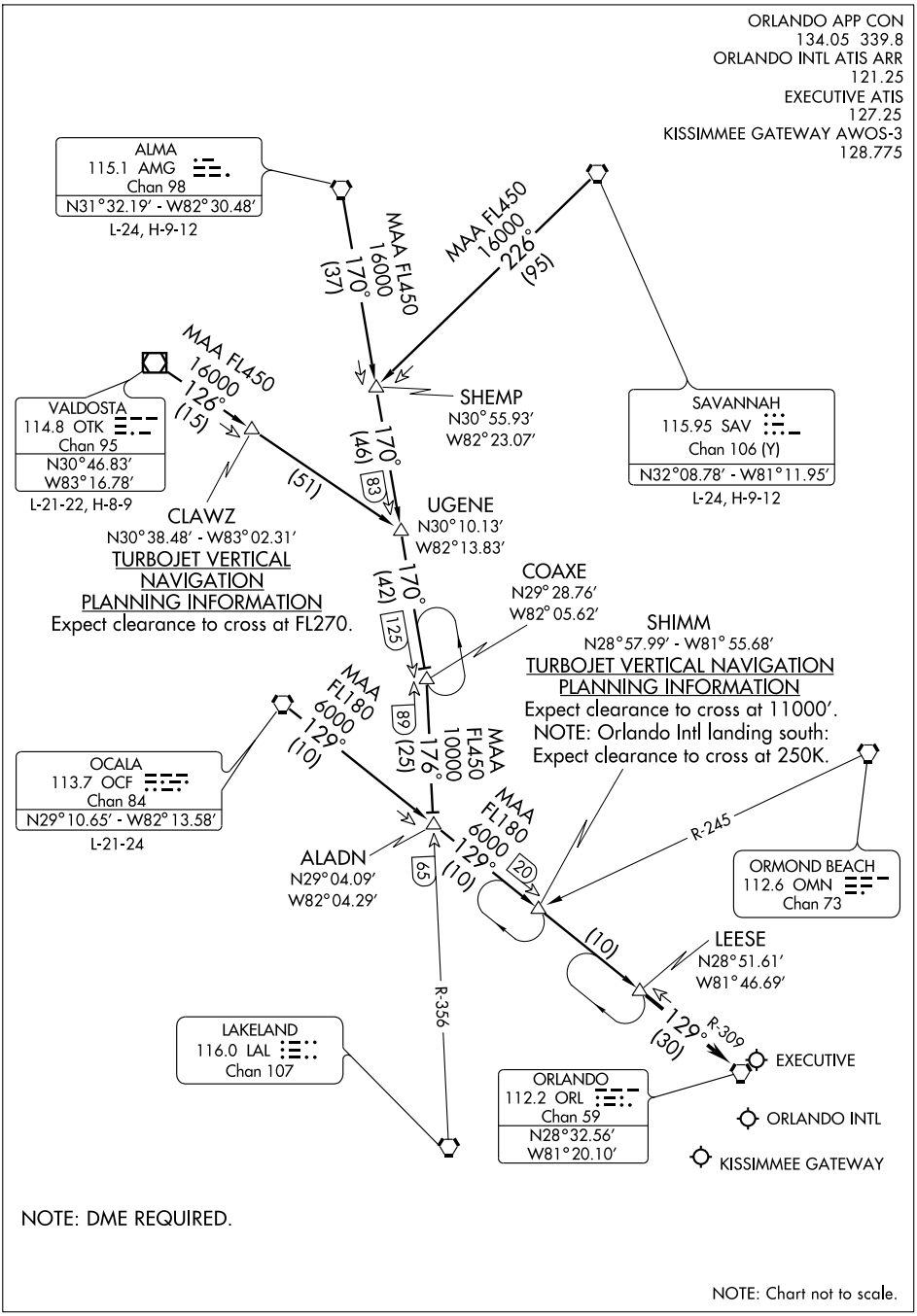
TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA



NOTE: DME REQUIRED.

NOTE: Chart not to scale.

LEESE TWO ARRIVAL (LEESE.LEESE2)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 21 OCT 2010 to 18 NOV 2010

LEWRD TWO DEPARTURE (RNAV)

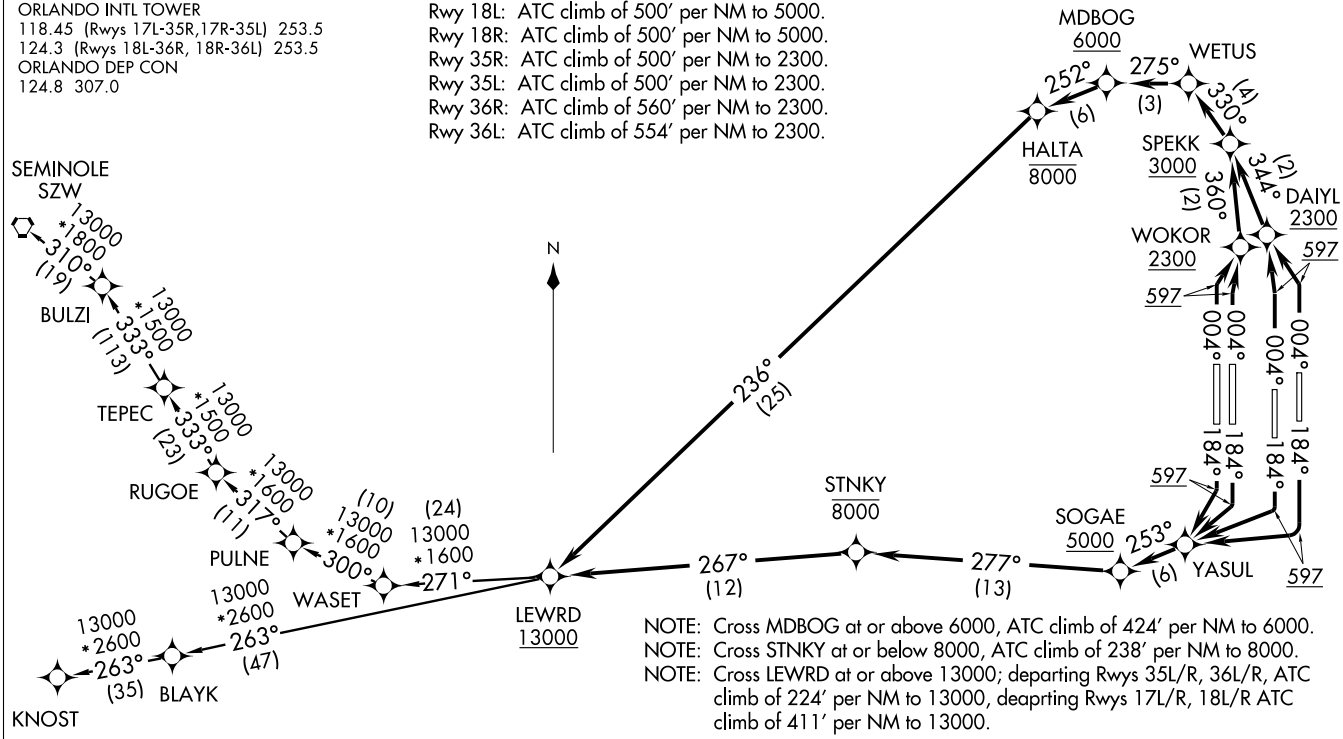
(LEWRD2.LEWRD) 10154

ORLANDO, FLORIDA
ORLANDO INTL (MCO)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.



NOTE: Cross MDBOG at or above 6000, ATC climb of 424′ per NM to 6000.
NOTE: Cross STNKY at or below 8000, ATC climb of 238′ per NM to 8000.
NOTE: Cross LEWRD at or above 13000; departing Rwys 35L/R, 36L/R, ATC climb of 224′ per NM to 13000, deaprting Rwys 17L/R, 18L/R ATC climb of 411′ per NM to 13000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LEWRD TWO DEPARTURE (RNAV)
(LEWRD2.LEWRD) 10154
ORLANDO INTL (MCO)
ORLANDO, FLORIDA

SL-571 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

KNOST TRANSITION (LEWRD2.KNOST):
SEMINOLE TRANSITION (LEWRD2.SZW):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

MCCOY NINE DEPARTURE

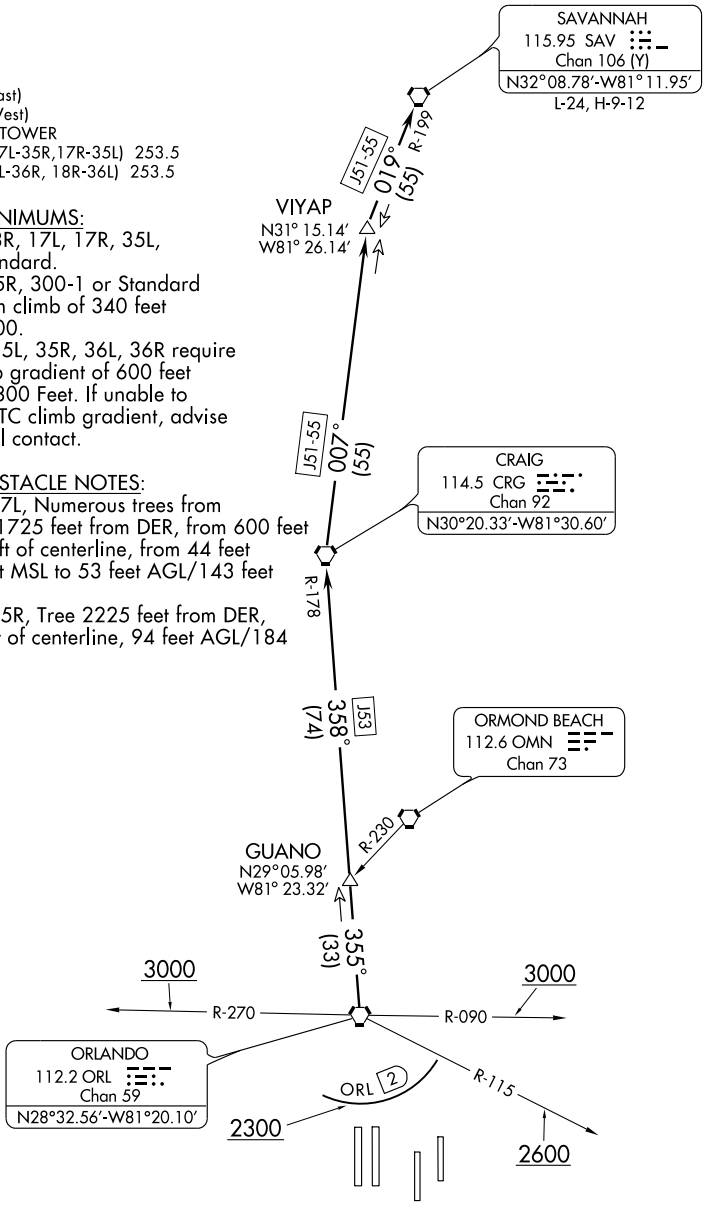
SL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5

TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Note: Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.



NOTE: Turbojets only.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MCCOY NINE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence....
TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 radial at or above 3000 feet. Thence....
All aircraft maintain 5000 feet, expect vectors to the Savannah transition. Expect further clearance to filed altitude ten (10) minutes after departure.

SAVANNAH TRANSITION (MCOY9.SAV): From over ORL VORTAC via ORL R-355 and CRG R-178 to CRG VORTAC, then via CRG R-007 and SAV R-199 to SAV VORTAC. Thence as filed.

SE-3, 21 OCT 2010 to 18 NOV 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

13000 120° (9)

13000 070° (29)

R-250

R-106

SYKES
N27°39.88′
W83°02.99′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

83

10000 003° (24)

72

13000 070° (14)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83°17.93′

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

10000 334° (45)

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

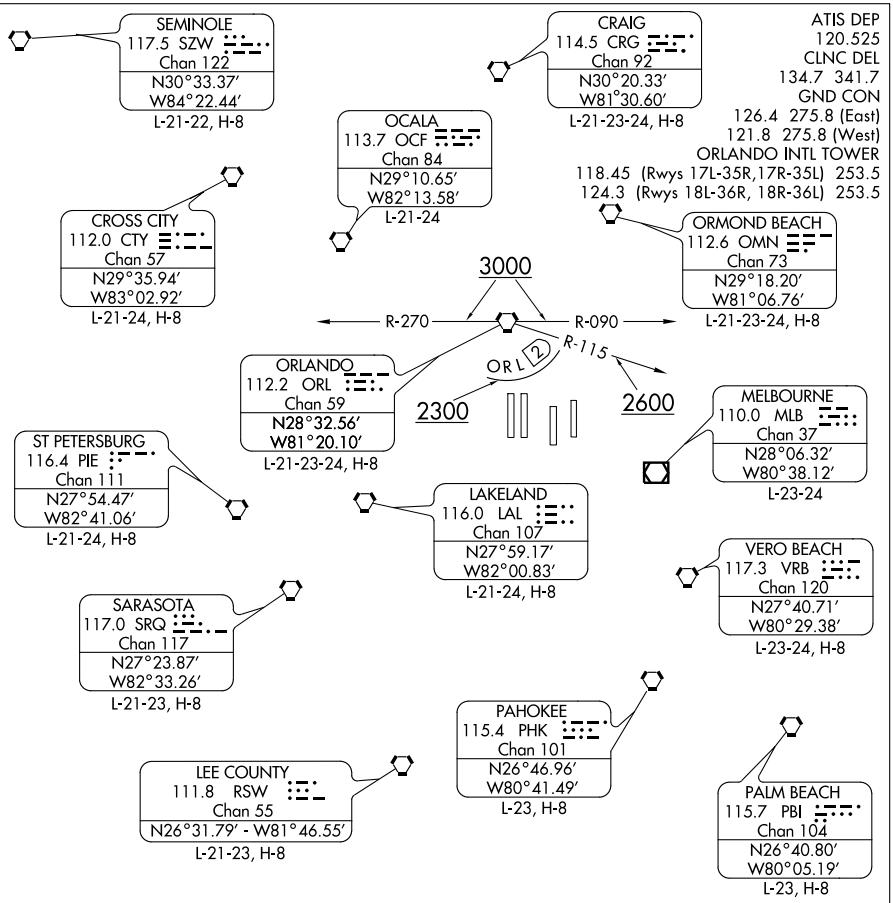
10000 003° (59)

NOTE: Chart not to scale.

08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

ST-571 (FAA)

ORLANDO EIGHT DEPARTURE



TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

NOTE: Chart not to scale.

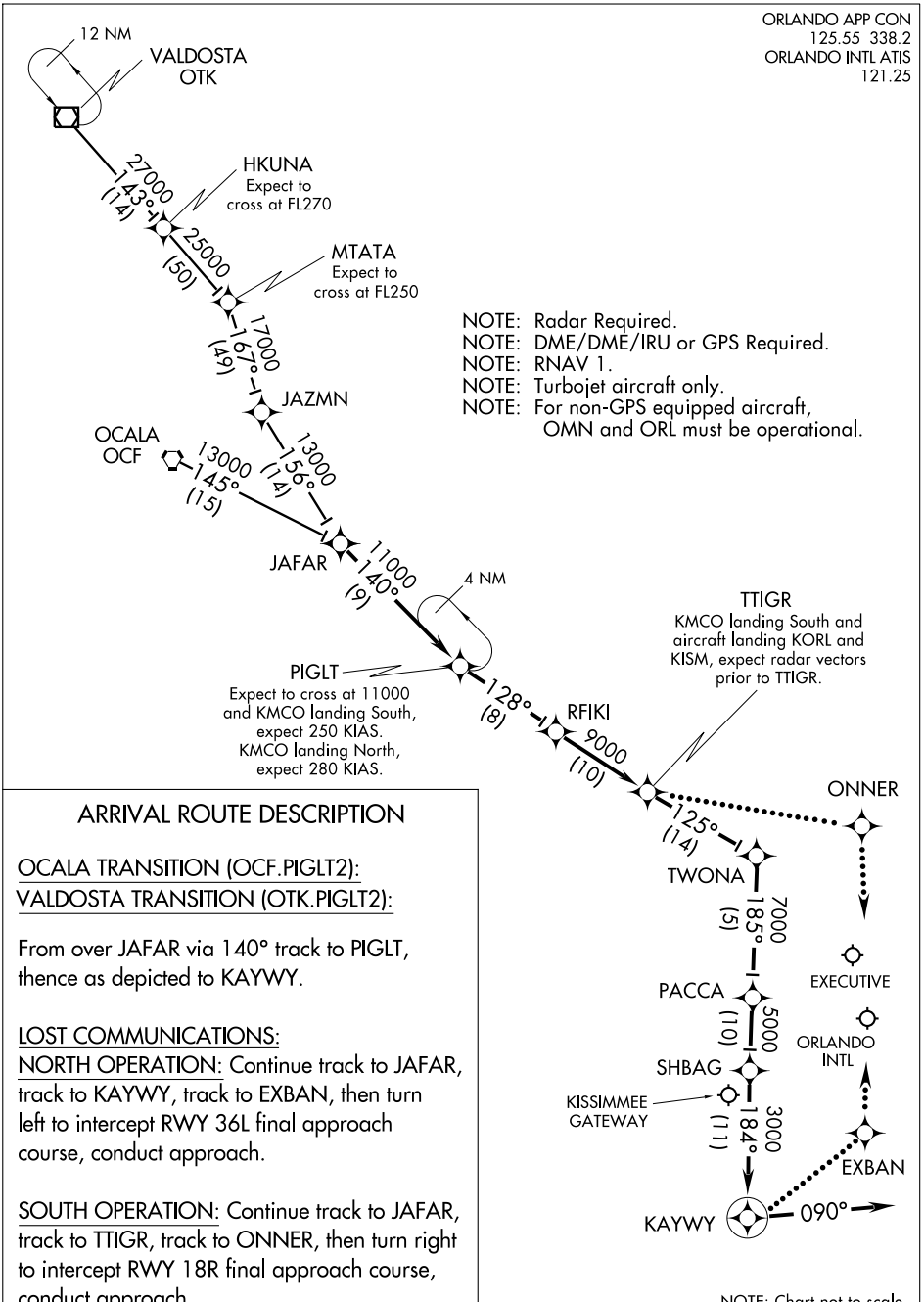
(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned for vectors to filed/assigned route. Thence....
TAKE OFF RUNWAYS 35L, 35R, 36L, 36R: Climb on heading as assigned for vectors to filed/assigned route. Cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
All aircraft maintain 5000 feet, Expect further clearance to filed altitude ten (10) minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9000
CH 69214	184°	TDZE	90
W17B		Apt Elev	96

RNAV (GPS) Y RWY 17L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 direct SERAY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) KAKEY

4000 (3.3)

184°

(IF) HERVI

3000 184° (3.2)

FONIK

2500 184° (1.6)

SEEDO

1500 184° (3.2)

Executive

(FAF) COCAS

1674 1749± 1749 1675

266 215 210 356 184± RW17L 465 346 516

MISSED APCH FIX

SERAY 184° 4 NM

MSA RW17L 25 NM 3000

ELEV 96 D

184° to RW17L

18R 18L 190 218 17L TDZE 90 17R

12004 X 200 12005 X 200 10000 X 150 9000 X 150

194 224 437± 171±

36L 36R 35L 35R

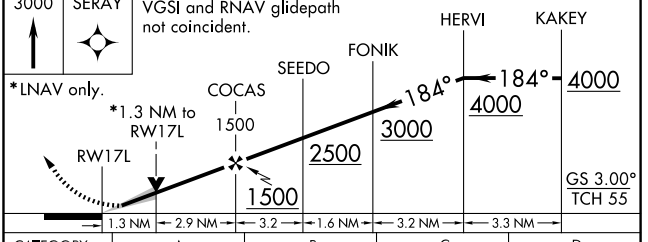
HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 SERAY

VGSI and RNAV glidepath not coincident.

*LNAV only.

*1.3 NM to RW17L



CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	470/40 380 (400-¾)			
LNAV MDA	580/24 490 (500-½)		580/40 490 (500-¾)	580/50 490 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 72913	184°	TDZE	90
W17A		Apt Elev	96

RNAV (GPS) Y RWY 17R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBUK and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) SACRO

184° (6.3) 4000

(IF) DALTY

3000 184° (3.2)

ELLAN

2500 184° (1.6)

GLOSI

Executive

1600 184° (2.8)

(FAF) MINCO

266

215 210 356 172± RW17R 465 346 516

1674 1749± 1749 1675

MISSED APCH FIX

FOBUK 184° 4000 4 NM

MSA RW17R 25 NM 3000

ELEV 96 D

184° to RW17R

18R 18L 190 218 TDZE 90 160± 17L 17R

12004 X 200 12005 X 200 10000 X 150 9000 X 150

194 224 437± 171±

36L 36R 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 FOBUK

*LNAV only.

*1.6 NM to RW17R

MINCO 1600 GLOSI ELLAN DALTY SACRO

184° 4000 3000 2500 1600 184° 4000

RW17R

GS 3.00° TCH 53

1.6 NM 2.9 NM 2.8 1.6 NM 3.2 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	526/50 436 (500-1)			
LNAV MDA	660/24 570 (600-½)		660/50 570 (600-1)	660/60 570 (600-1¼)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 12005
CH 66012	184°	TDZE 96
W18A		Apt Elev 96

RNAV (GPS) Y RWY 18L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FLOZY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) ZANTI
184° (4.7)
4000
3000
184° (3.5)
(IF) HABRA
2200
184° (2.5)
GIPNE
(FAF) COBOP
Executive
252
215
210
356
465
RW18L
346
516
1674
1749±
1749
1675

MISSED APCH FIX
FLOZY
184°
4 NM
4000

MSA RW18L 25 NM
3000

ELEV 96 D

184° to RW18L

18R 190 218 18L TDZE 96 17L 17R

12004 X 200
12005 X 200
9000 X 150
X 150
10000

194
224
437±
171±

36L 36R 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 FLOZY *LNAV only.

*1.1 NM to RW18L

COBOP 2200 GIPNE 3000 HABRA 4000 ZANTI 4000

184° 184°

GS 3.00° TCH 55

VGSI and RNAV glidepath not coincident.

2200

1.1 | 5.2 NM | 2.5 NM | 3.5 NM | 4.7 NM

CATEGORY	A	B	C	D
LPV DA	375/50 279 (300-1)			
LNAV/VNAV DA	505-1½ 409 (500-1½)			
LNAV MDA	560/50 464 (500-1)		560/60 464 (500-1¼)	560-1½ 464 (500-1½)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 12004
CH 63212	184°	TDZE 94
W18B		Apt Elev 96

RNAV (GPS) Y RWY 18R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct EXBAN and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IF/IAF) NAVAL

184° (3.2) 4000

ONNER

3000 184° (3.2)

HAMMY

2200 184° (2.5)

(FAF) TUFFE

Executive

230 ±

1674 1749± 1749 1675

356 210 215 465 RW18R 346 516

MISSED APCH FIX EXBAN 184° 4 NM 004°

MSA RW18R 25 NM 3000

ELEV 96 D

TDZE 94

184° to RW18R

18R 190 218 18L 17L 17R

12004 X 200 12005 X 200 10000 X 150 9006 X 150

194 224 437± 36L 36R 171± 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 EXBAN

*LNAV only.

*1.3 NM to RW18R

TUFFE 2200 HAMMY 3000 ONNER 4000 NAVAL 4000

184° 184°

RW18R 2200

GS 3.00° TCH 55

1.3 NM 5 NM 2.5 NM 3.2 NM 3.2 NM

CATEGORY	A	B	C	D
LPV DA	294/24 200 (200-½)			
LNAV/VNAV DA	505/50 411 (500-1)			
LNAV MDA	560/24 466 (500-½)		560/40 466 (500-¾)	560/50 466 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 10000
CH 45813	004°	TDZE 88
W35A		Apt Elev 96

RNAV (GPS) Y RWY 35L

ORLANDO INTL (MCO)

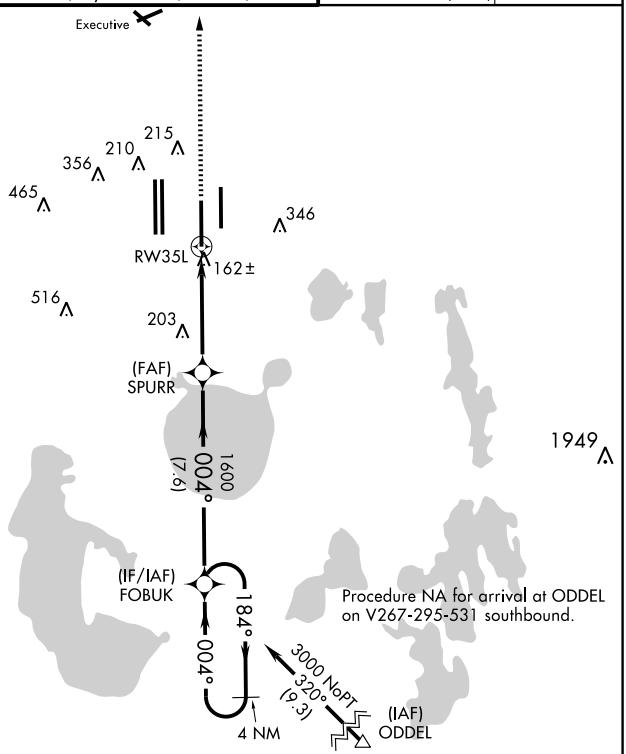
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

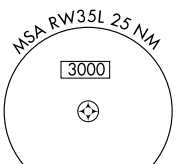
ALSF-2

MISSED APPROACH: Climb to 4000 direct SACRO and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

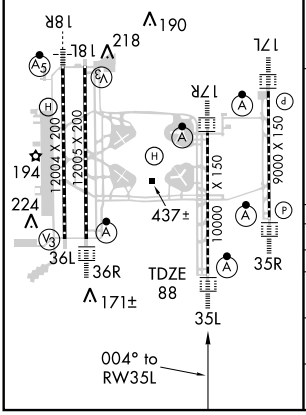
MISSED APCH FIX

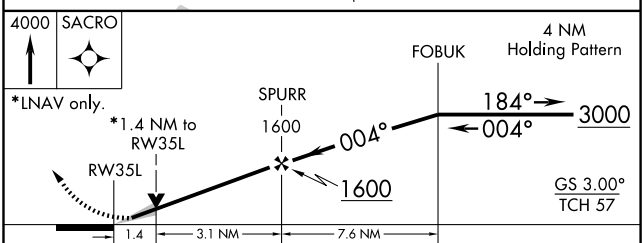




ELEV 96 D

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R





CATEGORY	A	B	C	D
LPV DA	288/24 200 (200-½)			
LNAV/VNAV DA	461/40 373 (400-¾)			
LNAV MDA	580/24 492 (500-½)		580/40 492 (500-¾)	580/50 492 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9000
CH 86314	004°	TDZE	90
W35A		Apt Elev	96

RNAV (GPS) Y RWY 35R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 4000 direct KAKEY and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

4 NM 184° 004°

KAKEY

Executive

215 210 356 465 516

RW35R 346 164±

(FAF) HEWES

1600 004° (7.6)

1949

MSA RW35R 25 NM

3000

(IF/IAF) SERAY

184° 004°

3000 NoPT 326° (9.3)

Procedure NA for arrival at ODDEL on V267-295-531 southbound.

4 NM

(IAF) ODDEL

ELEV 96 D

18R 18L 218 190 17L 17R

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 36L 36R 171± 35L TDZE 90 35R

TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L/36R

HIRL all Rwys

REIL Rwy 36L

004° to RW35R

4000 KAKEY

*LNAV only.

VGSI and RNAV glidepath not coincident.

*0.9 NM to RW35R

RW35R HEWES 1600 SERAY 4 NM Holding Pattern

184° 004° 3000

1600

GS 3.00° TCH 57

0.9 3.6 NM 7.6 NM

CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	537/50 447 (500-1)			
LNAV MDA	460/24 370 (400-½)			460/50 370 (400-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

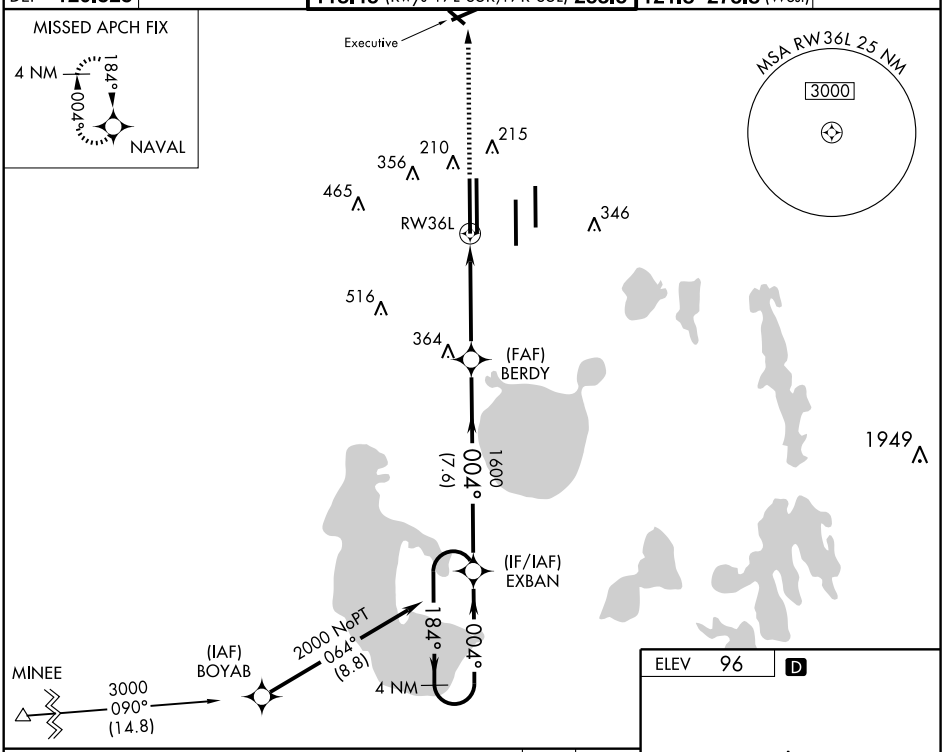
WAAS	APP CRS	Rwy Idg	11621
CH 82313	004°	TDZE	93
W36B		Apt Elev	96

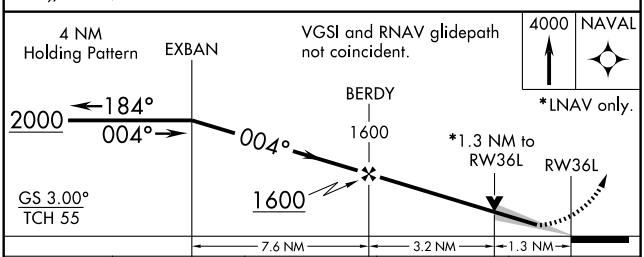
RNAV (GPS) Y RWY 36L
ORLANDO INTL (MCO)

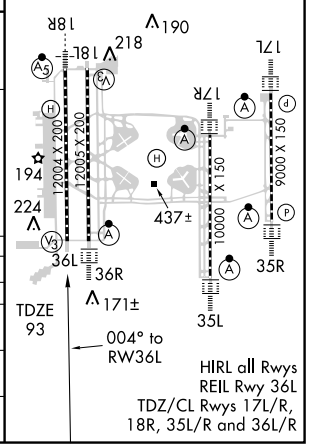
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct NAVAL and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	







CATEGORY	A	B	C	D
LPV DA	343/40	250 (300-¾)		
LNAV/VNAV DA	514-1½	421 (500-1½)		
LNAV MDA	640/50	547 (600-1)	640-1½ 547 (600-1½)	640-1¾ 547 (600-1¾)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11601
CH 40212	004°	TDZE	92
W36A		Apt Elev	96

RNAV (GPS) Y RWY 36R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct ZANTI and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35L,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

4 NM 184° 004° ZANTI

Executive

MSA RW36R 25 NM

3000

215 210 356 465 346 RW36R 516 364

(FAF) JAKOR

1600 004° (7.6)

1949

(IF/IAF) FLOZY

184° 004° 4 NM

2000 NoPT 065° (9)

(IAF) BOYAB

MINEE 3000 090° (14.8)

4 NM Holding Pattern FLOZY 184° 004° 2000

JAKOR 1600 004° 1600

*1.6 NM to RW36R

RW36R

GS 3.00° TCH 56

7.6 NM 2.9 NM 1.6 NM

4000 ZANTI

*LNAV only.

ELEV 96 D

190 218 18R 18L 17L 17R 194 224 12004 X 200 12005 X 200 9000 X 150 10000 X 150 437± TDZE 92 36L 36R 35R 35L 171±

004° to RW36R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
LPV DA	292/24 200 (200-½)			
LNAV/VNAV DA	515/50 423 (500-1)			
LNAV MDA	640/24 548 (600-½)		640/50 548 (600-1)	640/60 548 (600-1¼)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
184°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 17L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1¾ miles. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 184° to SERAY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) KAKEY
184° (3.3) 4000
(IF) HERVI
3000 184° (3.2)
FONIK
2500 184° (1.6)
SEEDO
1500 184° (3.2)
Executive
(FAF) COCAS
184° (4.2)
184° (13.6)

1749± 1674 1749 1675

215 210 356 163± 251± RW17L 465 346 516

MISSED APCH FIX
SERAY 184° 004° 4 NM

MSA RW17L 25 NM
3000

ELEV 96 D

184° to RW17L

18R 190 18L 218 17L TDZE 90 17R

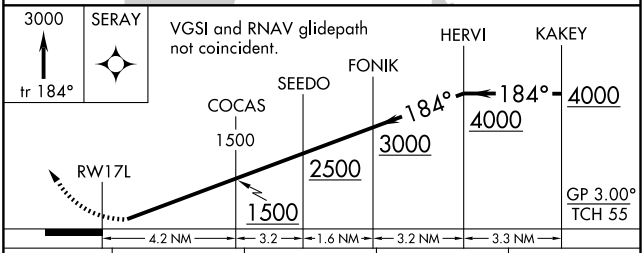
194 224 437± 171± 36L 36R 35L 35R

12004 X 200 12005 X 200 X 150 10000 9000 X 150

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 tr 184° SERAY

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.15 DA	399/40	309 (400-¾)		
RNP 0.30 DA	614/60	524 (600-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZED REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	10000
184°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 17R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.10 visibility all Cats to RVR 5000, increase RNP 0.15 visibility all Cats to RVR 6000, and increase RNP 0.30 visibility all Cats to 2 miles. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 184° to FOBUK and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) SACRO

184° (6.3) 4000

(IF) DALTY

3000 184° (3.2)

ELLAN

2500 184° (1.6)

GLOSI

Executive

1600 184° (2.8)

(FAF) MINCO

184° (4.5)

RW17R

184° (13.7)

MISSED APCH FIX

FOBUK

184° 4 NM

MSA RW17R 25 NM

3000

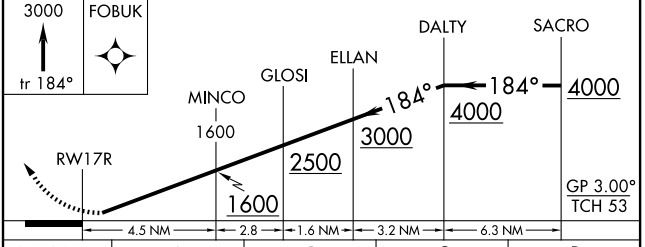
ELEV 96 D

184° to RW17R

TDZE 90

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 tr 184° FOBUK



CATEGORY	A	B	C	D
RNP 0.10 DA	380/40 290 (300-¾)			
RNP 0.15 DA	468/40 378 (400-¾)			
RNP 0.30 DA	654-1½ 564 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 18L

ORLANDO INTL (MCO)

APP CRS	Rwy Idg	12005
184°	TDZE	96
	Apt Elev	96

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). Visibility reduction by helicopters NA. GPS Required.

MISSED APPROACH: Climb to 2000 via 184° track to FLOZY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) ZANTI
4000
184° (4.7)
(IF) HABRA
3000
184° (3.5)
GIPNE
2200
184° (2.5)
(FAF) COBOP
Executive
184° (6.3)
RW18L
184° (14)

1674 1749± 1749 1675

356 210 215 192± 465 346 516

MSA RW18L 25 NM
3000

MISSED APCH FIX
FLOZY
4 NM
184°
4000

ELEV 96 D

184° to RW18L
125±
177±
190
218
18R
18L
17L
17R
TDZE 96
12004 X 200
12005 X 200
X150
10000 X 150
9000 X 150
194
224
437±
36L
36R
35R
35L
171±

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000
FLOZY
tr 184°

VGSI and RNAV glidepath not coincident.

ZANTI 4000
HABRA 184° 4000
GIPNE 3000
COBOP 2200
2200
RW18L
184°
GP 3.00°
TCH 55
6.3 NM 2.5 NM 3.5 NM 4.7 NM

CATEGORY	A	B	C	D
RNP 0.10 DA		399/50	303 (400-1)	
RNP 0.15 DA		449/60	353 (400-1¼)	
RNP 0.30 DA		510-1½	414 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 18R

ORLANDO INTL (MCO)

APP CRS	Rwy Idg	12004
184°	TDZE	94
	Apt Elev	96

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.15 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1½ mile. GPS Required.

MALSR

MISSED APPROACH: Climb to 2000 via track 184° to EXBAN and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) NAVAL

184° (3.2) 4000

(IF) ONNER

3000 184° (3.2)

HAMMY

2200 184° (2.5)

(FAF) TUFFE

Executive

184° (6.3)

1674 1749± 1749 1675

356 210 215 184± RW18R 465 346 516

184° (14.1)

MISSED APCH FIX EXBAN 184° 4 NM 004°

MSA RW18R 25 NM 3000

ELEV 96 D

TDZE 94

184° to RW18R

18R 181 218 190 17L 17R

194 224

12004 X 200 12005 X 200 9000 X 150 10000 X 150

437± 171±

36L 36R 35R 35L

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 EXBAN tr 184°

TUFFE 2200 HAMMY 3000 ONNER 4000 NAVAL 4000

184° 184° RW18R 2200

GP 3.00° TCH 55

6.3 NM 2.5 NM 3.2 NM 3.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	453/40		359 (400-¾)	
RNP 0.30 DA	511/50		417 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
004°	TDZE	88
	Apt Elev	96

RNAV (RNP) Z RWY 35L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.30 visibility all Cats to RVR 6000. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to SACRO and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

184° 004° 4 NM

SACRO

Executive

004° (20)

215 210 356 465 346 516

RW35L 162±

004° (4.5)

(FAF) SPURR

004° (7.6) 1600

1949

(IF) FOBUK

3000 320° (9.3)

(IAF) ODDEL

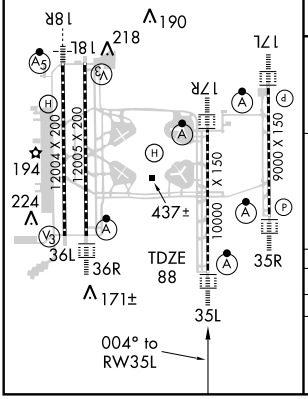
MSA RW35L 25 NM

3000

Procedure NA for arrival at ODDEL on V267-295-531 southbound.

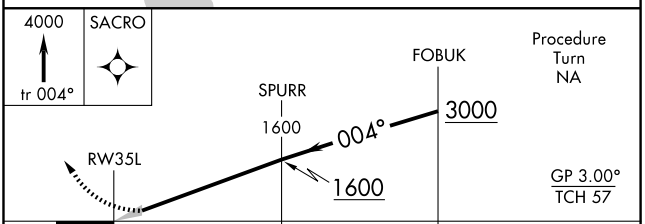
ELEV 96 D

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R



4000 tr 004°

SACRO



CATEGORY	A	B	C	D
RNP 0.30 DA	446/40	358 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
004°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 35R

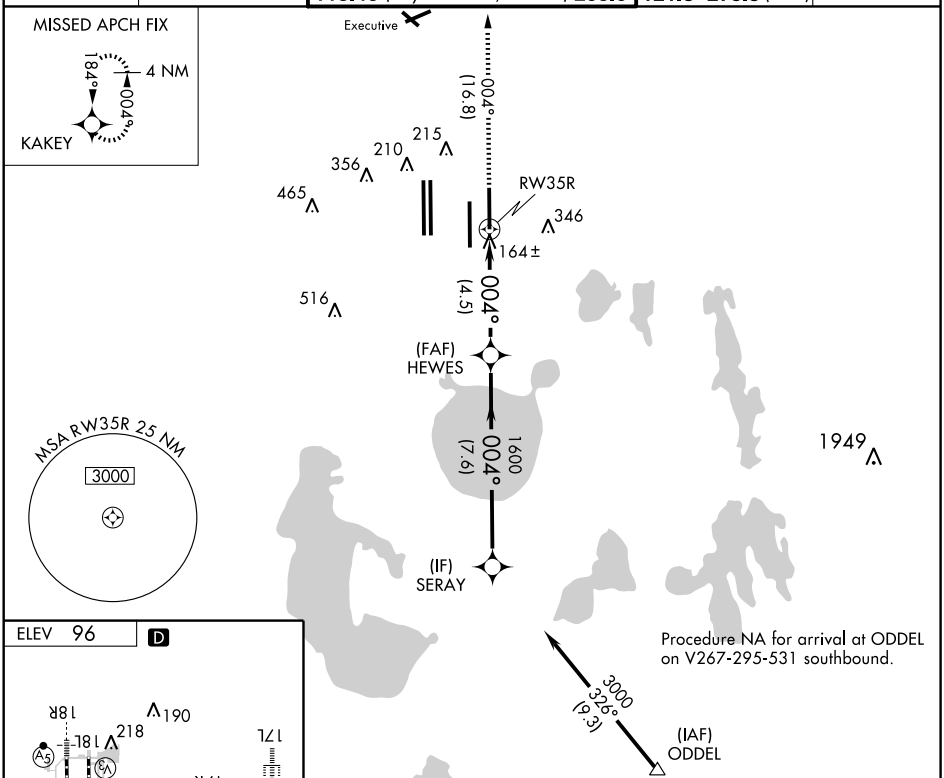
ORLANDO INTL (MCO)

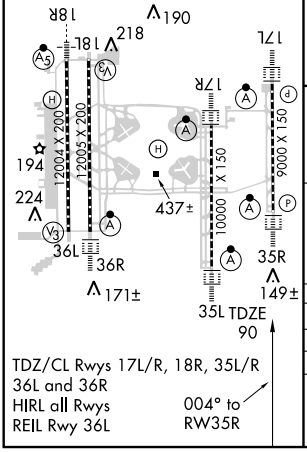
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000. Bright lights on highway midway between Rwy 35R and Rwy 35L may be mistaken for runway lights. Visibility reduction by helicopters NA.

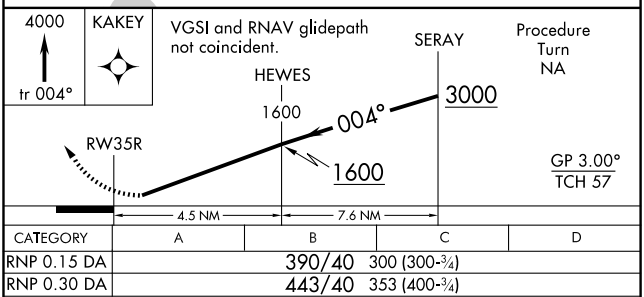
ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to KAKEY and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	







CATEGORY	A	B	C	D
RNP 0.15 DA	390/40	300 (300-¾)		
RNP 0.30 DA	443/40	353 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 36L

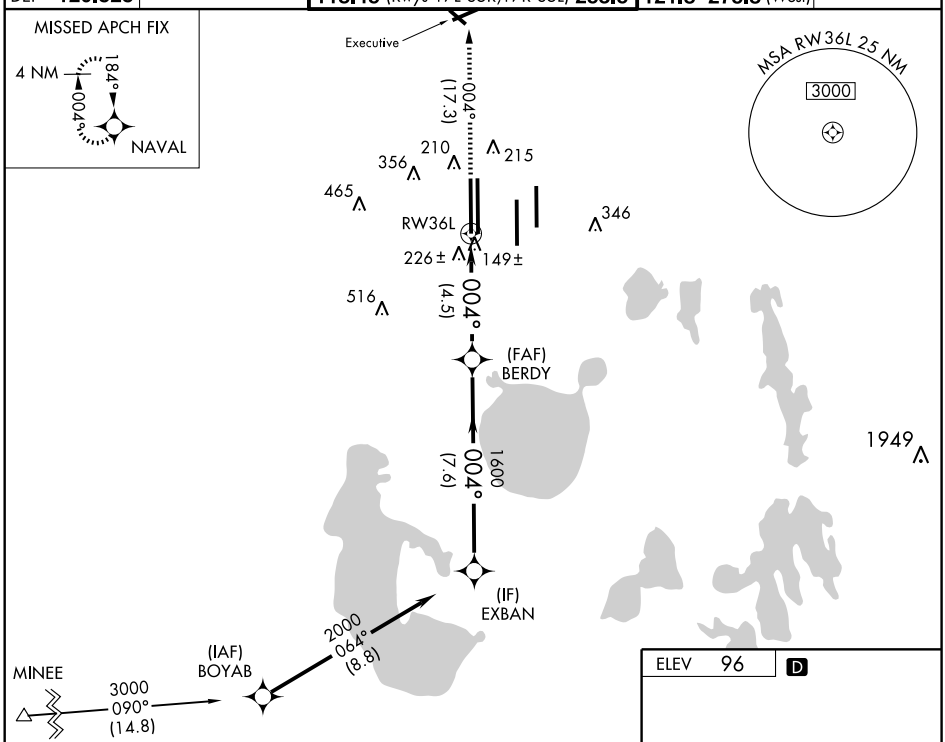
ORLANDO INTL (MCO)

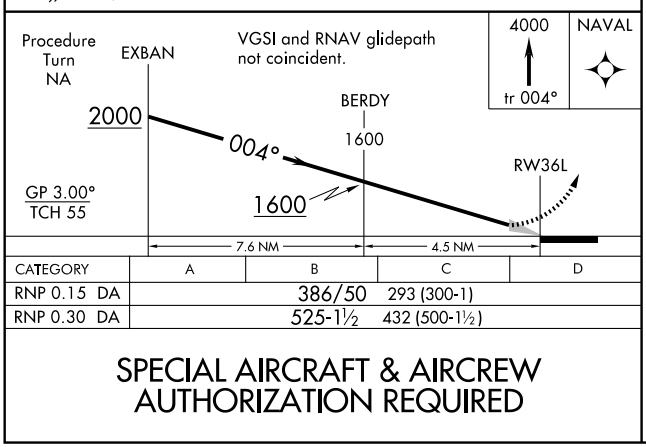
APP CRS	Rwy Idg	11621
004°	TDZE	93
	Apt Elev	96

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required.

MISSED APPROACH: Climb to 4000 via track 004° to NAVAL and hold, continue climb-in-hold to 4000.

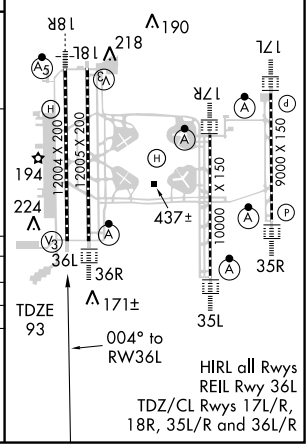
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	





CATEGORY	A	B	C	D
RNP 0.15 DA	386/50		293 (300-1)	
RNP 0.30 DA	525-1½		432 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 36R

ORLANDO INTL (MCO)

APP CRS	Rwy Idg	11601
004°	TDZE	92
	Apt Elev	96

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1½ mile. GPS Required.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to ZANTI and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

4 NM 184° 004° ZANTI

Executive

004° (19.1)

356 210 215 465 346

RW36R 158±

516

004° (4.5)

(FAF) JAKOR

004° (7.6) 1600

1949

(IF) FLOZY

(IAF) BOYAB

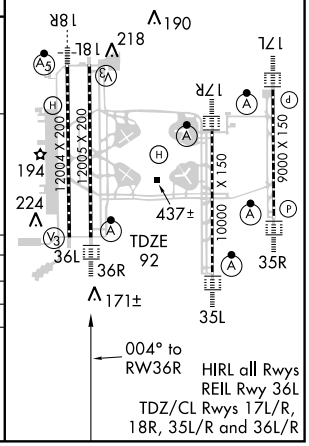
2000 065° (9)

MINEE 3000 090° (14.8)

MSA RW36R 25 NM

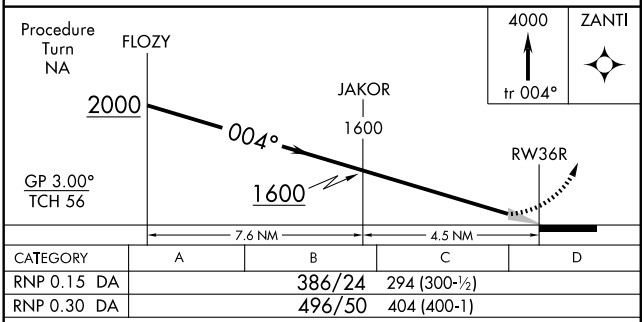
3000

ELEV 96 D



004° to RW36R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
RNP 0.15 DA	386/24		294 (300-½)	
RNP 0.30 DA	496/50		404 (400-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

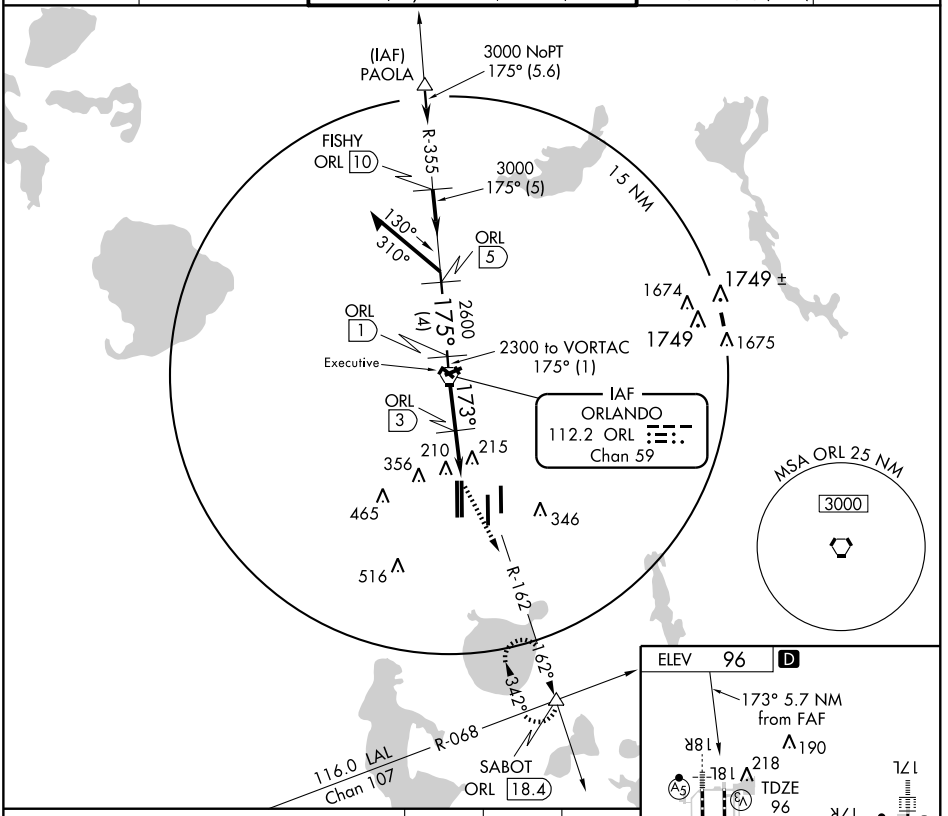
VORTAC ORL	APP CRS	Rwy Idg 12005
112.2	173°	TDZE 96
Chan 59		Apt Elev 96

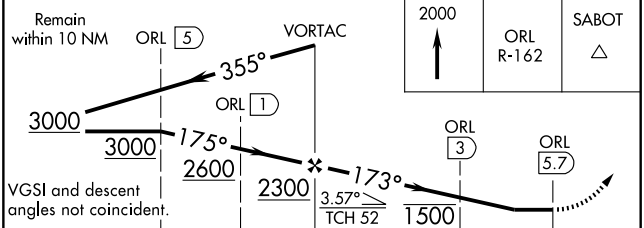
VOR/DME RWY 18L

ORLANDO INTL (MCO)

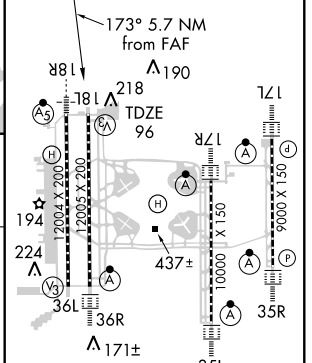
MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT INT and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	





CATEGORY	A	B	C	D
S-18L	540/50 444 (500-1)		540/60 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ORL	APP CRS	Rwy Idg	12004
112.2	176°	TDZE	94
Chan 59		Apt Elev	96

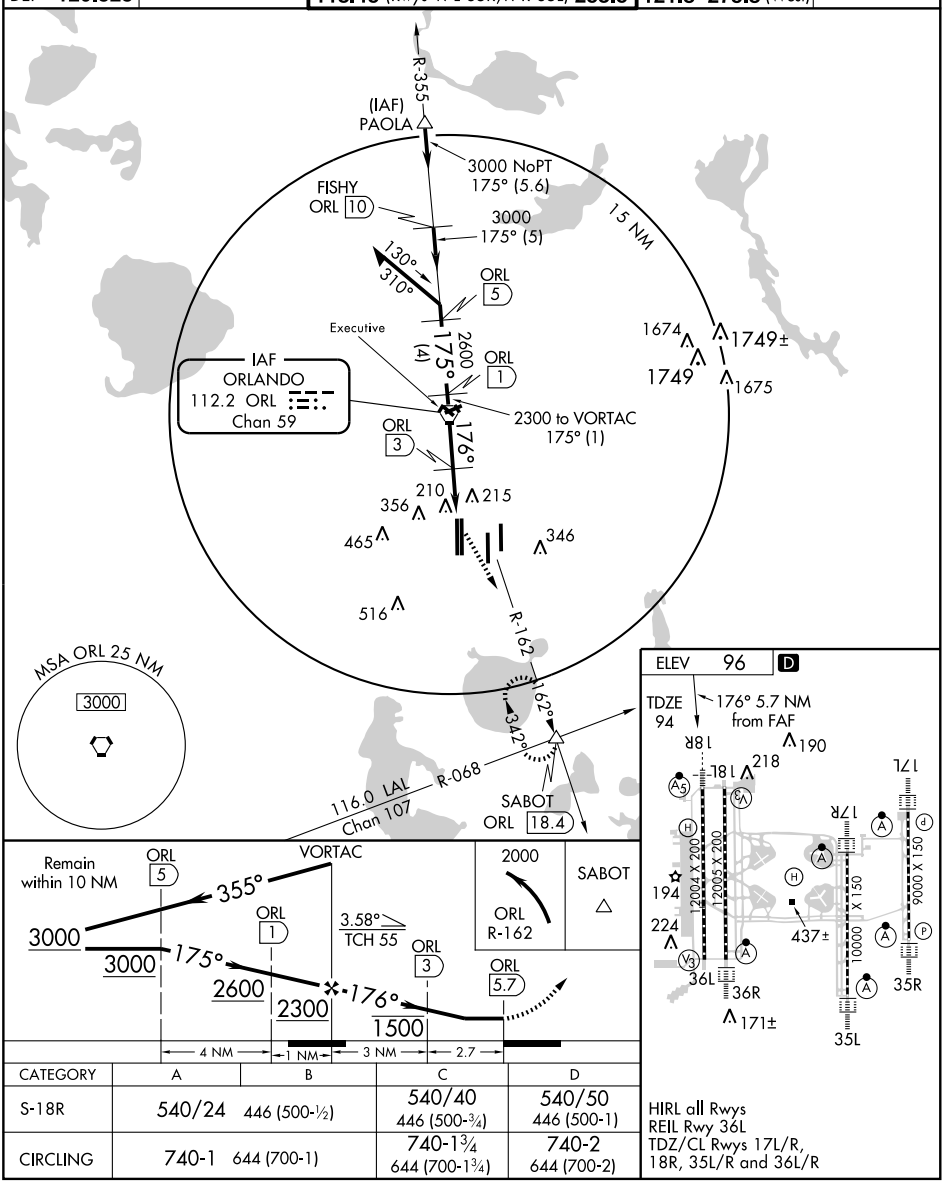
VOR/DME RWY 18R

ORLANDO INTL (MCO)

MALSR

MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT INT and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	



CATEGORY	A	B	C	D
S-18R	540/24 446 (500-½)		540/40 446 (500-¾)	540/50 446 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

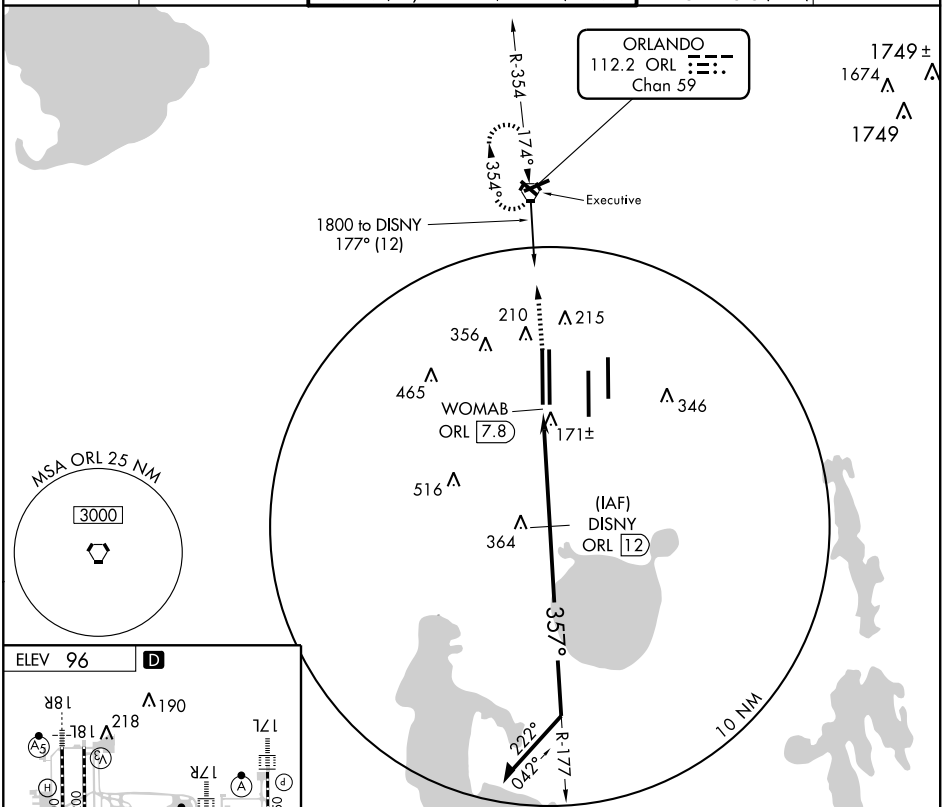
VORTAC ORL 112.2 Chan 59	APP CRS 357°	Rwy Idg 12004 TDZE 93 Apt Elev 96

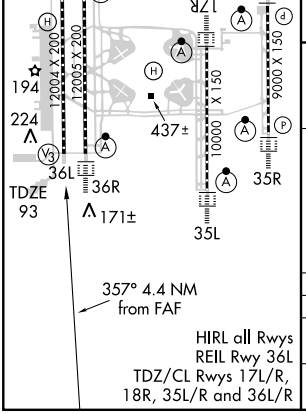
VOR/DME RWY 36L

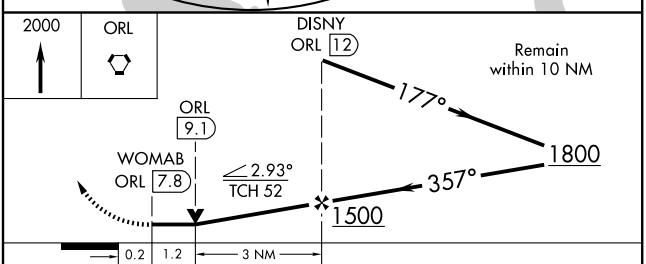
ORLANDO INTL (MCO)

MISSED APPROACH: Climb to 2000 direct ORL VORTAC and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7







HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
S-36L	600/50 507 (600-1)		600-1½ 507 (600-1½)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

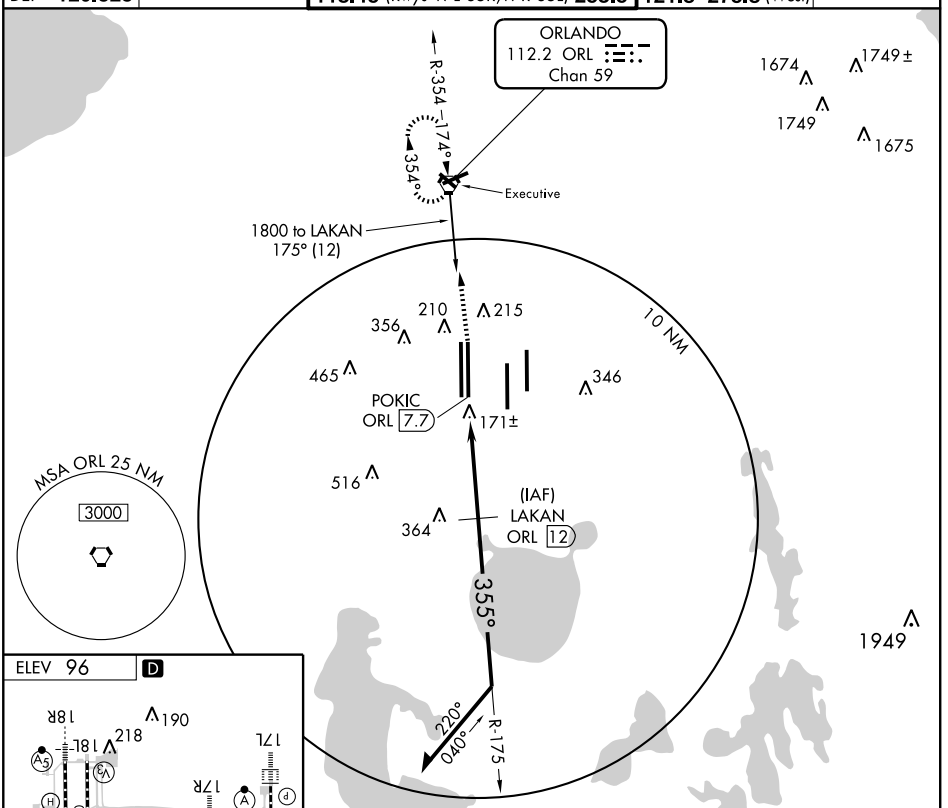
VORTAC ORL	APP CRS	Rwy Idg 12005
112.2	355°	TDZE 92
Chan 59		Apt Elev 96

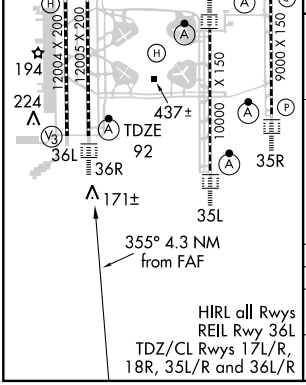
VOR/DME RWY 36R
ORLANDO INTL (MCO)

ALSF-2

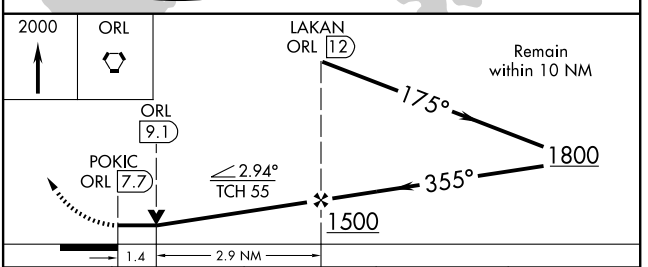
MISSED APPROACH: Climb to 2000 direct ORL VORTAC and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	





HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



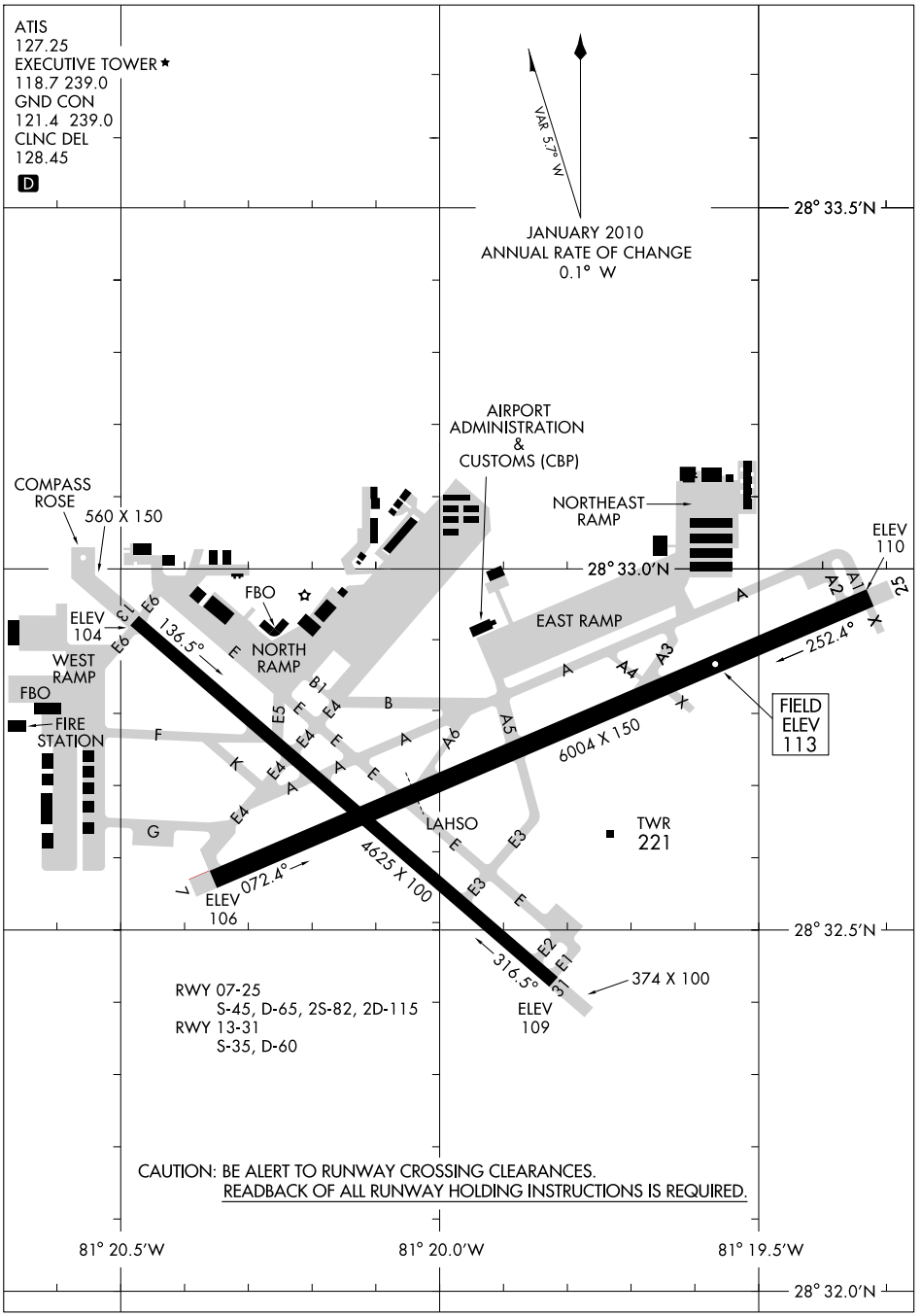
CATEGORY	A	B	C	D
S-36R	600/24 508 (600-½)		600/50 508 (600-1)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-305 (FAA)

ORLANDO/ EXECUTIVE (ORL)
ORLANDO, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

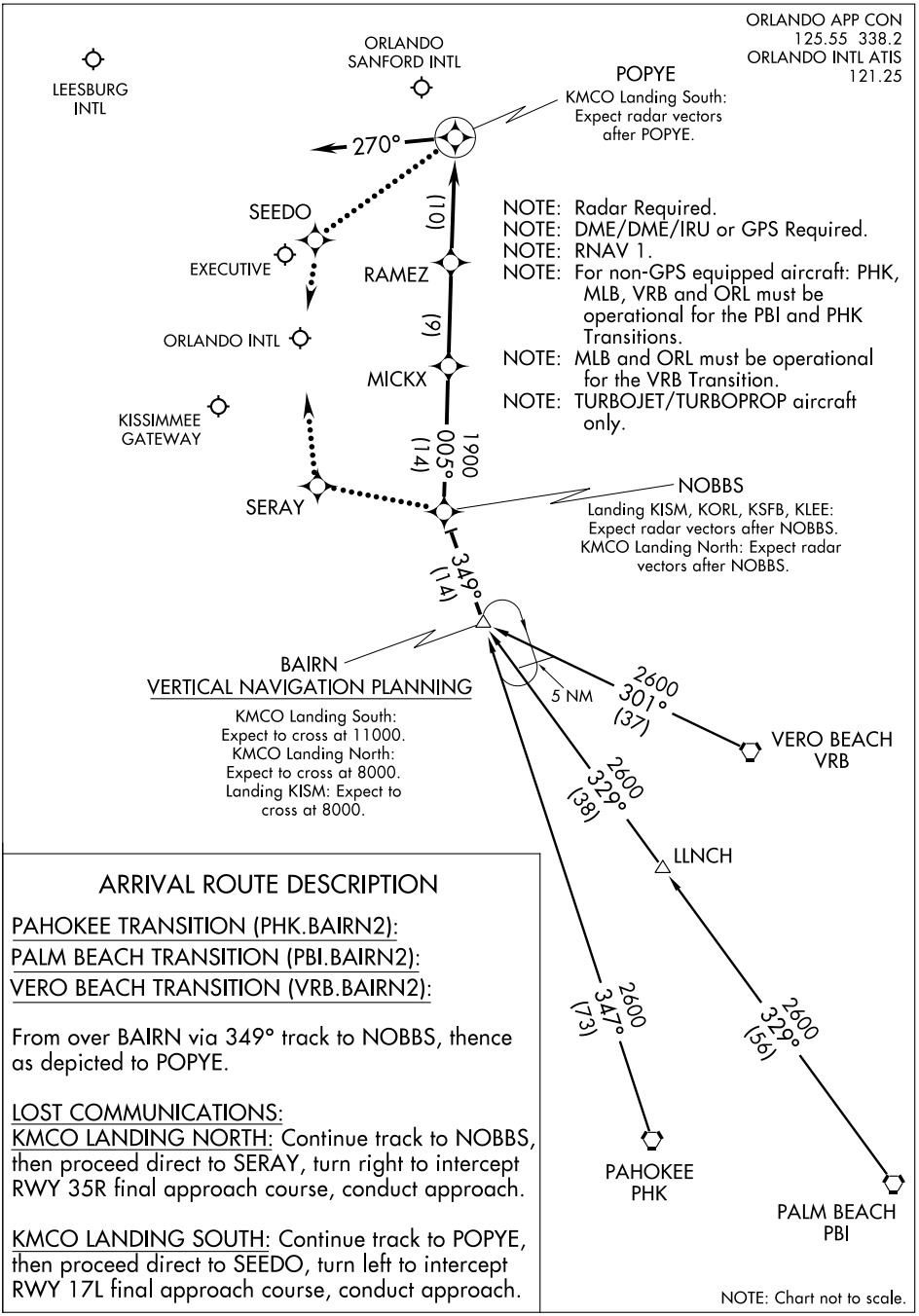
AIRPORT DIAGRAM

ORLANDO, FLORIDA
ORLANDO/EXECUTIVE (ORL)

10266

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

(BAIRN.BAIRN2) 09239

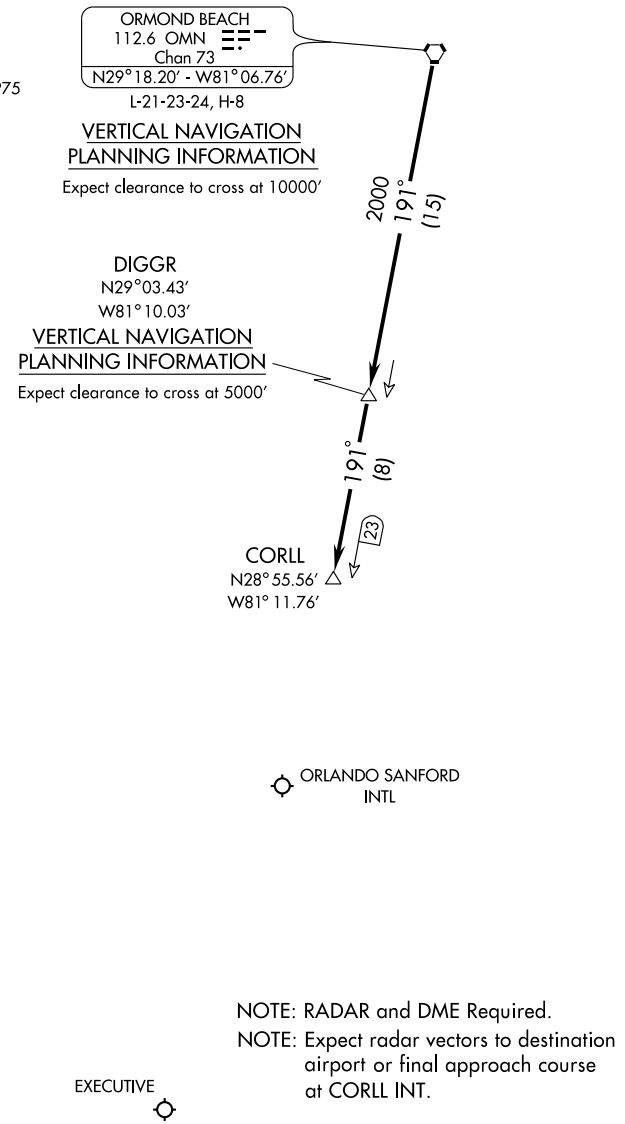
SE-3, 21 OCT 2010 to 18 NOV 2010

CORLL ONE ARRIVAL (OMN.CORLL1)

ST-917 (FAA)

ORLANDO, FLORIDA

JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975



NOTE: Chart not to scale.

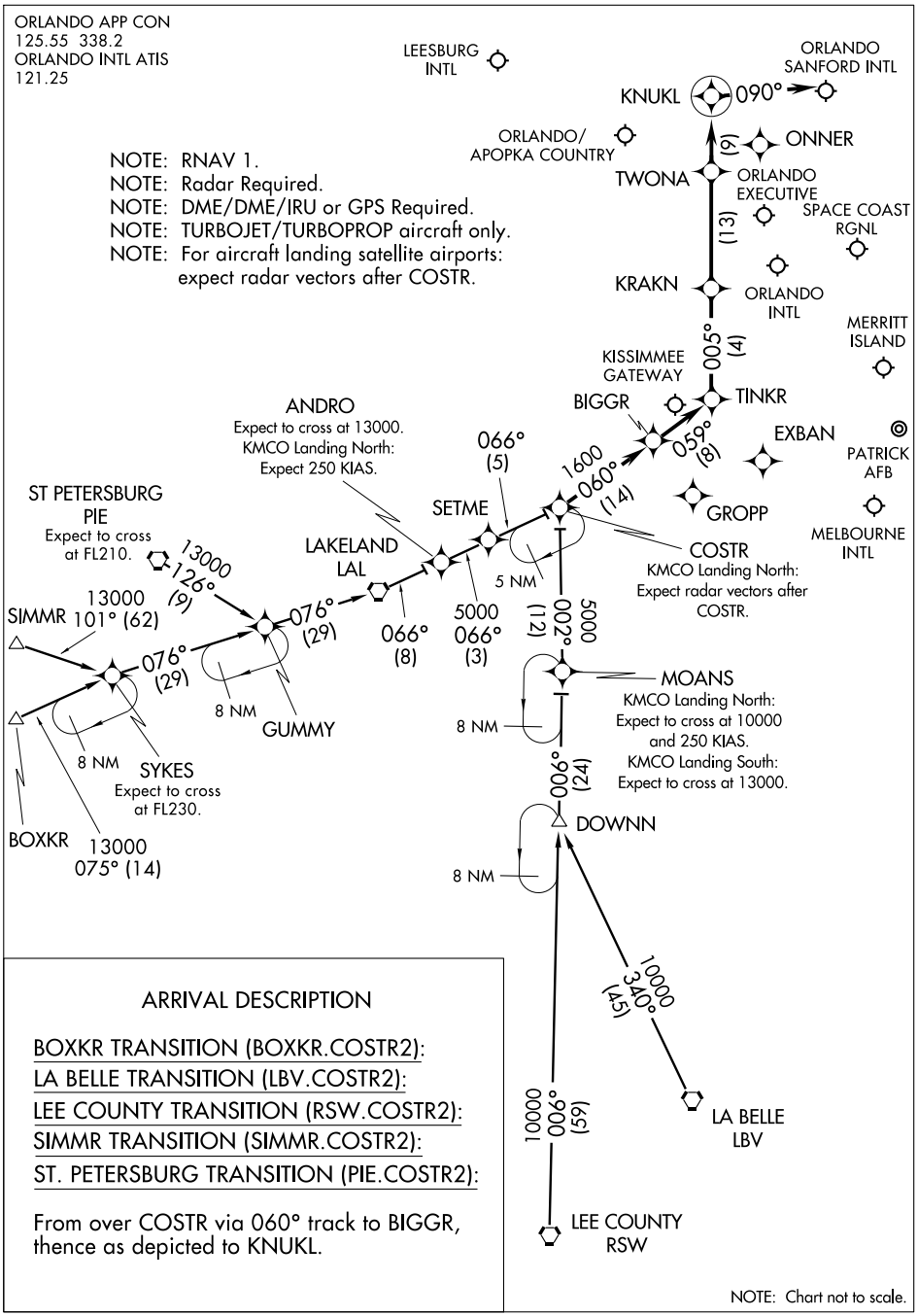
From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

CORLL ONE ARRIVAL (OMN.CORLL1)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

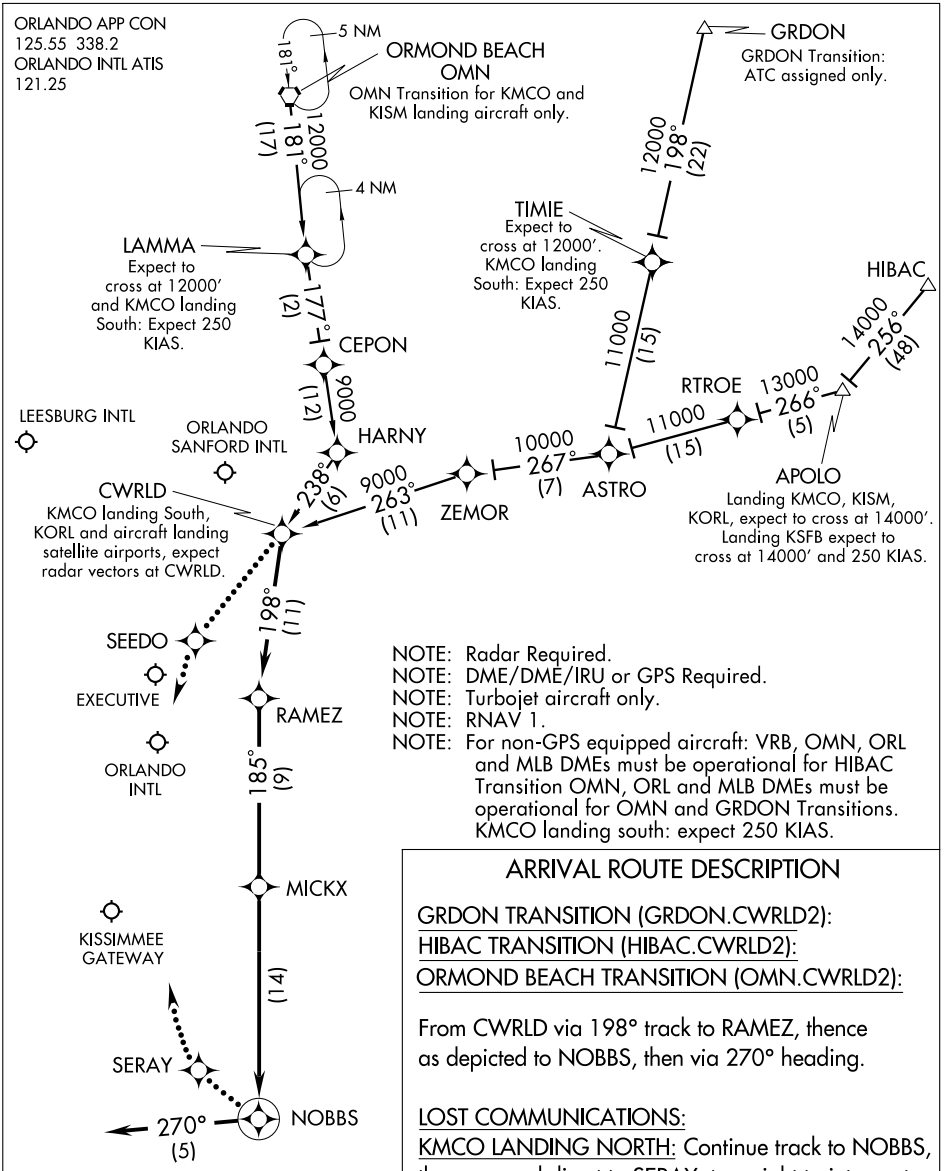
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

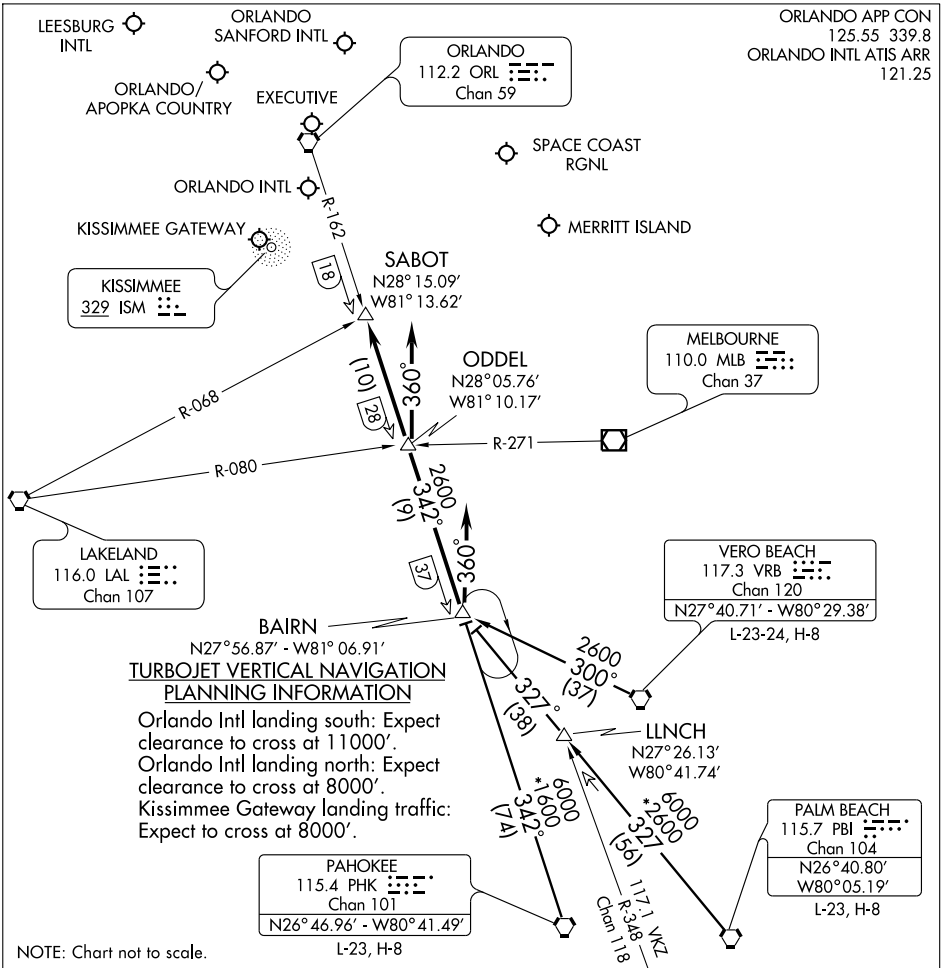
(CWRLD.CWRLD2) 09127

SE-3, 21 OCT 2010 to 18 NOV 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-ORL	APP CRS	Rwy Idg	5703
109.9	070°	TDZE	109
		Apt Elev	113

ILS or LOC RWY 7

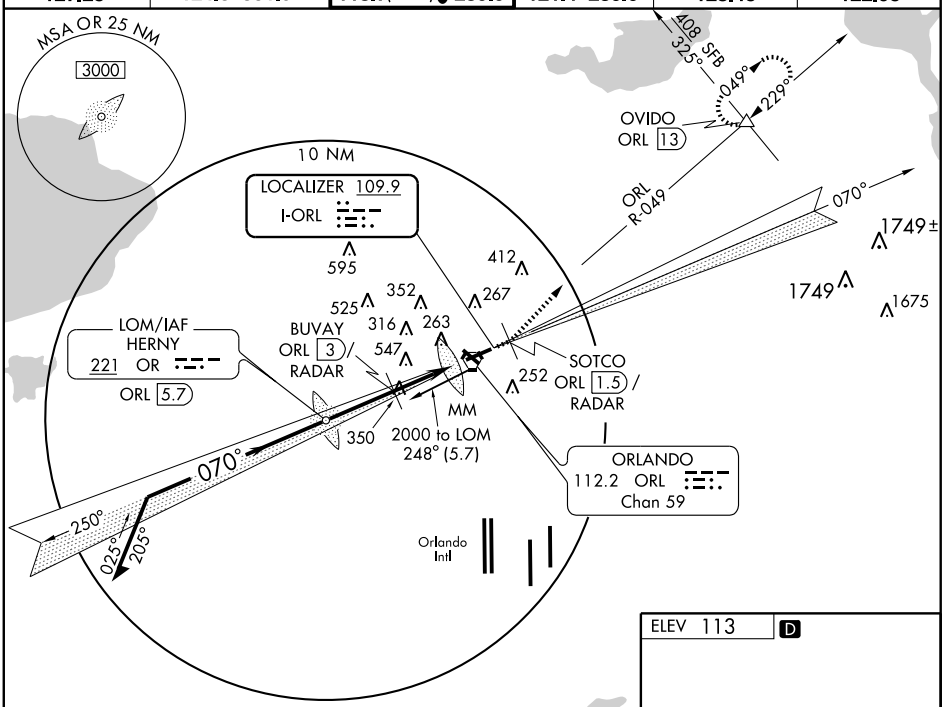
ORLANDO/ EXECUTIVE (ORL)

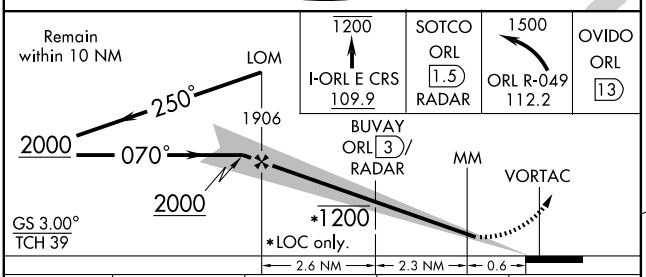
RADAR OR DME REQUIRED.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

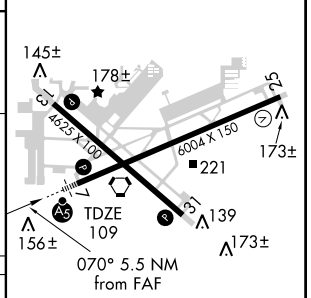
MALSR

NOTE: A descent to 1200 may be required when executing an early missed approach.
MISSED APPROACH: Climb to 1200 maximum altitude via I-ORL E CRS to SOTCO/ORL 1.5 DME/RADAR then climbing left turn to 1500 via ORL R-049 to OVIDO Int/ ORL 13 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95







CATEGORY	A	B	C	D
S-ILS 7	** 309/24 200 (200-½)			
S-LOC 7	660/24 551 (600-½)		660/50 551 (600-1)	660/60 551 (600-1¼)
CIRCLING	660-1 547 (600-1)		660-1½ 547 (600-1½)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

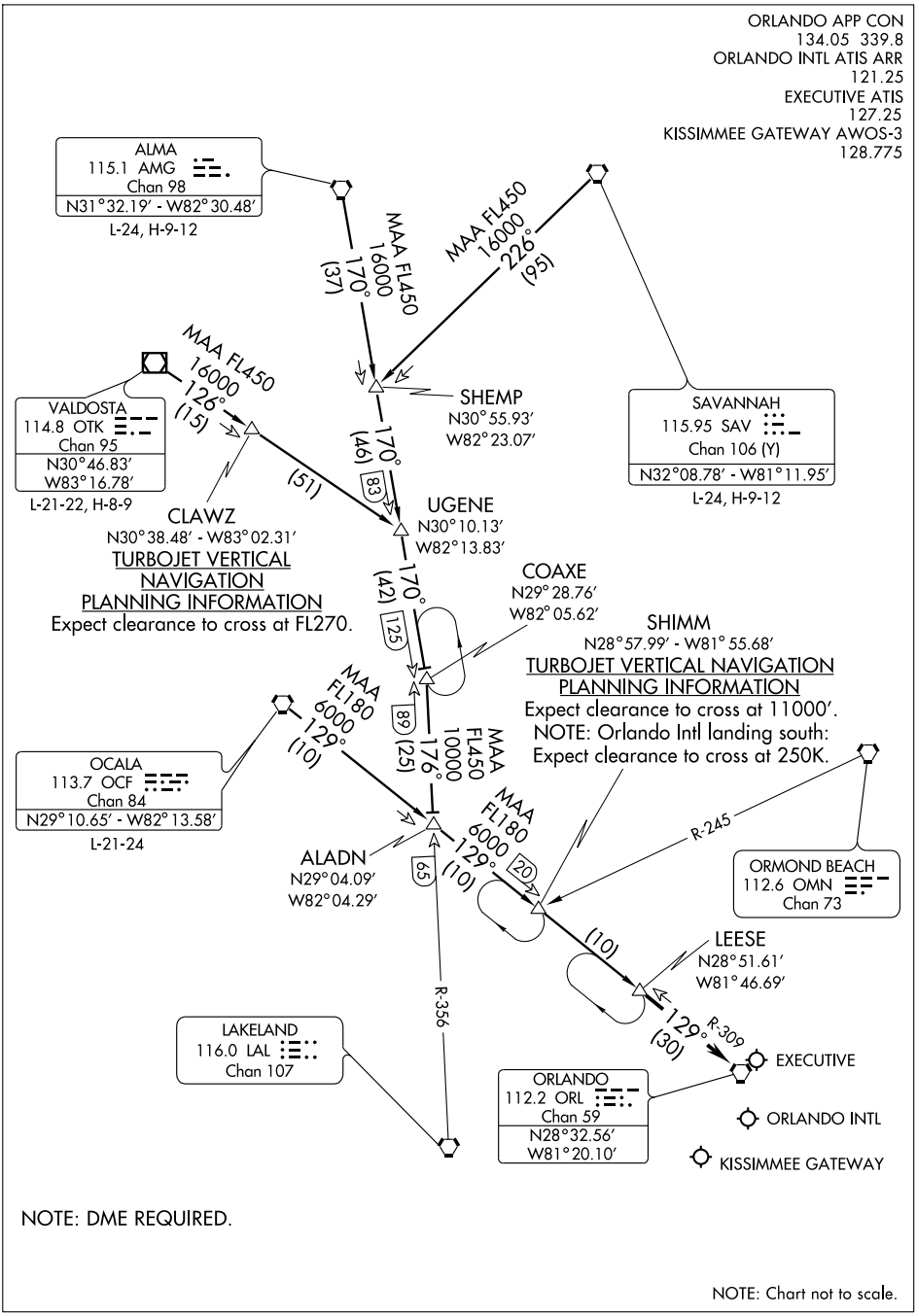
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA



NOTE: DME REQUIRED.

NOTE: Chart not to scale.

LEESE TWO ARRIVAL (LEESE.LEESE2)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-ORL	APP CRS	Rwy Idg	6004
109.9	250°	TDZE	113
		Apt Elev	113

LOC BC RWY 25

ORLANDO/EXECUTIVE (ORL)

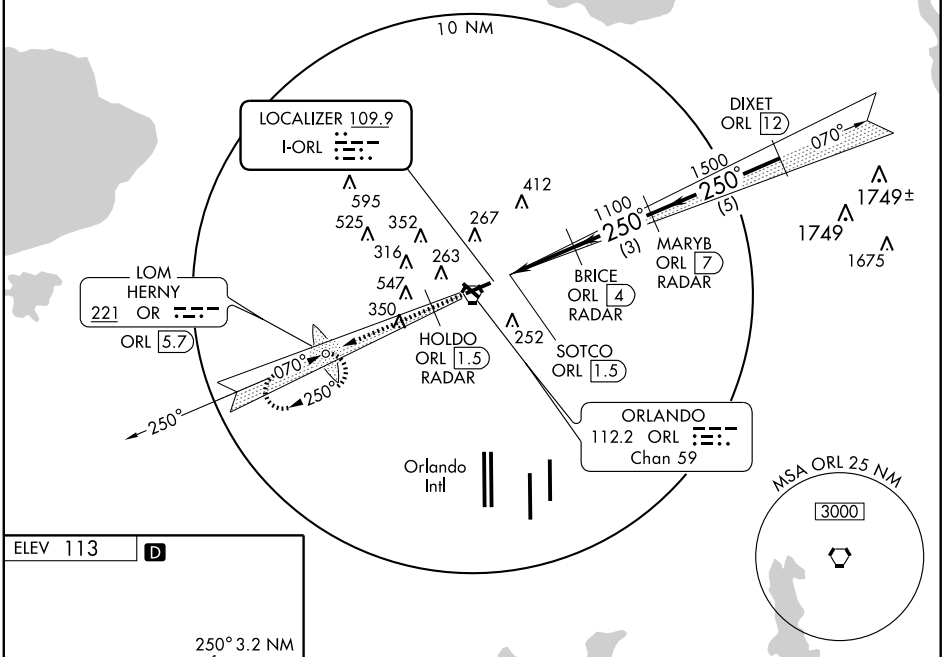
RADAR or DME REQUIRED.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights. Disregard glide slope indications.

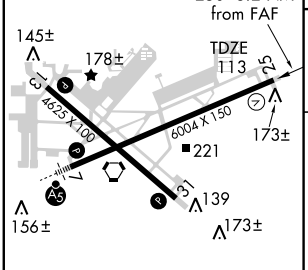
MISSED APPROACH: Climb to 1500 maximum altitude via I-ORL W course to HOLDO/ORL 1.5 DME/RADAR then climb to 1600 via I-ORL W course to HERNY LOM/ORL 5.7 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED

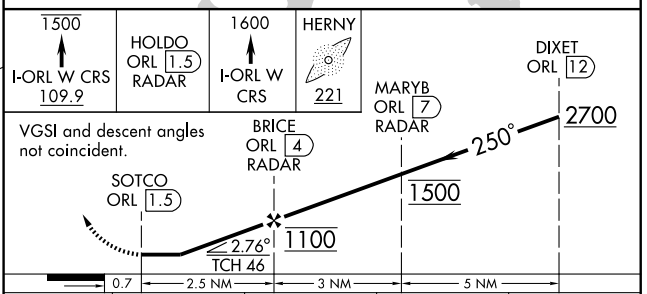
BACK COURSE





REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50



CATEGORY	A	B	C	D
S-25	480-1 367 (400-1)			480-1¼ 367 (400-1¼)
CIRCLING	580-1 467 (500-1)		620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ATIS 127.25
EXECUTIVE TOWER ★
118.7 239.0
GND CON
121.4 239.0
CLNC DEL
128.45
ORLANDO DEP CON
(Rwys 7-13) 119.775
(Rwys 25-31) 119.4

CRAIG
114.5 CRG
Chan 92
N30°20.33′
W81°30.60′
L-21-23-24, H-8

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

OCALA
113.7 OCF
Chan 84
N29°10.65′
W82°13.58′
L-21-24

NON-DME
060°
DME
110°
060°
ORL
4
250°
250°
R-060

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81°20.10′
L-21-23-24, H-8

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′
W80°38.12′
L-23-24

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′
L-21-24, H-8

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

TAKE-OFF MINIMUMS:
Rwys 7, 13, 31 STANDARD.
Rwy 25, 500-2½ or standard with minimum climb of 260 feet per NM to 700.

NOTE: 547 MSL Bldg at 28-32-24 N / 81-22-47 W

TAKE-OFF OBSTACLE NOTES:
Rwy 7: Numerous Trees beginning 194 feet from DER, 542 feet right of centerline, up to 114 feet AGL/132 feet MSL.

Rwy 13: Numerous Trees and Poles beginning 824 feet from DER, 126 feet right of centerline, up to 119 feet AGL/173 feet MSL. Pole 1275 feet from DER, 502 feet left of centerline, 119 feet AGL/160 feet MSL.

Rwy 25: Building 2 NM from DER, 4195 feet right of centerline, 439 feet AGL/547 feet MSL. Numerous Trees beginning 1318 feet from DER, 277 feet right of centerline, up to 119 feet AGL/191 feet MSL. Tree 1823 feet from DER, 582 feet left of centerline, 109 feet AGL/156 feet MSL.

Rwy 31: Numerous Poles and Trees beginning 828 feet from DER, 392 feet right of centerline, up to 109 feet AGL/139 feet MSL. Numerous Poles, Trees, and antenna beginning 948 feet from DER, 229 feet left of centerline, up to 104 feet AGL/161 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR Required.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 7: Intercept ORL R-060. Depart 4 DME heading 110°, non-DME aircraft remain on ORL R-060. Unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 13: Fly heading as assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 25: Climb via heading 250°. Unless otherwise assigned, departure control frequency use 119.4.
TAKE-OFF RUNWAY 31: Turn left heading 250°. Unless otherwise assigned, departure control frequency use 119.4.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

13000 120° (9)

13000 070° (29)

R-250

R-106

SYKES
N27°39.88′
W83°02.99′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

83

10000 003° (24)

72

13000 070° (14)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83°17.93′

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

10000 334° (45)

SARASOTA
117.0 SRQ
Chan 117

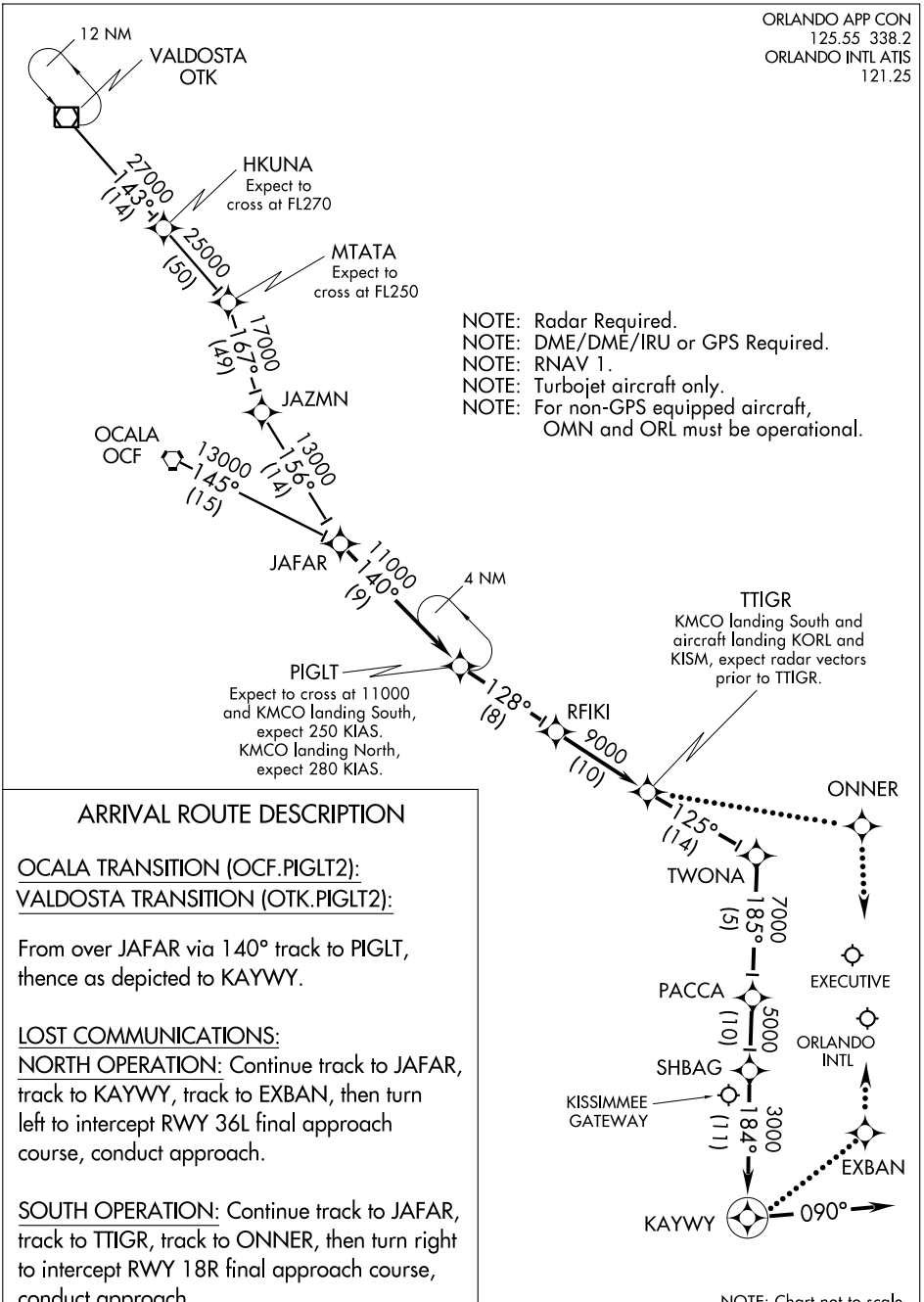
LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

NOTE: Chart not to scale.

08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

ST-571 (FAA)



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5703
070°	TDZE	109
	Apt Elev	113

RNAV (GPS) RWY 7

ORLANDO/EXECUTIVE (ORL)

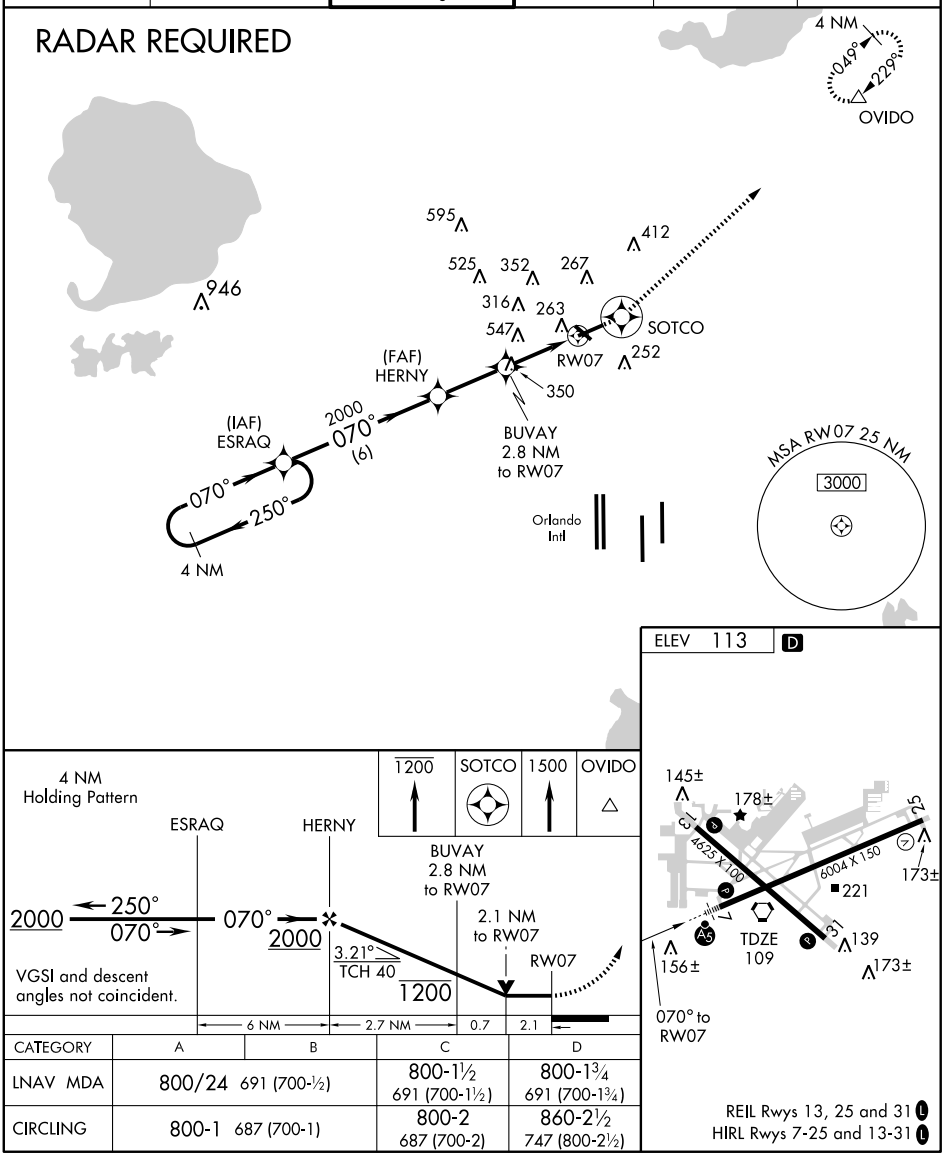
T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MALSR

NOTE: A descent to 1200 may be required when executing an early missed approach.
MISSED APPROACH: Climb to 1200 maximum altitude direct SOTCO WP, then climb to 1500 direct OVIDO WP and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	800/24 691 (700-½)		800-1½ 691 (700-1½)	800-1¾ 691 (700-1¾)
CIRCLING	800-1 687 (700-1)		800-2 687 (700-2)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6004
250°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 25

ORLANDO/EXECUTIVE (ORL)

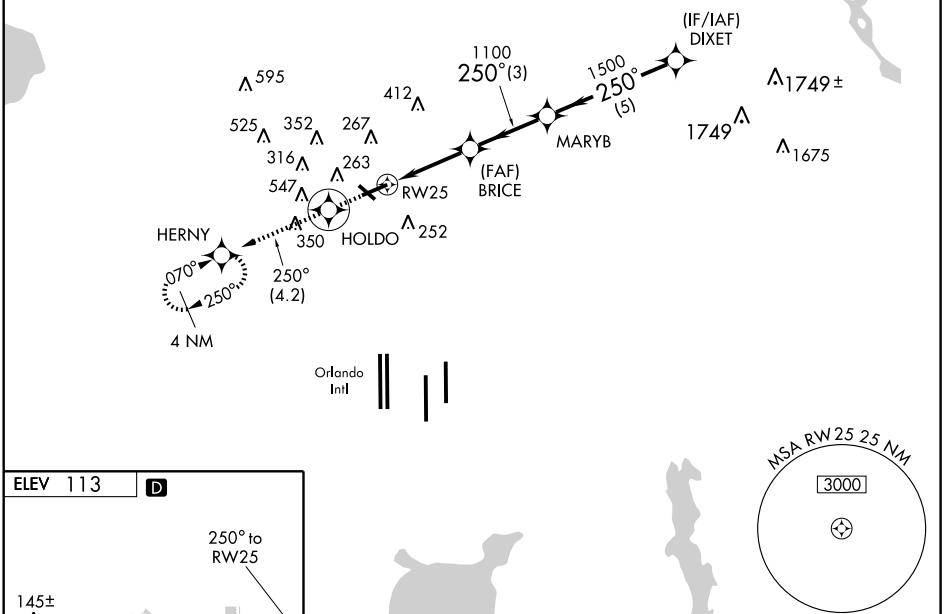
T A NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

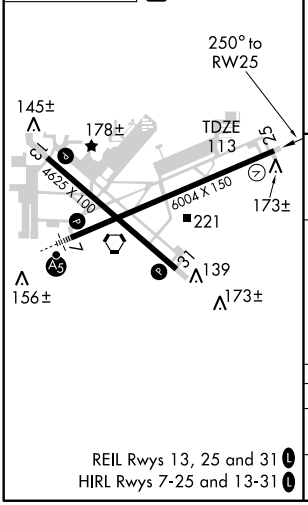
MISSED APPROACH: Climb to 1500 maximum altitude direct HOLDO WP then climb to 1600 via 250° track to HERNY WP and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

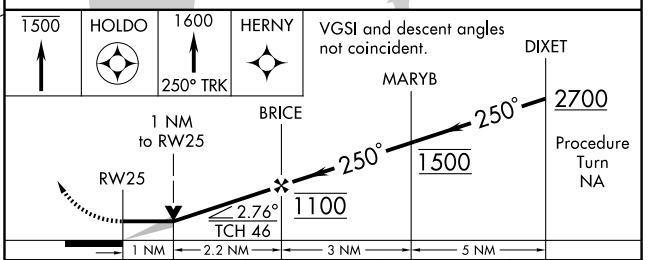
SE-3, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED





REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	480-1 367 (400-1)			480-1¼ 367 (400-1¼)
CIRCLING	580-1 467 (500-1)		620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

SOAPS ONE DEPARTURE

ATIS 127.25
EXECUTIVE TOWER ★
118.7 239.0
GND CON
121.4 239.0
CLNC DEL
128.45
ORLANDO DEP CON
(Rwys 7-13) 119.775
(Rwys 25-31) 119.4

CRAIG
114.5 CRG
Chan 92
N30°20.33′
W81°30.60′
L-21-23-24, H-8

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

OCALA
113.7 OCF
Chan 84
N29°10.65′
W82°13.58′
L-21-24

290°
045°
R-045
025°
290°
250°
700

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81°20.10′
L-21-23-24, H-8

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′
W80°38.12′
L-23-24

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′
L-21-24, H-8

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

TAKE-OFF MINIMUMS:
Rwys 7, 13, 31 STANDARD.
Rwy 25, 500-2½ or standard with minimum climb of 260 feet per NM to 700.

NOTE: 547 MSL Bldg at 28-32-24 N / 81-22-47 W

TAKE-OFF OBSTACLE NOTES:
Rwy 7: Numerous Trees beginning 194 feet from DER, 542 feet right of centerline, up to 114 feet AGL/132 feet MSL.

Rwy 13: Numerous Trees and Poles beginning 824 feet from DER, 126 feet right of centerline, up to 119 feet AGL/173 feet MSL. Pole 1275 feet from DER, 502 feet left of centerline, 119 feet AGL/160 feet MSL.

Rwy 25: Building 2 NM from DER, 4195 feet right of centerline, 439 feet AGL/547 feet MSL. Numerous Trees beginning 1318 feet from DER, 277 feet right of centerline, up to 119 feet AGL/191 feet MSL. Tree 1823 feet from DER, 582 feet left of centerline, 109 feet AGL/156 feet MSL.

Rwy 31: Numerous Trees and Poles beginning 828 feet from DER, 392 feet right of centerline, up to 109 feet AGL/139 feet MSL. Numerous Poles, Trees, and antenna beginning 948 feet from DER, 229 feet left of centerline, up to 104 feet AGL/161 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR Required.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 7: Turn left heading 025° to intercept ORL R-045. Unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 13: Fly heading assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 25: Climb heading 250° to 700 feet, then climbing right turn heading 290°. Unless otherwise assigned, departure control frequency use 119.4.
TAKE-OFF RUNWAY 31: Turn left heading 290°. Unless otherwise assigned, departure control frequency use 119.4.

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ORL	APP CRS	Rwy Idg	5703
112.2	074°	TDZE	109
Chan 59		Apt Elev	113

VOR/DME RWY 7

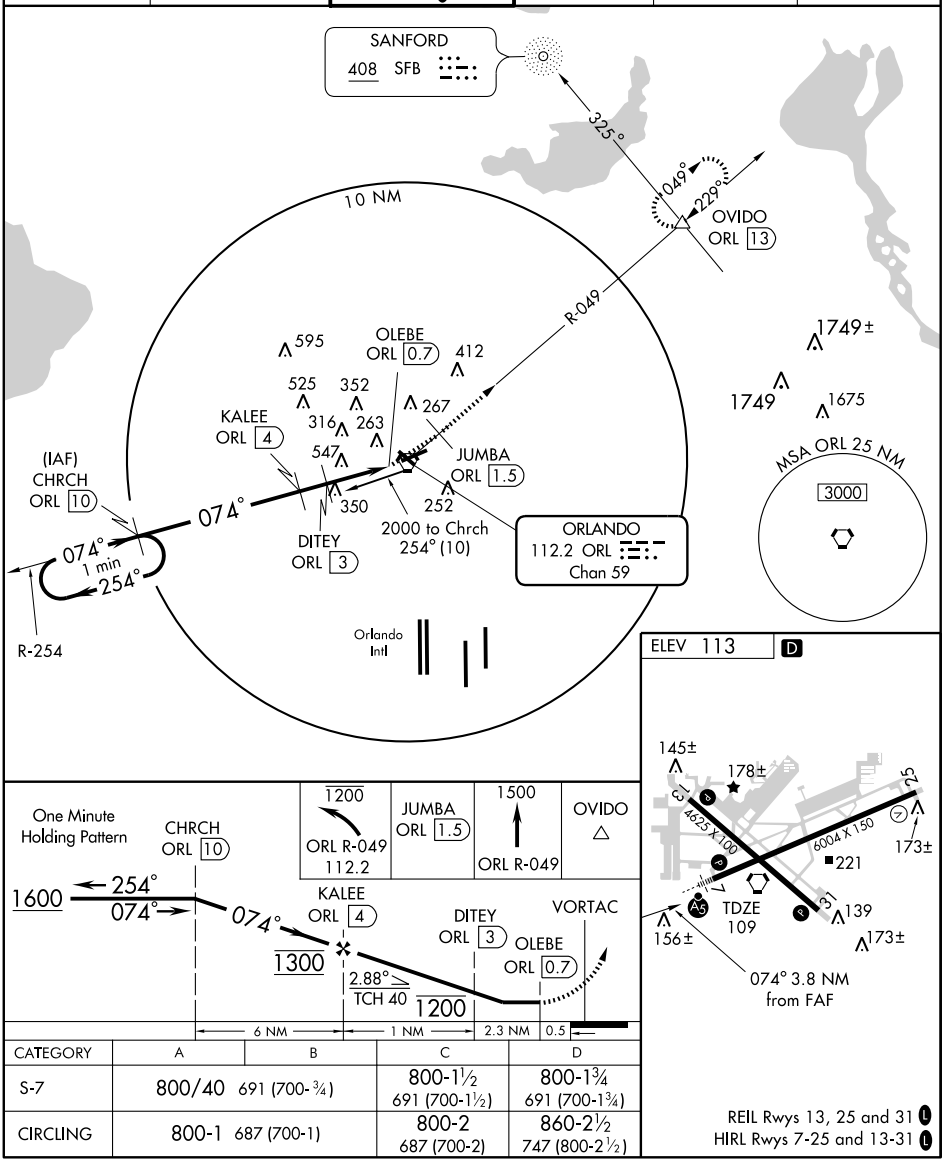
ORLANDO/EXECUTIVE (ORL)

For inoperative MALSR, increase S-7 Cat A and B visibility to RVR 5000.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MALSR

MISSED APPROACH: NOTE: A descent to 1200 may be required when executing an early missed approach. Climbing left turn to 1200 maximum altitude via ORL R-049 to JUMBA/ORL 1.5 DME then climb to 1500 via ORL R-049 to OVIDO/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95



CATEGORY	A	B	C	D
S-7	800/40 691 (700-¾)		800-1½ 691 (700-1½)	800-1¾ 691 (700-1¾)
CIRCLING	800-1 687 (700-1)		800-2 687 (700-2)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ORL 112.2 Chan 59	APP CRS 242°	Rwy Idg 6004 TDZE 113 Apt Elev 113

VOR/DME RWY 25

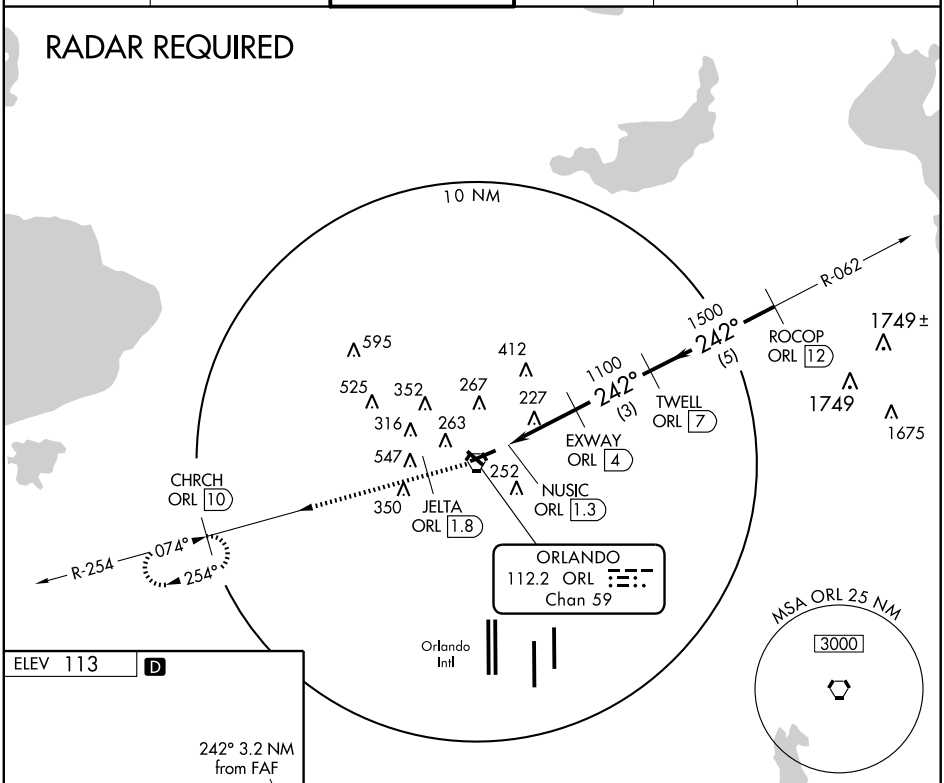
ORLANDO/EXECUTIVE (ORL)

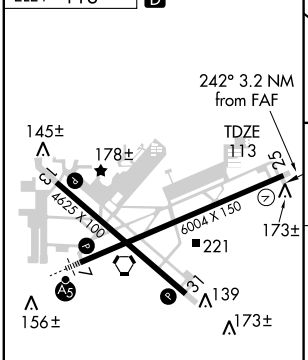
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 1500 maximum altitude via ORL R-254 to JELTA/1.8 DME then climb to 1600 via ORL R-254 to CHRCH/10 DME and hold.

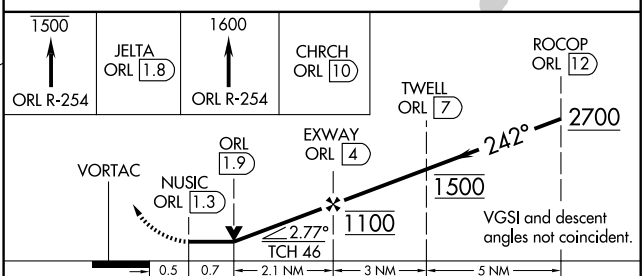
ATIS	ORLANDO APP CON	EXECUTIVE TOWER★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED





REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L



CATEGORY	A	B	C	D
S-25	520-1 407 (500-1)		520-1¼ 407 (500-1¼)	540-1½ 427 (500-1½)
CIRCLING	580-1 467 (500-1)		620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ATIS
125.975
SANFORD TOWER ★
120.3 381.65
GND CON
121.35 381.65
CLNC DEL
123.975
121.35 (When Tower Closed)

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ELEV 52
095.7°
9600 X 150
0.4% UP
ELEV 31
275.7°
27R
09L
FBO
ELEV 49
18
LAHSO
185.7°
ELEV 52
095.7°
3578 X 75
275.7°
LAHSO
FIELD ELEV 55
HS 1
185
FBO
TERMINAL APRON
CUSTOMS APRON
TERMINAL
TWR
ELEV 48
FIRE STATION
SHERIFF'S HANGAR
VAR 5.8° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
6002 X 150
LAHSO
ELEV 45
095.7°
6647 X 75
275.7°
ELEV 25
09R
27L
0.3% UP
HS 2
005.7°
36
ELEV 43

28°47'N
28°46'N

RWY 09C-27C
S-12
RWY 09L-27R
S-30, D-170, 2S-175, 2D-300
RWY 09R-27L
S-30
RWY 18-36
S-30, D-170, 2S-175, 2D-300

81° 15'W
81°14'W
81°13'W

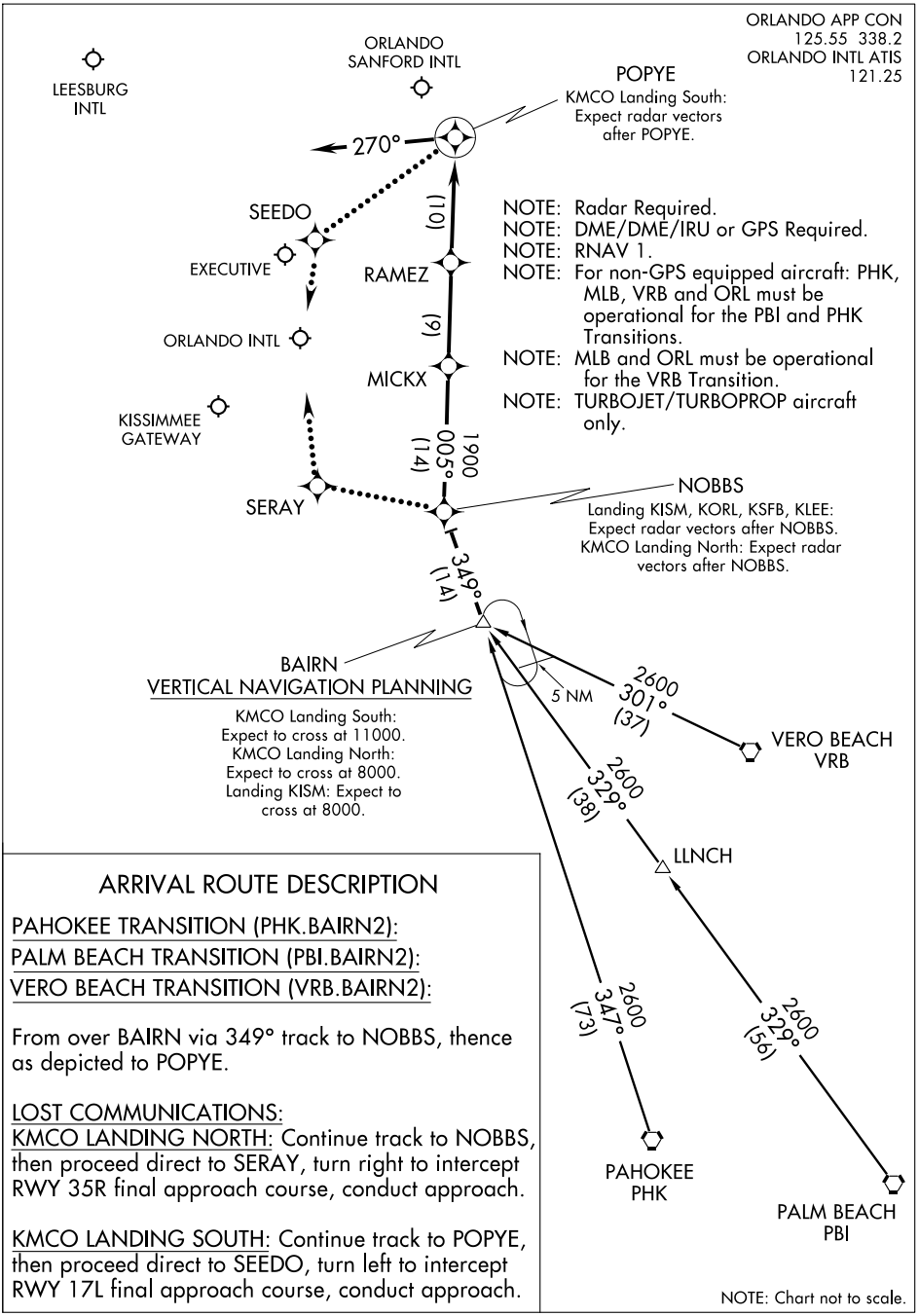
ORLANDO SANFORD INTL (SFB)
ORLANDO, FLORIDA

AL-917 (FAA)

ORLANDO SANFORD INTL (SFB)
ORLANDO, FLORIDA

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

(BAIRN.BAIRN2) 09239

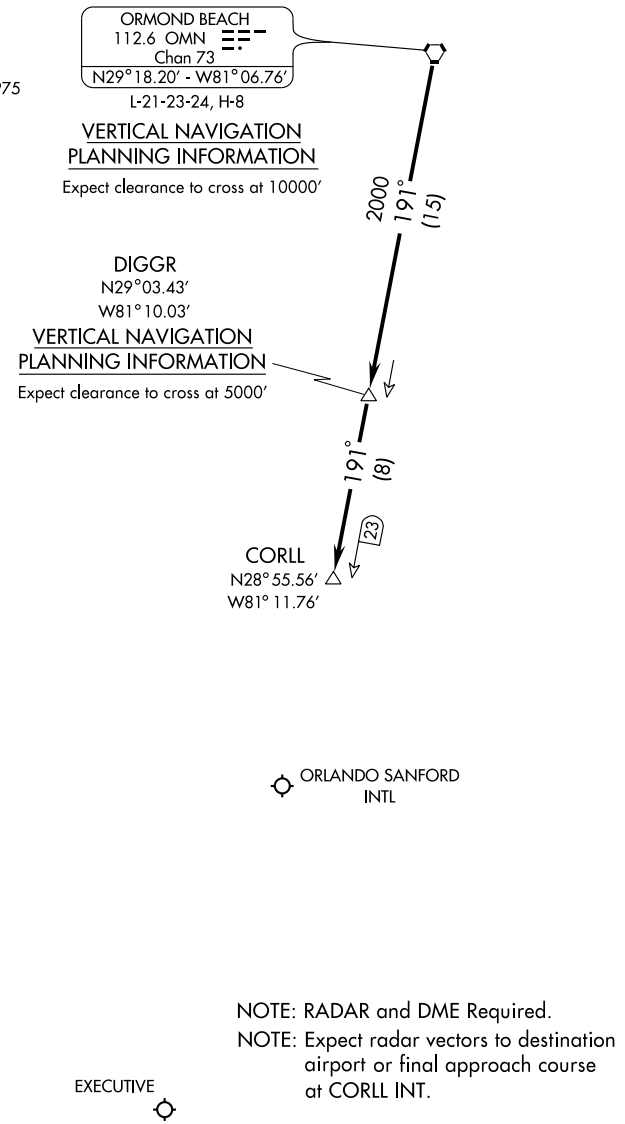
SE-3, 21 OCT 2010 to 18 NOV 2010

CORLL ONE ARRIVAL (OMN.CORLL1)

ST-917 (FAA)

ORLANDO, FLORIDA

JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975



NOTE: Chart not to scale.

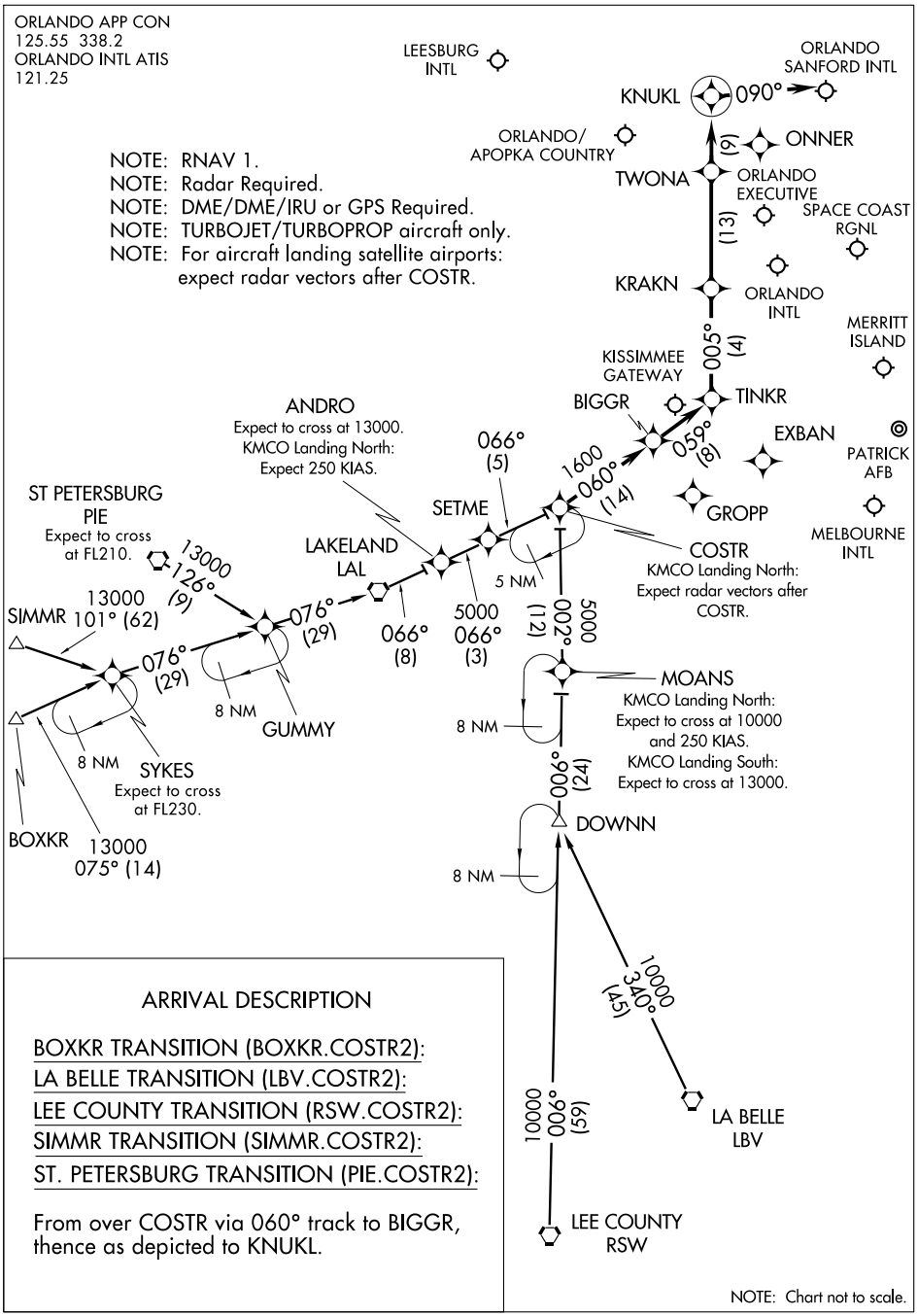
From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

CORLL ONE ARRIVAL (OMN.CORLL1)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

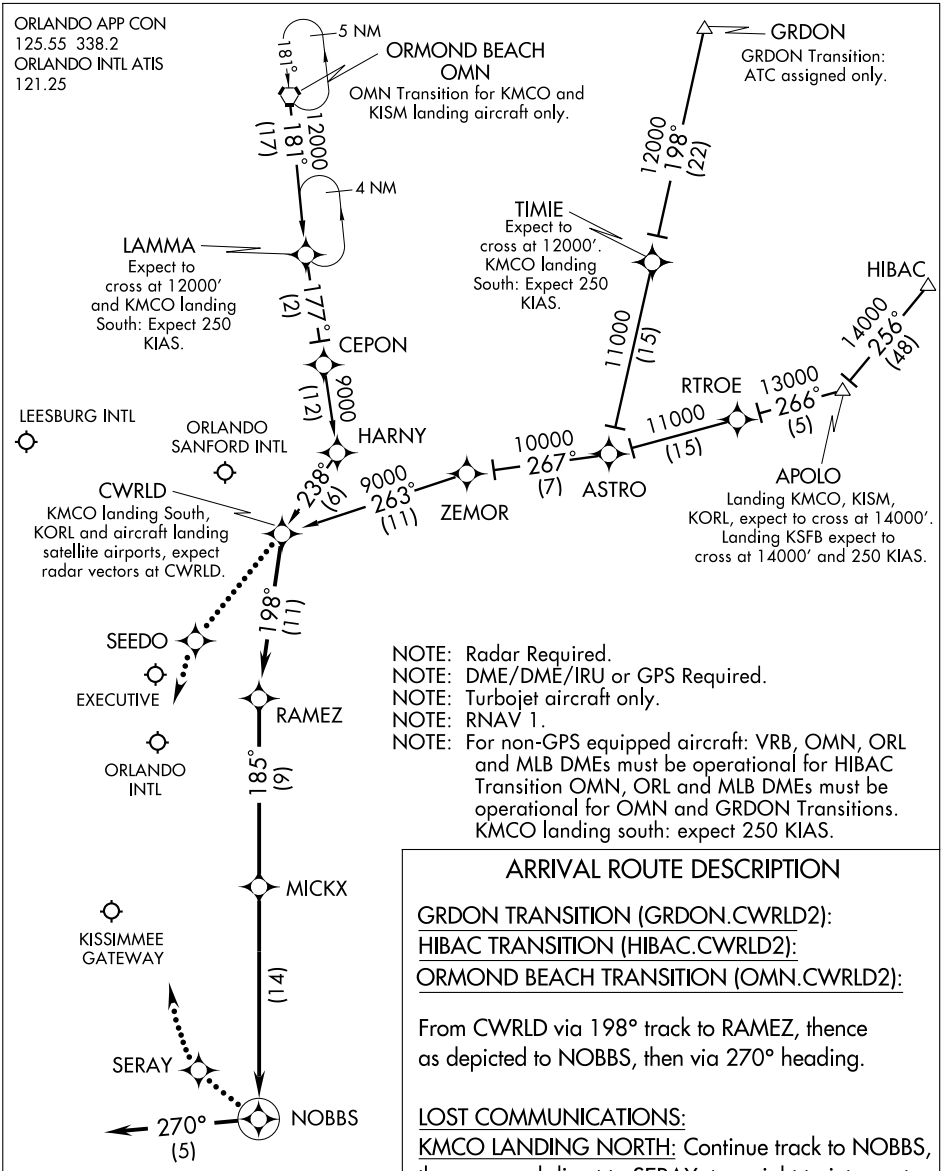
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

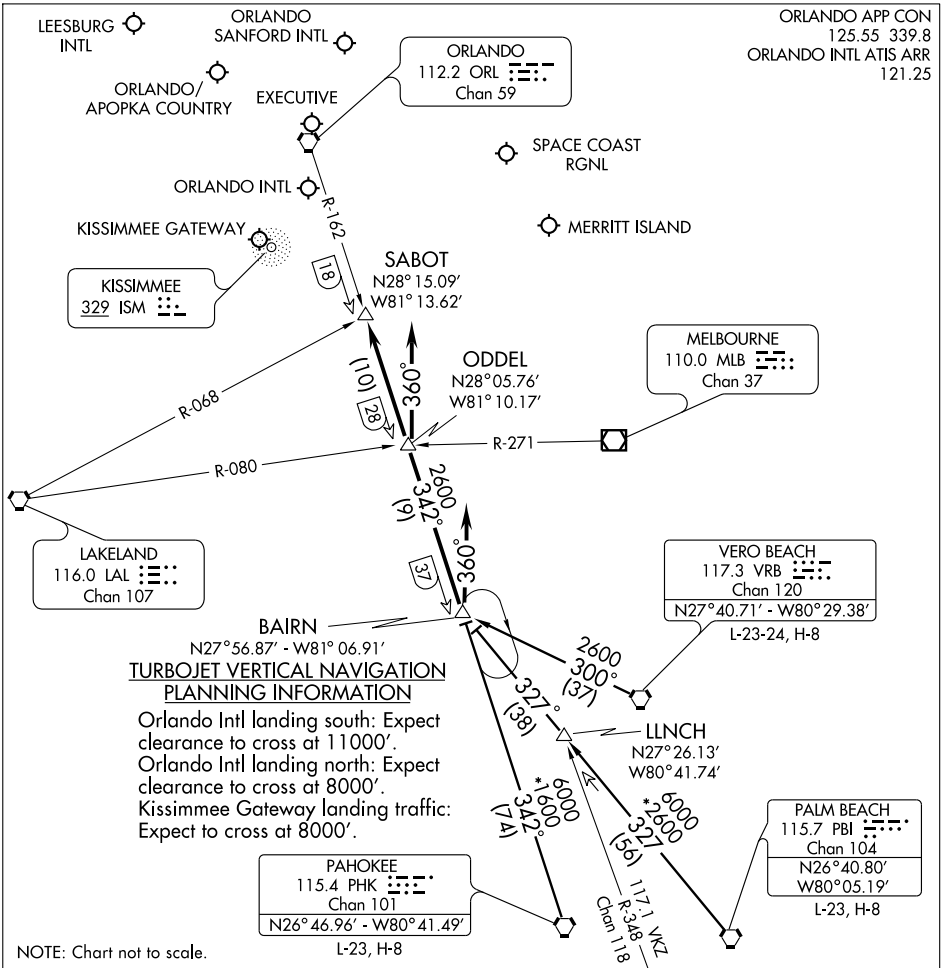
(CWRLD.CWRLD2) 09127

SE-3, 21 OCT 2010 to 18 NOV 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SND	APP CRS	Rwy Idg	8600
108.9	095°	TDZE	55
		Apt Elev	55

ILS or LOC RWY 9L

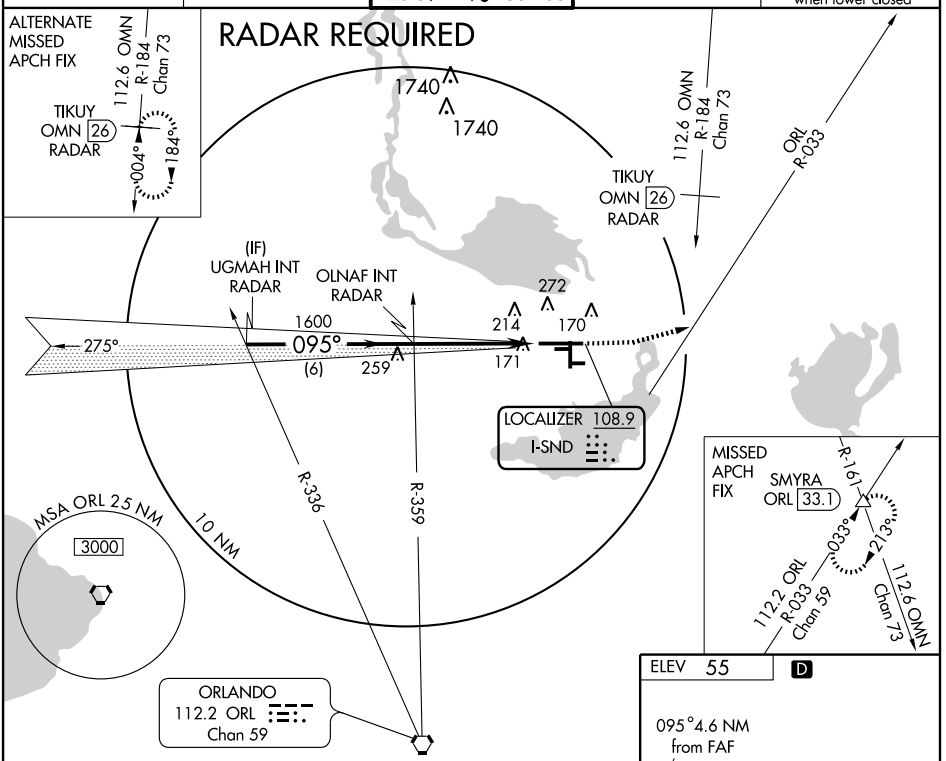
ORLANDO SANFORD INTL (SFB)

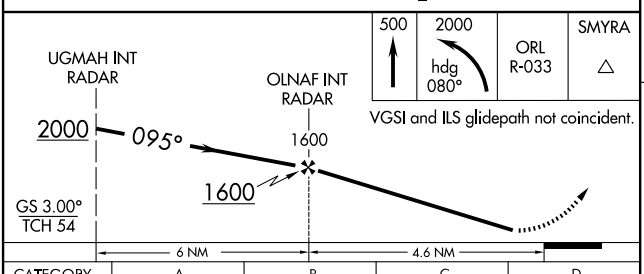
When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 298, all MDA 60 feet, and S-LOC 9L Cat C visibility ¼ mile. Simultaneous approach authorized with Rwy 9R. LOC procedure NA during simultaneous operations.

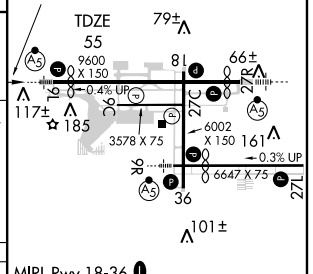
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via heading 080°and ORL VORTAC R-033 to SMYRA INT/ORL 33.1 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
S-ILS 9L	255-½ 200 (200-½)			
S-LOC 9L	400-½ 345 (400-½)			400-¾ 345 (400-¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OOS	APP CRS	Rwy Idg 5000
111.55	095°	TDZE 47
Chan 52 (Y)		Apt Elev 55

ILS or LOC RWY 9R

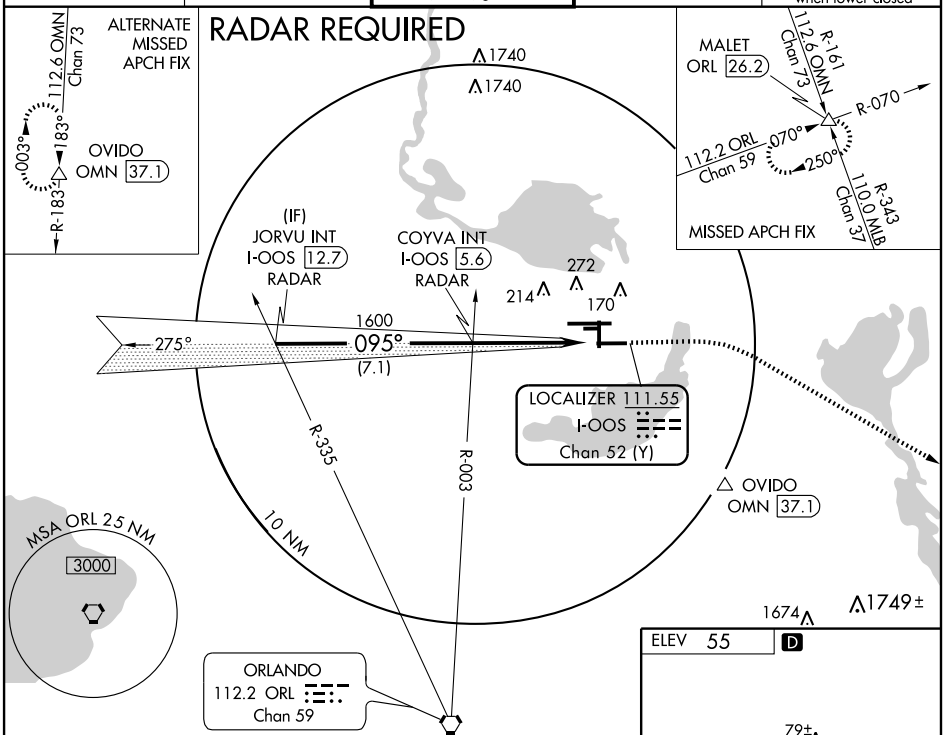
ORLANDO SANFORD INTL (SFB)

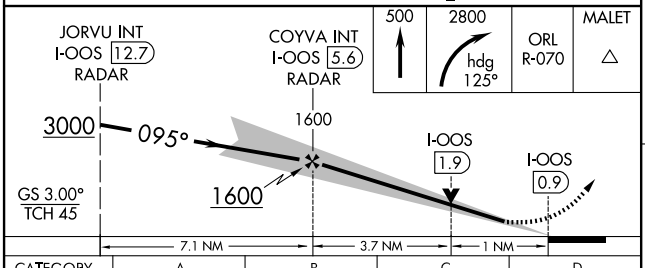
Circling to Rwy 27L NA at night. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 290, all MDA 60 feet, and S-LOC 9R Cat C visibility ¼ mile. Simultaneous approach authorized with Rwy 9L. LOC procedure NA during simultaneous operations.

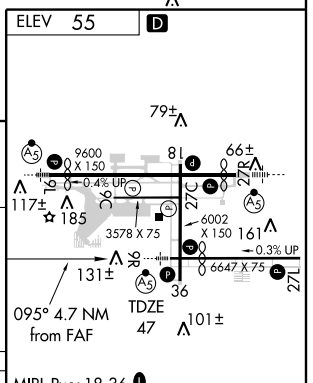
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2800 via heading 125° and ORL VORTAC R-070 to MALET INT/ORL 26.2 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
S-ILS 9R	247-¾ 200 (200-¾)			
S-LOC 9R	400-1 353 (400-1)			400-1¼ 353 (400-1¼)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FNU	APP CRS	Rwy Idg	9000
110.15	275°	TDZE	50
Chan 38 (Y)		Apt Elev	55

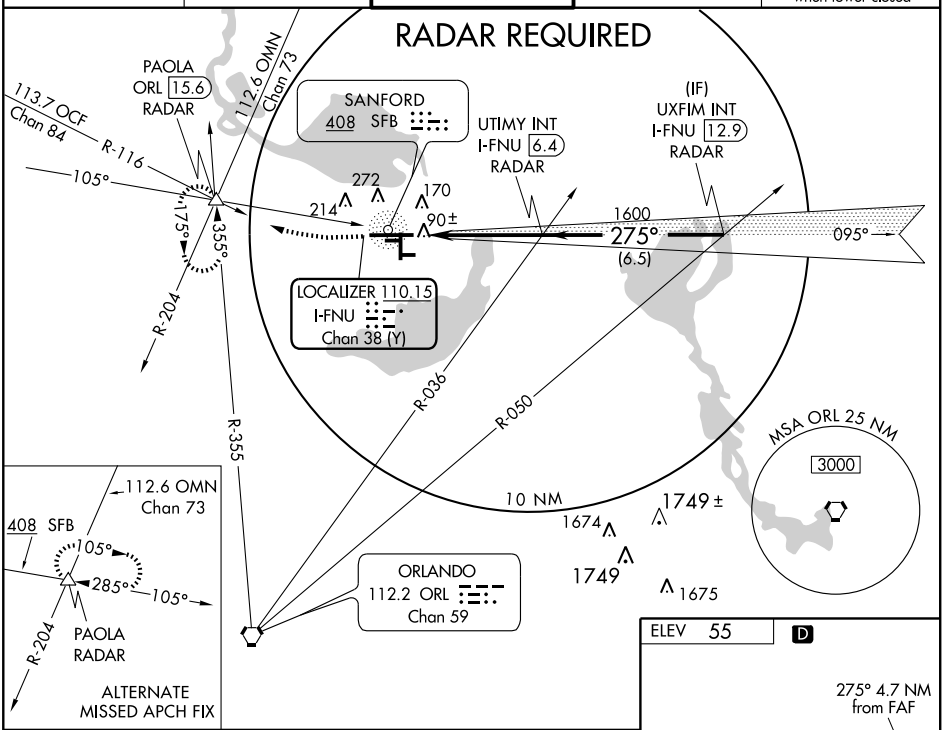
ILS or LOC RWY 27R
ORLANDO SANFORD INTL (SFB)

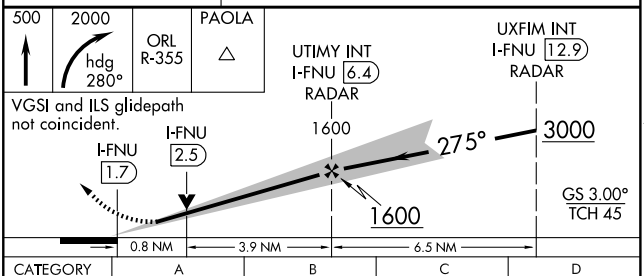
When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 293 and all MDA 60 feet. VDP NA when using Executive altimeter setting. For inoperative MALSR increase S-LOC 27R Cat D visibility to 1. For inoperative MALSR, when using Executive altimeter setting, increase S-ILS 27R all Cats visibility to 1. DME and RADAR Required.

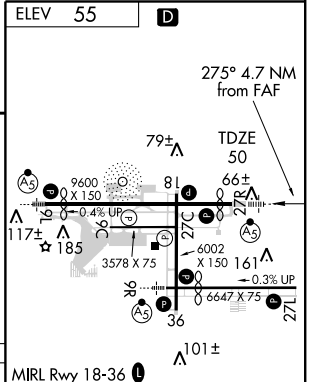
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 280° and ORL VORTAC R-355 to PAOLA/ORL 15.6 DME RADAR and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER ★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
S-ILS 27R	250-½ 200 (200-½)			
S-LOC 27R	380-½ 330 (400-½)			380-¾ 330 (400-¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

13000 120° (9)

13000 070° (29)

R-250

R-106

SYKES
N27°39.88′
W83°02.99′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

83

10000 003° (24)

72

13000 070° (14)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83°17.93′

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

10000 334° (45)

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

NOTE: Chart not to scale.

08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

ST-571 (FAA)

NDB SFB 408	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 55

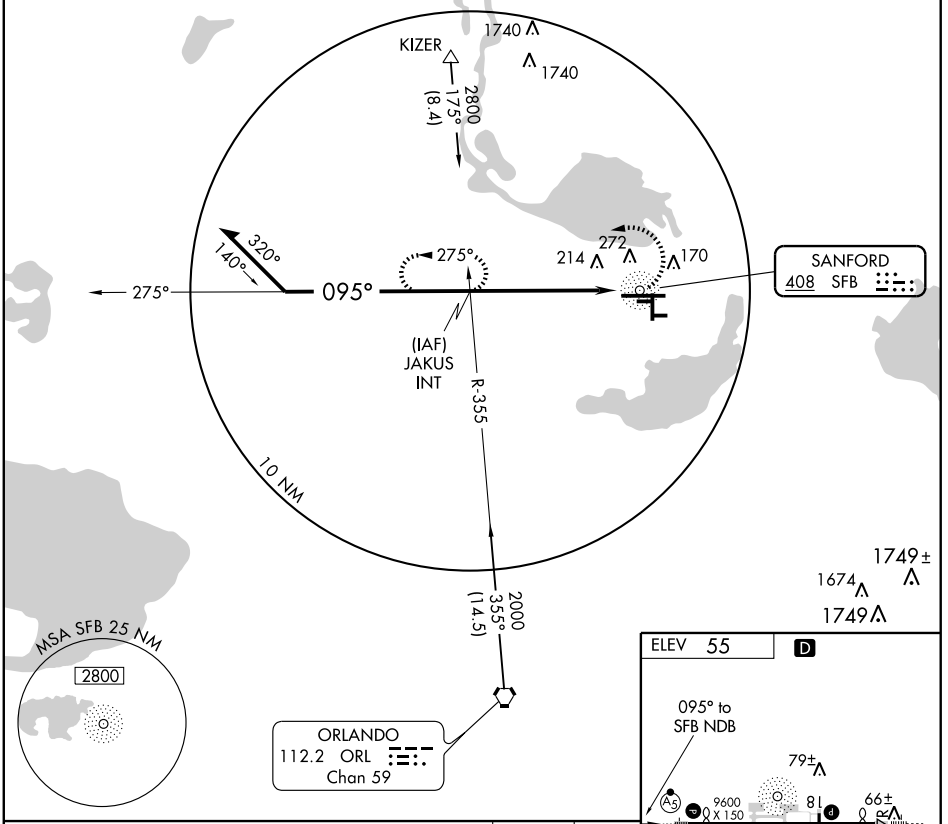
NDB-B

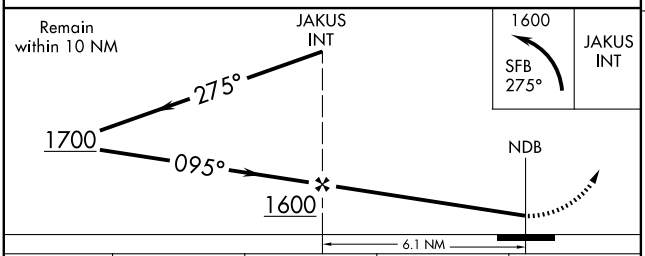
ORLANDO SANFORD INTL (SFB)

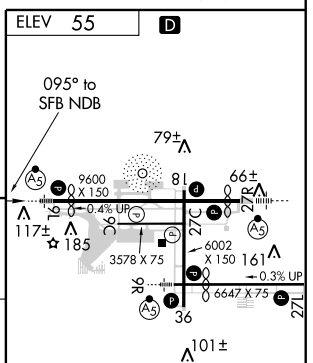
MISSED APPROACH: Climbing left turn to 1600 via SFB 275° course to JAKUS Int and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed

SE-3, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

NDB SFB 408	APP CRS 275°	Rwy Idg N/A TDZE N/A Apt Elev 55

NDB-C
ORLANDO SANFORD INTL (SFB)

MISSED APPROACH: Climbing right turn to 1600 via SFB 095° course to DOKEY Int and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed

ORMOND BEACH
112.6 OMN
Chan 73

2000
182°
(31)

1740
1740

10 NM

214
272
170

095°

SANFORD
408 SFB

275°

050°
230°

095°

(IAF)
DOKEY
INT

R-036

MSA SFB 25 NM
2800

ORLANDO
112.2 ORL
Chan 59

2000
036°
(17.9)

1674
1749±
1749
1675

ELEV 55 D

275° to SFB NDB

79±
66±
81
9600 X 150
0.4% UP
27R
117±
185
9C
27C
3578 X 75
6002 X 150
161
0.3% UP
9R
6647 X 75
27L
36
101±

1600
SFB
095°

DOKEY INT

DOKEY INT

Remain within 10 NM

095°
275°
1600
1600

NDB

5.7 NM

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

CATEGORY	A	B	C	D
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	8600
CH 78409	095°	TDZE	55
W09A		Apt Elev	55

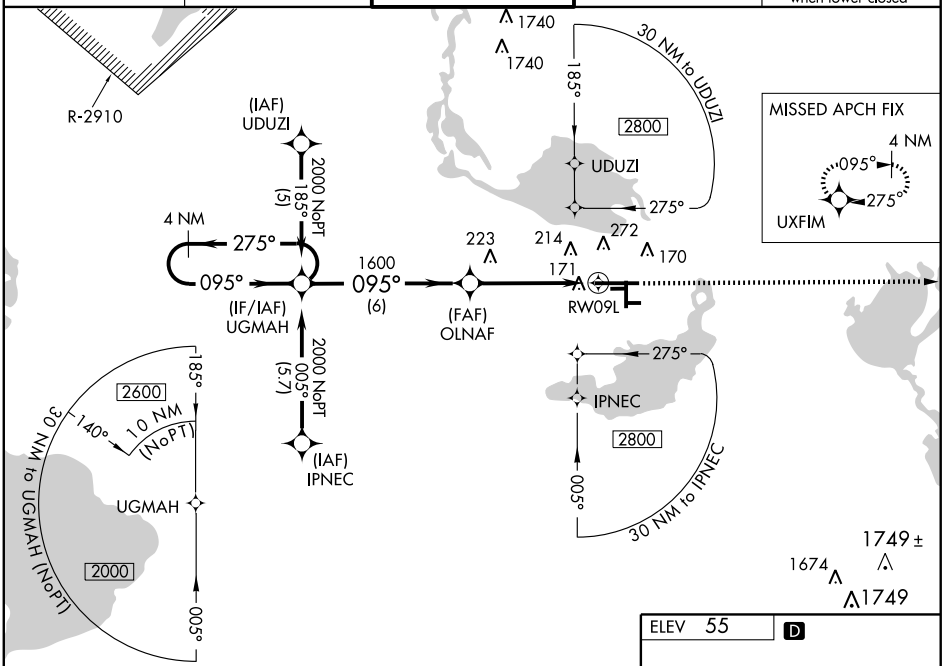
RNAV (GPS) RWY 9L
ORLANDO SANFORD INTL (SFB)

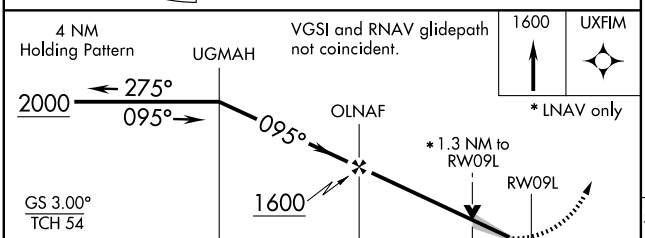
Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 298, LNAV/VNAV DA to 543, all MDA 60 feet and LNAV/VNAV visibility ¼ mile all Cats LNAV visibility Cats C and D visibility ¼ mile.

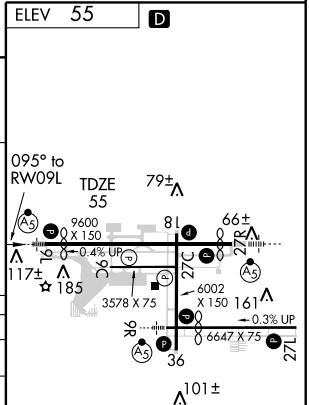
MALSR

MISSED APPROACH: Climb to 1600 direct UXFIM and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER ★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
LPV DA	255-½ 200 (200-½)			
LNAV/VNAV DA	500-1 445 (500-1)			
LNAV MDA	540-½ 485 (500-½)		540-¾ 485 (500-¾)	540-1 485 (500-1)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 48810	095°	TDZE	47
W09B		Apt Elev	55

RNAV (GPS) RWY 9R

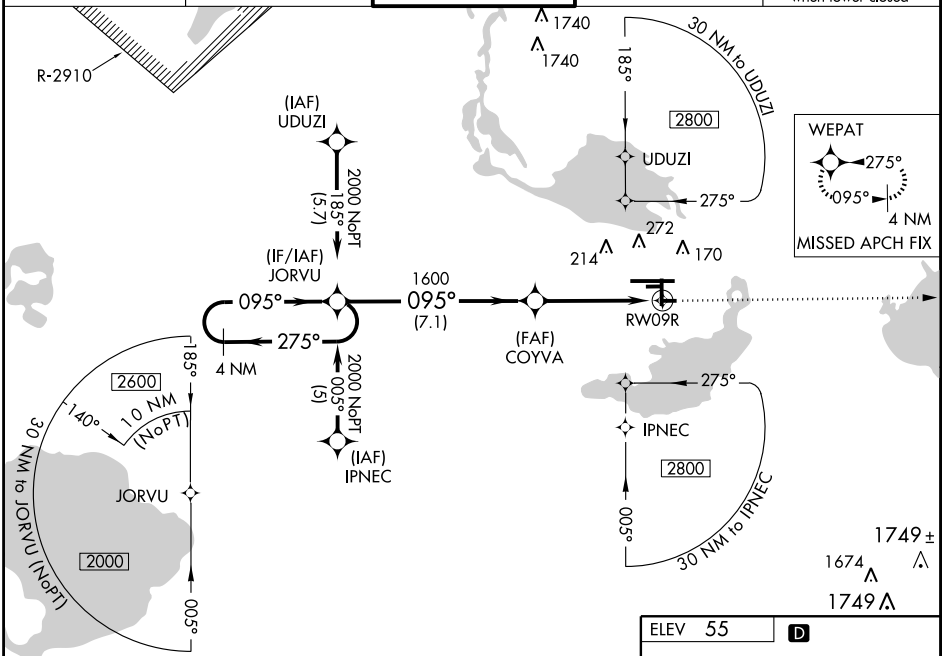
ORLANDO SANFORD INTL (SFB)

Circling to Rwy 27L NA at night. Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 426, LNAV/VNAV DA to 520, all MDA 60 feet and LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile.

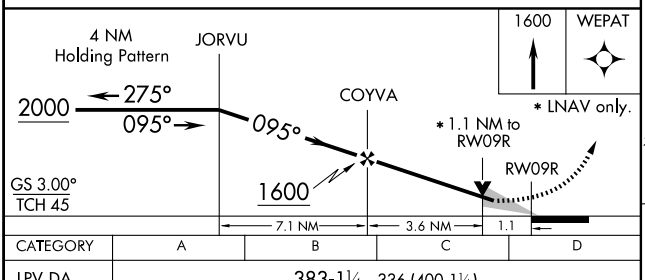
MALSR

MISSED APPROACH: Climb to 1600 direct WEPAT and hold.

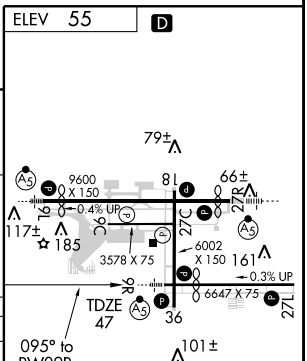
ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed



SE-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	383-1¼ 336 (400-1¼)			
LNAV/VNAV DA	477-1½ 430 (500-1½)			
LNAV MDA	440-1 393 (400-1)			440-1¼ 393 (400-1¼)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)



MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9000
CH 63209	275°	TDZE	50
W27A		Apt Elev	55

RNAV (GPS) RWY 27R

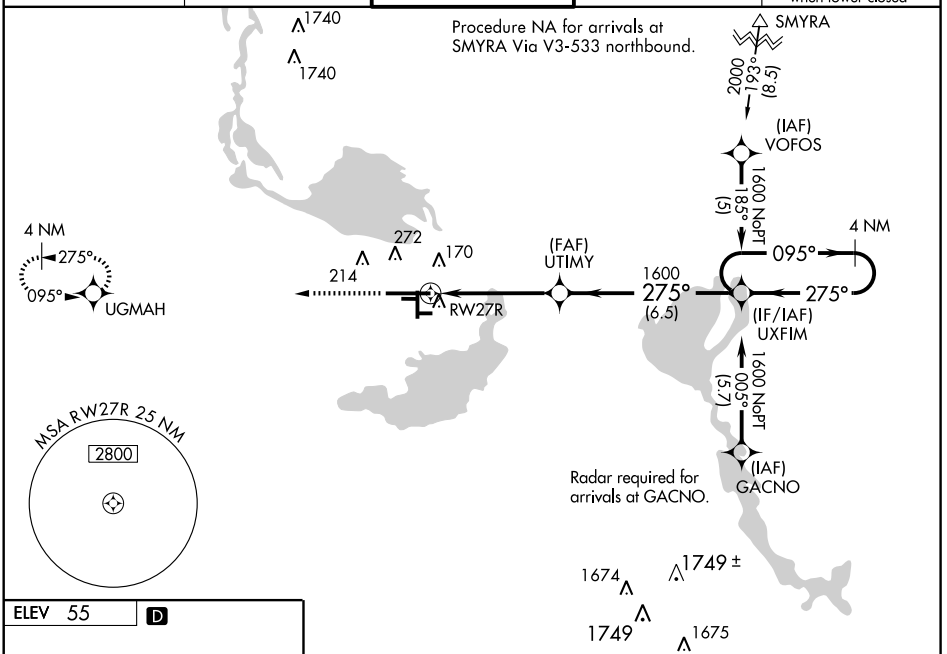
ORLANDO SANFORD INTL (SFB)

Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 293, LNAV/VNAV DA to 464, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

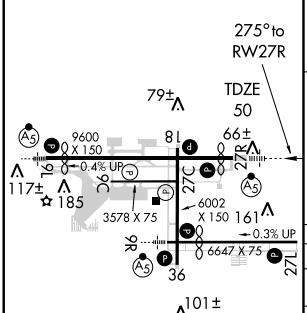
MALSR

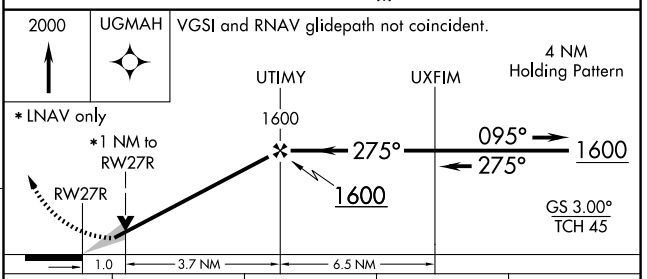
MISSED APPROACH: Climb to 2000 direct UGMAH and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed



ELEV 55 D



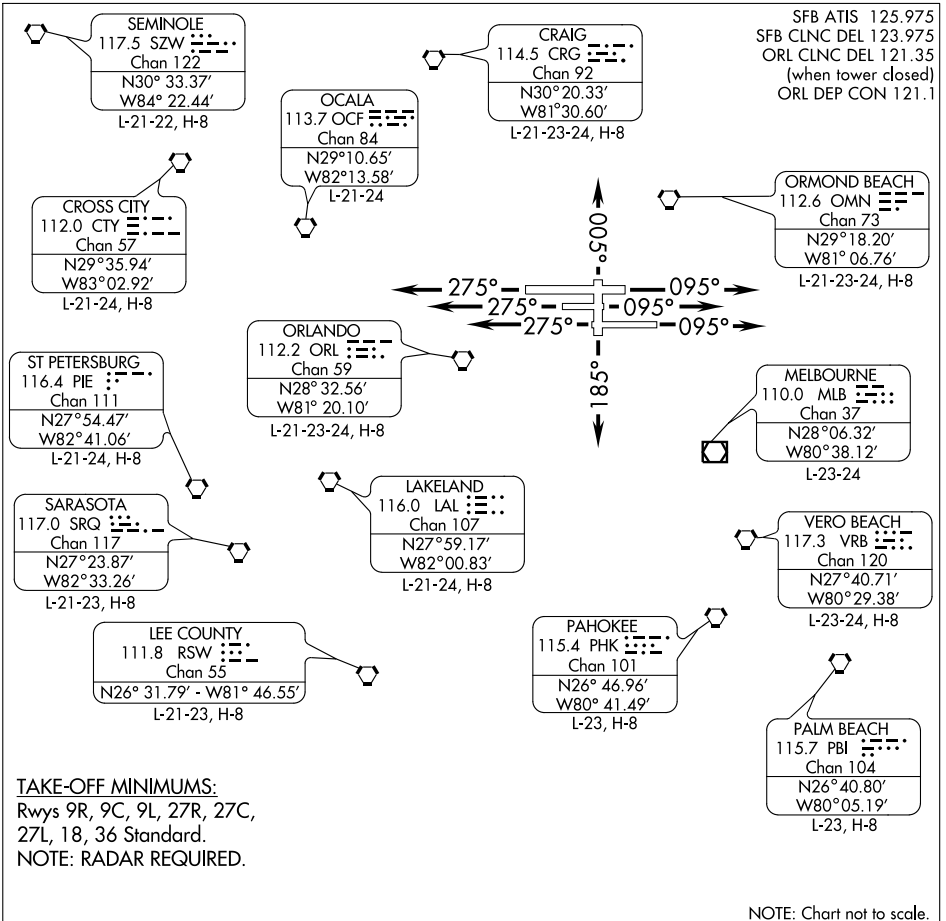


CATEGORY	A	B	C	D
LPV DA	250-½ 200 (200-½)			
LNAV/VNAV DA	421-¾ 371 (400-¾)			
LNAV MDA	420-½ 370 (400-½)			420-1 370 (400-1)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

SE-3, 21 OCT 2010 to 18 NOV 2010

SANFORD THREE DEPARTURE



TAKE-OFF MINIMUMS:
Rwys 9R, 9C, 9L, 27R, 27C, 27L, 18, 36 Standard.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9R, 9C, 9L : Climb heading 095°. Thence. . . .
TAKE-OFF RWY 27R, 27C, 27L: Climb heading 275°. Thence. . . .
TAKE-OFF RWY 18: Climb heading 185°. Thence. . . .
TAKE-OFF RWY 36: Climb heading 005°. Thence. . . .

. . . .Expect vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

SANFORD THREE DEPARTURE

TAKE-OFF OBSTACLE NOTES:

RWY 09R: Utilities beginning 430 feet from DER, 206 feet left of centerline up to 36 feet AGL/55 feet MSL. Trees beginning 986 feet from DER, 13 feet left of centerline up to 52 feet AGL/71 feet MSL. Post 1 foot from DER, 277 feet left of centerline 6 feet AGL/25 feet MSL. Utilities beginning 430 feet from DER, 109 feet right of centerline up to 36 feet AGL/55 feet MSL. Tree 1,078 feet from DER, 463 feet right of centerline 34 feet AGL/53 feet MSL.

RWY 09C: Bush 162 feet from DER, 276 feet left of centerline 8 feet AGL/57 feet MSL. Tree 2,305 feet from DER, 90 feet right of centerline up to 81 feet AGL/111 feet MSL.

RWY 09L: Trees beginning 197 feet from DER, 25 feet left of centerline up to 55 feet AGL/79 feet MSL. Pole 2,277 feet from DER, 12 feet left of centerline 32 feet AGL/61 feet MSL. Trees beginning 956 feet from DER, 280 feet right of centerline 65 feet AGL/90 feet MSL.

RWY 27R: Tower 3,434 feet from DER, 1,332 feet left of centerline, 115 feet AGL/171 feet MSL. Pole 1,378 feet from DER, 790 feet left of centerline 37 feet AGL/96 feet MSL. Trees beginning 1,355 feet from DER, 147 feet left of centerline up to 71 feet AGL/120 feet MSL. Antenna on building 130 feet from DER, 440 feet right of centerline 18 feet AGL/67 feet MSL. Trees beginning 1,453 feet from DER, 179 feet right of centerline up to 63 feet AGL/112 feet MSL.

RWY 27C: Tower 2,341 feet from DER, 544 feet left of centerline, 128 feet AGL/185 feet MSL. Rod on OL tower 2,364 feet from DER, 551 feet left of centerline 125 feet AGL/184 feet MSL.

RWY 27L: Trees beginning 2,733 feet from DER, 260 feet left of centerline up to 72 feet AGL/131 feet MSL. Fence 229 feet from DER, 16 feet right of centerline 12 feet AGL/ 51 feet MSL.

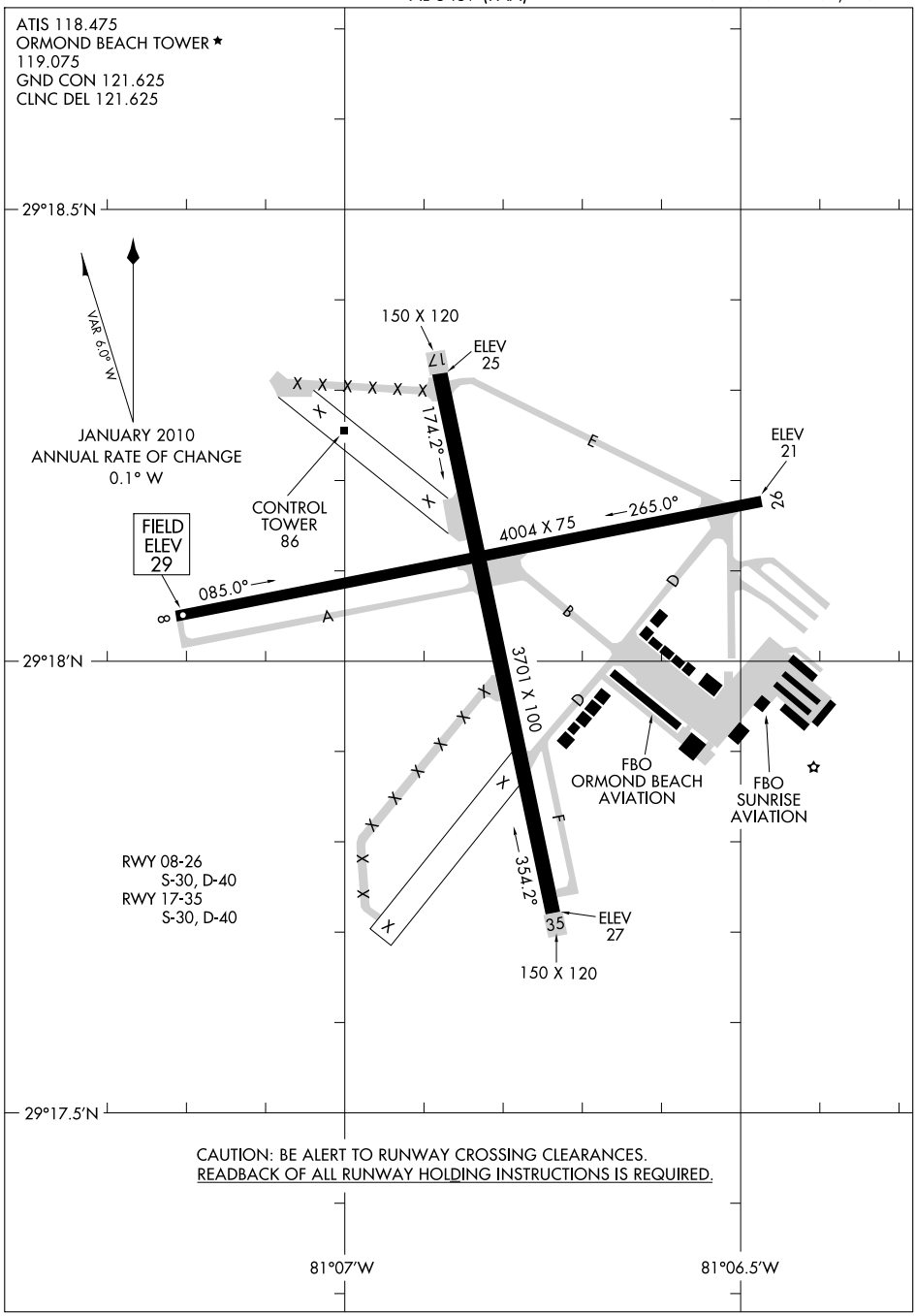
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ORMOND BEACH MUNI (OMN)

AL-5459 (FAA)

ORMOND BEACH, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
081°	Rwy Idg	4004
	TDZE	28
	Apt Elev	28

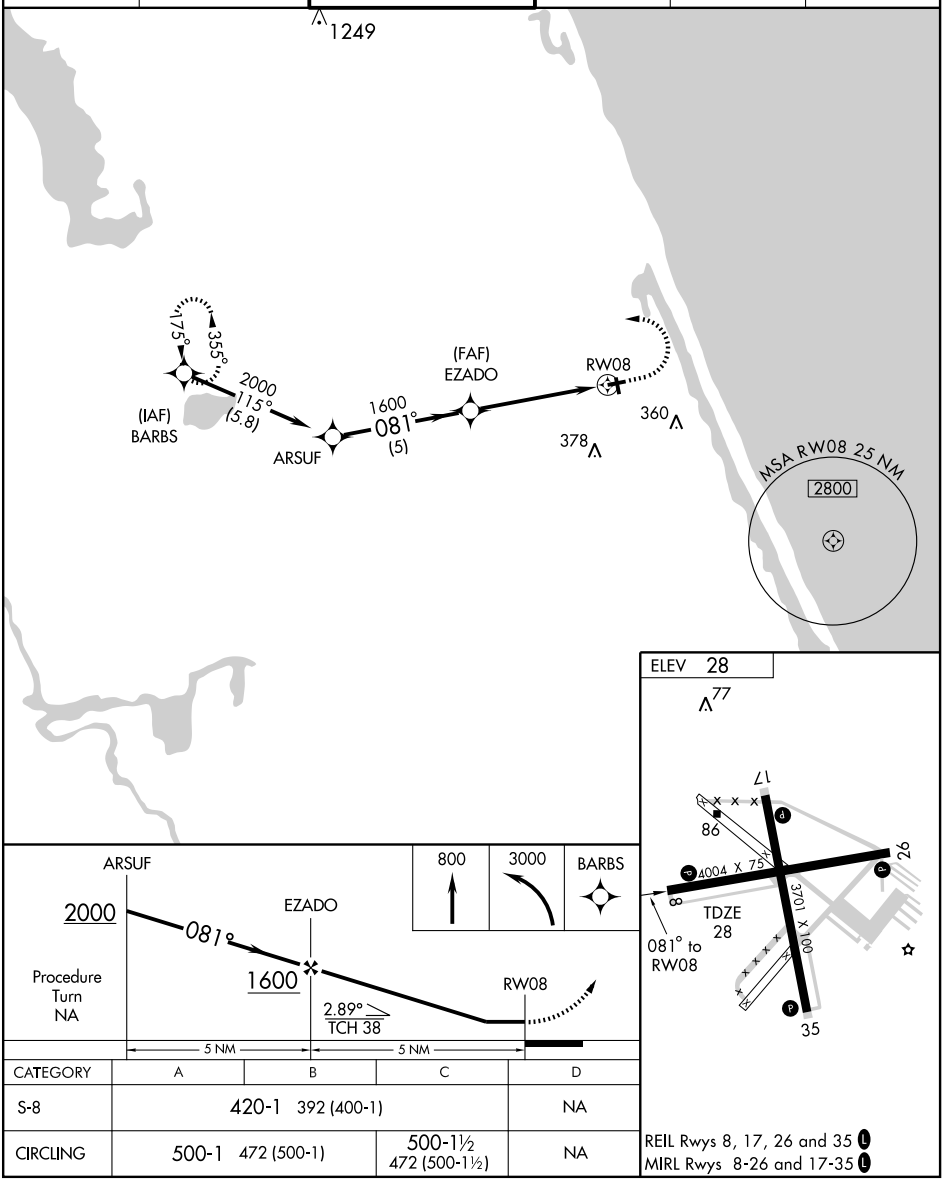
GPS RWY 8
ORMOND BEACH MUNI (OMN)

NA
ASR

Use Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct BARBS WP and hold.

ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 385.5	119.075 (CTAF) L	121.625	121.625	123.05



CATEGORY	A	B	C	D
S-8	420-1 392 (400-1)			NA
CIRCLING	500-1 472 (500-1)		500-1½ 472 (500-1½)	NA

REIL Rwys 8, 17, 26 and 35 L
MIRL Rwys 8-26 and 17-35 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OMN	APP CRS	Rwy Idg	3701
112.6	162°	TDZE	27
Chan 73		Apt Elev	28

VOR or GPS RWY 17

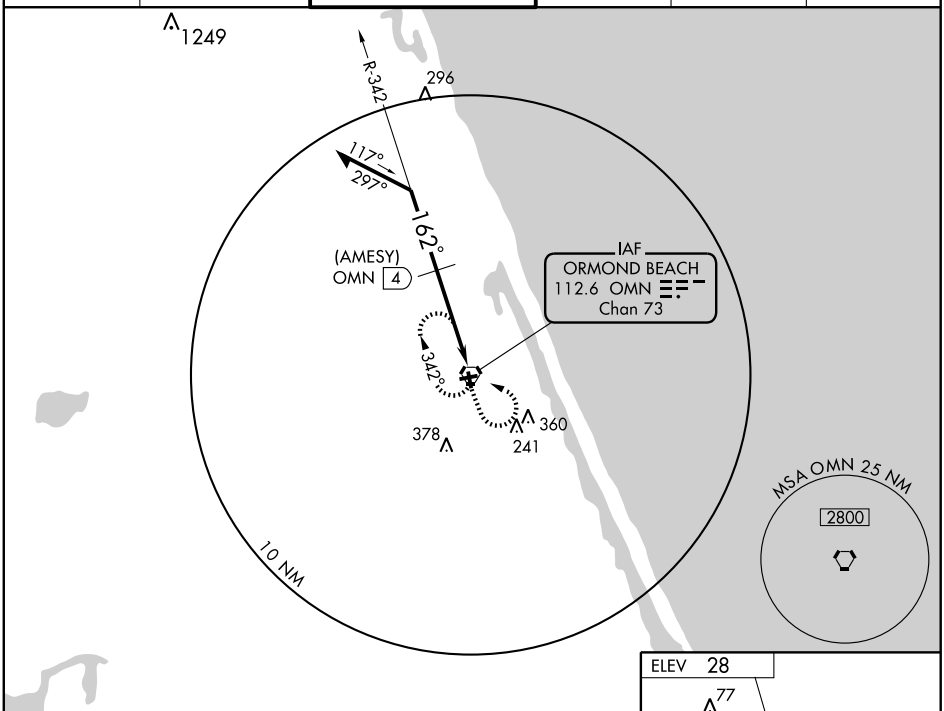
ORMOND BEACH MUNI (OMN)

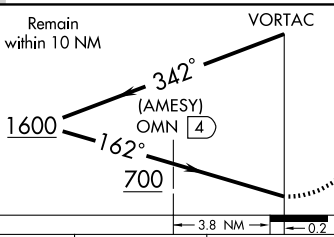
NA
ASR

Use Daytona Beach altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct OMN VORTAC and hold.

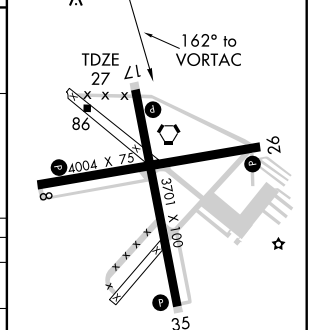
ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 385.5	119.075 (CTAF) L	121.625	121.625	123.05





1000	1600	OMN 112.6

CATEGORY	A	B	C	D
S-17	700-1	673 (700-1)	700-2 673 (700-2)	NA
CIRCLING	700-1	672 (700-1)	700-2 672 (700-2)	NA
DME MINIMUMS				
S-17	480-1	453 (500-1)	480-1¼ 453 (500-1¼)	NA
CIRCLING	500-1	472 (500-1)	500-1½ 472 (500-1½)	NA



REIL Rwys 8, 17, 26, and 35 L
MIRL Rwys 8-26 and 17-35 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4016
CH 53408	176°	TDZE	16
W17A		Apt Elev	16

RNAV (GPS) RWY 17

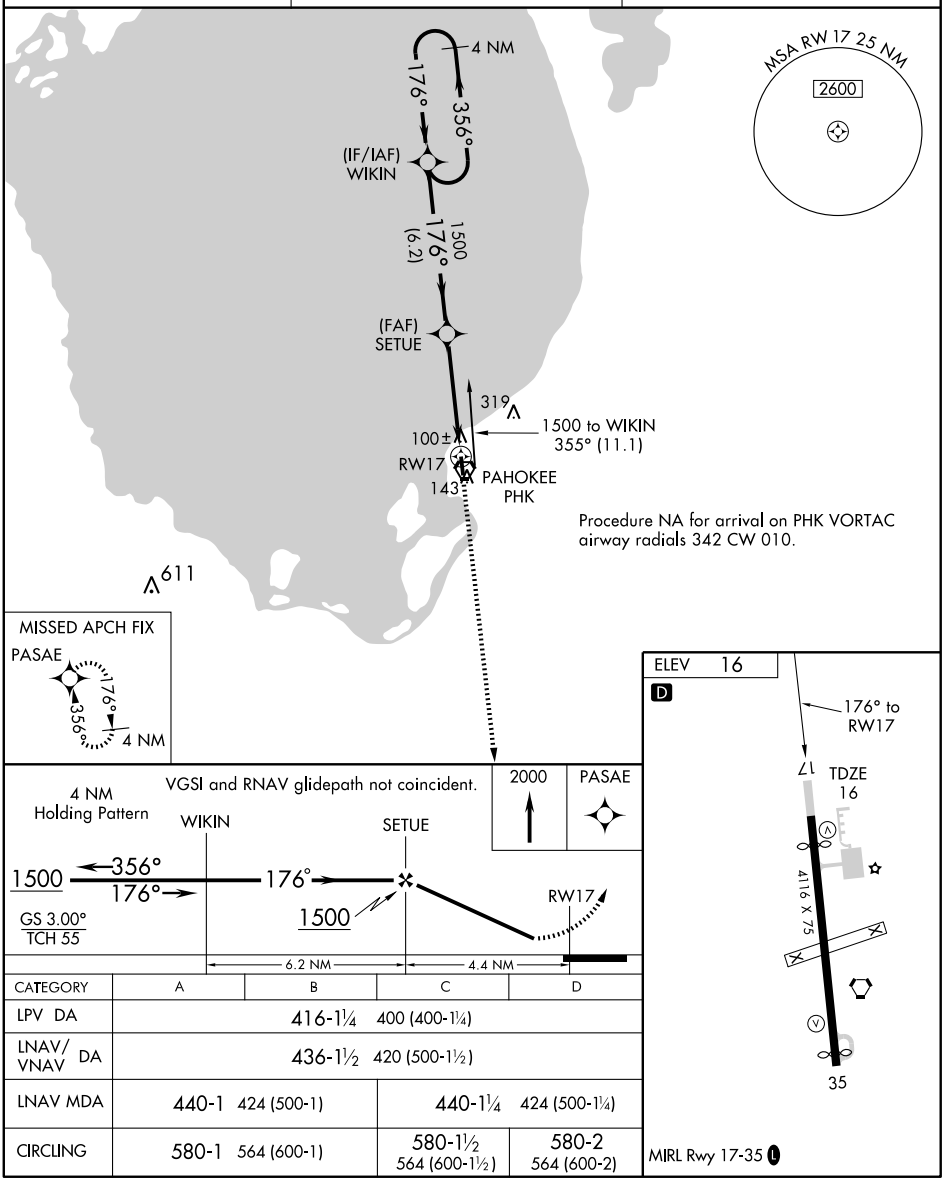
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct PASAE and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	416-1¼ 400 (400-1¼)			
LNAV/VNAV DA	436-1½ 420 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4069
CH 56408	356°	TDZE	16
W35A		Apt Elev	16

RNAV (GPS) RWY 35

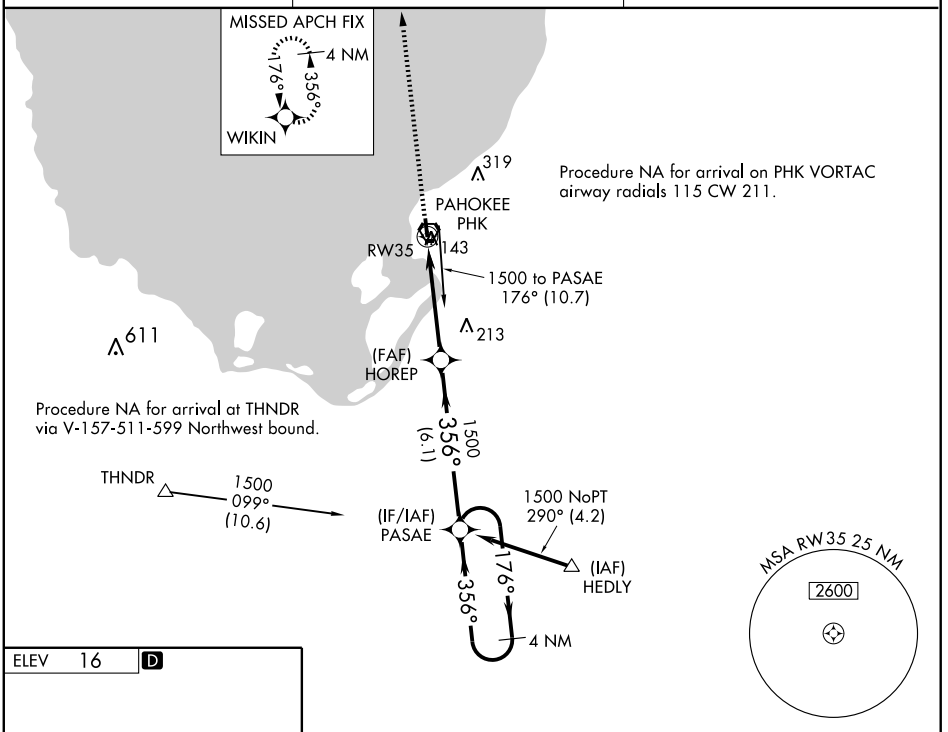
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

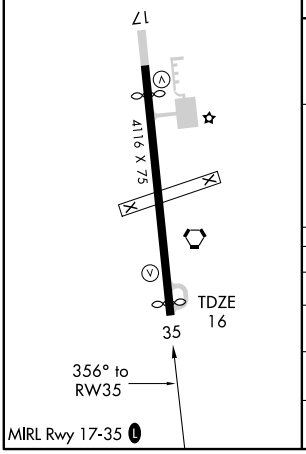
T
NA

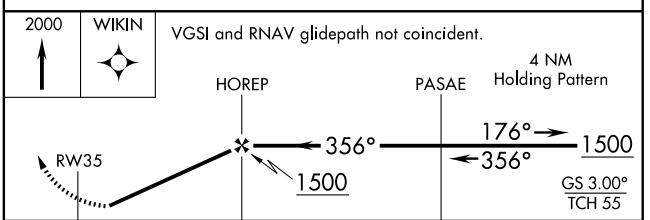
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct WIKIN and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	534-1¾ 518 (600-1¾)			
LNAV/ VNAV DA	519-1¾ 503 (600-1¾)			
LNAV MDA	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-1¾ 564 (600-1¾)
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PHK 115.4 Chan 101	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 16

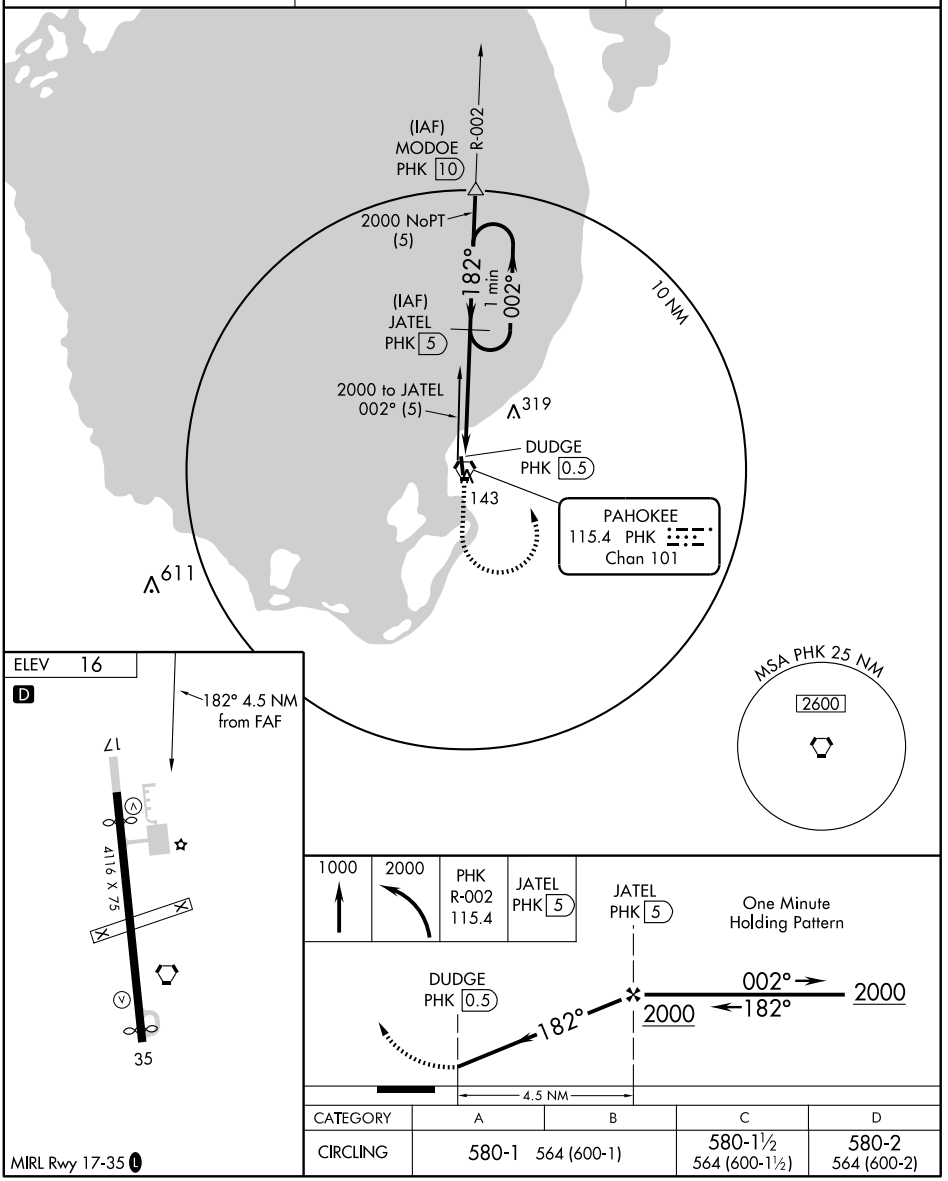
VOR/DME-A

PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

NA — Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via PHK R-002 to JATEL/5 DME and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

MIRL Rwy 17-35 L

SE-3, 21 OCT 2010 to 18 NOV 2010

NDB IAK	APP CRS	Rwy Idg	6000
243	092°	TDZE	34
		Apt Elev	48

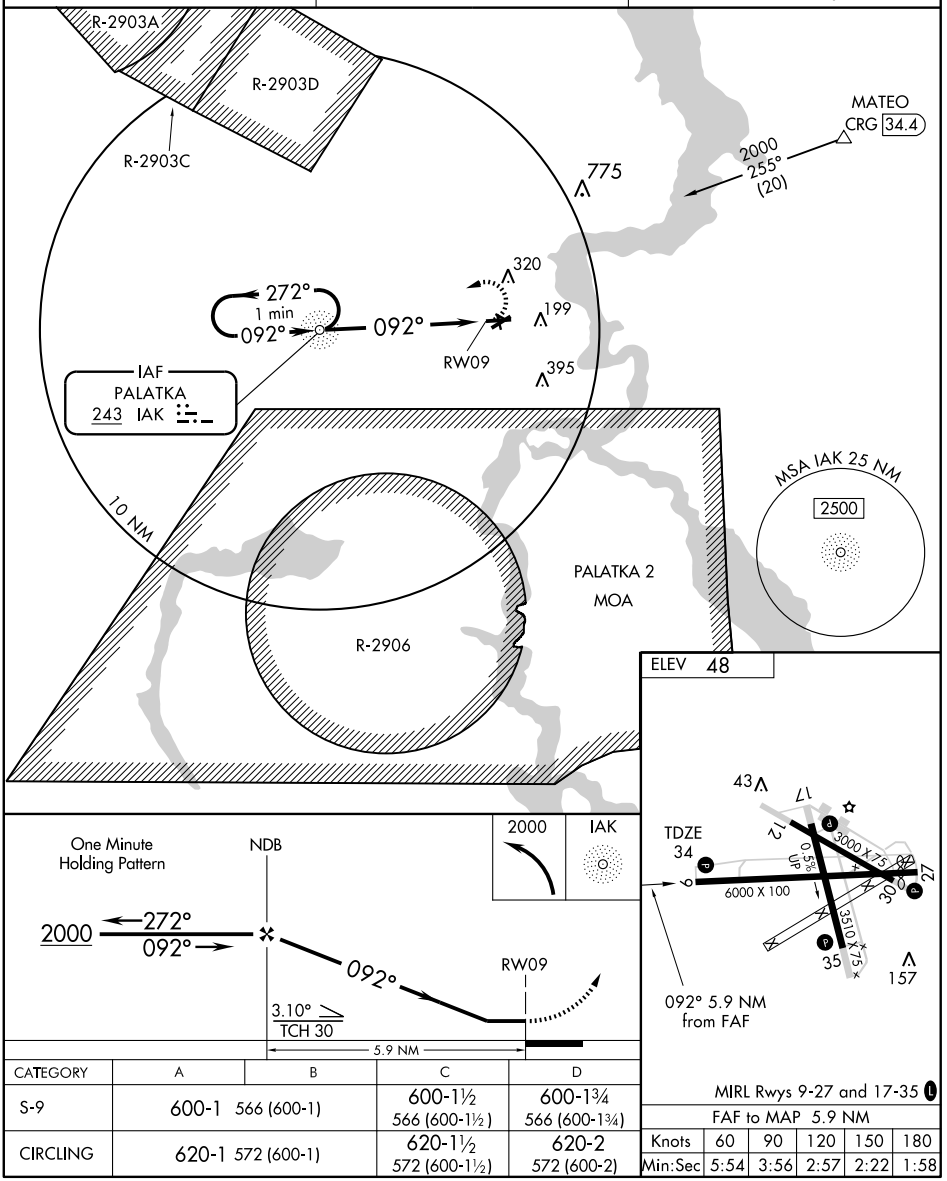
NDB RWY 9

PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase all MDA 80 feet; increase S-9 Cats C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct IAK NDB and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
119.92	118.175 338.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	600-1 566 (600-1)		600-1½ 566 (600-1½)	600-1¾ 566 (600-1¾)
CIRCLING	620-1 572 (600-1)		620-1½ 572 (600-1½)	620-2 572 (600-2)

MIRL Rwys 9-27 and 17-35 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 53320	092°	TDZE	34
W09A		Apt Elev	48

RNAV (GPS) RWY 9

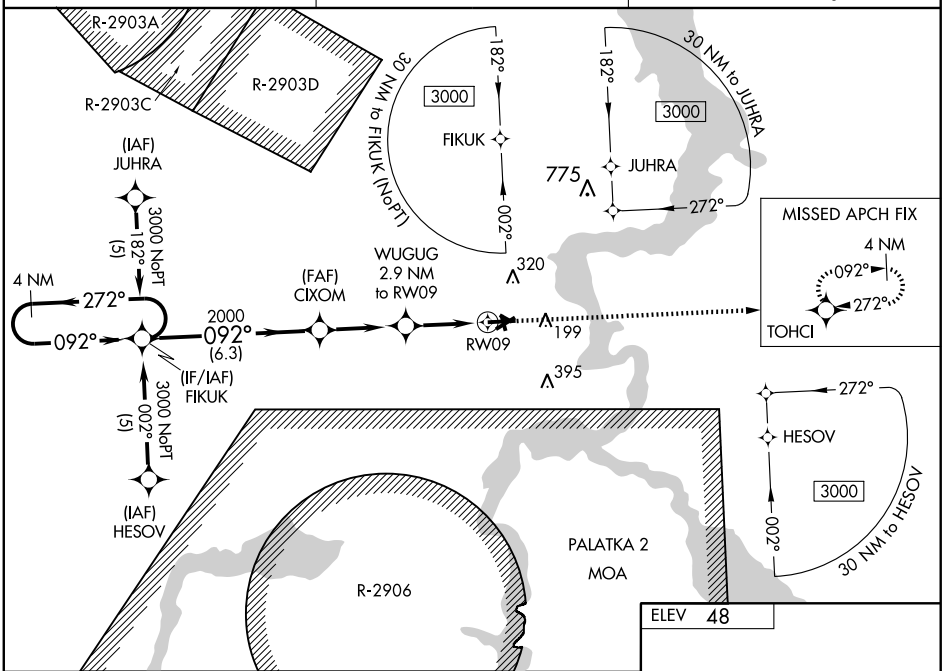
PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

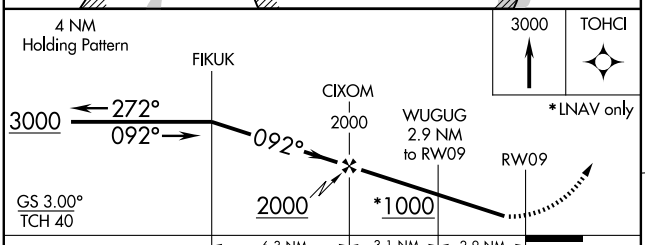
T
NA

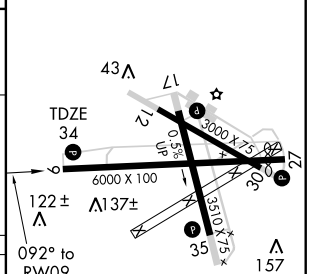
Baro-VNAV NA when using St. Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase LPV DA all Cats to 379, LNAV/VNAV DA all Cats to 457, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct TOHCI and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
119.92	118.175 338.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	314-1	280 (300-1)		
LNAV/VNAV DA	392-1¼	358 (400-1¼)		
LNAV MDA	480-1 446 (500-1)		480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	620-1 572 (600-1)		620-1½ 572 (600-1½)	620-2 572 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5551
CH 99320	272°	TDZE	34
W27A		Apt Elev	48

RNAV (GPS) RWY 27

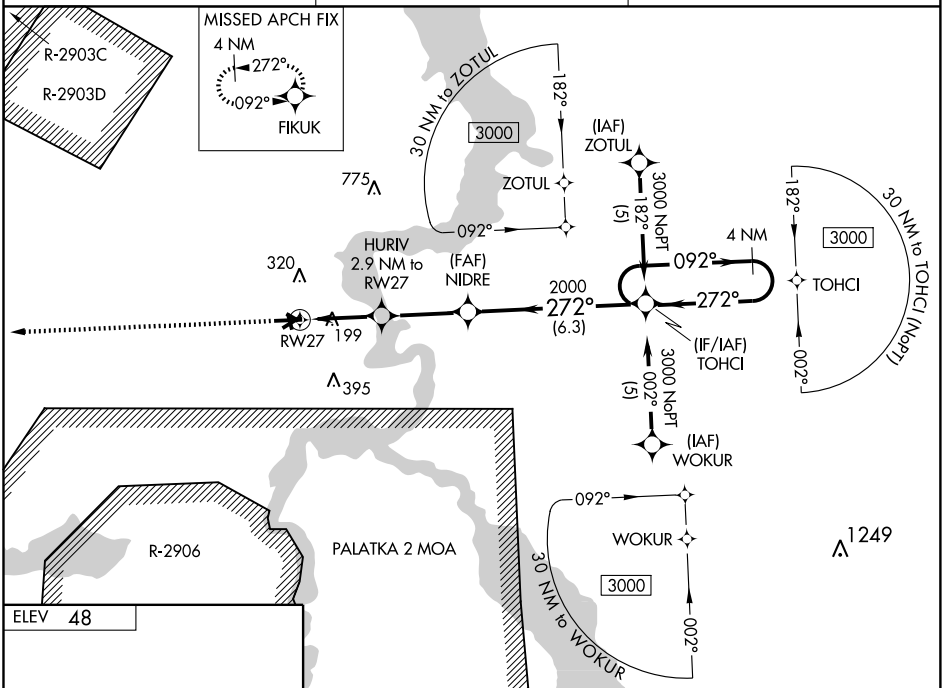
PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

T
NA

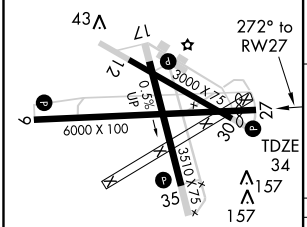
Baro-VNAV NA when using St. Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase LPV DA all Cats to 419, LNAV/VNAV DA all Cats to 557, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FIKUK and hold.

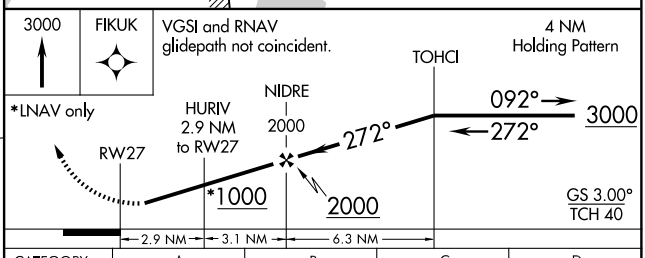
AWOS-3	JACKSONVILLE APP CON	UNICOM
119.92	118.175 338.25	122.8 (CTAF) L



ELEV 48



MIRL Rwys 9-27 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	354-1¼	320 (400-1¼)		
LNAV/VNAV DA	512-1¾	478 (500-1¾)		
LNAV MDA	460-1 426 (500-1)		460-1¼ 426 (500-1¼)	460-1¼ 426 (500-1¼)
CIRCLING	620-1 572 (600-1)		620-1½ 572 (600-1½)	620-2 572 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 49209	060°	TDZE	32
W06A		Apt Elev	33

RNAV (GPS) RWY 6

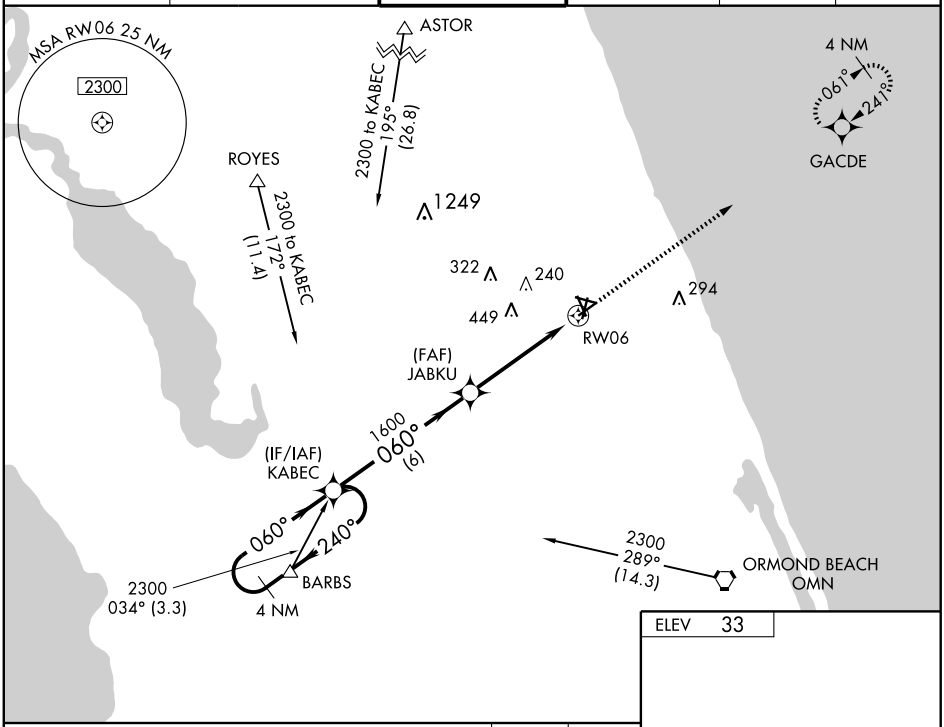
PALM COAST / FLAGLER COUNTY (XFL)

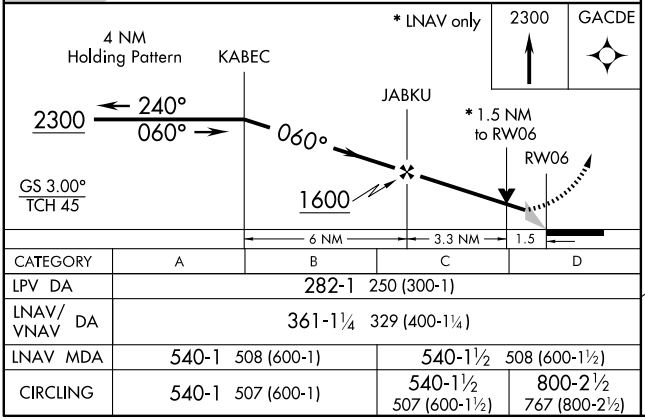
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Daytona Beach altimeter setting.

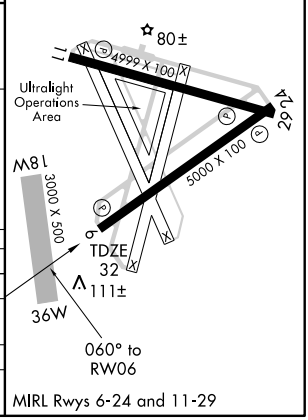
MISSED APPROACH: Climb to 2300 direct GACDE and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0





CATEGORY	A	B	C	D
LPV DA	282-1 250 (300-1)			
LNAV/VNAV DA	361-1¼ 329 (400-1¼)			
LNAV MDA	540-1 508 (600-1)		540-1½ 508 (600-1½)	
CIRCLING	540-1 507 (600-1)		540-1½ 507 (600-1½)	800-2½ 767 (800-2½)



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 66009 W11A	APP CRS 112°	Rwy Idg 4999 TDZE 33 Apt Elev 33

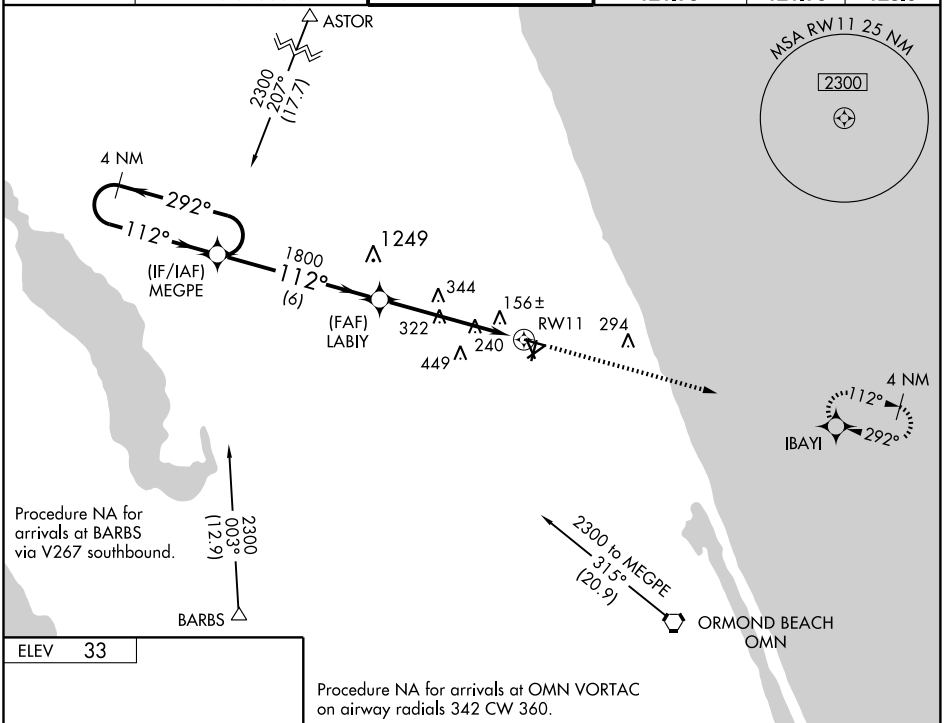
RNAV (GPS) RWY 11

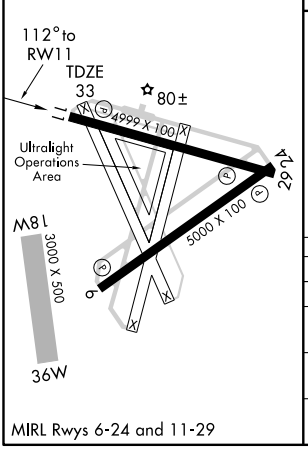
PALM COAST / FLAGLER COUNTY (XFL)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 44 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats. and Circling Cat. D visibility ¼ mile. Baro-VNAV NA when using Daytona Beach altimeter setting.

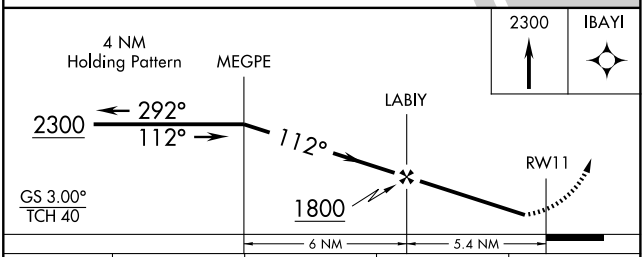
MISSED APPROACH: Climb to 2300 direct IBAYI and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0





Procedure NA for arrivals at OMN VORTAC on airway radials 342 CW 360.



CATEGORY	A	B	C	D
LPV DA	353-1¼ 320 (400-1¼)			
LNAV/VNAV DA	460-1½ 427 (500-1½)			
LNAV MDA	640-1 607 (700-1)		640-1¾ 607 (700-1¾)	640-2 607 (700-2)
CIRCLING	640-1 607 (700-1)		640-1¾ 607 (700-1¾)	800-2½ 767 (800-2½)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
241°	TDZE	32
	Apt Elev	33

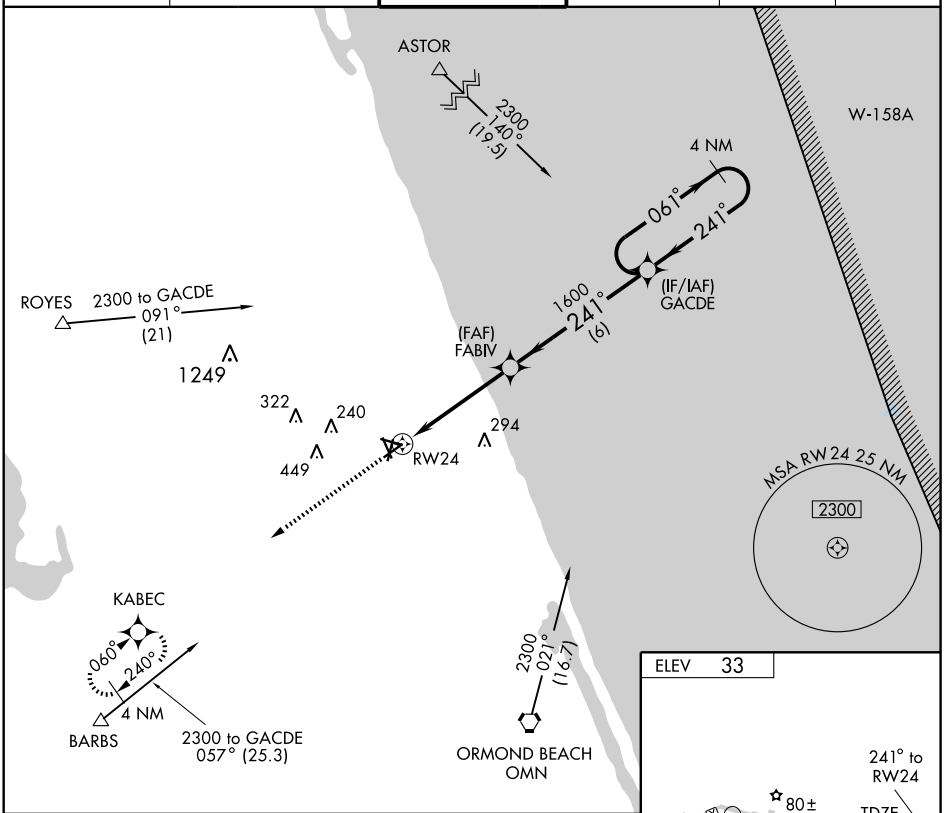
RNAV (GPS) RWY 24

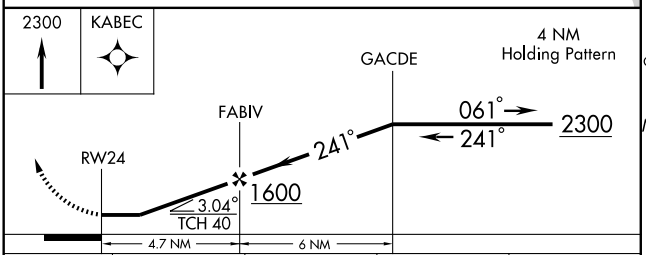
PALM COAST / FLAGLER COUNTY (XFL)

If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct KABEC and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0





CATEGORY	A	B	C	D
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	800-2½ 767 (800-2½)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4999
292°	TDZE	33
	Apt Elev	33

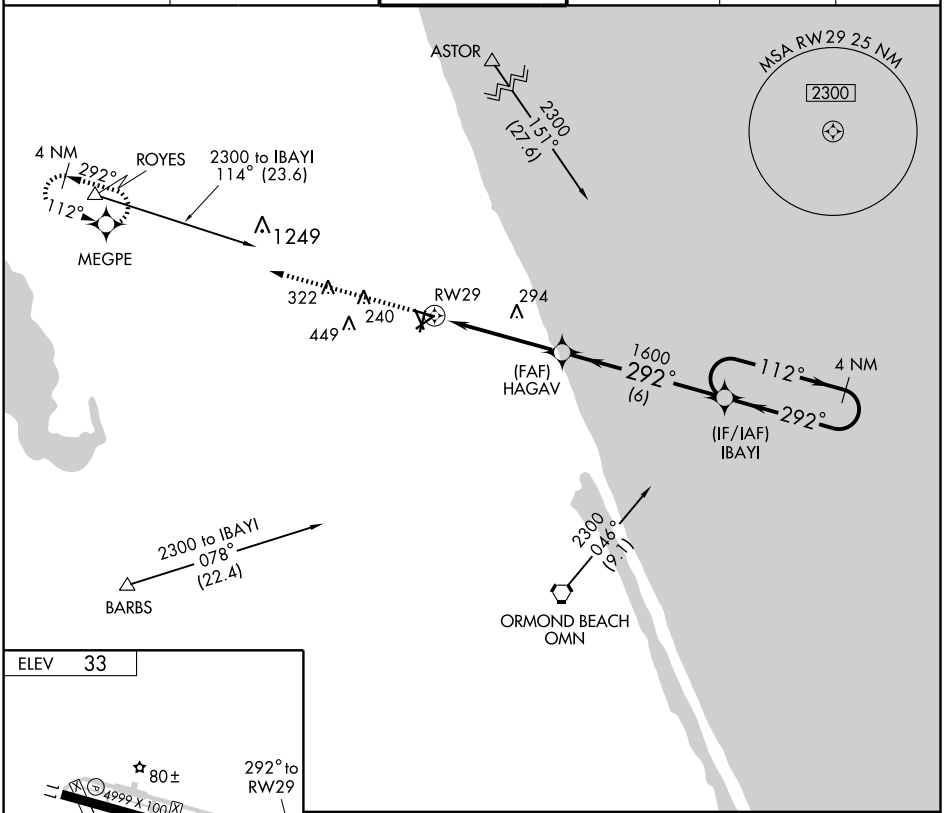
RNAV (GPS) RWY 29

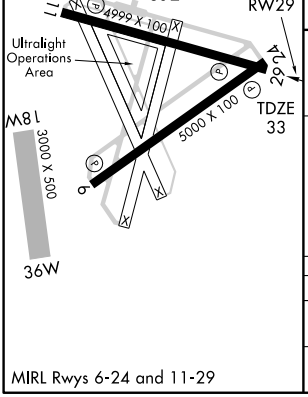
PALM COAST / FLAGLER COUNTY (XFL)

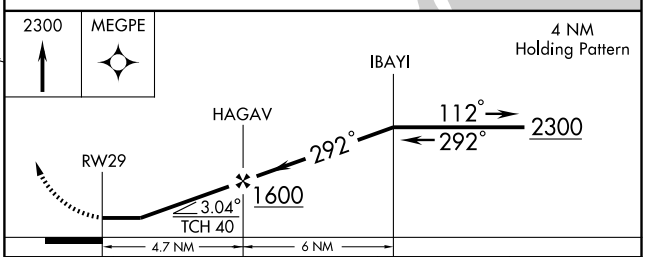
If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct MEGPE and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0







CATEGORY	A	B	C	D
LNAV MDA	560-1 527 (600-1)		560-1½ 527 (600-1½)	560-1¾ 527 (600-1¾)
CIRCLING	560-1 527 (600-1)		560-1½ 527 (600-1½)	800-2½ 767 (800-2½)

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SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OMN 112.6 Chan 73	APP CRS 334°	Rwy Idg N/A TDZE N/A Apt Elev 33

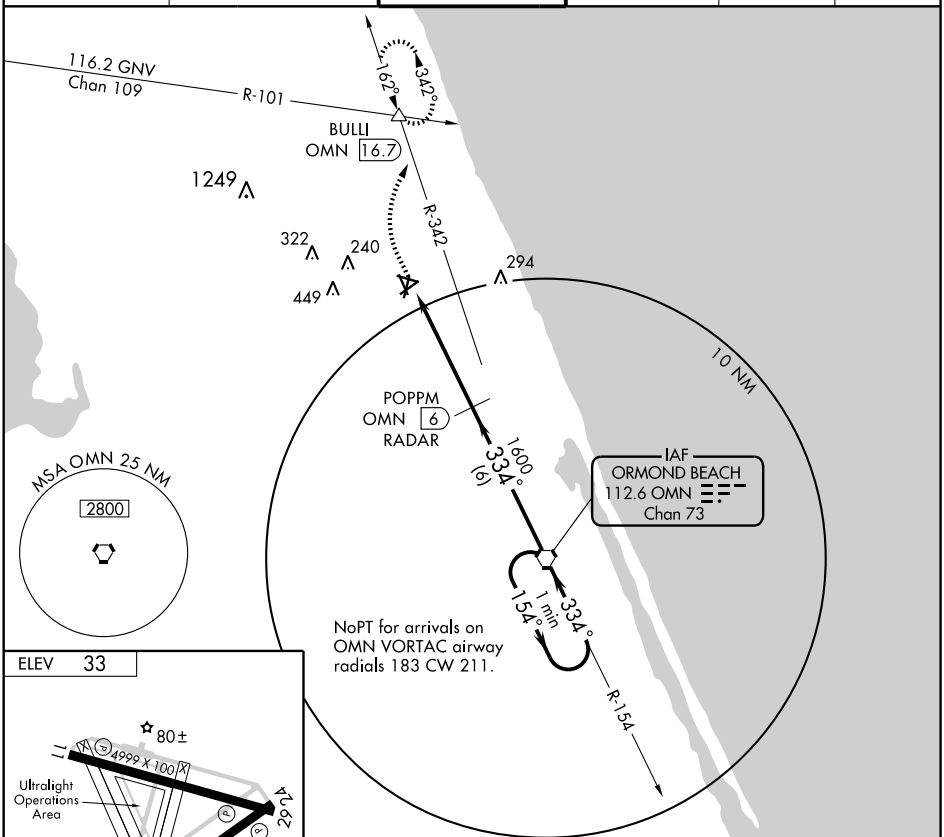
VOR-A

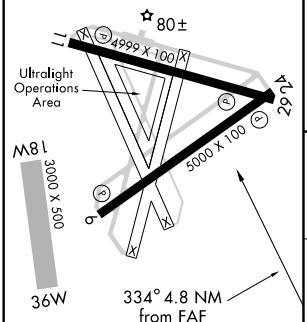
PALM COAST / FLAGLER COUNTY (XFL)

T NA — If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

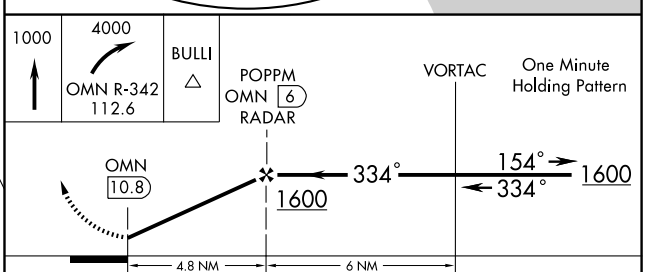
MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 via OMN R-342 to BULLI Int and hold.

ATIS 128.325	DAYTONA APP CON 125.8 385.5	FLAGLER TOWER ★ 118.95 (CTAF)	GND CON 121.75	CLNC DEL 121.75	UNICOM 123.0





MIRL Rwys 6-24 and 11-29



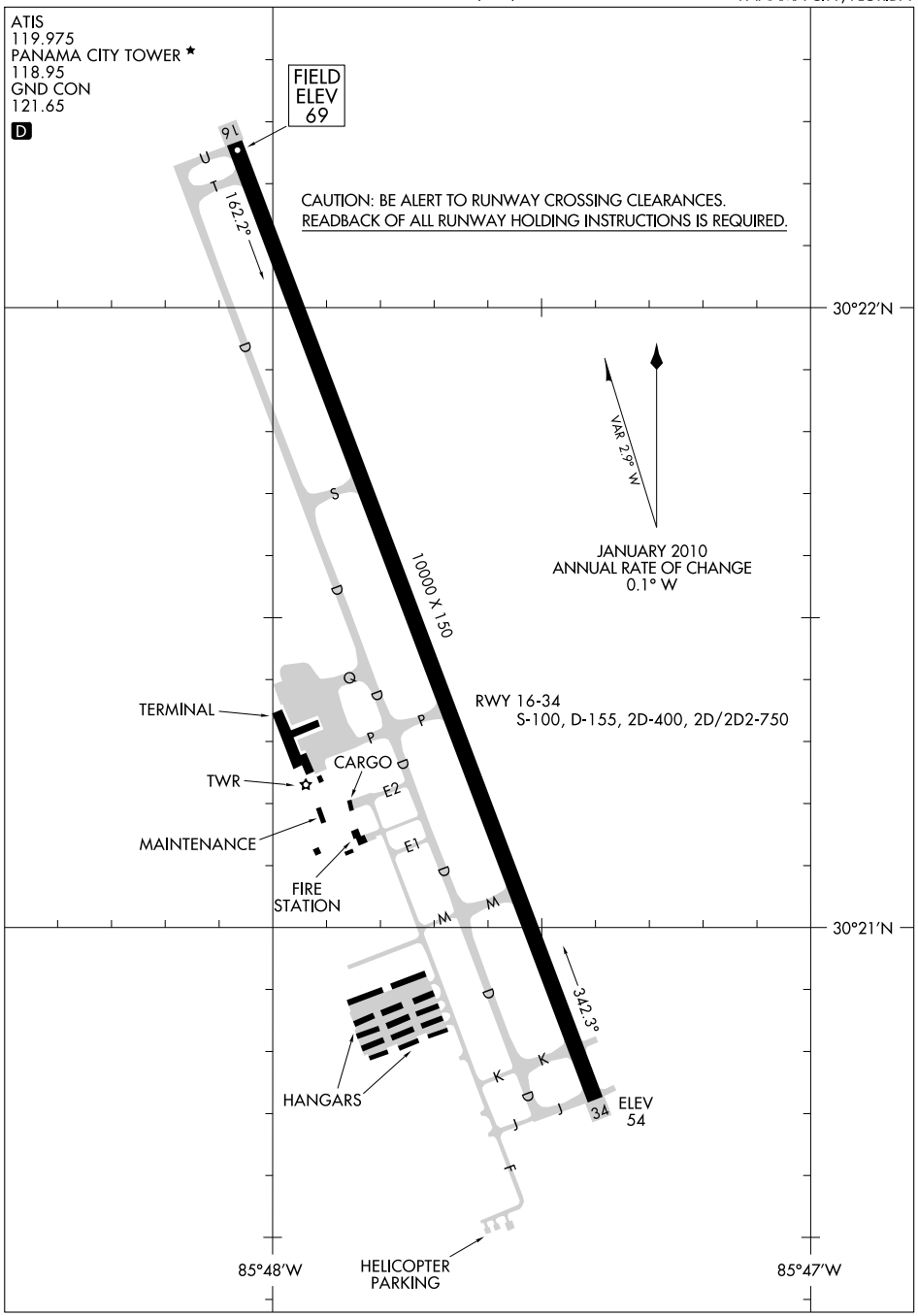
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	560-1 527 (600-1)		560-1½ 527 (600-1½)	800-2½ 767 (800-2½)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PANAMA CITY/NORTHWEST FLORIDA - PANAMA CITY INTL (ECP)
AL-10416 (FAA)
PANAMA CITY, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PANAMA CITY, FLORIDA
PANAMA CITY/NORTHWEST FLORIDA - PANAMA CITY INTL (ECP)

10210

LOC/DME I-PUK	APP CRS	Rwy Idg	10000
111.15	162°	TDZE	69
Chan 48 (Y)		Apt Elev	69

ILS or LOC/DME RWY 16

PANAMA CITY/NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

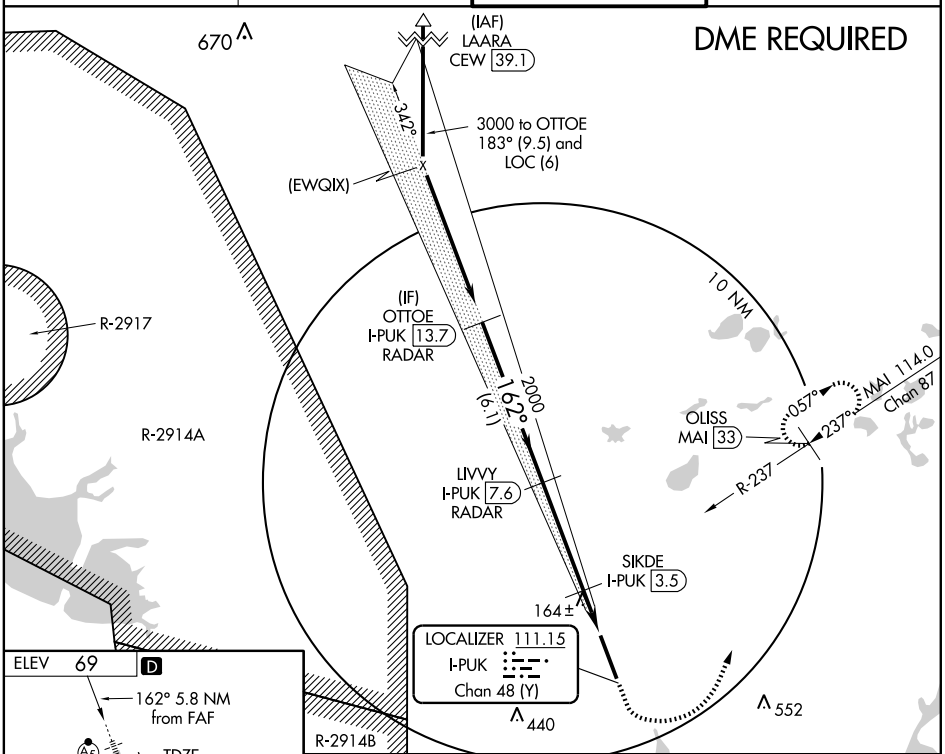
DME Required.
Circling NA to Rwys 3 and 21.

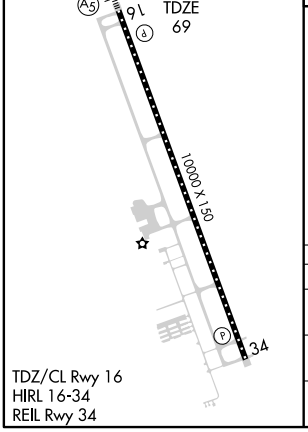
MALSR

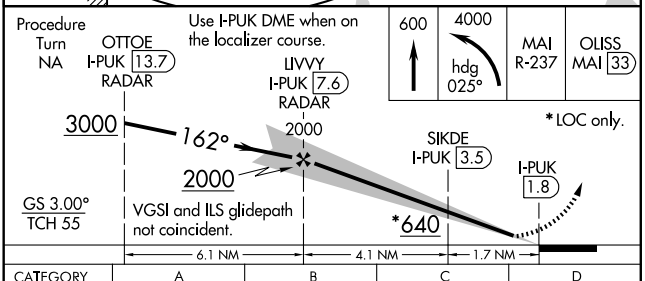
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via heading 025° and MAI VORTAC R-237 to OLISS/MAI VORTAC 33 DME and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON
119.975	124.15 341.7	118.95 (CTAF)	121.65

DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 16	269-½ 200 (200-½)			
S-LOC 16	420-½ 351 (400-½)			420-¾ 351 (400-¾)
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 63017 W16A | APP CRS 162° | Rwy Idg 10000 TDZE 69 Apt Elev 69

RNAV (GPS) RWY 16

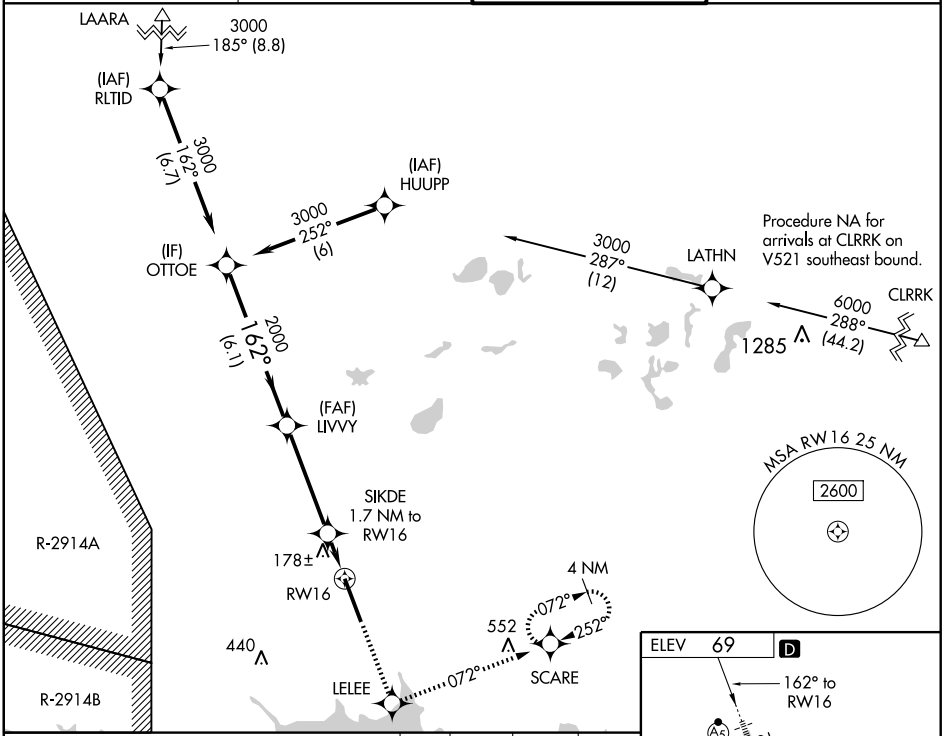
PANAMA CITY/NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

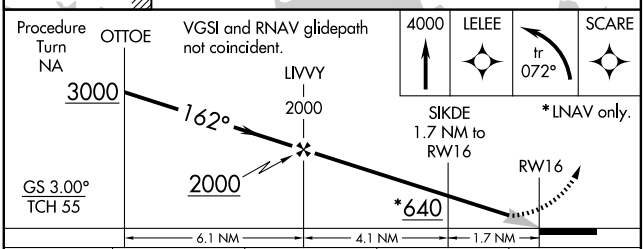
For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 3 and 21.

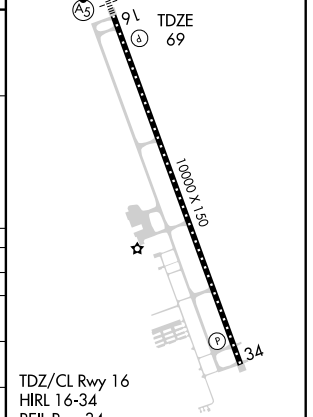
MALSR

MISSED APPROACH: Climb to 4000 direct LELEE and left turn on track 072° to SCARE and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON
119.975	124.15 341.7	118.95 (CTAF)	121.65







CATEGORY	A	B	C	D
LPV DA	269-½ 200 (200-½)			
LNAV/VNAV DA	478-1 409 (500-1)			
LNAV MDA	440-½ 371 (400-½)			440-1 371 (400-1)
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 93817	342°	TDZE	62
W34A		Apt Elev	69

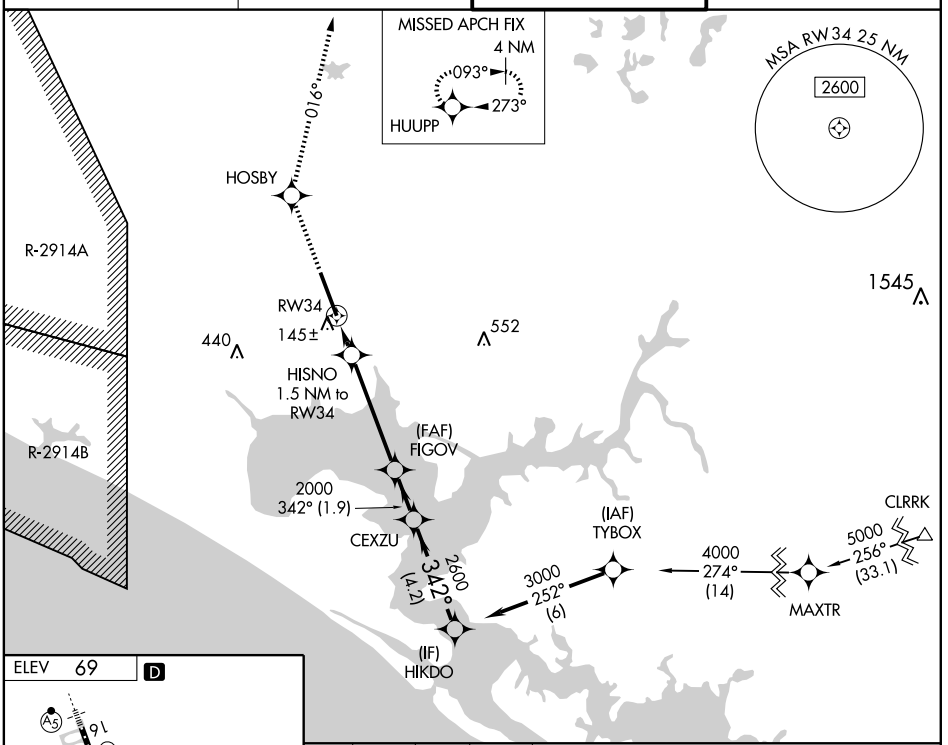
RNAV (GPS) RWY 34

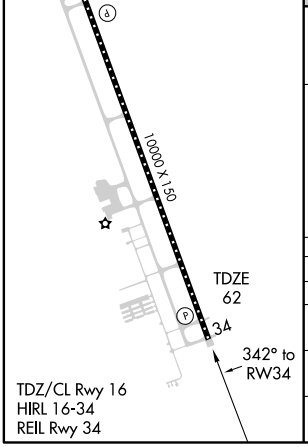
PANAMA CITY/NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

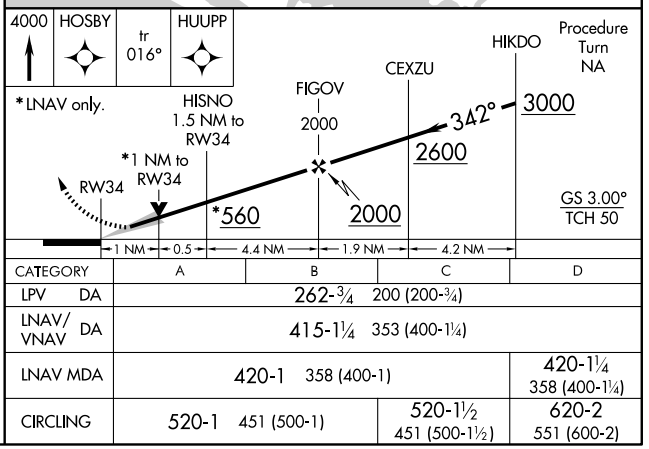
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 3 and 21.

MISSED APPROACH: Climb to 4000 direct HOSBY and on track 016° to HUUPP and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON
119.975	124.15 341.7	118.95 (CTAF)	121.65

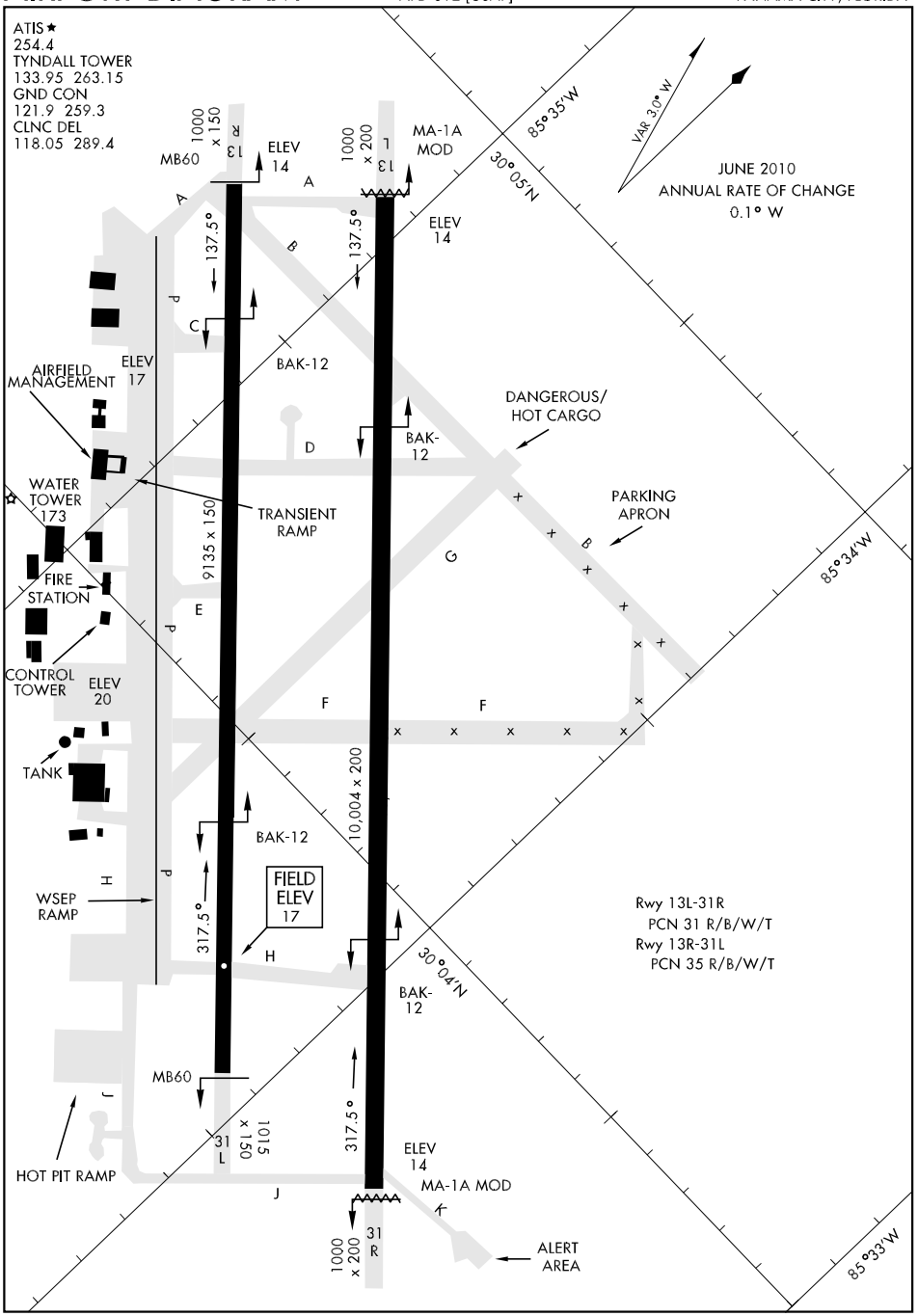






CATEGORY	A	B	C	D
LPV DA	262-¾ 200 (200-¾)			
LNAV/VNAV DA	415-1¼ 353 (400-1¼)			
LNAV MDA	420-1 358 (400-1)			420-1¼ 358 (400-1¼)
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-TYF	APCH CRS	Rwy ldg 10,004 / THRE 14 / Arpt Elev 17
111.5	135°	

JAL-312 [USAF]

TYNDALL AFB (KPAM)

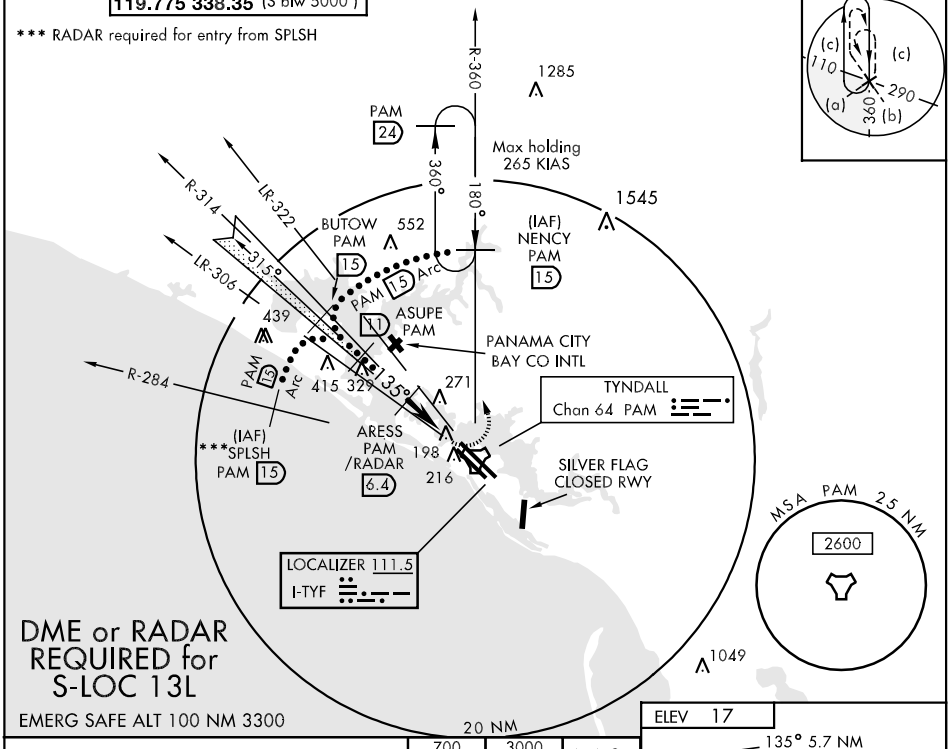
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis all CATs to 1⅜ miles.

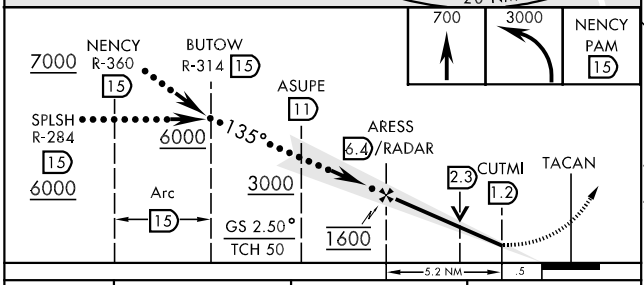
ALSF-1 (A1)

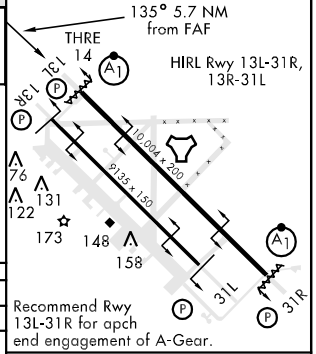
MISSED APPROACH: Fly runway heading and climb to 700, then climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	

*** RADAR required for entry from SPLSH







CATEGORY	C	D	E
S-ILS 13L *	214/24	200 (200-½)	
S-LOC 13L**	480/50	466 (500-1)	
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

LOC FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

SE-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 31R

LOC I-PAM	APCH CRS	Rwy ldg 10,004 THRE 14 Arpt Elev 17
110.1	315°	

JAL-312 [USAF]

TYNDALL AFB (KPAM)

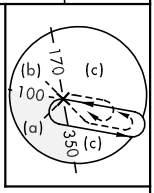
▼ * When ALS inop, increase RVR all CAT to 40 and vis to ¾ mile.
** When ALS inop, increase RVR all CAT to 60 and vis to 1⅛ miles.

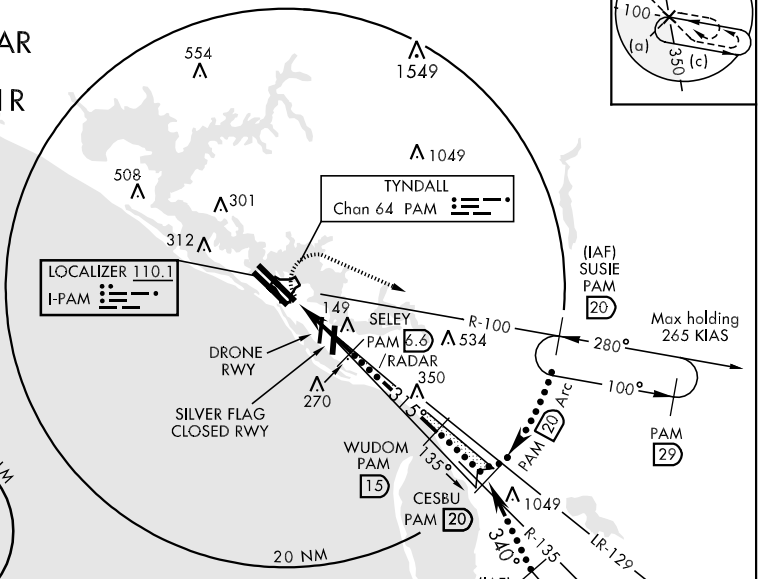
ALSF-1

MISSED APPROACH: Fly runway heading and climb to 700 then climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

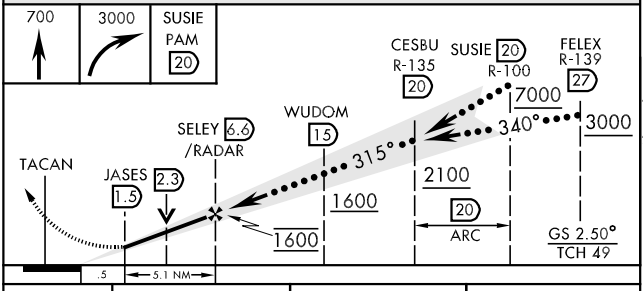
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

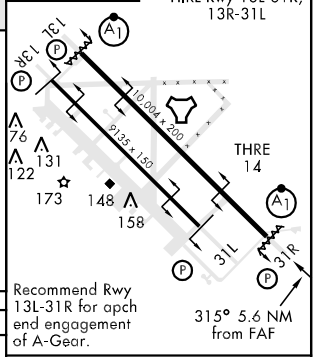
DME or RADAR REQUIRED for S-LOC 31R





EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 31R*	214/24	200	(200-½)
S-LOC 31R**	420/40	406	(500-¾)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2 ¼ 603 (700-2¼)

LOC FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN	PAM
Chan	64

APCH CRS
126°

Rwy ldg	10,004
TDZE	14
Arpt Elev	17

JAL-312 [USAF]

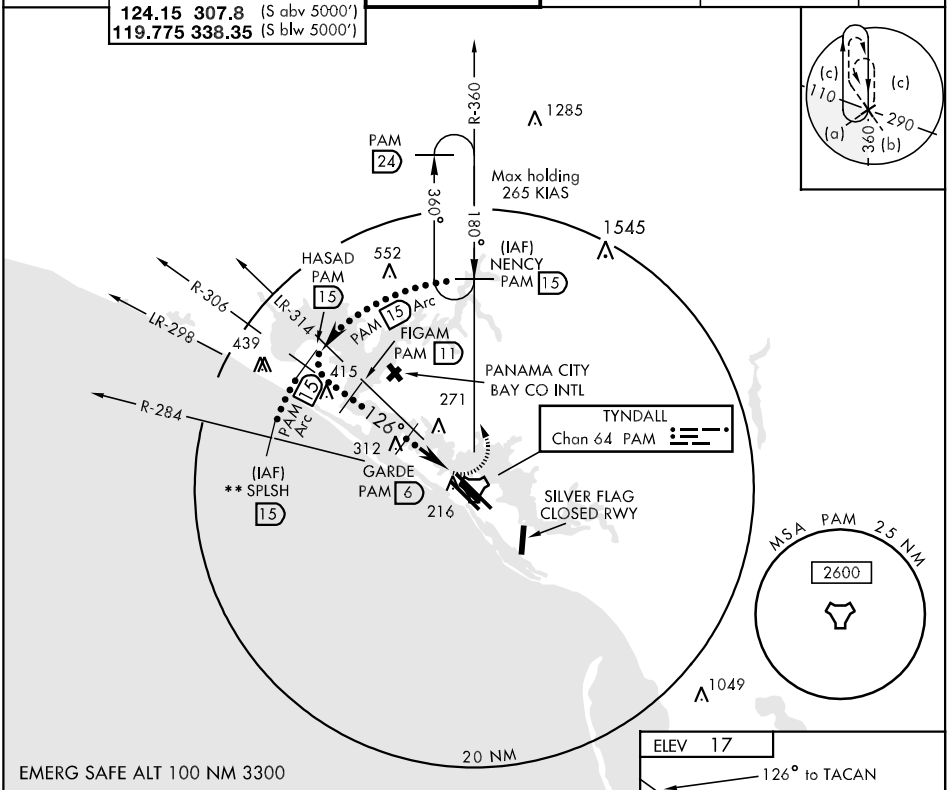
TYNDALL AFB (KPAM)

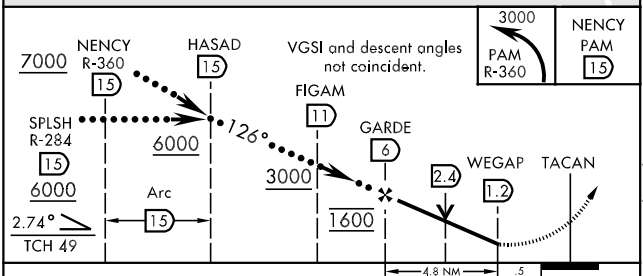
* When ALS inop, increase CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1¾ miles.
** RADAR required for entry from SPLSH

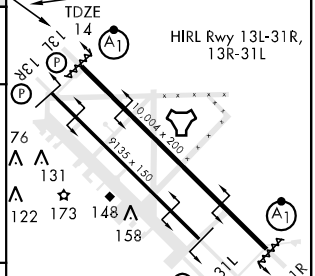
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	C	D	E
S-TAC-13L*	520/50 506 (600-1)		520/60 506 (600-1¼)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 13R

TACAN	PAM
Chan	64

APCH CRS
119°

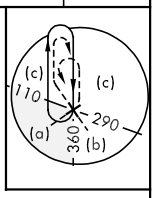
Rwy ldg	9135
TDZE	15
Arpt Elev	17

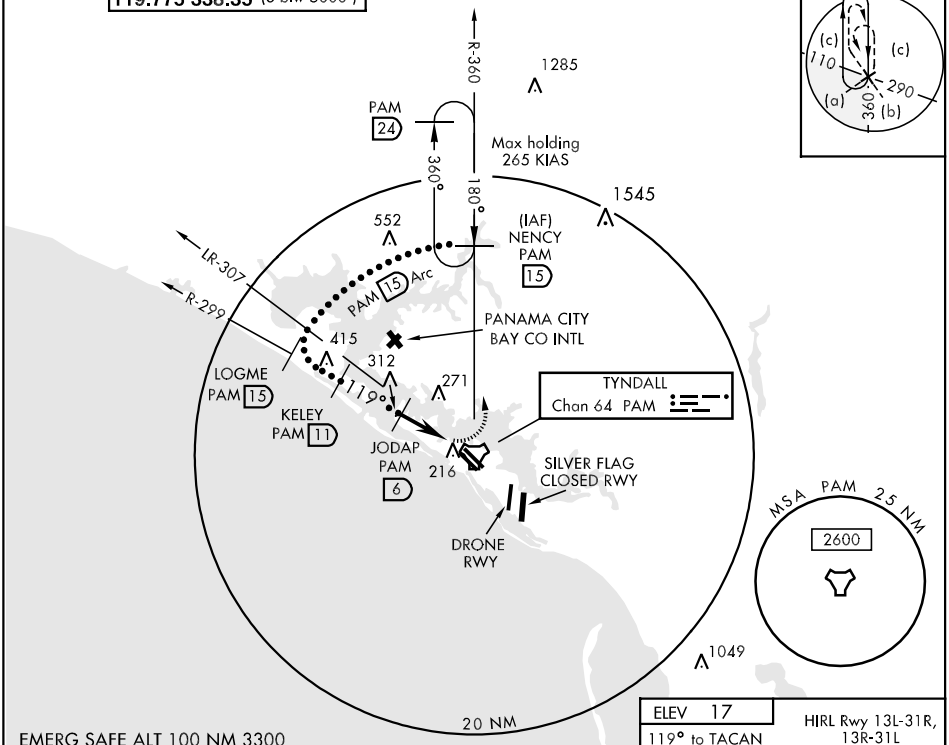
JAL-312 [USAF]

TYNDALL AFB (KPAM)

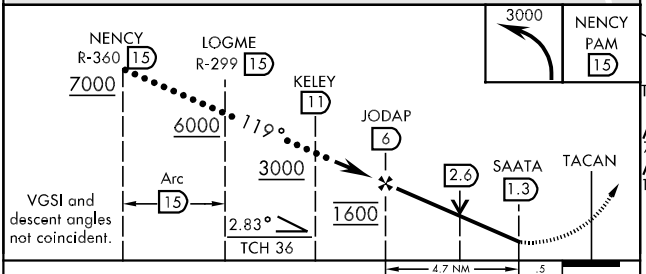
MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

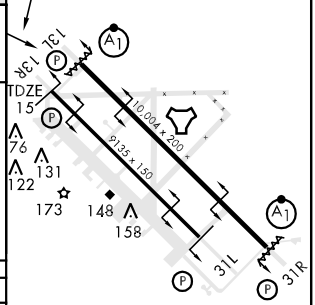
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	





EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-13R	520-1½ 505 (600-1½)		520-1¾ 505 (600-1¾)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

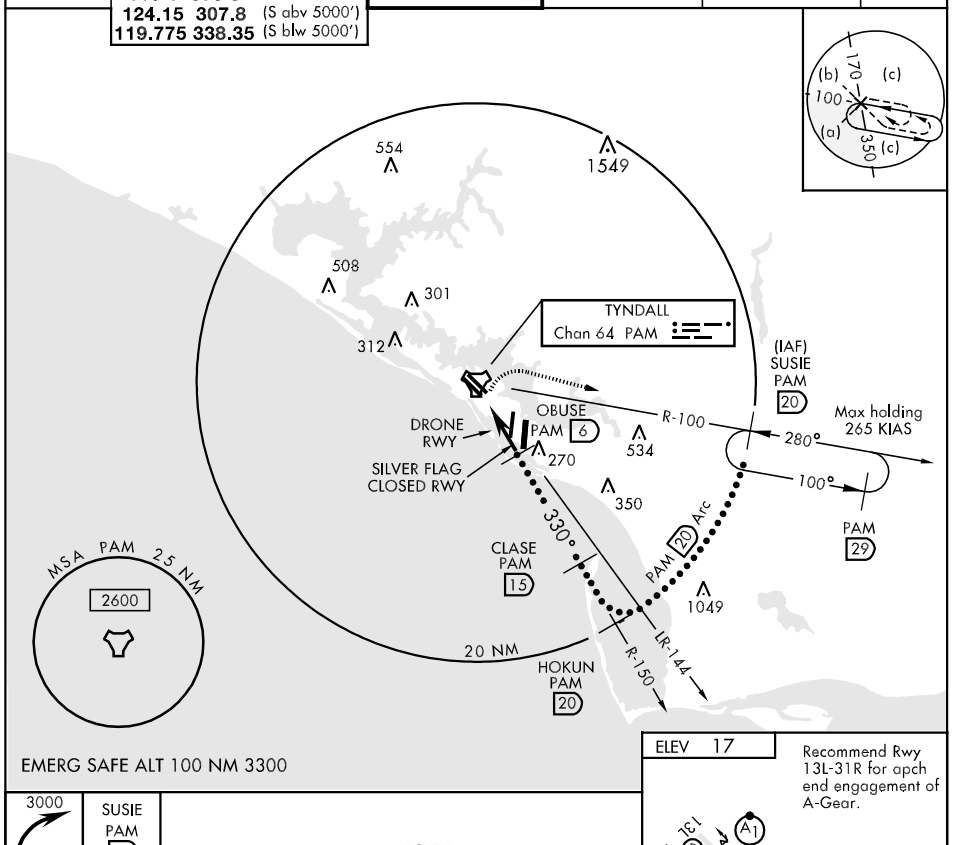
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

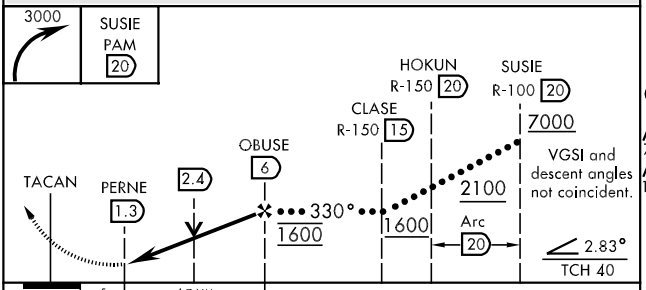
HI-TACAN RWY 31L

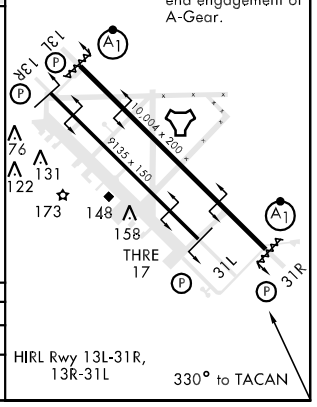
TACAN PAM Chan 64	APCH CRS 330°	Rwy ldg 9135 THRE 17 Arpt Elev 17	JAL-312 [USAF]	TYNDALL AFB (KPAM)

MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	C	D	E
S-31L	460-1⅜ 443 (500-1⅜)		
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

HI-TACAN RWY 31L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 31R

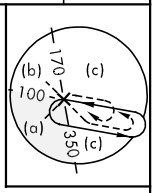
TACAN PAM Chan 64	APCH CRS 322°	Rwy ldg 10,004 THRE 14 Arpt Elev 17	JAL-312 [USAF]	TYNDALL AFB (KPAM)

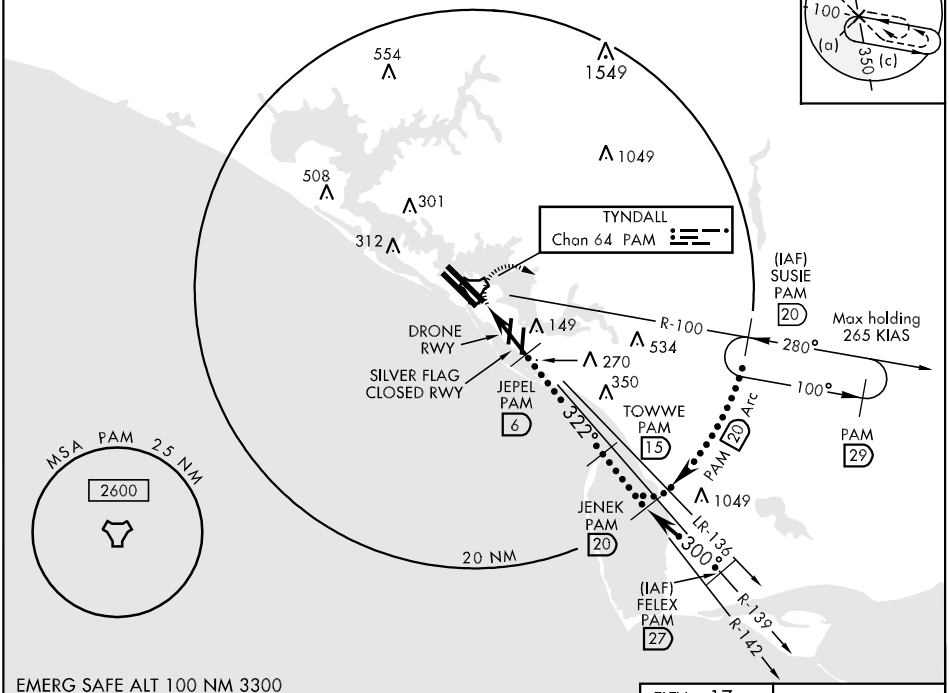
* When ALS inop, increase vis all CAT to 1⅜ miles.

ALSF-1

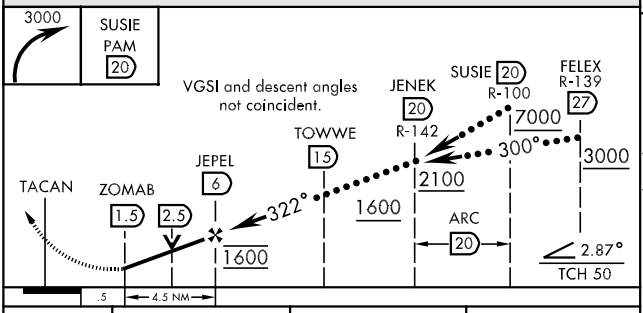
MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

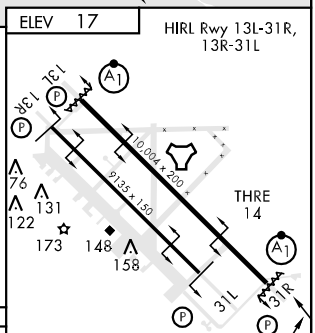
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	





EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-31R *	460/45 446 (500-⅞)		
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

322° 5 NM from FAF

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 13L

TYNDALL AFB (KPAM)

LOC I-TYF	APCH CRS	Rwy ldg 10,004
111.5	135°	THRE 14
		Arpt Elev 17

AL-312 [USAF]

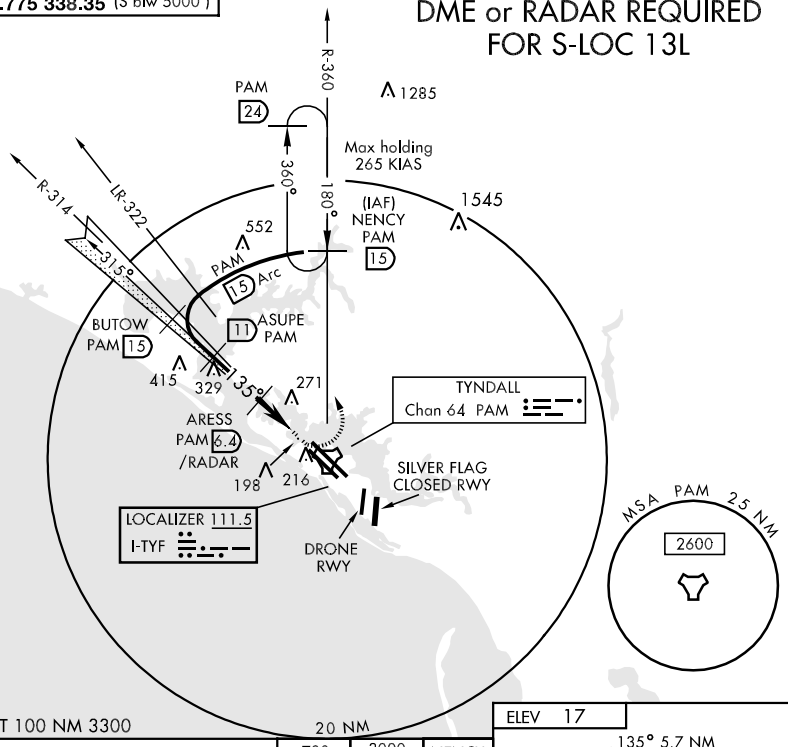
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1⅜ miles.

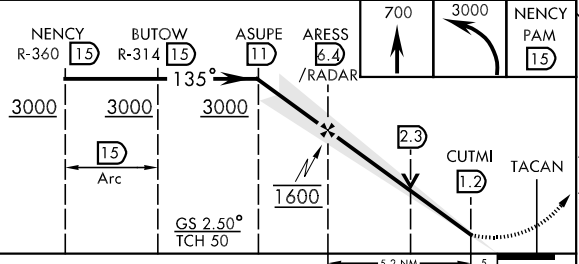
ALSF-1 (A1)

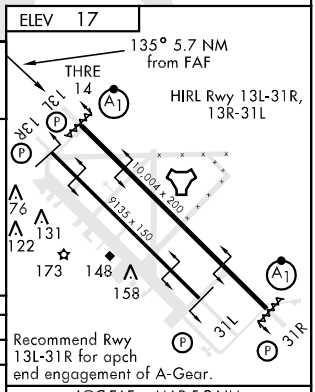
MISSED APPROACH: Fly rwy heading and climb to 700, then climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	

DME or RADAR REQUIRED FOR S-LOC 13L







CATEGORY	A	B	C	D
S-ILS 13L *	214/24		200 (200-½)	
S-LOC 13L**	480/24 466 (500-½)		480/50 466 (500-1)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

LOC FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 31R

LOC I-PAM	APCH CRS	Rwy ldg 10,004 / THRE 14 / Arpt Elev 17
110.1	315°	

AL-312 [USAF]

TYNDALL AFB (KPAM)

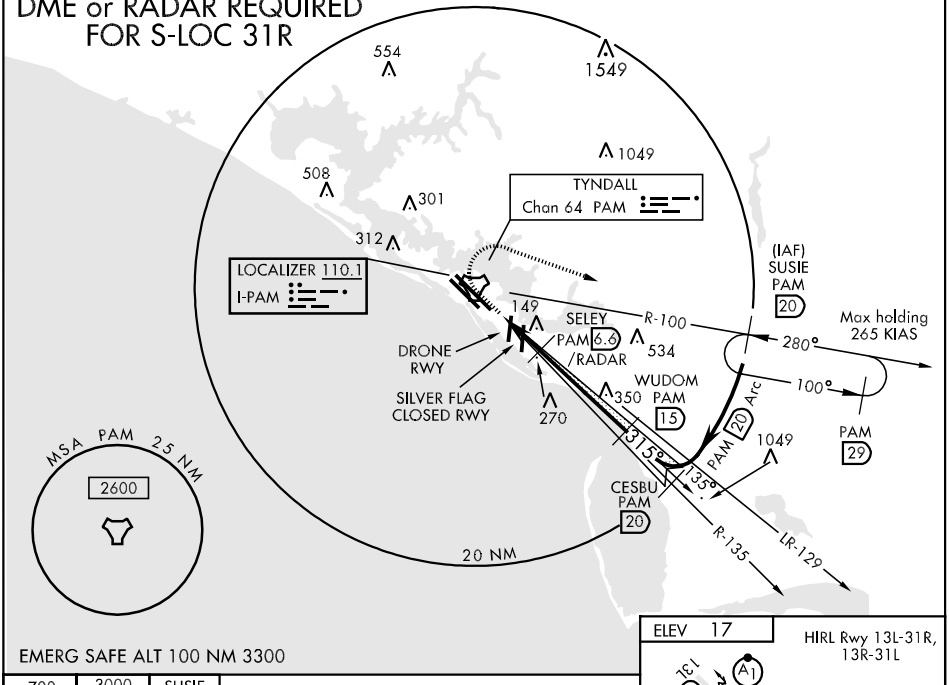
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD RVR to 60 and vis to 1⅛ miles.

ALSF-1

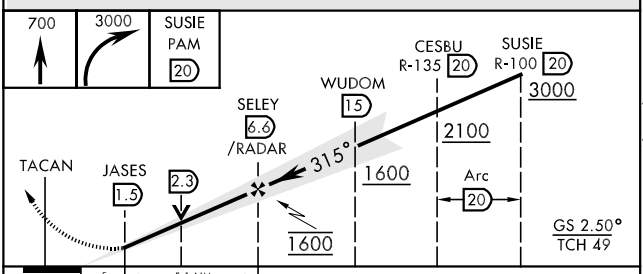
MISSED APPROACH: Fly rwy heading and climb to 700 , then climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

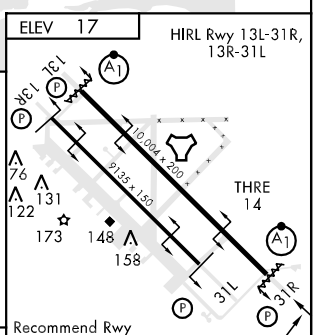
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	

DME or RADAR REQUIRED FOR S-LOC 31R



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D
S-ILS 31R *	214/24		200 (200-½)	
S-LOC 31R**	420/24 406 (500-½)		420/40 406 (500-¾)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

LOC FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 13L

TACAN PAM Chan 64	APCH CRS 126°	Rwy ldg 10,004 TDZE 14 Arpt Elev 17

AL-312 [USAF]

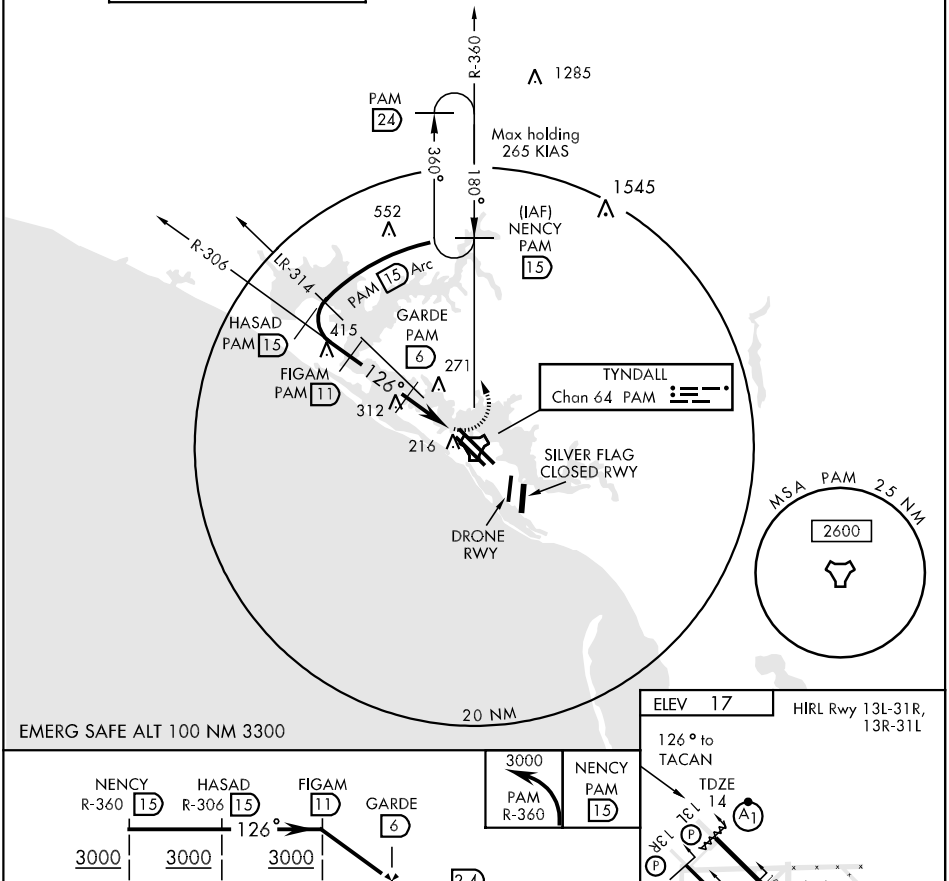
TYNDALL AFB (KPAM)

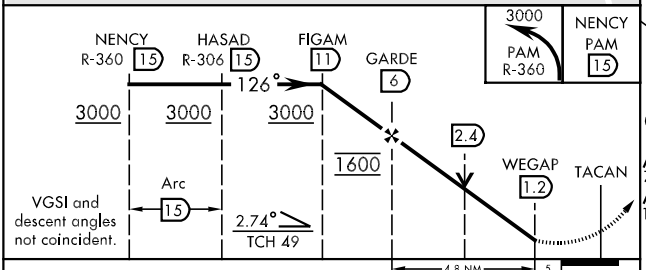
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles.

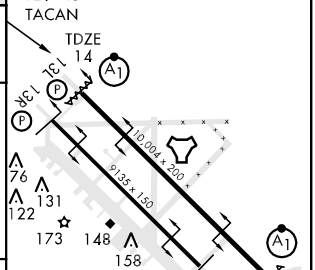
ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	A	B	C	D
S-13L *	520/24 506 (600-½)		520/50 506 (600-1)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 31R

TACAN PAM Chan 64	APCH CRS 322°	Rwy ldg 10,004 THRE 14 Arpt Elev 17

AL-312 [USAF]

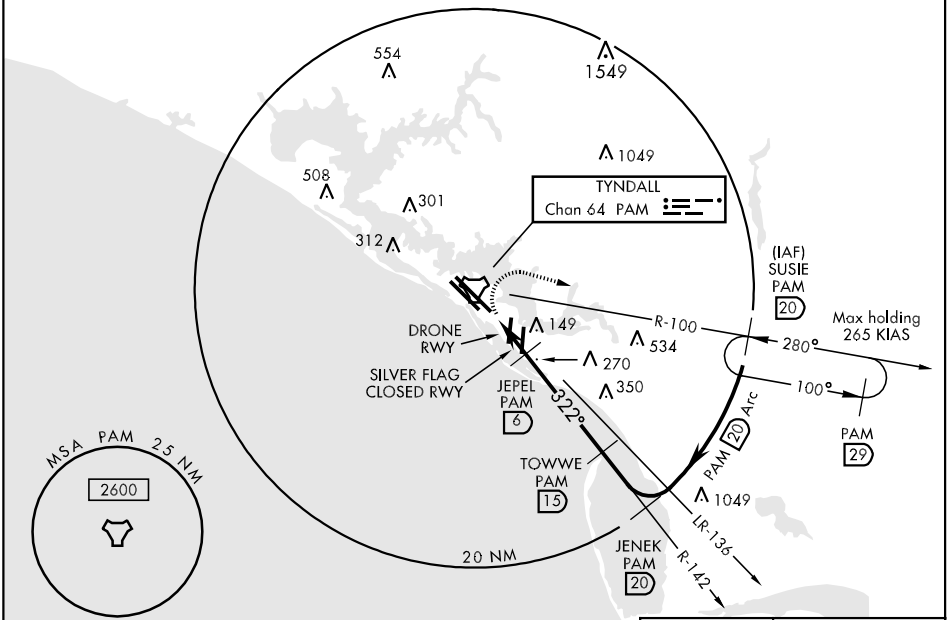
TYNDALL AFB (KPAM)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1⅜ miles.

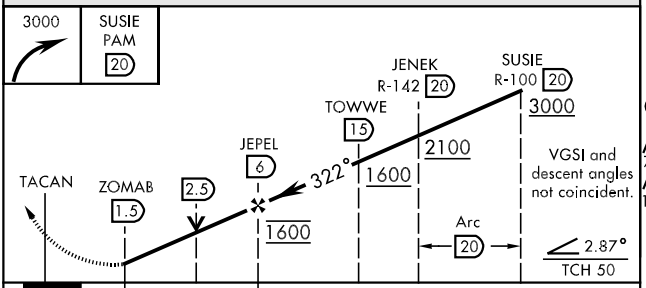
ALSF-1

MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

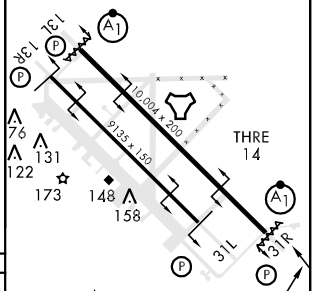


EMERG SAFE ALT 100 NM 3300



ELEV 17

HIRL Rwy 13L-31R, 13R-31L



CATEGORY	A	B	C	D
S-31R *	460/24 446 (500-½)		460/45 446 (500-⅞)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

322° 5 NM from FAF

SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN Y RWY 13R

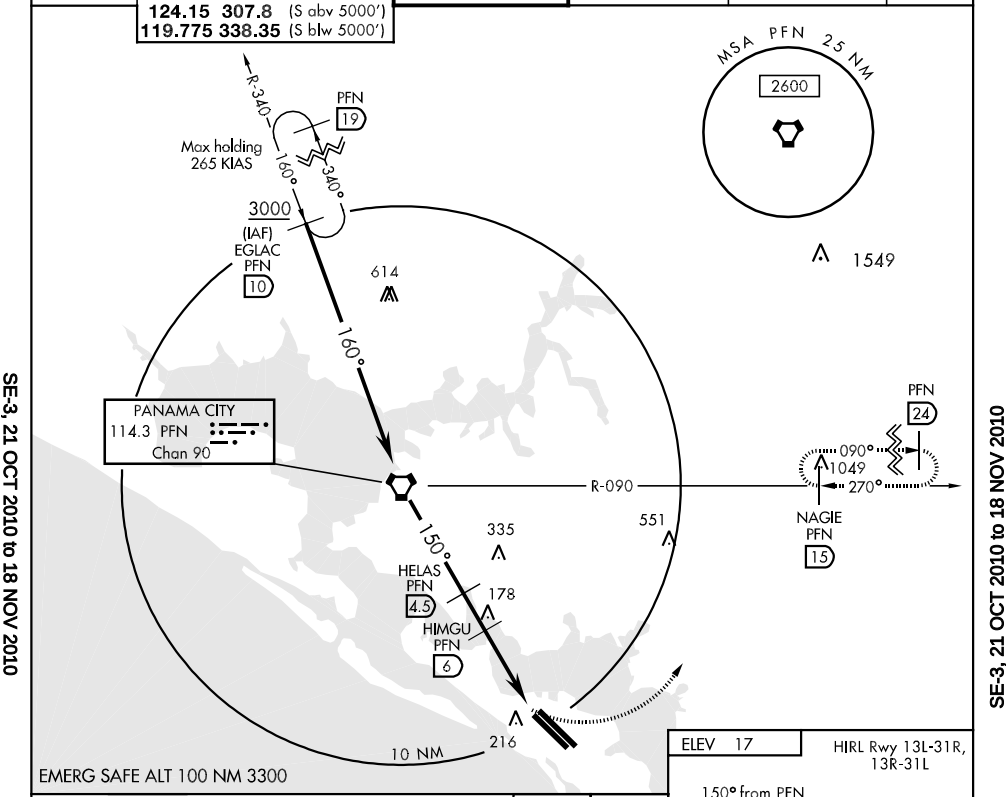
VORTAC PFN	APCH CRS	Rwy Idg	9135
114.3	150°	THRE	14
Chan 90		Arpt Elev	17

AL-312 [USAF]

TYNDALL AFB (KPAM)

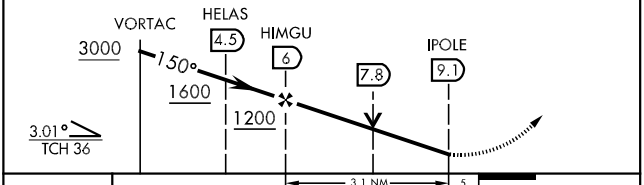
MISSED APPROACH: Climbing left turn to 3000 direct NAGIE (PFN R-090/15 DME) and hold as published.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	



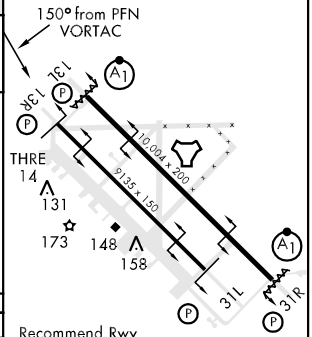
VGSI and descent angles not coincident.

3000 NAGIE PFN 15



ELEV 17

HIRL Rwy 13L-31R, 13R-31L



Recommend Rwy 13L-31R for apch end engagement of A-Gear.

CATEGORY	A	B	C	D	E
S-13R	520-1 506 (600-1)		520-1⅜ 506 (600-1⅜)		
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

PANAMA CITY, FLORIDA

TACAN Y RWY 31L

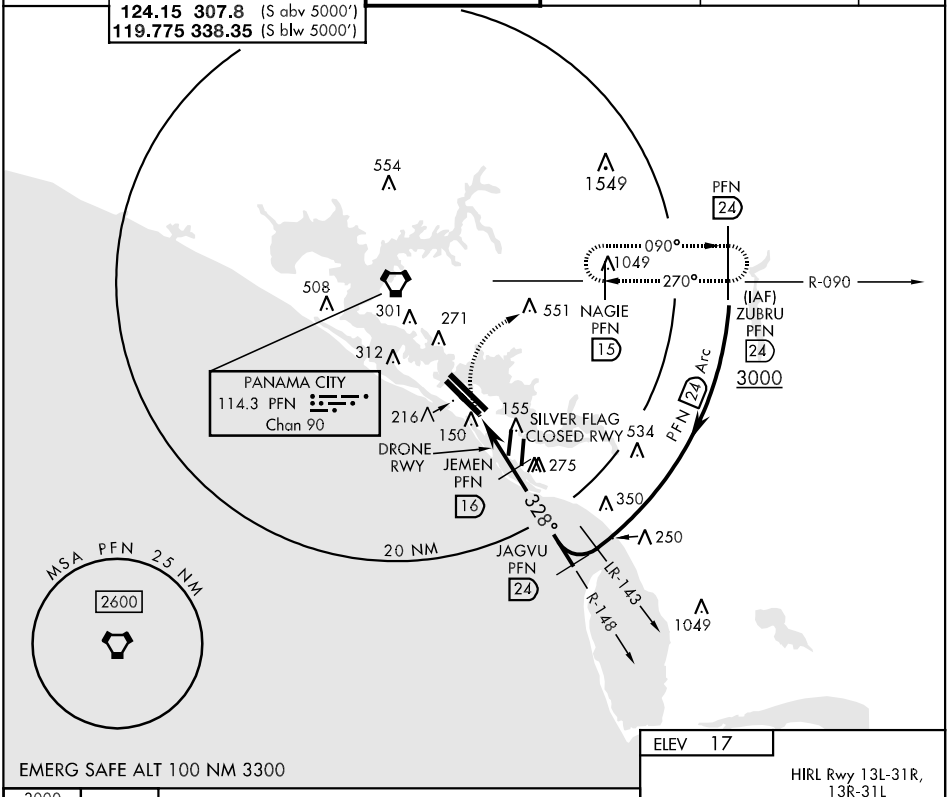
VORTAC PFN	APCH CRS	Rwy ldg 9135
114.3	328°	TDZE 17
Chan 90		Arpt Elev 17

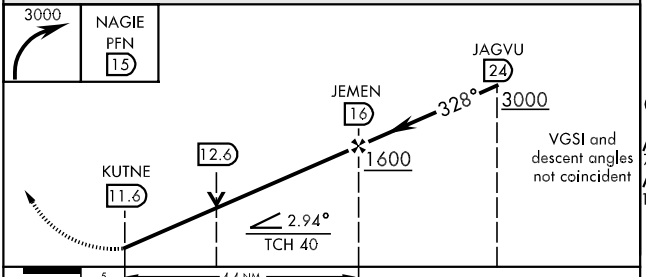
AL-312 [USAF]

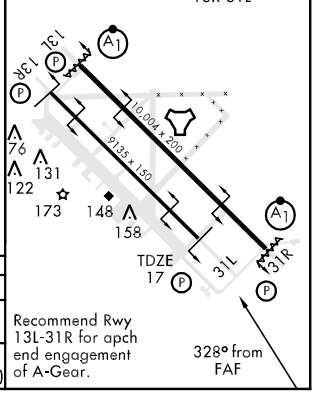
TYNDALL AFB (KPAM)

MISSED APPROACH: Climbing right turn to 3000 direct NAGIE (PFN VORTAC R-090/15 DME) and hold as published.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	A	B	C	D	E
S-31L	460-1	443 (500-1)	460-1¼ 443 (500-1¼)	460-1½	443 (500-1½)
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

PANAMA CITY, FLORIDA

30°04'N-85°35'W

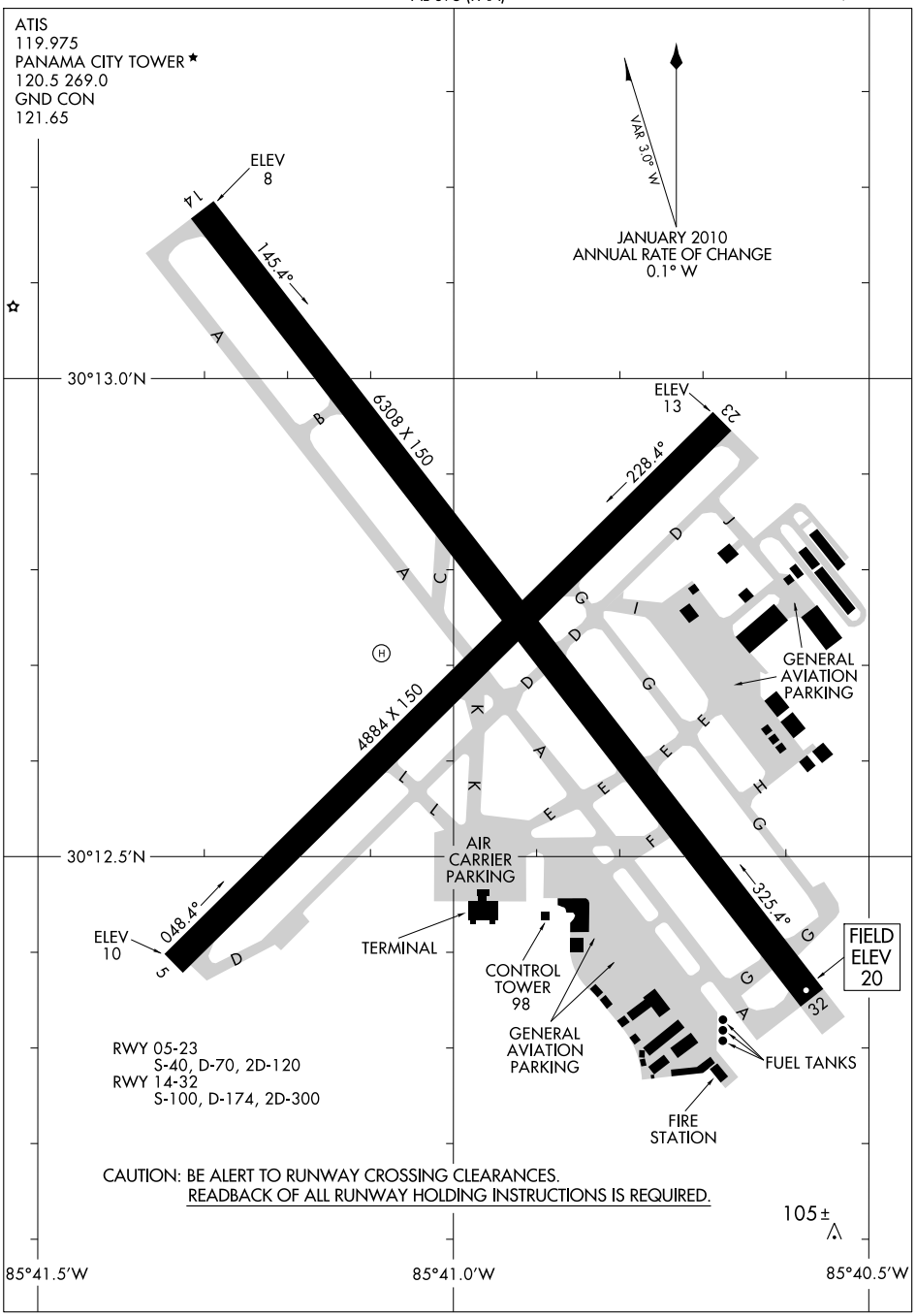
TYNDALL AFB (KPAM)

Orig 10154

TACAN Y RWY 31L

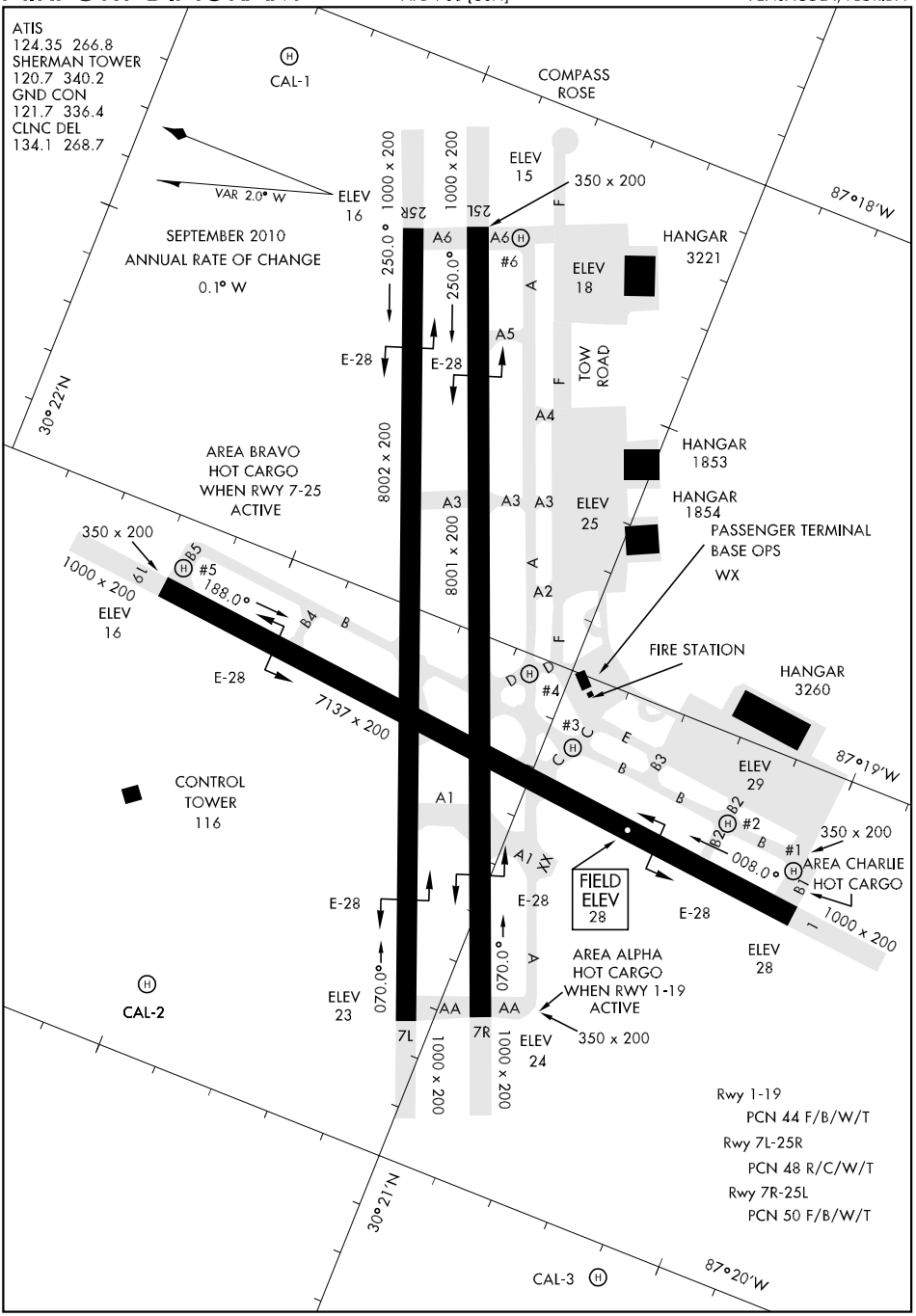
SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

PENSACOLA, FLORIDA

HI-TACAN RWY 1

TACAN	NPA
Chan	119

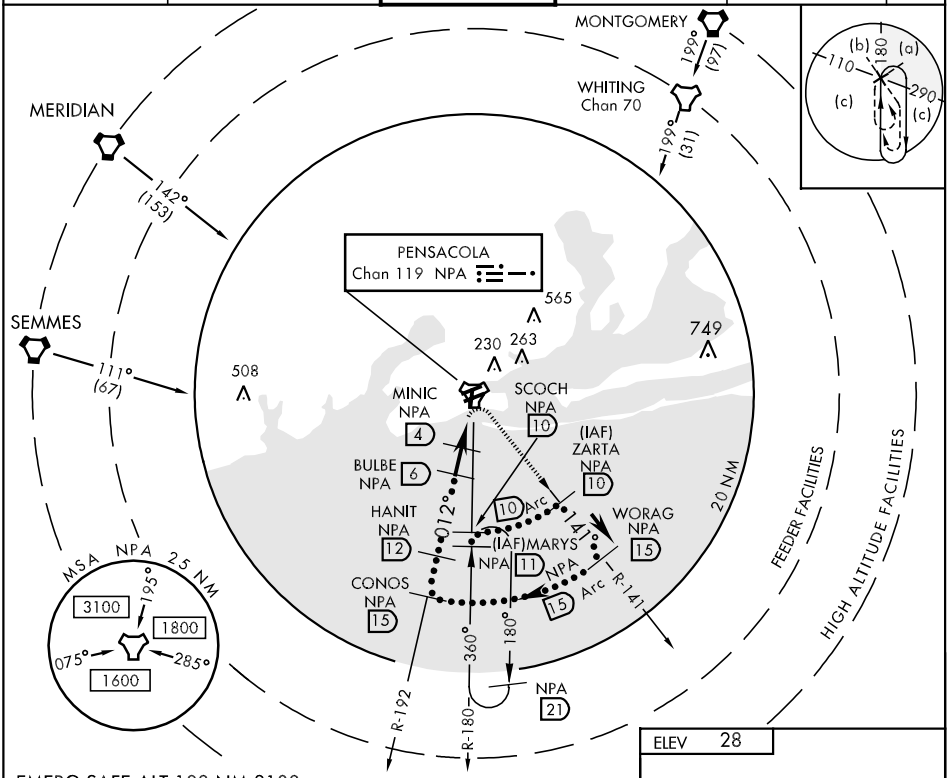
APCH CRS
012°

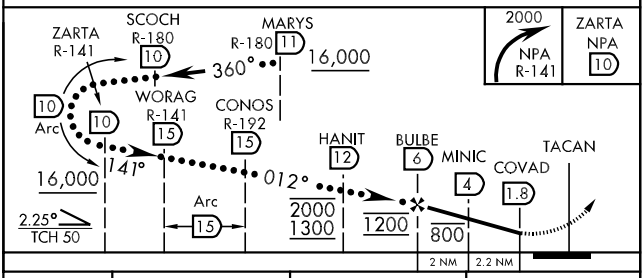
Rwy ldg	7137
TDZE	28
Arpt Elev	28

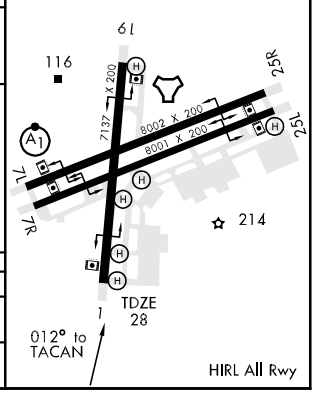
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climbing right turn to 2000 via NPA TACAN R-141 to ZARTA, NPA R-141/10 DME.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	C	D	E
S-1	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

PENSACOLA, FLORIDA 30°21'N-87°19'W (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

Amdt 2 10014

HI-TACAN RWY 1

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 7L

TACAN NPA Chan 119	APCH CRS 061°	Rwy ldg 8002 TDZE 23 Arpt Elev 28

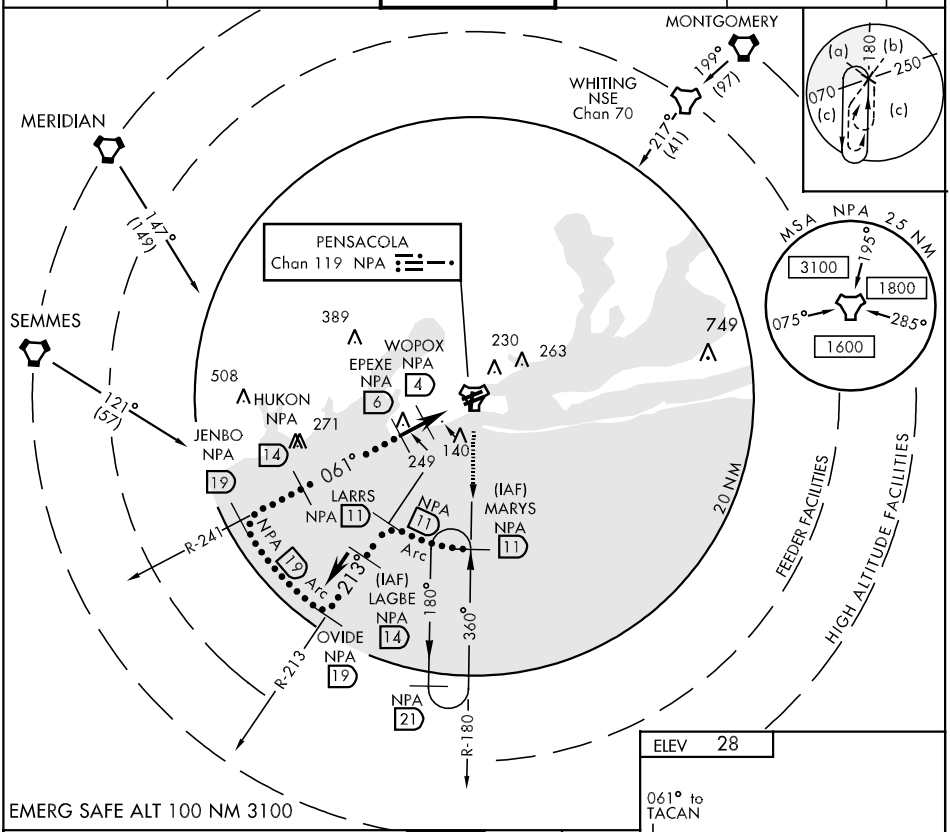
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

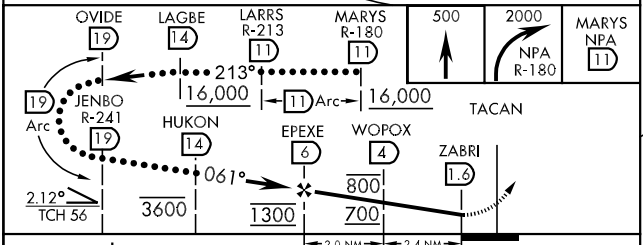
* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

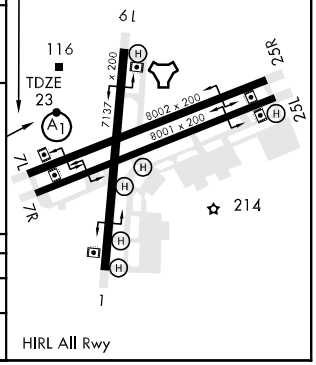
ALSF-1 (A1)

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via NPA TACAN R-180 to MARYS and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	C	D	E
S-7L *	400-¾ 377 (400-¾)		
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

SE-3, 21 OCT 2010 to 18 NOV 2010

PENSACOLA, FLORIDA

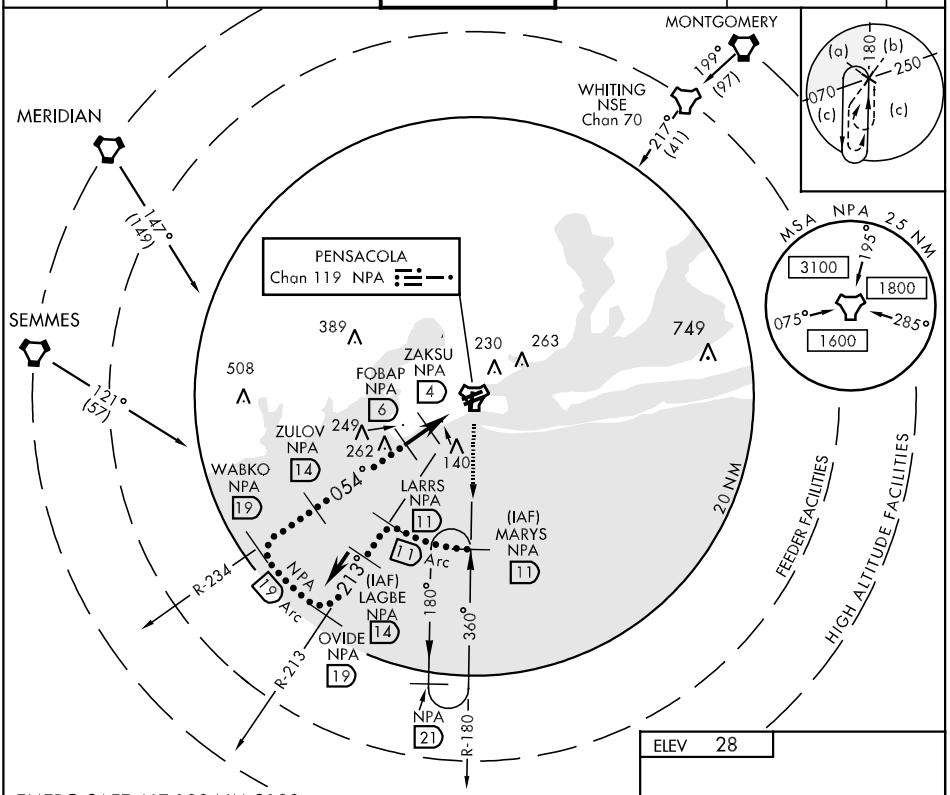
HI-TACAN RWY 7R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NPA Chan 119	054°	8001	25	28

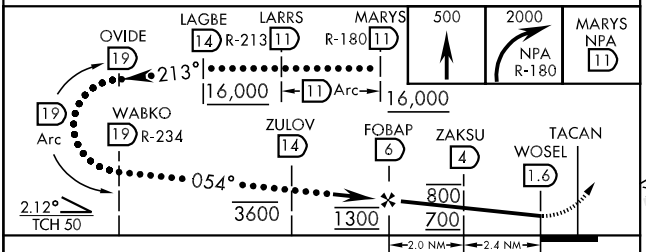
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via NPA TACAN R-180 to MARYS and hold.

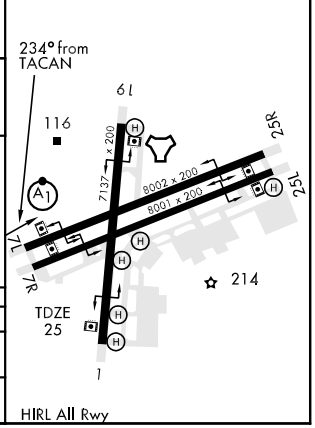
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-7R	400-1 375 (400-1)	400-1¼ 375	(400-1¼)
CIRCLING	520-1½ 492 (500-1½)	580-2 552	(600-2)



PENSACOLA, FLORIDA 30°21'N-87°19'W (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

Amdt 2 09351

HI-TACAN RWY 7R

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

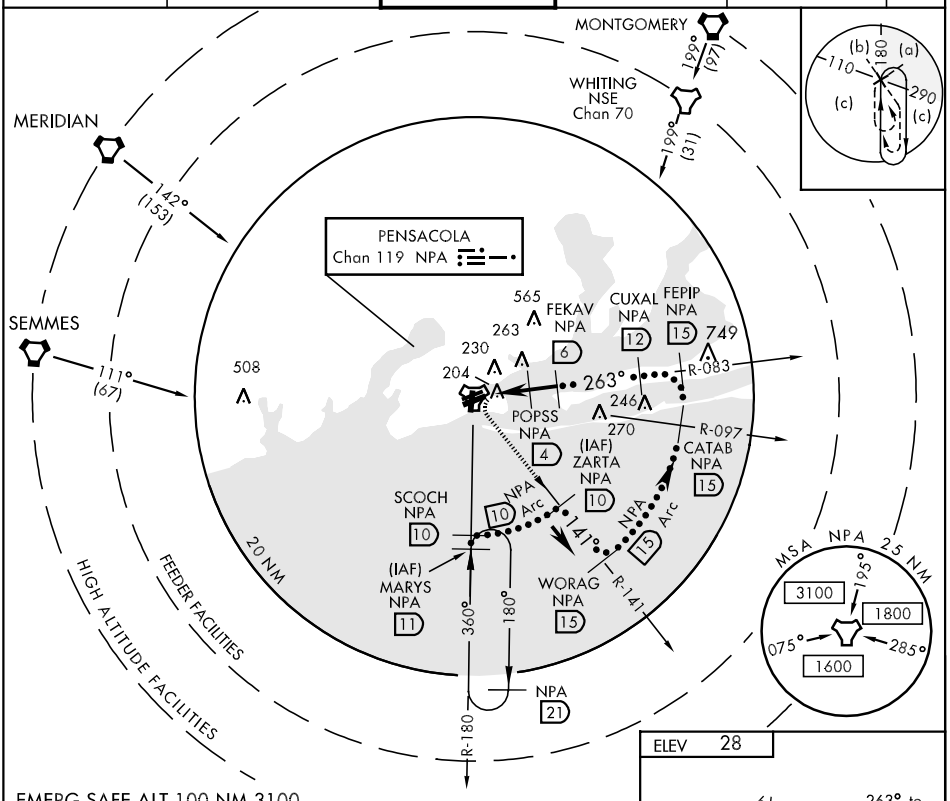
HI-TACAN RWY 25L

TACAN NPA Chan 119	APCH CRS 263°	Rwy ldg 8001 TDZE 22 Arpt Elev 28

JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

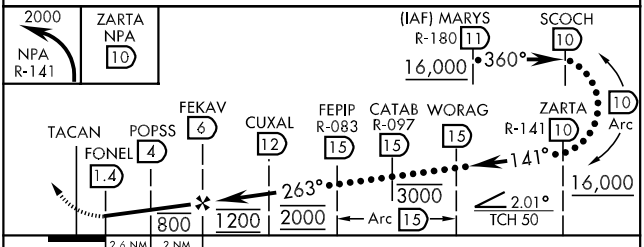
MISSED APPROACH: Climbing left turn to 2000 via NPA TACAN R-141 to ZARTA.

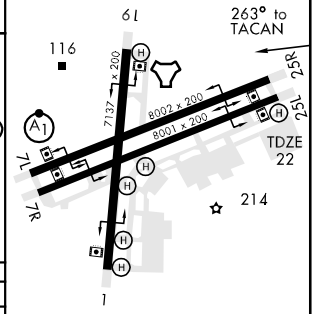
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100

ELEV 28





CATEGORY	C	D	E
S-25L	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

HIRL All Rwy

HI-TACAN RWY 25L

SE-3, 21 OCT 2010 to 18 NOV 2010

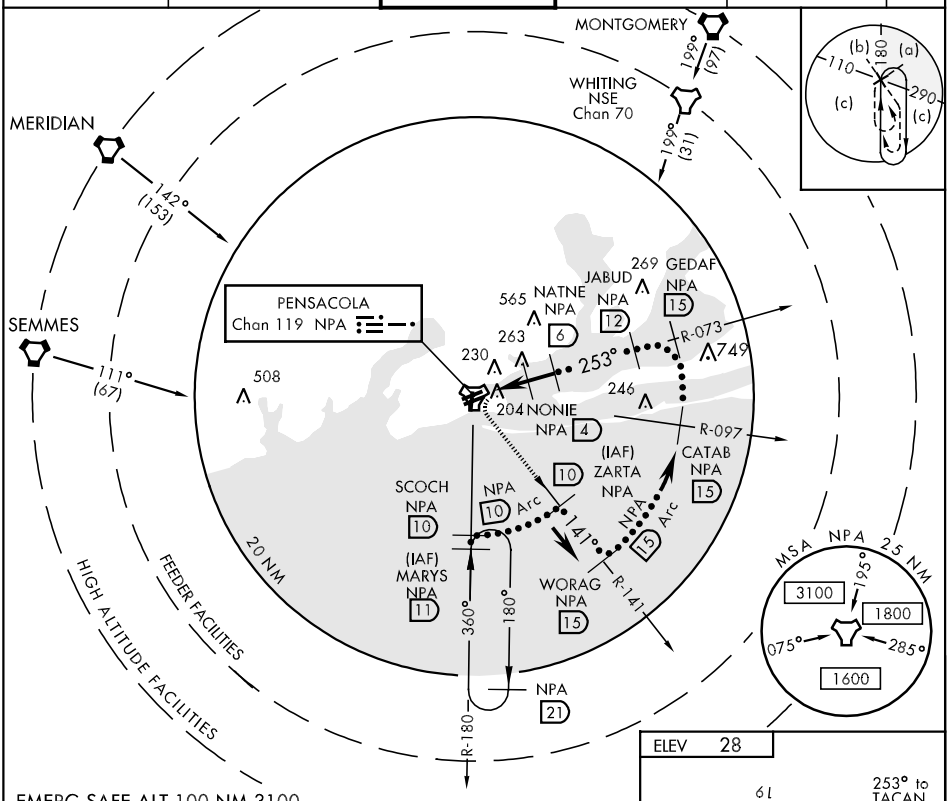
HI-TACAN RWY 25R

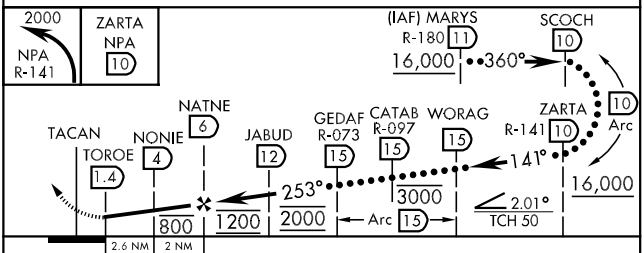
TACAN NPA Chan 119	APCH CRS 253°	Rwy ldg 8002 TDZE 21 Arpt Elev 28

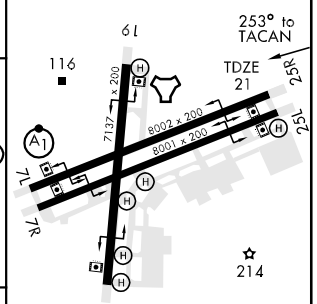
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climbing left turn to 2000 via NPA TACAN R-141 to ZARTA.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	C	D	E
S-25R	460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

HIRL All Rwy

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR RWY 19

VOR NUN 108.8	APCH CRS 171°	Rwy ldg 7137 TDZE 22 Arpt Elev 28

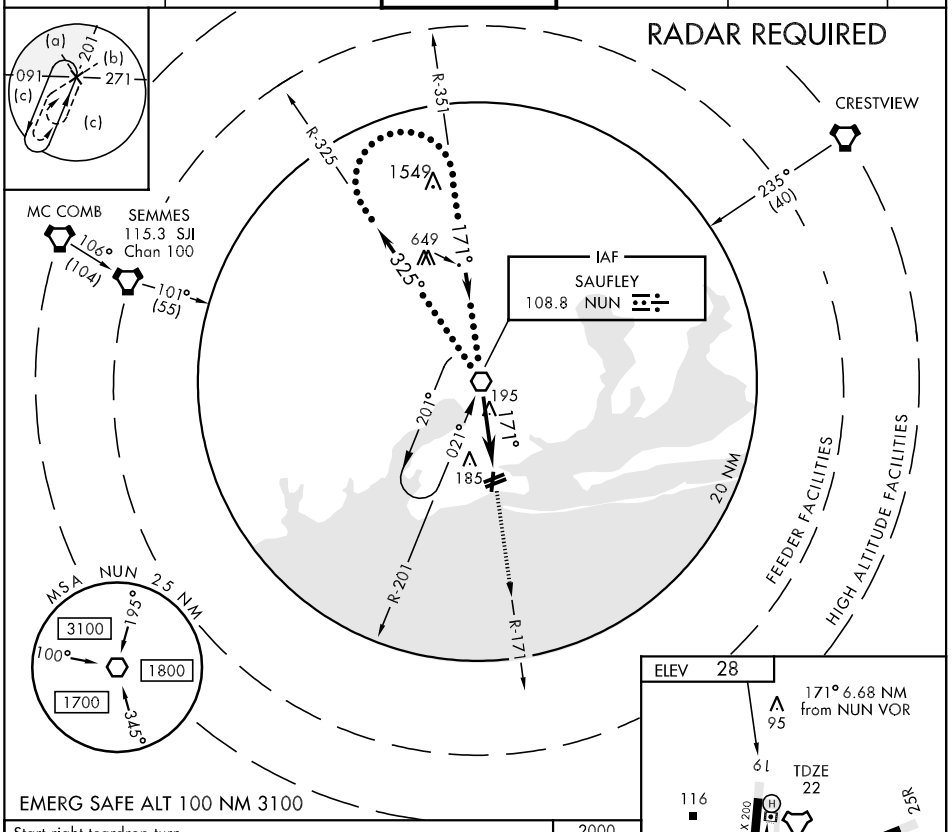
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

Procedure not available when Pensacola South Military Operating Area (MOA) is active.

MISSED APPROACH: Climb to 2000 via NUN R-171.

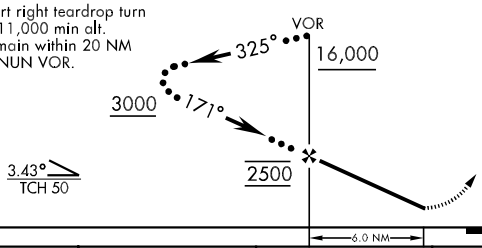
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	

RADAR REQUIRED

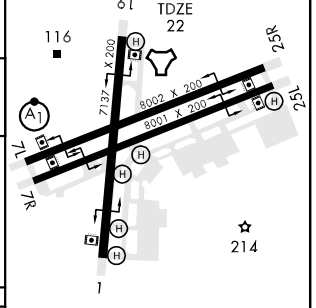


EMERG SAFE ALT 100 NM 3100

Start right teardrop turn at 11,000 min alt. Remain within 20 NM of NUN VOR.



2000
NUN R-171



HIRL All Rwy

CATEGORY	C	D	E
S-19	480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

FAF to MAP 6.0 NM					
Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS Y or RNAV (GPS) RWY 7L

LOC I-NPA	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-736 [USN]
109.3	069°	8002 / 23 / 28	

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

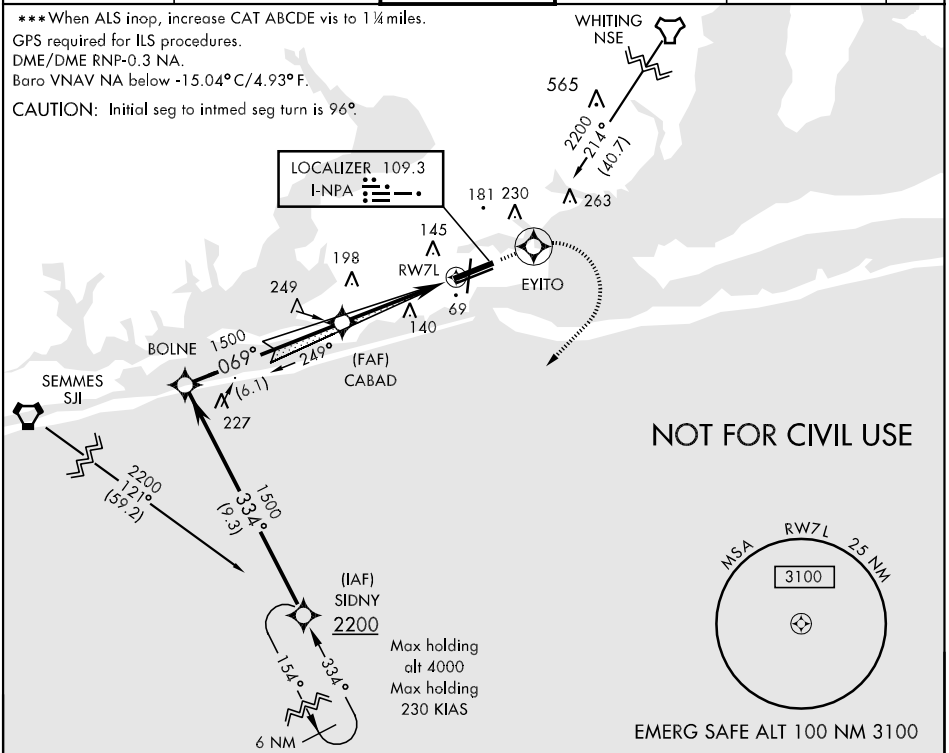
* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

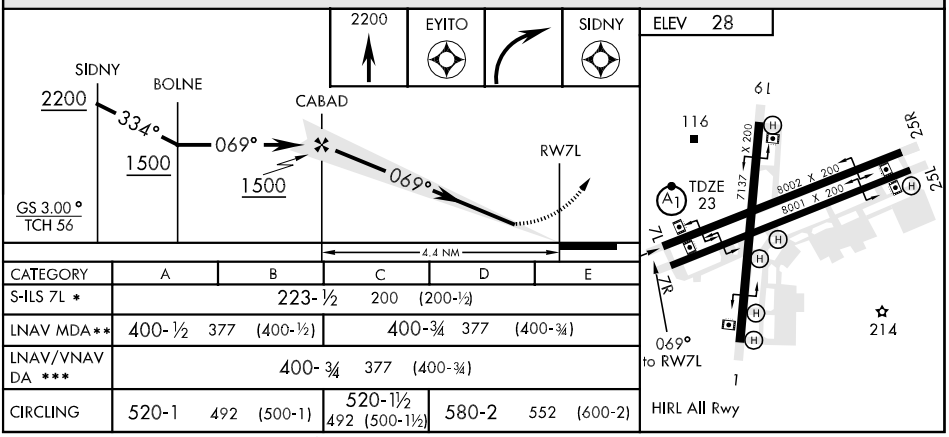
ALSF-1

MISSED APPROACH: Climb to 2200 direct EYITO, then turn right direct SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	

***When ALS inop, increase CAT ABCDE vis to 1¼ miles.
GPS required for ILS procedures.
DME/DME RNP-0.3 NA.
Baro VNAV NA below -15.04°C/4.93°F.
CAUTION: Initial seg to intmed seg turn is 96°.





CATEGORY	A	B	C	D	E
S-ILS 7L *	223-½ 200 (200-½)				
LNAV MDA**	400-½ 377 (400-½)		400-¾ 377 (400-¾)		
LNAV/VNAV DA ***	400-¾ 377 (400-¾)				
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

30°21'N-87°19'W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)
ILS Y or RNAV (GPS) RWY 7L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS Z or LOC/DME RWY 7L

LOC I-NPA	APCH CRS	Rwy Idg	8002
109.3	069°	TDZE	23
		Arpt Elev	28

AL-736 [USN]

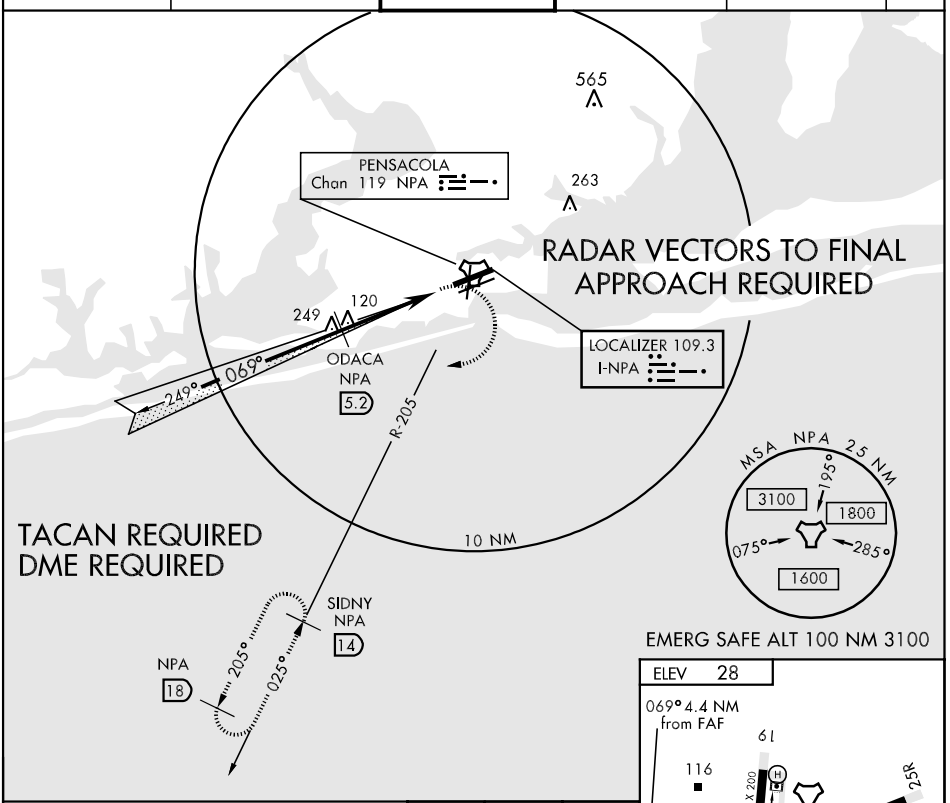
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

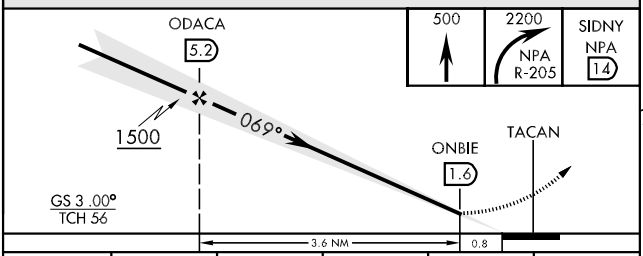
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis CAT ABC to 1 mile, CAT DE vis to 1¼ miles.

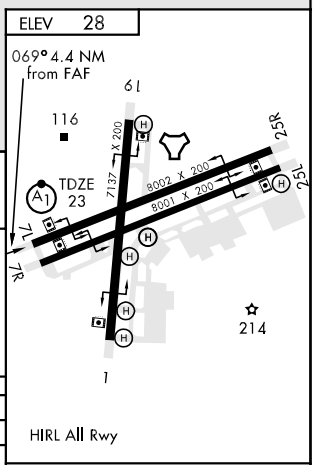
ALSF-1

MISSED APPROACH: Climb to 500. Then climbing right turn to 2200 via NPA R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D	E
S-ILS 7L *	223-½ 200 (200-½)				
S-LOC/ DME 7L **	380-½ 357 (400-½)		380-¾ 357 (400-¾)		
CIRCLING	520-1 492 (500-1)		520-1½ 492(500-1½)	580-2 552 (600-2)	

HIRL All Rwy

FAF to MAP 3 .6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

ILS Z or LOC/DME RWY 7L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

APCH CRS	Rwy Idg	TDZE	Arpt Elev
007 °	7137	28	28

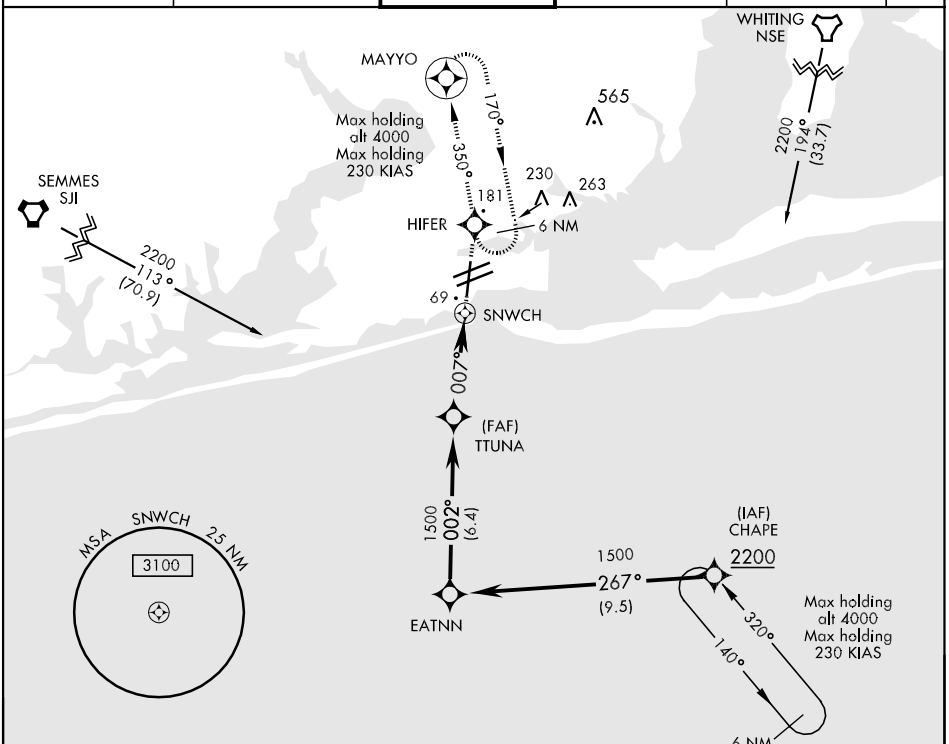
AL-736 [USN]

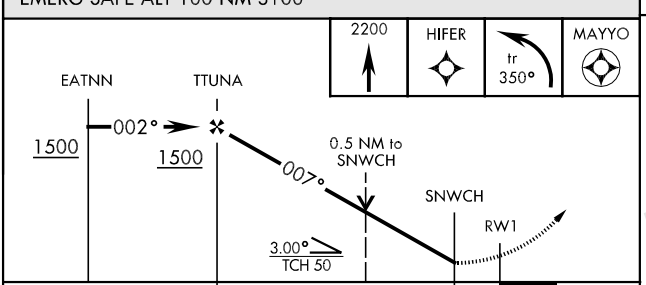
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

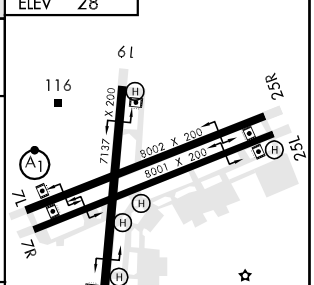
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct HIFER then via track 350° to MAYYO and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D	E
LNAV MDA	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)	
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy Idg	7137
187°	TDZE	22
	Arpt Elev	28

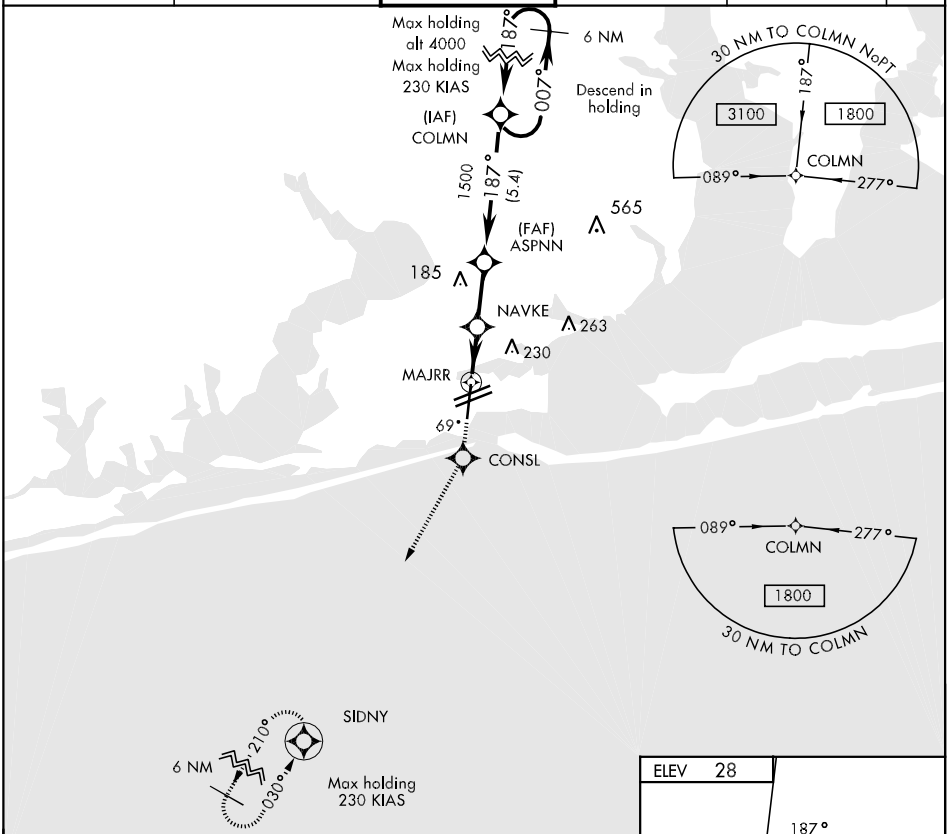
AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

CAUTION: CAT CDE intmed seg len 5.4 NM. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct CONSL, then turn right via track 210° to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



CATEGORY	A	B	C	D	E
LNAV MDA	380-1	358 (400-1)		380-1¼	358 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2	552 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25R

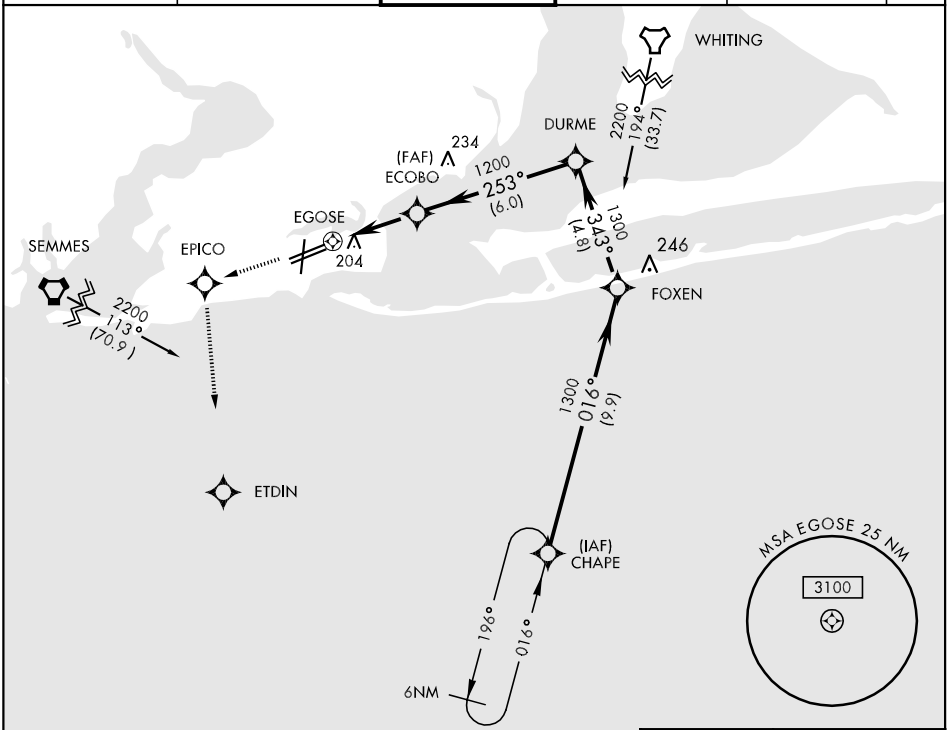
APCH CRS	Rwy Idg	TDZE	Arpt Elev
253°	8002	21	28

AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

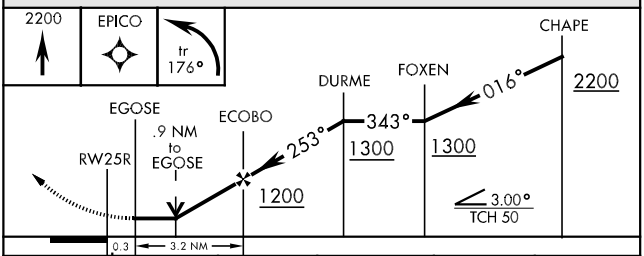
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

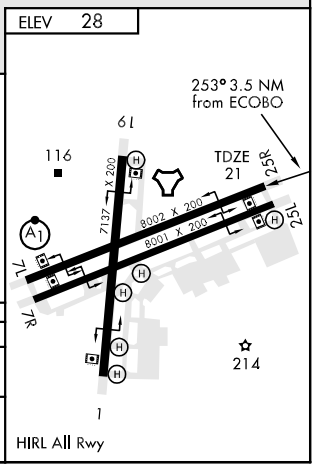
MISSED APPROACH: Climb to 2200 direct EPICO. Then via track 176° to ETDIN. Then via track 102° to CHAPE and hold. Max missed approach speed 265 KIAS.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D	E
LNAV MDA	460-1 439 (500-1)		460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)	
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

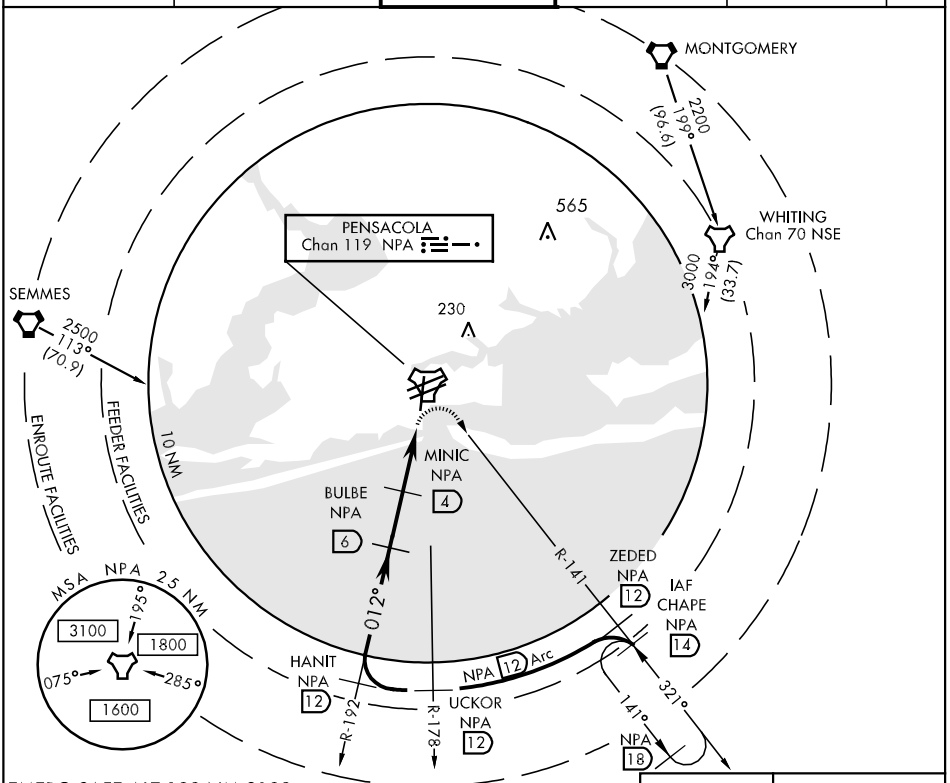
TACAN RWY 1

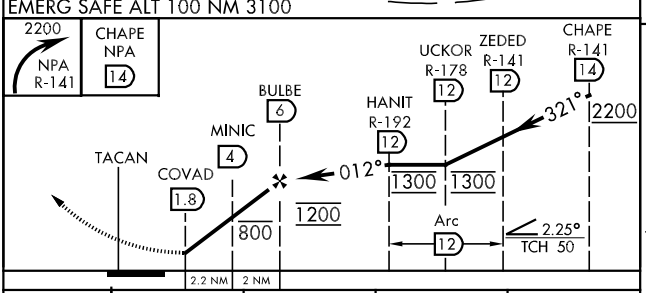
TACAN NPA Chan 119	APCH CRS 012°	Rwy Idg 7137 TDZE 28 Arpt Elev 28	AL-736 [USN]

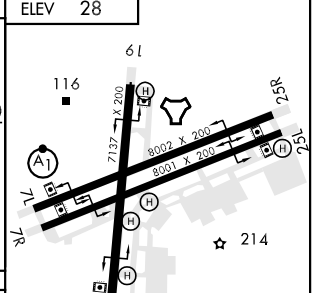
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing right turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A		B		C	D
S-1	460-1	432	(500-1)		460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)
CIRCLING	520-1	492	(500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 7L

TACAN NPA Chan 119	APCH CRS 061°	Rwy Idg 8002 TDZE 23 Arpt Elev 28	AL-736 [USN]

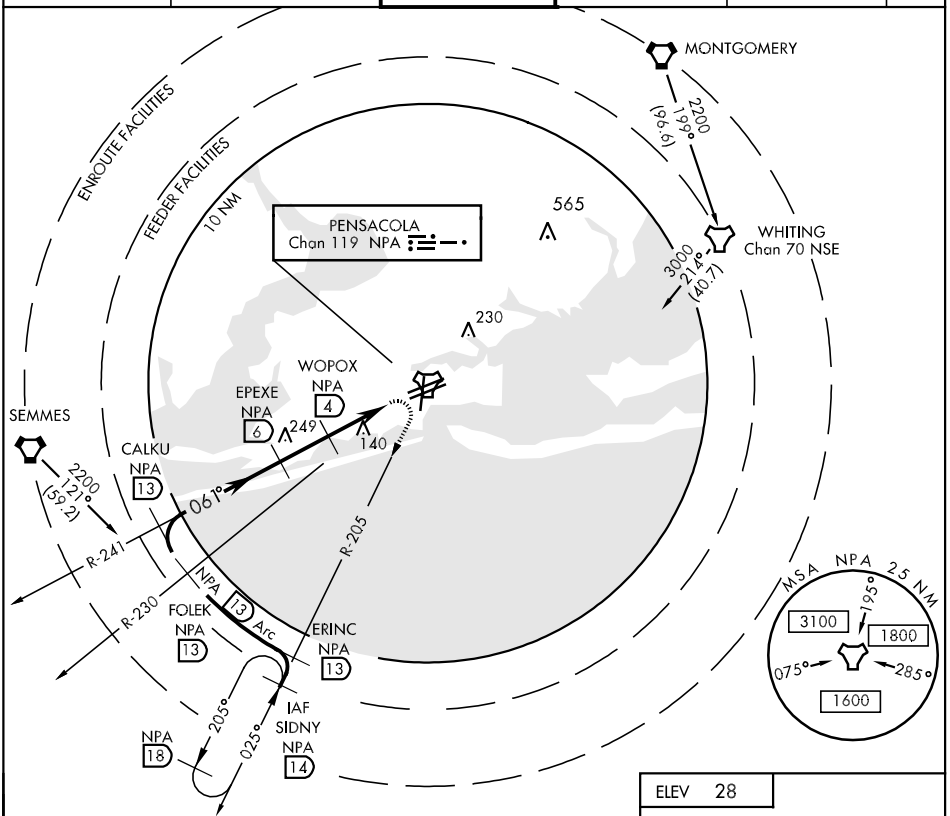
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

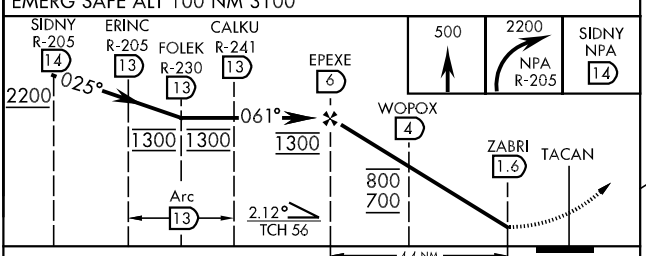
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D vis to 1¼ miles.

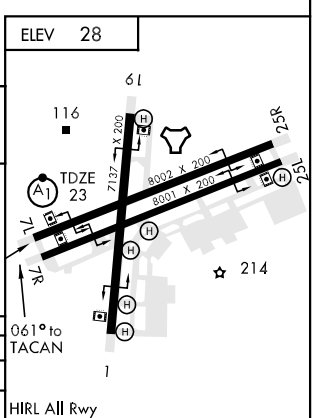
ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A		B	C	D
S-7L *	400-½	377	(400-½)	400-¾ 377 (400-¾)	
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

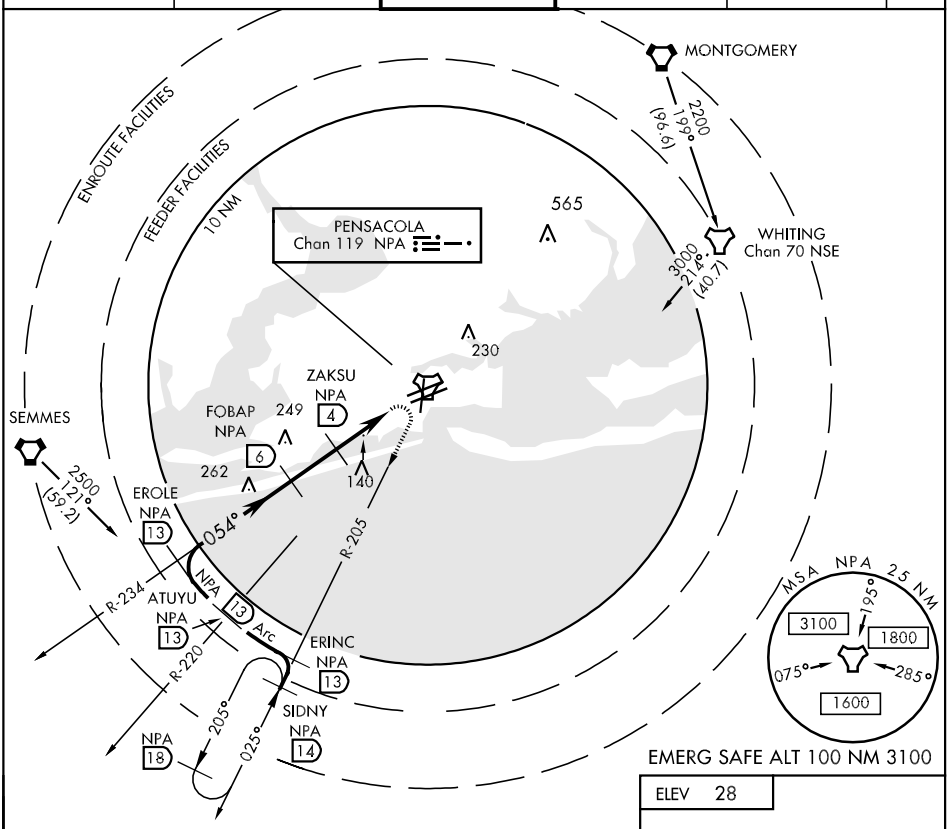
TACAN RWY 7R

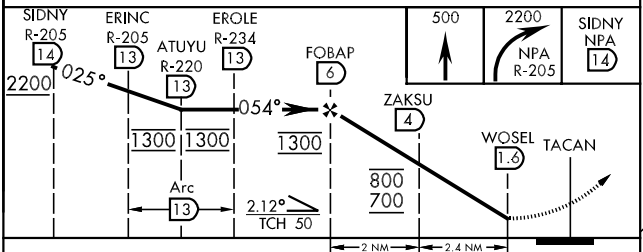
TACAN NPA Chan 119	APCH CRS 054°	Rwy Idg 8001 TDZE 25 Arpt Elev 28	AL-736 [USN]

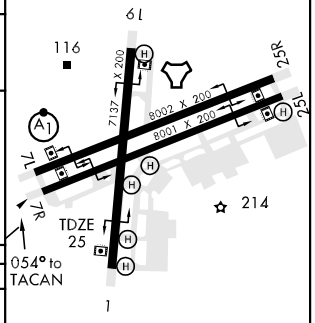
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D
S-7R	400-1	375 (400-1)		400-1¼ 375 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 19

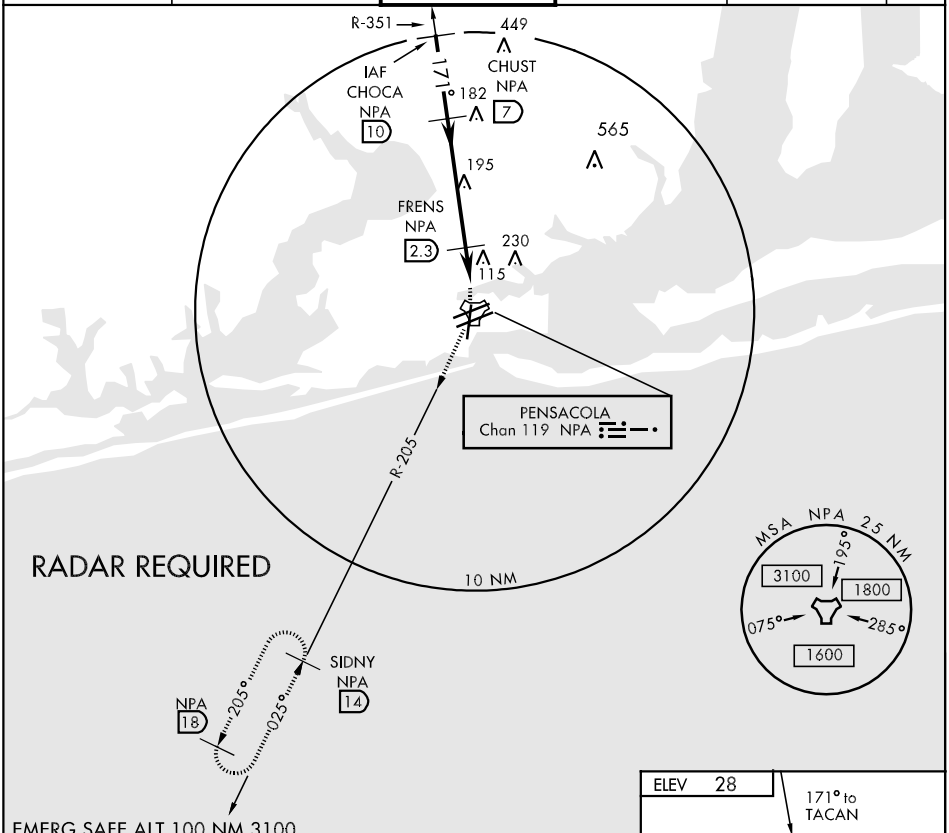
TACAN NPA Chan 119	APCH CRS 171°	Rwy Idg 7137 TDZE 22 Arpt Elev 28	AL-736 [USN]

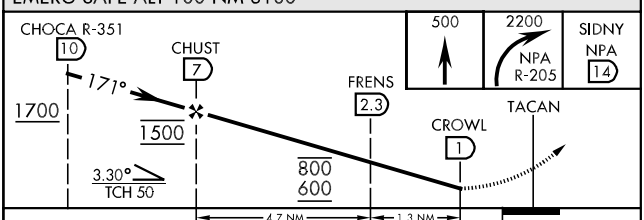
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

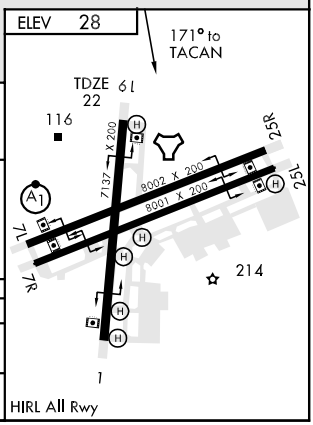
CAUTION: Intmed seg len is 3.0 NM.

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D
S-19	380-1	358	(400-1)	380-1¼ 358 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

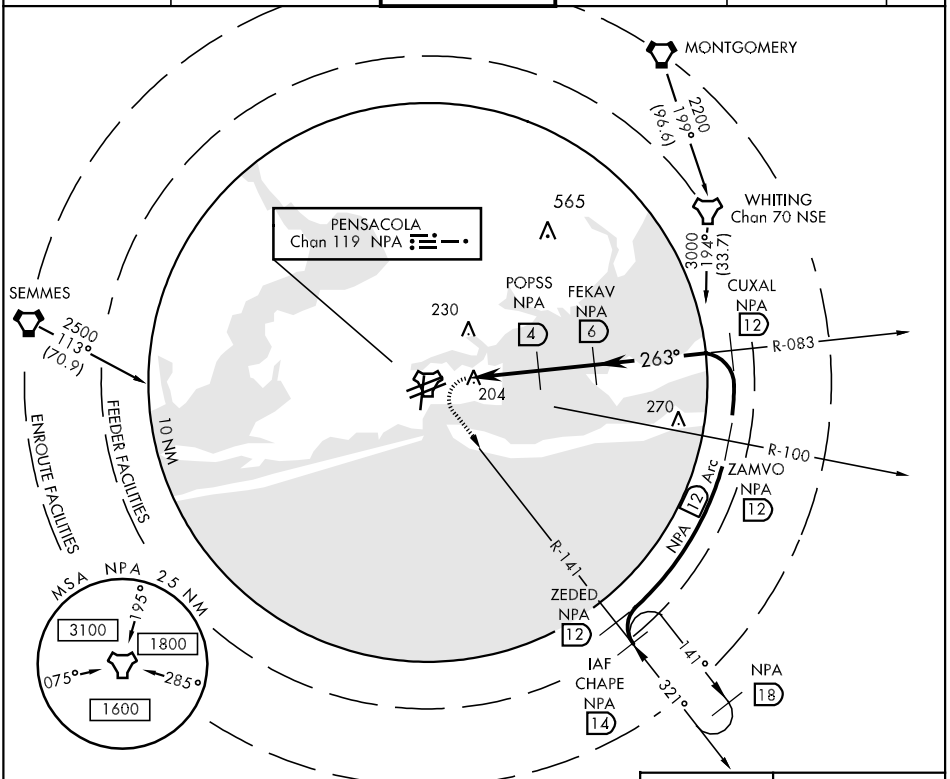
TACAN RWY 25L

TACAN NPA Chan 119	APCH CRS 263°	Rwy Idg 8001 TDZE 22 Arpt Elev 28	AL-736 [USN]

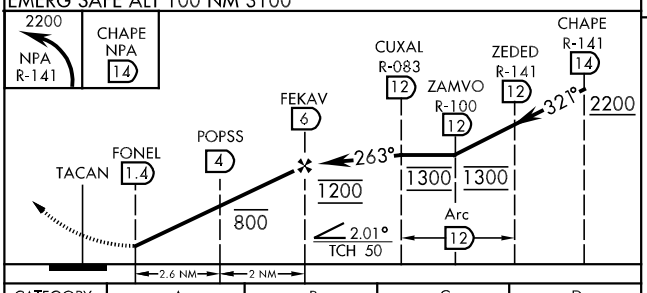
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

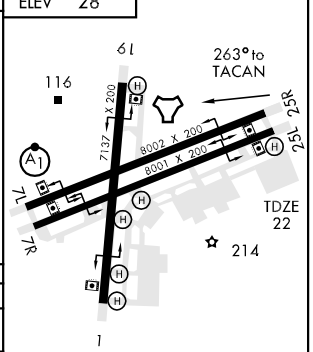
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



ELEV 28



HIRL All Rwy

CATEGORY	A		B	C	D
S-25L	460-1	438	(500-1)	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

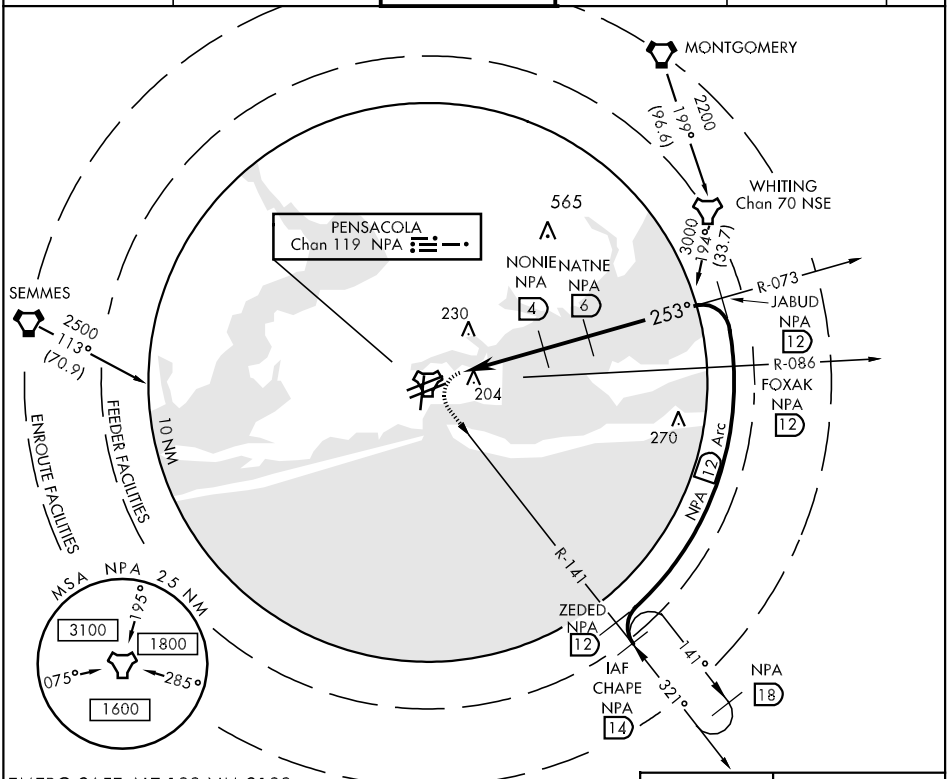
TACAN RWY 25R

TACAN NPA Chan 119	APCH CRS 253°	Rwy Idg 8002 TDZE 21 Arpt Elev 28	AL-736 [USN]

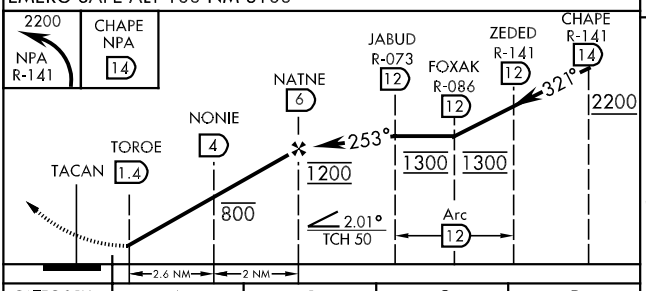
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

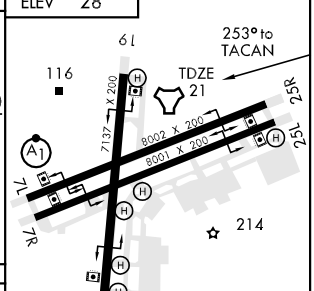
MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
S-25R	460-1 439	(500-1)	460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)
CIRCLING	520-1 492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

HIRL All Rwy

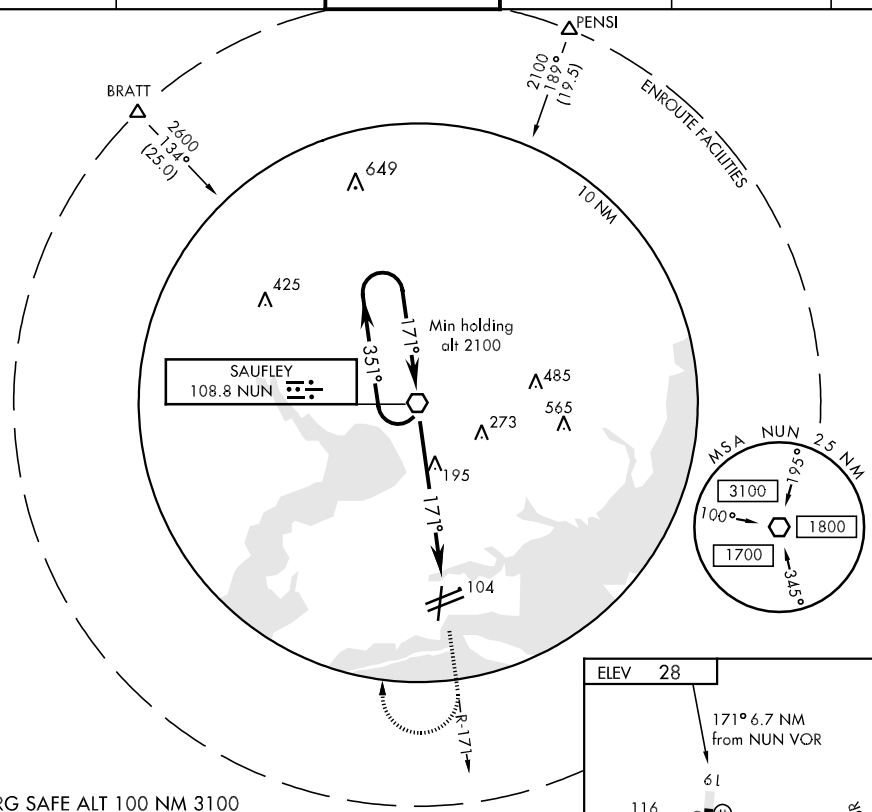
SE-3, 21 OCT 2010 to 18 NOV 2010

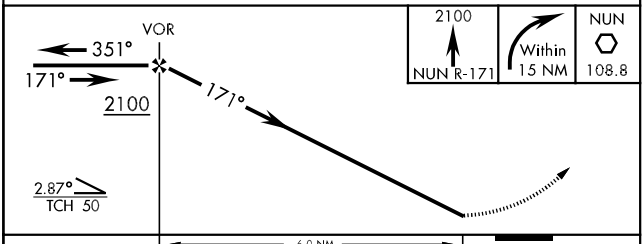
VOR RWY 19

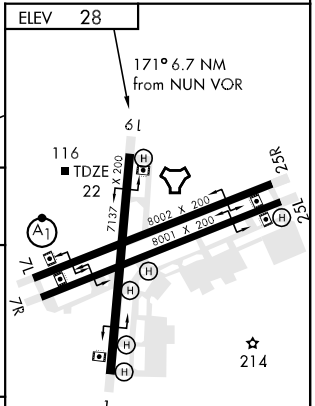
VOR NUN 108.8	APCH CRS 171°	Rwy Idg 7137 TDZE 22 Arpt Elev 28	AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climb to 2100 via NUN R-171. Then turn right direct NUN VOR and hold. Remain within 15 NM of NUN VOR.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D
S-19	480-1 458 (500-1)		480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-318 (FAA)

PENSACOLA GULF COAST RGNL (PNS)
PENSACOLA, FLORIDA

ATIS
121.25
PENSACOLA TOWER★
119.9 257.8
GND CON
121.9 348.6
CLNC DEL
123.725 256.875

VAR 2.0° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

30° 29.0′N

17

FIELD ELEV 121

169.0°

RWY 08-26
S-85, D-150, 2S-175, 2D-270
RWY 17-35
S-85, D-150, 2S-175, 2D-270

CARGO PARKING

AIR CARRIER RAMP

TERMINAL

30° 28.5′N

HELICOPTER PARKING

7004 X 150

7000 X 150

260.1°

ELEV 114

080.1°

ELEV 97

TWR 201

CORPORATE AVIATION RAMP

GENERAL AVIATION PARKING

0.3% UP

349.0°

ELEV 103

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

30° 28.0′N

30° 27.5′N

87° 11.5′W

87° 11.0′W

87° 10.5′W

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PNS	APP CRS	Rwy Idg 7004
111.1	166°	TDZE 121
Chan 48		Apt Elev 121

ILS or LOC RWY 17

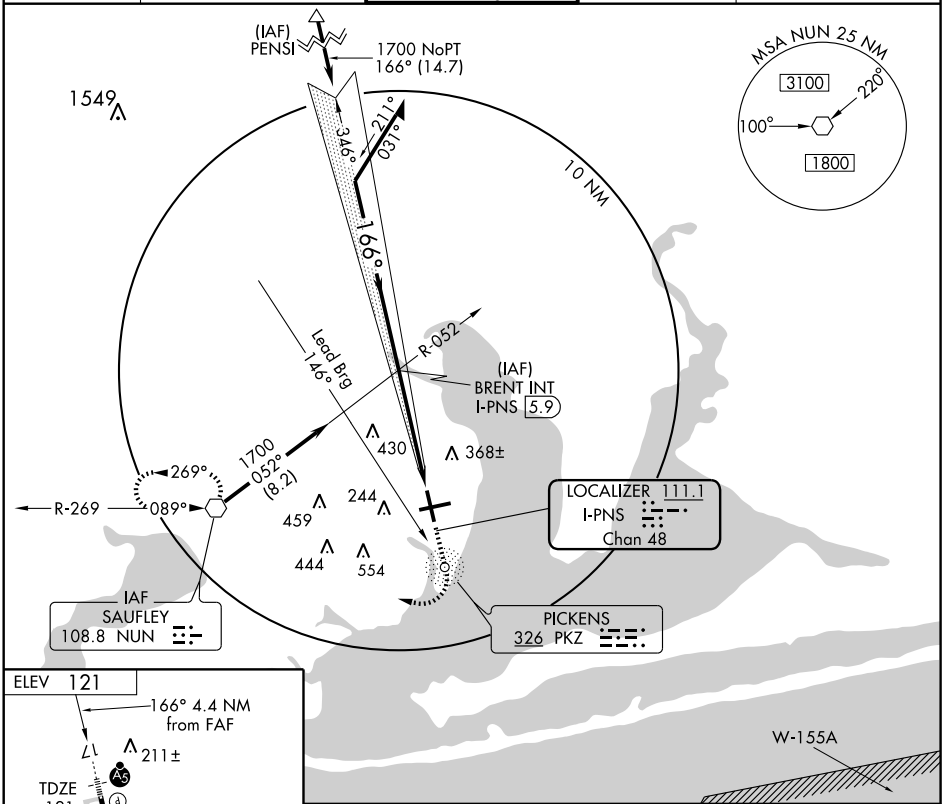
PENSACOLA GULF COAST RGNL (PNS)

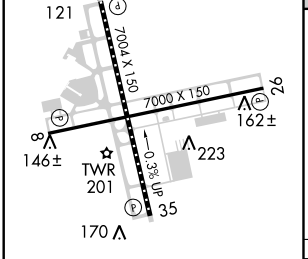
CAUTION: Intensive VFR Student Training all quadrants.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

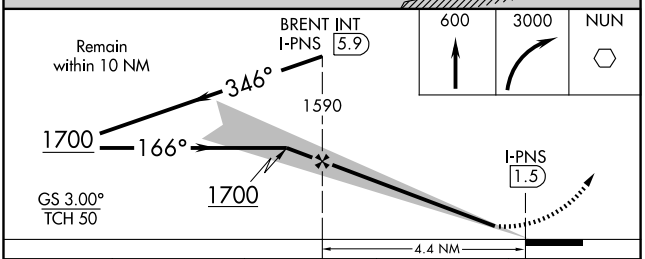
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER *	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 17	* 321/24 200 (200-½)			
S-LOC 17	640/24 519 (600-½)		640/50 519 (600-1)	640/60 519 (600-1¼)
CIRCLING	640-1 519 (600-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

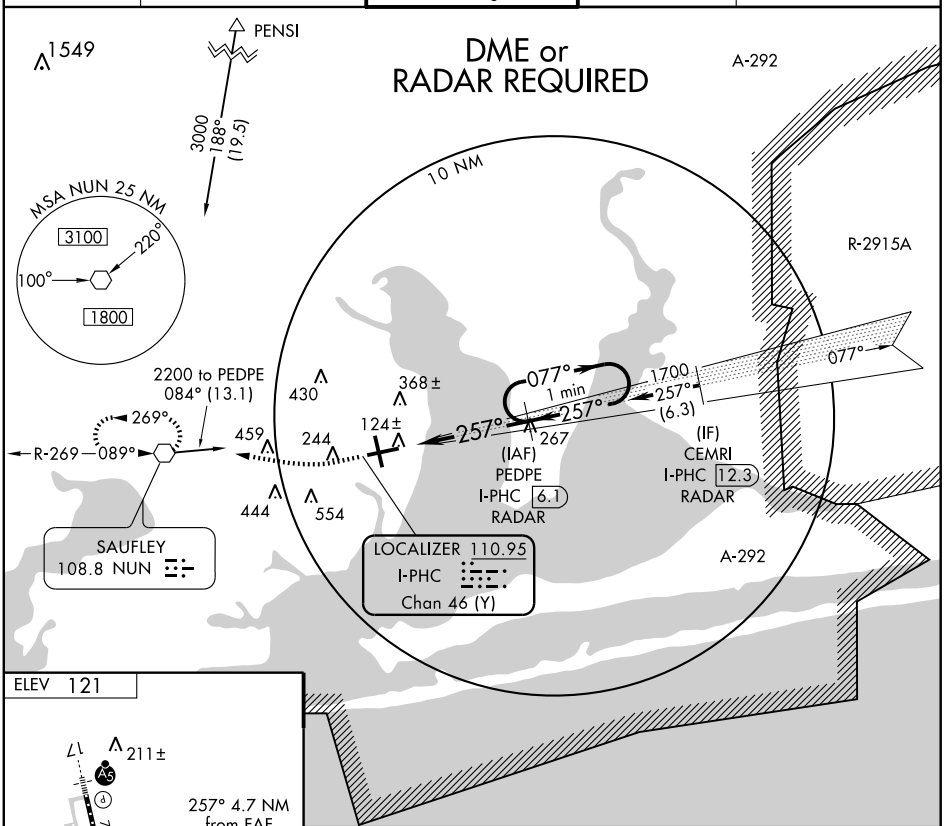
LOC/DME I-PHC	APP CRS	Rwy Idg	7000
110.95	257°	TDZE	114
Chan 46 (Y)		Apt Elev	121

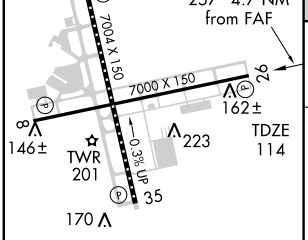
LOC RWY 26

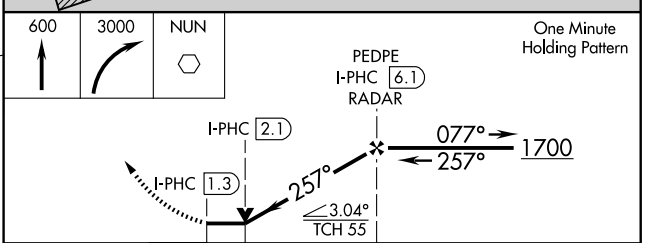
PENSACOLA GULF COAST RGNL (PNS)

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold, continue climb-in-hold to 3000.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-26	420-1 306 (300-1)			
CIRCLING	560-1 439 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB PKZ 326	APP CRS 346°	Rwy Idg 7004 TDZE 103 Apt Elev 121

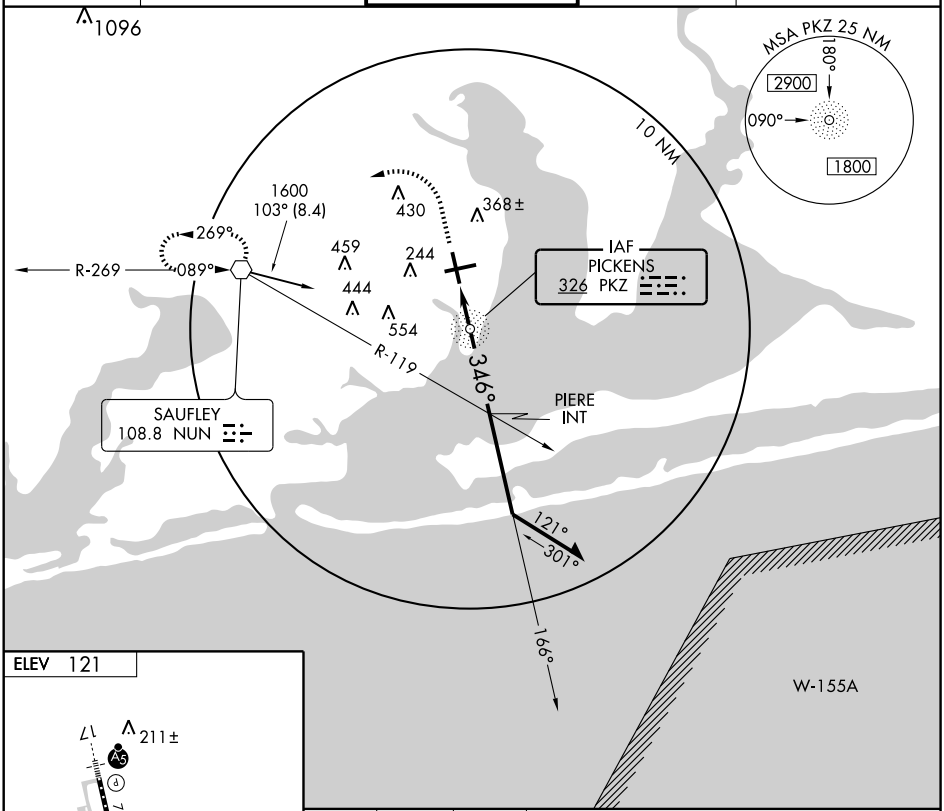
NDB RWY 35

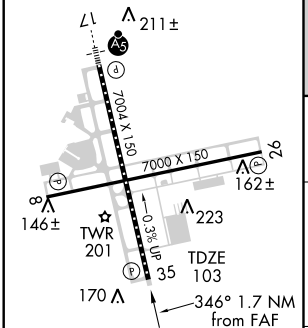
PENSACOLA GULF COAST RGNL (PNS)

CAUTION: Bay Bridge 3 miles south of airport may be mistaken for runway lights.
CAUTION: Intensive VFR Student Training all quadrants.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct NUN VOR and hold.

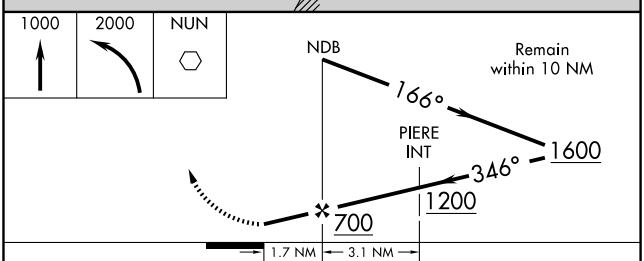
ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34



CATEGORY	A	B	C	D
S-35	500-1 397 (400-1)			500-1¼ 397 (400-1¼)
CIRCLING	540-1 419 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 86219	077°	TDZE	95
W08A		Apt Elev	121

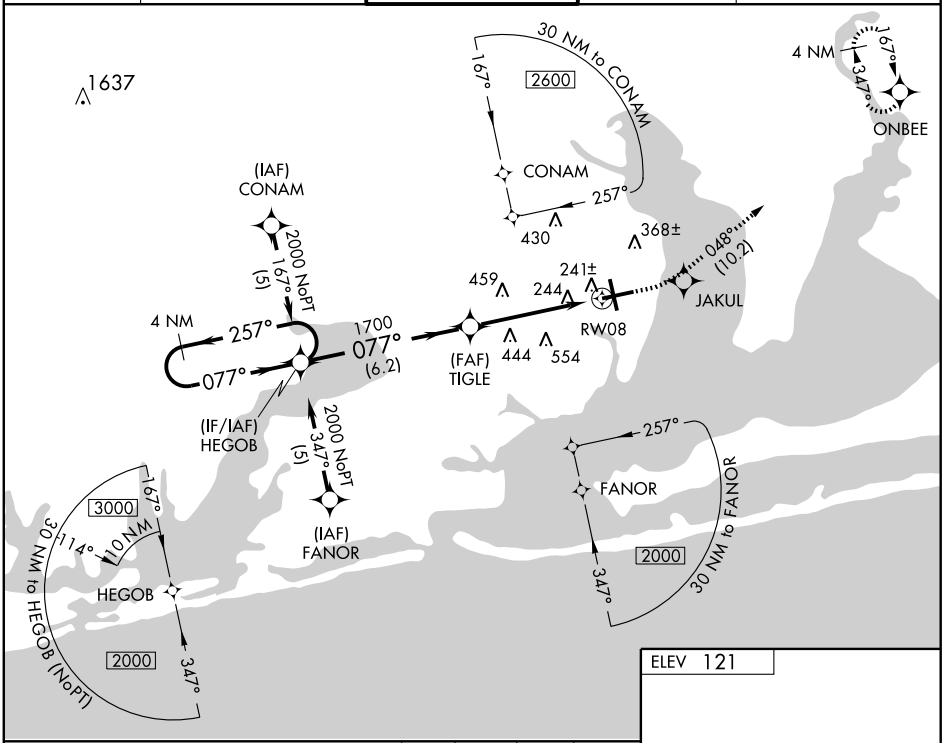
RNAV (GPS) RWY 8

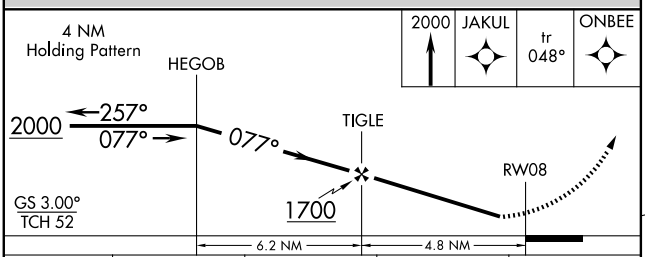
PENSACOLA GULF COAST RGNL (PNS)

Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

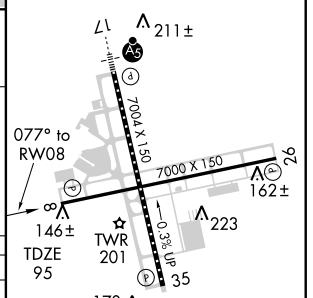
MISSED APPROACH: Climb to 2000 direct JAKUL and via 048° track to ONBEE and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





2000	JAKUL	tr 048°	ONBEE



CATEGORY	A	B	C	D
LPV DA	350-1 255 (300-1)			
LNAV/VNAV DA	540-1½ 445 (500-1½)			
LNAV MDA	720-1 625 (600-1)		720-1¾ 625 (600-1¾)	720-2 625 (600-2)
CIRCLING	720-1½ 599 (600-1½)		720-1¾ 599 (600-1¾)	720-2 599 (600-2)

REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97319 W17A	APP CRS 166°	Rwy Idg 7004 TDZE 121 Apt Elev 121

RNAV (GPS) RWY 17

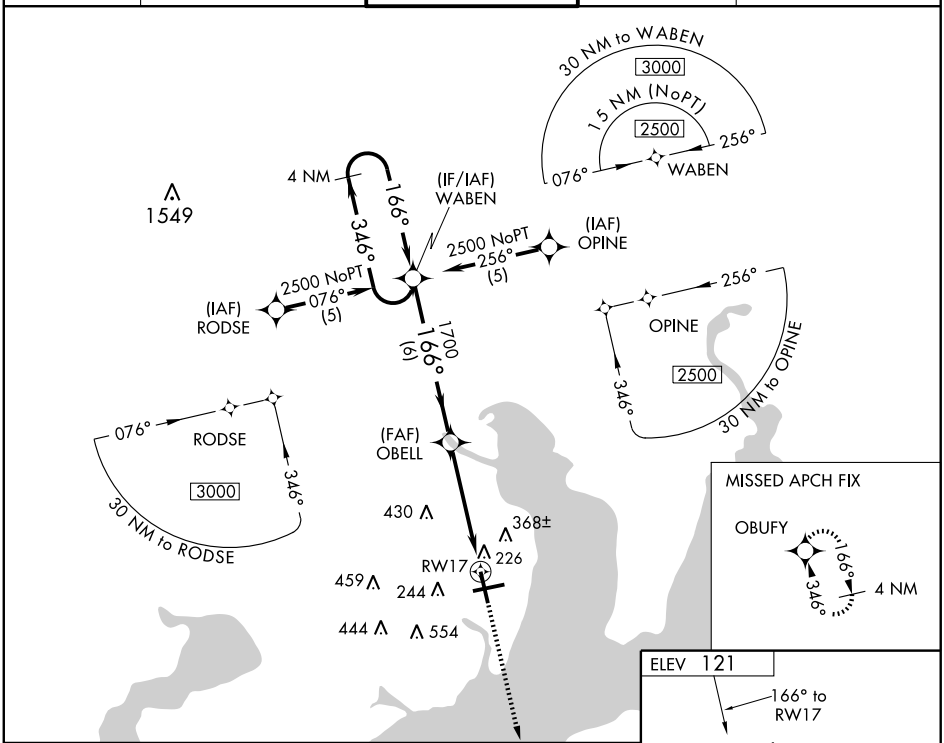
PENSACOLA GULF COAST RGNL (PNS)

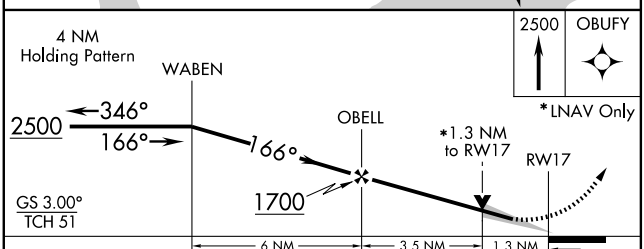
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

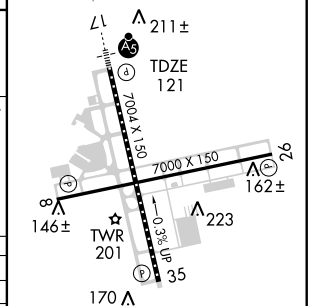
MALSR

MISSED APPROACH: Climb to 2500 direct OBUFY and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







CATEGORY	A	B	C	D
LPV DA	430/24 309 (400-½)			
LNAV/ VNAV DA	660-1½ 539 (600-1½)			
LNAV MDA	580/24 459 (500-½)		580/40 459 (500-¾)	580/50 459 (500-1)
CIRCLING	660-2 539 (600-2)	680-2 559 (600-2)		

REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90119 W26A	APP CRS 257°	Rwy Idg 7000 TDZE 114 Apt Elev 121

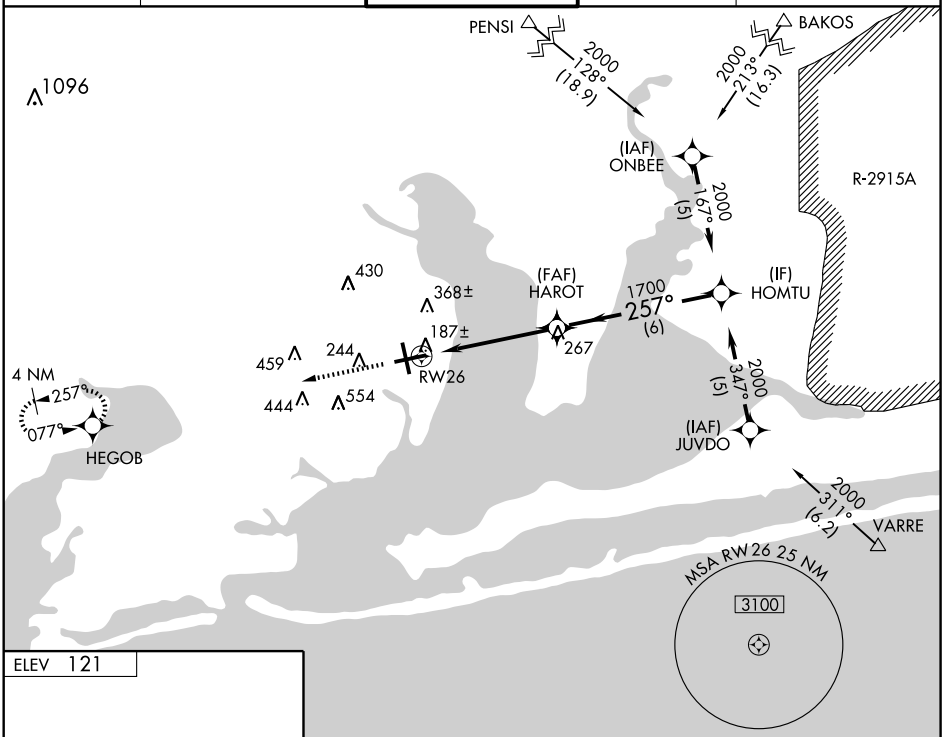
RNAV (GPS) RWY 26

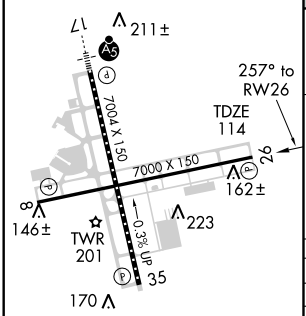
PENSACOLA GULF COAST RGNL (PNS)

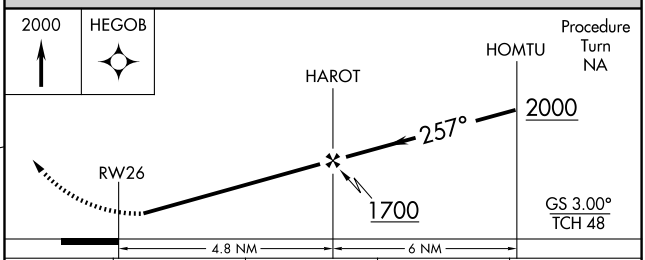
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HEGOB WP and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







CATEGORY	A	B	C	D
LPV DA	370-1 256 (300-1)			
LNAV/VNAV DA	600-1¾ 486 (500-1¾)			
LNAV MDA	460-1 346 (400-1)			460-1¼ 346 (400-1¼)
CIRCLING	600-1¾ 479 (500-1¾)	680-1¾ 559 (600-1¾)		680-2 559 (600-2)

REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

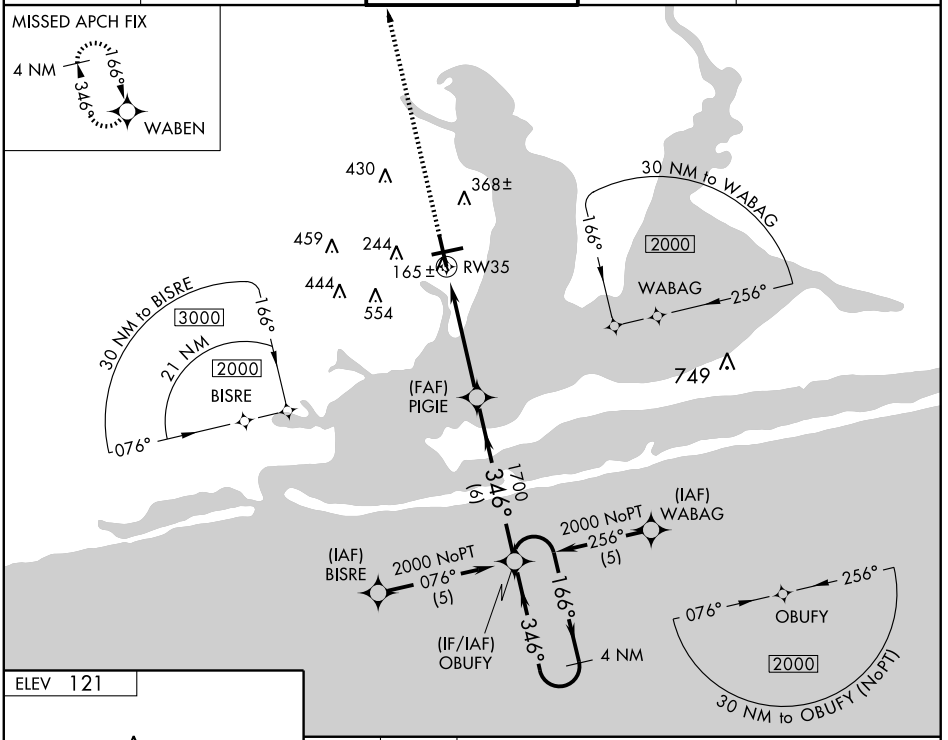
WAAS	APP CRS	Rwy Idg	7004
CH 40020	346°	TDZE	103
W35A		Apt Elev	121

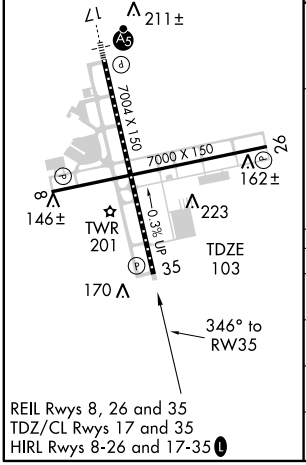
RNAV (GPS) RWY 35
PENSACOLA GULF COAST RGNL (PNS)

Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

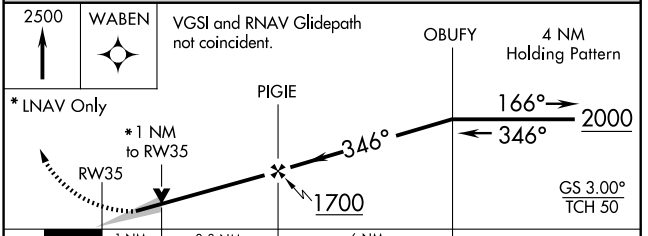
MISSED APPROACH: Climb to 2500 direct WABEN and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) Ⓛ 257.8	121.9 348.6	123.725 256.875





REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 Ⓛ



CATEGORY	A	B	C	D
LPV DA	360-¾ 257 (300-¾)			
LNAV/VNAV DA	420-1 317 (300-1)			
LNAV MDA	480-1 377 (400-1)			480-1¼ 377 (400-1¼)
CIRCLING	560-1 439 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

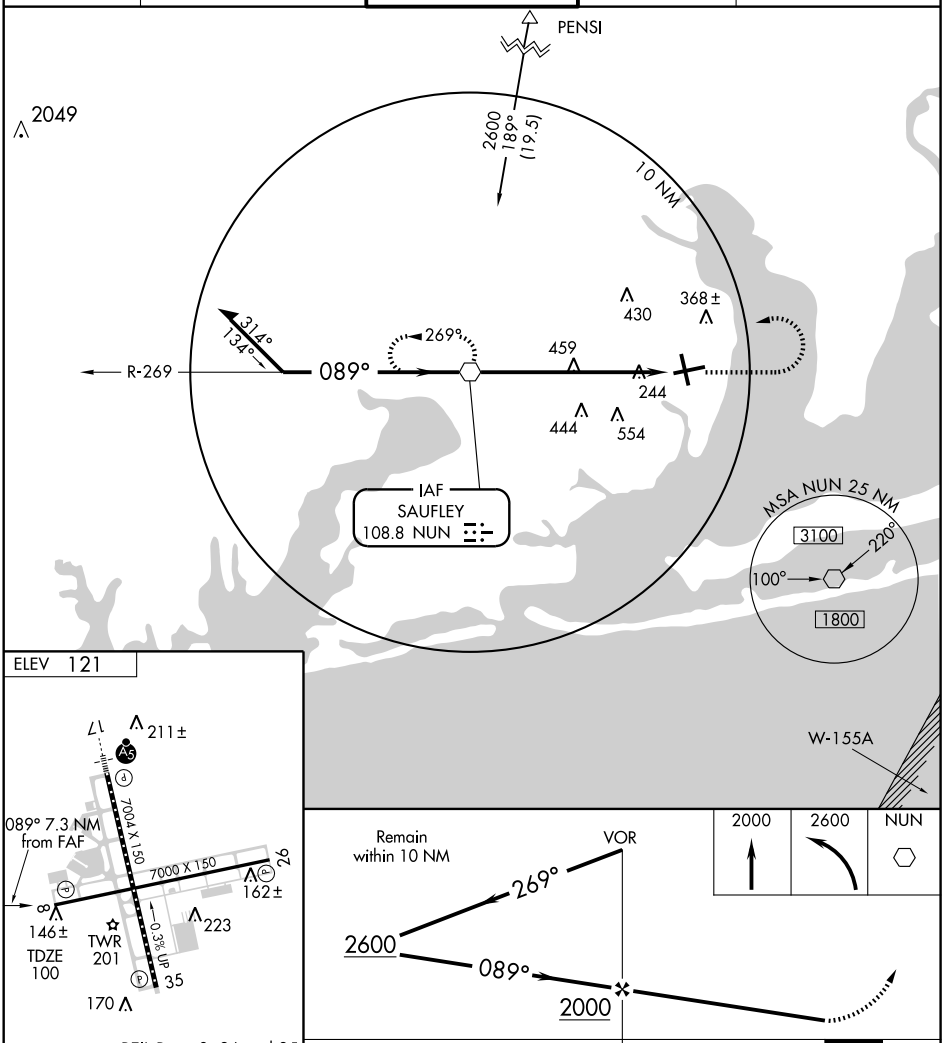
NUN VOR	APP CRS	Rwy Idg	7000
108.8	089°	TDZE	100
		Apt Elev	121

VOR RWY 8

PENSACOLA GULF COAST RGNL (PNS)

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct NUN VOR and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875



REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

CATEGORY	A	B	C	D
S-8	800-1 700 (700-1)		800-2 700 (700-2)	800-2¼ 700 (700-2¼)
CIRCLING	800-1 679 (700-1)		800-2 679 (700-2)	800-2¼ 679 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

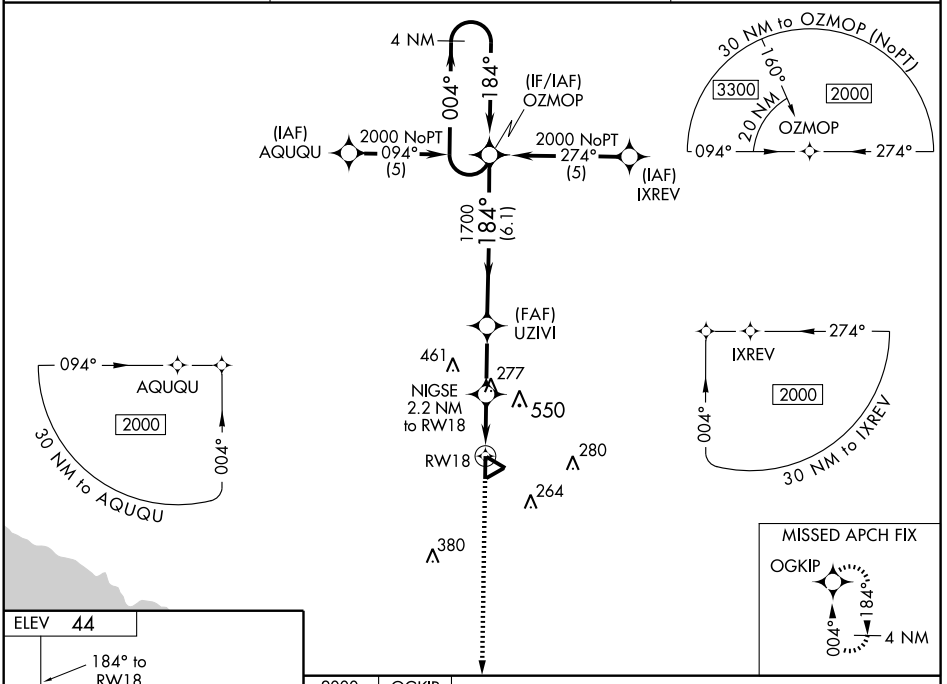
PERRY-FOLEY (40J)

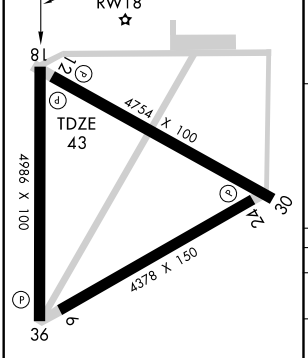
WAAS	APP CRS	Rwy Idg	4986
CH 49019	184°	TDZE	43
W18A		Apt Elev	44

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Tallahassee altimeter setting. When local altimeter setting not received, use Tallahassee altimeter setting and increase LPV DA to 464, LNAV/VNAV DA to 1085 and all MDA 120 feet; increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats 1 mile, and LNAV and Circling Cat C and D visibility ¼ mile.

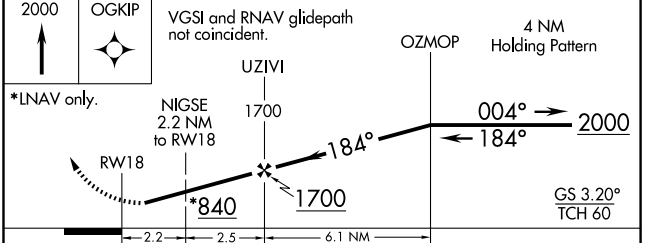
MISSED APPROACH: Climb to 2000 direct OGKIP and hold.

AWOS-1	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L





REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	356-1	313 (400-1)		NA
LNAV/VNAV DA	977-3	934 (1000-3)		NA
LNAV MDA	660-1	617 (700-1)	660-1¾ 617 (700-1¾)	660-2 617 (700-1)
CIRCLING	660-1	616 (700-1)	660-1¾ 616 (700-1¾)	860-2¾ 816 (900-2¾)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

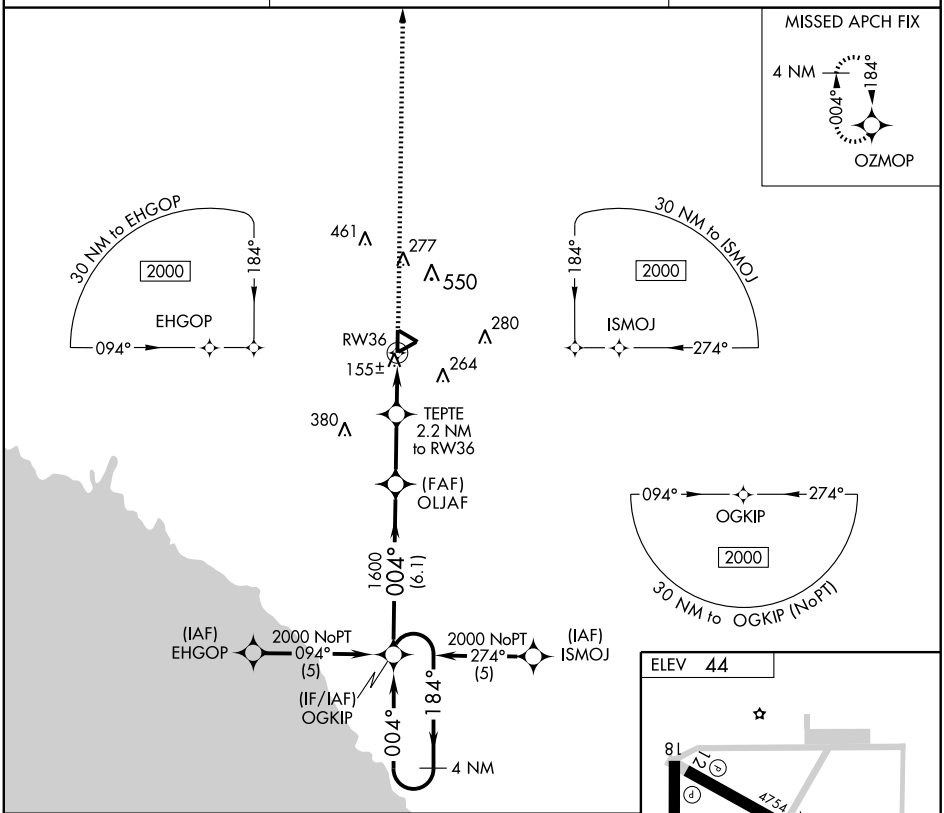
PERRY-FOLEY (40J)

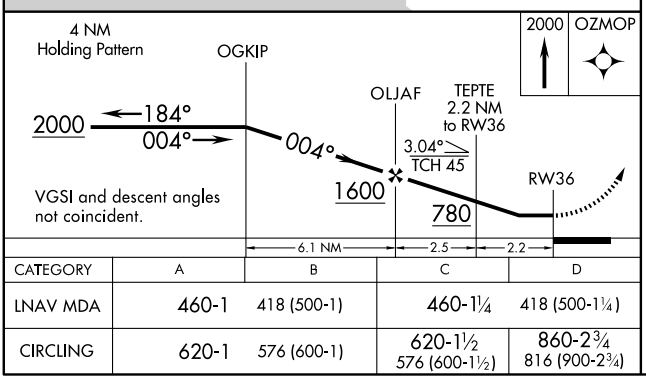
APP CRS	Rwy Idg	4986
004°	TDZE	42
	Apt Elev	44

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tallahassee altimeter setting and increase all MDA 120 feet; increase LNAV Cat C and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

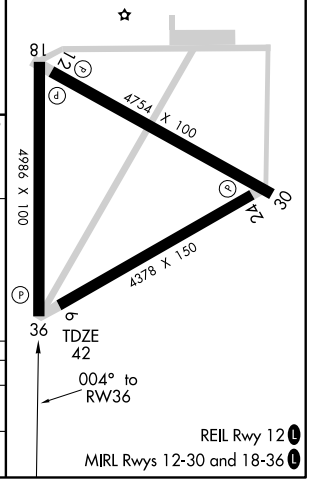
MISSED APPROACH: Climb to 2000 direct OZMOP and hold.

AWOS-1	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	460-1	418 (500-1)	460-1¼	418 (500-1¼)
CIRCLING	620-1	576 (600-1)	620-1½ 576 (600-1½)	860-2¾ 816 (900-2¾)



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3750
096°	TDZE	154
	Apt Elev	154

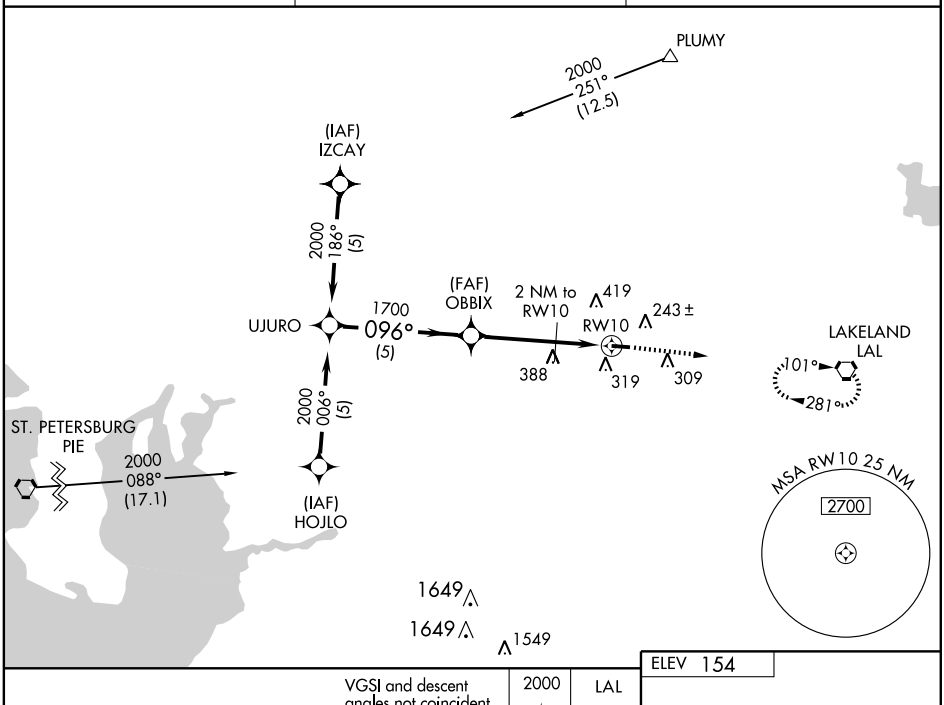
GPS RWY 10
PLANT CITY (PCM)

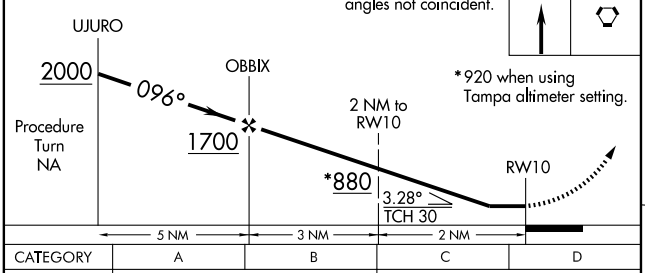
Use Lakeland altimeter setting; when not received, use Tampa Intl altimeter setting.

NA

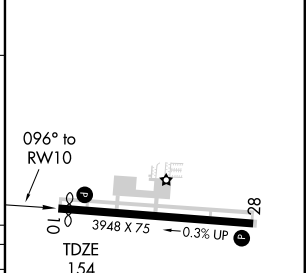
MISSED APPROACH: Climb to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-10	580-1 426 (500-1)		NA	
CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)	NA	
TAMPA INTL ALTIMETER SETTING MINIMUMS				
S-10	620-1 466 (500-1)		NA	
CIRCLING	740-1 586 (600-1)	860-1 706 (800-1)	NA	



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB PCM 346	APP CRS 088°	Rwy Idg 3750 TDZE 154 Apt Elev 154

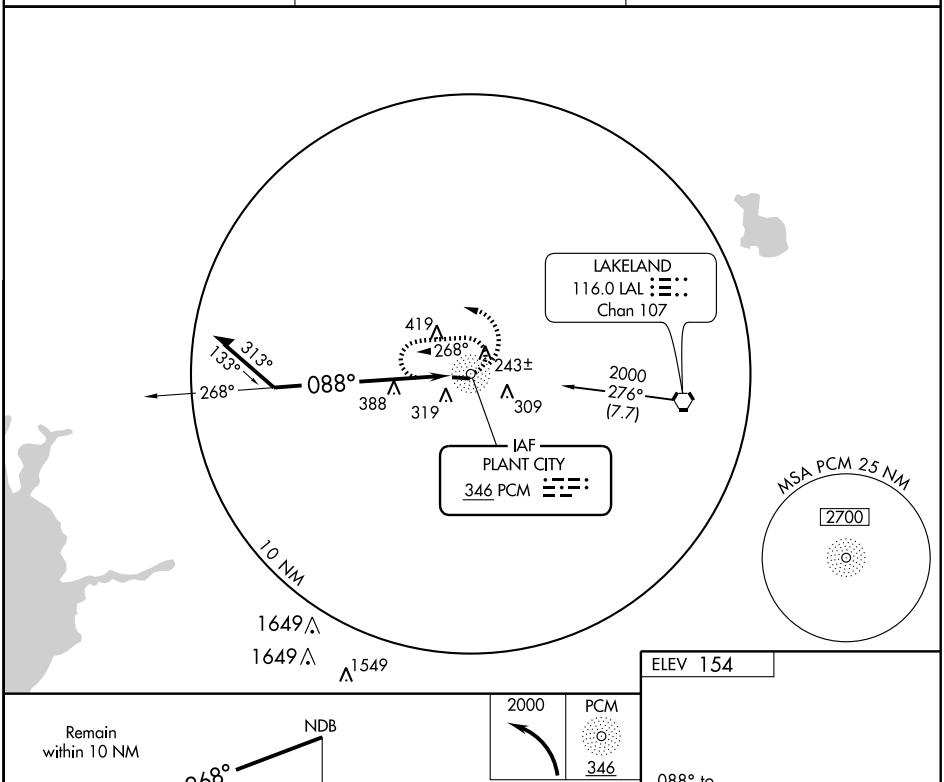
NDB RWY 10
PLANT CITY (PCM)

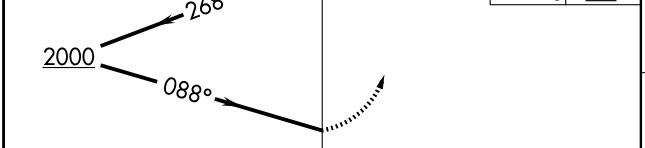
NA

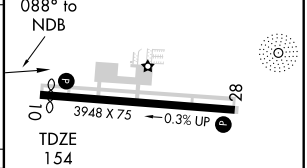
Use Lakeland altimeter setting; when not received, use Tampa Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in PCM NDB holding pattern.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-10	860-1 706 (800-1)		NA	
CIRCLING	860-1 706 (800-1)		NA	
TAMPA INTL ALTIMETER SETTING MINIMUMS				
S-10	900-1 746 (800-1)	900-1¼ 746 (800-1¼)	NA	
CIRCLING	900-1 746 (800-1)	900-1¼ 746 (800-1¼)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LAL 116.0 Chan 107	APP CRS 275°	Rwy Idg 3948 TDZE 154 Apt Elev 154

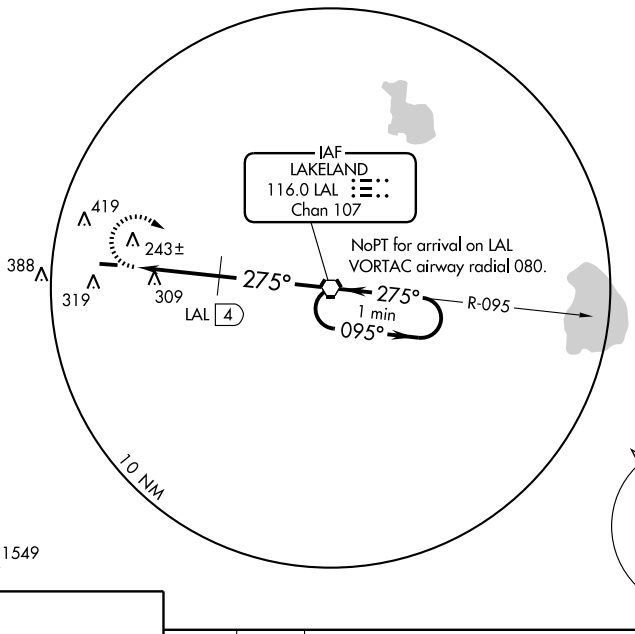
VOR RWY 28
PLANT CITY (PCM)

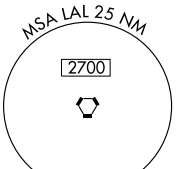
Use Lakeland altimeter setting, when not received, use Tampa Intl altimeter setting and increase all MDAs 60 feet.

NA

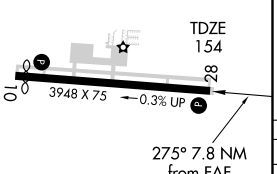
MISSED APPROACH: Climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L



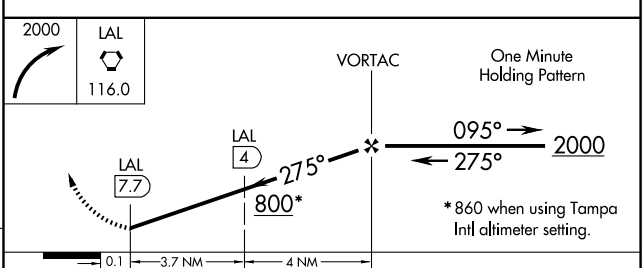


ELEV 154



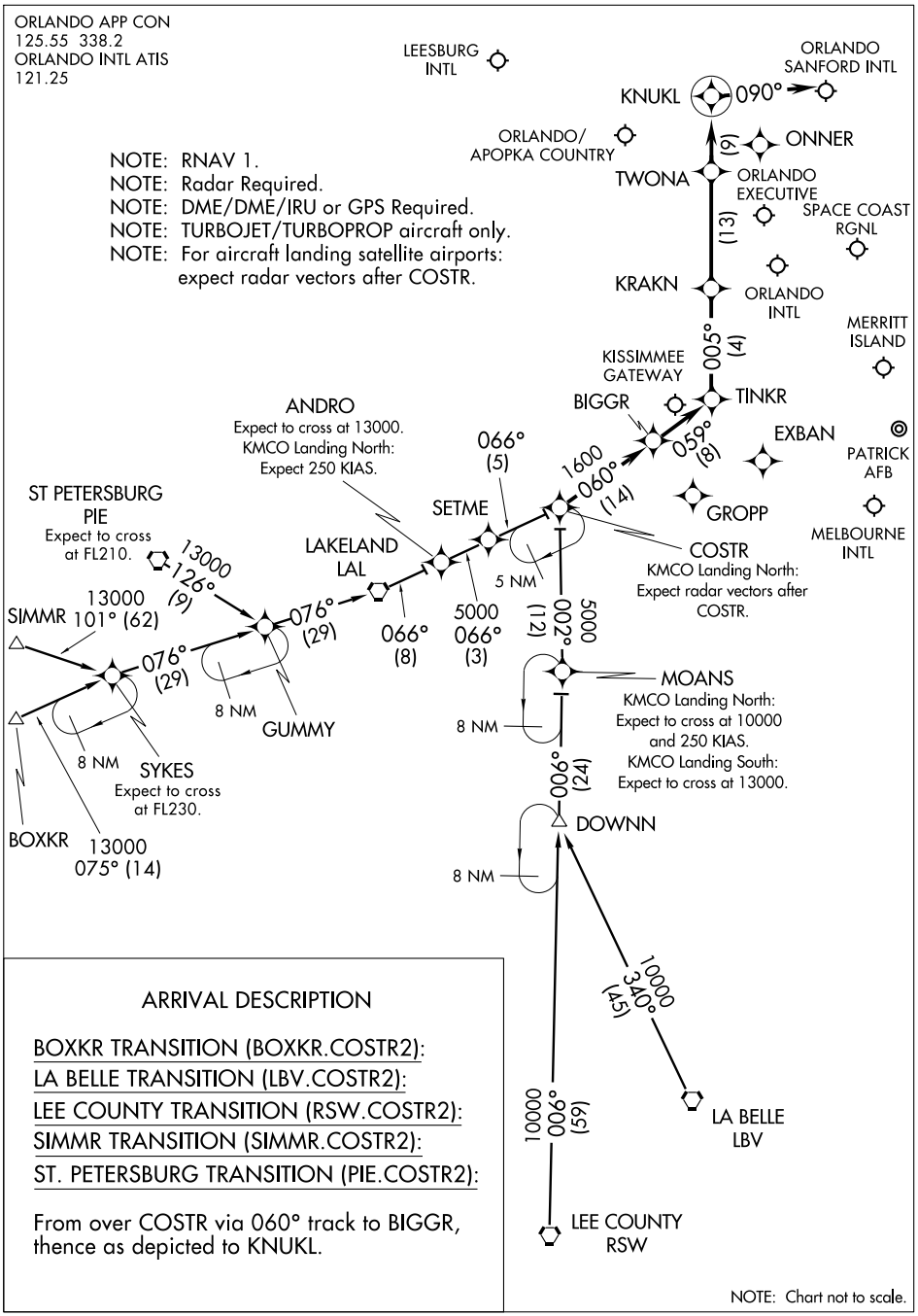
MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34



CATEGORY	A	B	C	D
S-28	800-1 646 (700-1)		NA	
CIRCLING	800-1 646 (700-1)		NA	
DME MINIMUMS				
S-28	600-1 446 (500-1)		NA	
CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)	NA	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

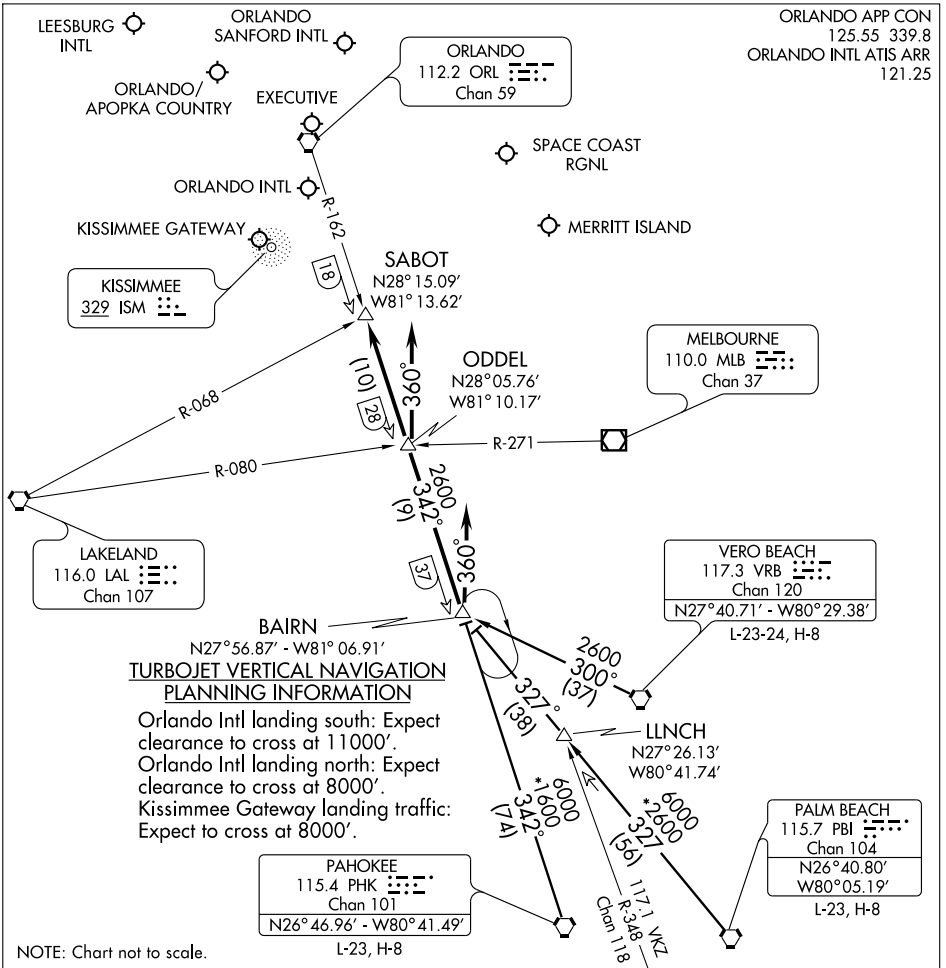
NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

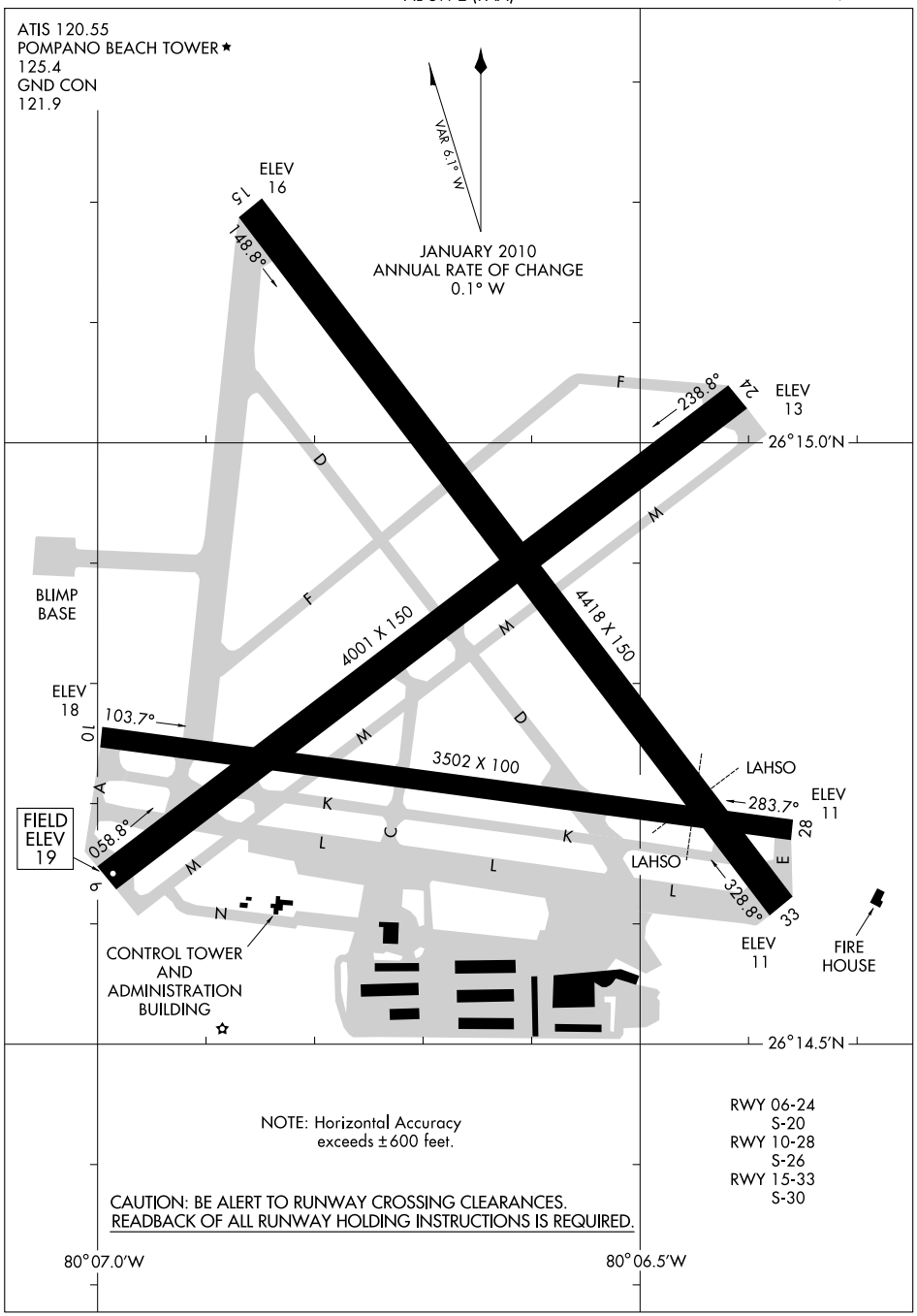
ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

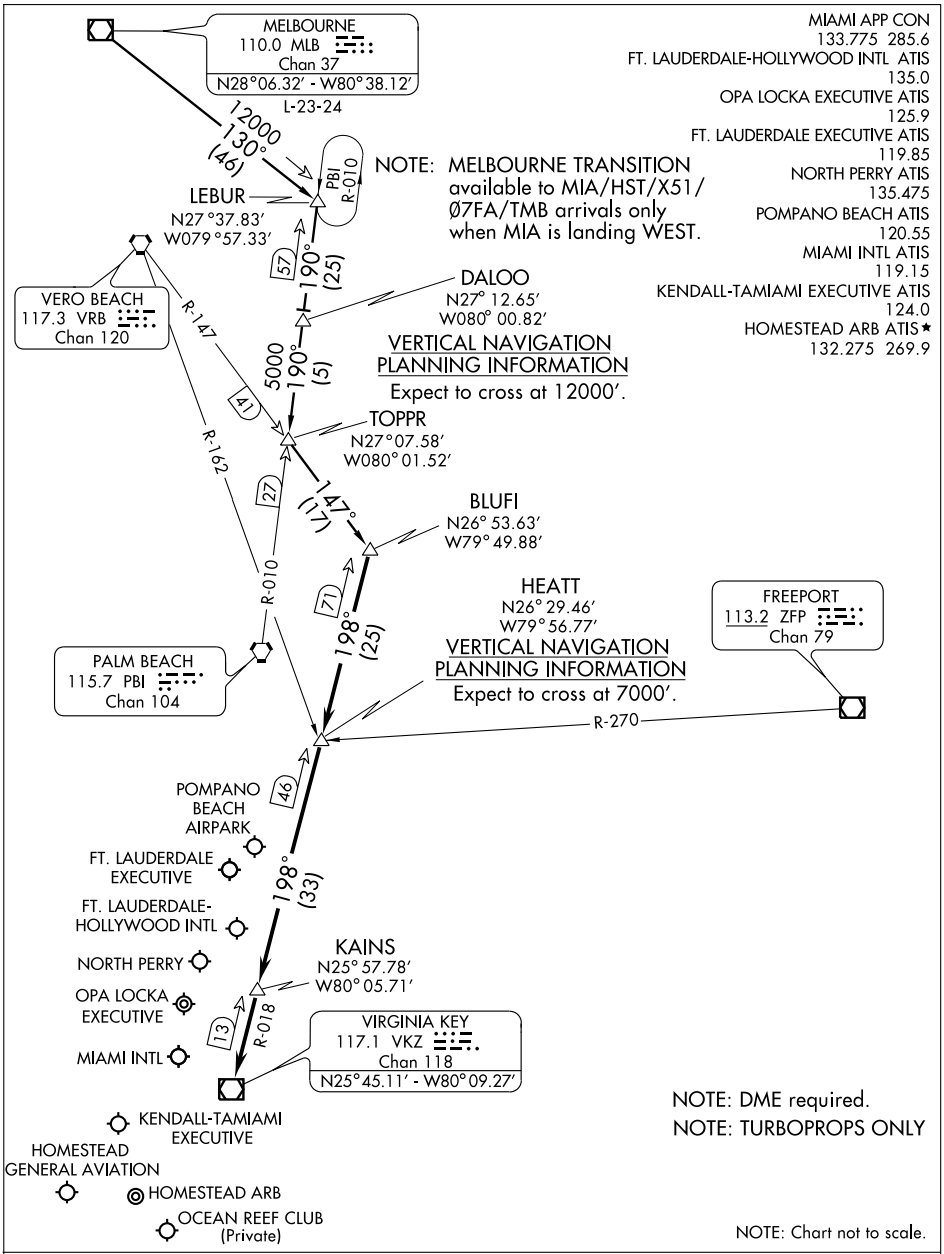
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

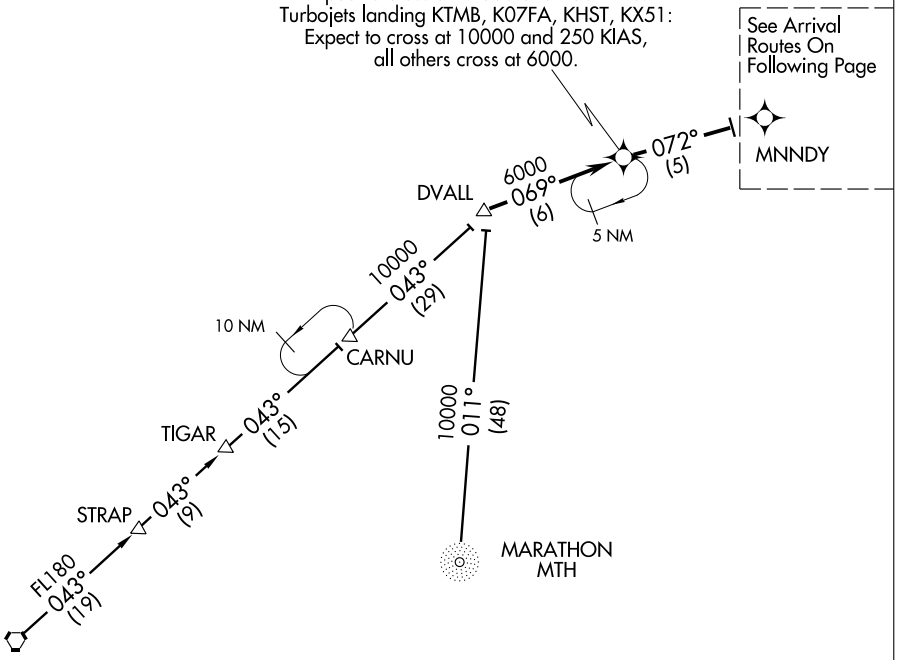
SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

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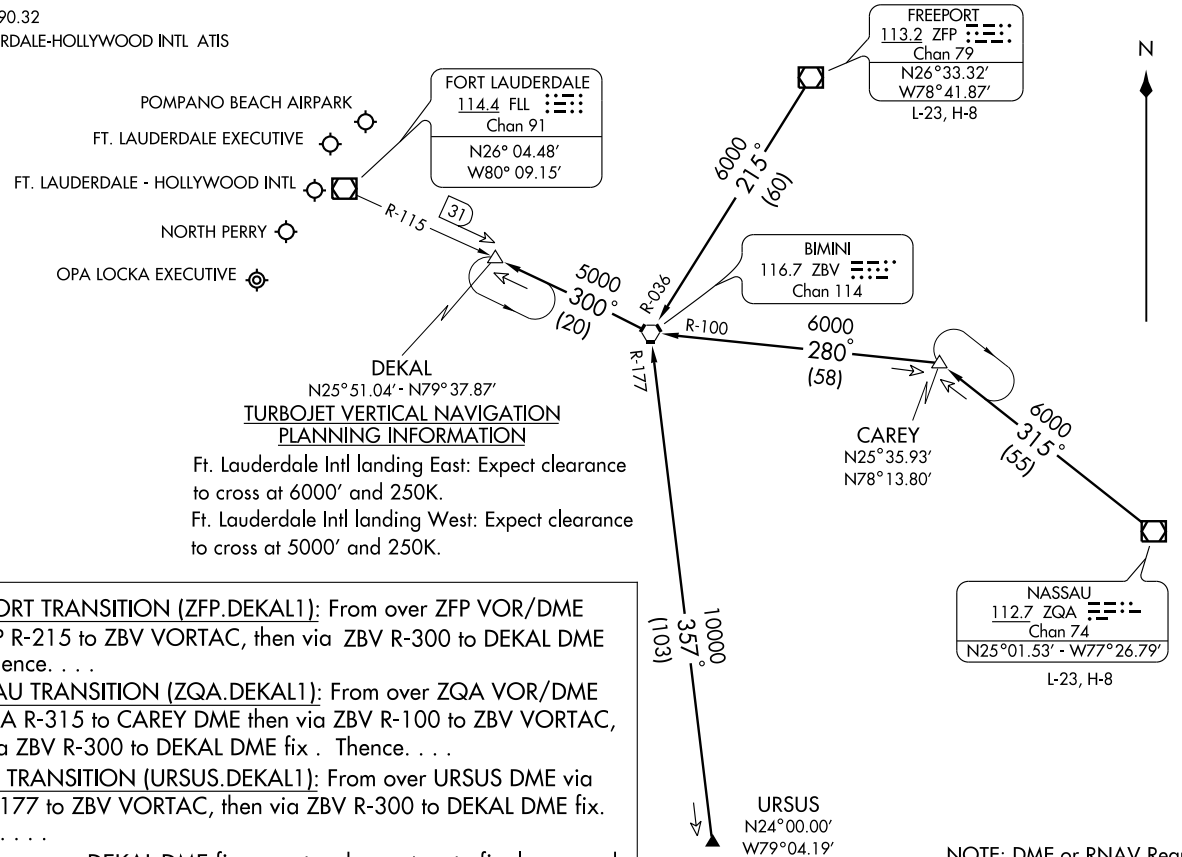
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

08157

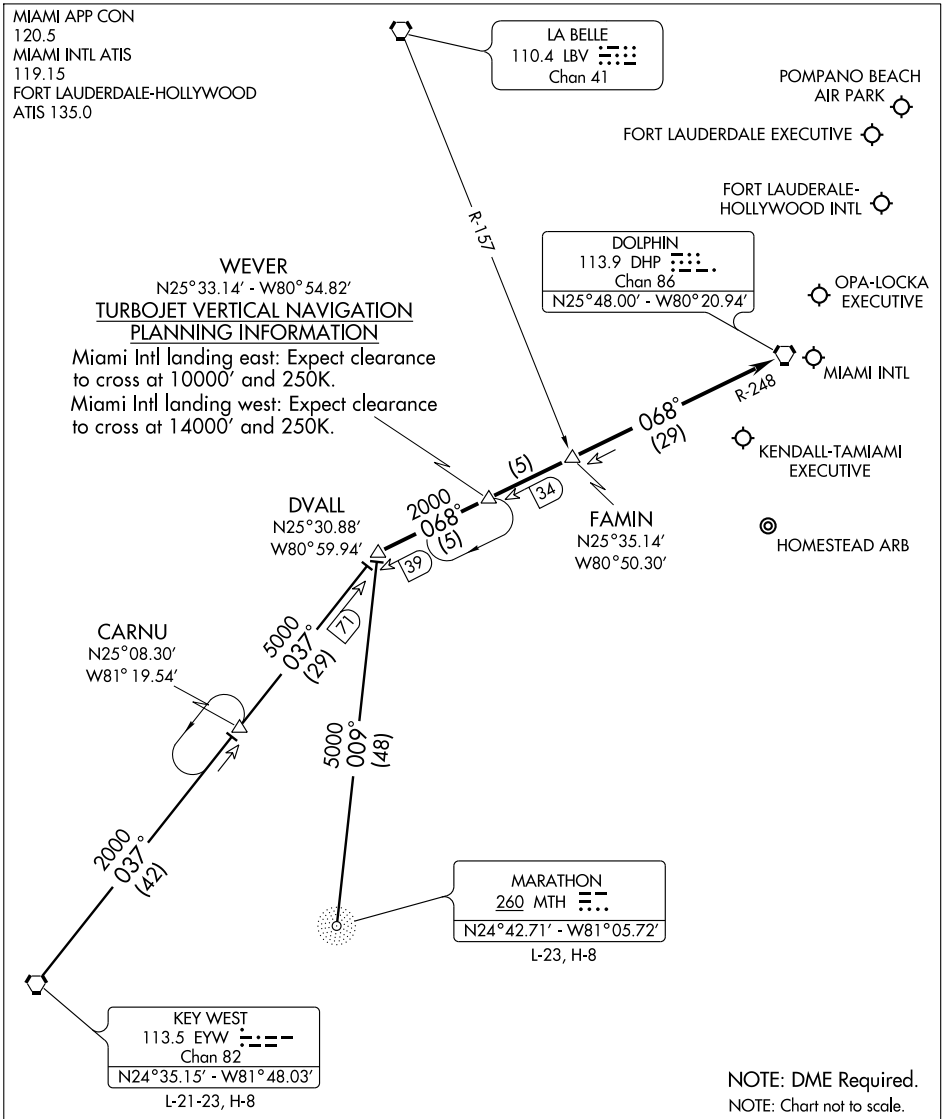
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

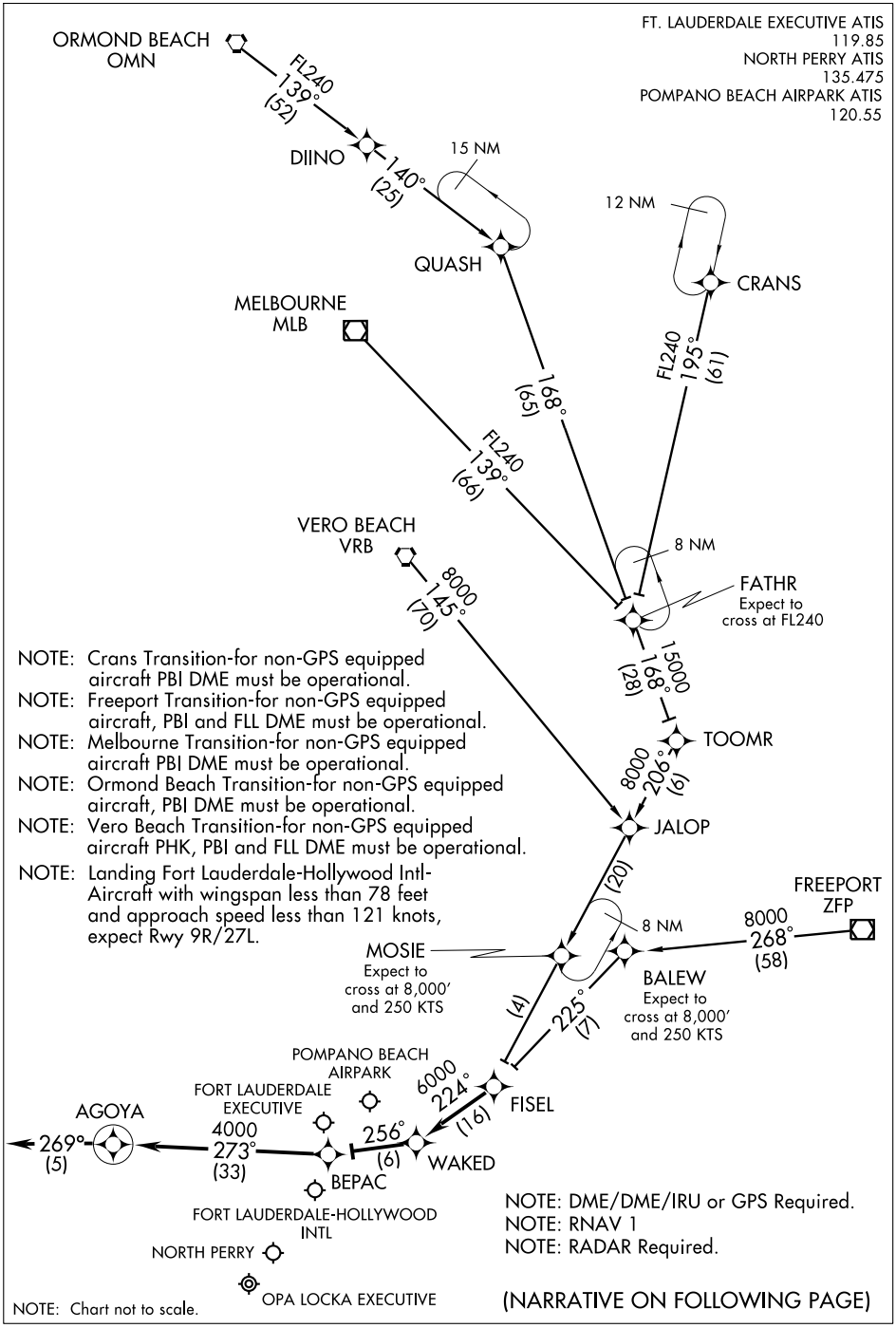
MIAMI, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

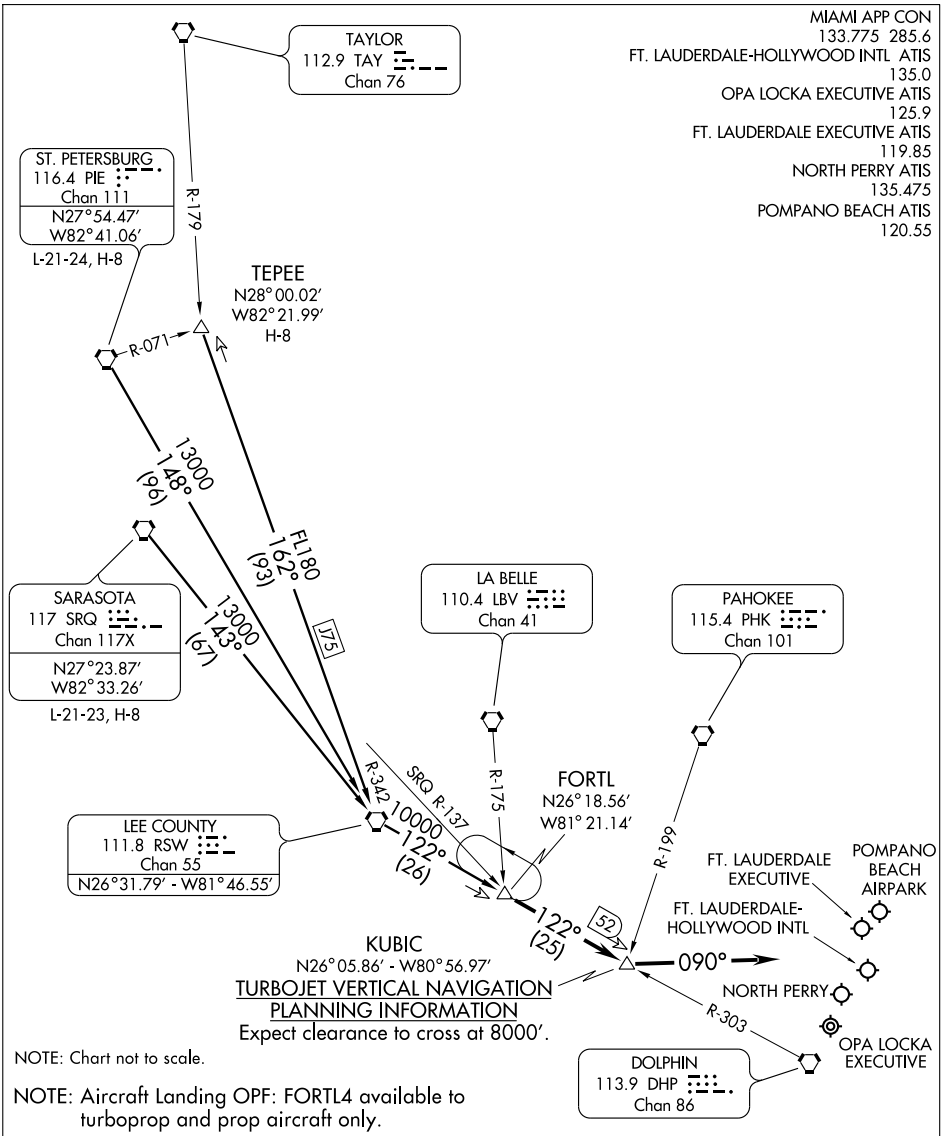
Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 21 OCT 2010 to 18 NOV 2010

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6, 24, 28, 33: Climb on assigned heading. Thence...

TAKE-OFF RUNWAY 10, 15: Climb on assigned heading to 500 before turning. Thence...

... Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

NOTE: Rwy 6: Multiple trees beginning 102′ from DER, 233′ right of centerline, up to 70′ AGL/84′ MSL. Multiple trees beginning 298′ from DER, 26′ left of centerline, up to 79′ AGL/88′ MSL.

NOTE: Rwy 10: OL pole 154′ from DER, 132′ left of centerline, 7′ AGL/ 18′ MSL. Multiple trees beginning 427′ from DER, 12′ left of centerline, up to 48′ AGL/62′ MSL. Pole 670′ from DER, 23′ left of centerline, 22′ AGL/ 33′ MSL. Multiple trees beginning 711′ from DER, 67′ right of centerline, up to 49′ AGL/63′ MSL. Building 760′ from DER, 343′ right of centerline, 29′ AGL/40′ MSL. Rod on Lt pole, 891′ from DER, 733′ right of centerline, 41′ AGL/52′ MSL. Multiple light poles beginning 1264′ from DER, 417′ right of centerline, up to 50′ AGL/59′ MSL. Multiple light poles beginning 1340′ from DER, 194′ left of centerline, up to 50′ AGL/59′ MSL. Multiple flag poles beginning 1447′ from DER, 167′ left of centerline, up to 50′ AGL/59′ MSL. Building 1648′ from DER, 418′ right of centerline, 43′ AGL/52′ MSL. Antenna on building 2404′ from DER, 287′ right of centerline, 63′ AGL/72′ MSL. Antenna on building 5670′ from DER, 604′ right of centerline, 181′ AGL/190′ MSL. Multiple buildings 1.0 NM from DER, 888′ left of centerline, 201′ AGL/210′ MSL.

NOTE: Rwy 15: Building 503′ from DER, 569′ left of centerline, 41′ AGL/52′ MSL. Multiple trees beginning 523′ from DER, 152′ left of centerline, up to 53′ AGL/62′ MSL. Multiple trees beginning 749′ from DER, 190′ right of centerline, up to 48′ AGL/57′ MSL. Rod on Lt pole 871′ from DER, 387′ left of centerline, 41′ AGL/52′ MSL. Light pole 1006′ from DER, 453′ left of centerline, 42′ AGL/51′ MSL. Buildings 1.1 NM from DER, 1259′ left of centerline, 300′ AGL/310′ MSL. Antenna on building 1.1 NM from DER, 1131′ left of centerline, 277′ AGL/282′ MSL. Building 1.7 NM from DER, 1385′ right of centerline, 255′ AGL/265′ MSL.

NOTE: Rwy 24: Multiple trees beginning 191′ from DER, 24′ right of centerline, up to 54′ AGL/73′ MSL. Multiple trees 423′ from DER, 3′ left of centerline, up to 91′ AGL/110′ MSL. Tank 630′ from DER, 600′ right of centerline, 61′ AGL/80′ MSL. Rod on building 724′ from DER, 418′ right of centerline, 41′ AGL/60′ MSL. OL on Lt pole 916′ from DER, 66′ right of centerline, 30′ AGL/49′ MSL. Rod OL tank 968′ from DER, 712′ right of centerline, 54′ AGL/73′ MSL.

NOTE: Rwy 28: Multiple trees beginning 358′ from DER, 140′ left of centerline, up to 35′ AGL/54′ MSL. Lt pole 722′ from DER, 389′ left of centerline, 28′ AGL/47′ MSL. Rod on building 777′ from DER, 429′ left of centerline, 41′ AGL/ 60′ MSL. Rod on building 869′ from DER, 454′ left of centerline, 42′ AGL/61′ MSL. Multiple trees 1001′ from DER, 238′ right of centerline, up to 43′ AGL/62′ MSL. Tank 1177′ from DER, 422′ left of centerline, 45′ AGL/64′ MSL. Pole 1781′ from DER, 33′ left of centerline, 45′ AGL/64′ MSL. Tower 2650′ DER, 1134′ right of centerline, 190′ AGL/207′ MSL.

NOTE: Rwy 33: Multiple trees beginning 136′ from DER, 157′ left of centerline, up to 59′ AGL/ 78′ MSL. Antenna on building 529′ from DER, 399′ left of centerline, 18′ AGL/ 34′ MSL. Multiple trees 702′ from DER, 458′ right of centerline, up to 37′ AGL/56′ MSL.

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GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′ - W81°06.76′
L-21-23-24, H-8

FL280
136°
(52)

DIINO
N28° 40.00′
W80° 25.59′

(25)

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′ - W80° 38.12′
L-23-24

78

QUASH
N28° 21.50′
W80°05.91′

BOATR
N27°24.48′
W79°48.37′

165

FL240
169°
(59)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at FL240.

10000
138°
(66)

VERO BEACH
117.3 VRB
Chan 120
N27° 40.71′ - W80° 29.38′
L-23-24, H-8

(6)

106

FATHR
N27°18.43′
W79°46.52′

NOTE: DME Required.
NOTE: TURBOJETS ONLY.

10000
146°
(70)

99

10000
169°
(28)

TOOMR
N26°51.00′
W79°38.21′

71

8000
207°
(6)

71

JALOP
N26° 45.03′
W79° 41.05′

GISSH
N26° 27.67′
W79° 49.27′

65

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION: Expect to cross at 8000.

(119)

5000
268°
(61)

FREEPORT
113.2 ZFP
Chan 79
N26°33.32′ - W78° 41.87′
L-23, H-8

46

(5)

POMPANO AIRPARK

FORT LAUDERDALE EXECUTIVE

24

227°

41

FISEL
N26°23.05′
W79°51.46′

R-349

FORT LAUDERDALE-HOLLYWOOD INTL

R-041

R-027

FORT LAUDERDALE
114.4 FLL
Chan 91
N26°04.48′
W80°09.15′

NORTH PERRY

OPA LOCKA EXECUTIVE

VIRGINIA KEY
117.1 VKZ
Chan 118

BIMINI
116.7 ZBV
Chan 114

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

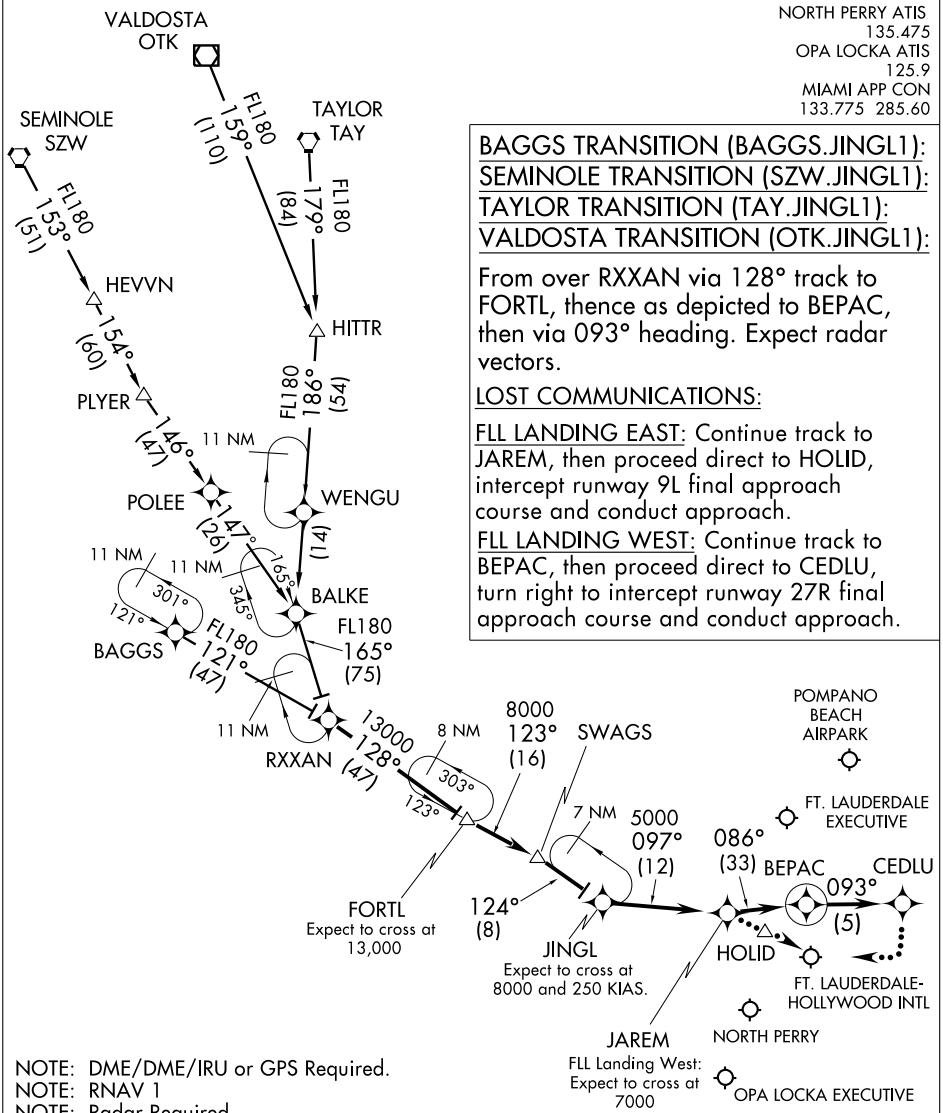
. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

SE-3, 21 OCT 2010 to 18 NOV 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

LOC/DME I-PMP	APP CRS	Rwy Idg 4418
109.75	146°	TDZE 16
Chan 34(Y)		Apt Elev 19

LOC RWY 15

POMPANO BEACH AIRPARK (PMP)

ADF and DME or RADAR Required.
If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

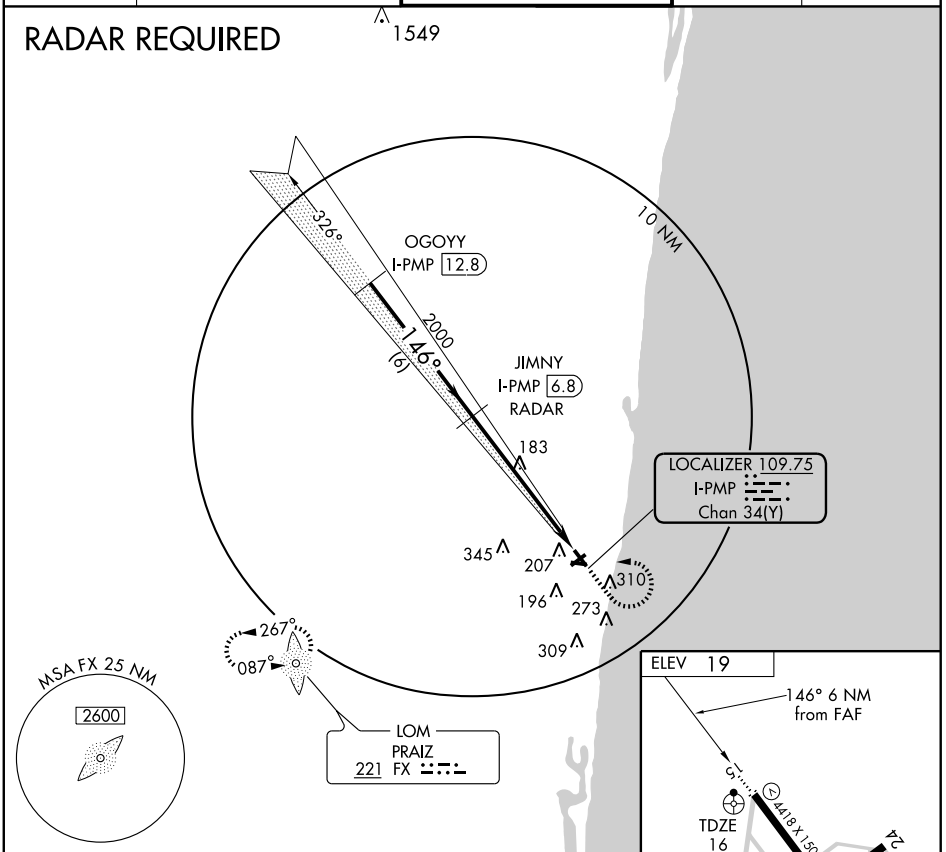
ODALS

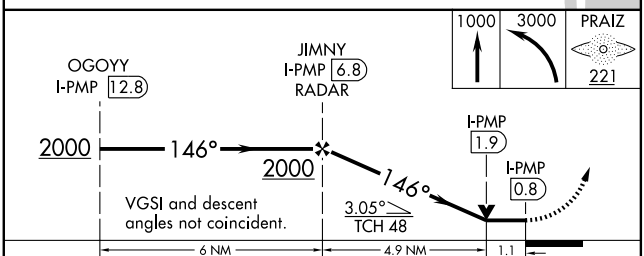
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PRAIZ LOM and hold.

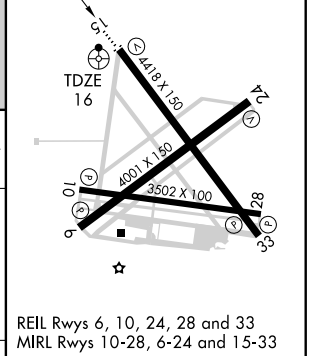
ATIS	MIAMI APP CON	POMPANO BEACH TOWER ★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95

RADAR REQUIRED

1549







REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

CATEGORY	A	B	C	D
S-15	440-1	424 (500-1)	NA	
CIRCLING	660-1	641 (700-1)	NA	

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 21 OCT 2010 to 18 NOV 2010

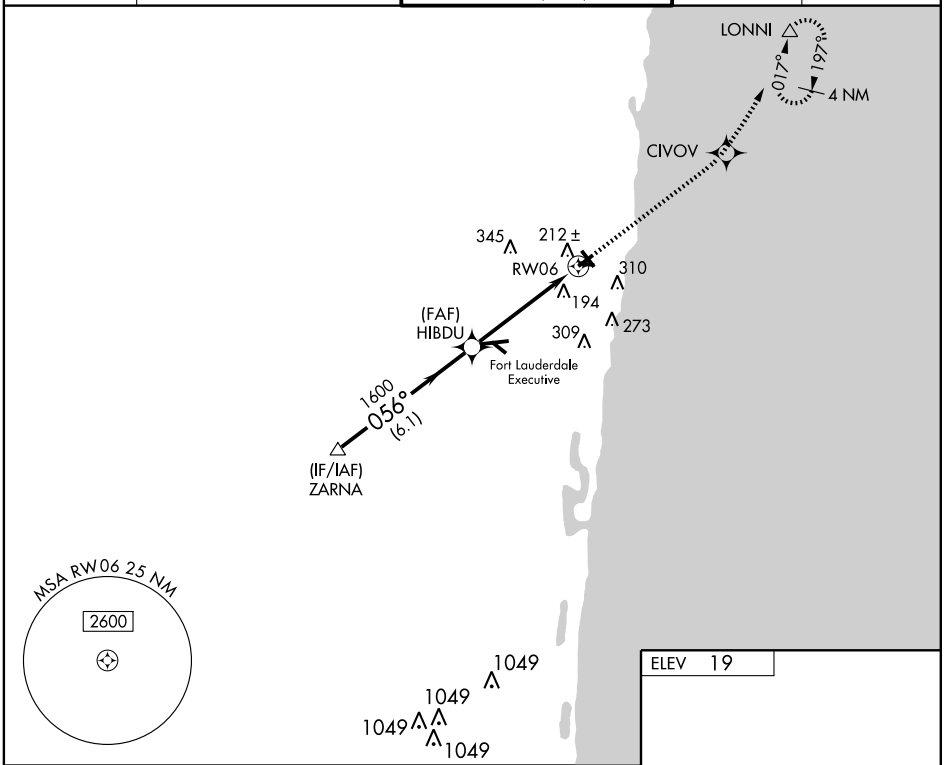
WAAS	APP CRS	Rwy Idg	4001
CH 56603	056°	TDZE	19
W06A		Apt Elev	19

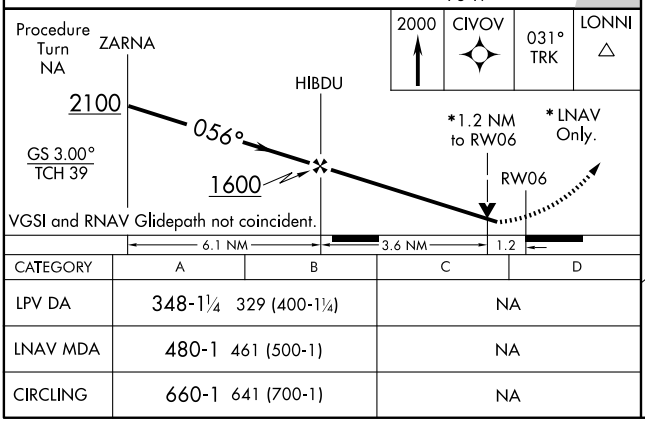
RNAV (GPS) RWY 6
POMPANO BEACH AIRPARK (PMP)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

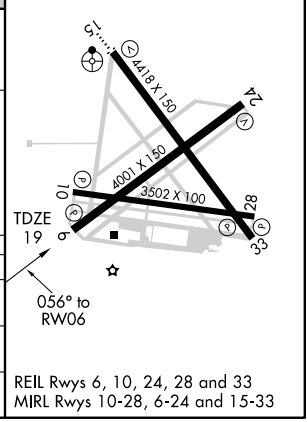
MISSED APPROACH: Climb to 2000 direct CIVOV and via 031° track to LONNI and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER ★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	348-1¼ 329 (400-1¼)		NA	
LNAV MDA	480-1 461 (500-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	



REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4418
CH 82500	146°	TDZE	16
W15A		Apt Elev	19

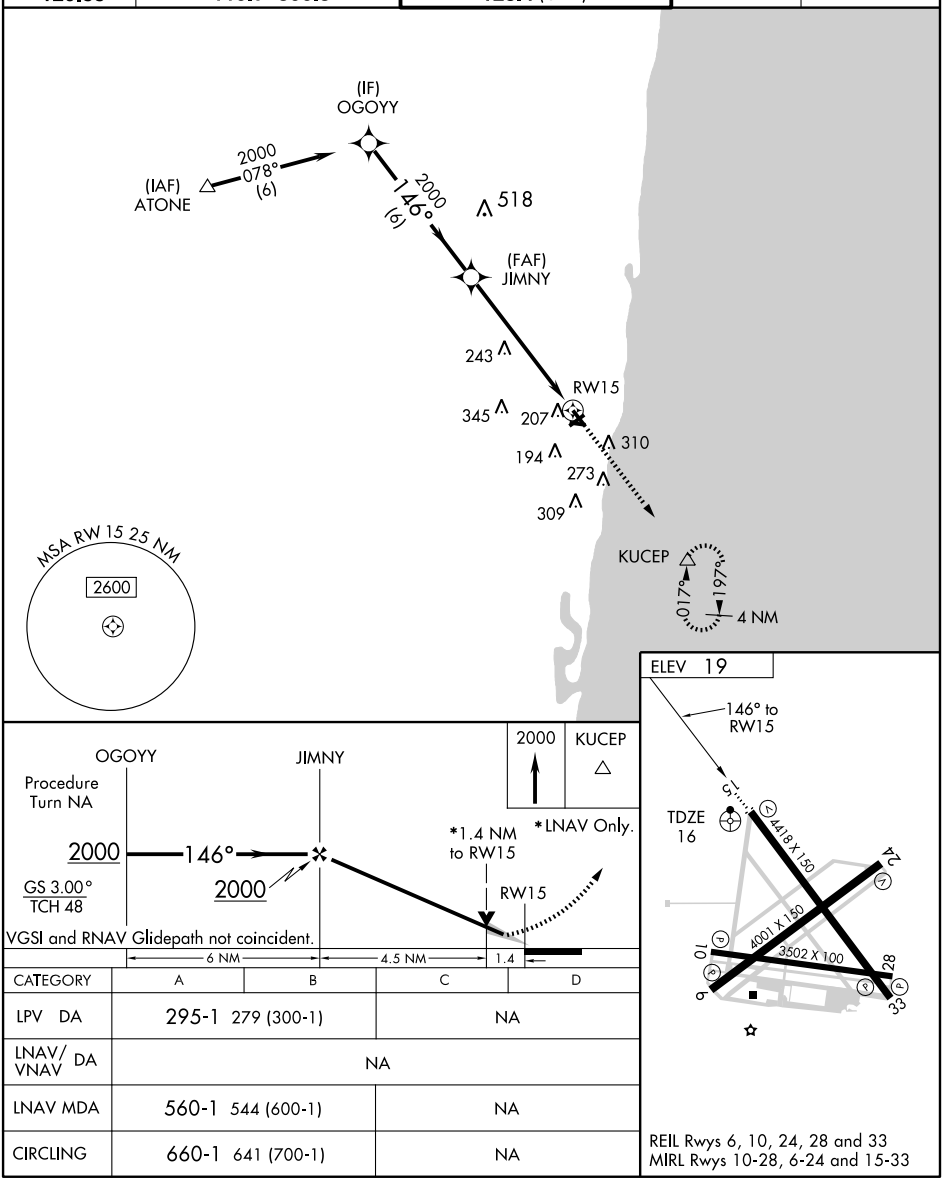
RNAV (GPS) RWY 15
POMPANO BEACH AIRPARK (PMP)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 2000 direct KUCEP and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	295-1 279 (300-1)		NA	
LNAV/ VNAV DA	NA			
LNAV MDA	560-1 544 (600-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

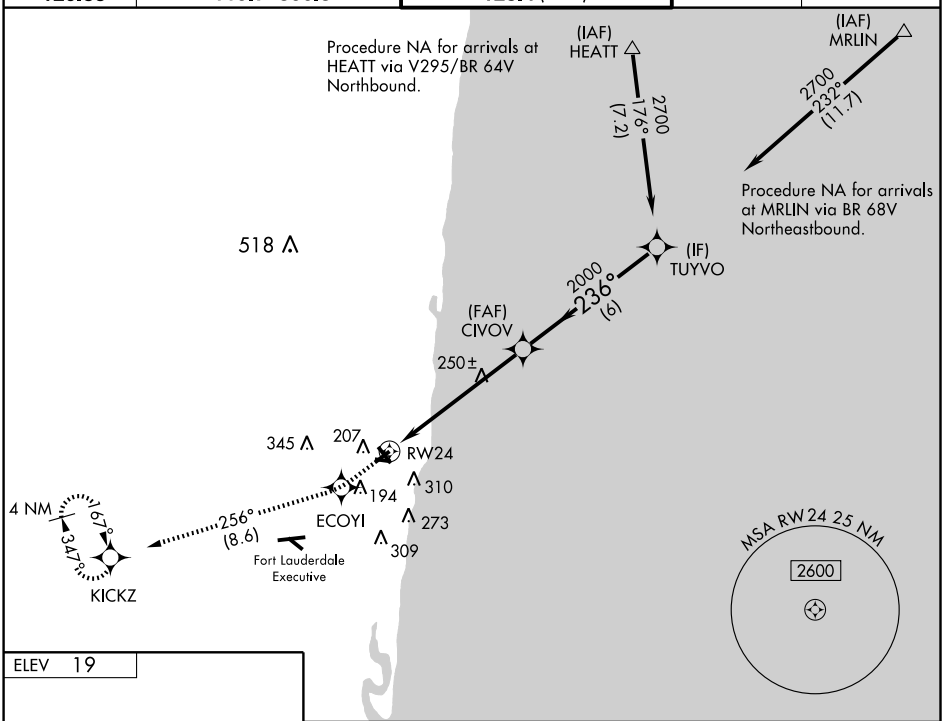
WAAS	APP CRS	Rwy Idg	4001
CH 70500	236°	TDZE	18
W24A		Apt Elev	19

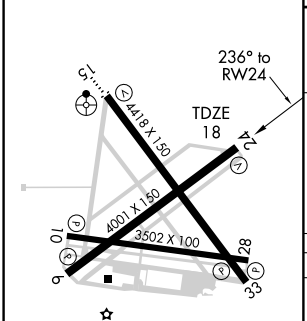
RNAV (GPS) RWY 24
POMPANO BEACH AIRPARK (PMP)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Visibility reduction by helicopters NA.

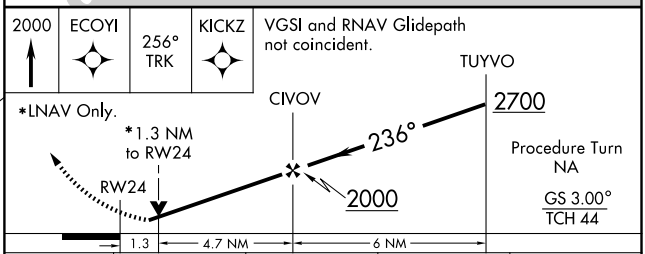
MISSED APPROACH: Climb to 2000 direct ECOYI and via 256° Track to KICKZ and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33



CATEGORY	A	B	C	D
LPV DA	319-1 301 (300-1)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	500-1 482 (500-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

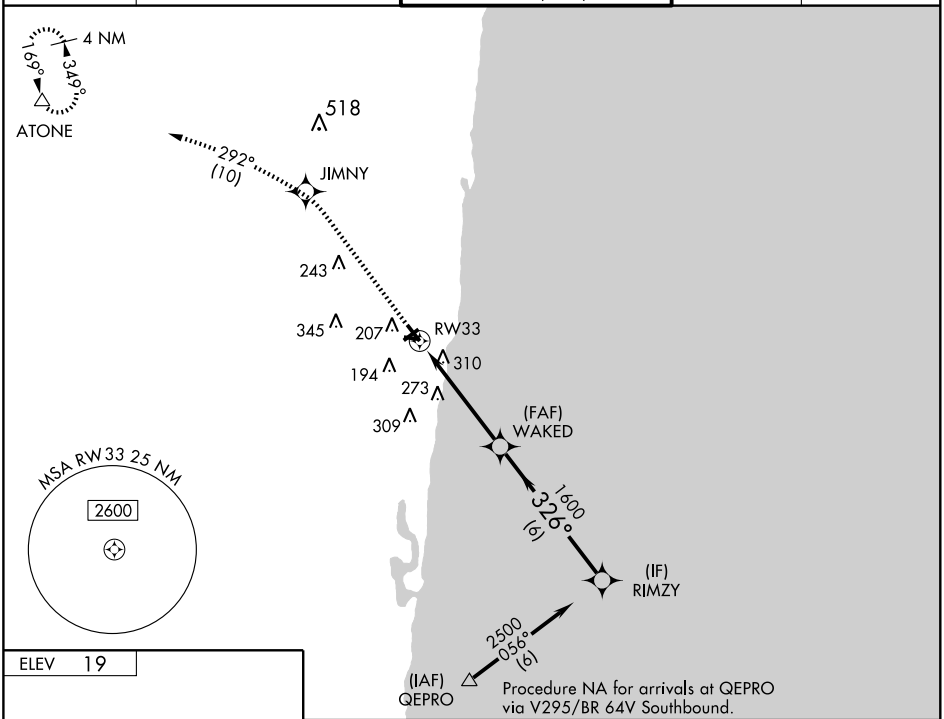
WAAS	APP CRS	Rwy Idg	4418
CH 40300	326°	TDZE	15
W33A		Apt Elev	19

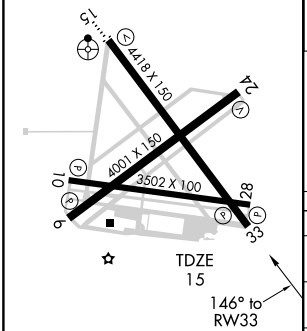
RNAV (GPS) RWY 33
POMPANO BEACH AIRPARK (PMP)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Visibility reduction by helicopters NA.

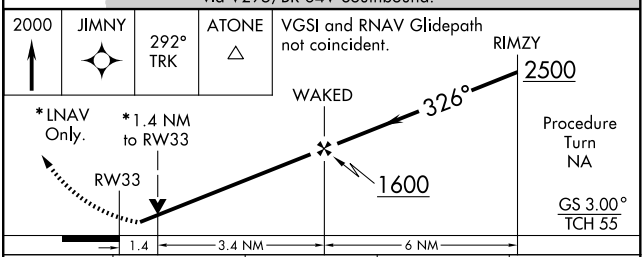
MISSED APPROACH: Climb to 2000 direct JIMNY and via 292° track to ATONE and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

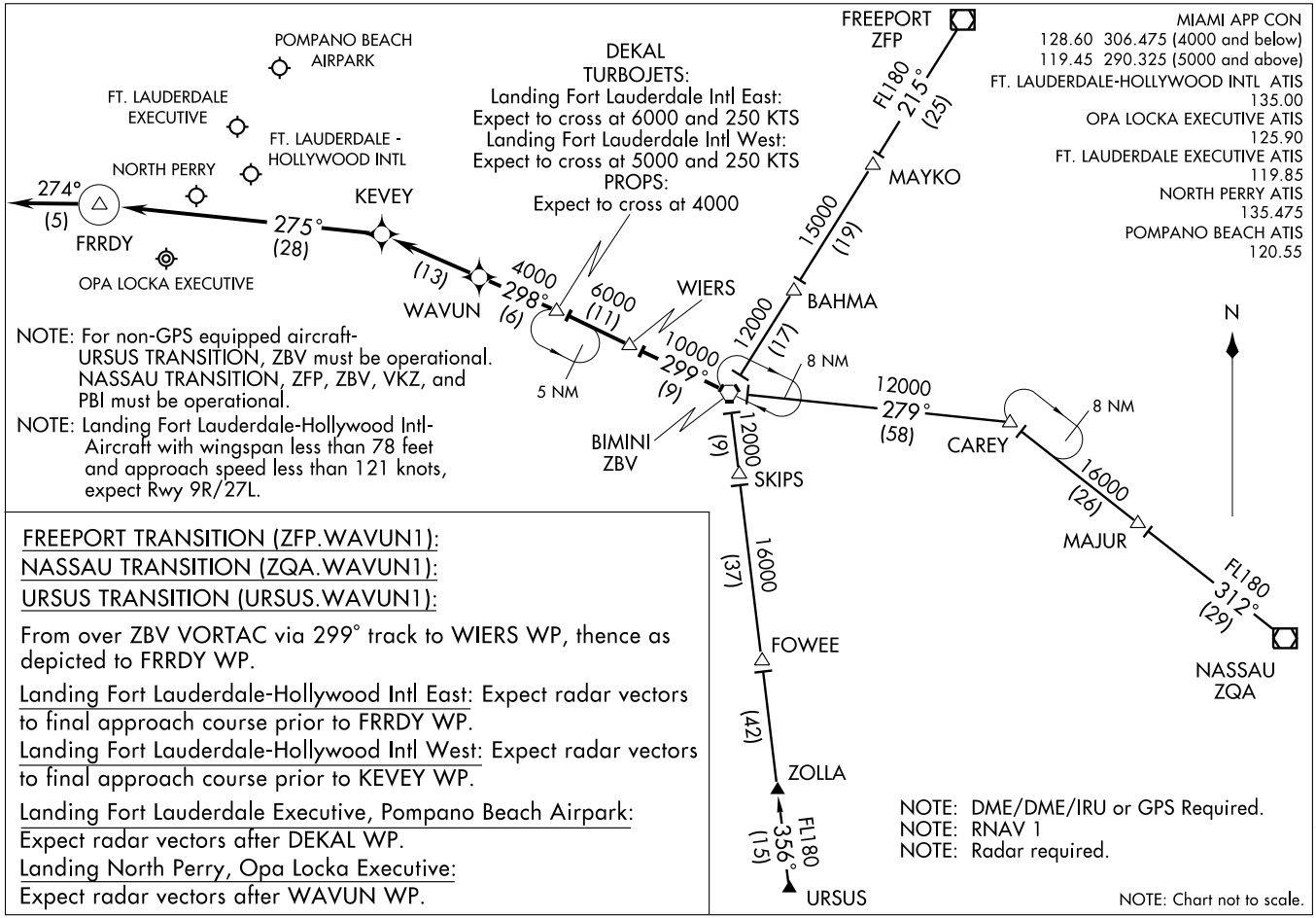


CATEGORY	A	B	C	D
LPV DA	288-1 273 (300-1)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	620-1 605 (700-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

WAAS	APP CRS		
CH 48807	032°	Rwy Idg	7193
W04A		TDZE	24
		Apt Elev	26

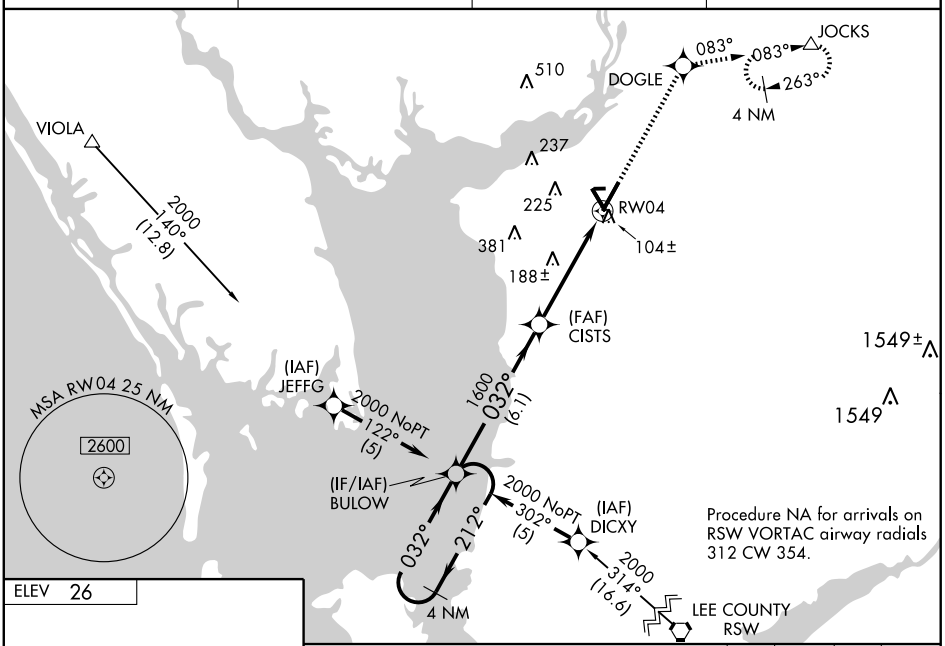
RNAV (GPS) RWY 4

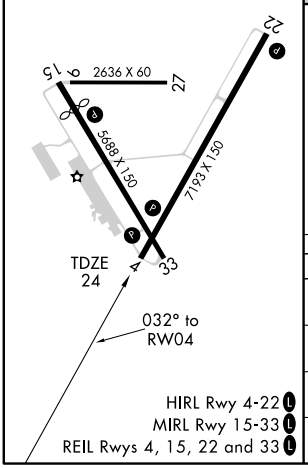
PUNTA GORDA/CHARLOTTE COUNTY (PGD)

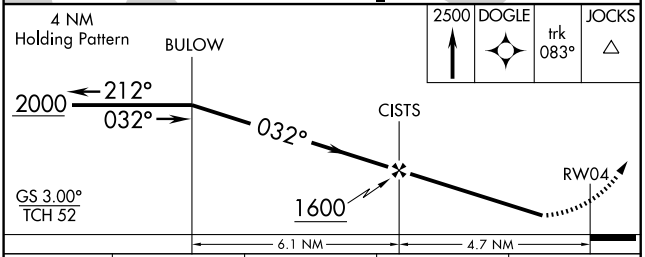
When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility and Circling Cat C visibility ¼mile. Baro-VNAV NA when using Page Field altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct DOGLE and via 083° track to JOCKS and hold, continue climb-in-hold to 2500.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			
LNAV/VNAV DA	452-1½ 428 (500-1½)			
LNAV MDA	500-1 476 (500-1)		500-1¼ 476 (500-1¼)	500-1½ 476 (500-1½)
CIRCLING	500-1 474 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5127
CH 86307	152°	TDZE	21
W15A		Apt Elev	26

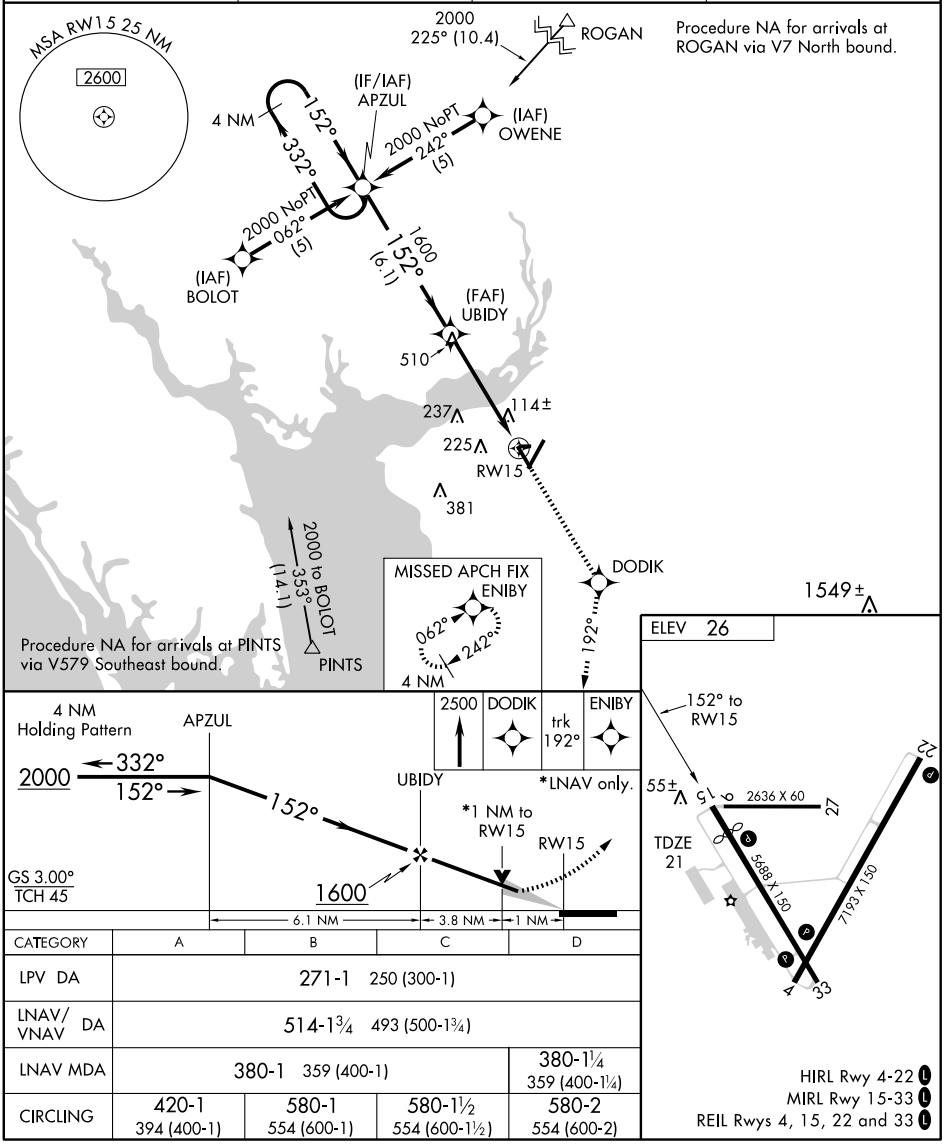
RNAV (GPS) RWY 15

PUNTA GORDA/CHARLOTTE COUNTY (PGD)

When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat C visibility, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct DODIK and via 192° track to ENIBY and hold.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	271-1 250 (300-1)			
LNAV/VNAV DA	514-1¾ 493 (500-1¾)			
LNAV MDA	380-1 359 (400-1)			380-1¼ 359 (400-1¼)
CIRCLING	420-1 394 (400-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7193
CH 45905	212°	TDZE	26
W22A		Apt Elev	26

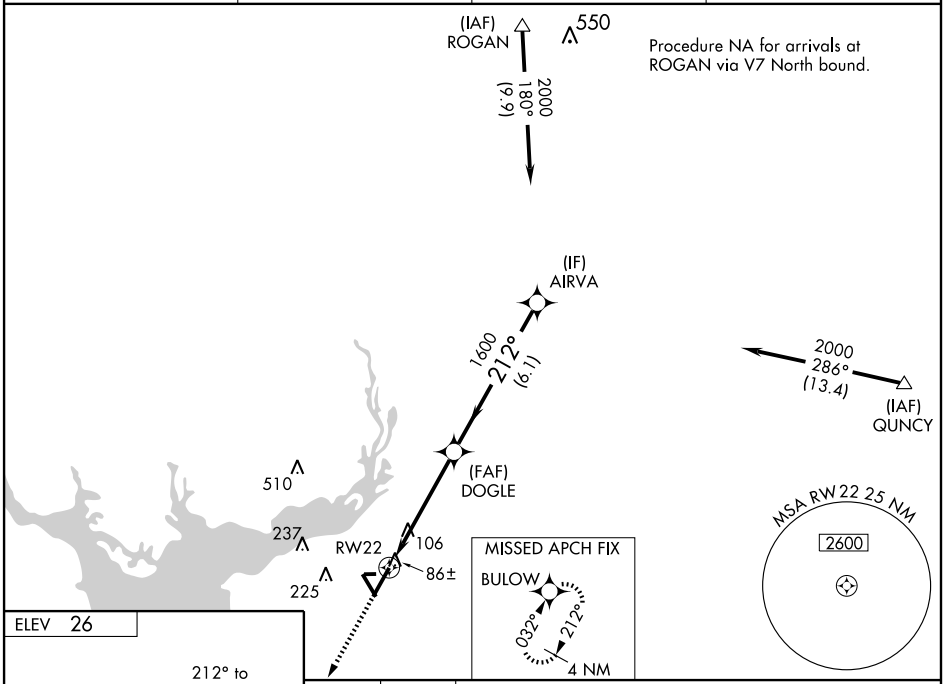
RNAV (GPS) RWY 22

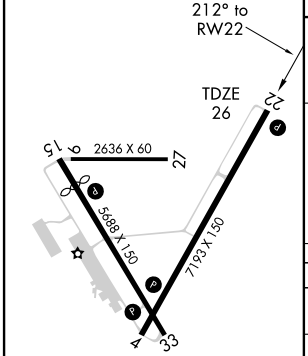
PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

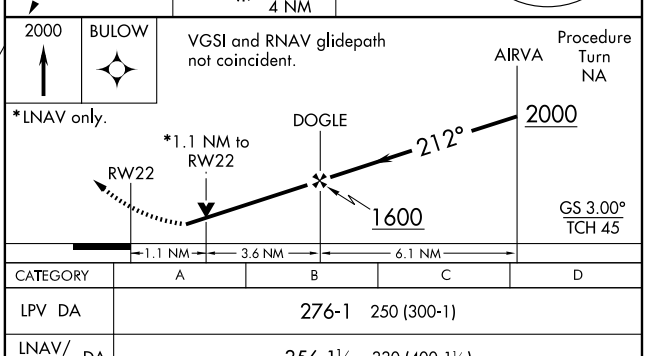
When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct BULOW and hold.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	276-1 250 (300-1)			
LNAV/VNAV DA	356-1¼ 330 (400-1¼)			
LNAV MDA	420-1 394 (400-1)			420-1¼ 394 (400-1¼)
CIRCLING	420-1 394 (400-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5688
CH 93507	332°	TDZE	23
W33A		Apt Elev	26

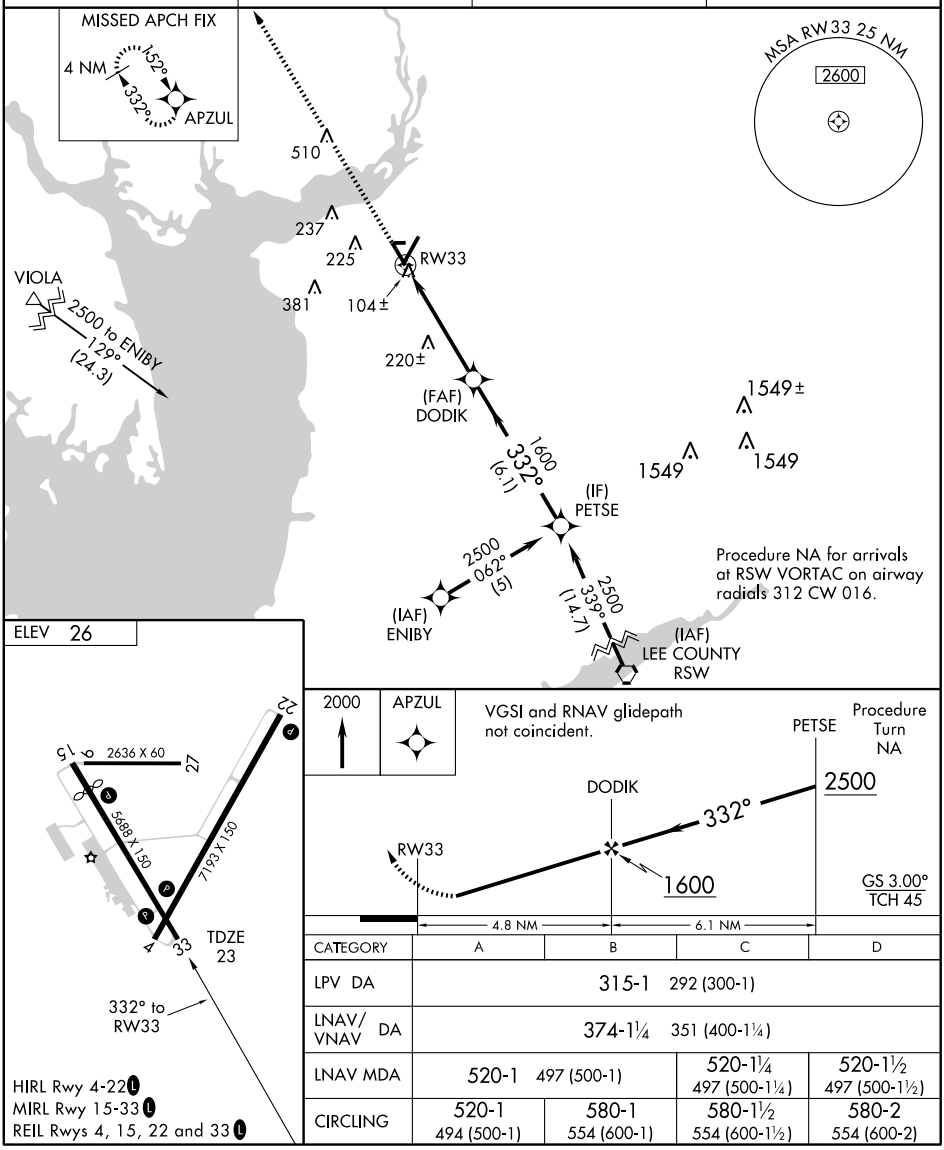
RNAV (GPS) RWY 33

PUNTA GORDA/CHARLOTTE COUNTY (PGD)

When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase all LPV and LNAV/VNAV visibilities ¼, increase LNAV Cats C/D visibility ¼, and increase Circling Cat C visibility ¼. Baro-VNAV NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct APZUL and hold.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	315-1 292 (300-1)			
LNAV/VNAV DA	374-1¼ 351 (400-1¼)			
LNAV MDA	520-1 497 (500-1)		520-1¼ 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	520-1 494 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

VOR PGD 110.2	APP CRS 021°	Rwy Idg 7193 TDZE 24 Apt Elev 26

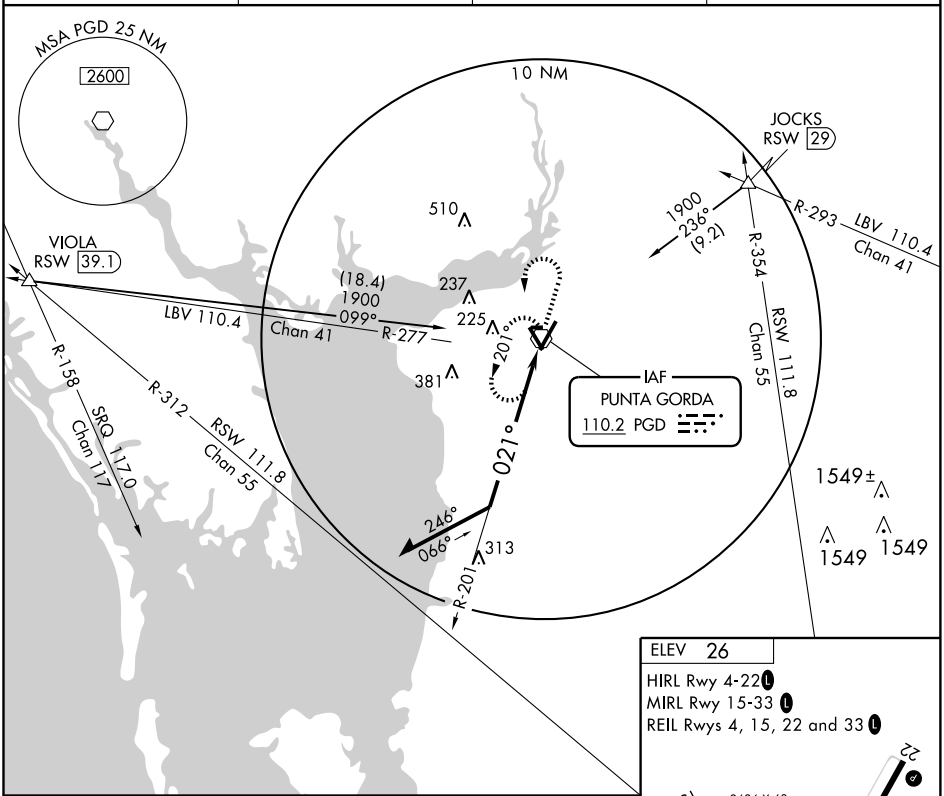
VOR RWY 4

PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Page Field altimeter setting and increase all MDAs 60 feet; increase all Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 1600 direct PGD VOR and hold.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-4	680-1 656 (700-1)		680-1¾ 656 (700-1¾)	680-2 656 (700-2)
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (600-1¾)	680-2 654 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VOR PGD	APP CRS	Rwy Idg	7193
110.2	219°	TDZE	26
		Apt Elev	26

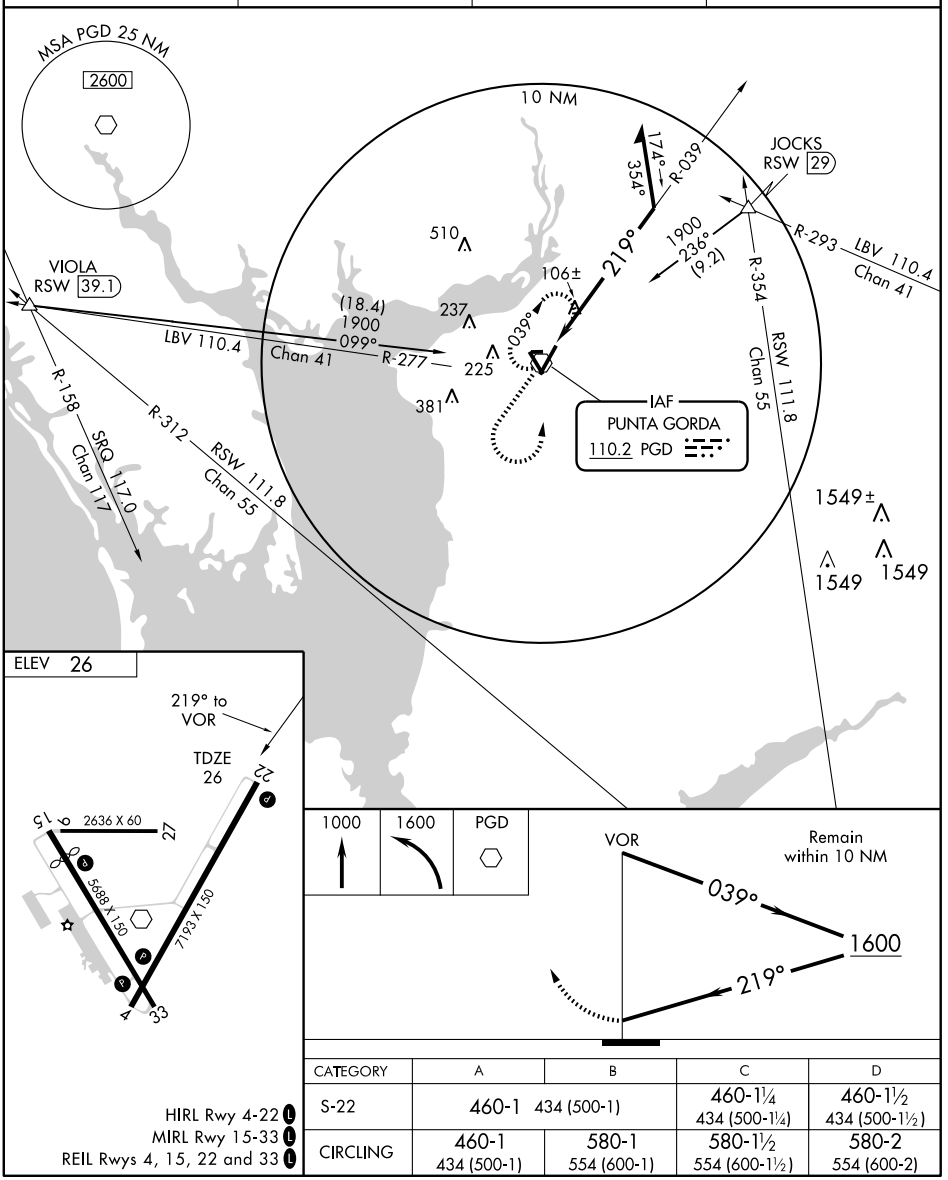
VOR RWY 22

PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Page Field altimeter setting and increase all MDAs 60 feet, and increase Circling Cat C visibility to 1¾ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct PGD VOR and hold, continue climb-in-hold to 1600.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-22	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)
CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2700
137°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 14

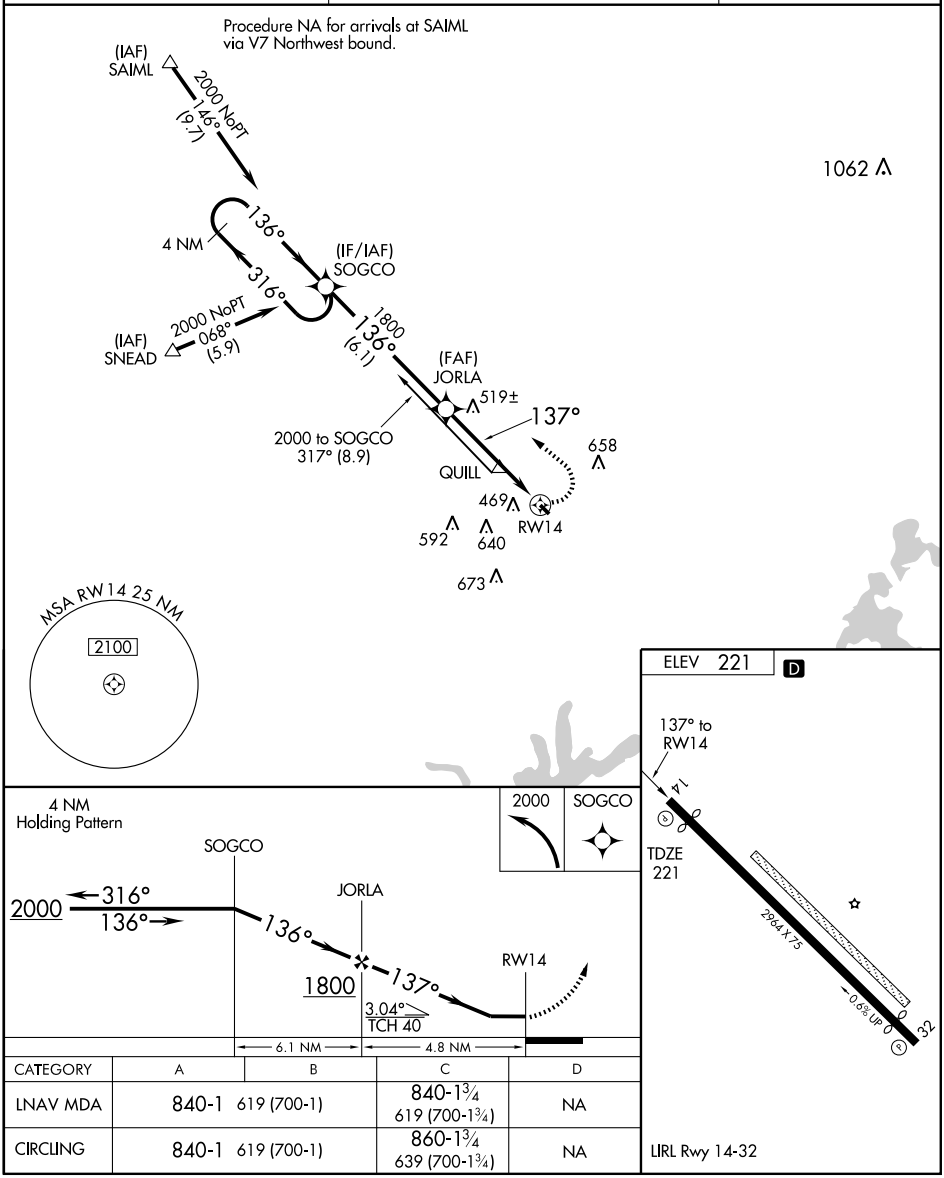
QUINCY MUNI (2J9)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct SOGCO and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	840-1	619 (700-1)	840-1¾ 619 (700-1¾)	NA
CIRCLING	840-1	619 (700-1)	860-1¾ 639 (700-1¾)	NA

LIRL Rwy 14-32

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2431
317°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 32

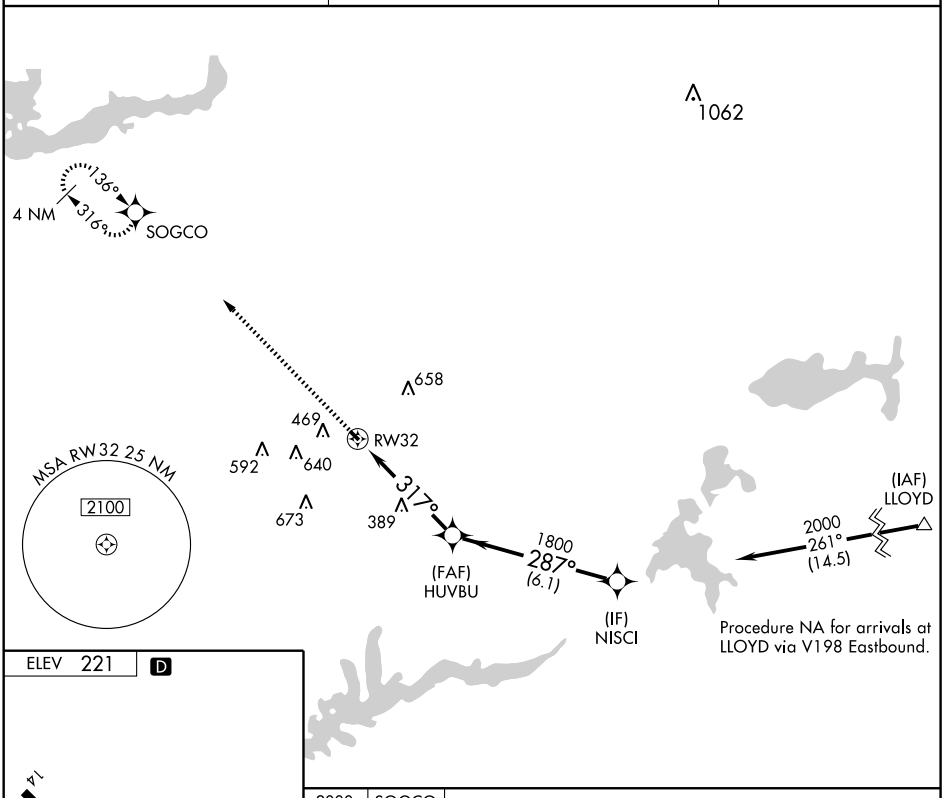
QUINCY MUNI (2J9)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

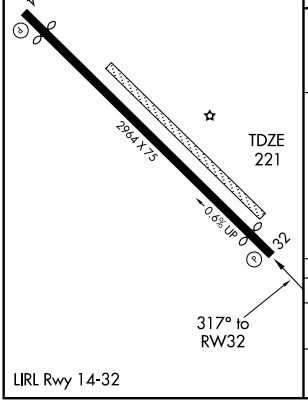
MISSED APPROACH: Climb to 2000 direct SOGCO and hold.

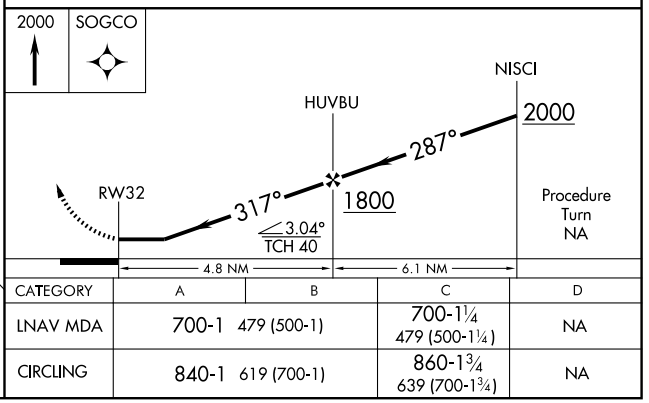
TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010





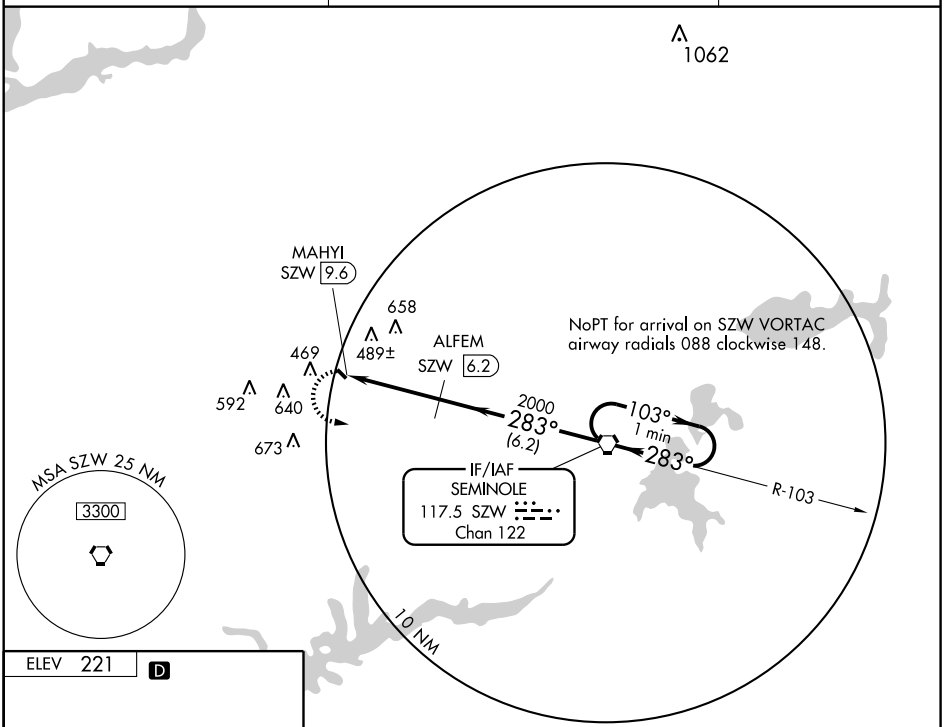
CATEGORY	A	B	C	D
LNAV MDA	700-1 479 (500-1)		700-1¼ 479 (500-1¼)	NA
CIRCLING	840-1 619 (700-1)		860-1¾ 639 (700-1¾)	NA

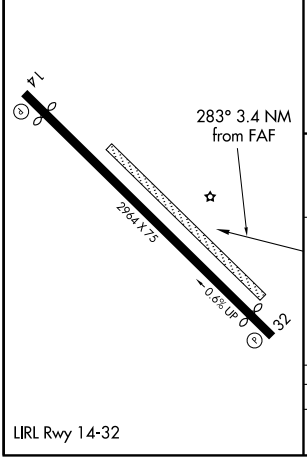
VORTAC SZW 117.5 Chan 122	APP CRS 283°	Rwy Idg N/A TDZE N/A Apt Elev 221

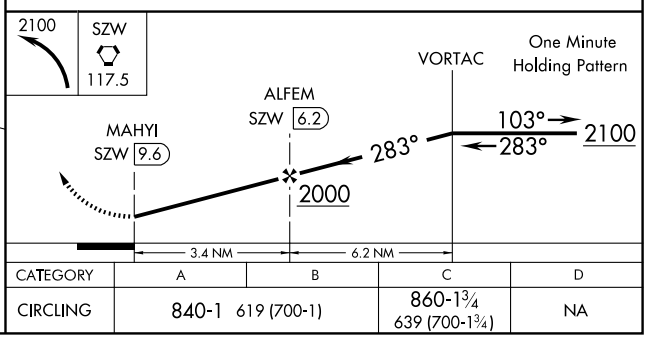
VOR/DME-A
QUINCY MUNI (2J9)

T ANA Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.	MISSED APPROACH: Climbing left turn to 2100 direct SZW VORTAC and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	840-1 619 (700-1)		860-1¾ 639 (700-1¾)	NA

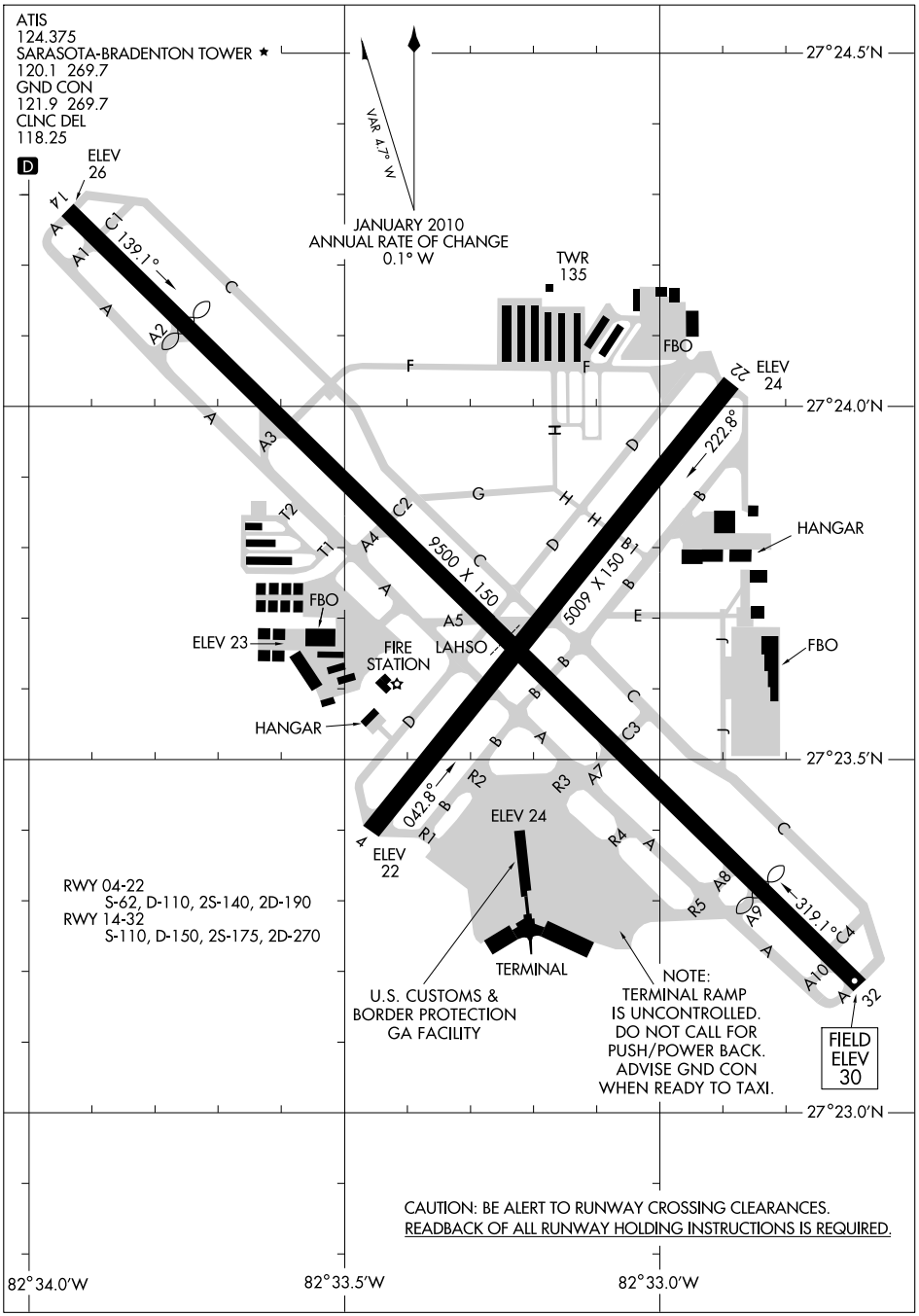
LIRL Rwy 14-32

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-640 (FAA)

SARASOTA/BRADENTON INTL (SRQ)
SARASOTA (BRADENTON), FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

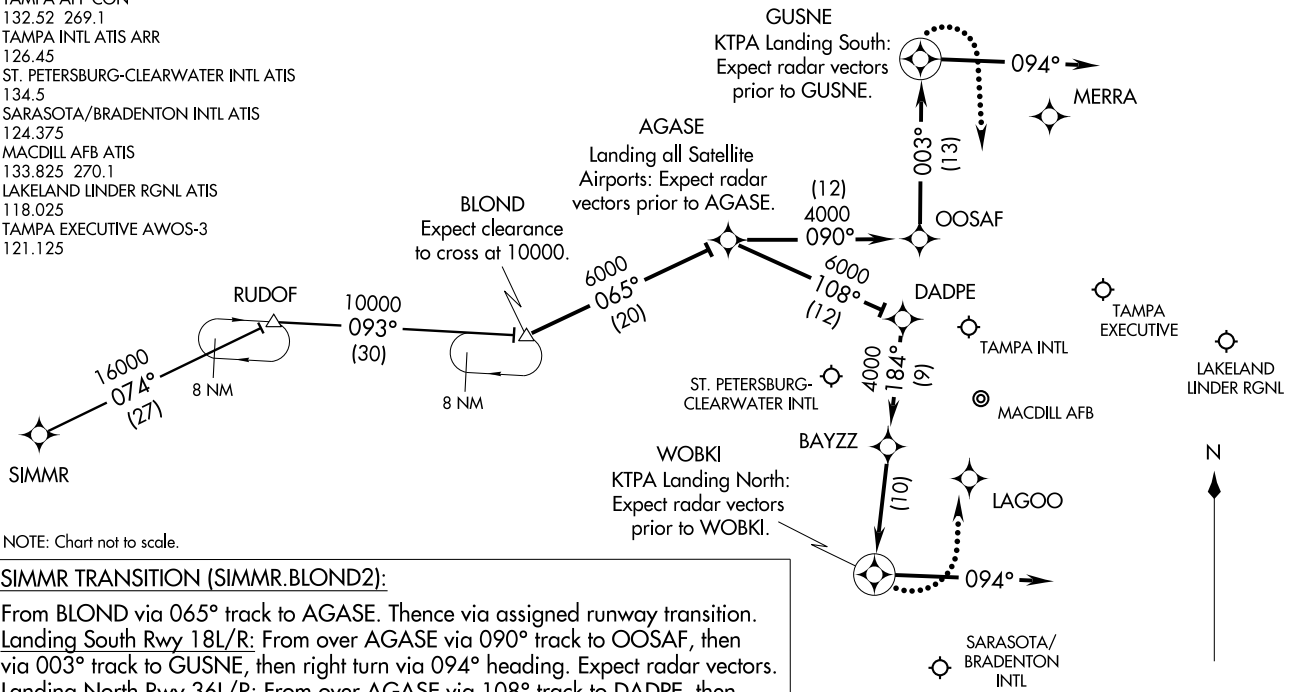
SARASOTA (BRADENTON), FLORIDA
SARASOTA/BRADENTON INTL (SRQ)

10210

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

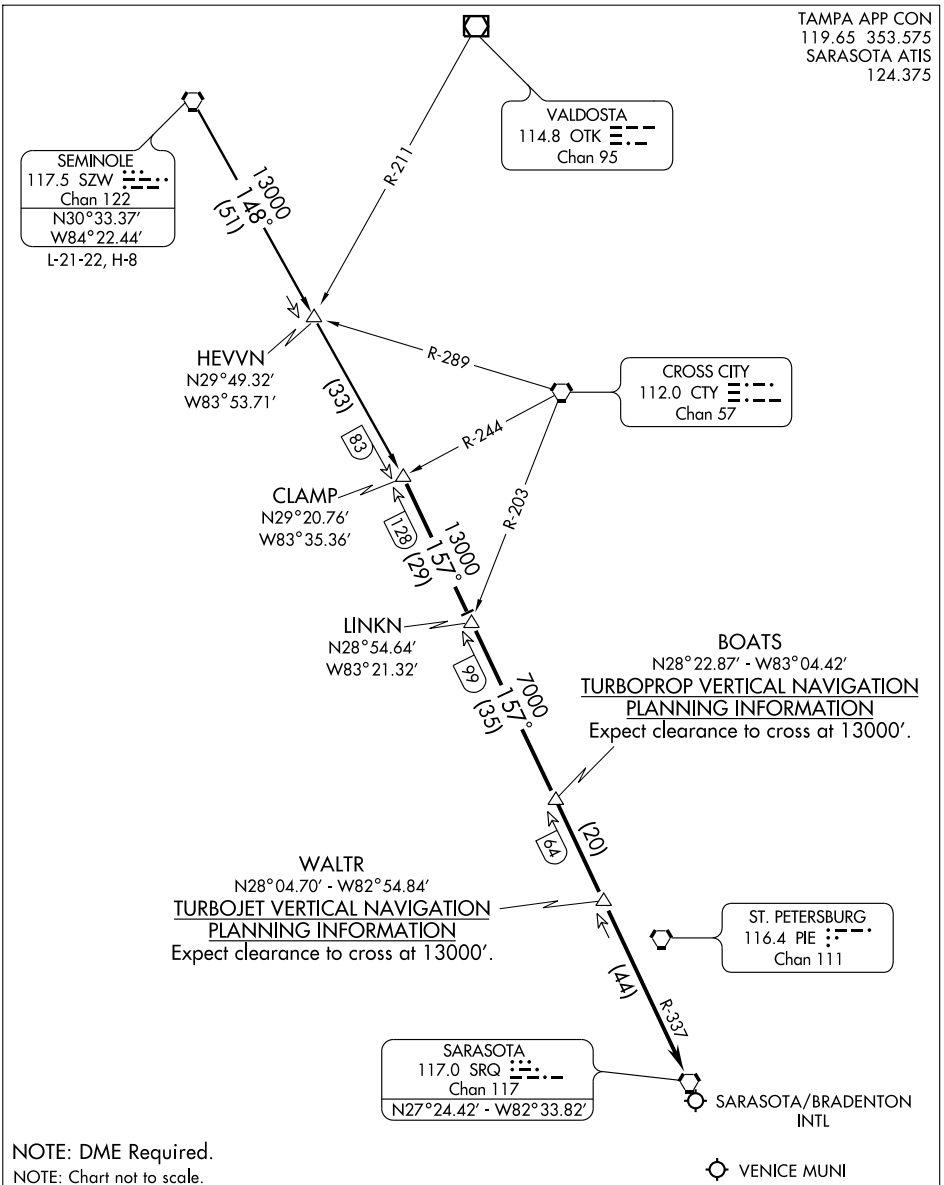
BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.CLAMP5): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence. . . .

. . . .From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-FFV	APP CRS	Rwy Idg	7540
111.3	136°	TDZE	23
		Apt Elev	30

ILS or LOC RWY 14

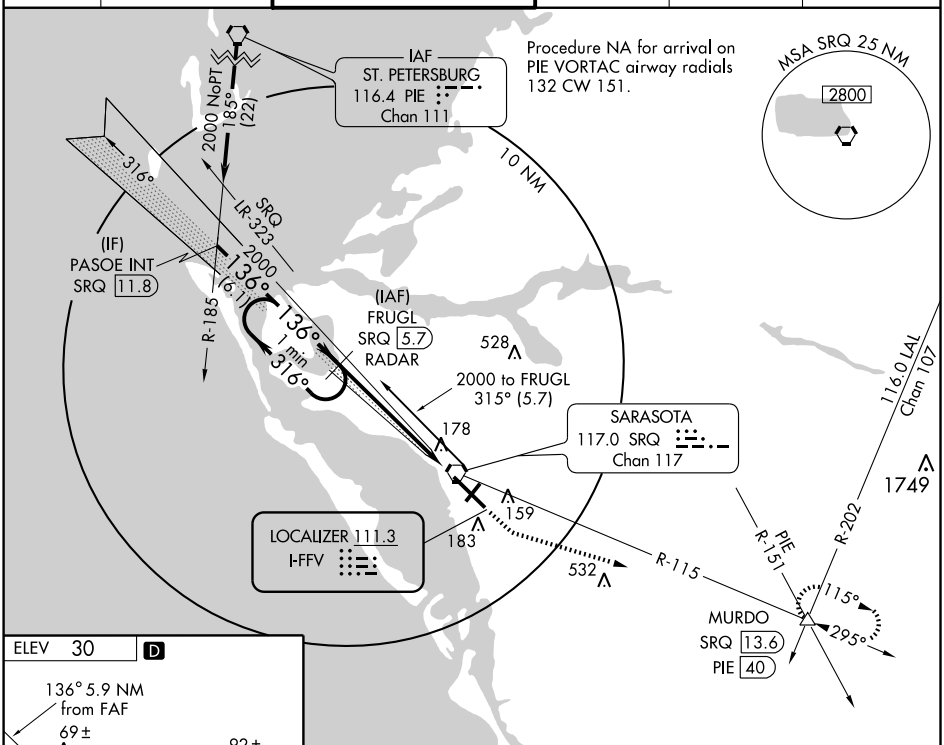
SARASOTA/BRADENTON INTL (SRQ)

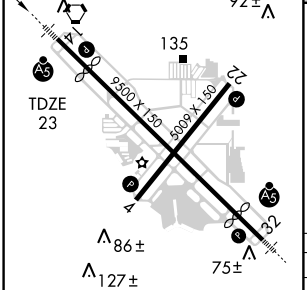
When control tower closed: S-ILS 14 minimums NA. Increase S-LOC 14 all Cats. visibility to 1 mile. Inoperative table does not apply to S-LOC 14 Cats. A,B and C. For inoperative MALSR, increase S-LOC 14 Cat. D visibility to 1¼. DME or RADAR Required.

MALSR

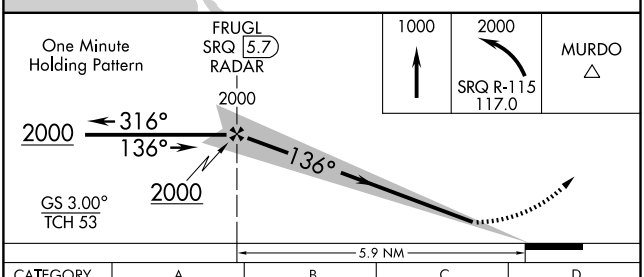
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 and SRQ VORTAC R-115 to MURDO Int/SRQ 13.6 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1(CTAF) L 269.7	121.9 269.7	118.25	122.95





FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 14	223-½ 200 (200-½)			
S-LOC 14	380-½ 357 (400-½)			380-¾ 357 (400-¾)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-SRQ	APP CRS	Rwy Idg	7510
109.7	316°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 32

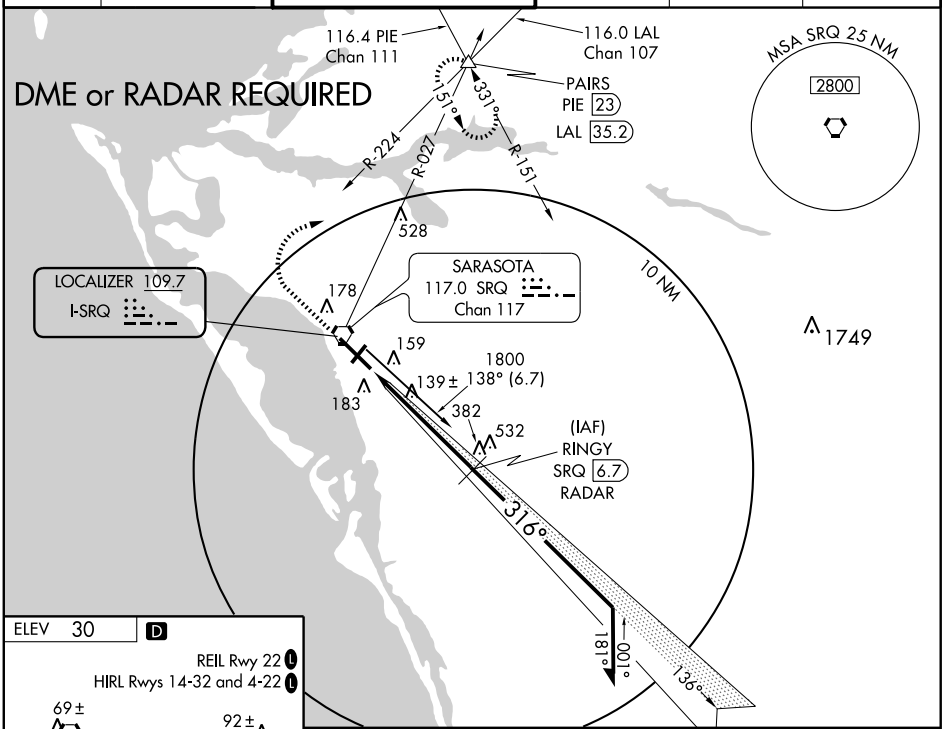
SARASOTA/BRADENTON INTL (SRQ)

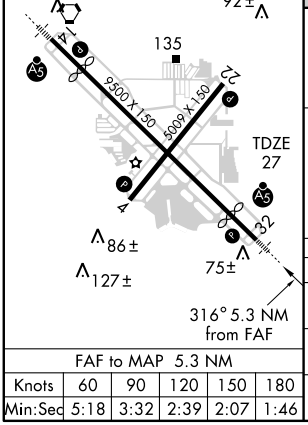
T A — Autopilot coupled approach NA below 840. When control tower closed, S-ILS 32 minimums NA, increase S-LOC 32 all Cats. visibility to 1. Inoperative table does not apply to S-LOC 32 Cats. A/B/C, for inoperative MALSR, increase S-LOC 32 Cat. D visibility to 1¼.

MALSR

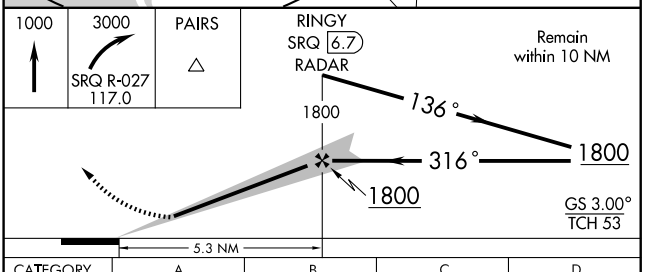
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via SRQ VORTAC R-027 to PAIRS Int/PIE VORTAC 23 DME and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 32	227-½ 200 (200-½)			
S-LOC 32	400-½ 373 (400-½)			400-¾ 373 (400-¾)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5009
040°	TDZE	23
	Apt Elev	30

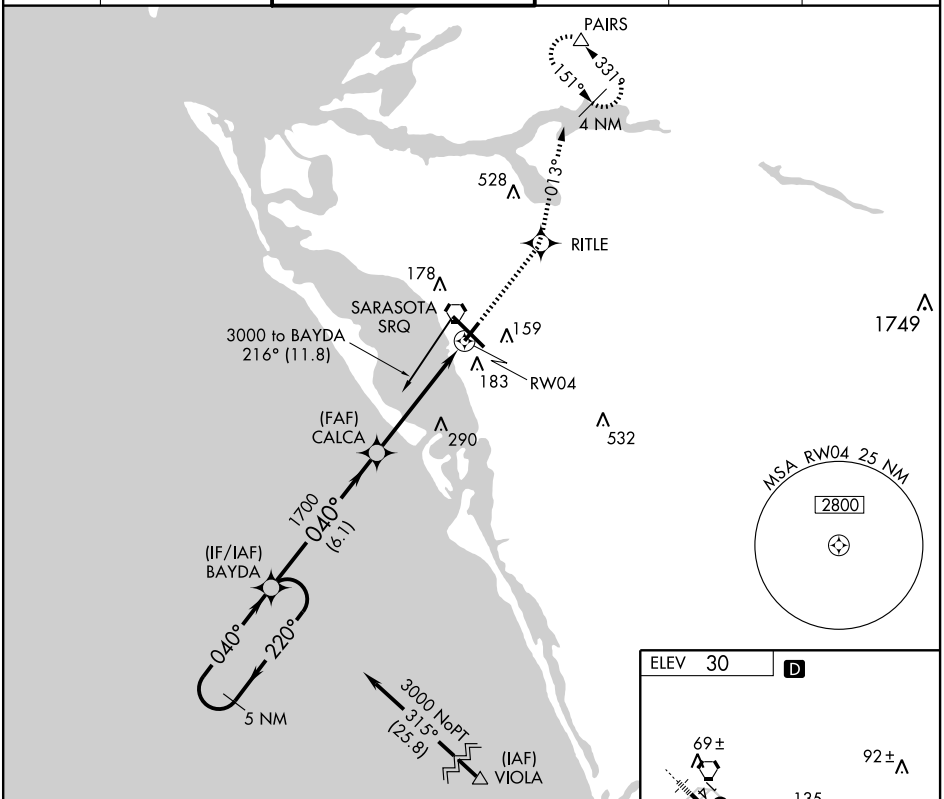
RNAV (GPS) RWY 4

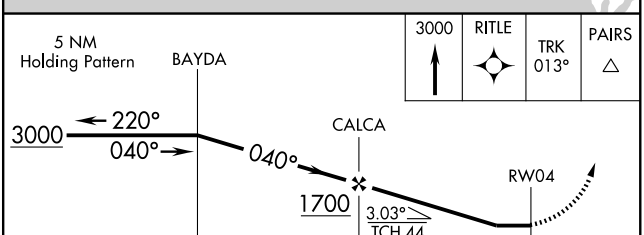
SARASOTA/BRADENTON INTL (SRQ)

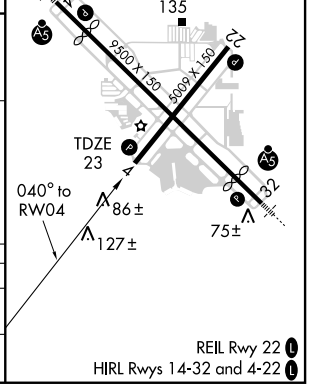
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct RITLE and via 013° track to PAIRS and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1(CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1	437 (500-1)	460-1¼ 437 (500-1¼)	460-1½ 437 (500-1½)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86705 W14A	APP CRS 136°	Rwy ldg 7540 TDZE 23 Apt Elev 30

RNAV (GPS) RWY 14

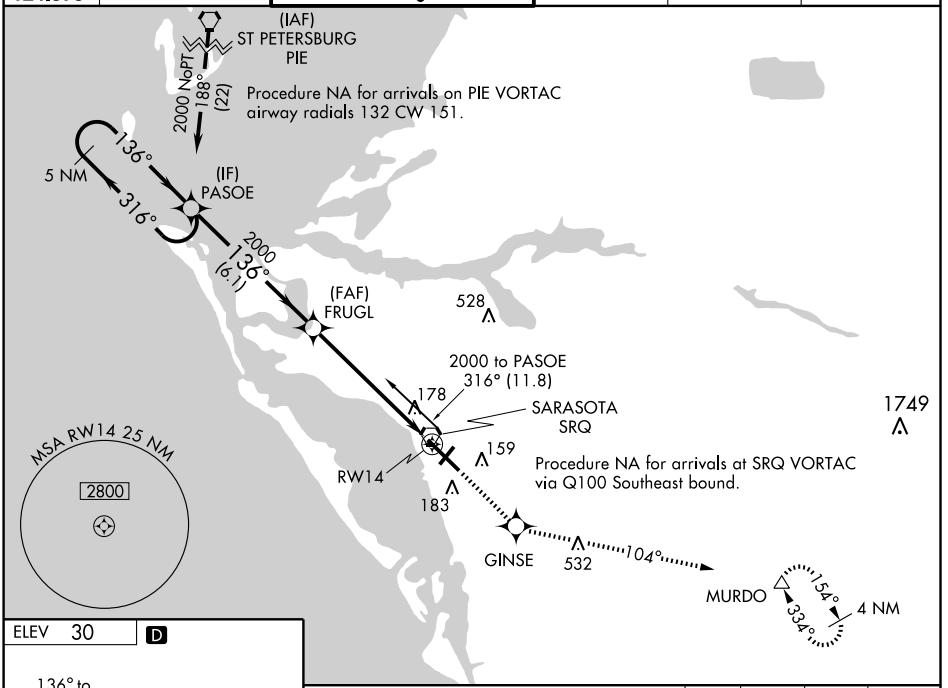
SARASOTA/BRADENTON INTL (SRQ)

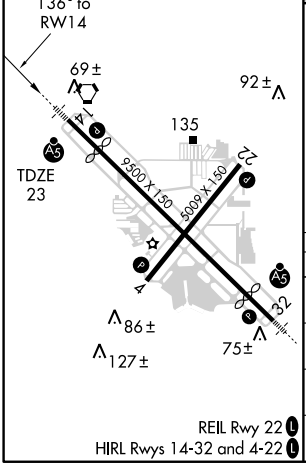
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ . When control tower closed, LPV and LNAV/VNAV NA. Increase LNAV Cats. A, B and C visibility to 1 mile; inoperative table does not apply to LNAV Cats. A and B. For inoperative MALSR increase LNAV Cats. C and D visibility to 1¼ miles.

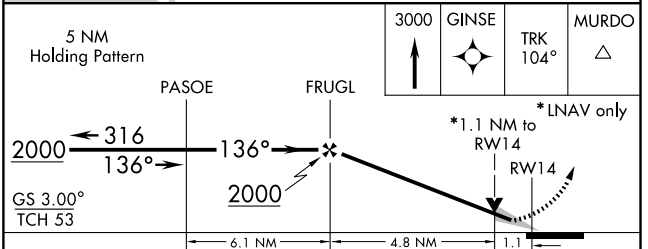
MALSR

MISSED APPROACH: Climb to 3000 direct GINSE and via 104° track to MURDO and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
LPV DA	223-½ 200 (200-½)			
LNAV/ VNAV DA	488-1 465 (500-1)			
LNAV MDA	440-½ 417 (500-½)		440-¾ 417 (500-¾)	440-1 417 (500-1)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5009
220°	TDZE	24
	Apt Elev	30

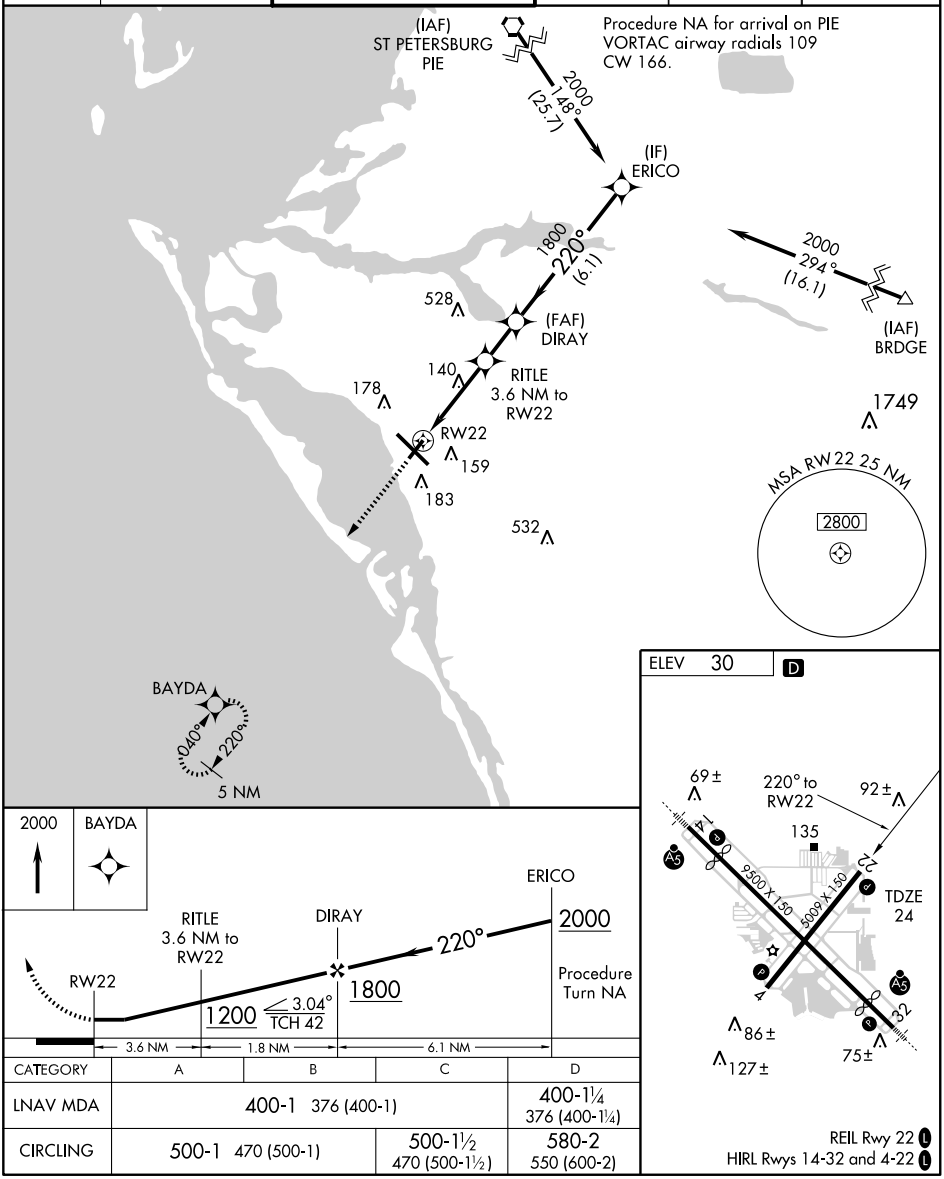
RNAV (GPS) RWY 22

SARASOTA/BRADENTON INTL (SRQ)

Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BAYDA and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95



CATEGORY	A	B	C	D
LNAV MDA	400-1 376 (400-1)			400-1¼ 376 (400-1¼)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72605 W32A	APP CRS 316°	Rwy Idg 7510 / TDZE 27 / Apt Elev 30

RNAV (GPS) RWY 32

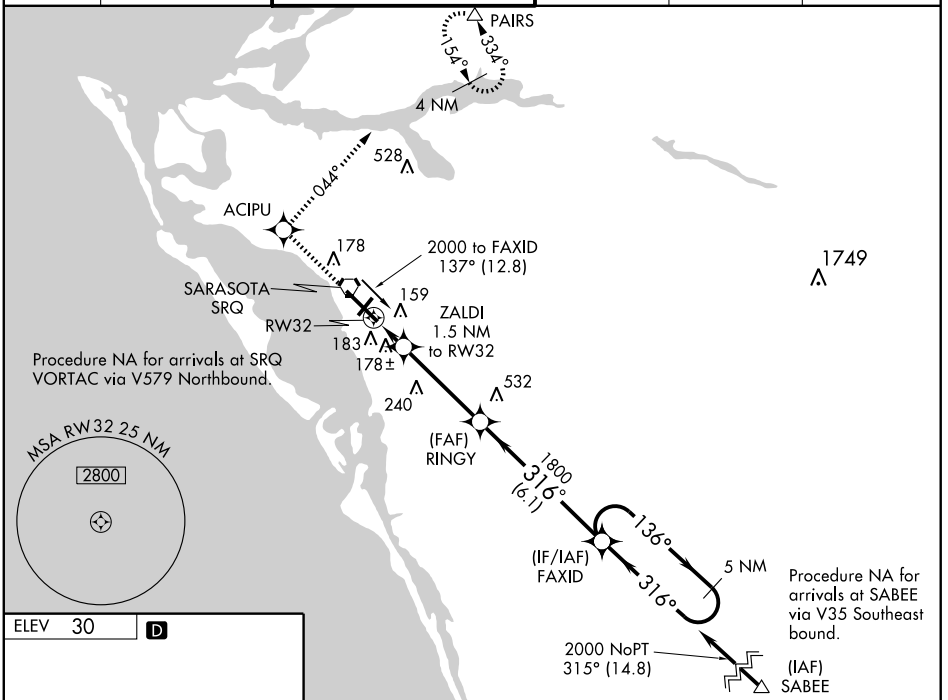
SARASOTA/BRADENTON INTL (SRQ)

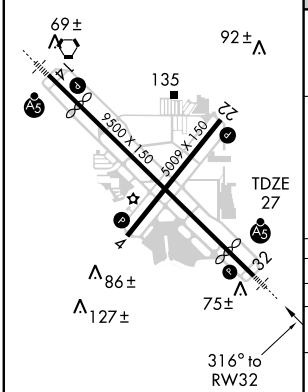
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. When control tower closed, LPV and LNAV/VNAV NA. Increase LNAV Cats. A, B and C visibility to 1. Inoperative table does not apply to LNAV Cats. A and B. For inoperative MALSR increase LNAV Cats. C and D visibility to 1¼.

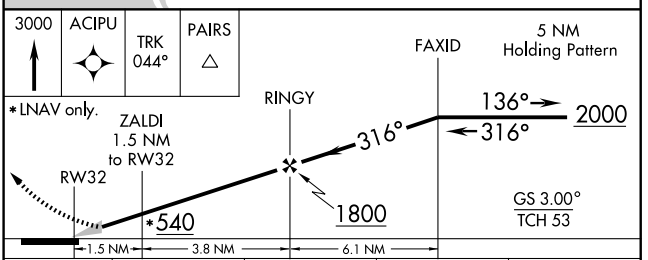
MALSR

MISSED APPROACH: Climb to 3000 direct ACIPU and via 044° track to PAIRS and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95

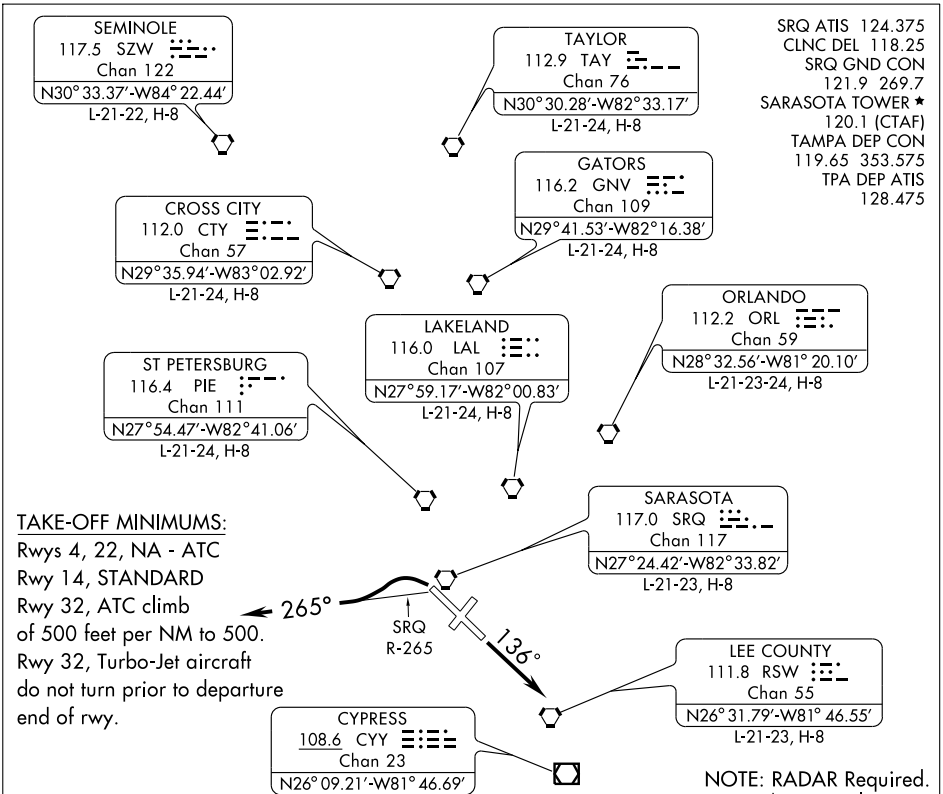






CATEGORY	A	B	C	D
LPV DA	227-½ 200 (200-½)			
LNAV/VNAV DA	463-1 436 (500-1)			
LNAV MDA	440-½ 413 (500-½)		440-¾ 413 (500-¾)	440-1 413 (500-1)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb heading 136°. Expect radar vectors to join assigned route, thence....
TAKE-OFF RUNWAY 32: Climbing left turn to intercept SRQ R-265 westbound or as assigned by ATC. Expect radar vectors to join assigned route, thence....

....maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude ten (10) minutes after departure.

NOTE: Rwy 14: Multiple trees beginning 345 feet from DER, 277 feet right of centerline, up to 69 feet AGL/94 feet MSL. Multiple trees beginning 119 feet from DER, 365 feet left of centerline, up to 30 feet AGL/55 feet MSL. Railroad 431 feet from DER, 533 feet left of centerline, 24 feet AGL/44 feet MSL.

NOTE: Rwy 32: Multiple trees beginning 606 feet from DER, 2 feet right of centerline, up to 51 feet AGL/71 feet MSL. Multiple trees beginning 775 feet from DER, 113 feet left of centerline, up to 68 feet AGL/88 feet MSL. Wall 119 feet from DER, 465 feet left of centerline, 29 feet AGL/49 feet MSL. Pole 945 feet from DER, 531 feet left of centerline, 41 feet AGL/61 feet MSL. Antenna 732 feet from DER, 168 feet left of centerline, 34 feet AGL/54 feet MSL. Vehicle on road 675 feet from DER, 277 feet left of centerline, 17 feet AGL/51 feet MSL. Light pole 837 feet from DER, 326 feet left of centerline, 34 feet AGL/54 feet MSL. Tower 5,674 feet from DER, 1,845 feet left of centerline, 162 feet AGL/177 feet MSL.

VORTAC SRQ 117.0 Chan 117	APP CRS 115°	Rwy Idg 7540 TDZE 23 Apt Elev 30

VOR RWY 14

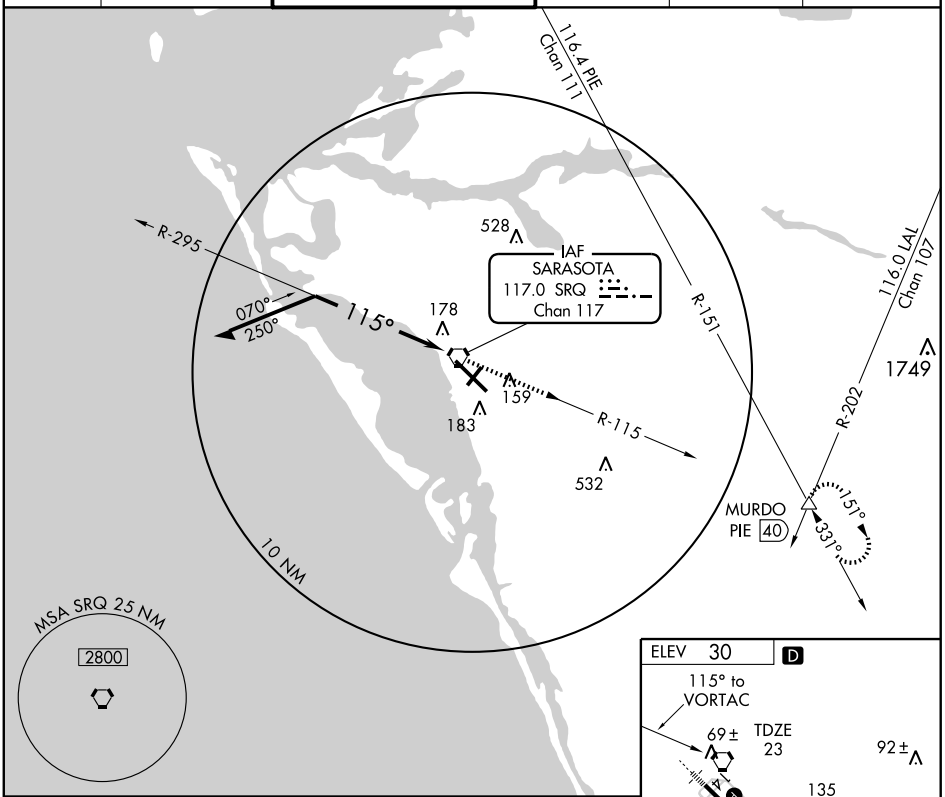
SARASOTA/BRADENTON INTL (SRQ)

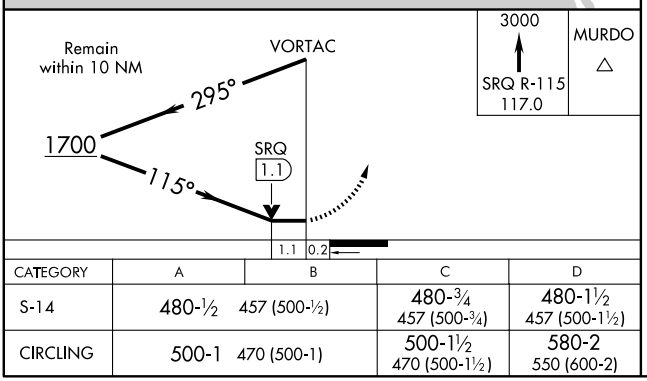
For inoperative MALSR, increase S-14 Cat. C visibility to 1¼. When control tower closed: increase S-14 Cats. A, B and C visibility to 1 mile. Inoperative table does not apply to Cat. D. Inoperative table does not apply to S-14 Cats. A, B and D.

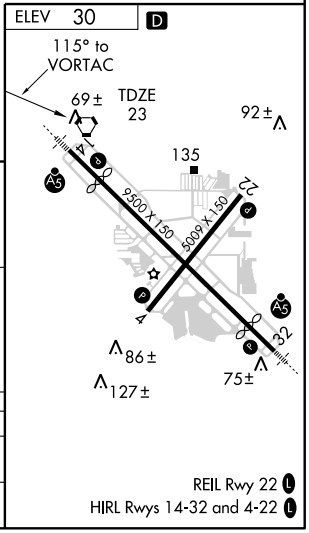
MALSR

MISSED APPROACH: Climb to 3000 via SRQ VORTAC R-115 to MURDO Int/PIE 40 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
S-14	480-½	457 (500-½)	480-¾ 457 (500-¾)	480-1½ 457 (500-1½)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SRQ	APP CRS	Rwy Idg	7510
117.0	322°	TDZE	27
Chan 117		Apt Elev	30

VOR RWY 32

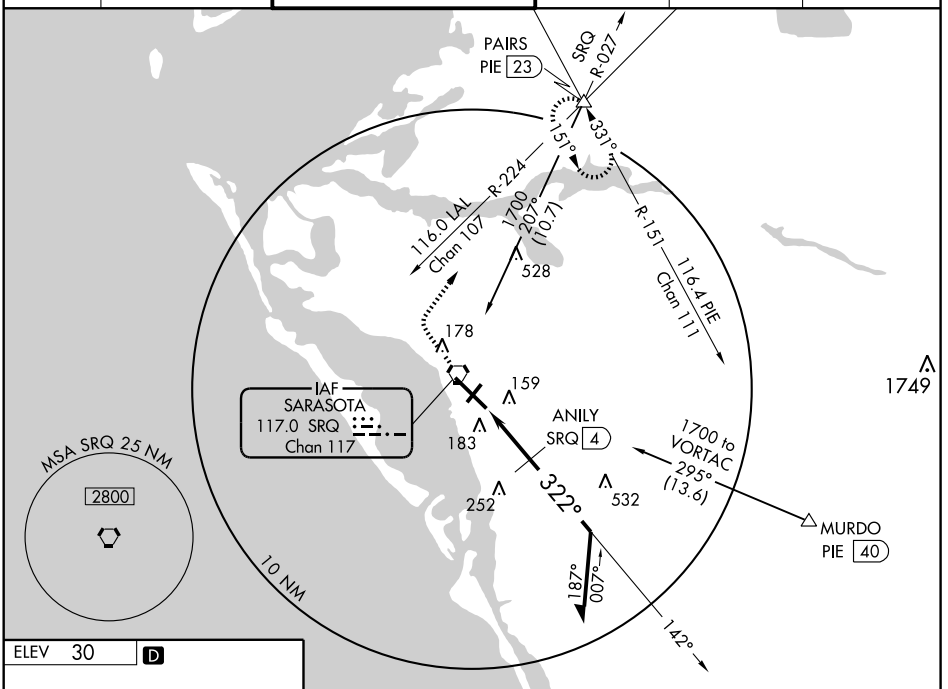
SARASOTA/BRADENTON INTL (SRQ)

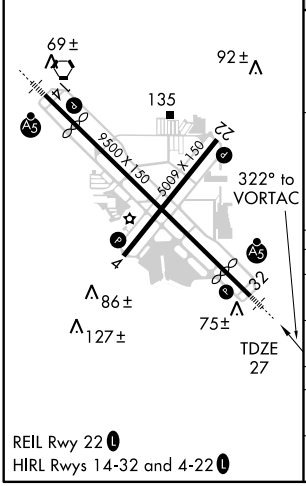
For inoperative MALSR increase S-32 Cat. A visibility to 1. For inoperative MALSR, increase S-32 Cat. B visibility to 1¼. When control tower closed, increase S-32 Cats. A and B visibility to 1. Inoperative table does not apply to S-32 Cat. A and ANILY fix minimums S-32 Cats. A and B.

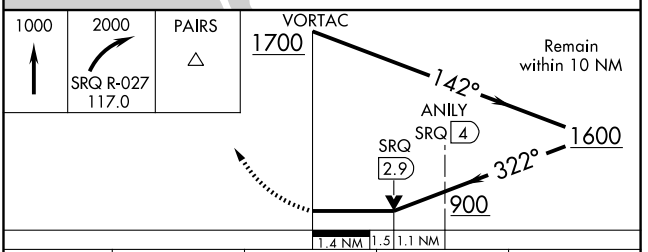
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via SRQ VORTAC R-027 to PAIRS Int/PIE 23 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
S-32	900-¾ 873 (900-¾)		900-2 873 (900-2)	900-2¼ 873 (900-2¼)
CIRCLING	900-1 870 (900-1)	900-1¼ 870 (900-1¼)	900-2½ 870 (900-2½)	900-2¾ 870 (900-2¾)
ANILY FIX MINIMUMS				
S-32	560-½ 533 (600-½)		560-1 533 (600-1)	560-1¼ 533 (600-1¼)
CIRCLING	560-1 530 (600-1)		560-1½ 530 (600-1½)	580-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5234
005°	TDZE	62
	Apt Elev	62

RNAV (GPS) Y RWY 36

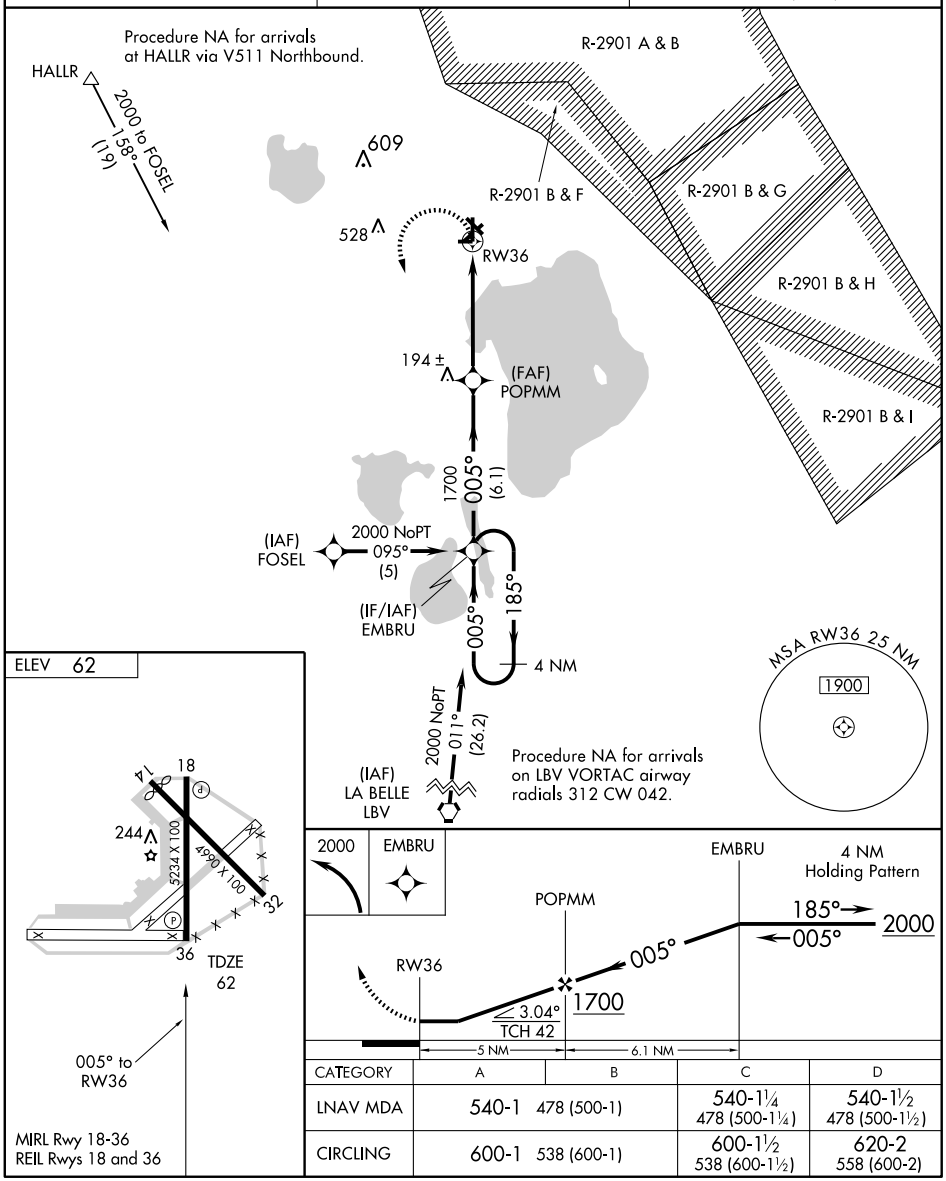
SEBRING RGNL (SEF)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase all MDA 140 feet, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct EMBRU and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	540-1 478 (500-1)		540-1¼ 478 (500-1¼)	540-1½ 478 (500-1½)
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5234
CH 40311	005°	TDZE 62
W36A		Apt Elev 62

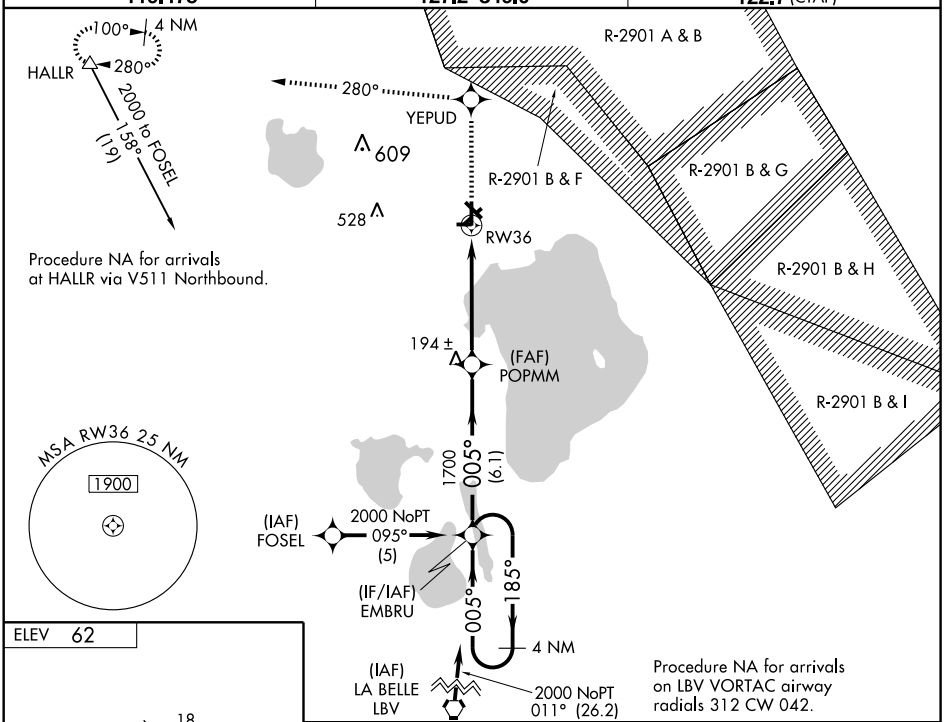
RNAV (GPS) Z RWY 36

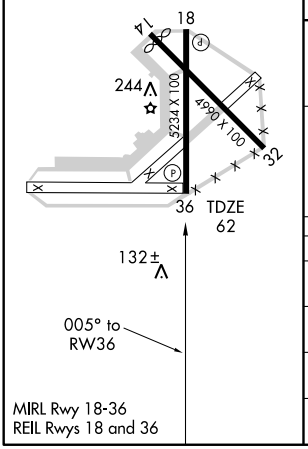
SEBRING RGNL (SEF)

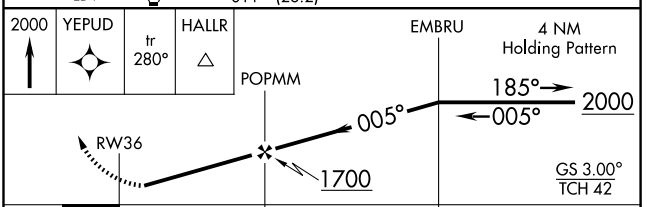
NA Baro-VNAV NA when using Vero Beach Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase LPV DA to 497, LNAV/VNAV DA to 524, increase all MDA 140 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct YEPUD and via 280° track to HALLR and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	375-1¼ 313 (400-1¼)			
LNAV/VNAV DA	402-1¼ 340 (400-1¼)			
LNAV MDA	540-1 478 (500-1)		540-1¼ 478 (500-1¼)	540-1½ 478 (500-1½)
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

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RNAV (RNP) RWY 18

SEBRING RGNL (SEF)

APP CRS	Rwy Idg	5234
185°	TDZE	62
	Apt Elev	62

NA For uncompensated Baro-VNAV systems, procedure NA below 18°C (65°F) or above 48°C (119°F). GPS and RF required. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 via track 185° to EMBRU and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)

Procedure NA for arrivals at HALLR above 6000 on V511 Southeast bound.

2000 102° (4.6)

(IAF) (RNP 0.50) HALLR

1800 097° (7)

(IF) LICIC

(FAF) CETOS

(3.4)

609 ∧

185° (1.9)

SEAMO

154 ±

RW18

528 ∧

2000 (13.1)

DOLKE

2000 (5)

ZEBAM

2000 to DOLKE 350° (11.4)

(IAF) (RNP 0.50) RINSE

2000 310° (30.5)

(IAF) (RNP 0.50) SIGNL

185° (11.9)

EMBRU

185° 5.00

4 NM

MSA RW18 25 NM

1900

R-2901 A & B

R-2901 B & G

R-2901 B & F

R-2901 B & H

R-2901 B & I

ELEV 62

185° to RW18

18

TDZE 62

244 ∧

5234 X 100

4990 X 100

14

32

36

132 ±

MIRL Rwy 18-36

REIL Rwys 18 and 36

Procedure Turn NA

LICIC

2000

097°

CETOS

1800

SEAMO

709

RW18

185°

1800

GP 3.00°

TCH 42

2000 tr 185°

EMBRU

7 NM 3.4 NM 1.9 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	437-1¼ 375 (400-1¼)			

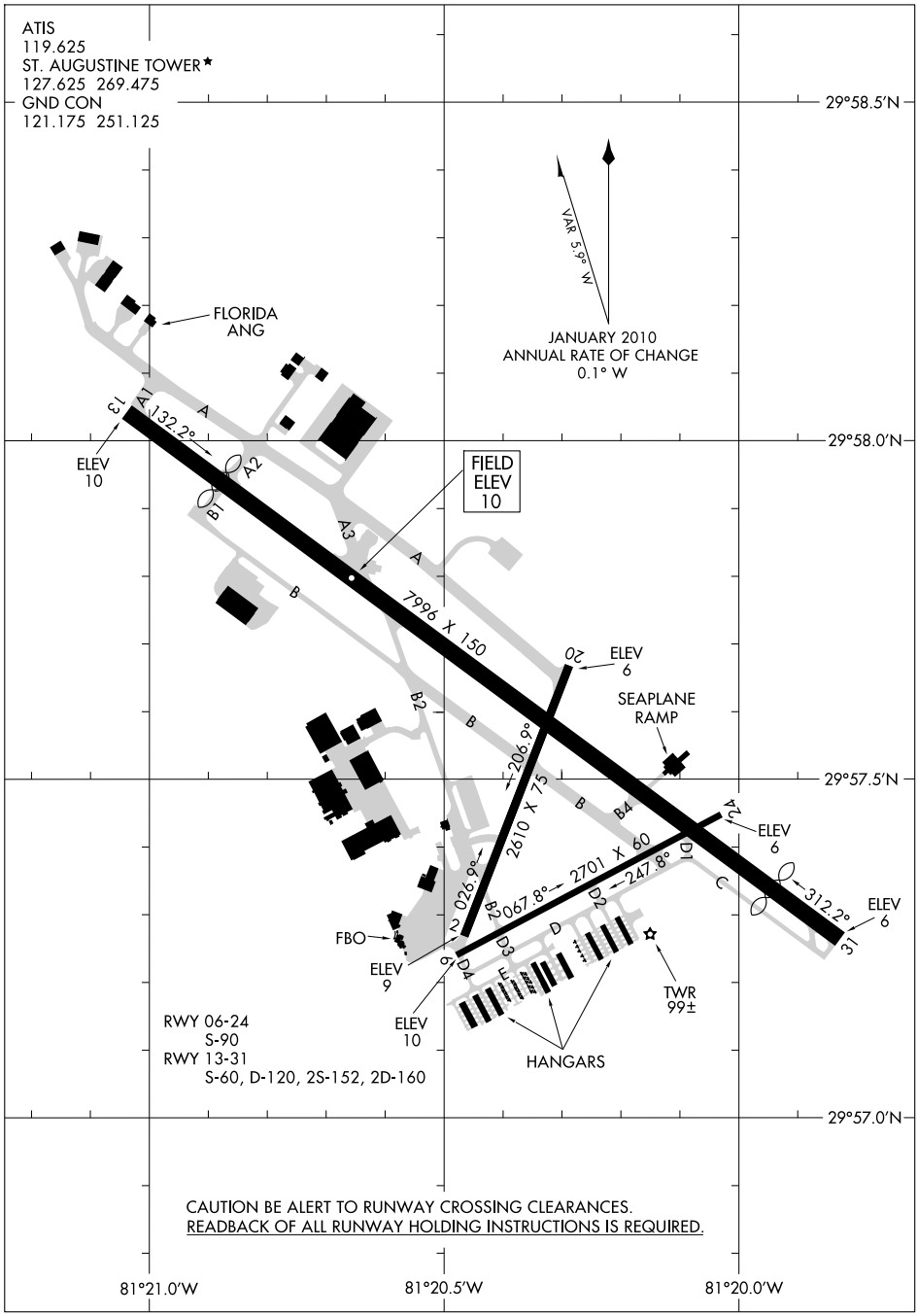
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-692 (FAA)

ST. AUGUSTINE (SGJ)
ST. AUGUSTINE, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

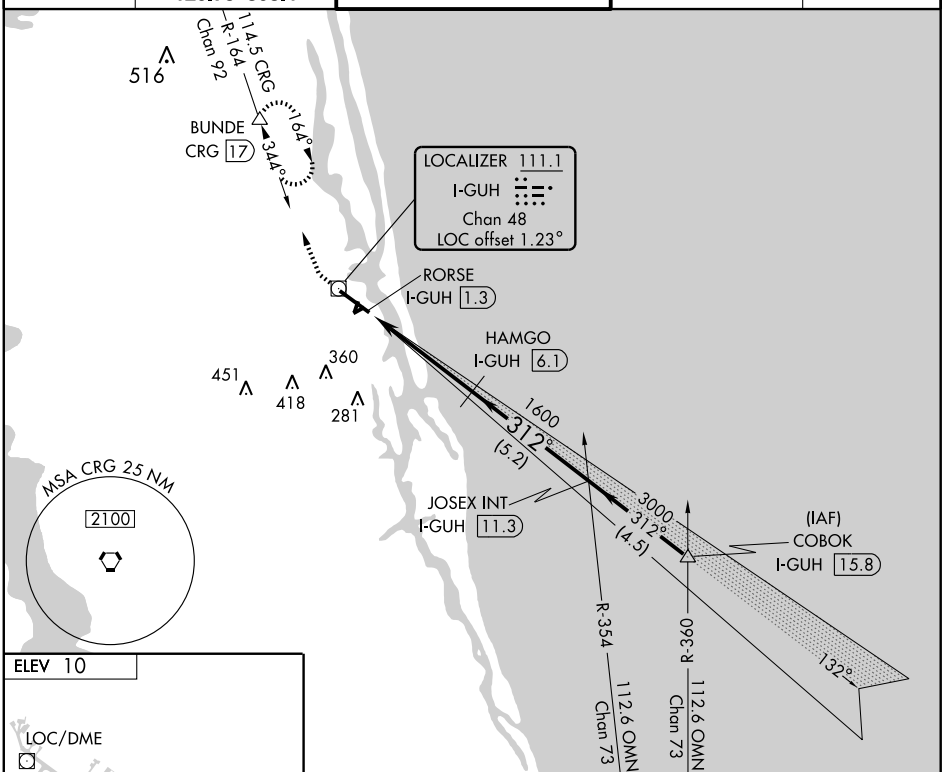
LOC/DME I-GUH	APP CRS	Rwy Idg	7196
111.1	312°	TDZE	8
Chan 48		Apt Elev	10

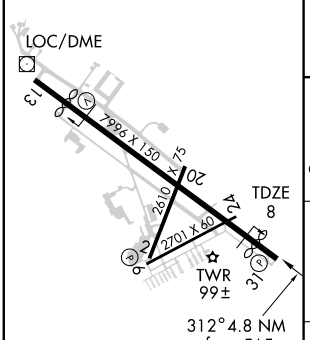
ILS RWY 31
ST. AUGUSTINE (SGJ)

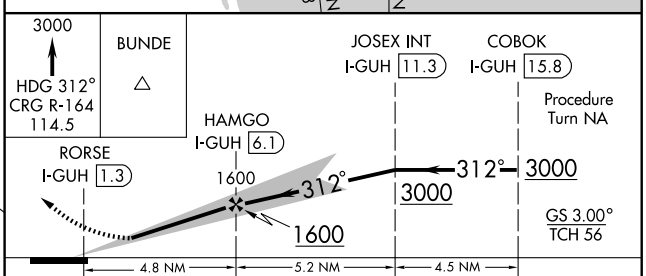
NA — DME REQUIRED.

MISSED APPROACH: Climb to 3000 via heading 312° and CRG R-164 to BUNDE/CRG 17 DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-ILS 31	258-¾ 250 (300-¾)			
S-LOC 31	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	560-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
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WAAS	APP CRS	Rwy Idg	6938
CH 77711	130°	TDZE	10
W13A		Apt Elev	10

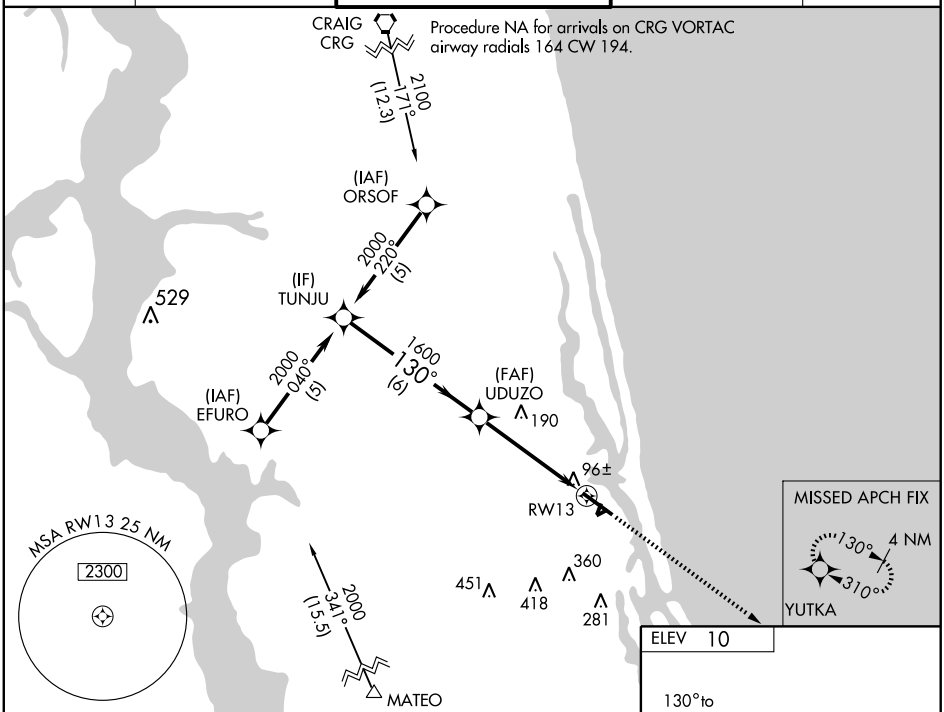
RNAV (GPS) RWY 13

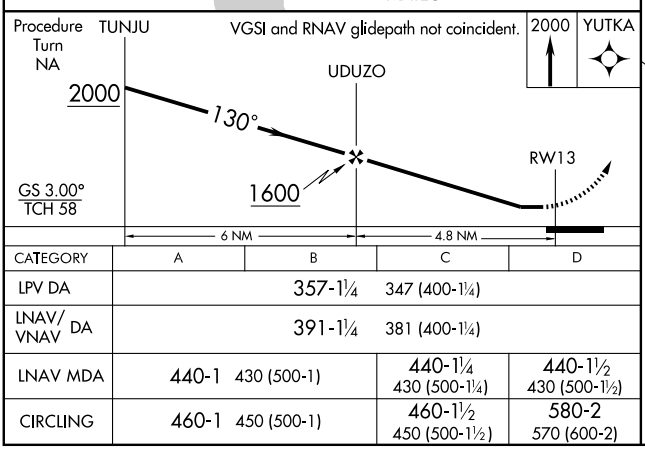
ST. AUGUSTINE (SGJ)

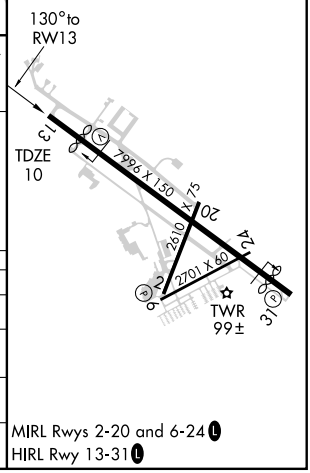
Baro-VNAV NA when using Jacksonville NAS/Towers Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville NAS/Towers Field altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct YUTKA and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







CATEGORY	A	B	C	D
LPV DA	357-1¼		347 (400-1¼)	
LNAV/VNAV DA	391-1¼		381 (400-1¼)	
LNAV MDA	440-1	430 (500-1)	440-1¼ 430 (500-1¼)	440-1½ 430 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	580-2 570 (600-2)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

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SE-3, 21 OCT 2010 to 18 NOV 2010

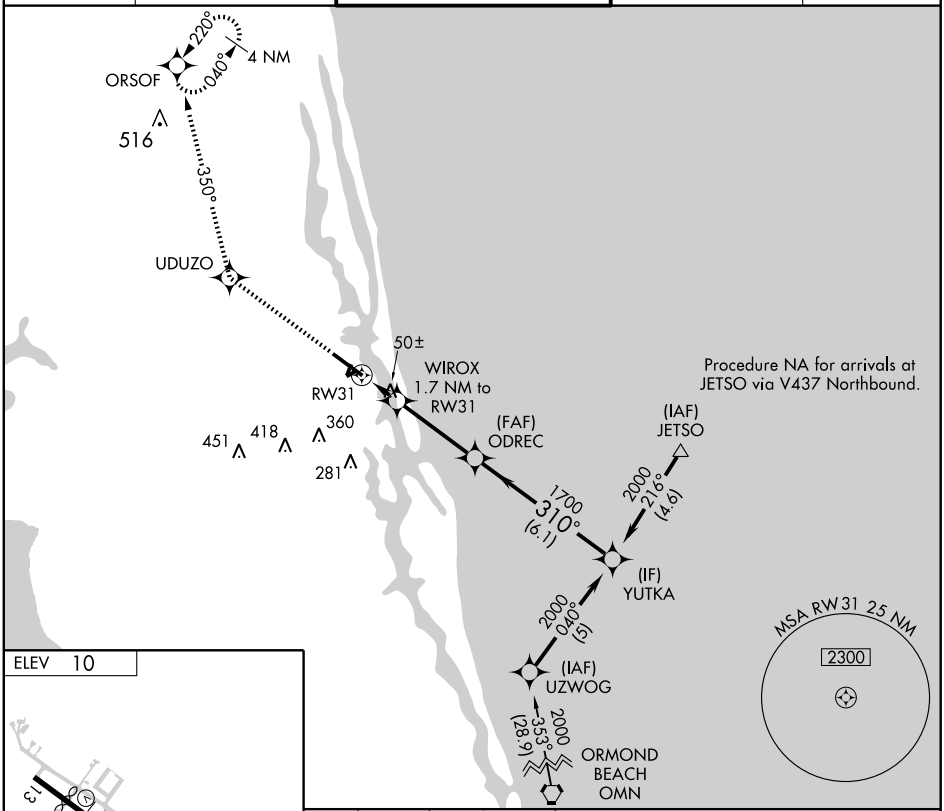
APP CRS	Rwy Idg	7196
310°	TDZE	8
	Apt Elev	10

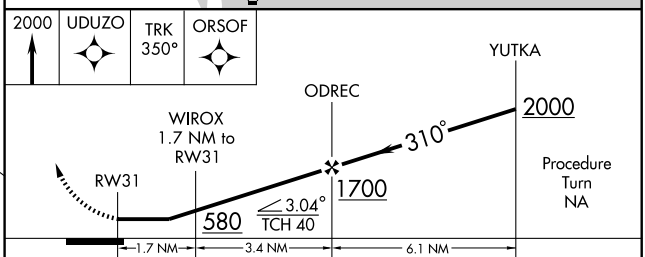
RNAV (GPS) RWY 31
ST. AUGUSTINE (SGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville NAS/Towers Field altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct UDUZO and via 350° track to ORSOF and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95





CATEGORY	A	B	C	D
LNAV MDA	460-1	452 (500-1)	460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	580-2 570 (600-2)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

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SE-3, 21 OCT 2010 to 18 NOV 2010

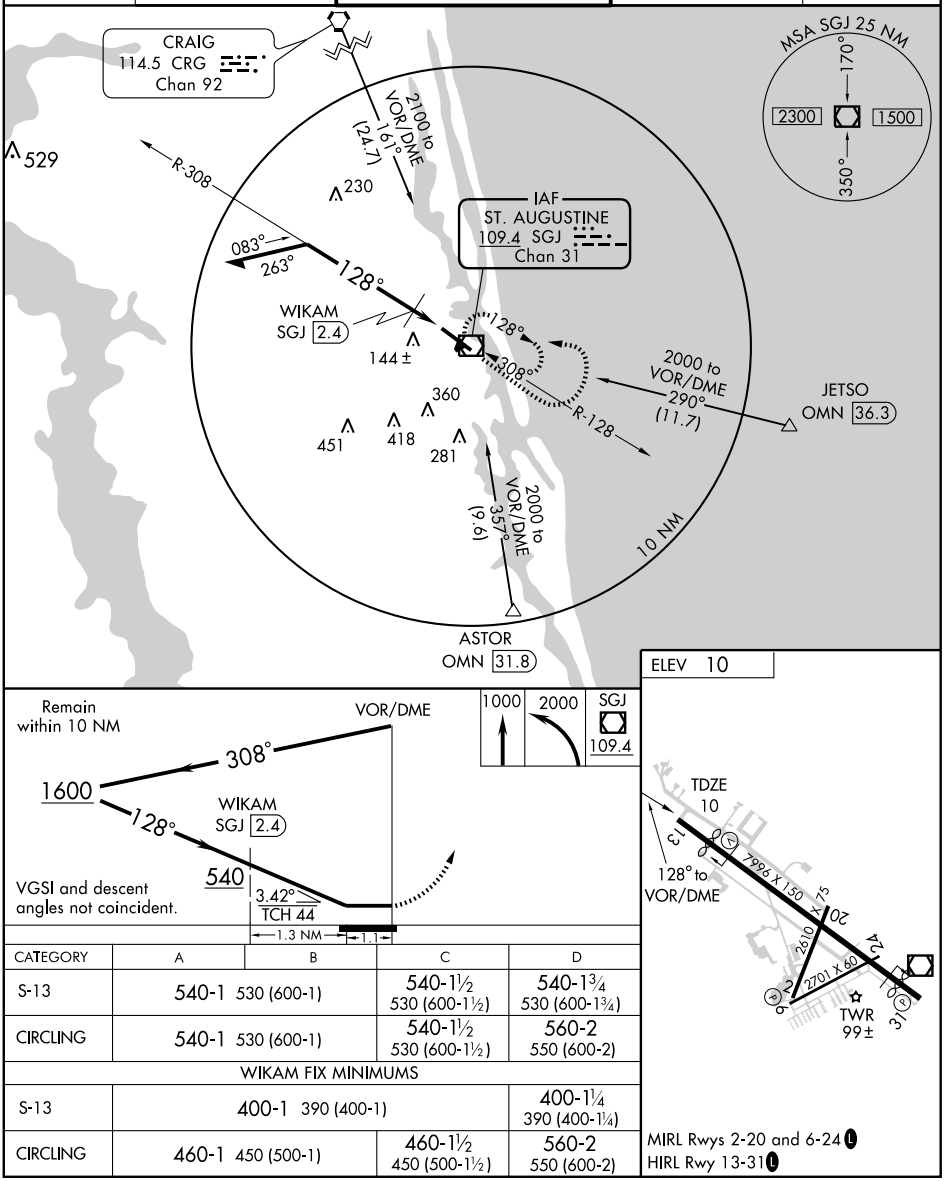
VOR/DME SGJ	APP CRS	Rwy Idg 6938
109.4	128°	TDZE 10
Chan 31		Apt Elev 10

VOR RWY 13
ST. AUGUSTINE (SGJ)

Circling NA at night to Rwy 2,6,20,24.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SGJ VOR/DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95



CATEGORY	A	B	C	D
S-13	540-1 530 (600-1)		540-1½ 530 (600-1½)	540-1¾ 530 (600-1¾)
CIRCLING	540-1 530 (600-1)		540-1½ 530 (600-1½)	560-2 550 (600-2)
WIKAM FIX MINIMUMS				
S-13	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	560-2 550 (600-2)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

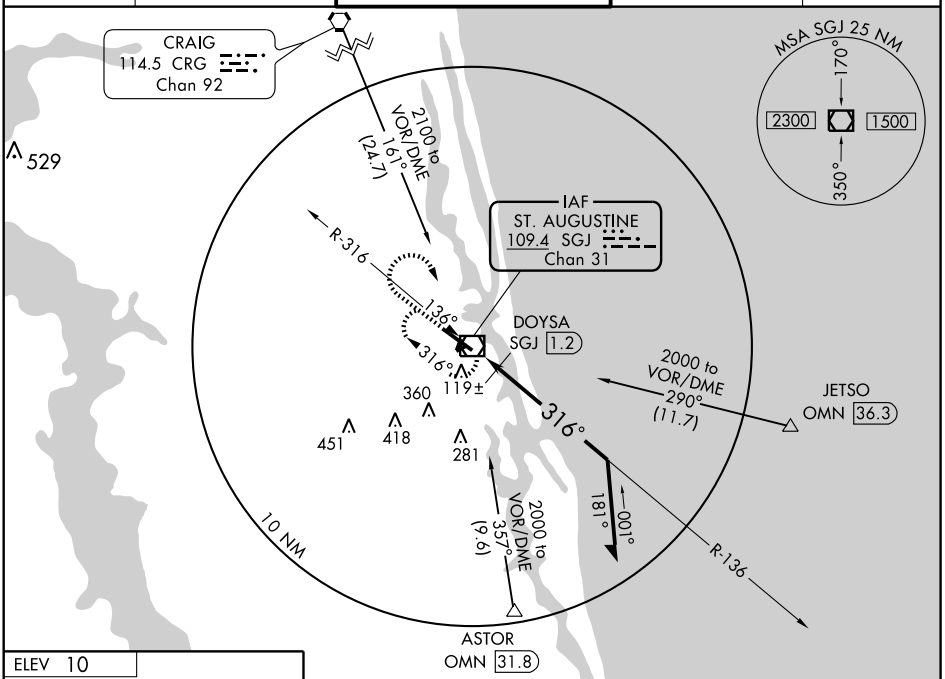
VOR/DME SGJ	APP CRS	Rwy Idg 7196
109.4	316°	TDZE 8
Chan 31		Apt Elev 10

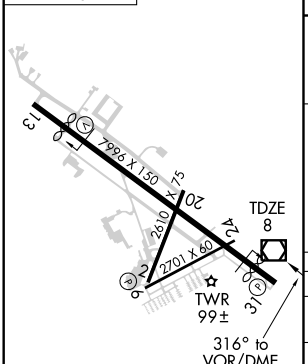
VOR RWY 31
ST. AUGUSTINE (SGJ)

Circling NA at night to Rwy 2,6,20,24.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct SGJ VOR/DME and hold.

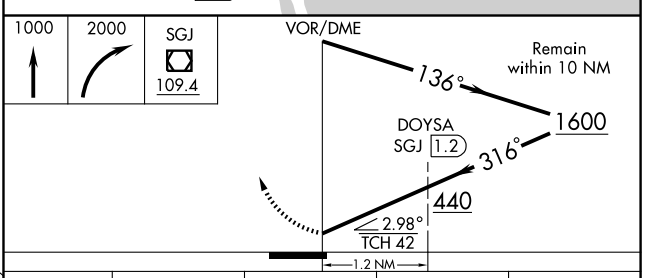
ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95





MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					



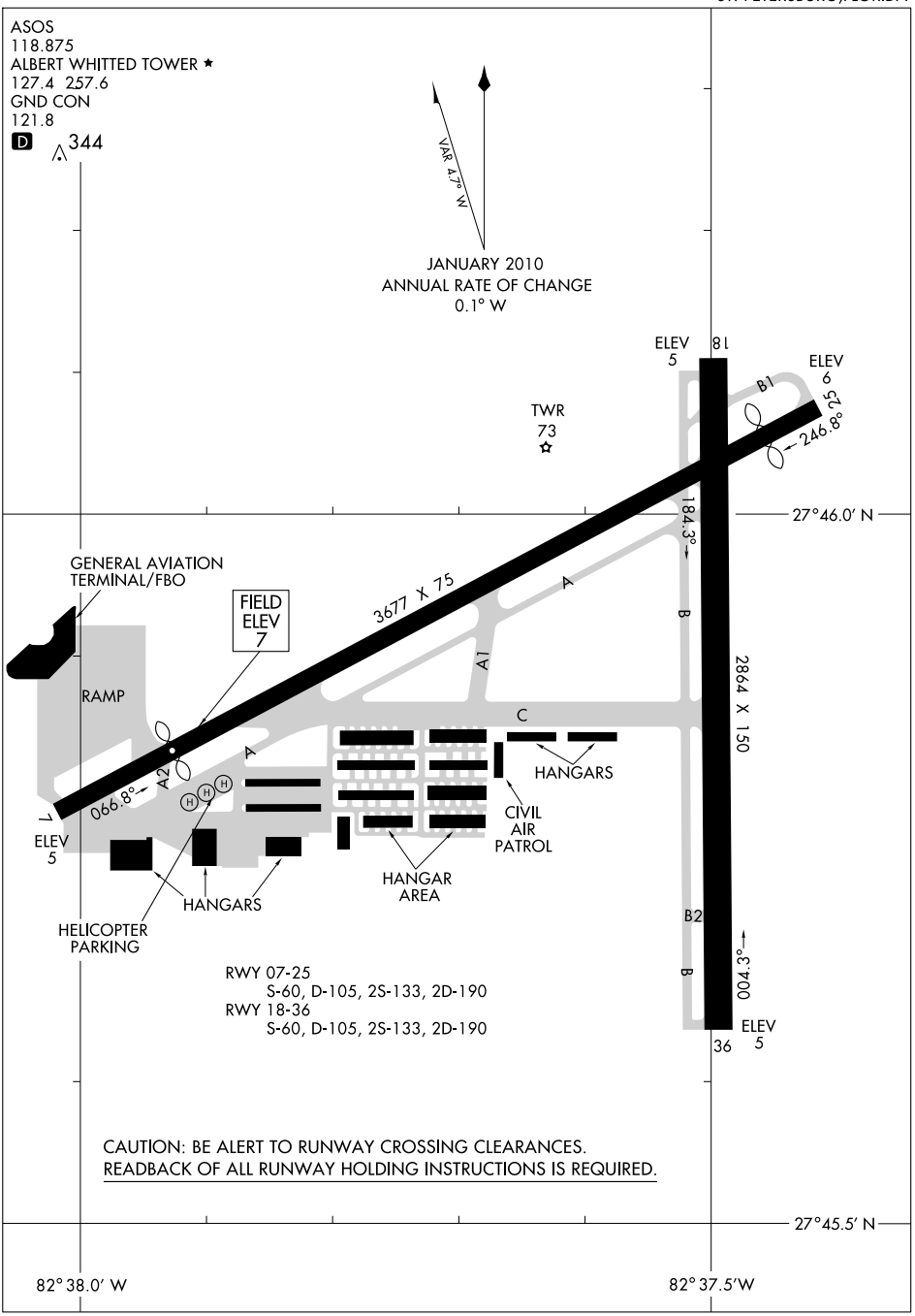
CATEGORY	A	B	C	D
S-31	440-1	432 (500-1)	440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	560-2 550 (600-2)
DME MINIMUMS				
S-31	380-1	372 (400-1)		380-1¼ 372 (400-1¼)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	560-2 550 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-613 (FAA)

ST. PETERSBURG/ALBERT WHITTED (SPG)
ST. PETERSBURG,FLORIDA

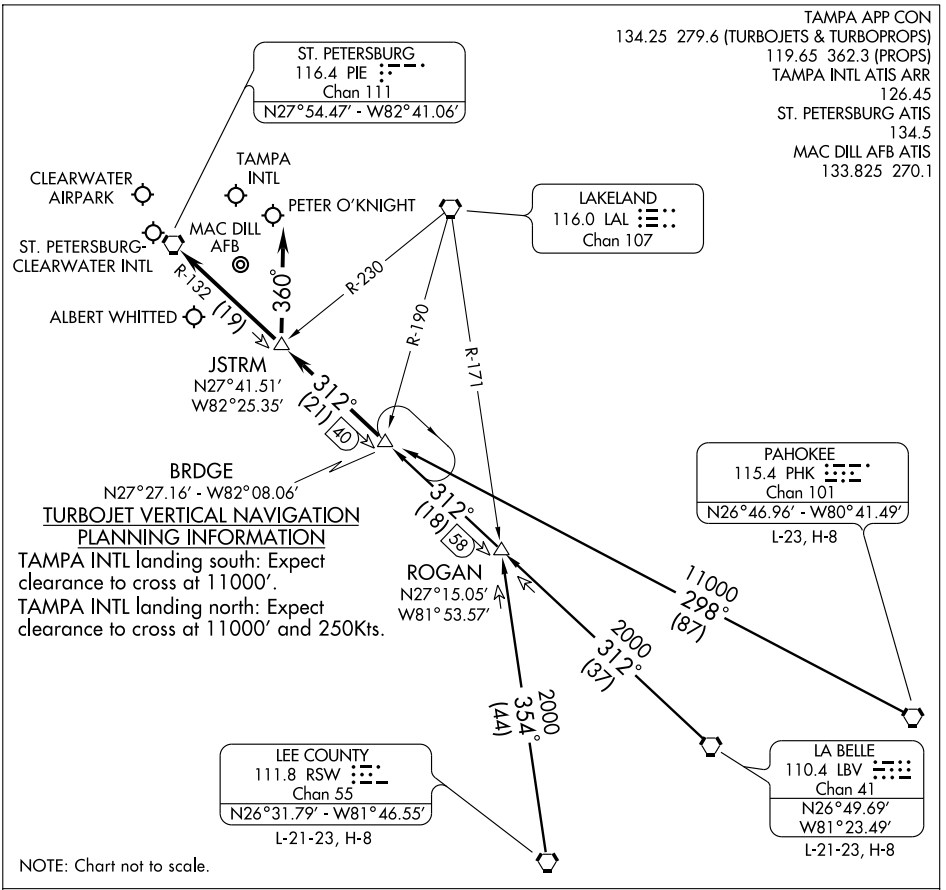


SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ST. PETERSBURG,FLORIDA
ST. PETERSBURG/ALBERT WHITTED (SPG)

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

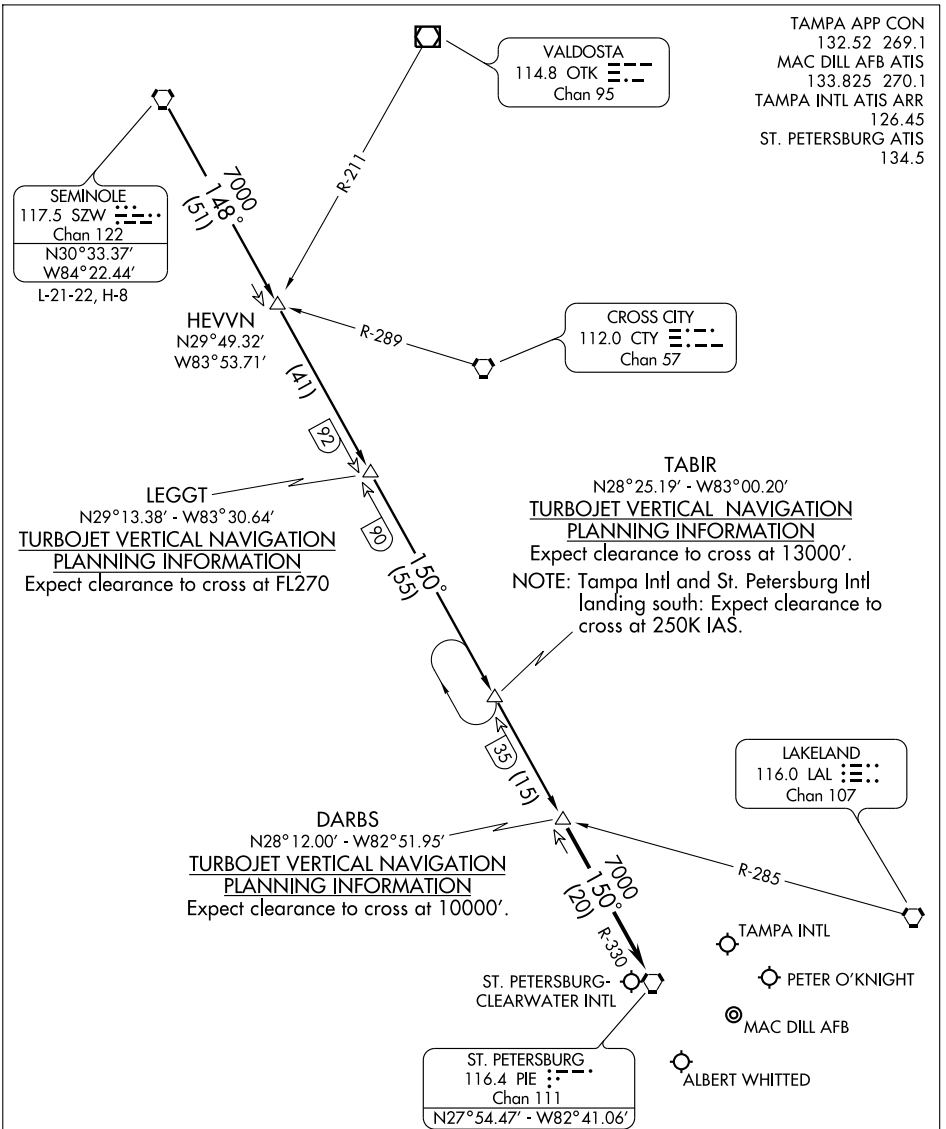
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

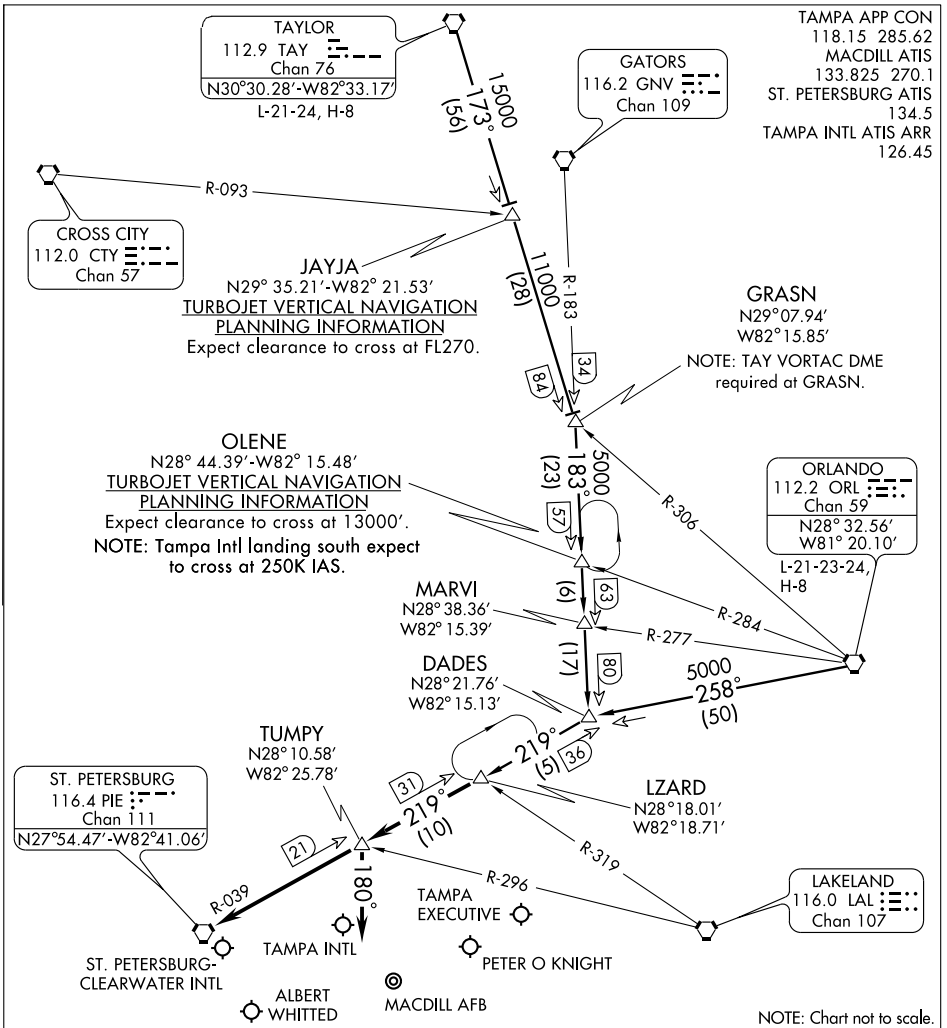
TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 7

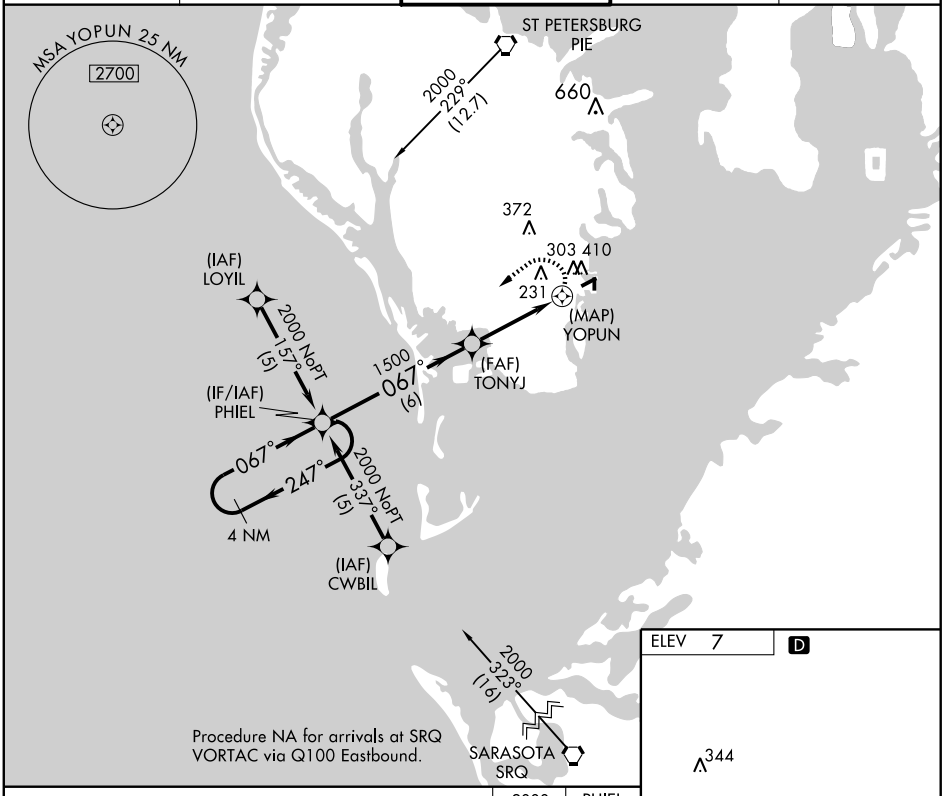
ST. PETERSBURG/ ALBERT WHITTED (SPG)

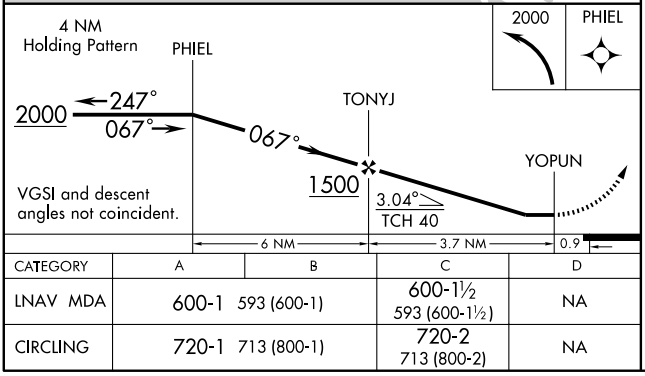
APP CRS	Rwy Idg	2919
067°	TDZE	7
	Apt Elev	7

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, LNAV Cat. C and Circling Cat. B and C visibility ¼ mile.

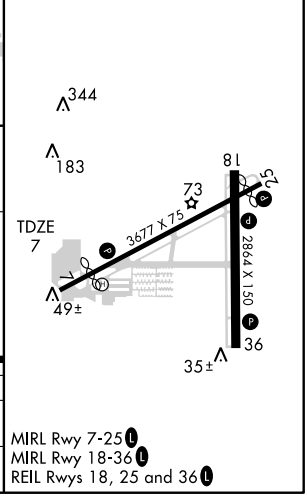
MISSED APPROACH: Climbing left turn to 2000 direct PHIEL and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	600-1 593 (600-1)		600-1½ 593 (600-1½)	NA
CIRCLING	720-1 713 (800-1)		720-2 713 (800-2)	NA



MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
172°	Rwy Idg	2864
	Rwy Idg (night only)	2824
	TDZE	6
	Apt Elev	7

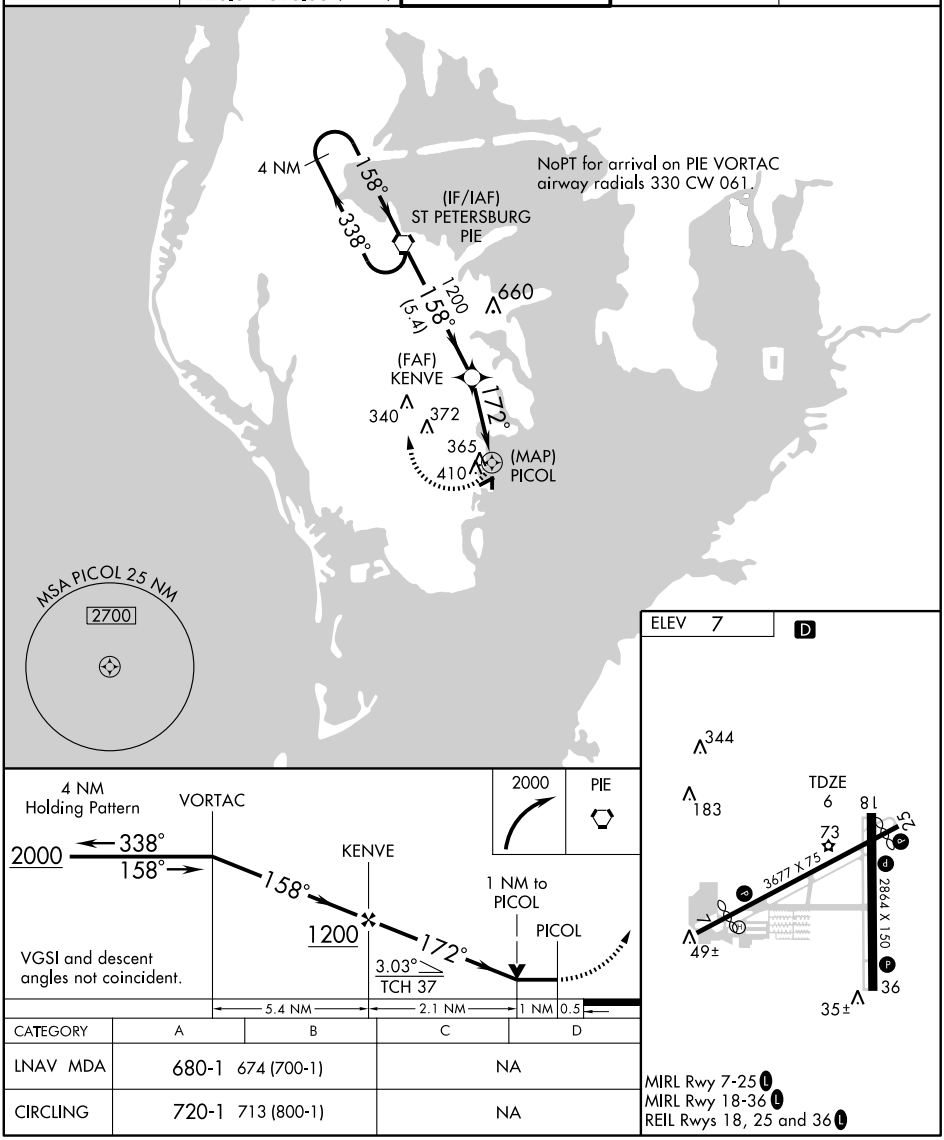
RNAV (GPS) RWY 18

ST. PETERSBURG/ ALBERT WHITTED (SPG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, and Circling Cat. B visibility ¼ mile. VDP NA with Tampa Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct PIE VORTAC and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	680-1	674 (700-1)	NA	
CIRCLING	720-1	713 (800-1)	NA	

MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

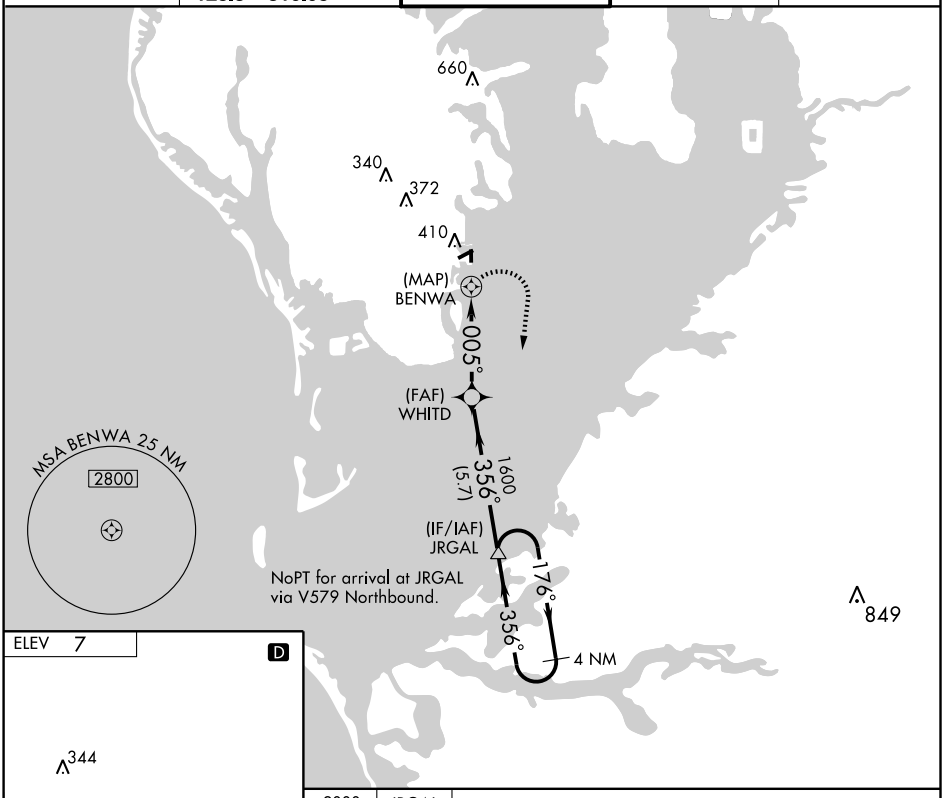
ST. PETERSBURG/ ALBERT WHITTED (SPG)

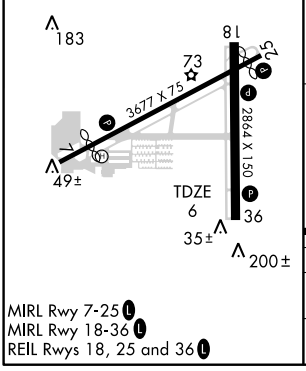
APP CRS	Rwy Idg	2864
005°	TDZE	6
	Apt Elev	7

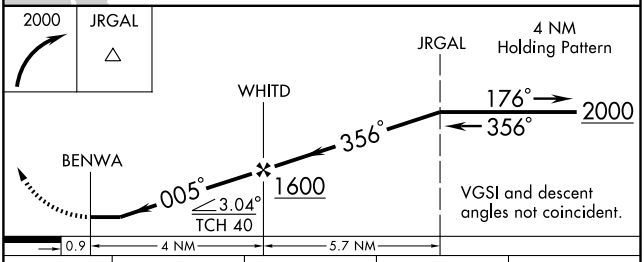
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet and Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct JRGAL and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER ★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05	127.4 (CTAF) L 257.6	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	500-1 494 (500-1)		NA	
CIRCLING	720-1 713 (800-1)		NA	

MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PIE 116.4 Chan 111	APP CRS 158°	Rwy Idg 2864 Rwy Idg (night only) 2824 TDZE 6 Apt Elev 7

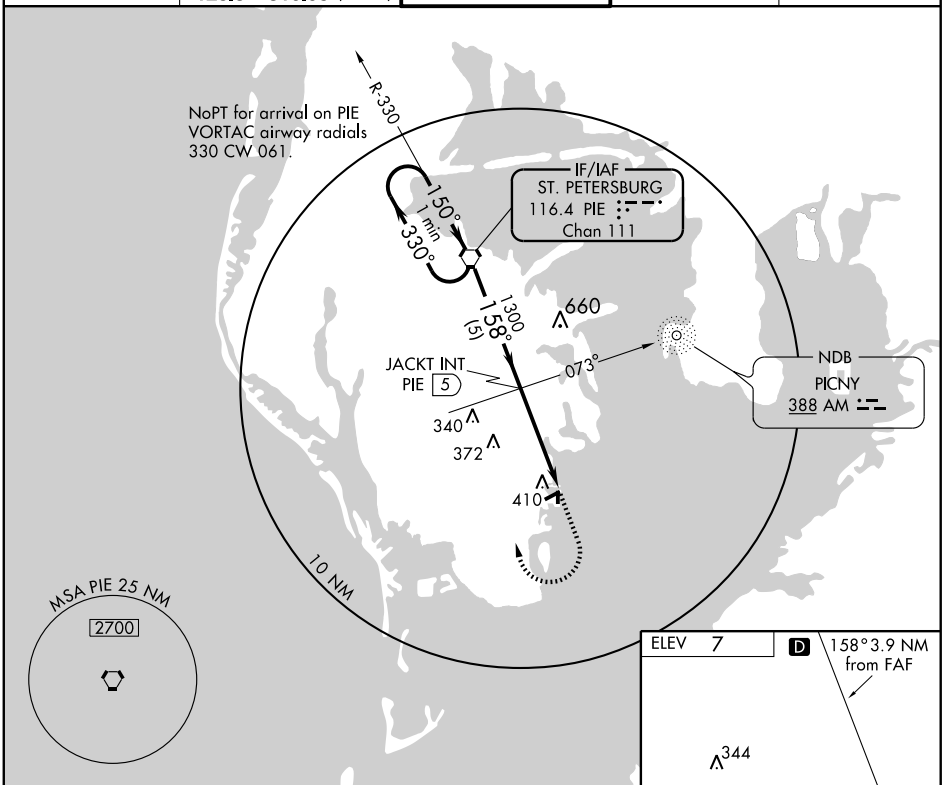
VOR RWY 18

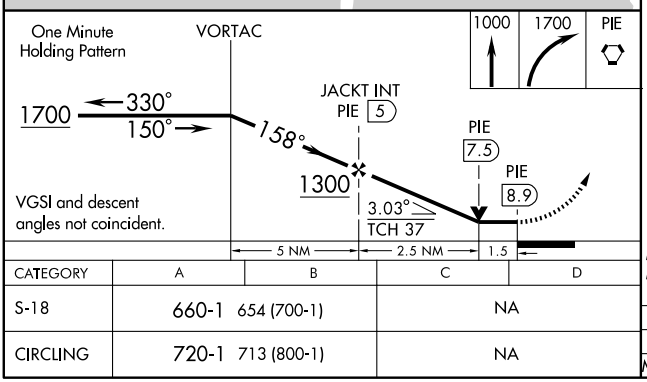
ST. PETERSBURG/ ALBERT WHITTED (SPG)

If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. ADF or DME Required. VDP NA when using Tampa Intl altimeter setting.

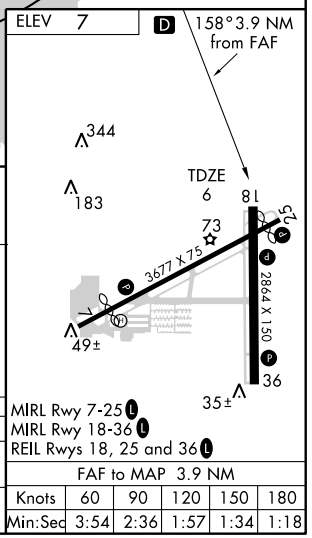
MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct PIE VORTAC and hold.

ASOS 118.875	TAMPA APP CON 119.65 316.05 (EAST) 125.3 316.05 (WEST)	ALBERT WHITTED TOWER★ 127.4 (CTAF) L 257.6	GND CON 121.8	UNICOM 122.95





CATEGORY	A	B	C	D
S-18	660-1 654 (700-1)		NA	
CIRCLING	720-1 713 (800-1)		NA	



MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ST. PETERSBURG-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA
AL-625 (FAA)

ATIS
134.5
ST. PETERSBURG TOWER★
118.3 257.8
GND CON
121.9 348.6
CLNC DEL
120.6 350.2

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

27°55.5'N
27°55.0'N
27°54.5'N
27°54.0'N
82°41.5'W
82°41.0'W

17L
150 X 150
ELEV 7
176.0°
17R
ELEV 6
4000 X 75
FUEL FARM
FBO
HANGARS
U.S. COAST GUARD
FIRE STATION
NORTH RAMP
ELEV 10
092.8°
356.0°
9730 X 150
ELEV 8
35L
5165 X 150
LAHSO
HANGARS
ELEV 5
22
222 X 150
224.4°
LAHSO
27
ELEV 5
272.9°
LAHSO
AIR CARGO
CUSTOMS
MAIN TERMINAL
TWR
172
FBO
5903 X 150
044.4°
LAHSO
LAHSO
FIELD ELEV 11
356.0°
ELEV 10
35R

VAR 4.7° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

RWY 04-22
S-80, D-130, 2S-165, 2D-235
RWY 09-27
S-60, D-115, 2S-146, 2D-200
RWY 17L-35R
S-75, D-195, 2S-175, 2D-320, 2D/2D2-700
RWY 17R-35L
S-75, D-150, 2S-175, 2D-220, 2D/2D2-500

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

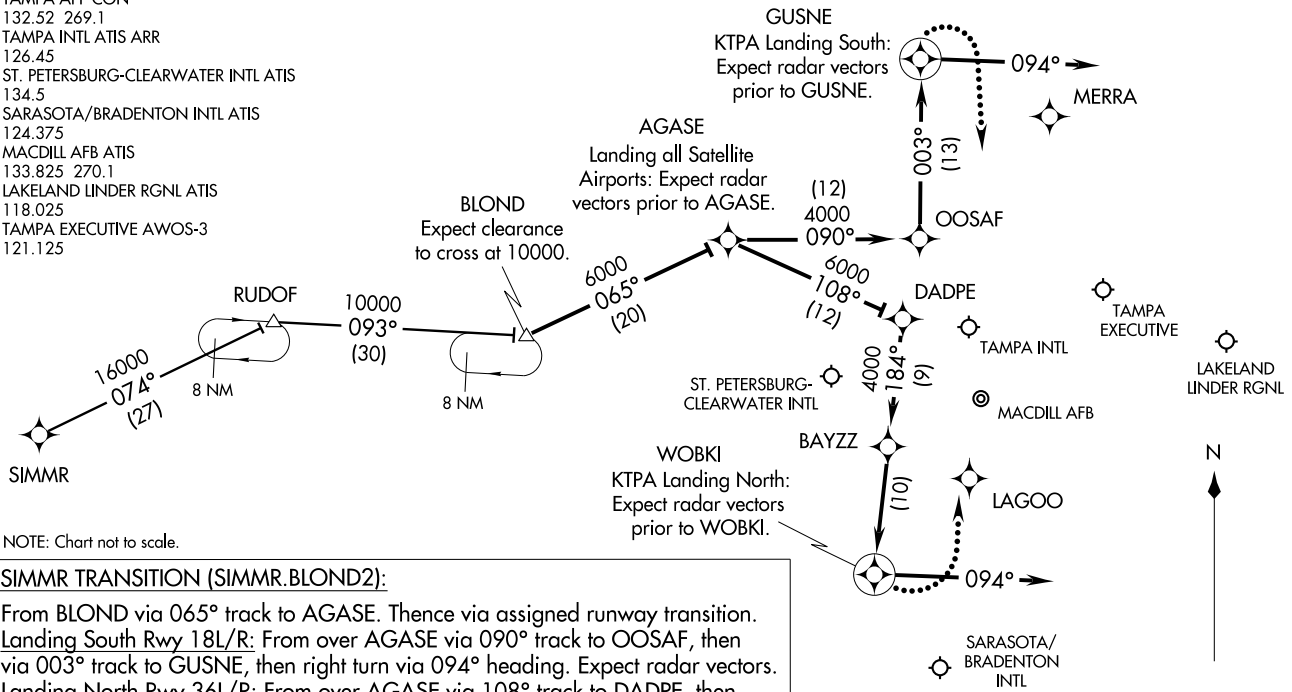
ST. PETERSBURG-CLEARWATER, FLORIDA
ST. PETERSBURG-CLEARWATER INTL (PIE)

10266

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

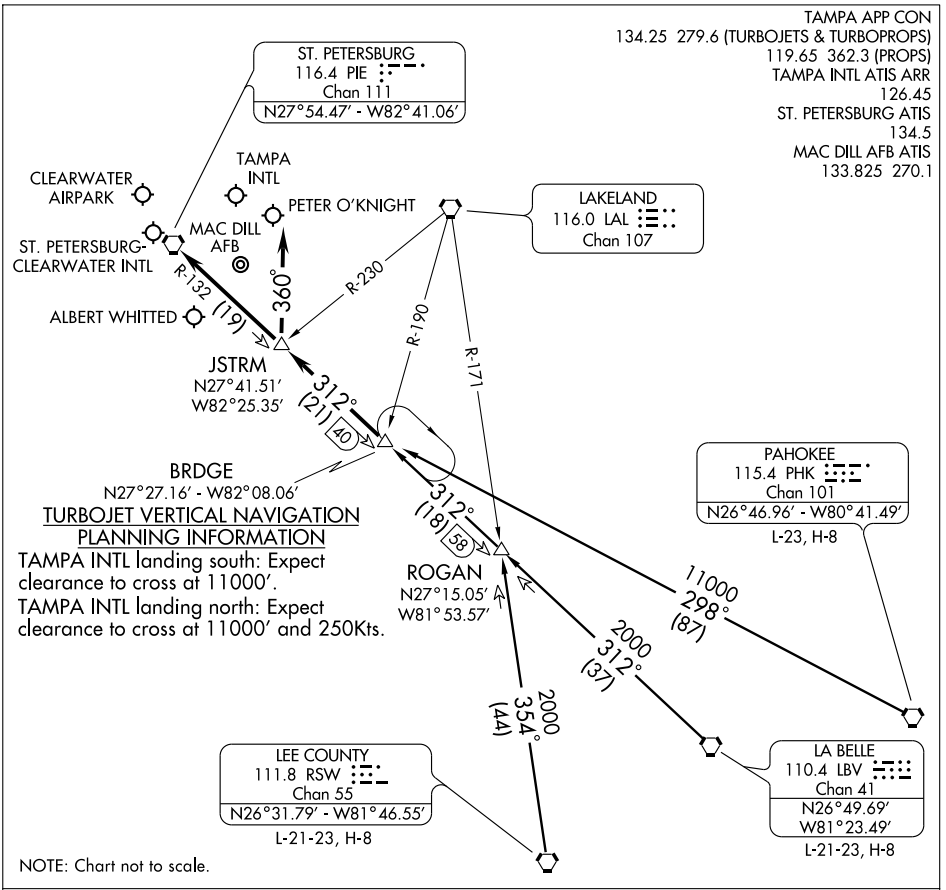
NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

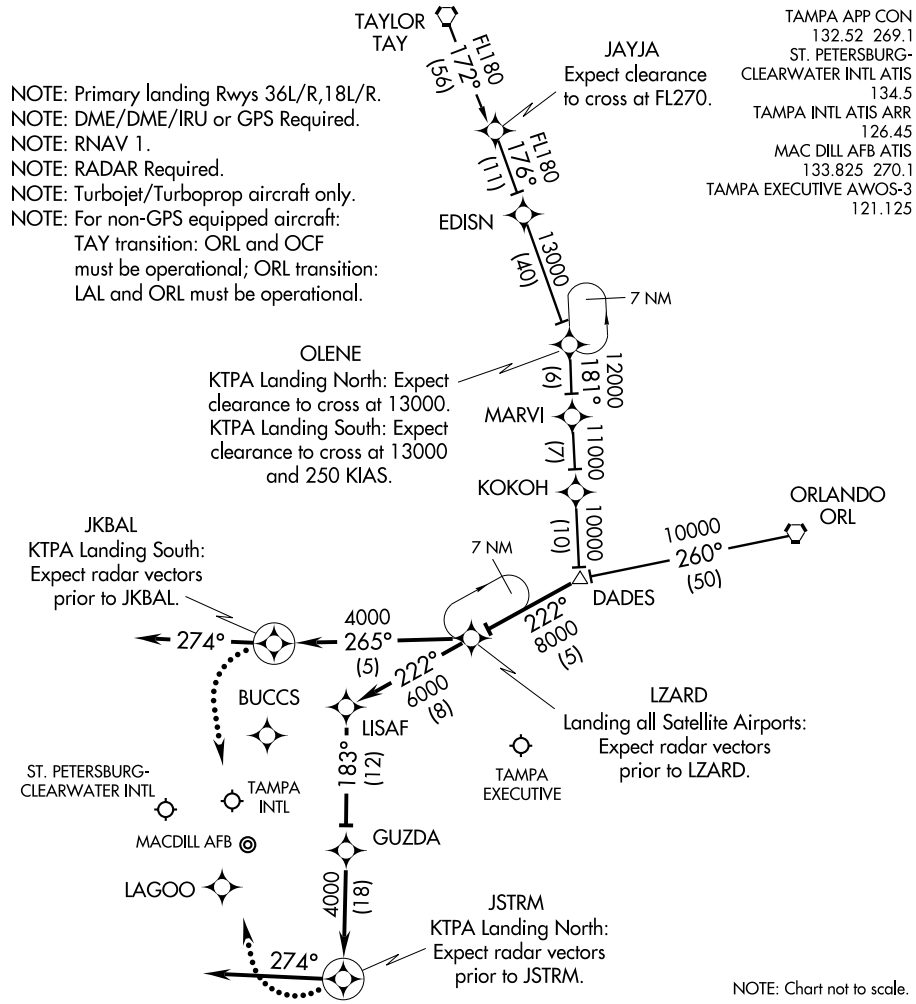
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

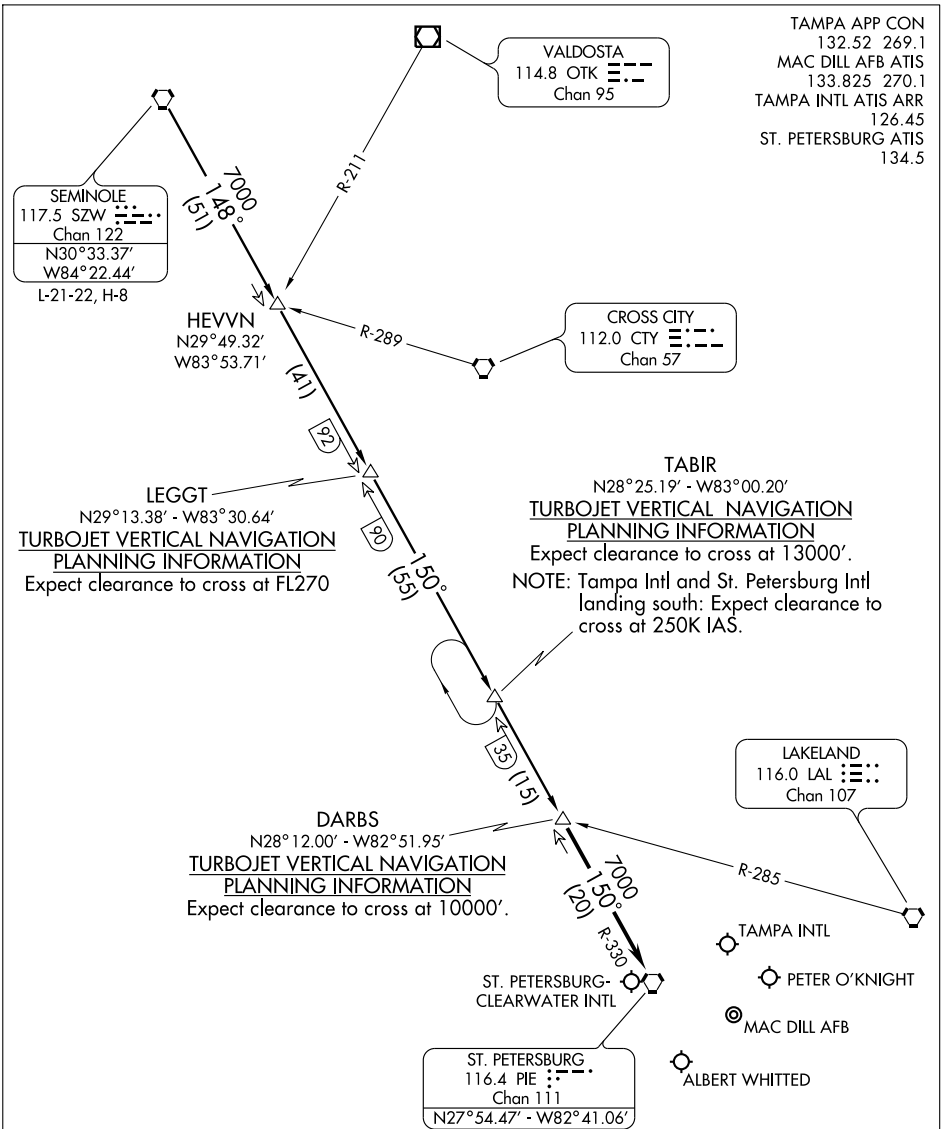
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

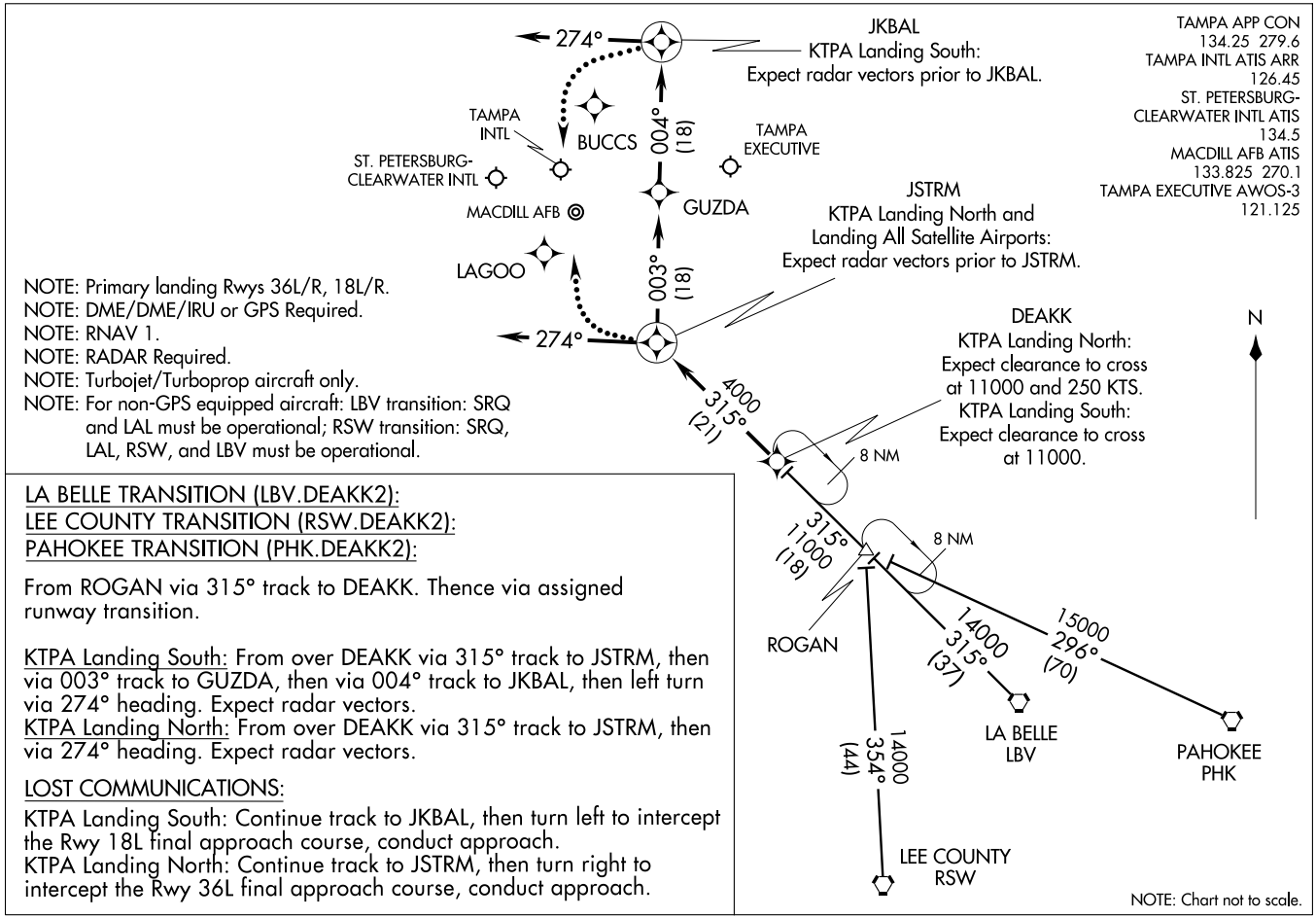
TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

DEAKK TWO ARRIVAL (RNAV)

(DEAKK.DEAKK2) 10098



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

DEAKK TWO ARRIVAL (RNAV)
(DEAKK.DEAKK2) 10098

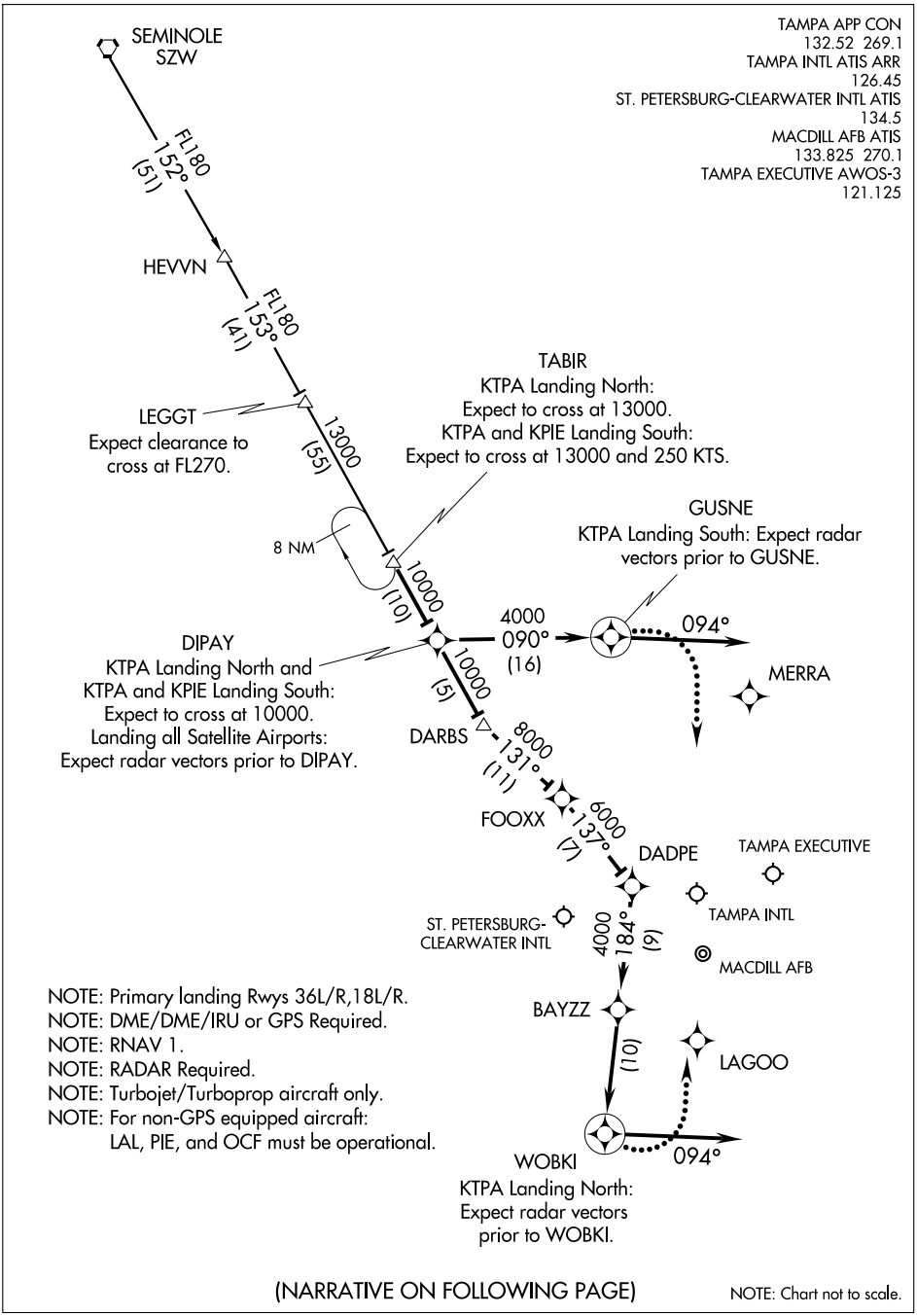
ST-416 (FAA)

TAMPA, FLORIDA

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-CWT	APP CRS	Rwy Idg	8720
108.7	353°	TDZE	10
		Apt Elev	11

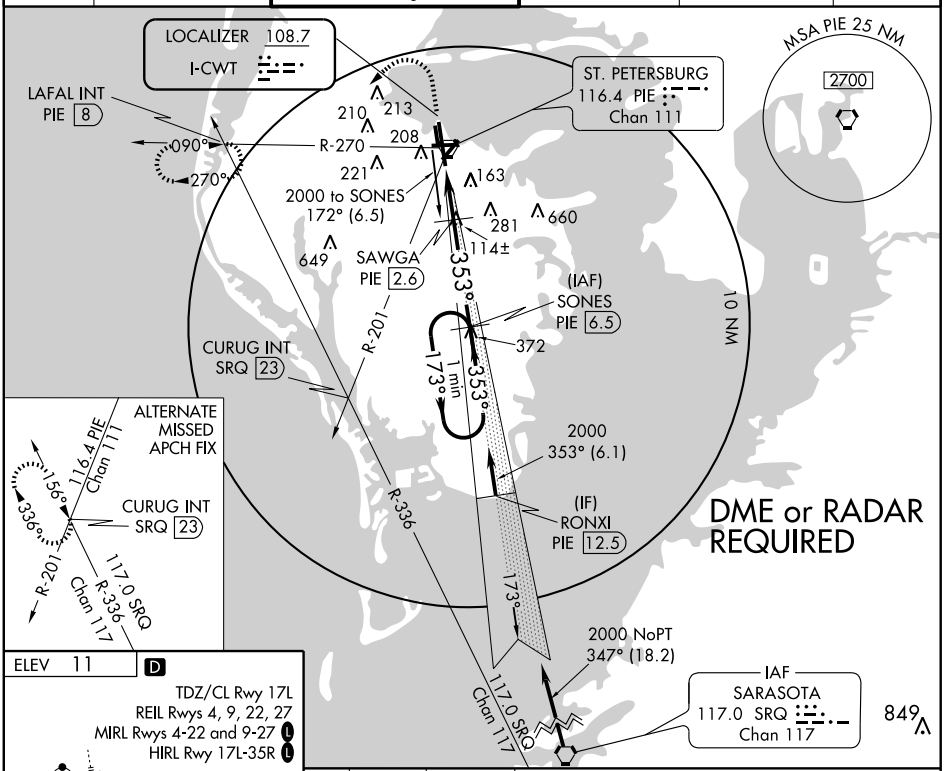
ILS or LOC/DME RWY 35R

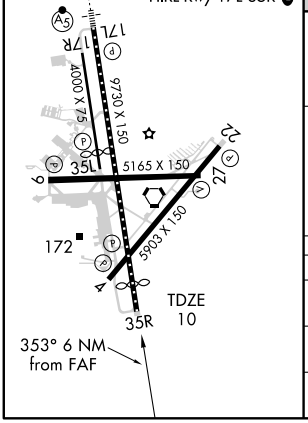
ST. PETERSBURG-CLEARWATER INTL(PIE)

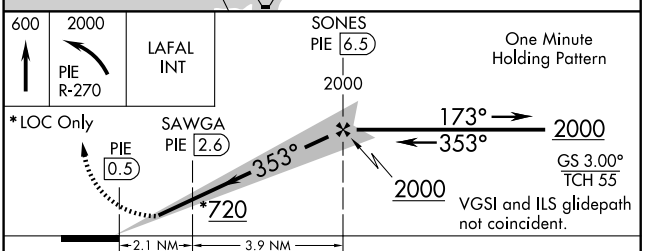
DME from PIE VORTAC. Simultaneous reception of I-CWT and PIE DME Required. When local altimeter setting not received, use Tampa Intl altimeter setting and increase DA to 233 feet, increase all MDAs 40 feet, and S-LOC 35 Cat C and E visibility ¼ mile.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via PIE VORTAC R-270 to LAFAL INT/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D	E
S-ILS 35R	210-¾ 200 (200-¾)				
S-LOC 35R	380-1 370 (400-1)			380-1¼ 370 (400-1¼)	
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)	960-3 949 (1000-3)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-PIE	APP CRS	Rwy Idg	9180
109.1	175°	TDZE	7
		Apt Elev	11

ILS or LOC RWY 17L

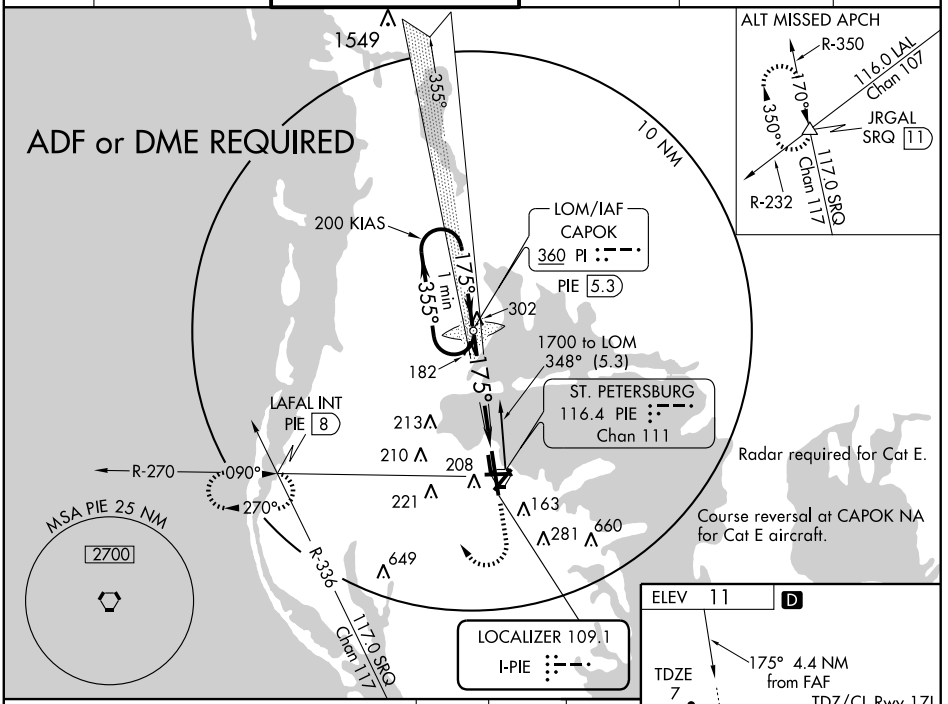
ST. PETERSBURG-CLEARWATER INTL (PIE)

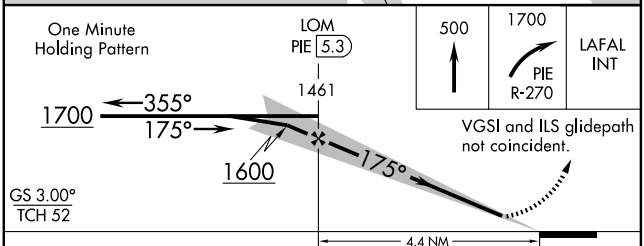
When local altimeter setting not received, use Tampa Intl altimeter setting and increase S-ILS 17L DA to 230 feet; increase all MDA 40 feet and S-LOC 17L Cat E visibility to RVR 6000. For inoperative MALSR, increase S-ILS 17L Cat E visibility to RVR 4000 and S-LOC 17L Cat E visibility to 1½ mile. When using Tampa Intl atimeter setting, increase S-ILS 17L Cat E visibility to RVR 4000 and S-LOC 17L Cat E visibility to 1¾ mile. ADF or DME Required.

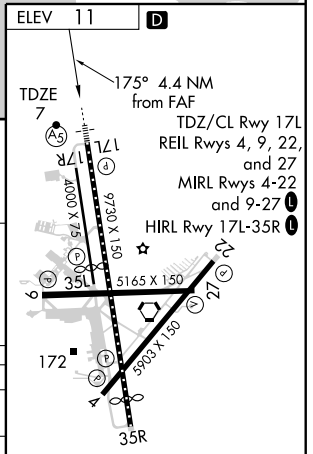
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1700 via PIE VORTAC R-270 to LAFAL INT/ PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D	E
S-ILS 17L	207/18	200 (200-½)			207/24 200 (200-½)
S-LOC 17L	440/24 433 (500-½)		440/40 433 (500-¾)	440/50 433 (500-1)	
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)	960-3 949 (1000-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-PIE	APP CRS	Rwy Idg	9180
109.1	175°	TDZE	7
		Apt Elev	11

ILS RWY 17L (CAT II)

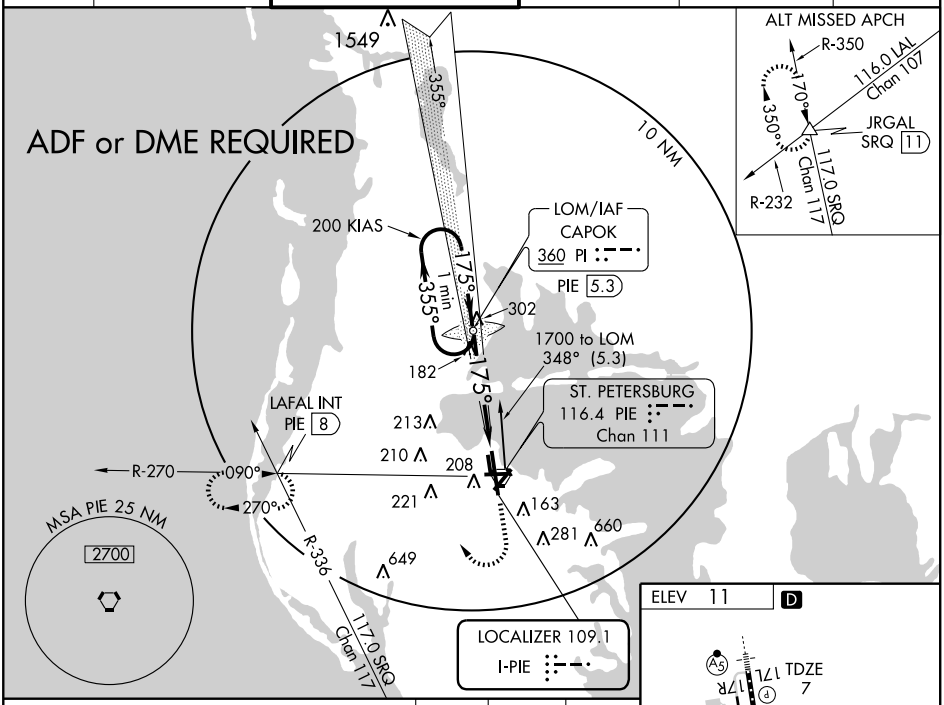
ST. PETERSBURG-CLEARWATER INTL (PIE)

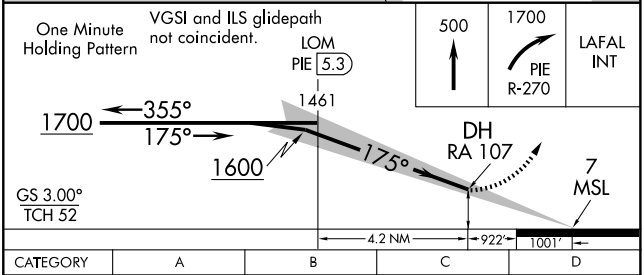
CAT II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. ADF or DME Required.
CAT II S-ILS R17L NA when control tower closed.
CAT II S-ILS R17L NA when using Tampa Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1700 via PIE VORTAC R-270 to LAFAL INT/ PIE 8 DME and hold.

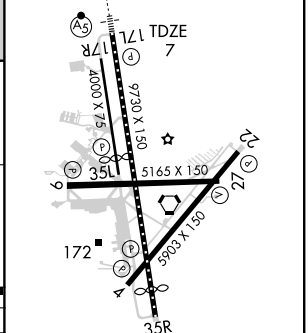
ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





CATEGORY	A	B	C	D
S-ILS 17L	RA 107/16 100 DA 107			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22,and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

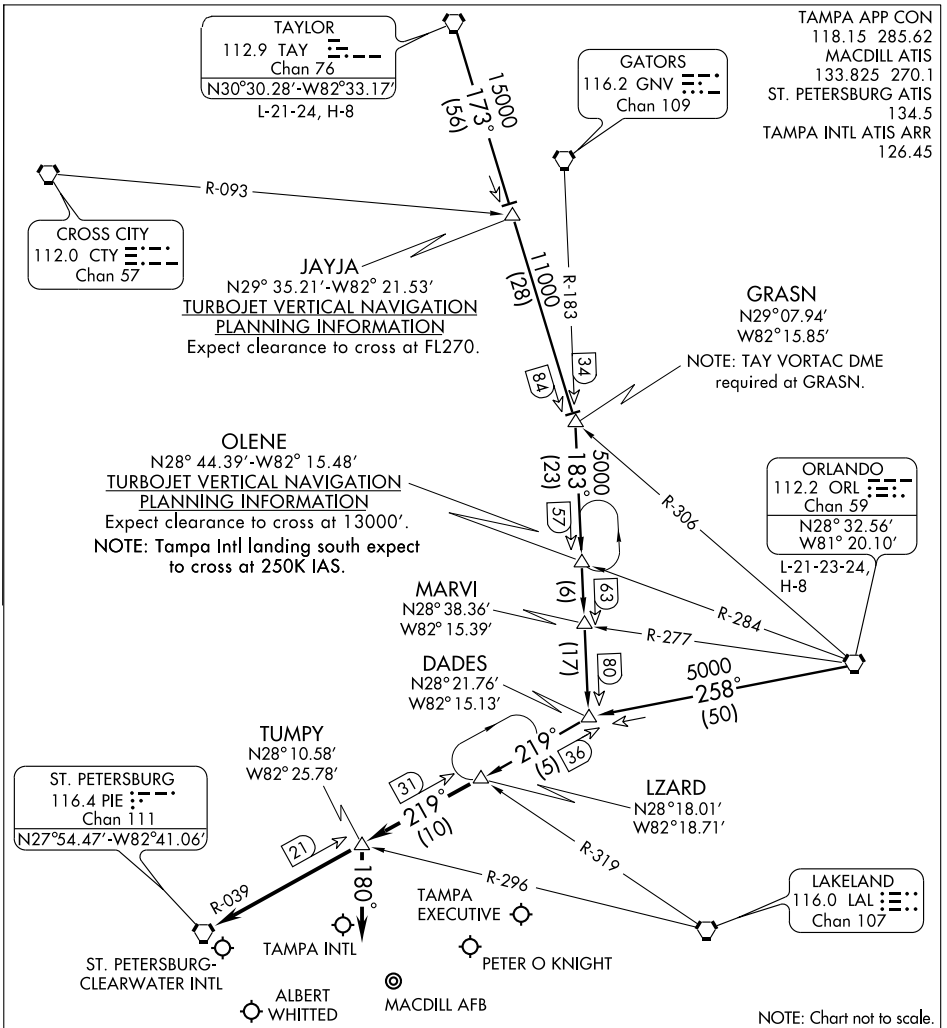
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

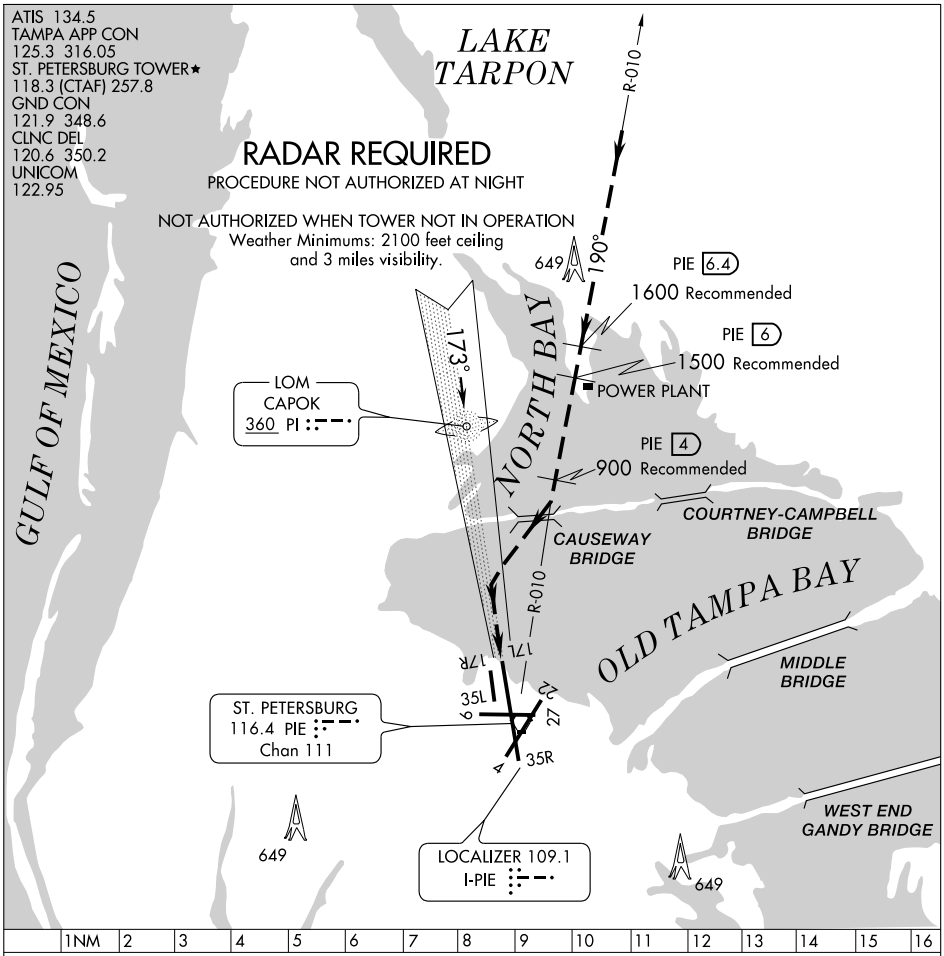
TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

NORTH BAY VISUAL RWY 17L

AL-625 (FAA)

ST. PETERSBURG-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA



NORTH BAY VISUAL APPROACH

When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power plant (PIE R-010 6 DME fix) heading 190° direct to the causeway bridge, then turn right to intercept the final approach course to Rwy 17L.

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
195°	TDZE	N/A
	Apt Elev	11

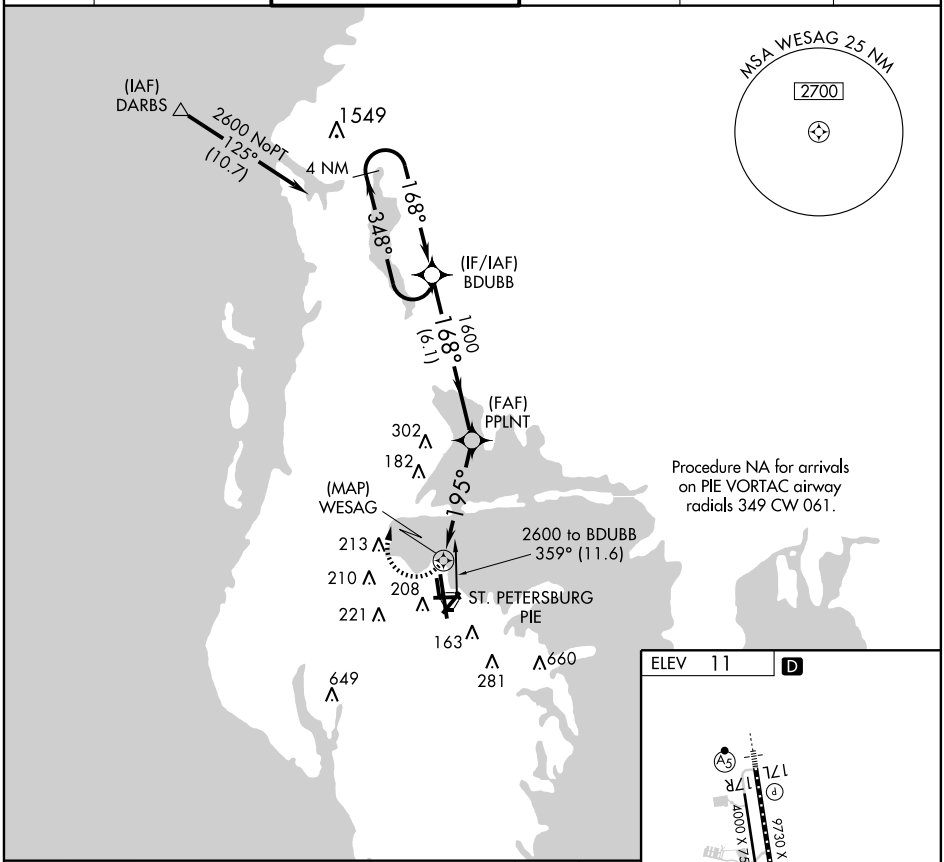
RNAV (GPS)-A

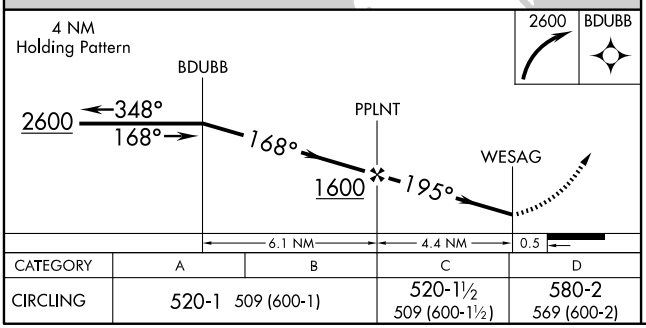
ST. PETERSBURG-CLEARWATER INTL (PIE)

When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet.
DME/DME RNP-0.3 NA.

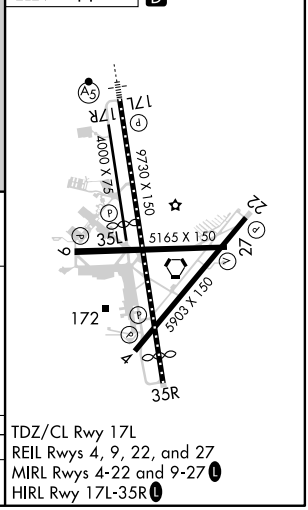
MISSED APPROACH: Climbing right turn to 2600 direct BDUBB and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





CATEGORY	A	B	C	D
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)



TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9180
CH 50126	173°	TDZE	7
W17A		Apt Elev	11

RNAV (GPS) RWY 17L

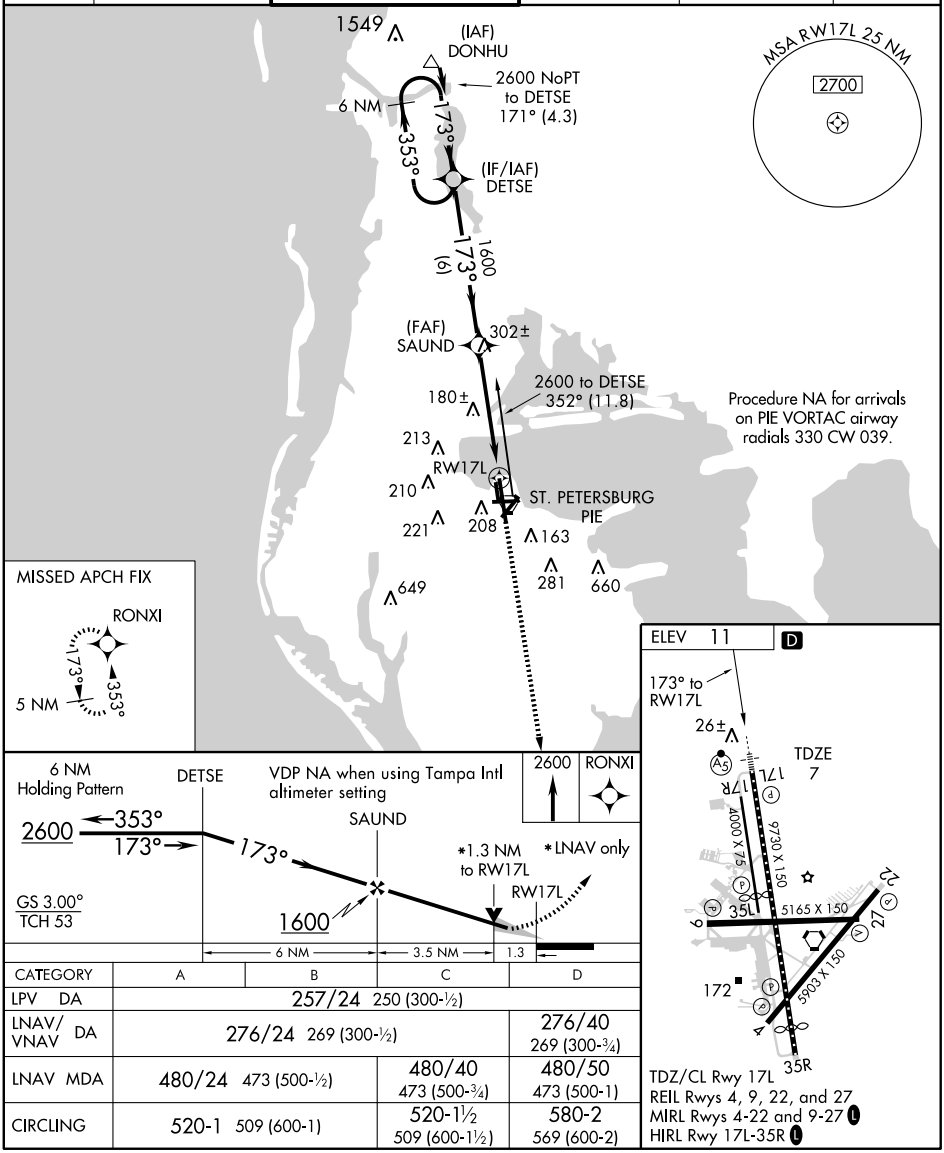
ST. PETERSBURG-CLEARWATER INTL (PIE)

Baro-VNAV NA below -15° C (5° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting: increase LPV DA to 281 feet; increase LNAV/VNAV DA to 300 feet; increase all MDAs 40 feet. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat D to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2600 direct RONXI and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



CATEGORY	A	B	C	D
LPV DA	257/24 250 (300-½)			
LNAV/VNAV DA	276/24 269 (300-½)			276/40 269 (300-¾)
LNAV MDA	480/24 473 (500-½)		480/40 473 (500-¾)	480/50 473 (500-1)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8720
CH 56226	353°	TDZE	10
W35A		Apt Elev	11

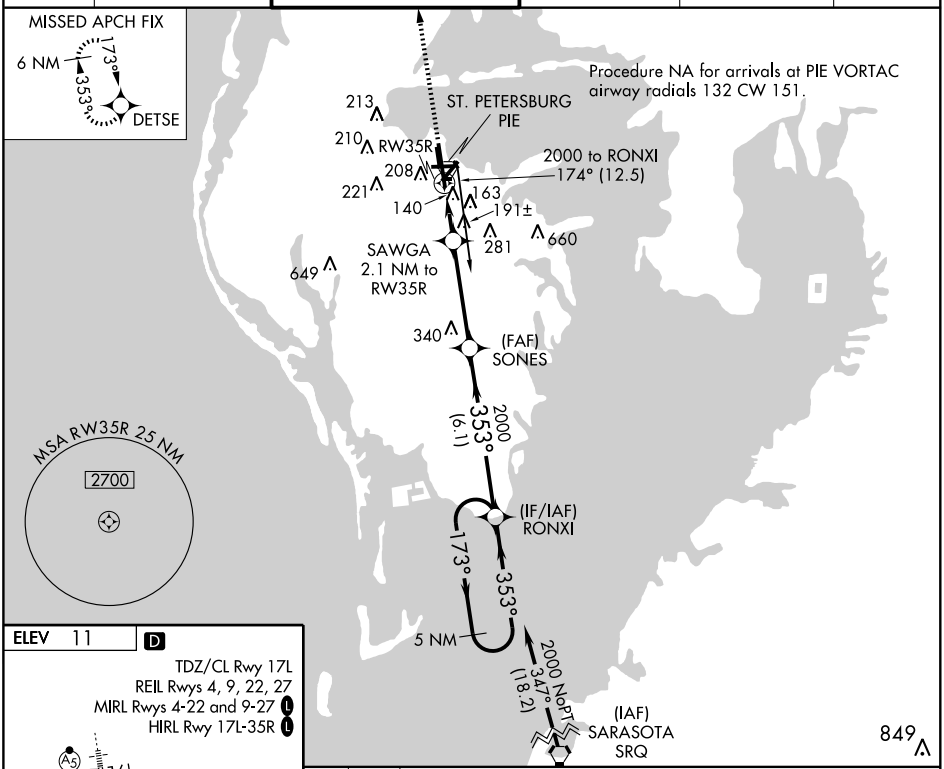
RNAV (GPS) RWY 35R

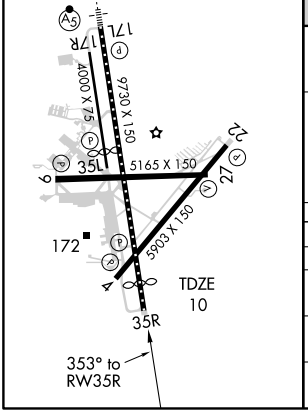
ST. PETERSBURG-CLEARWATER INTL (PIE)

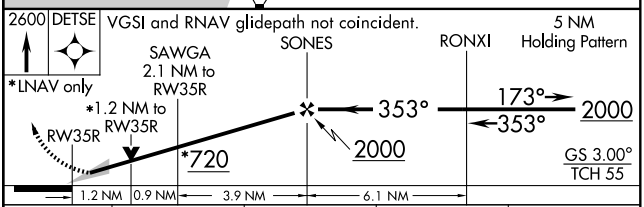
When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 233 feet, LNAV/VNAV DA to 471; increase all MDAs 40 feet. VDP and Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

MISSED APPROACH:Climb to 2600 direct DETSE and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



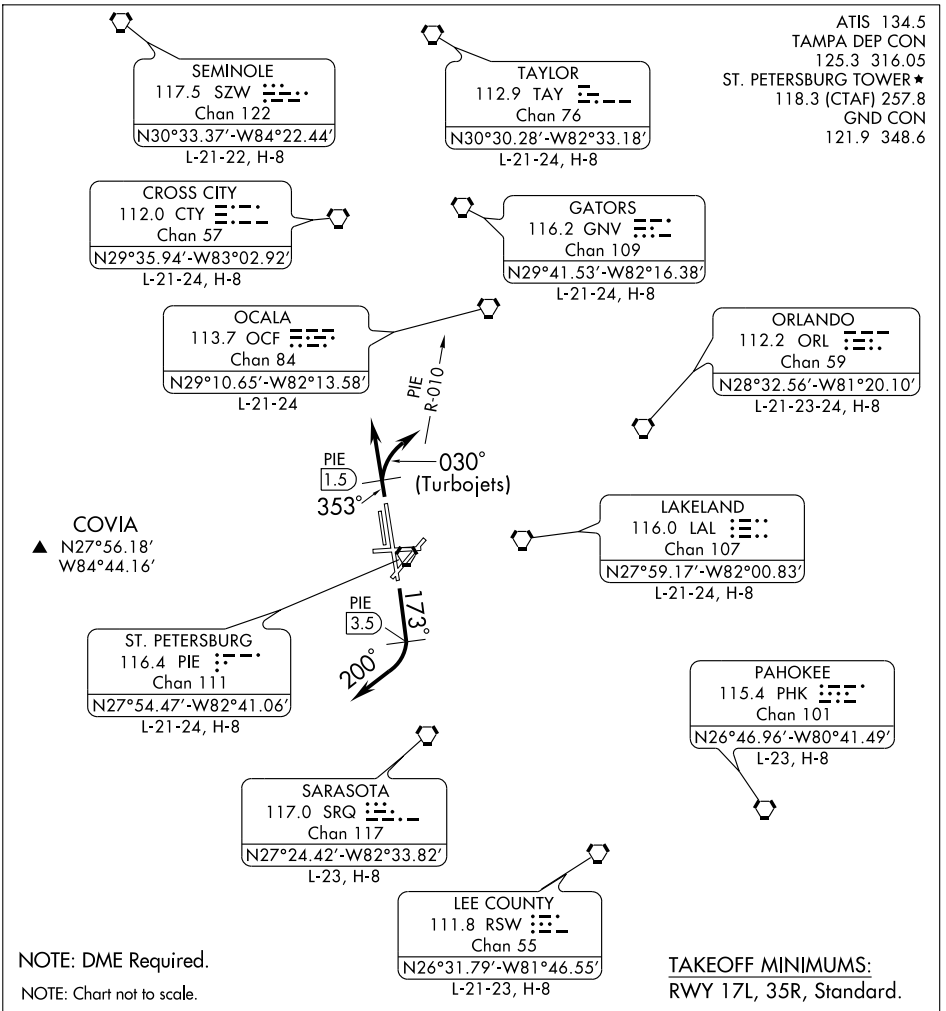




CATEGORY	A	B	C	D
LPV DA	210-¾ 200 (200-¾)			
LNAV/VNAV DA	448-1½ 438 (500-1½)			
LNAV MDA	460-1 450 (500-1)		460-1¼ 450 (500-1¼)	460-1½ 450 (500-1½)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ST. PETE THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 173° until PIE VORTAC 3.5 DME, then turn right heading 200° or as assigned. Expect radar vectors to filed/assigned route, thence...

TAKE-OFF RWY 35R: TURBOJETS climb heading 353° until PIE VORTAC 1.5 DME, then turn right heading 030° to intercept and fly outbound on the PIE R-010, thence...

ALL OTHERS fly heading 353° or as assigned. Expect radar vectors to filed/assigned route. Thence...

Maintain 1600, expect further clearance to filed altitude 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

TAKE-OFF OBSTACLES NOTES:

NOTE: RWY 17L, Bldg 689′ from DER, 418′ right of centerline, 35′ AGL/44′ MSL. Bldg 833′ from DER, 439′ right of centerline, 35′ AGL/44′ MSL. Signs beginning 909′ from DER, 98′ right of centerline, up to 49′ AGL/58′ MSL. Poles beginning 970′ from DER, 114′ right of centerline, up to 49′ AGL/58′ MSL. Sign 1,336′ from DER, 198′ left of centerline, 44′ AGL/53′ MSL. Tree 2,100′ from DER, 996′ right of centerline, 96′ AGL/105′ MSL. Ant on hopper 2583′ from DER, 801′ right of centerline, 80′ AGL/ 89′ MSL. Bldg 833′ from DER, 439′ right of centerline, 35′ AGL/44′ MSL. Signs beginning 909′ from DER, 98′ right of centerline, up to 49′ AGL/58′ MSL. Poles beginning 970′ from DER, 114′ right centerline, up to 49′ AGL/58′ MSL. Poles beginning 1,015′ from DER, 103′ left of centerline, up to 38′ AGL/47′ MSL. Sign 1,336′ from DER, 196′ left of centerline, 44 AGL/53′ MSL. Tree 2,100′ from DER, 996′ right of centerline, 96′ AGL/105′ MSL. ANT on hopper 2583′ from DER, 801′ right of centerline, 80′ AGL/89′ MSL.

NOTE: RWY 22, Trees 1,007′ from DER, 109′ left of centerline, up to 65′ AGL/74′ MSL. Tree 1,629′ from DER, 88" right of centerline, 61′ AGL/70′ MSL. Tower 5,591′ from DER, 266′ right of centerline, 153′ AGL/168′ MSL.

NOTE: RWY 27, Poles beginning 188′ from DER, 136′ right of centerline, up to 66′ AGL/75′ MSL. Hangar lights 552′ from DER, 450′ right of centerline, 25′ AGL/34′ MSL. Poles beginning 605′ from DER, 179′ left of centerline, up to 40′ AGL/49′ MSL. Trees beginning 1,540′ from DER, 224′ left of centerline, up 57′ AGL/66′ MSL. ANT on tank 2,188′ from DER, 712′ left of centerline, 71′ AGL/80′ MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PIE	APP CRS	Rwy Idg	9180
116.4	166°	TDZE	8
Chan 111		Apt Elev	11

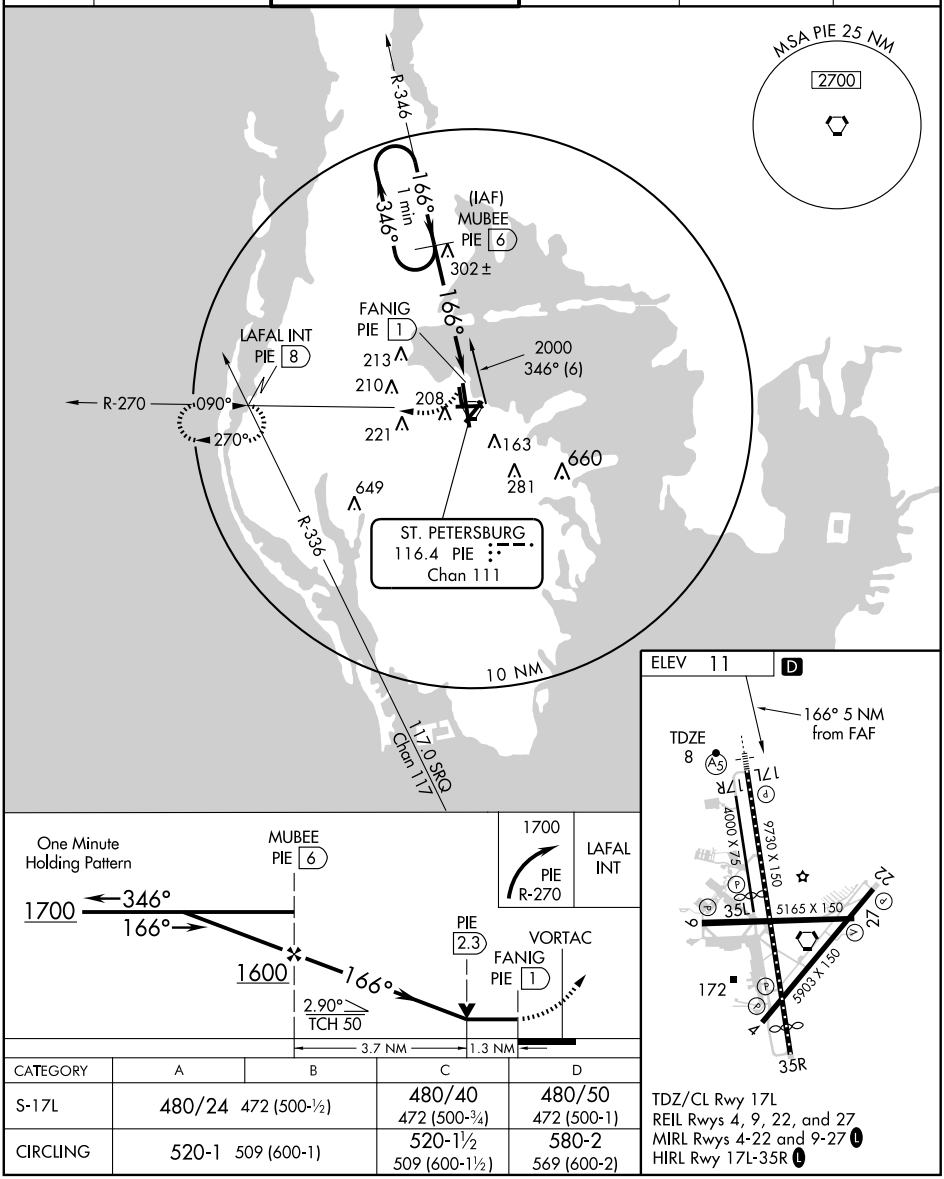
VOR/DME RWY 17L

ST. PETERSBURG-CLEARWATER INTL (PIE)

MALSR

MISSED APPROACH: Climbing right turn to 1700 via PIE R-270 to LAFAL INT/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



CATEGORY	A	B	C	D
S-17L	480/24	472 (500-½)	480/40 472 (500-¾)	480/50 472 (500-1)
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

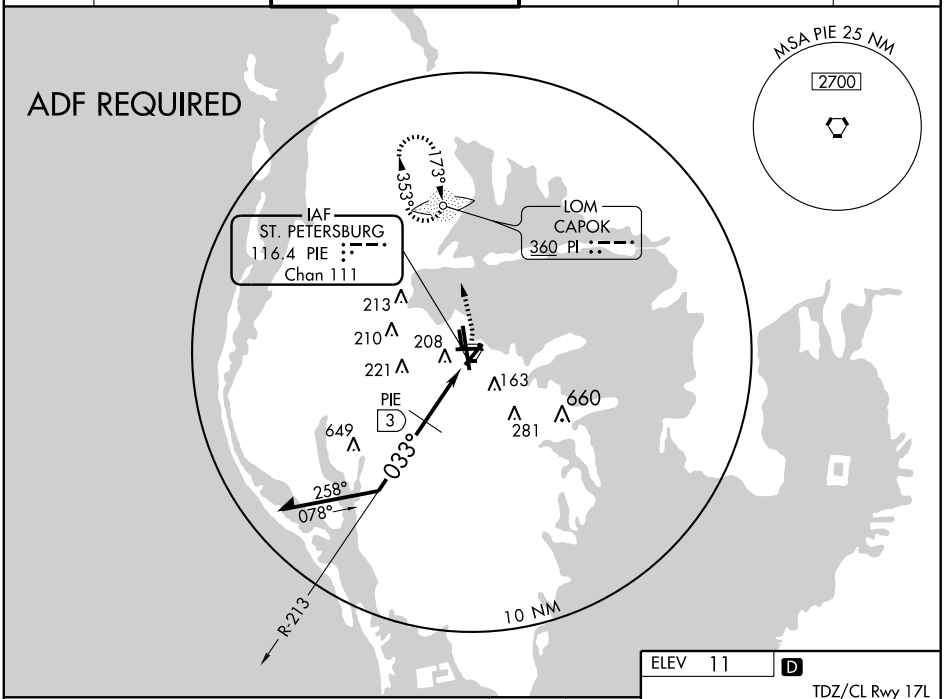
VORTAC PIE	APP CRS	Rwy Idg	5903
116.4	033°	TDZE	11
Chan 111		Apt Elev	11

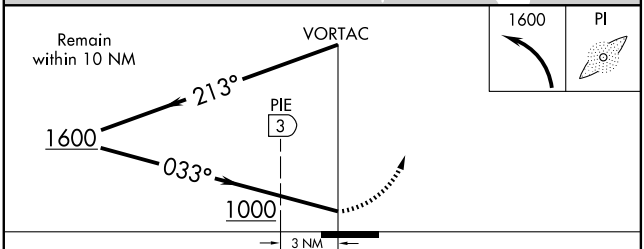
VOR RWY 4

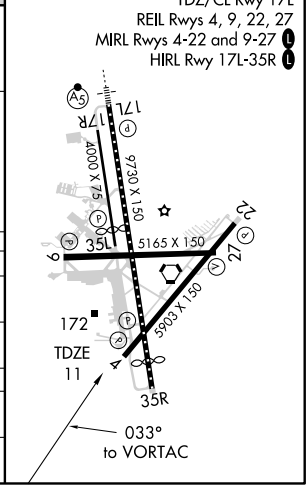
ST. PETERSBURG-CLEARWATER INTL (PIE)

MISSED APPROACH: Climbing left turn to 1600 direct CAPOK LOM and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D
S-4	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
CIRCLING	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
DME MINIMUMS				
S-4	460-1 449 (500-1)		460-1¼ 449 (500-1¼)	460-1½ 449 (500-1½)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PIE	APP CRS	Rwy Idg	8720
116.4	002°	TDZE	11
Chan 111		Apt Elev	11

VOR RWY 35R

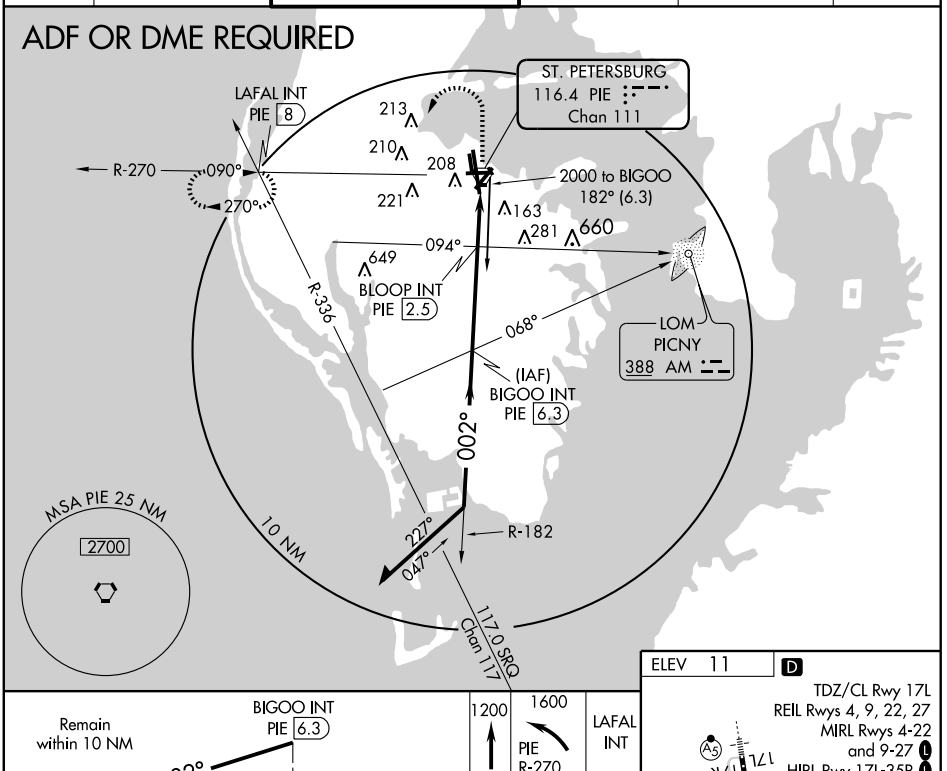
ST. PETERSBURG-CLEARWATER INTL (PIE)

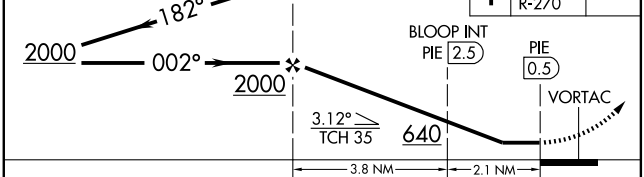
MISSED APPROACH: Climb to 1200 then climbing left turn to 1600 via PIE R-270 to LAFAL INT/PIE 8 DME and hold.

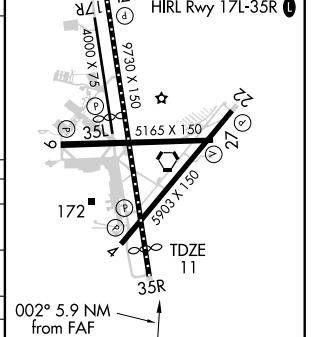
ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

SE-3, 21 OCT 2010 to 18 NOV 2010

ADF OR DME REQUIRED







CATEGORY	A	B	C	D
S-35R	640-1	629 (700-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)
CIRCLING	640-1	629 (700-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)
BLOOP INT/DME MINIMUMS				
S-35R	460-1	449 (500-1)	460-1¼ 449 (500-1¼)	460-1½ 449 (500-1½)
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)

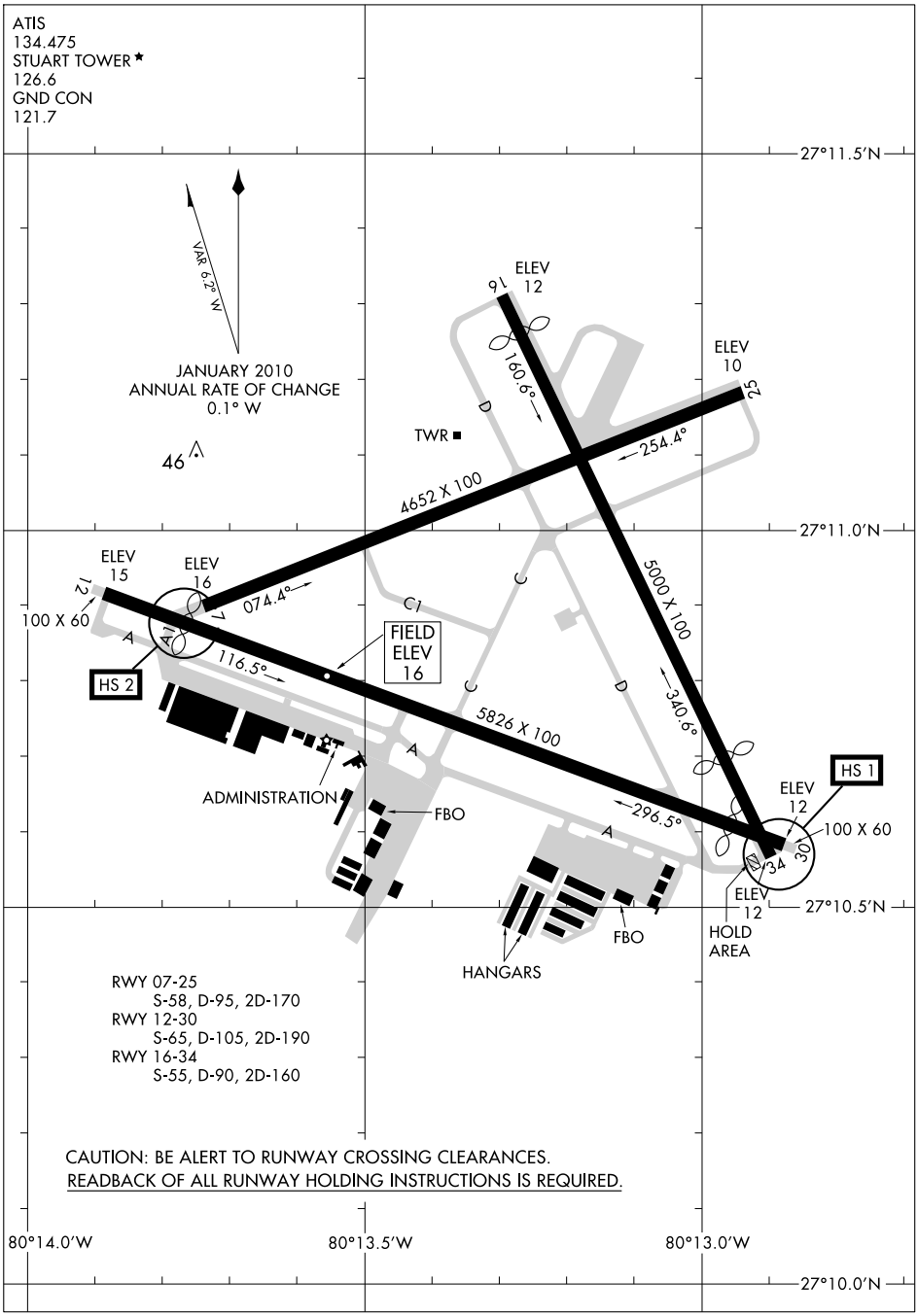
FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

AIRPORT DIAGRAM

AL-9217 (FAA)

STUART/WITHAM FIELD (SUA)
STUART, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

STUART, FLORIDA
STUART/WITHAM FIELD (SUA)

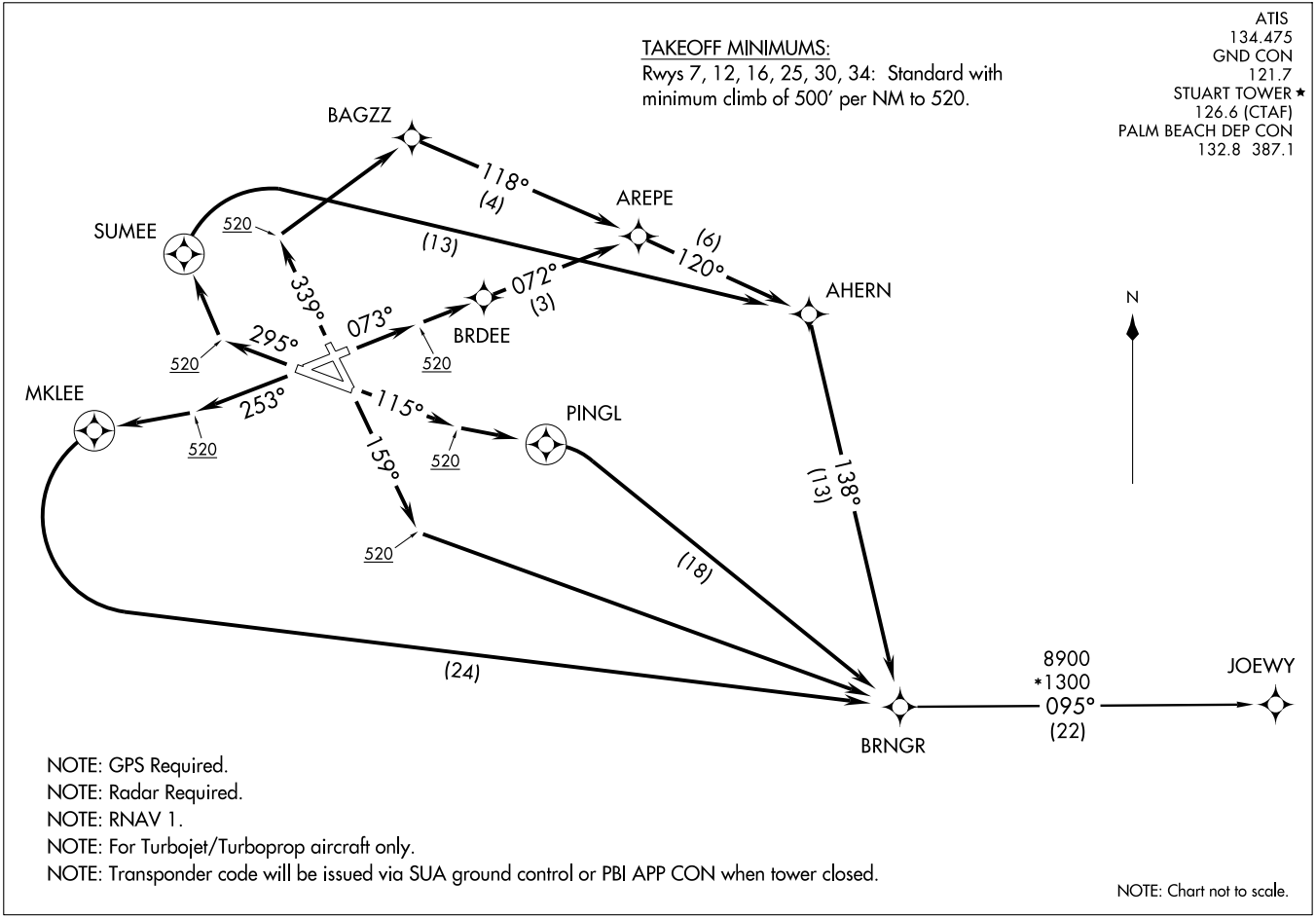
10266

BRNGR ONE DEPARTURE (RNAV)

(BRNGR1.BRNGR) 10098

STUART, FLORIDA

STUART/WITHAM FIELD (SUA)



BRNGR ONE DEPARTURE (RNAV)

(BRNGR1.BRNGR) 10098

STUART/WITHAM FIELD (SUA)

STUART, FLORIDA

SL-9217 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct BRNGR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then left turn direct BRNGR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then left turn direct BRNGR. Thence....

TAKEOFF RWY 30: Climb heading 295° to 520, then right turn direct SUMEE, then right turn direct AHERN, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 34: Climb heading 339° to 520, then right turn direct BAGZZ, then via depicted route to BRNGR. Thence....

....via JOEWY transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

JOEWY TRANSITION (BRNGR1.JOEWY):

TAKEOFF OBSTACLE NOTES:

Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL.
Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL.
Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.
Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.
Rwy 16: Trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL.
Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.
Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.
Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL.
Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.
Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL.
Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

WAAS	APP CRS	Rwy Idg	5178
CH 70516	116°	TDZE	16
W12A		Apt Elev	16

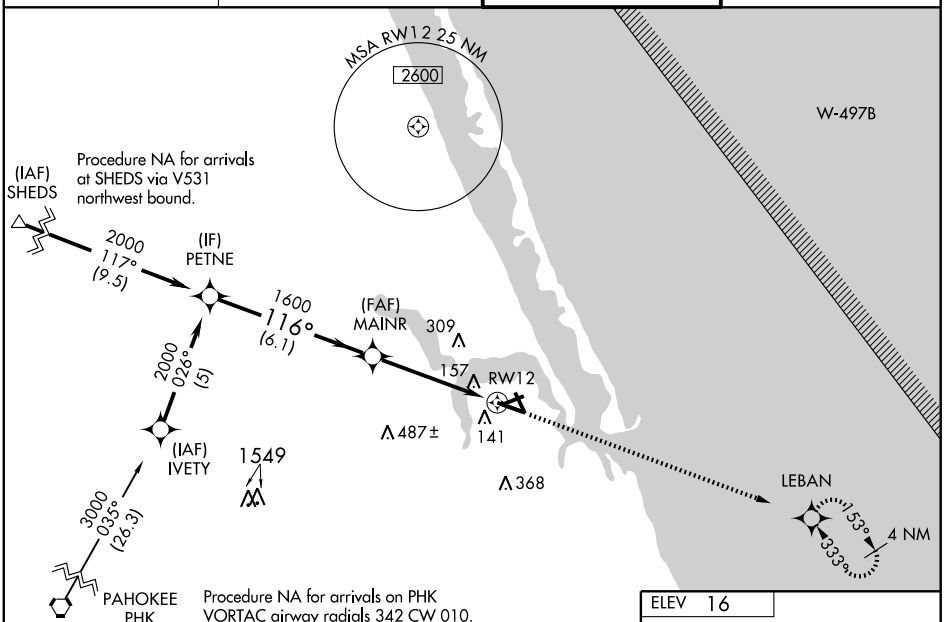
RNAV (GPS) RWY 12

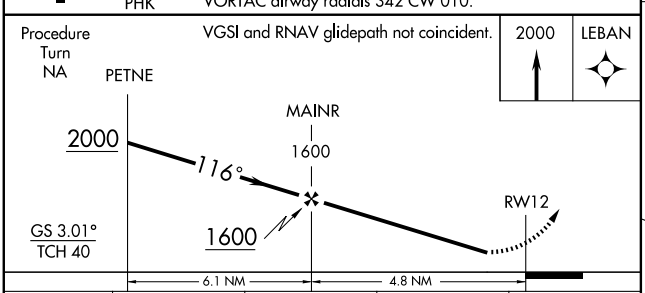
STUART/ WITHAM FIELD (SUA)

T A Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 71 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct LEBAN and hold

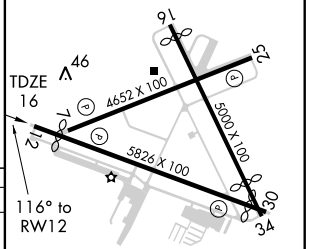
ATIS	PALM BEACH APP CON	STUART TOWER ★	GND CON
134.475	132.8 387.1	126.6 (CTAF) L	121.7





CATEGORY	A	B	C	D
LPV DA	288-1 272 (300-1)			
LNAV/VNAV DA	460-1½ 444 (500-1½)			
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	460-1 444 (500-1)	480-1 464 (500-1)	480-1½ 464 (500-1½)	580-2 564 (600-2)

ELEV 16



REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 7-25 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5366
CH 77716	296°	TDZE	16
W30A		Apt Elev	16

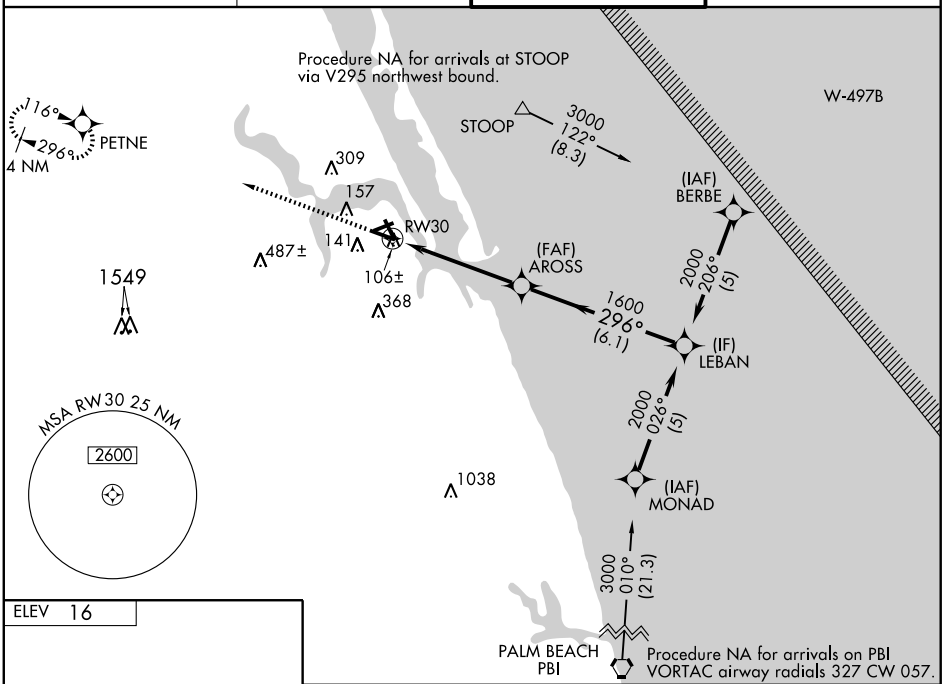
RNAV (GPS) RWY 30

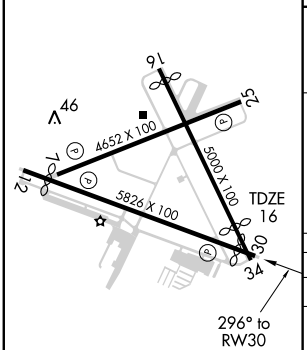
STUART/ WITHAM FIELD (SUA)

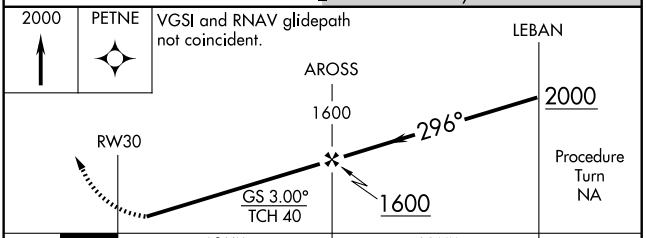
Baro-VNAV NA when using Palm Beach Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 71 feet all MDA 80 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct PETNE and hold.

ATIS	PALM BEACH APP CON	STUART TOWER ★	GND CON
134.475	132.8 387.1	126.6 (CTAF) L	121.7







CATEGORY	A	B	C	D
LPV DA	266-1 250 (300-1)			
LNAV/VNAV DA	376-1¼ 360 (400-1¼)			
LNAV MDA	360-1 344 (400-1)			360-1¼ 344 (400-1¼)
CIRCLING	460-1 444 (500-1)	480-1 464 (500-1)	480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 7-25 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

SNDLR ONE DEPARTURE (RNAV)

TAKEOFF MINIMUMS:
Rwy 34: Standard.
Rwys 7, 12, 16, 25, 30: Standard with minimum climb of 500 feet per NM to 520.

NOTE: GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: For Turbojet/Turboprop aircraft only.
NOTE: Transponder code will be issued via SUA ground control or PBI APP CON when tower closed.

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SNDLR ONE DEPARTURE (RNAV)
(SNDLR1.SNDLR) 10098
STUART, FLORIDA
STUART/ WITHAM FIELD (SUA)

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA

BAGGS TRANSITION (BAGGS.WLACE2)
SARASOTA TRANSITION (SRQ.WLACE2)
SEMINOLE TRANSITION (SZW.WLACE2)
TAYLOR TRANSITION (TAY.WLACE2)
VALDOSTA TRANSITION (OTK.WLACE2)

. . . . From over RSTAA via 142° track to WLACE, thence as depicted to BEKAH, then via 096° heading. Expect radar vectors.

LOST COMMUNICATION: Continue track to BEKAH then turn left direct PBI VORTAC then direct CUPED and hold.

PALM BEACH APP CON
125.2 343.6
PALM BEACH INTL ATIS
123.75

N

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop Aircraft Only.
NOTE: For Non-GPS equipped aircraft, DHP must be operational.

VALDOSTA
OTK

TAYLOR
TAY

SEMINOLE
SZW

HITTR

CROSS CITY
CTY

LATHY

MOLIE
Expect to cross at or below FL350

SARASOTA
SRQ

AMSAW

WULFF
Expect to cross at FL240

JOOOE
Expect to cross at FL240

BAGGS

STUUU
Expect to cross at FL240

RSTAA

WLACE
Expect to cross at FL190

PRRIE

BOBIO
PBI Landing East: Expect to cross at 10000 and 250 KIAS.
PBI Landing West: Expect to cross at 10000.

WITHAM FIELD

WILLIAM P. GWINN

NORTH PALM BEACH COUNTY GENERAL AVIATION

GULLO

BEKAH

PALM BEACH INTL

PALM BEACH PBI

CUPED

PALM BEACH COUNTY PARK

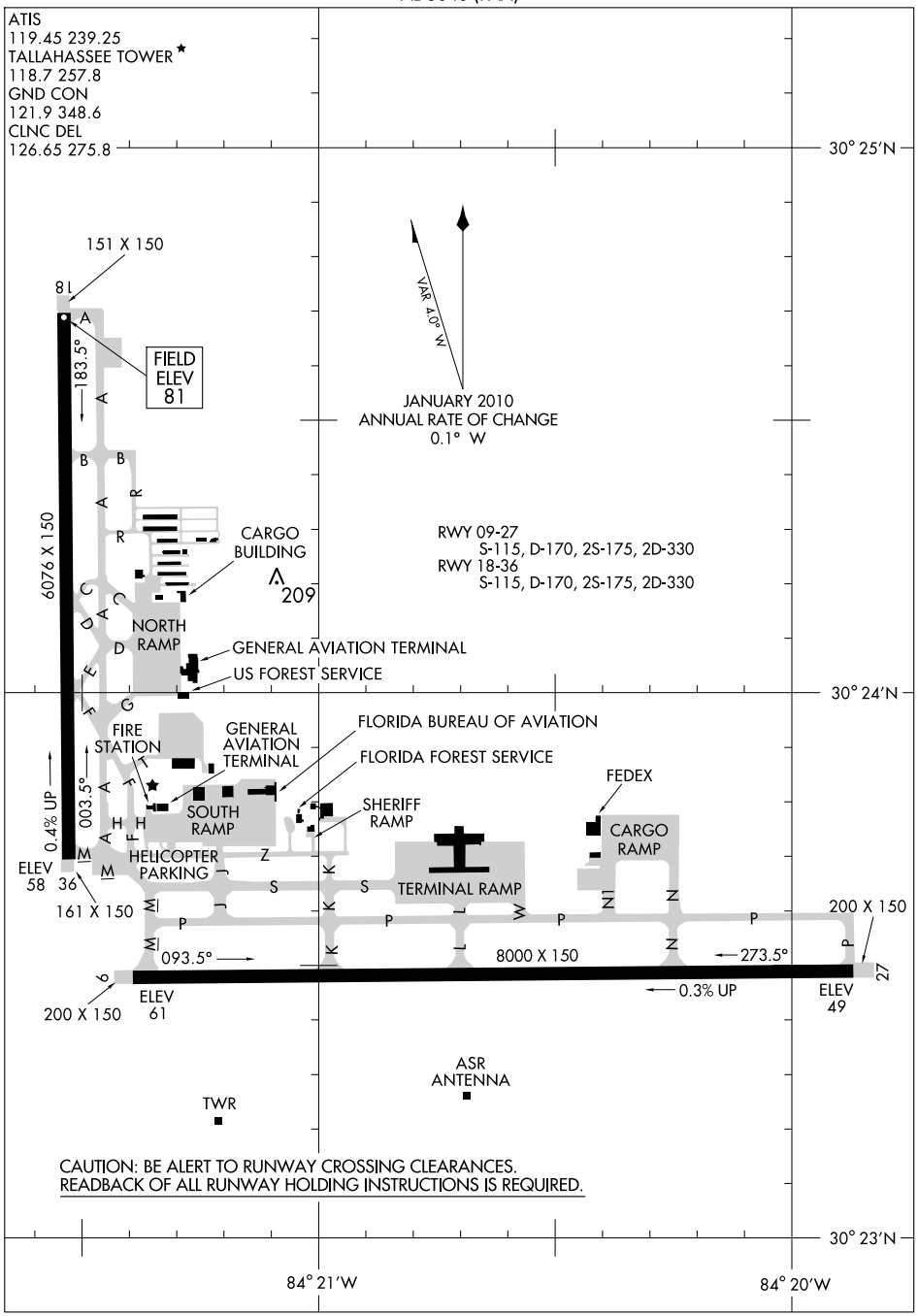
NOTE: Chart not to scale.

ST-449 (FAA)

AIRPORT DIAGRAM

AL-5048 (FAA)

TALLAHASSEE RGNL (TLH)
TALLAHASSEE, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TALLAHASSEE, FLORIDA
TALLAHASSEE RGNL (TLH)

10266

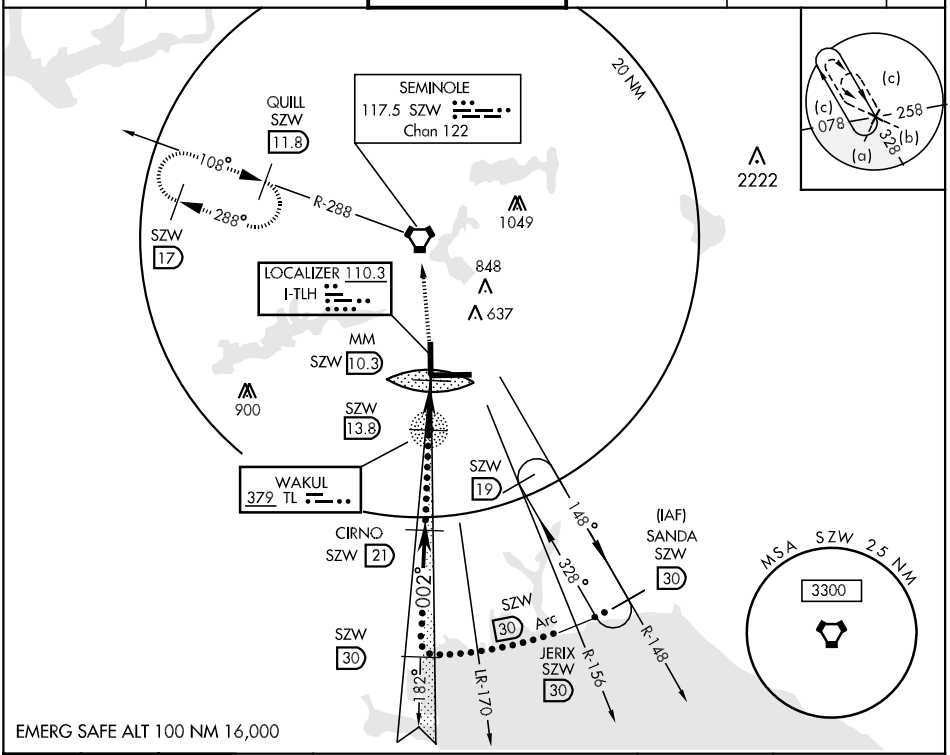
HI-ILS RWY 36

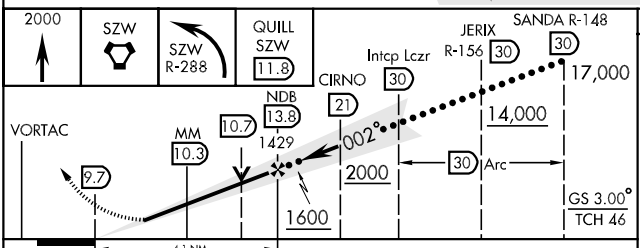
LOC I-TLH	APCH CRS	Rwy ldg 6076 / TDZE 64 / Arpt Elev 81	JAL-5048 [USAF]	TALLAHASSEE REGIONAL (KTLH)
110.3	002°			

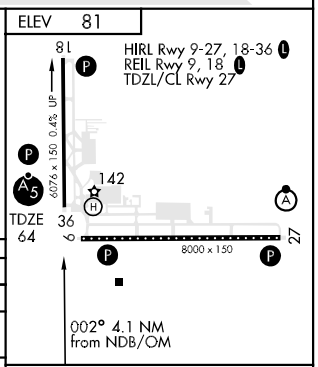
MALSR

MISSED APPROACH: To 2000 direct SZW VORTAC, left out R-288 to QUILL and hold.

ATIS	TALLAHASSEE APP CON	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	ASR
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	







CATEGORY	C	D	E
S-ILS 36	264/40 200 (200-¾)		
S-LOC 36	440/50 376 (400-1)	440/60 376 (400-1¼)	
CIRCLING	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)
S-ASR 36	480/60 416 (400-1¼)		NOT AUTHORIZED

LOC FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 36

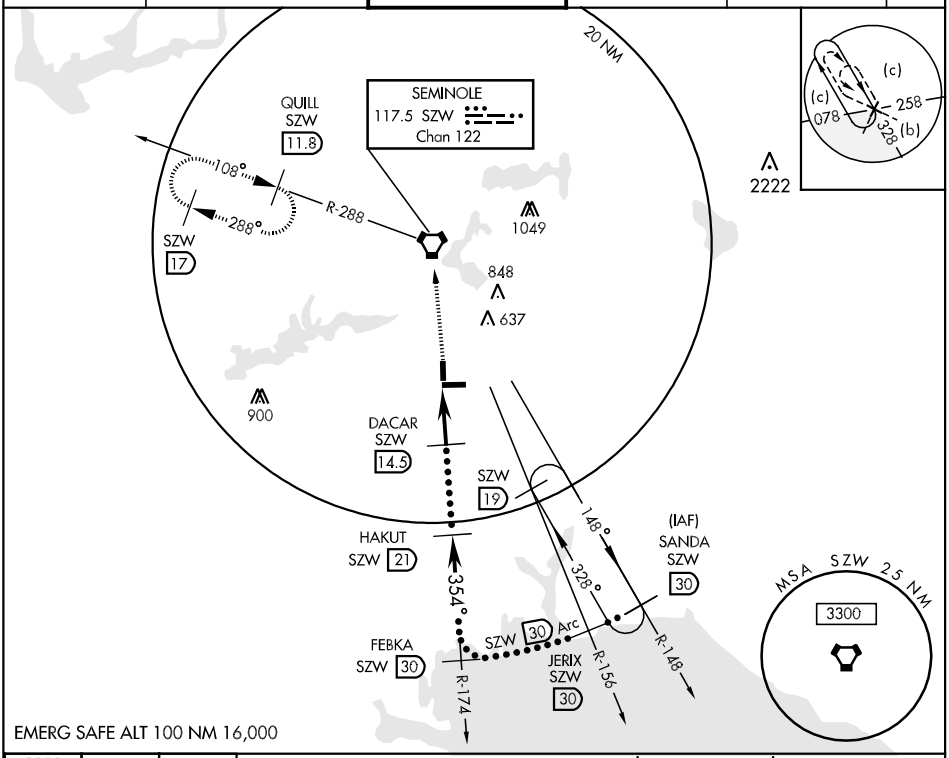
VORTAC SZW	APCH CRS	Rwy ldg 6076
117.5	354°	TDZE 64
Chan 122		Arpt Elev 81

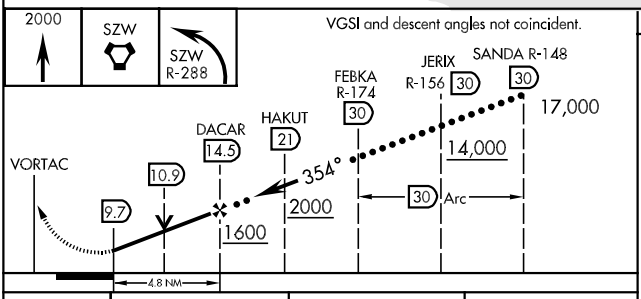
JAL-5048 [USAF] TALLAHASSEE REGIONAL (KTLH)

MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC then via R-288 to QUILL/11.8 DME and hold.

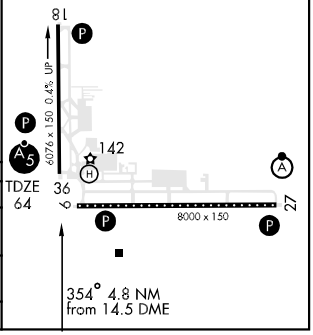
ATIS	TALLAHASSEE APP CON	TALLAHASSEE TOWER★	GND CON	CLNC DEL	ASR
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	





ELEV 81

HIRL Rwy 9-27, 18-36 L
REIL Rwy 9, 18 L
TDZ/CL Rwy 27



CATEGORY	C	D	E
S-36	500/60 436 (500-1¼)	500-1½ 436 (500-1½)	
CIRCLING	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)
S-ASR 36	480/60 416 (400-1¼)		NOT AUTHORIZED

HI-VOR/DME or TACAN RWY 36

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-TLH	APP CRS	Rwy Idg	6076
110.3	002°	TDZE	64
		Apt Elev	81

ILS or LOC/DME RWY 36

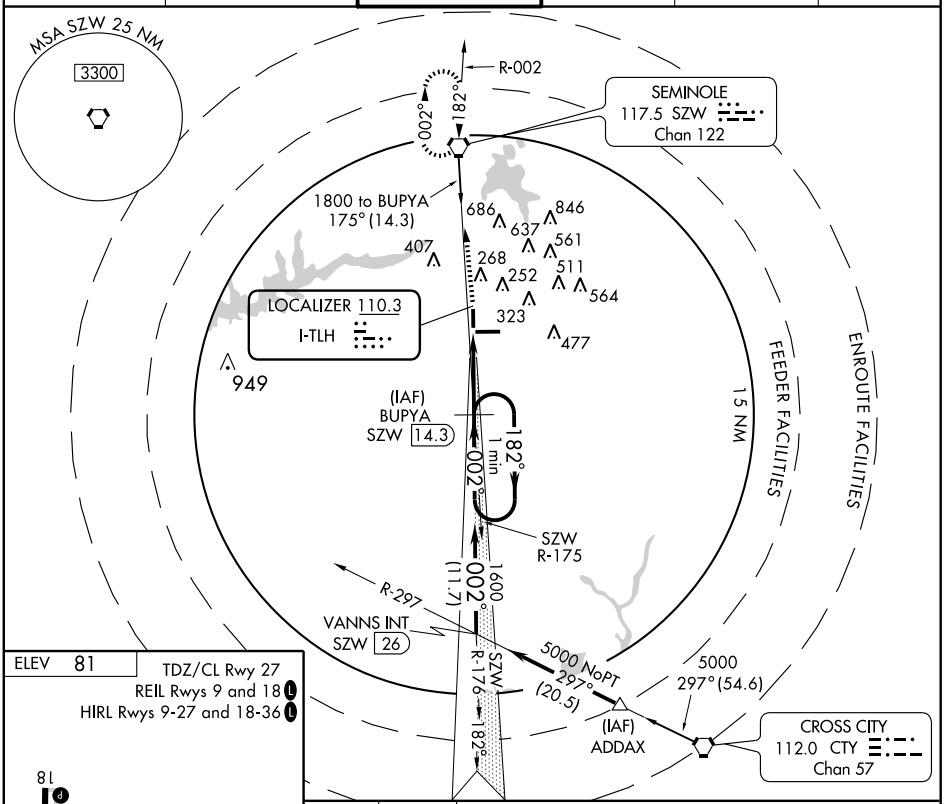
TALLAHASSEE RGNL (TLH)

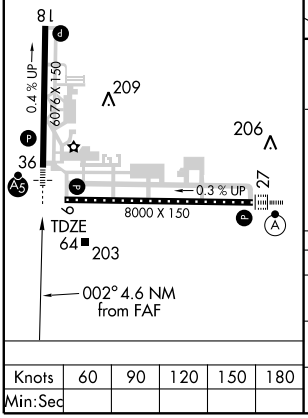
ASR — Simultaneous reception at I-TLH and SZW DME required. DME from SZW VORTAC. * RVR 1800 authorized with the use of of FD or AP or HUD to DA.

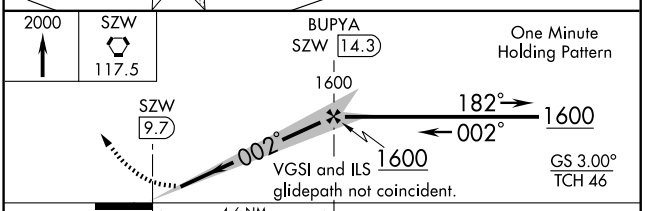
MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC and hold.

ATIS	TALLAHASSEE APP CON*	TALLAHASSEE TOWER*	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







CATEGORY	A	B	C	D
S-ILS 36	* 264/24 200 (200-½)			
S-LOC 36	460/24 396 (400-½)			460/40 396 (400-¾)
CIRCLING	540-1 459 (500-1)		580-1½ 499 (500-1½)	640-2 559 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-PLQ	APP CRS	Rwy Idg	8000
111.9	272°	TDZE	53
		Apt Elev	81

ILS or LOC RWY 27

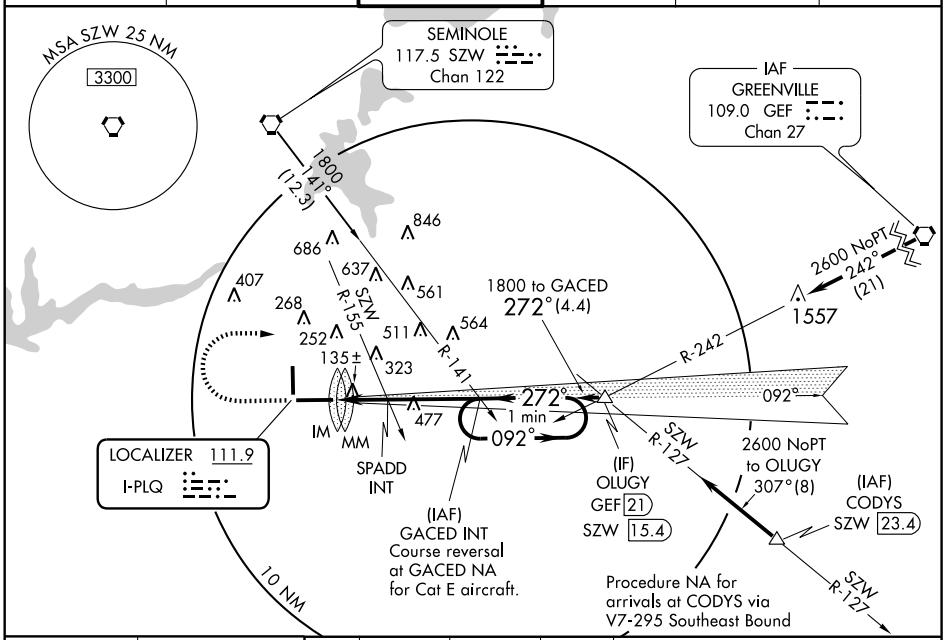
TALLAHASSEE RGNL (TLH)

ASR: If local altimeter setting not received, use Bainbridge, GA altimeter setting and increase DA to 348 and all MDAs 100 feet. When ALS inoperative, increase visibility Cat E S-ILS ¼ mile, S-LOC ½ mile.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 090° and SZW R-141 to GACED Int and hold, continue climb-in-hold to 4000.

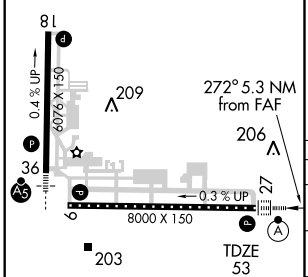
ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

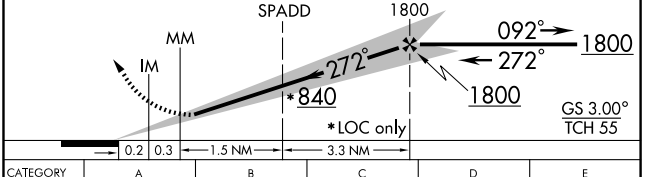
ELEV 81



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2000	4000	SZW R-141	GACED
	HDG 090°	117.5	INT



CATEGORY	A	B	C	D	E
S-ILS 27	253/18 200 (200-½)				253/24 200 (200-½)
S-LOC 27	840/24 787 (800-½)	840/40 787 (800-¾)	840-1¾ 787 (800-1¾)	840-2 787 (800-2)	840-2¼ 787 (800-2¼)
CIRCLING	840-1 759 (800-1)	840-1¼ 759 (800-1¼)	840-2¼ 759 (800-2¼)	840-2½ 759 (800-2½)	1000-3 919 (1000-3)

SPADD INT MINIMUMS				
S-LOC 27	400/24 347 (400-½)		400/40	347 (400-¾)
CIRCLING	540-1 459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)

LOC I-PLQ	APP CRS	Rwy Idg	8000
111.9	272°	TDZE	53
		Apt Elev	81

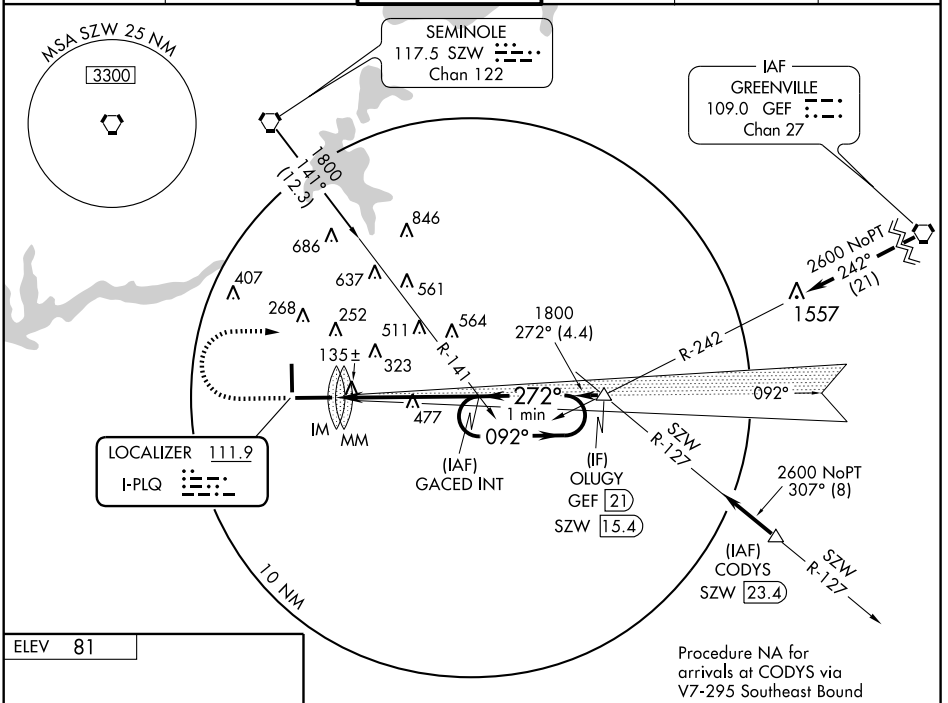
ILS RWY 27 (CAT II)
TALLAHASSEE RGNL (TLH)

S-ILS 27 not authorized when control tower closed.
S-ILS 27 not authorized when using Bainbridge, GA altimeter setting.
ASR

ALSF-2

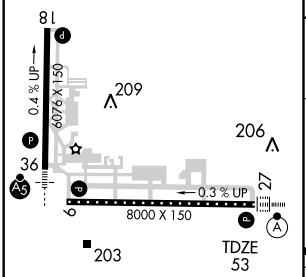
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 090° and SZW R-141 to GACED Int and hold, continue climb-in-hold to 4000.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95



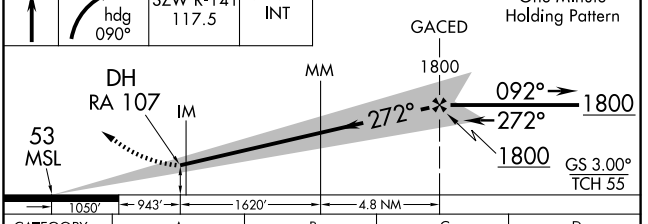
Procedure NA for arrivals at CODYS via V7-295 Southeast Bound

ELEV 81



2000	4000	SZW R-141	GACED
	hdg 090°	117.5	INT

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 27	RA 107/12 100 DA 153			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB TL	APP CRS	Rwy Idg	6076
379	003°	TDZE	64
		Apt Elev	81

NDB RWY 36

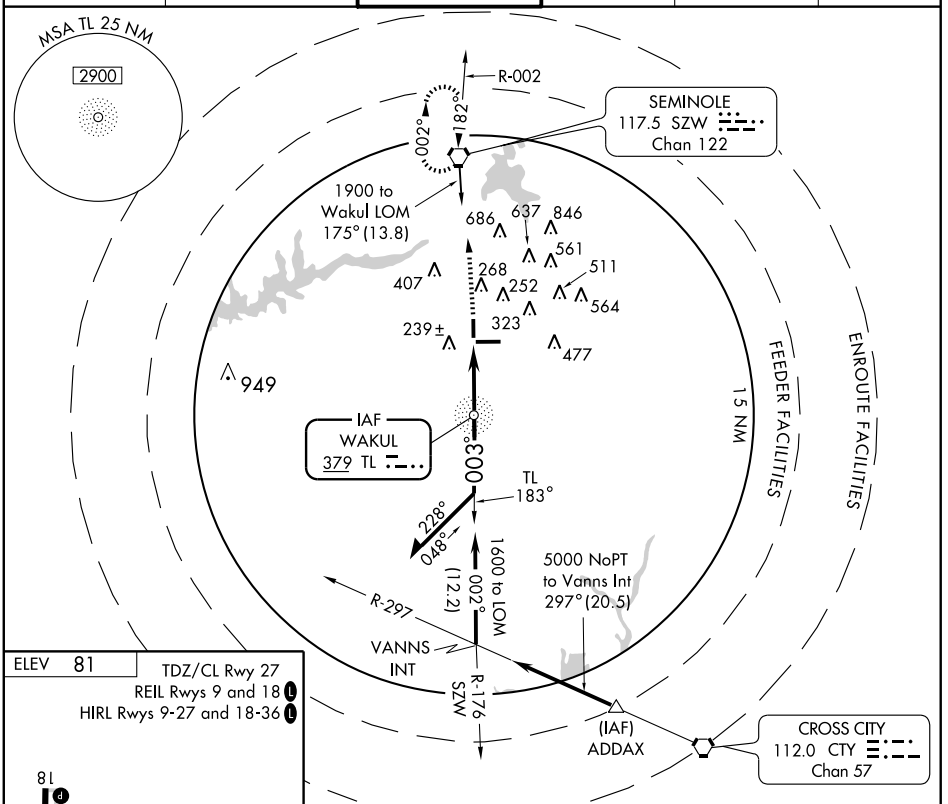
TALLAHASSEE RGNL (TLH)

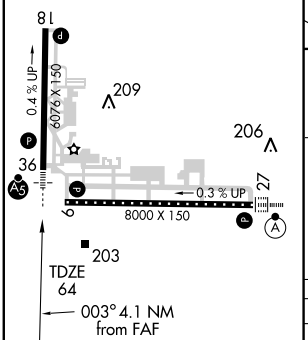
ASR — Inoperative table does not apply.

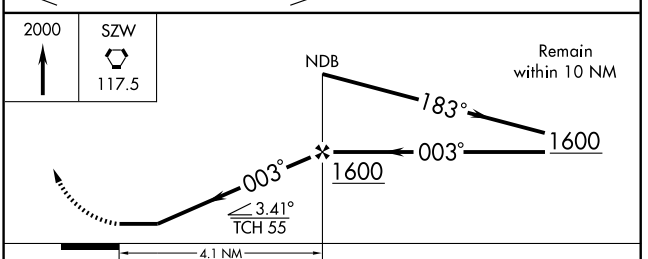
MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-36	540/50	476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)
CIRCLING	540-1	459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 45503	092°	TDZE	70
W09A		Apt Elev	81

RNAV (GPS) RWY 9

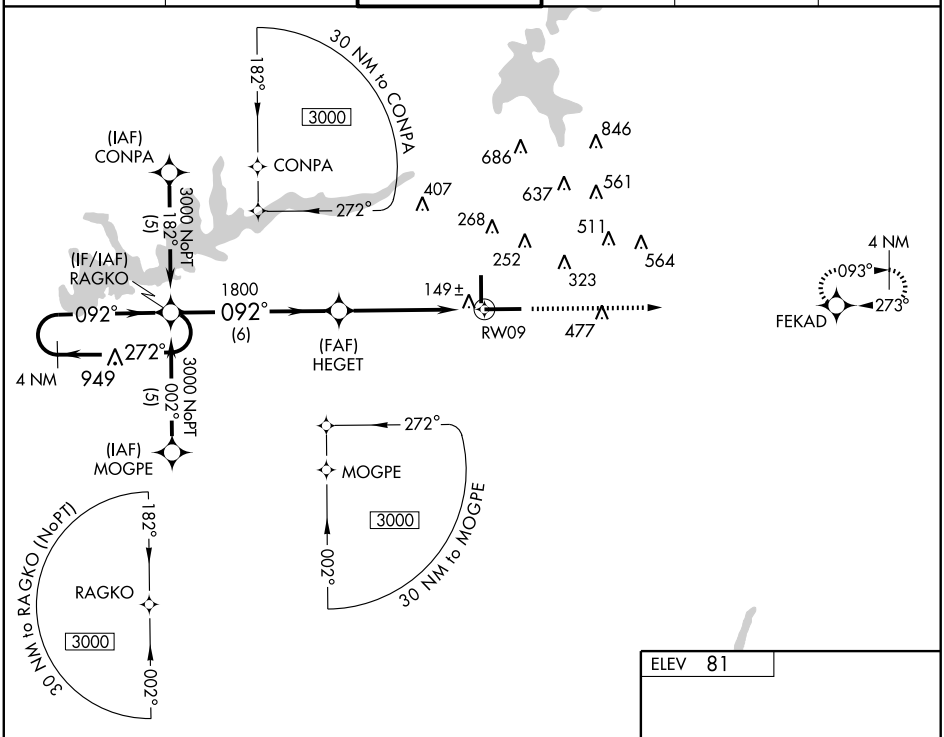
TALLAHASSEE RGNL (TLH)

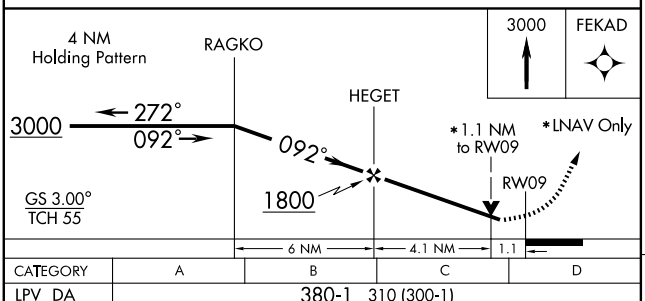
ASR

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

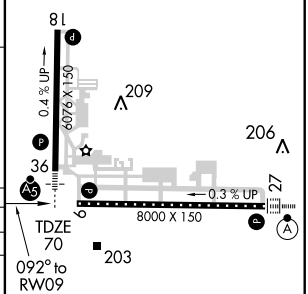
MISSED APPROACH: Climb to 3000 direct FEKAD and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





CATEGORY	A	B	C	D
LPV DA	380-1 310 (300-1)			
LNAV/VNAV DA	420-1¼ 350 (400-1¼)			
LNAV MDA	460-1 390 (400-1)			460-1¼ 390 (400-1¼)
CIRCLING	540-1¼ 459 (500-1¼)		580-1½ 499 (500-1½)	640-2 559 (600-2)



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6076
CH 65600	182°	TDZE	81
W18A		Apt Elev	81

RNAV (GPS) RWY 18

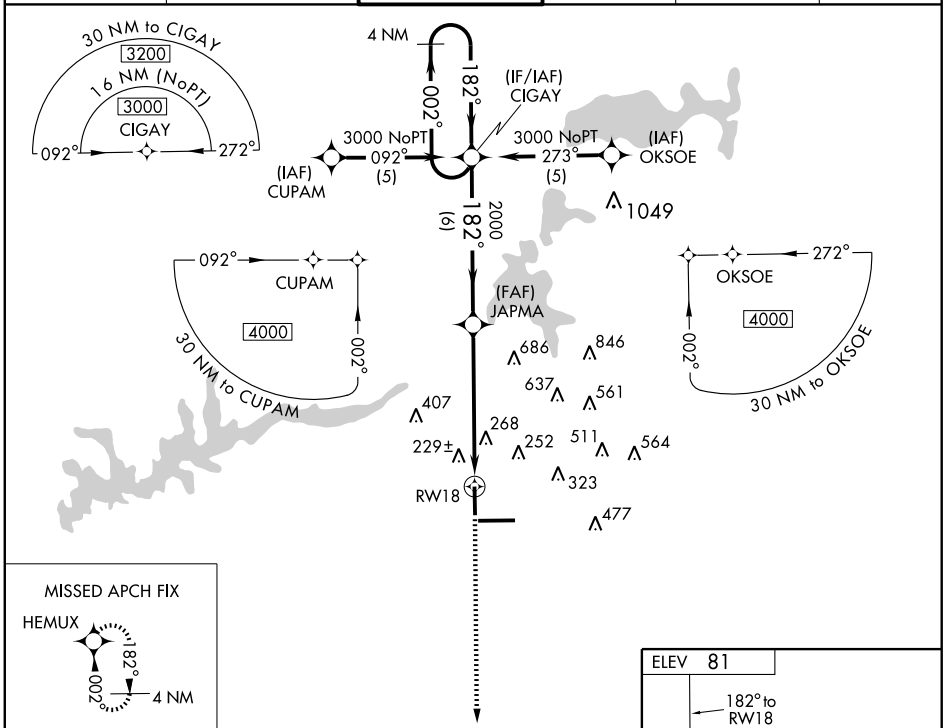
TALLAHASSEE RGNL (TLH)

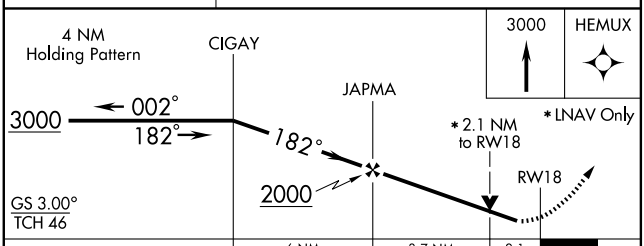
ASR

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

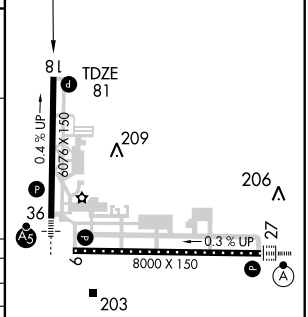
MISSED APPROACH: Climb to 3000 direct HEMUX and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





CATEGORY	A	B	C	D
LPV DA	340-1 259 (300-1)			
LNAV/VNAV DA	520-1½ 439 (500-1½)			
LNAV MDA	800-1 719 (800-1)		800-2 719 (800-2)	800-2¼ 719 (800-2¼)
CIRCLING	800-1½ 719 (800-1½)		800-2 719 (800-2)	800-2¼ 719 (800-2¼)



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 97302	273°	TDZE	53
W27A		Apt Elev	81

RNAV (GPS) RWY 27

TALLAHASSEE RGNL (TLH)

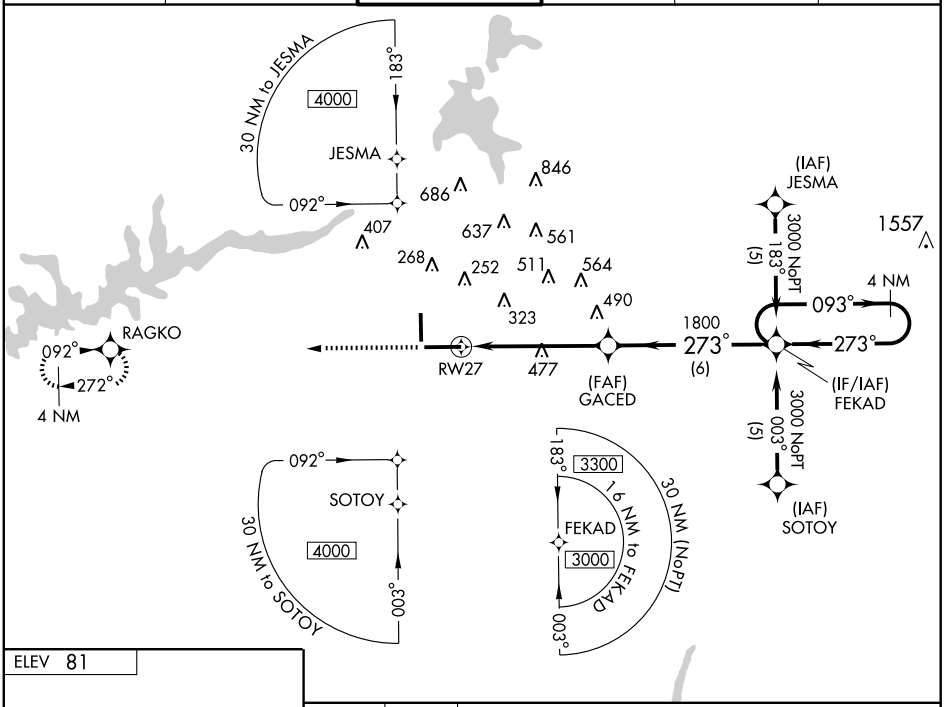
ASR

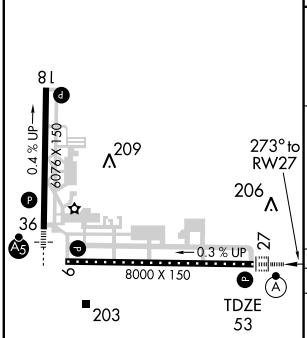
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

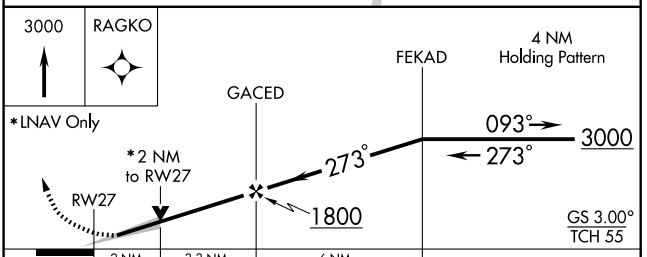
ALSF-2

MISSED APPROACH: Climb to 3000 direct RAGKO and hold.

ATIS	TALLAHASSEE APP CON*	TALLAHASSEE TOWER*	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF)L 257.8	121.9 348.6	126.65 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	330/24 277 (300-½)			
LNAV/VNAV DA	460/50 407 (400-1)			
LNAV MDA	740/24 687 (700-½)		740-1½ 687 (700-1½)	740-1¾ 687 (700-1¾)
CIRCLING	740-1½ 659 (700-1½)		740-2 659 (700-2)	740-2¼ 659 (700-2¼)

TDZ/CL Rwy 27
REIL Rwys 9 and 18L
HIRL Rwys 9-27 and 18-36L

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 60900 W36A	APP CRS 002°	Rwy Idg 6076 TDZE 64 Apt Elev 81

RNAV (GPS) RWY 36

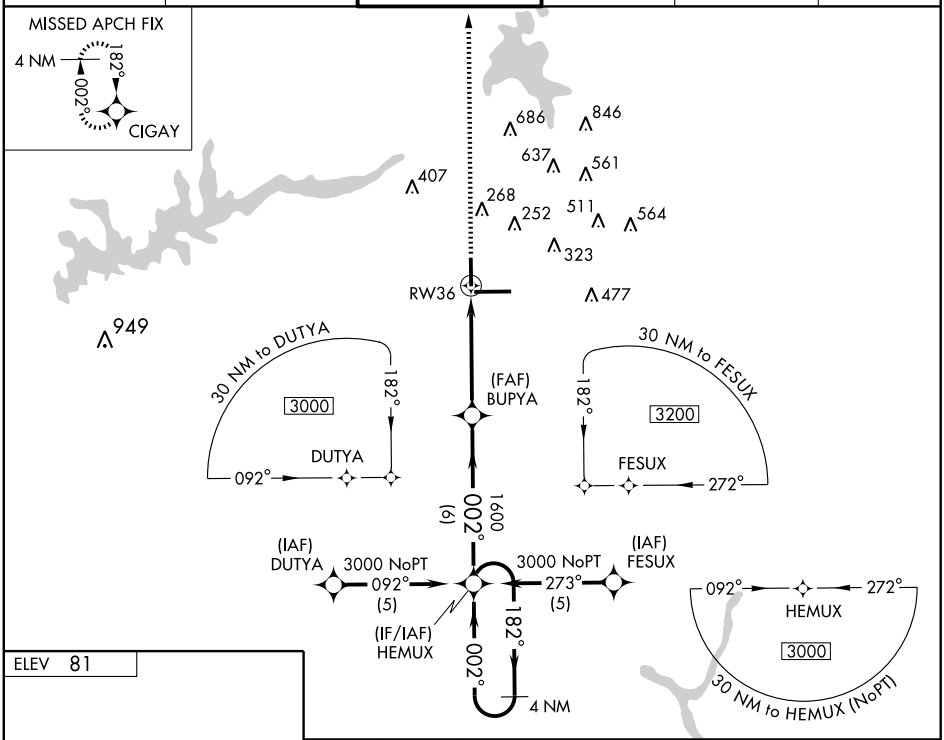
TALLAHASSEE RGNL (TLH)

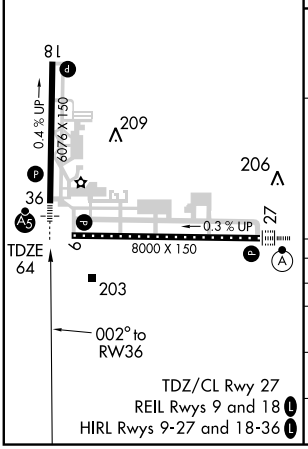
ASR — For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

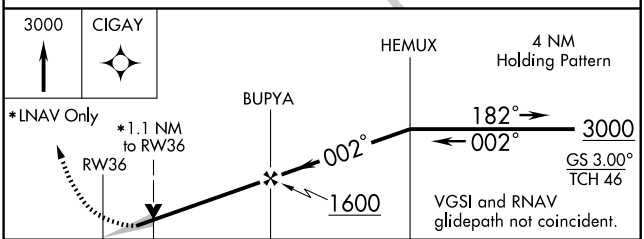
MALSR

MISSED APPROACH: Climb to 3000 direct CIGAY WP and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	320/24 256 (300-½)			
LNAV/VNAV DA	460/50 396 (400-1)			
LNAV MDA	460/24 396 (400-½)			460/50 396 (400-1)
CIRCLING	540-1½ 459 (500-1½)		580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 36

TALLAHASSEE RGNL (TLH)

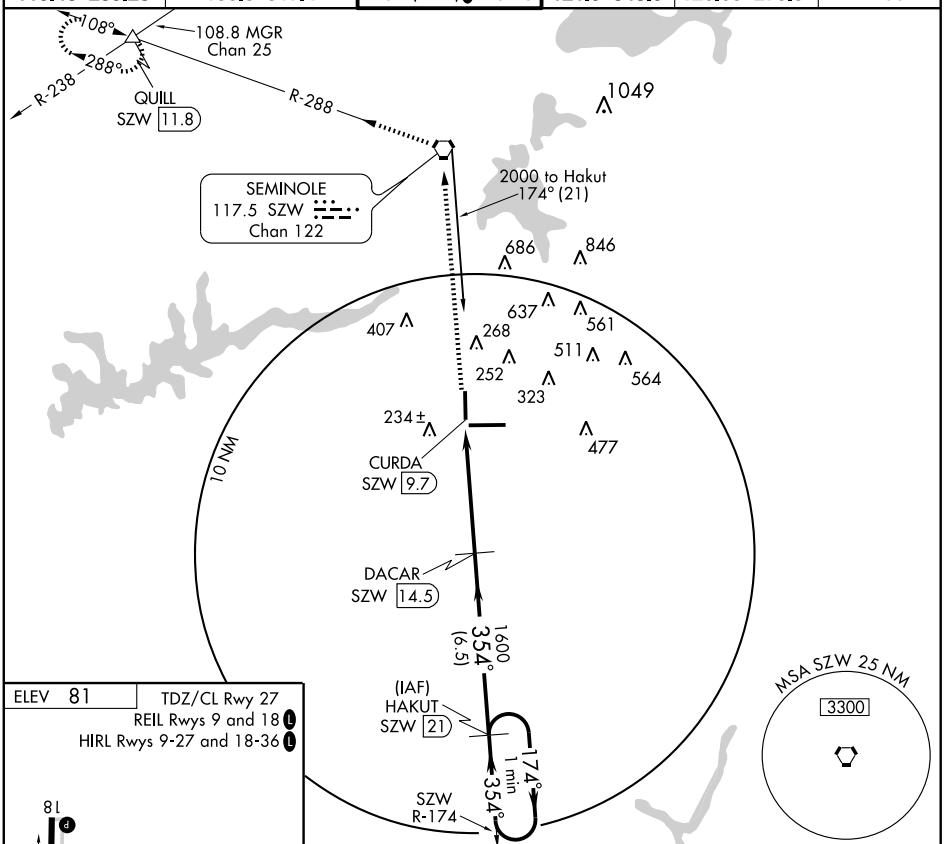
VORTAC SZW	APP CRS	Rwy Idg	6076
117.5	354°	TDZE	64
Chan 122		Apt Elev	81

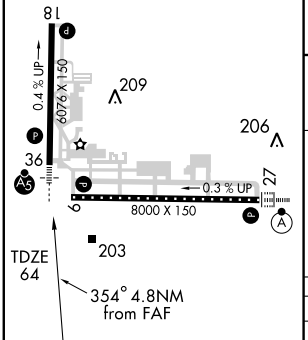
ASR

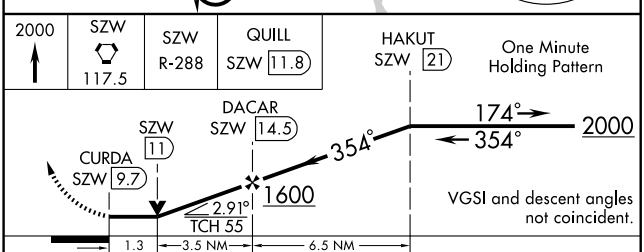
MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC then via R-288 to QUILL/11.8 DME and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D	E
S-36	500/50 436 (500-1)		500/60 436 (500-1¼)	500-1½	436 (500-1½)
CIRCLING	580-1 499 (500-1)		580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SZW 117.5 Chan 122	APP CRS 173°	Rwy Idg 6076 TDZE 81 Apt Elev 81

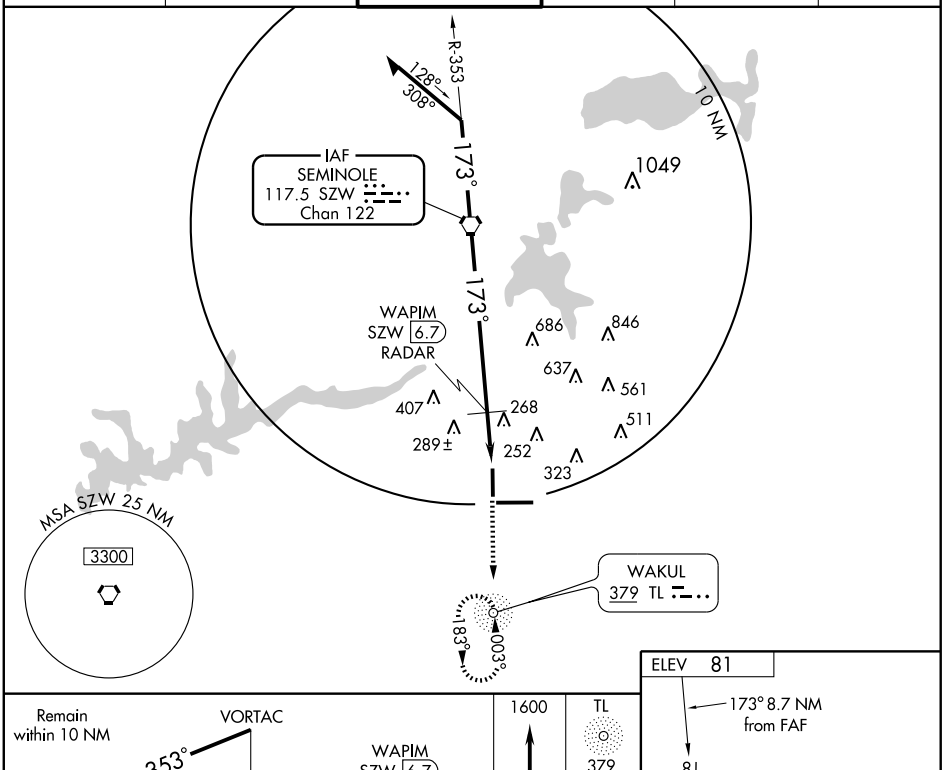
VOR RWY 18
TALLAHASSEE RGNL (TLH)

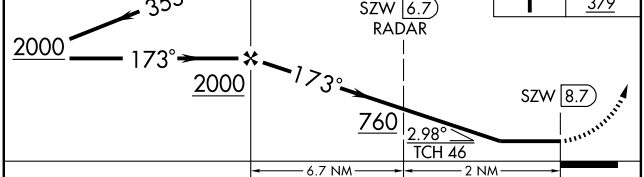
ASR

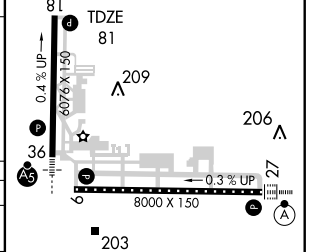
ADF REQUIRED

MISSED APPROACH: Climb to 1600 direct TL NDB and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

CATEGORY	A	B	C	D
S-18	760-1	679 (700-1)	760-2 679 (700-2)	760-2¼ 679 (700-2¼)
CIRCLING	760-1	679 (700-1)	760-2 679 (700-2)	760-2¼ 679 (700-2¼)
WAPIM FIX MINIMUMS				
S-18	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	540-1	459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)

FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

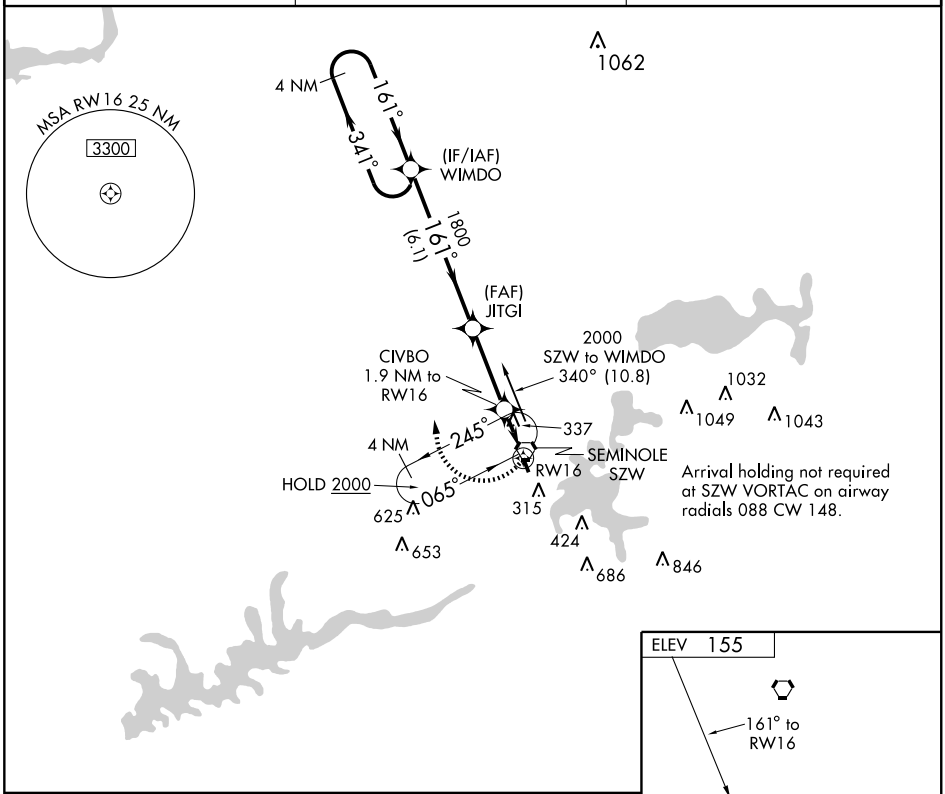
TALLAHASSEE COMMERCIAL (68J)

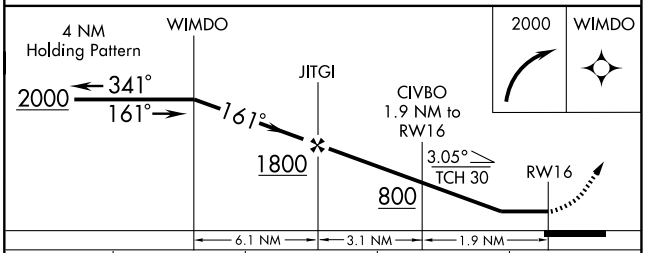
APP CRS	Rwy ldg	2996
161°	TDZE	155
	Apt Elev	155

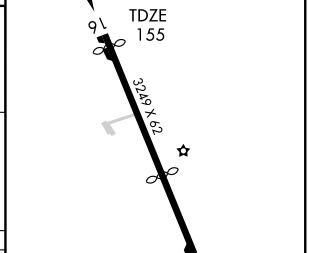
NA Use Tallahassee Rngl altimeter setting; when not received, use Bainbridge GA altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct WIMDO and hold.

TALLAHASSEE RGNL ATIS	TALLAHASSEE APP CON ★	UNICOM
119.45	128.7 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	620-1 465 (500-1)		NA	
CIRCLING	680-1 525 (600-1)		NA	

LIRL Rwy 16-34

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SZW 117.5 Chan 122	APP CRS 173°	Rwy ldg N/A TDZE N/A Apt Elev 155

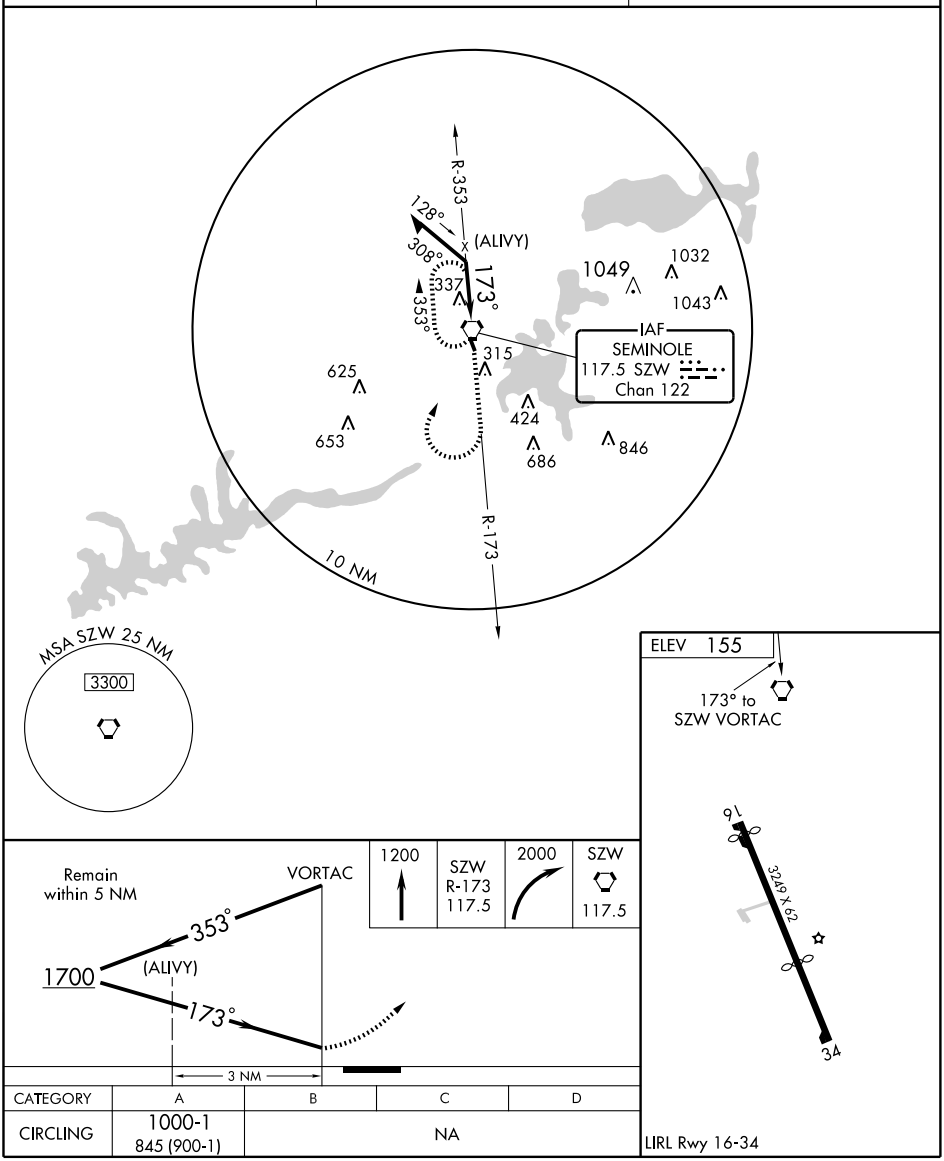
VOR or GPS-A

TALLAHASSEE COMMERCIAL (68J)

NA — Use Tallahassee altimeter setting.

MISSED APPROACH: Climb to 1200 via SZW R-173 then climbing right turn to 2000 direct SZW VORTAC and hold.

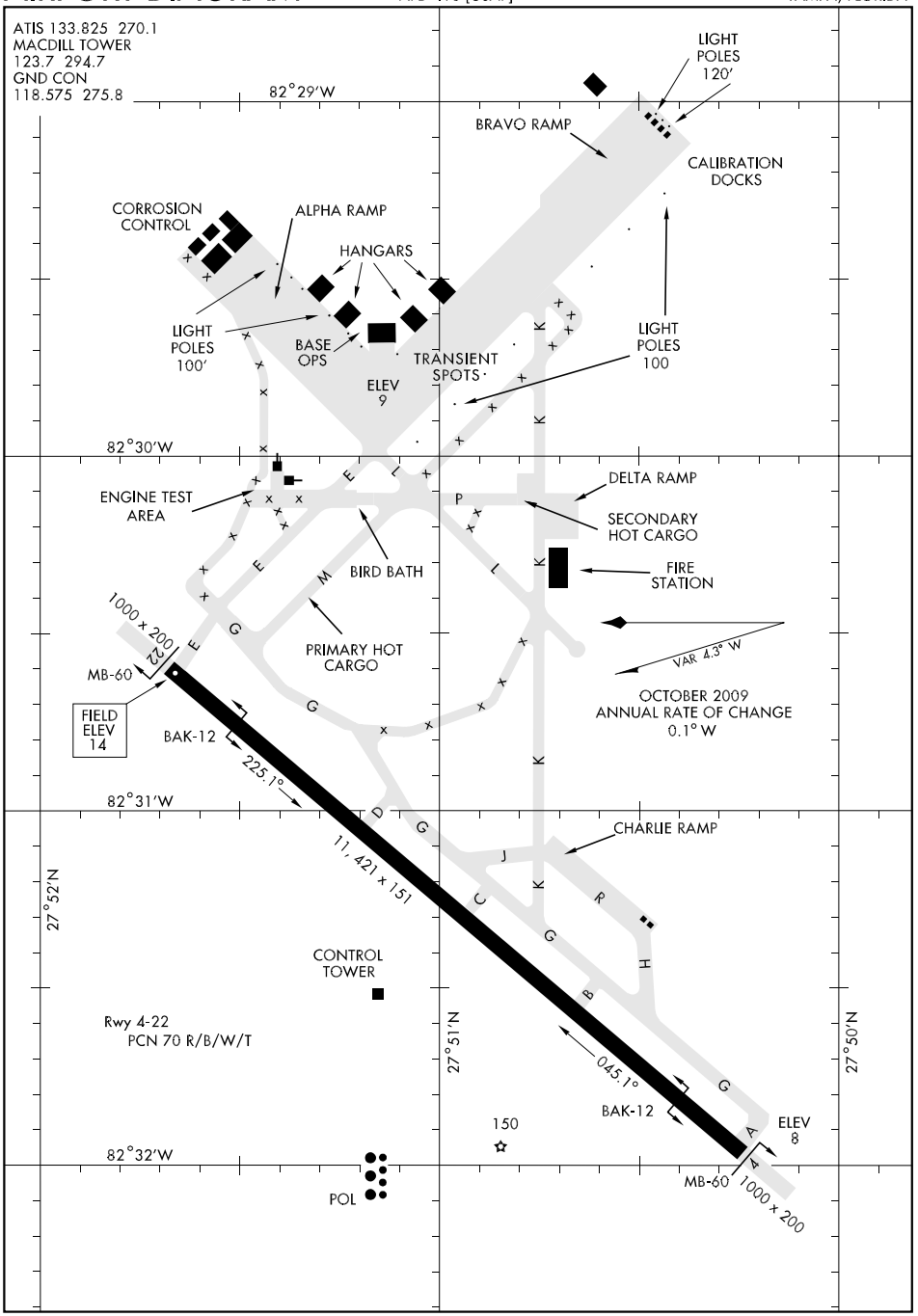
TALLAHASSEE RGNL ATIS	TALLAHASSEE APP CON ★	UNICOM
119.45	128.7 254.3	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1000-1 845 (900-1)	NA		

LIRL Rwy 16-34

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



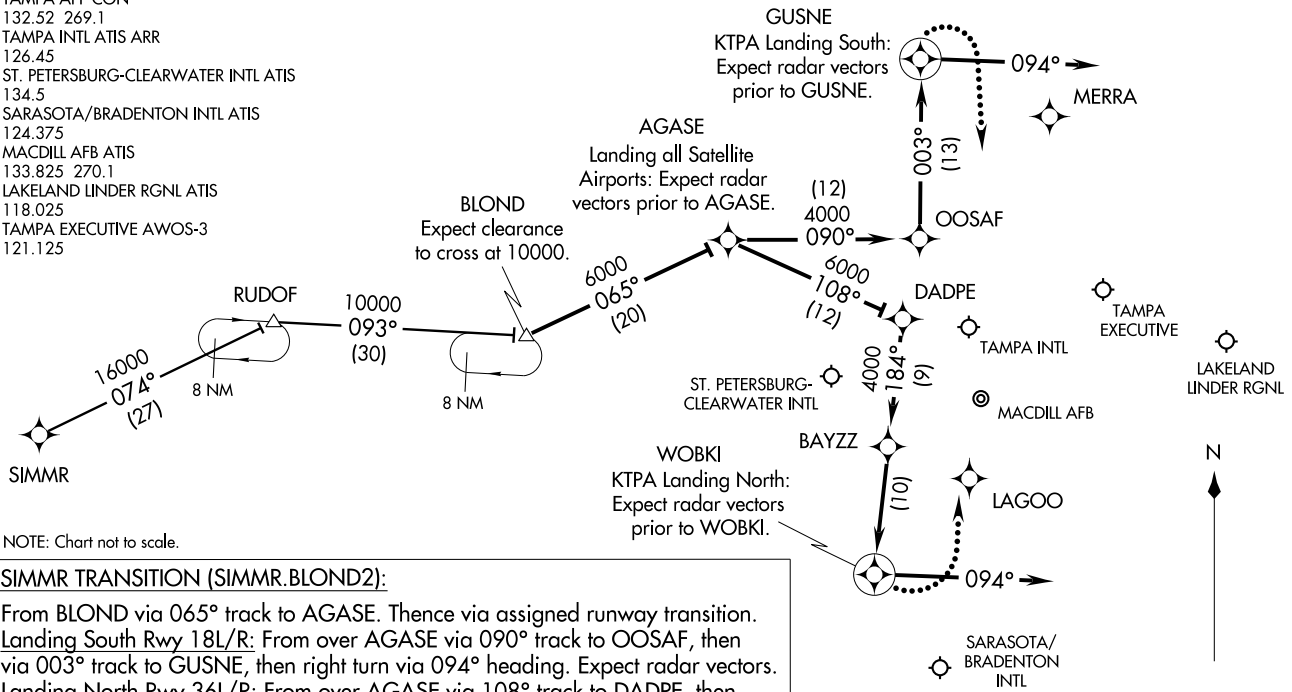
SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

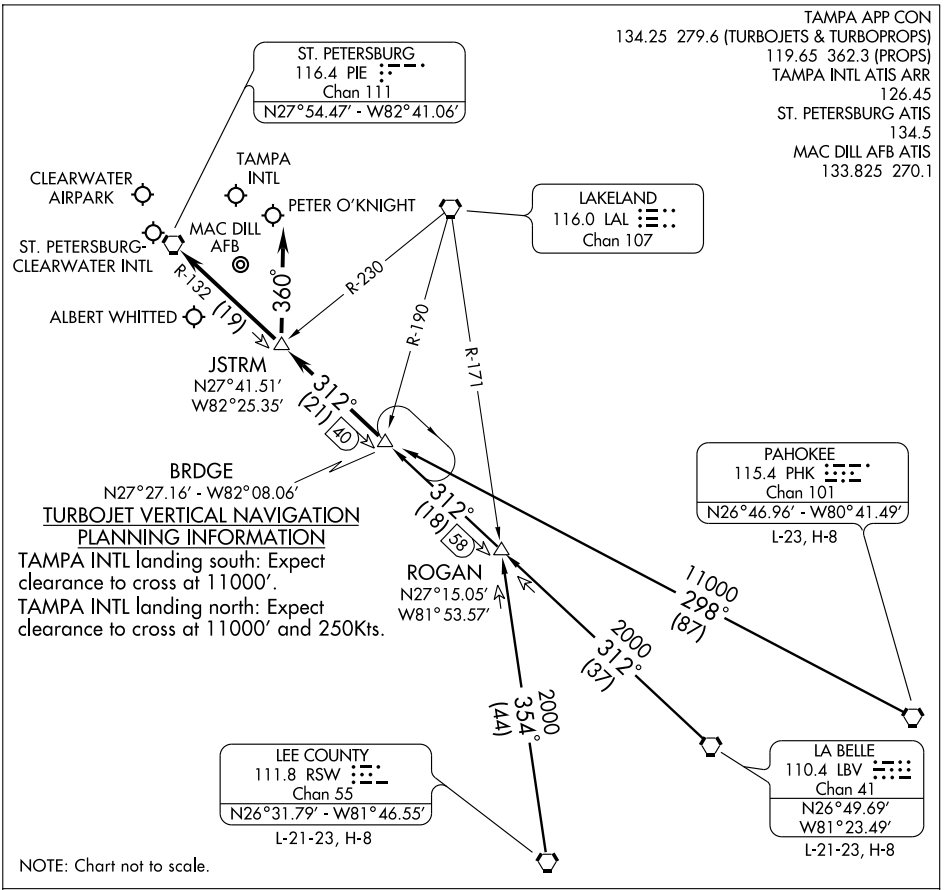
NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

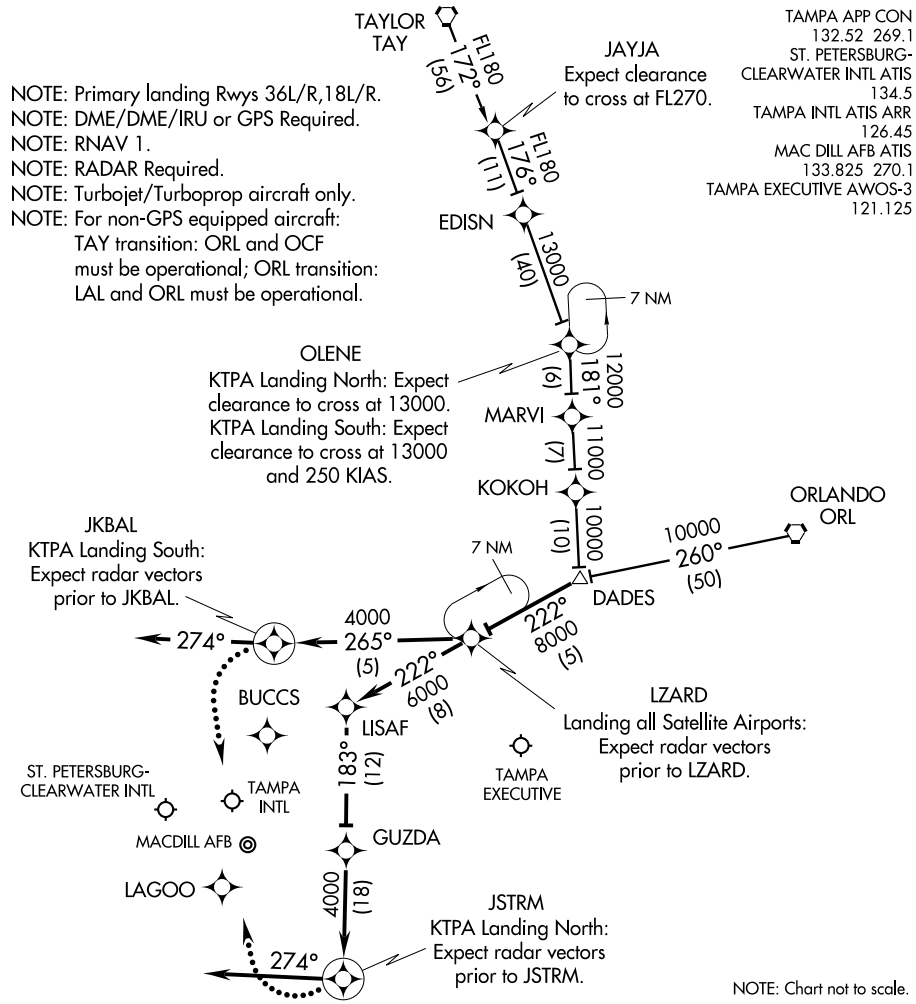
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

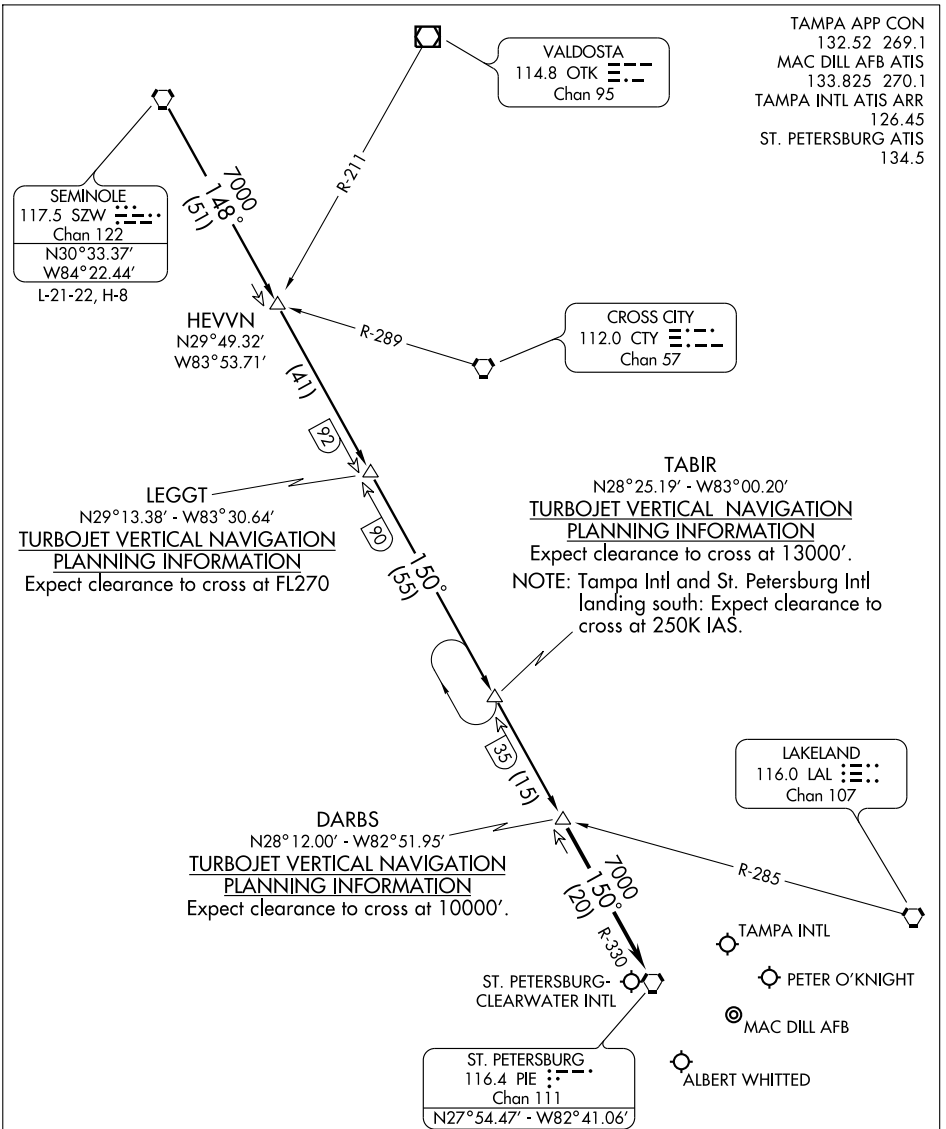
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

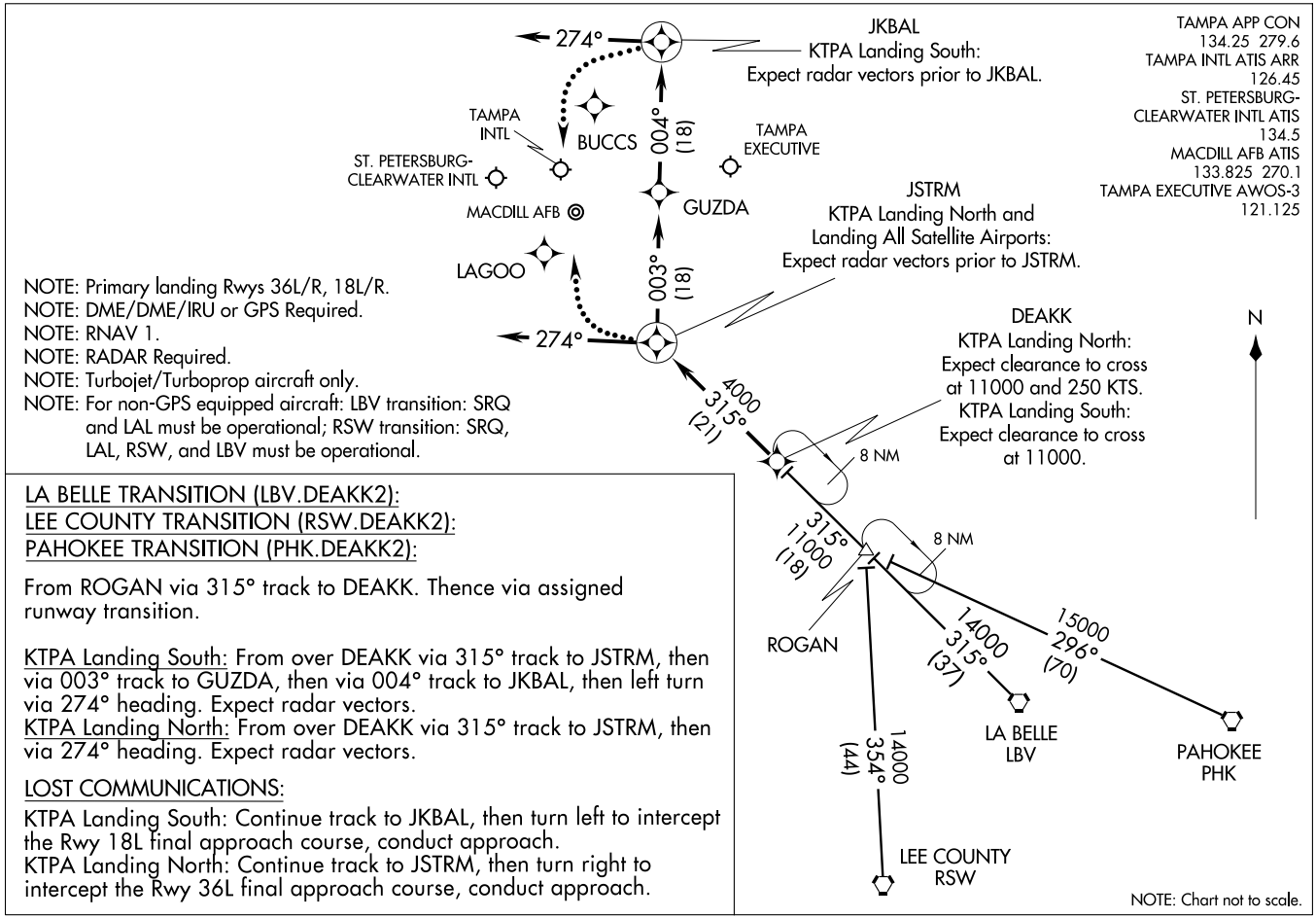
TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

DEAKK TWO ARRIVAL (RNAV)

(DEAKK.DEAKK2) 10098



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

DEAKK TWO ARRIVAL (RNAV)
(DEAKK.DEAKK2) 10098

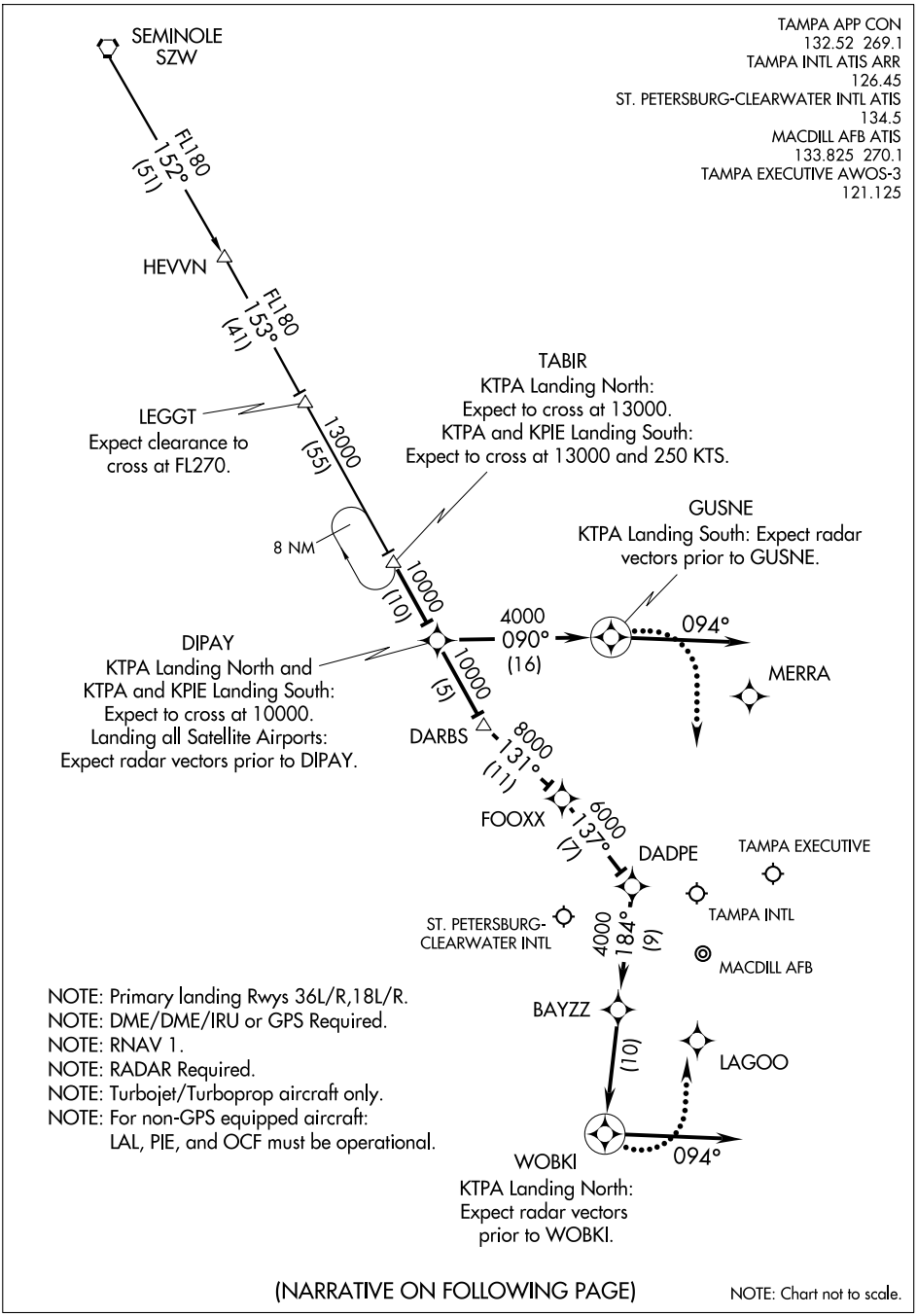
ST-416 (FAA)

TAMPA, FLORIDA

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HI-ILS or LOC RWY 4

LOC I-MCF	APCH CRS	Rwy ldg 11,421
109.5	ILS 042°	TDZE 10
		Arpt Elev 14

JAL-418 [USAF]

MACDILL AFB (KMCF)

* When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

(b) 150 220 (a) (c) 330 (c)

MACDILL Chan 47 MCF

LOCALIZER 109.5 I-MCF

RADAR or DME REQUIRED

MCF 14.2

(IAF) MILNE MCF 15

015° Hdg

Max holding 265 KIAS 040° 220°

R-220

MCF 19

EMASE MCF 6.5 /RADAR

222° 042°

10 NM

MCF 18 253° 073° MCF 22 AGUSE

Max holding 265 KIAS

R-073

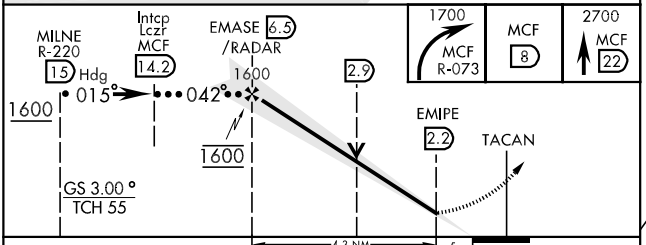
MCF 8 1700

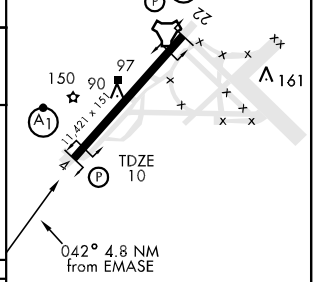
MSA MCF 25 NM 2700

CAUTION: LOC course offset 2.73° from the extended rwy centerline and intersects the rwy centerline 2581′ from threshold.

Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

EMERG SAFE ALT 100 NM 3000





CATEGORY	C	D	E
S-ILS 4*	260/24	250 (300-½)	
S-LOC 4**	420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING***	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

HIRL Rwy 4-22

LOC FAF to MAP 4.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:09	1:50	1:37	1:26	1:17

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 22

LOC I-GBZ	APCH CRS	Rwy ldg 11,421 TDZE 14 Arpt Elev 14
111.7	227°	

JAL-418 [USAF]

MACDILL AFB (KMCF)

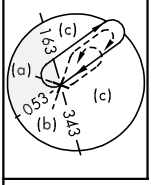
▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.



CAUTION: LOC course offset 2.65° from the extended rwy centerline and intersects the rwy centerline 2574' from threshold.

WARNING: Use extreme caution PETER O KNIGHT arpt 4 NM NE of MACDILL AFB

MCF 18

R-053

053°

233°

Max holding 265 KIAS

(IAF) OZONA MCF 11

047°

257°

227°

475

625

626

640

649

649

517

MACDILL Chan 47 MCF

234

160

MOBUE MCF 4.9 /RADAR

RADAR or DME REQUIRED

LOCALIZER 111.7 I-GBZ

410

R-220

500

1666

MSA MCF 25 NM

2700

MILNE MCF 15

Max holding 265 KIAS

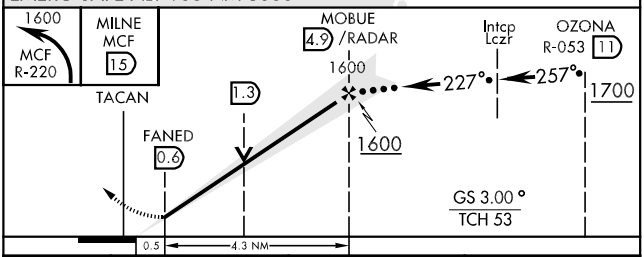
040°

220°

MCF 19

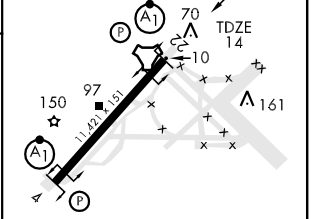
10 NM

EMERG SAFE ALT 100 NM 3000



ELEV 14

227° 4.8 NM from FAF



HIRL Rwy 4-22

CATEGORY	C	D	E
S-ILS 22 *	264/24 250 (300-½)		
S-LOC 22 **	440/40 426 (500-¾)		440/50 426 (500-1)
CIRCLING ***	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

LOC FAF to MAP 4.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:09	1:50	1:37	1:26	1:17

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 4

TACAN MCF Chan 47	APCH CRS 040°	Rwy ldg 11,421 TDZE 10 Arpt Elev 14

JAL-418 [USAF]

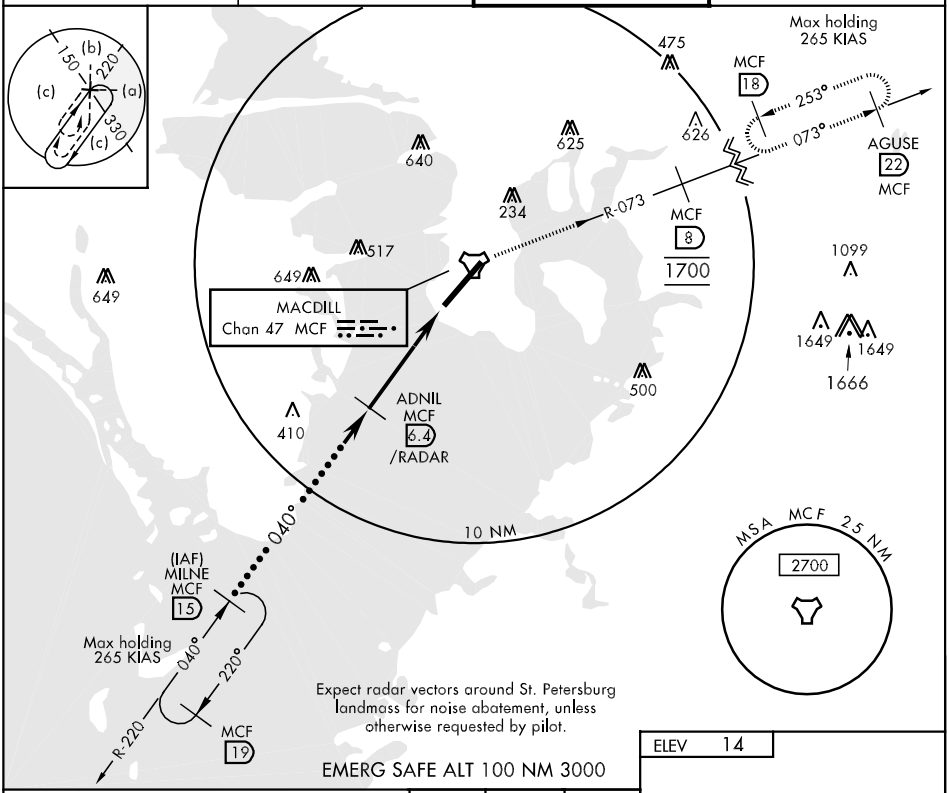
MACDILL AFB (KMCF)

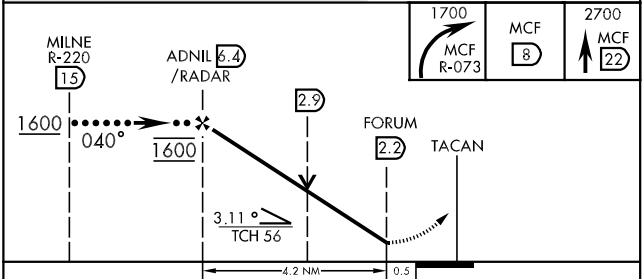
▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ .
** Circling not authorized NW of Rwy 4-22.

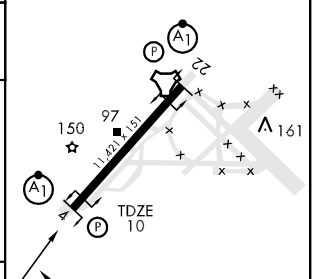
ALSF-1

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8







CATEGORY	C	D	E
S-4 *	420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING **	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

HIRL Rwy 4-22

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 4

LOC I-MCF	APCH CRS	Rwy ldg 11,421 / TDZE 10 / Arpt Elev 14
109.5	042°	

AL-418 [USAF]

MACDILL AFB (KMCF)

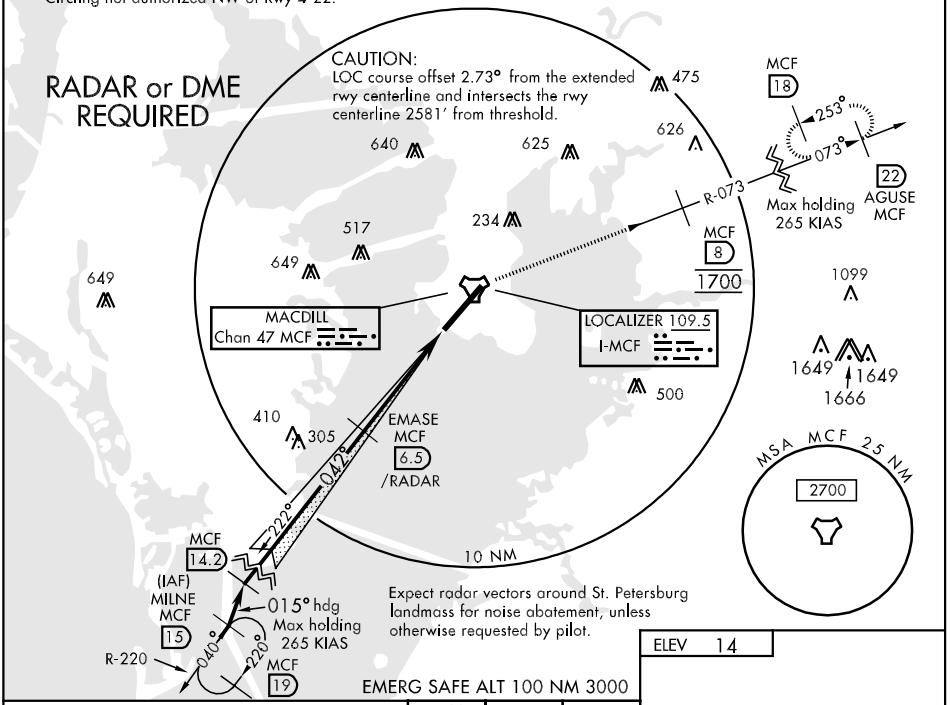
* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

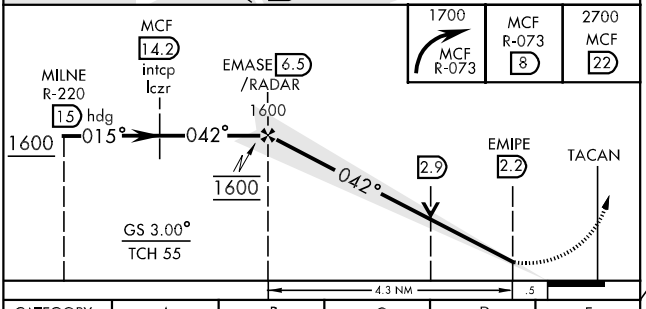
ALSF-1 (A1)

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

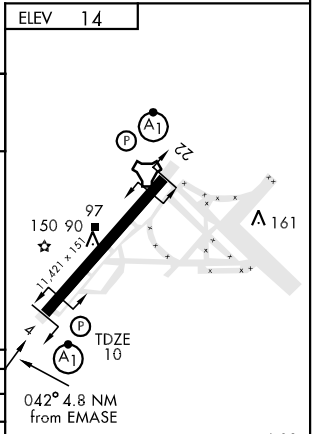
ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.





1700	MCF R-073	MCF R-073 8	2700 MCF 22



HIRL Rwy 4-22

CATEGORY	A	B	C	D	E
S-ILS 4 *	260/24		250	(300-½)	
S-LOC 4 **	420/24	410 (500-½)	420/40	410 (500-¾)	420/50 410 (500-1)
CIRCLING ***	500 - 1	486 (500-1)	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 22

LOC I-GBZ	APCH CRS	Rwy ldg 11,421 TDZE 14 Arpt Elev 14
111.7	227°	

AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

WARNING: Use extreme caution
PETER O. KNIGHT arpt
4 NM NE of MACDILL AFB

RADAR or DME REQUIRED

MCF 18
R-053
053°
233°
Max holding 265 KIAS
475
(IAF) OZONA MCF 11
047°
257°
227°
625
640
626
234
160
MOBUE MCF 4.9 /RADAR
517
649
649
MACDILL Chan 47 MCF
LOCALIZER 111.7 I-GBZ
500
1666
MSA MCF 25 NM
2700
410
R-220
CAUTION:
LOC course offset 2.65° from the extended rwy centerline and intersects the rwy centerline 2574' from threshold.
MILNE MCF 15
10 NM
040°
220°
Max holding 265 KIAS
MCF 19
EMERG SAFE ALT 100 NM 3000

ELEV 14
227° 4.8 NM from FAF
70
TDZE 14
10
97
150
161
11/42 7,451
HIRL Rwy 4-22

1600 MCF R-220
MILNE MCF 15
MOBUE 4.9 /RADAR 1600
Intcp Lczr
OZONA R-053 11
227°
257°
1700
TACAN
FANED .6
1.3
1600
GS 3.00°
TCH 53
.5
4.3 NM

CATEGORY	A	B	C	D	E
S-ILS 22 *	264/24		250 (300-½)		
S-LOC 22 **	440/24	426 (500-½)	440/40	426 (500-¾)	440/50 426 (500-1)
CIRCLING ***	500-1	486 (500-1)	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

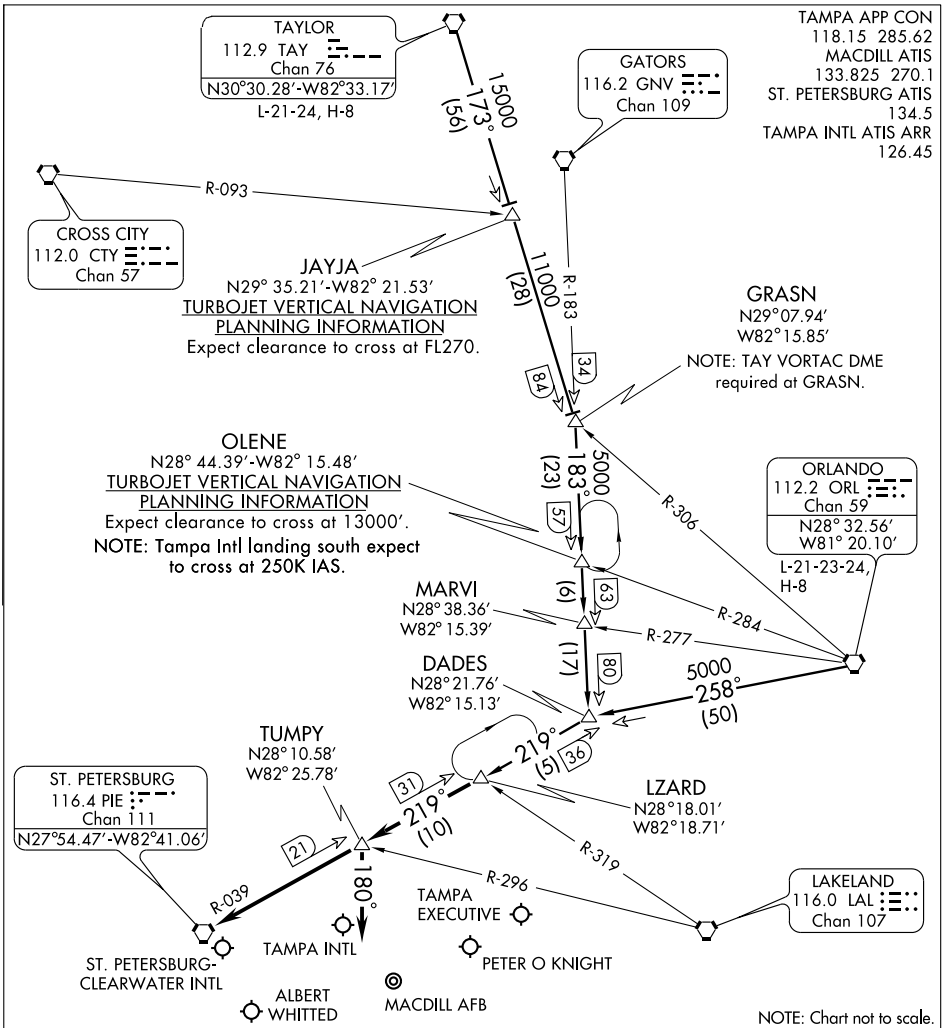
LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

APCH CRS	Rwy ldg	11,421
042°	TDZE	10
	Arpt Elev	14

AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles

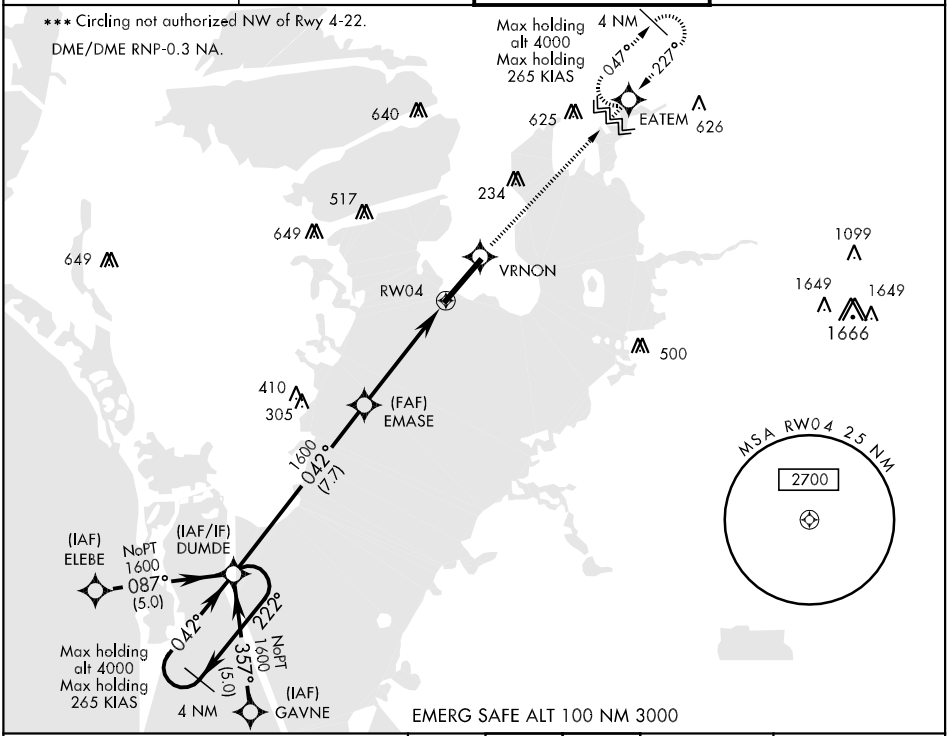
ALSF-1

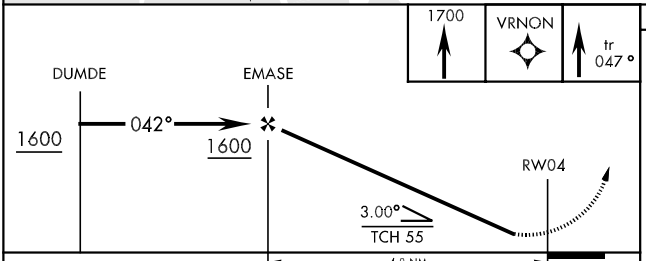
MISSED APPROACH: Climb to 1700 direct VRNON, then via 047° track to EATEM and hold.

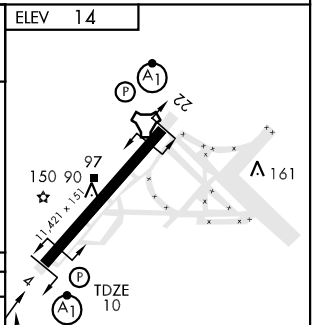
ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

DME/DME RNP-0.3 NA.







CATEGORY	A	B	C	D	E
LNAV/VNAV* DA	320/24 310 (400-½)		320/40 310 (400-¾)		
LNAV MDA**	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING ***	500 - 1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

APCH CRS	Rwy Idg	11,421
227°	TDZE	14
	Arpt Elev	14

AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

** Circling not authorized NW of Rwy 4-22.

ALSF-1

MISSED APPROACH: Climb to 1600 direct POSEL, then via 220° track to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

DME/DME RNP-0.3 NA.

(IAF) LUZUM

(5.0) NoPT

1700

182°

4 NM

Max holding alt 4000 Max holding 265 KIAS

047°

227°

NoPT 1700

272° (5.0)

475

(IAF/IF) EATEM

(IAF) NETTM

1600

227° (6.0)

640

625

626

234

(FAF) MOBUE

160

517

649

649

RW22

POSEL

1666

500

410

MSA RW22 25 NM

2700

MILNE

Max holding alt 4000 Max holding 265 KIAS

040°

220°

4 NM

EMERG SAFE ALT 100 NM 3000

ELEV 14

227° 4.7 NM from MOBUE

1600 | POSEL | tr 220°

EATEM 1700

MOBUE

227°

1600

RW22

1.2 NM to RW22

3.00° TCH 56

4.7 NM

70 TDZE 14 10

97

150

161

CATEGORY	A	B	C	D	E
LNAV MDA *	460/24 446 (500-½)		460/40 446 (500-¾)	460/50 446 (500-1)	
CIRCLING **	500-1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

HIRL Rwy 4-22

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 4

TACAN MCF Chan 47	APCH CRS 040°	Rwy ldg 11,421 TDZE 10 Arpt Elev 14

AL-418 [USAF]

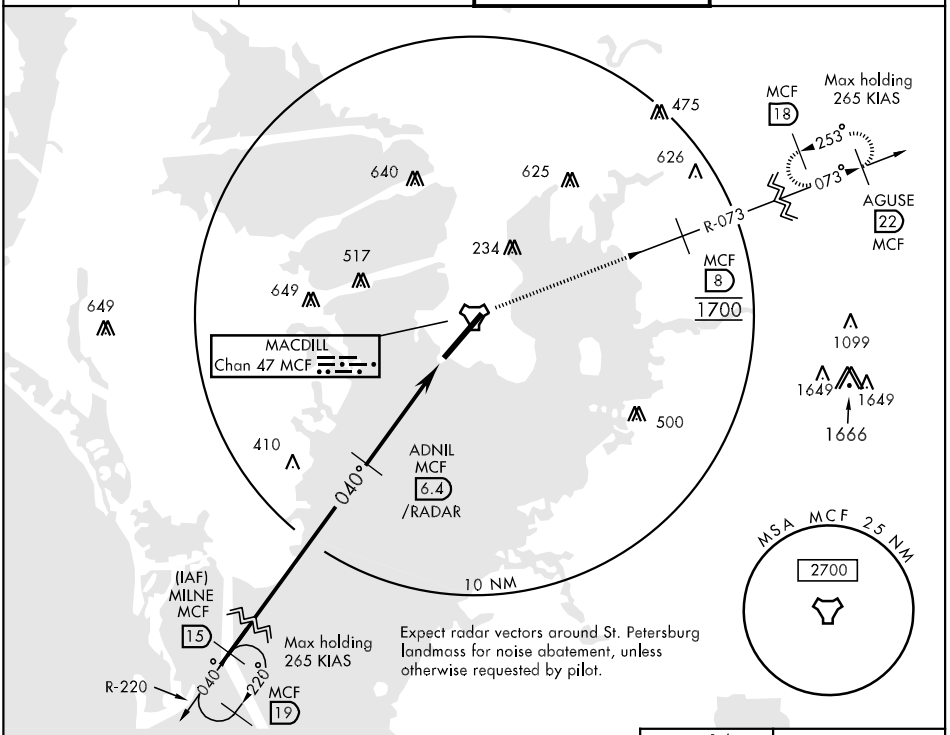
MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ .
** Circling not authorized NW of Rwy 4-22.

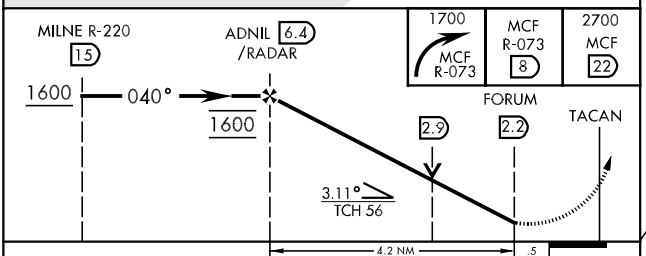
ALSF-1 (A1)

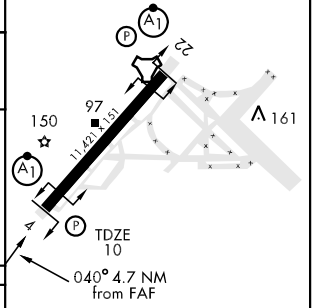
MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8



EMERG SAFE ALT 100 NM 3000





CATEGORY	A	B	C	D	E
S-4 *	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING * *	500-1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

HIRL Rwy 4-22

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 22

TACAN	APCH CRS	Rwy Idg	11,421
Chan 47 MCF	233°	TDZE	14
		Arpt Elev	14

AL-418 [USAF]

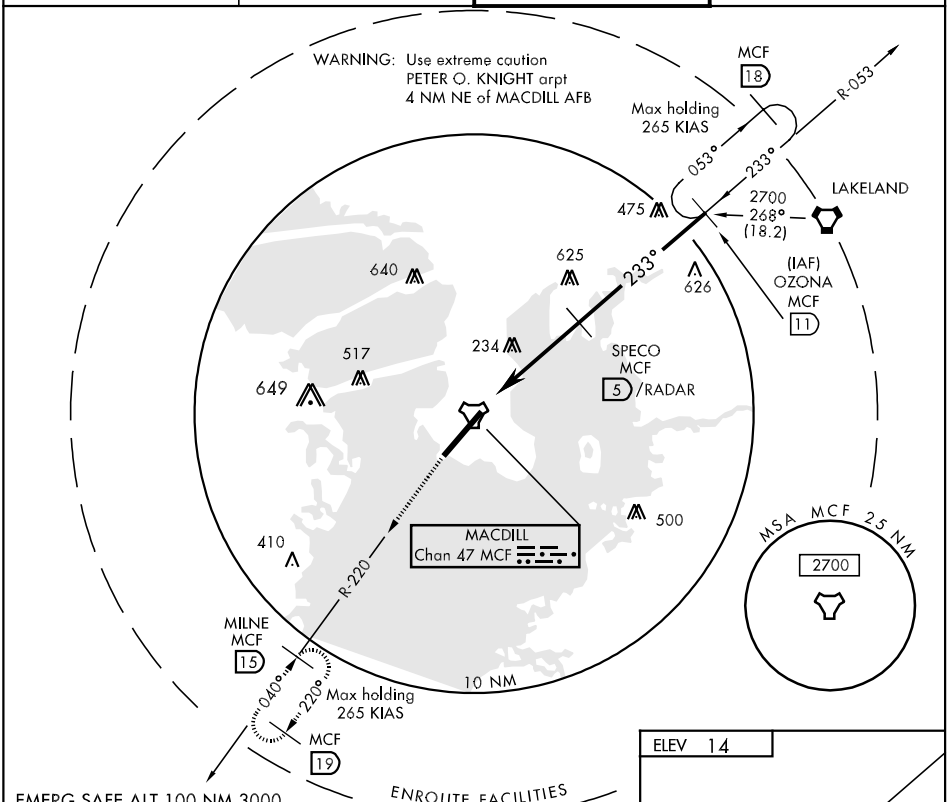
MACDILL AFB (KMCF)

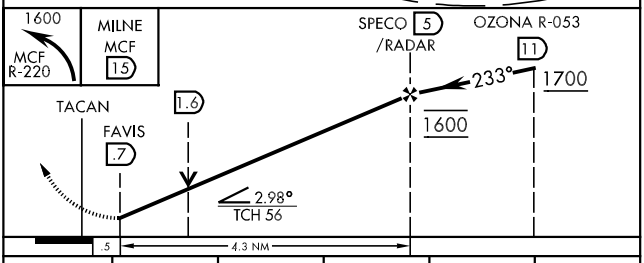
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized NW of Rwy 4-22.

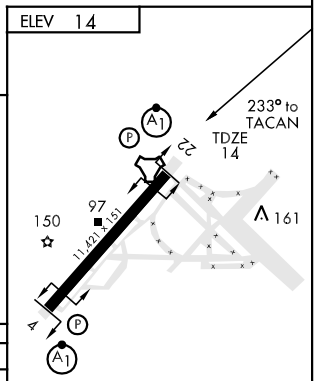
ALSF-1

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8







CATEGORY	A	B	C	D	E
S-22 *	520/24 506 (600-½)		520/50 506 (600-1)		520/60 506 (600-1¼)
CIRCLING **	520-1	506 (600-1)	520-1½ 506 (600-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

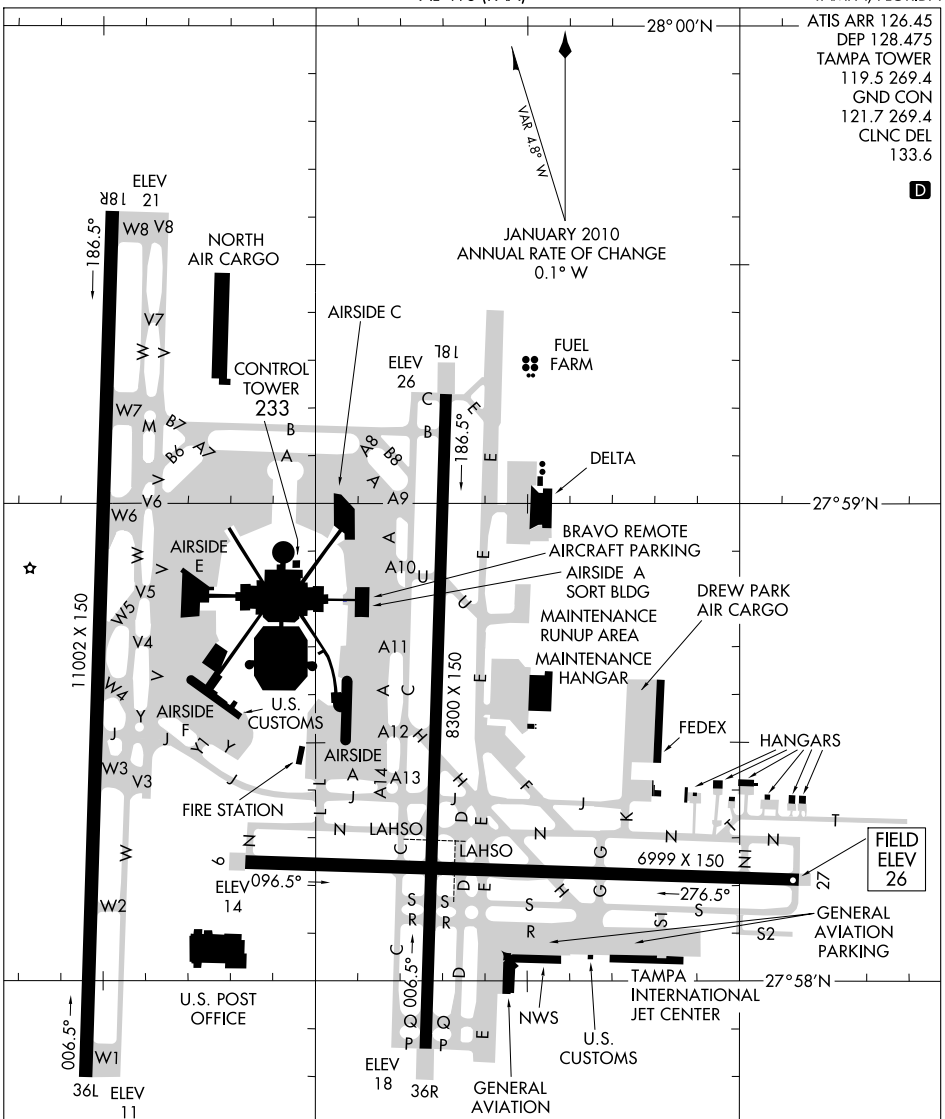
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-416 (FAA)

TAMPA INTL (TPA)

TAMPA, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TAMPA, FLORIDA

TAMPA INTL (TPA)

10210

BAYPO THREE DEPARTURE (RNAV)

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4

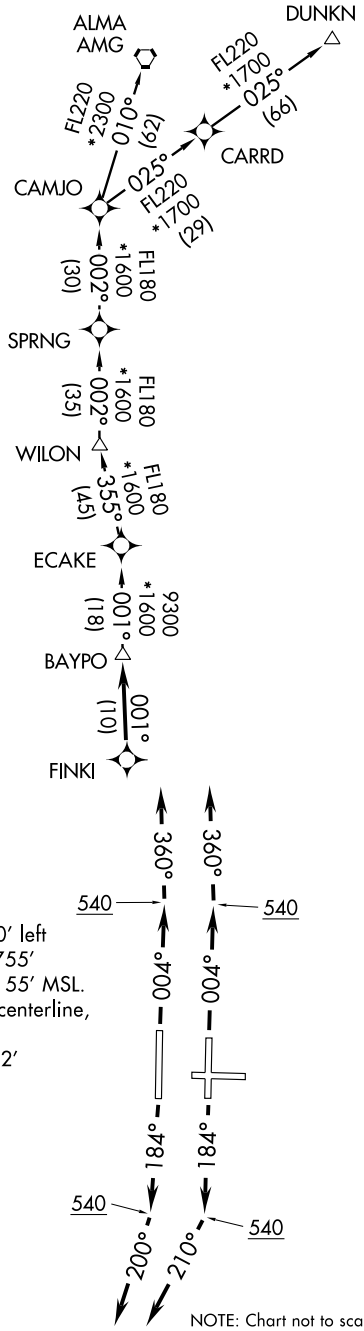
TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R: Standard with a minimum climb of 500' per NM to 540.
Rwy 36L, 36R: Standard with a minimum climb of 500' per NM to 2000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to FINKI, then via 001° track to BAYPO. Thence....
TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to FINKI, then via 001° track to BAYPO. Thence....
TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to FINKI, then via 001° track to BAYPO. Thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

ALMA TRANSITION (BAYPO3.AMG):
DUNKN TRANSITION (BAYPO3.DUNKN):



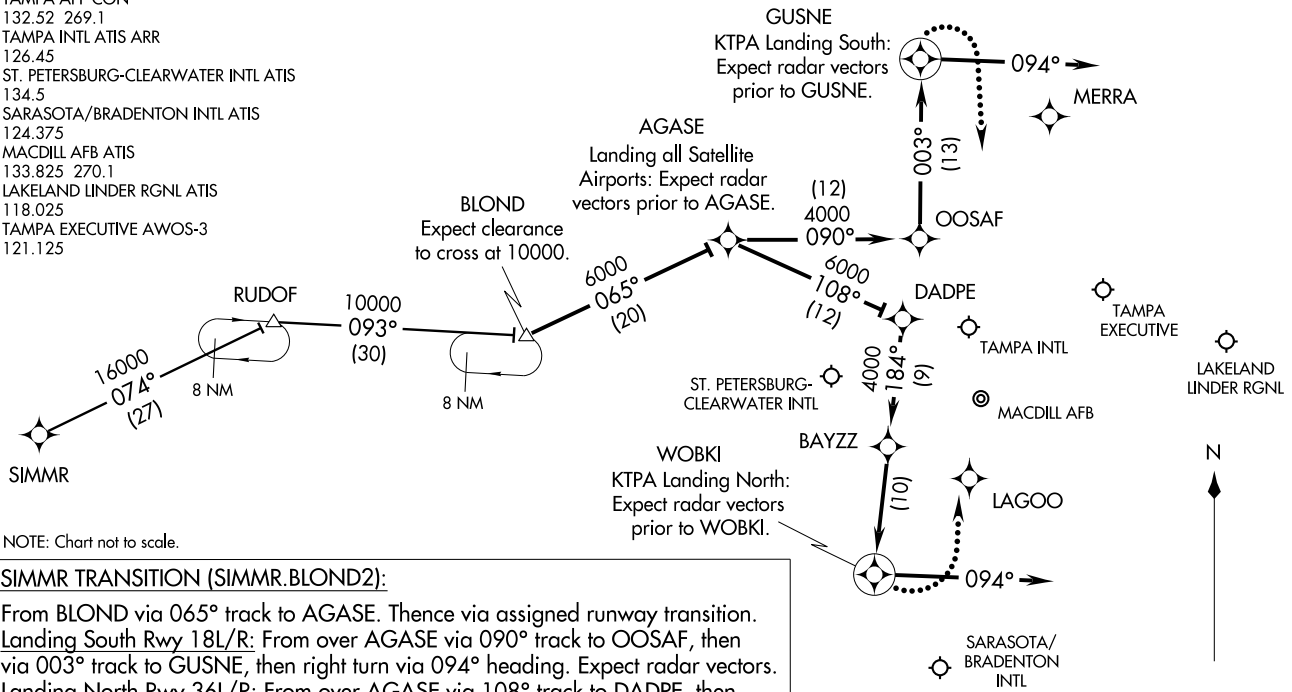
TAKEOFF OBSTACLE NOTES:
Rwy 18L: Antenna on OL building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL.
Rwy 18R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.
Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL, ORL, and PIE DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

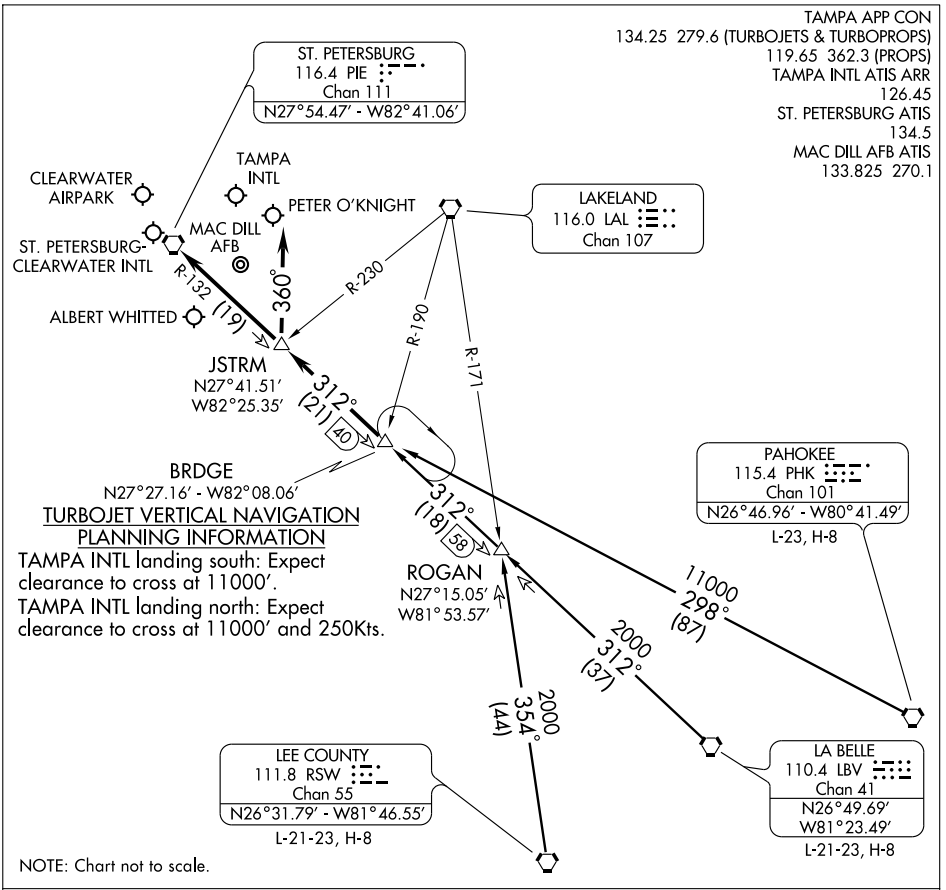
NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

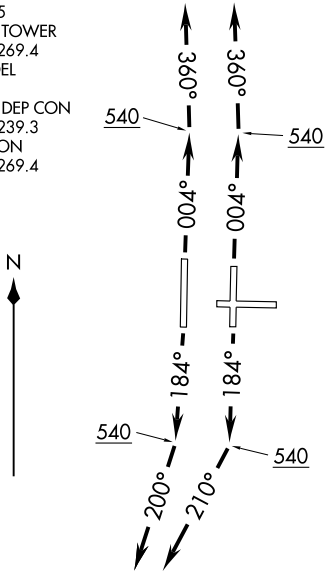
. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

CROWD THREE DEPARTURE (RNAV)

(CROWD3.CROWD) 10154

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4



DEPARTURE ROUTE DESCRIPTION

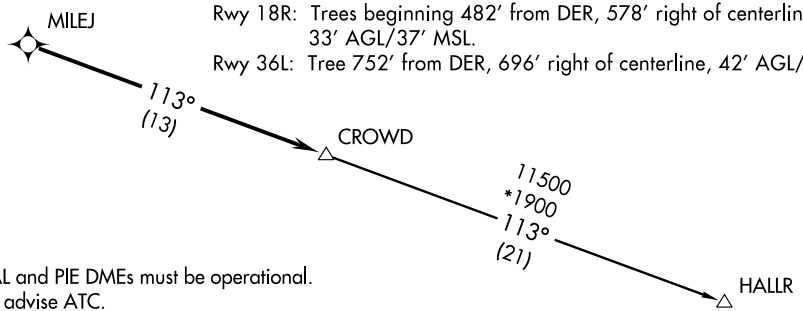
TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to MILEJ, then via 113° track to CROWD. Thence....

TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to MILEJ, then via 113° track to CROWD. Thence....

TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to MILEJ, then via 113° track to CROWD. Thence....

....Maintain 6000 or as assigned by ATC. Expect climb to filed altitude within ten minutes after departure.

HALLR TRANSITION (CROWD3.HALLR):



TAKEOFF OBSTACLE NOTES:
Rwy 18L: Antenna on OL building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL.
Rwy 18R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.
Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R, 36L, 36R: Standard.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL and PIE DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Chart not to scale.

TAMPA, FLORIDA
TAMPA INTL (TPA)

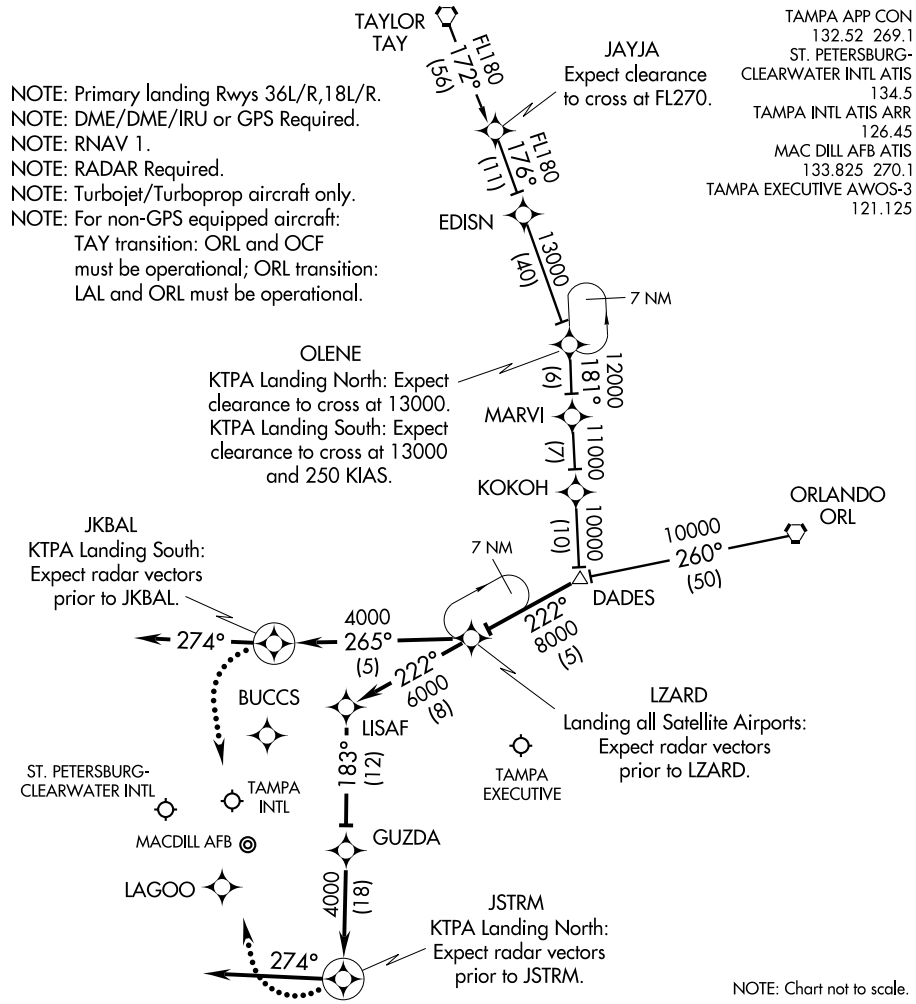
CROWD THREE DEPARTURE (RNAV)
(CROWD3.CROWD) 10154

SL-416 (FAA)

TAMPA, FLORIDA
TAMPA INTL (TPA)

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

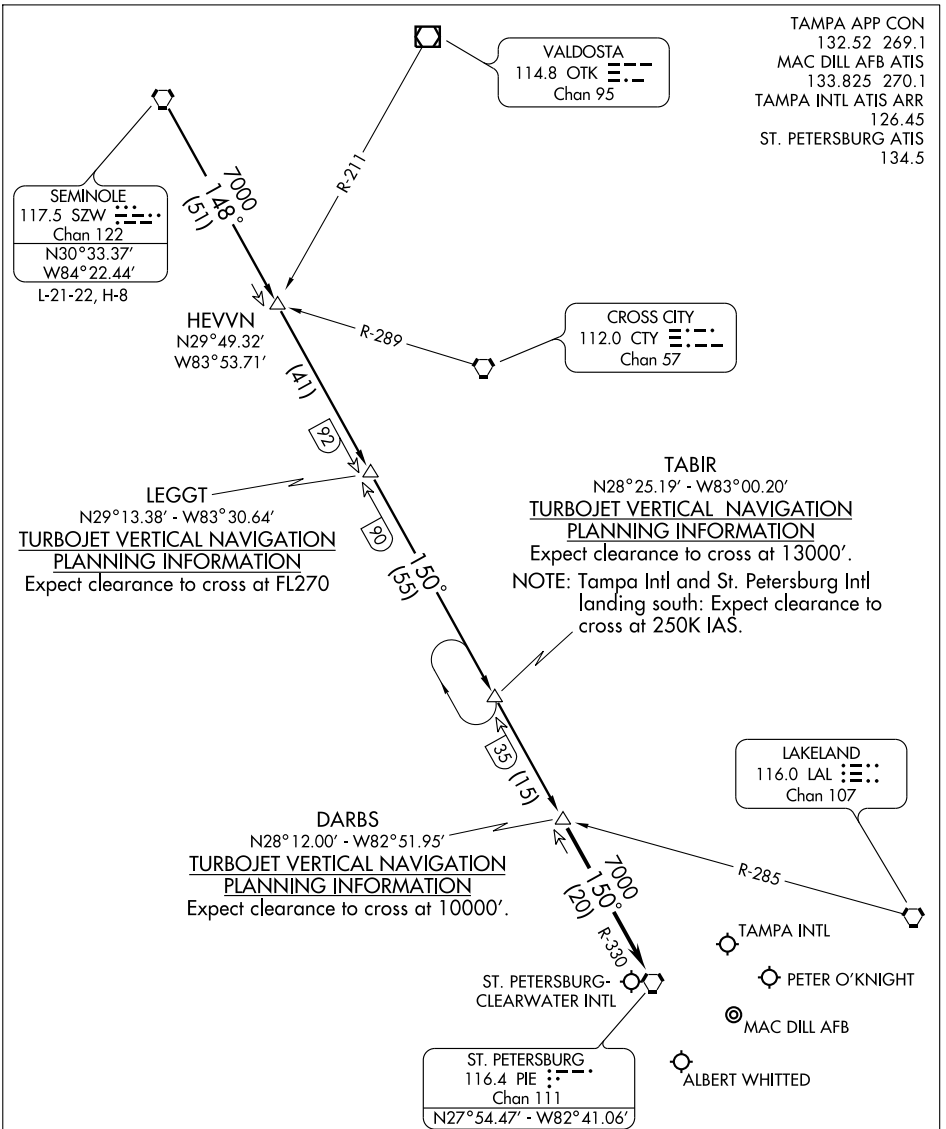
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

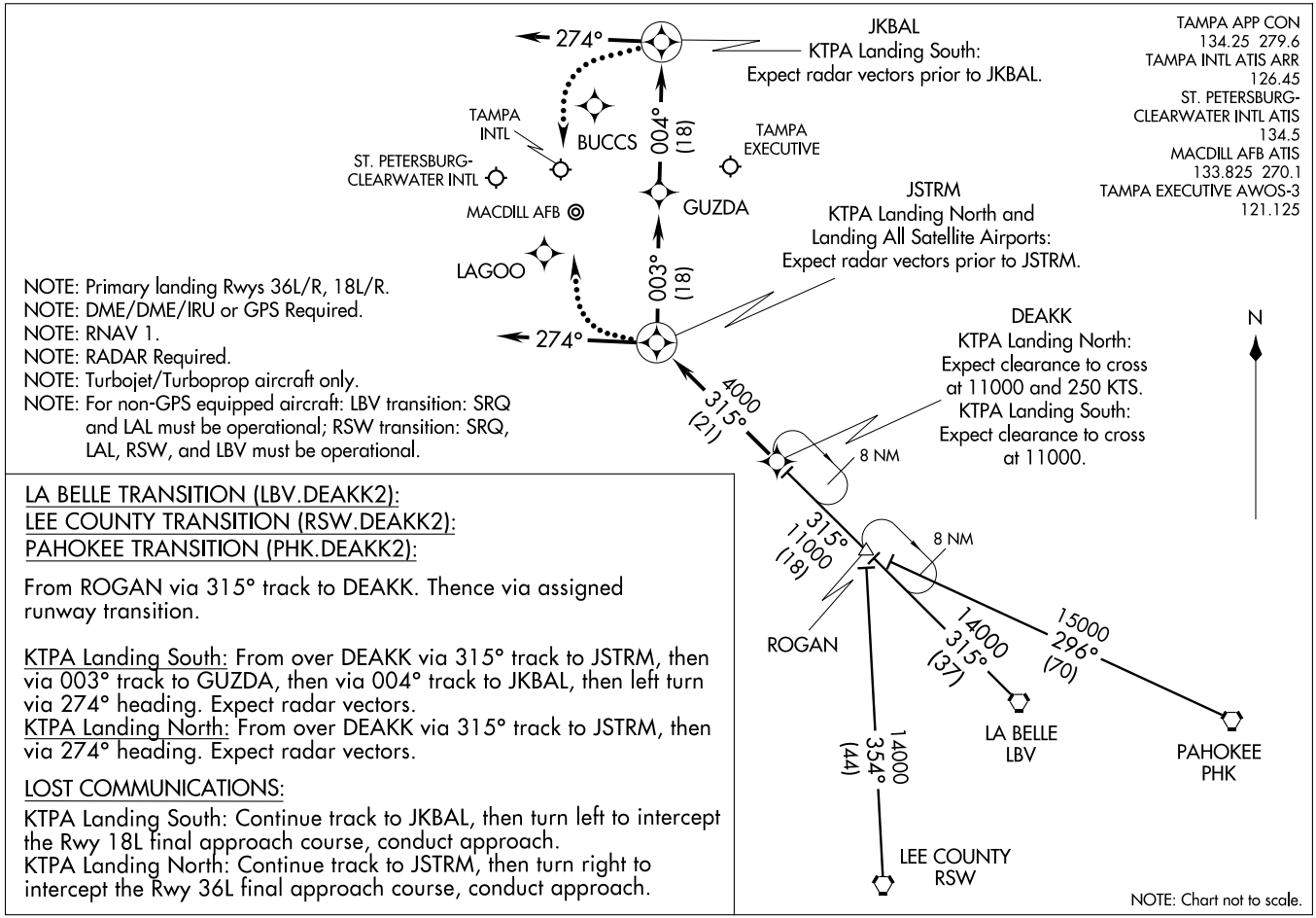
TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

DEAKK TWO ARRIVAL (RNAV)

(DEAKK.DEAKK2) 10098



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

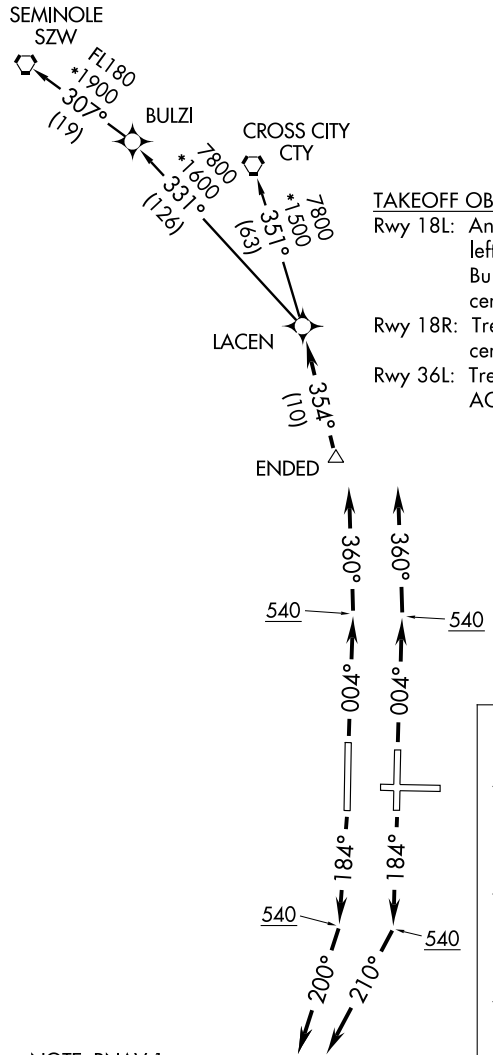
DEAKK TWO ARRIVAL (RNAV)
(DEAKK.DEAKK2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

ENDED THREE DEPARTURE (RNAV)

SE-3, 21 OCT 2010 to 18 NOV 2010



ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4

TAKEOFF OBSTACLE NOTES:

Rwy 18L: Antenna on OL building 3279′ from DER, 1160′ left of centerline, 145′ AGL/155′ MSL. Building 4755′ from DER, 1522′ left of centerline, 146′ AGL/155′ MSL.

Rwy 18R: Trees beginning 482′ from DER, 578′ right of centerline, up to 33′ AGL/37′ MSL.

Rwy 36L: Tree 752′ from DER, 696′ right of centerline, 42′ AGL/66′ MSL.

TAKEOFF MINIMUMS:

Rwy 9, 27: NA-ATC.

Rwy 18L, 18R, 36L, 36R: Standard with a minimum climb of 500′ per NM to 540.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL, ORL, and PIE DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to ENDED, then via 354° track to LACEN. Thence....

TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to ENDED, then via 354° track to LACEN. Thence....

TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to ENDED, then via 354° track to LACEN. Thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

CROSS CITY TRANSITION (ENDED3.CTY):

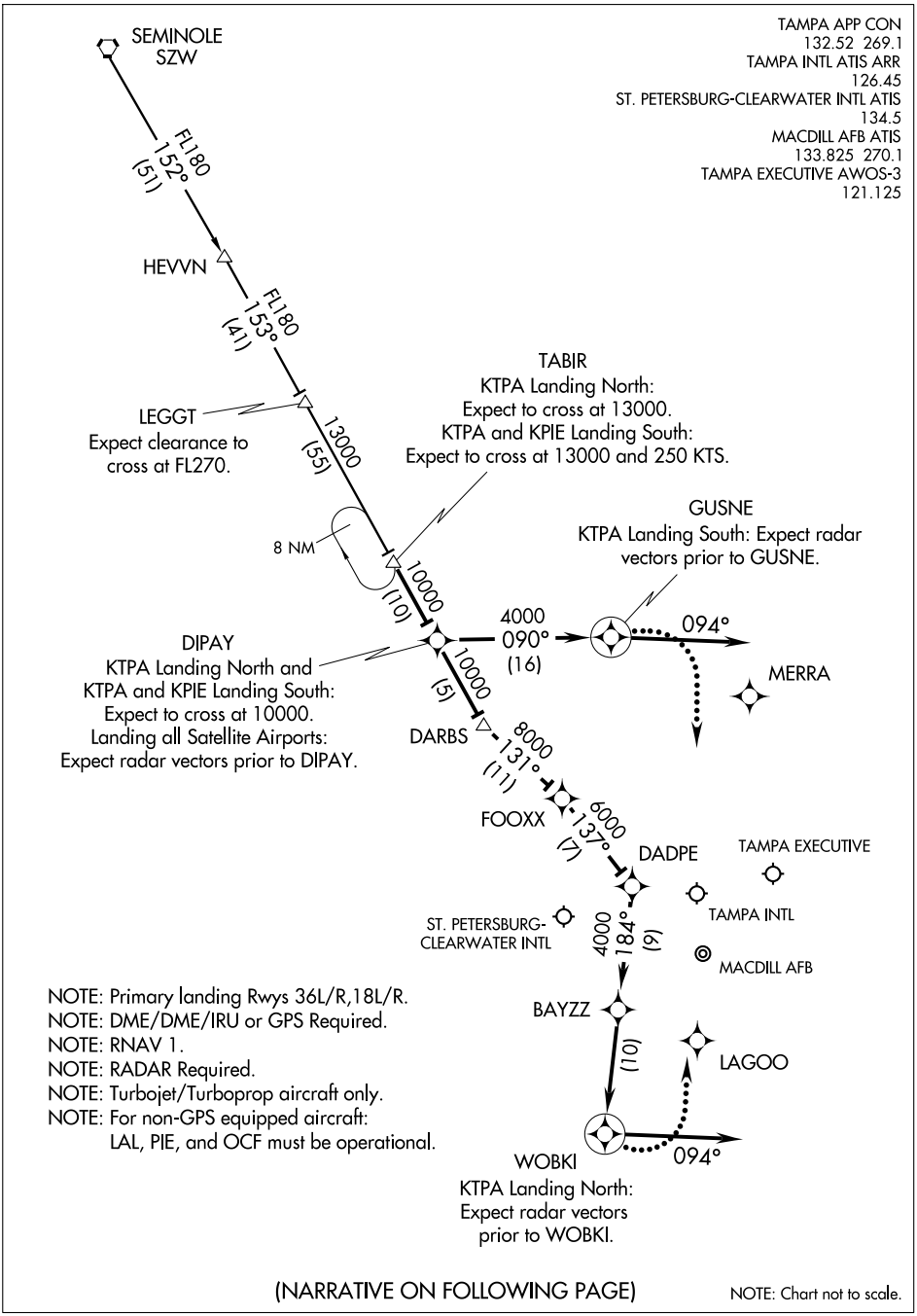
SEMINOLE TRANSITION (ENDED3.SZW):

SE-3, 21 OCT 2010 to 18 NOV 2010

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-TPA	APP CRS	Rwy Idg	8300
110.3	184°	TDZE	26
		Apt Elev	26

ILS or LOC RWY 18L

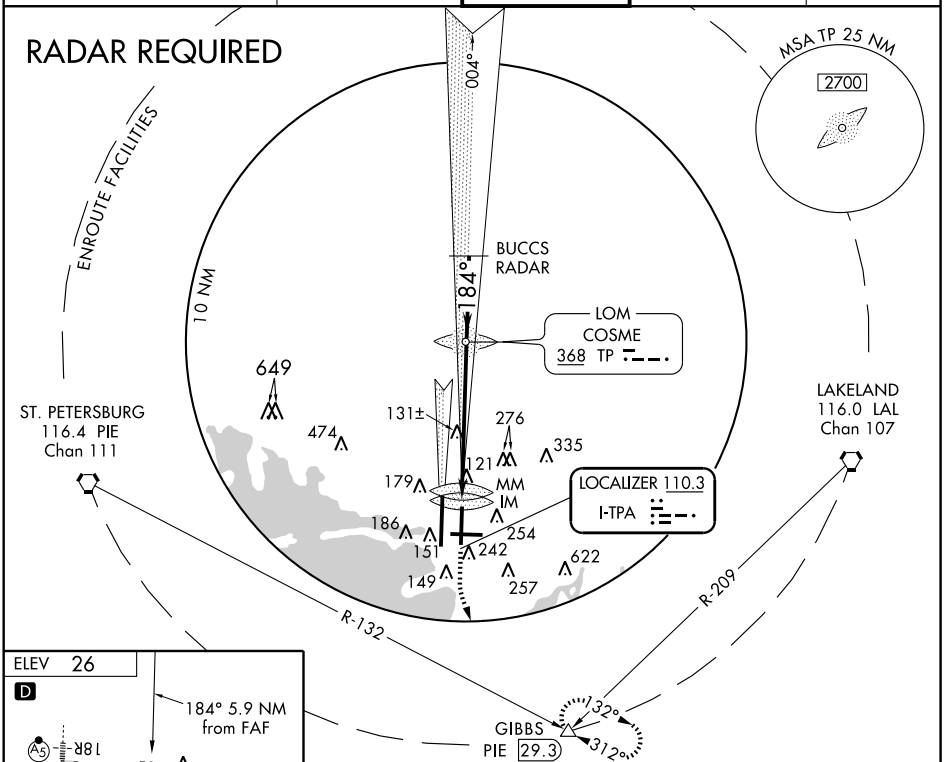
TAMPA INTL (TPA)

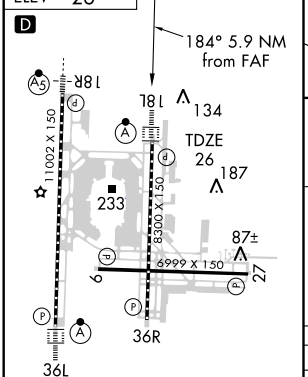
For inoperative ALSF, increase S-ILS 18L Cat E visibility to RVR 4000 and increase S-LOC 18L Cat E visibility to 1½. RADAR Required. Simultaneous approaches authorized with Rwy 18R.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 via heading 150° and PIE R-132 to GIBBS INT/PIE 29.3 DME and hold.

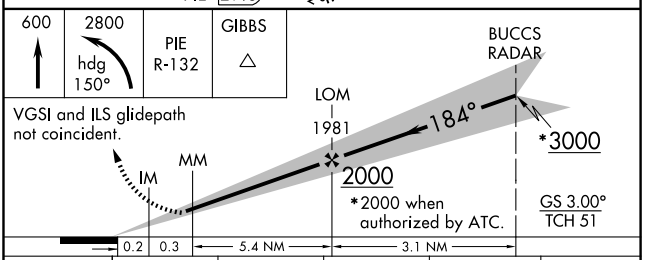
ATIS	ARR	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
	126.45	128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 18L	226/18 200 (200-½)				226/24 200 (200-½)
S-LOC 18L	440/24 414 (500-½)		440/40 414 (500-¾)		440/50 414 (500-1)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JRT	APP CRS	Rwy Idg 11002
108.5	184°	TDZE 21
Chan 22		Apt Elev 26

ILS or LOC RWY 18R

TAMPA INTL (TPA)

T A For inoperative MALSR, increase S-ILS 18R all Cats visibility to RVR 4000 and S-LOC 18R Cat E visibility to 1½ mile. Simultaneous approach authorized with Rwy 18L. LOC procedure NA during simultaneous operations. Autopilot coupled approach NA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing right turn to 4000 direct PIE VORTAC then via PIE VORTAC R-270 to LAFAL INT/PIE 8 DME and hold W, RT, 090° inbound.)

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

DME or RADAR REQUIRED

MSA PIE 25 NM
2700

(IF/IAF) MERRA I-JRT 14.2 RADAR

004° 1 min 184°

*3000 (3.1)

FADDI I-JRT 11.1 RADAR

2000 (3.1)

JMBOB I-JRT 7.9 RADAR

*2000 when assigned by ATC.

ST. PETERSBURG 116.4 PIE Chan 111

*4000 to MERRA 024° (19.1)

LAFAL INT PIE 8

R-336 090° R-270 090° 270° 270° 117.0 SRQ Chan 117 15 NM

LOCALIZER 108.5 I-JRT Chan 22

ALTERNATE MISSED APCH FIX

CARIR SRQ 16.8

116.0 LAL R-237 Chan 107

004° 184° 117.0 SRQ R-004 Chan 117

1649

ELEV 26 D

TDZE 21

184° 5.9 NM from FAF

18R 18L 134 187 233 87± 151 6 27

11002 X 150 8300 X 150 6999 X 150

36L 36R

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

500 3000 PIE

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

*When assigned by ATC intercept glidepath at 3000 or 4000.

MERRA I-JRT 14.2 RADAR

FADDI I-JRT 11.1 RADAR

*2000 when assigned by ATC.

JMBOB I-JRT 7.9 RADAR

MM I-JRT 3.1

I-JRT 2

2000

184° 004° 184°

*4000

*3000

2000

GS 3.00° TCH 55

0.4 0.7 4.8 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D	E
S-ILS 18R	221/18 200 (200-½)				221/24 200 (200-½)
S-LOC 18R	440/24 419 (500-½)		440/40 419 (500-¾)		440/50 419 (500-1)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS or LOC RWY 36L

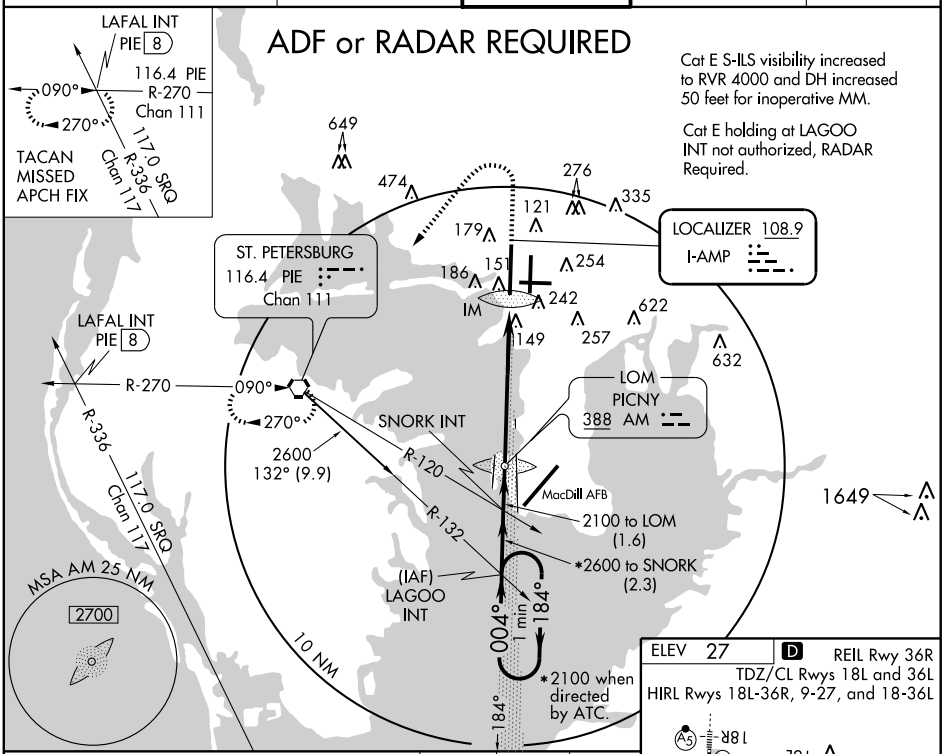
TAMPA INTL (TPA)

Cat E S-ILS visibility increased to RVR 4000, and Cat E S-LOC visibility increased to RVR 6000 for inoperative ALSF-1.

ALSF-2

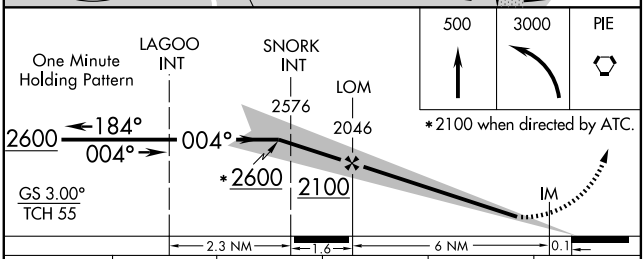
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

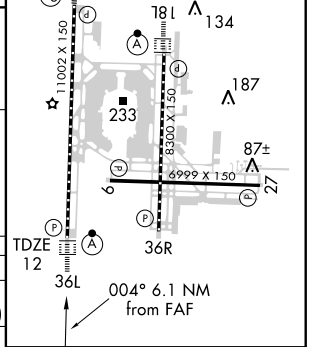
ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D	E
S-ILS 36L	212/18 200 (200-½)				212/24 200 (200-½)
S-LOC 36L	440/24 428 (500-½)		440/40 428 (500-¾)	440/50 428 (500-1)	
CIRCLING	560-1 533 (600-1)		560-1½ 533 (600-1½)	580-2 533 (600-2)	940-3 913 (1000-3)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

LOC I-TPA	APP CRS	Rwy Idg	8300
110.3	184°	TDZE	26
		Apt Elev	26

ILS RWY 18L (CAT II)

TAMPA INTL (TPA)

Simultaneous approaches authorized with Rwy 18R. RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 via heading 150° and PIE R-132 to GIBBS INT/PIE 29.3 DME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

RADAR REQUIRED

ENROUTE FACILITIES

10 NM

MSA TP 25 NM

2700

400°

184°

BUCCS RADAR

LOM COSME 368 TP

LOCALIZER 110.3 I-TPA

ST. PETERSBURG 116.4 PIE Chan 111

LAKELAND 116.0 LAL Chan 107

649 474 131± 276 335 121 179 MM IM 186 151 254 242 622 257 149

R-132

R-209

GIBBS PIE 29.3

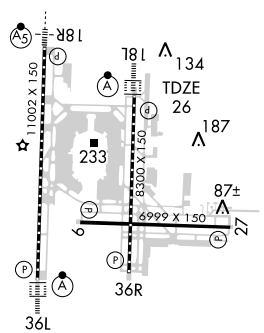
132°

312°

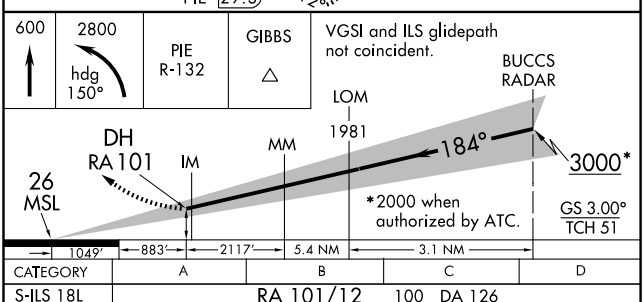
SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

ELEV 26 D



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L



CATEGORY	A	B	C	D
S-ILS 18L	RA 101/12	100	DA 126	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS RWY 36L (CAT II)

TAMPA INTL (TPA)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

LAFAL INT
PIE 8
116.4 PIE
R-270
Chan 111
090°
270°
117.0 SRQ
R-336
Chan 117
TACAN
MISSED
APCH FIX

ADF or RADAR REQUIRED

MSA AM 25 NM
2700

649
474
276
335
121
179
254
186
151
242
622
257
149
632
IM

LOCALIZER 108.9
I-AMP

ST. PETERSBURG
116.4 PIE
Chan 111

LAFAL INT
PIE 8
R-270
090°
270°
R-336

2600
132° (9.9)

SNORK INT
R-120
R-132

LOM
PICNY
388 AM

MacDill AFB

2100 to LOM
(1.6)
*2600 to SNORK
(2.3)

(IAF)
LAGOO
INT

1649

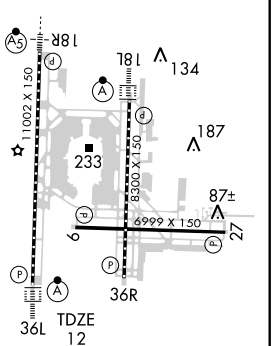
10 NM

117.0 SRQ
Chan 117

004°
1 min
184°

*2100 when
directed
by ATC.

ELEV 27 D



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

One Minute
Holding Pattern

LAGOO INT
SNORK INT
AM LOM

2600
184°
004°
GS 3.00°
TCH 55
*2100 when
directed by ATC.

2576
2046
*2600
2100

DH
RA159
DH
RA105
IM
004°
12 MSL

500 3000 PIE

2.3 1.6 5.8 NM 954' 870' 1037'

CATEGORY	A	B	C	D
S-ILS 36L	RA 159/16	150	DA 162	
S-ILS 36L	RA 105/12	100	DA 112	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS RWY 36L (CAT III)

TAMPA INTL (TPA)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

SE-3, 21 OCT 2010 to 18 NOV 2010

LAFAL INT
PIE 8
116.4 PIE
R-270
Chan 111
090°
270°
117.0 SRQ
R-336
Chan 117
TACAN
MISSED
APCH FIX

ADF or RADAR REQUIRED

MSA AM 25 NM
2700

649
474
276
335
121
179
254
186
151
242
IM
149
257
622
632
1649

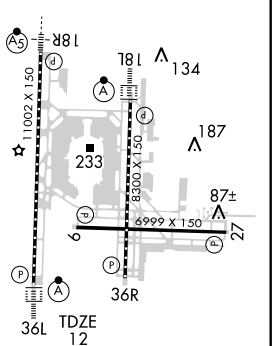
LOCALIZER 108.9
I-AMP

ST. PETERSBURG
116.4 PIE
Chan 111

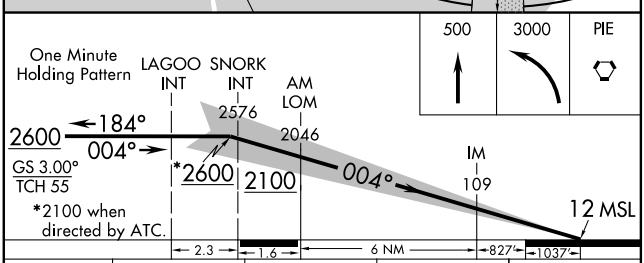
LOM
PICNY
388 AM

LAFAL INT
PIE 8
R-270
090°
270°
R-336
SNORK INT
2600
132° (9.9)
R-120
R-132
MacDill AFB
2100 to LOM
(1.6)
*2600 to SNORK
(2.3)
(IAF)
LAGOO
INT
10 NM
117.0 SRQ
Chan 117
004°
1 min
184°
184°
*2100 when
directed
by ATC.

ELEV 27 D



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L



CATEGORY	A	B	C	D
S-ILS 36L	CAT IIIa RVR 07			
S-ILS 36L	CAT IIIb RVR 06			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

LOC/DME I-TWJ	APP CRS	Rwy Idg	8300
111.95	004°	TDZE	20
Chan 56 (Y)		Apt Elev	26

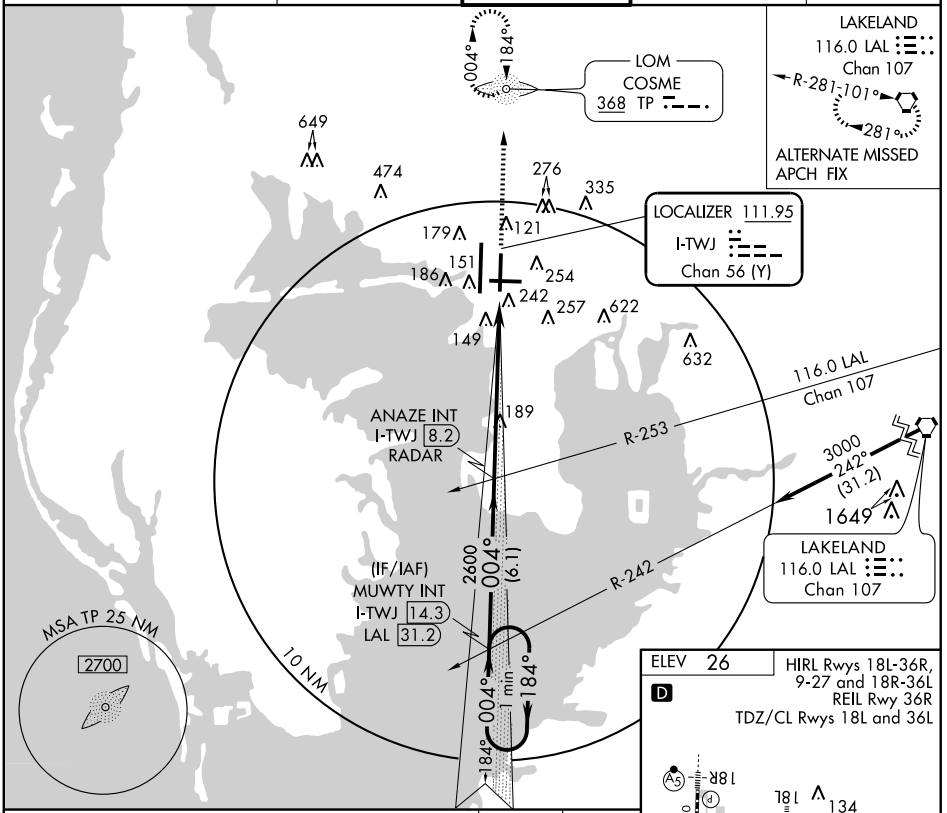
LOC RWY 36R

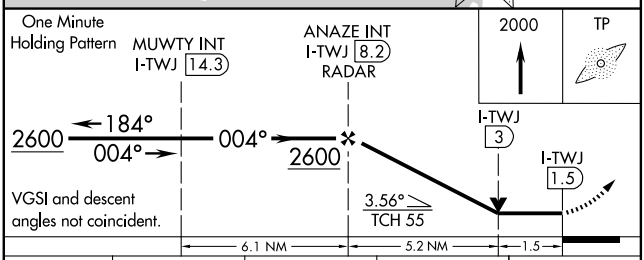
TAMPA INTL (TPA)

ADF Required.

MISSED APPROACH: Climb to 2000 direct COSME LOM and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

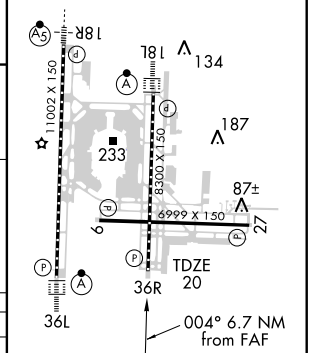




CATEGORY	A	B	C	D
S-36R	540-1 520 (600-1)		540-1½ 520 (600-1½)	540-1¾ 520 (600-1¾)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

ELEV 26

HIRL Rwys 18L-36R, 9-27 and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L and 36L



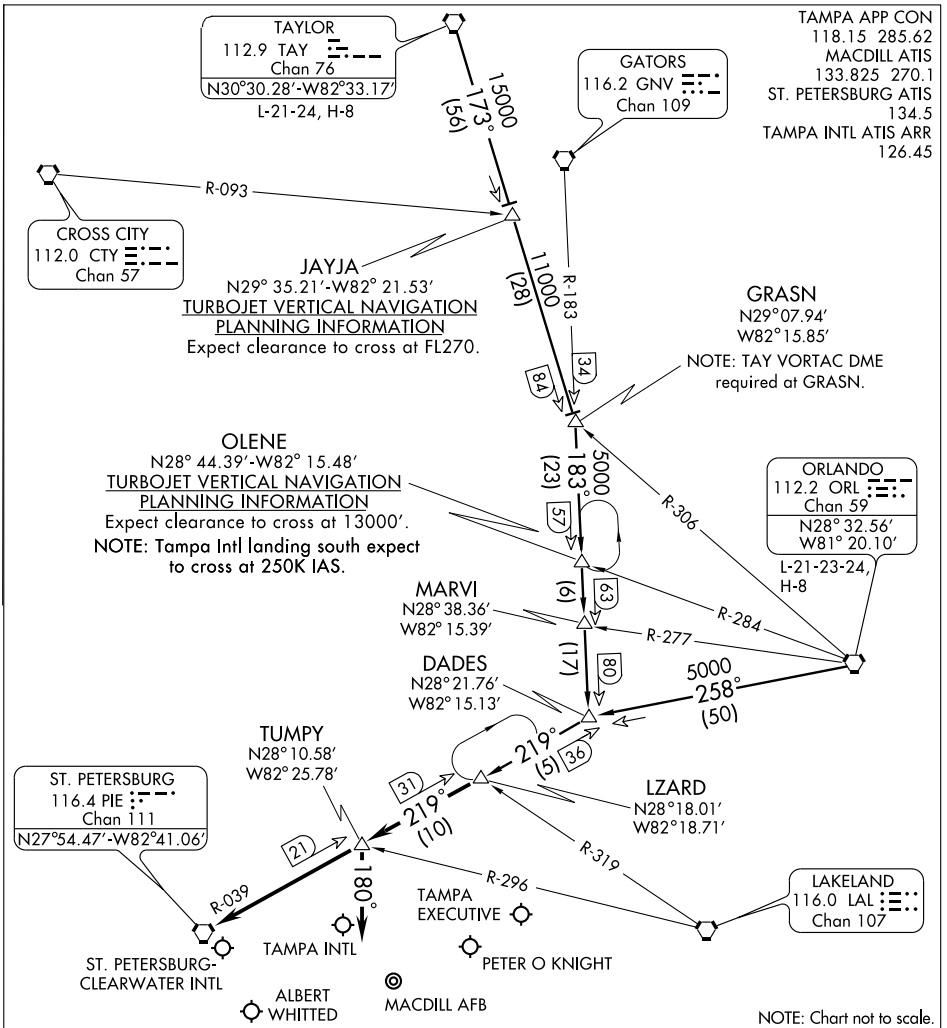
FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

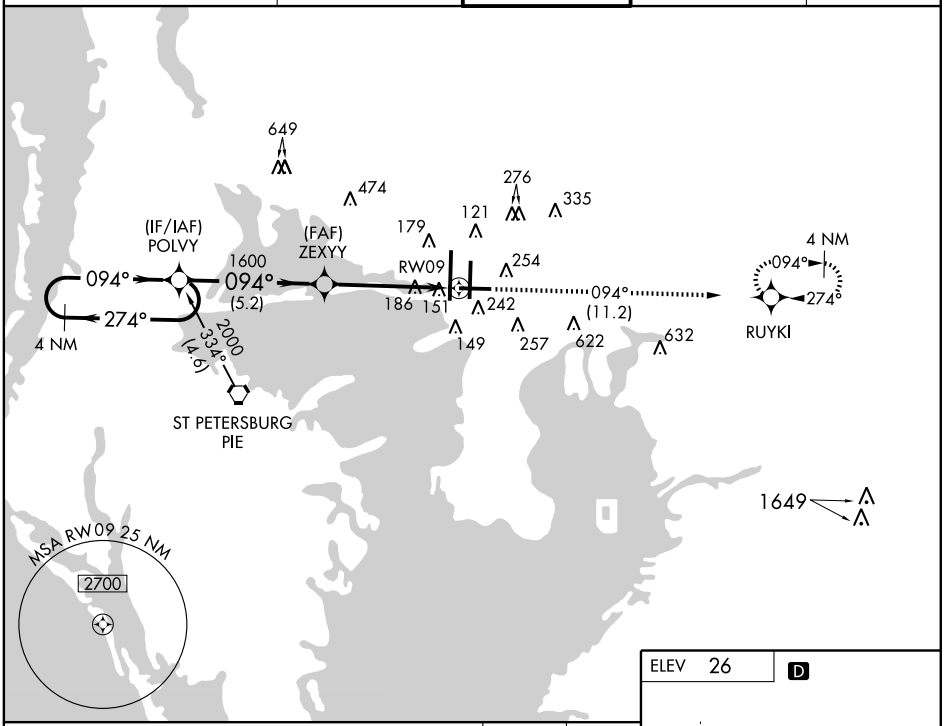
APP CRS	Rwy Idg	6999
094°	TDZE	20
	Apt Elev	26

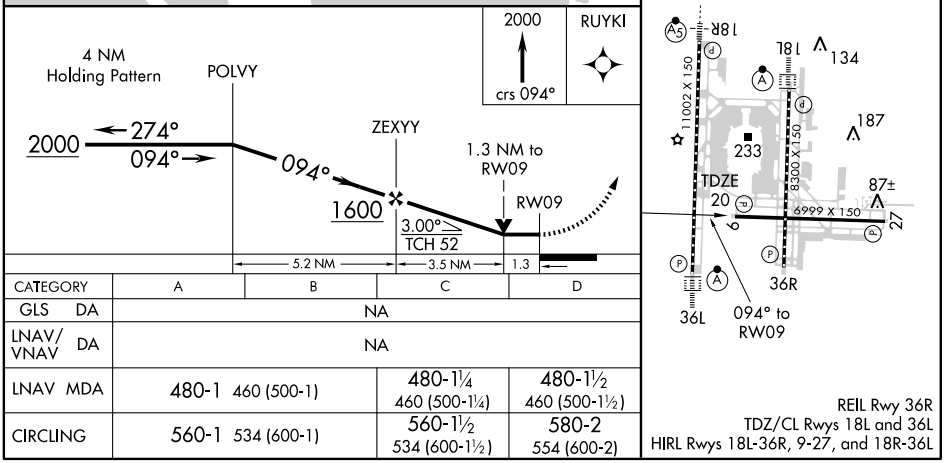
RNAV (GPS) RWY 9

TAMPA INTL (TPA)

T A NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climb to 2000 via 094° course to RUYKI WP and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11002
CH 40406	184°	TDZE	21
W18B		Apt Elev	26

RNAV (GPS) RWY 18R

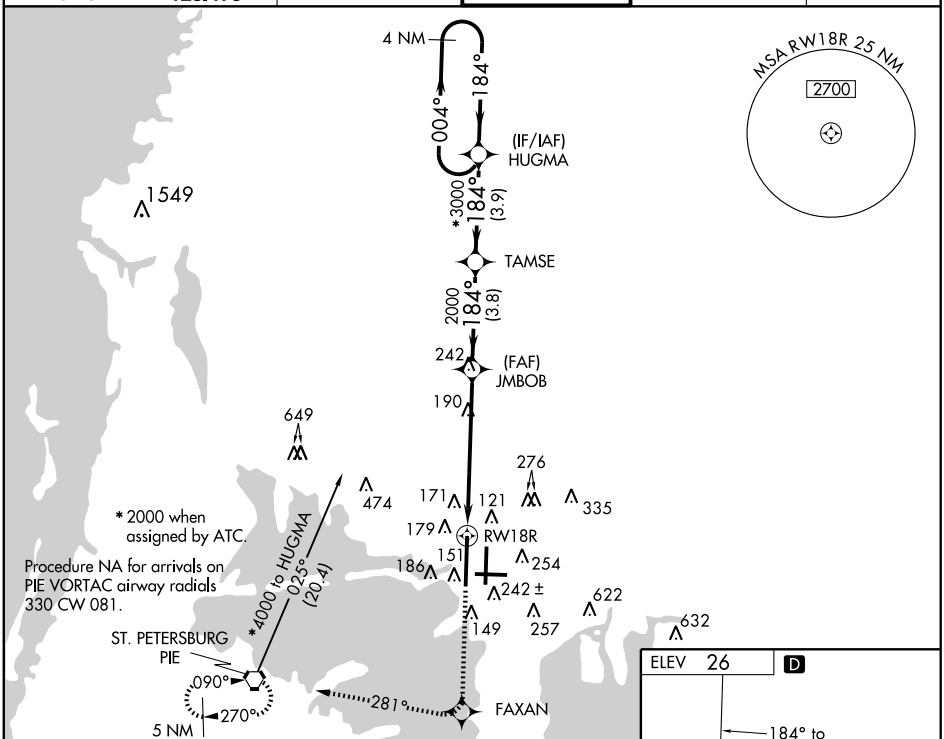
TAMPA INTL (TPA)

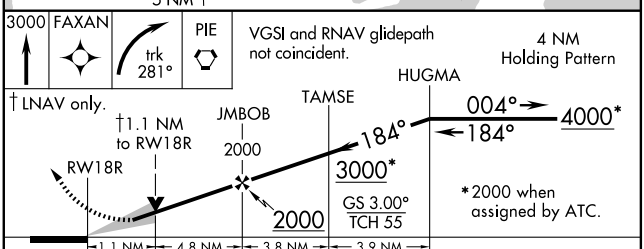
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

MALSR

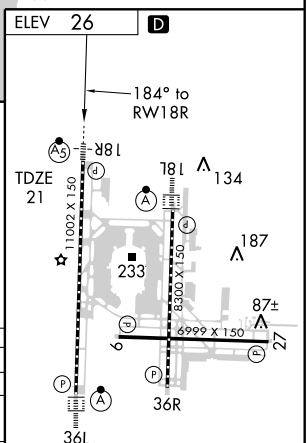
MISSED APPROACH: Climb to 3000 direct FAXAN and right turn via 281° track to PIE VORTAC and hold, continue climb-in-hold to 3000.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D	E
LPV DA	303/24	282 (300-½)			
LNAV/VNAV DA	465/50	444 (500-1)			
LNAV MDA	440/24	419 (500-½)	440/40 419 (500-¾)	440/50	419 (500-1)
CIRCLING	560-1	534 (600-1)	560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

TAMPA INTL (TPA)

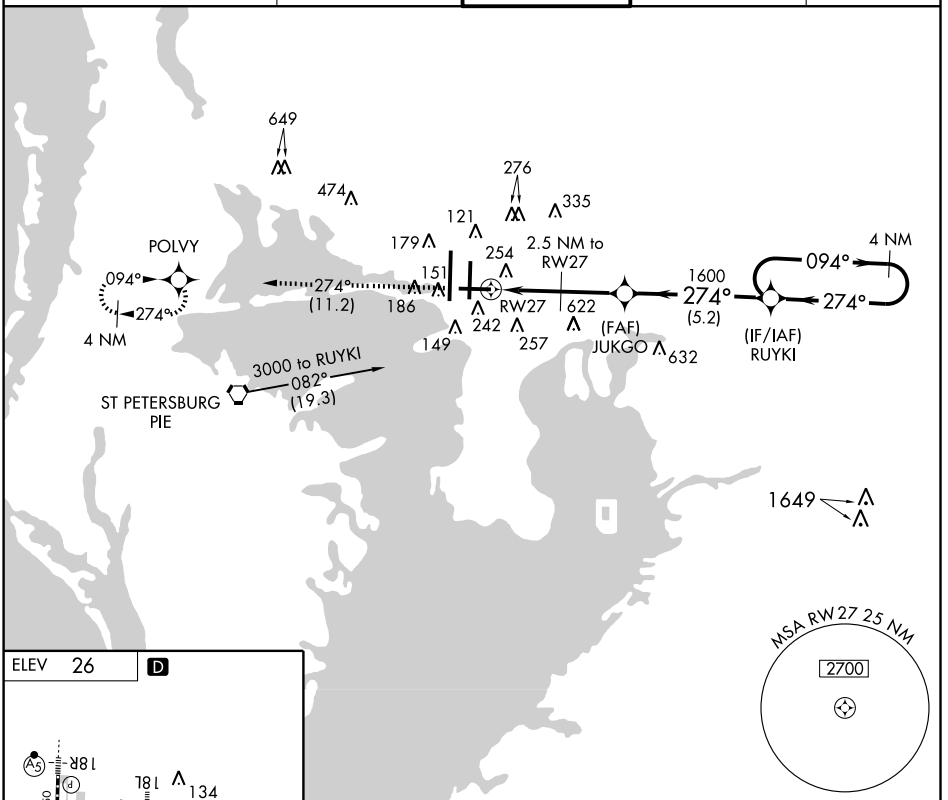
APP CRS	Rwy Idg	6999
274°	TDZE	26
	Apt Elev	26

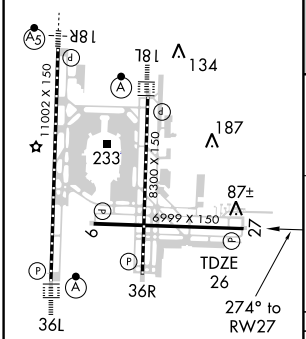
NA

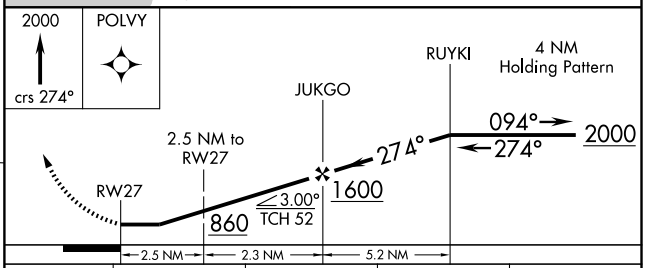
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 274° course to POLVY WP and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6







CATEGORY	A	B	C	D
LNAV MDA	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36L

TAMPA INTL (TPA)

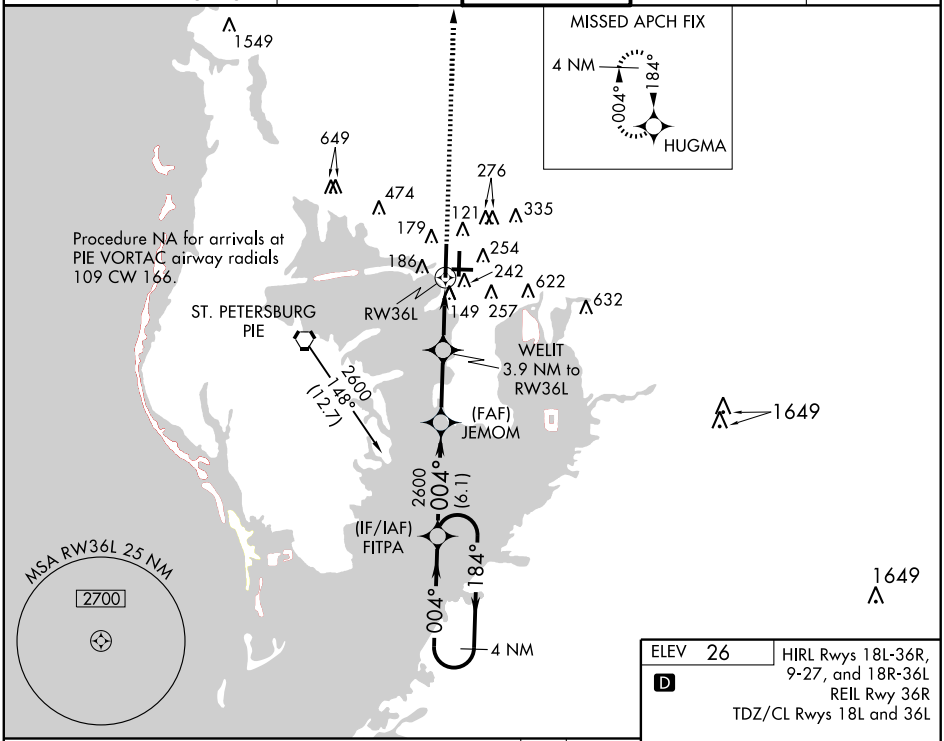
WAAS	APP CRS	Rwy Idg	10800
CH 50406	004°	TDZE	11
W36A		Apt Elev	26

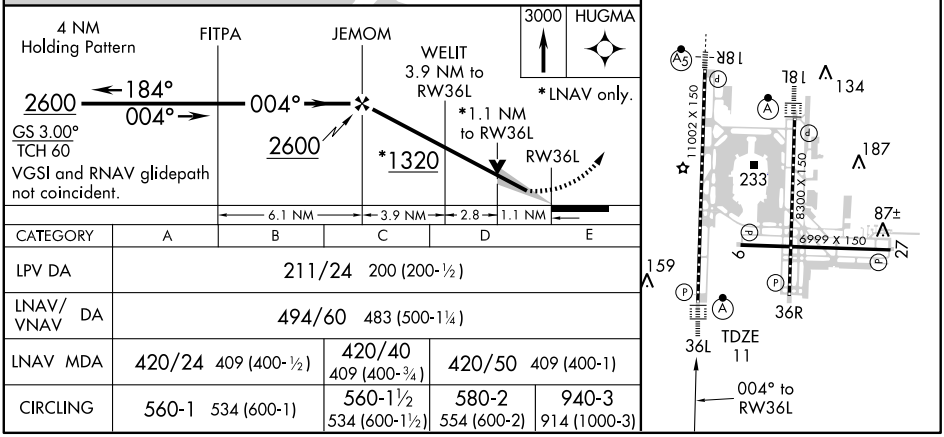
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1¾, and increase LNAV Cat D visibility to RVR 6000 and Cat E to 1½. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct HUGMA and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D	E
LPV DA	211/24 200 (200-½)				
LNAV/VNAV DA	494/60 483 (500-1¼)				
LNAV MDA	420/24 409 (400-½)		420/40 409 (400-¾)	420/50 409 (400-1)	
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

ELEV 26

D

HIRL Rwys 18L-36R, 9-27, and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L and 36L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8300
CH 87105	004°	TDZE	20
W36B		Apt Elev	26

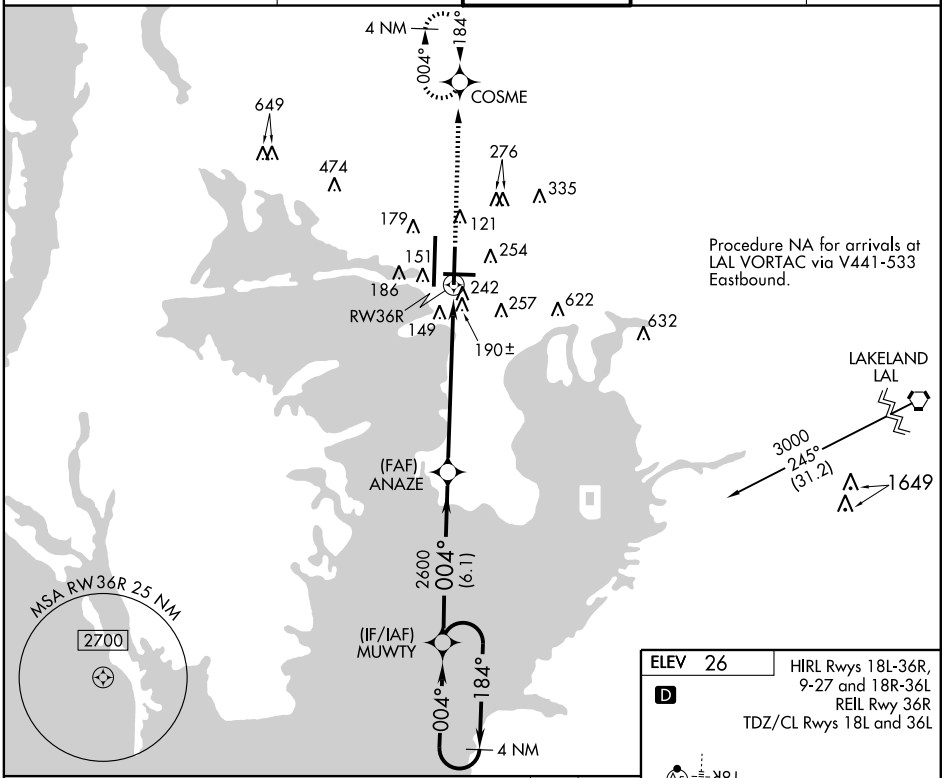
RNAV (GPS) RWY 36R

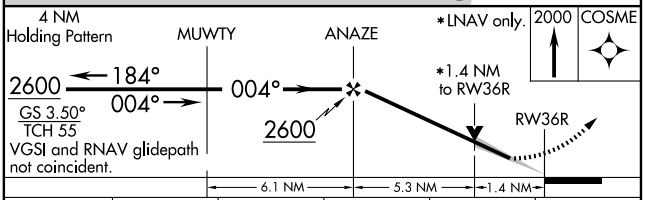
TAMPA INTL (TPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct COSME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6



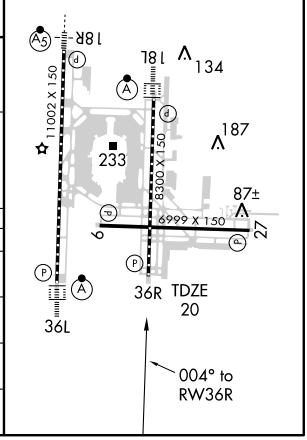


CATEGORY	A	B	C	D	E
LPV DA	303-¾	283 (300-¾)	303-1 283 (300-1)	NA	NA
LNAV/VNAV DA	610-1¾	590 (600-1¾)		NA	NA
LNAV MDA	540-1	520 (600-1)	540-1½ 520 (600-1½)	540-1¾	520 (600-1¾)
CIRCLING	560-1	534 (600-1)	560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

ELEV 26

D

HIRL Rwys 18L-36R, 9-27 and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L and 36L



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8300
CH 49100	184°	TDZE	26
W18A		Apt Elev	26

RNAV (GPS) Z RWY 18L

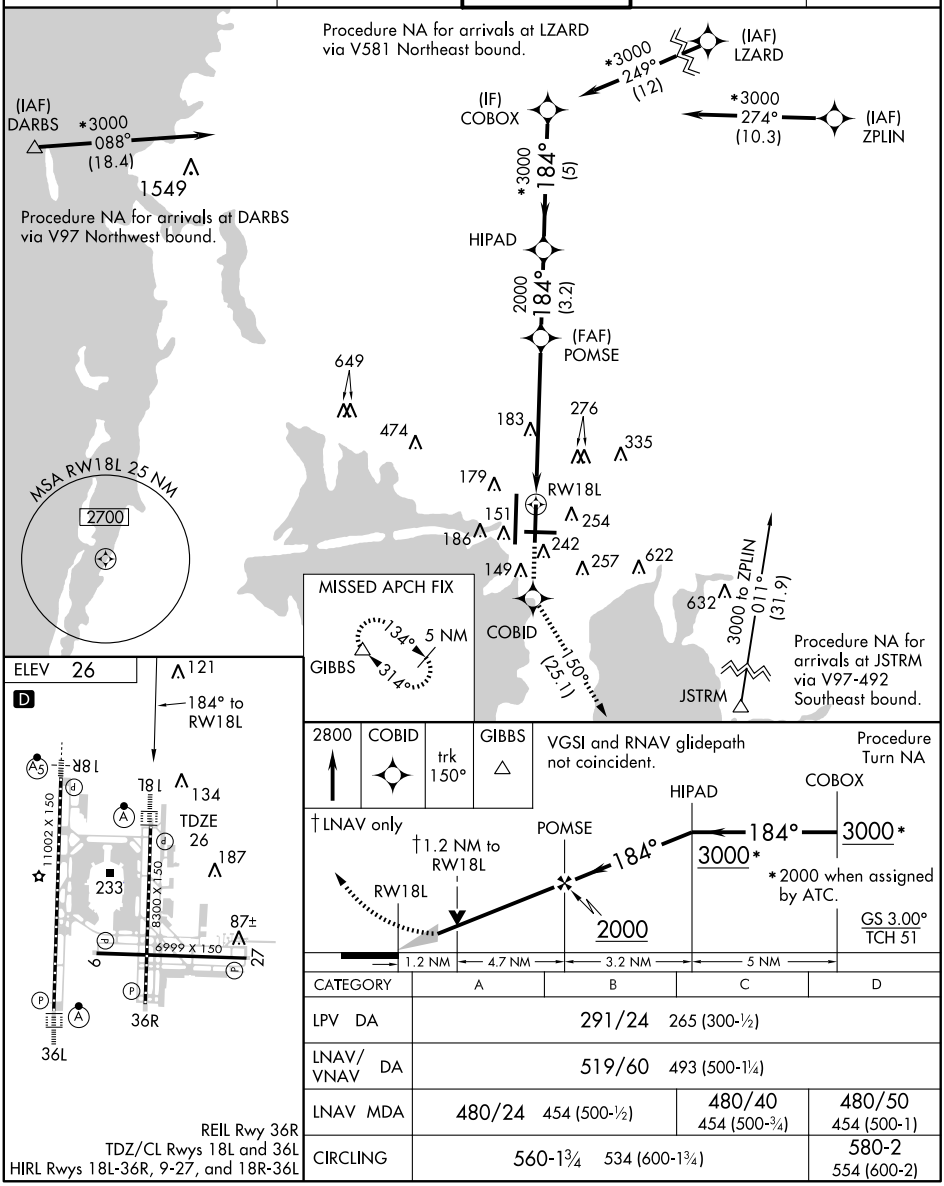
TAMPA INTL (TPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 2800 direct COBID and via 150° track to GIBBS and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6



CATEGORY	A	B	C	D
LPV DA	291/24 265 (300-½)			
LNAV/VNAV DA	519/60 493 (500-1¼)			
LNAV MDA	480/24 454 (500-½)		480/40 454 (500-¾)	480/50 454 (500-1)
CIRCLING	560-1¾ 534 (600-1¾)			580-2 554 (600-2)

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Y RWY 18L

TAMPA INTL (TPA)

APP CRS	Rwy Idg	8300
184°	TDZE	26
	Apt Elev	26

T A NA — For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.23 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 48°C (120°F). GPS Required.

ALSF-2

MISSED APPROACH: Climb to 2800 via 184° track to CUPUL, 147° track to GIBBS and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

Procedure NA for arrivals at DARBS via V97 Northwest bound.

3000 088° (18.4)

(IAF) DARBS 7000

Procedure NA for arrivals at LZARD via V581 Northeast bound.

3000 249° (12)

(IAF) LZARD 5000

3000 274° (10.3)

(IAF) ZPLIN MAX 210 KIAS 3000

(IF) COBOX MAX 180 KIAS 3000

3000 184° (5)

HIPAD

2000 184° (3.2)

(FAF) POMSE

649 474 183 276 335 179 RW18L 151 254 186 242 149 257 622 632

MSA RW18L 25 NM 2700

184° (5.9)

3000 to ZPLIN 011° (31.9)

MISSED APCH FIX

134° 5 NM GIBBS 314°

CUPUL

147° (23.1)

JSTRM 10900

Procedure NA for arrivals at JSTRM via V97-492 Southeast bound.

1649

ELEV 26

D

121 184° to RW18L 63±

18R 18L 134 TDZE 26 187 87± 233 11002 X 150 8300 X 150 6999 X 150 6 27 36L 36R

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

2800 trk 184°	CUPUL	trk 147°	GIBBS

VGSI and RNAV glidepath not coincident.

COBOX MAX 180 KIAS

HIPAD 184° 3000*

POMSE 2000 184° 3000*

Procedure Turn NA

GP 3.00° TCH 51

*2000 when assigned by ATC.

RW18L 2000

5.9 NM 3.2 NM 5 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	329/24	303 (400-½)		
RNP 0.23 DA	356/40	330 (400-¾)		
RNP 0.30 DA	423/50	397 (400-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

SYKES THREE DEPARTURE (RNAV)

(SYKES3.SYKES) 10154

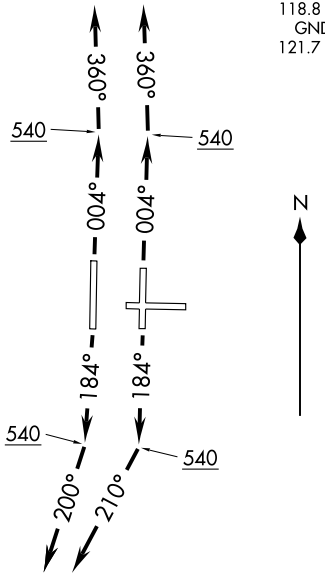
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to SYKES, then via 266° track to DORMR. Thence....
TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to SYKES, then via 266° track to DORMR. Thence....
TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to SYKES, then via 266° track to DORMR. Thence....

....Maintain 6000 or as assigned by ATC. Expect climb to filed altitude within ten minutes after departure.

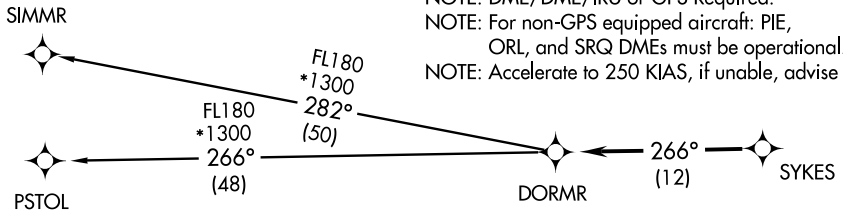
PSTOL TRANSITION (SYKES3.PSTOL):
SIMMR TRANSITION (SYKES3.SIMMR):

ATIS DEP 128.475
TAMPA TOWER 119.5 269.4
CLNC DEL 133.6
TAMPA DEP CON 118.8 239.3
GND CON 121.7 269.4



TAKEOFF OBSTACLE NOTES:
Rwy 18L: Antenna on OL building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL.
Rwy 18R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.
Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: PIE, ORL, and SRQ DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.



NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R: Standard with a minimum climb of 500' per NM to 540.
Rwy 36L, 36R: Standard.

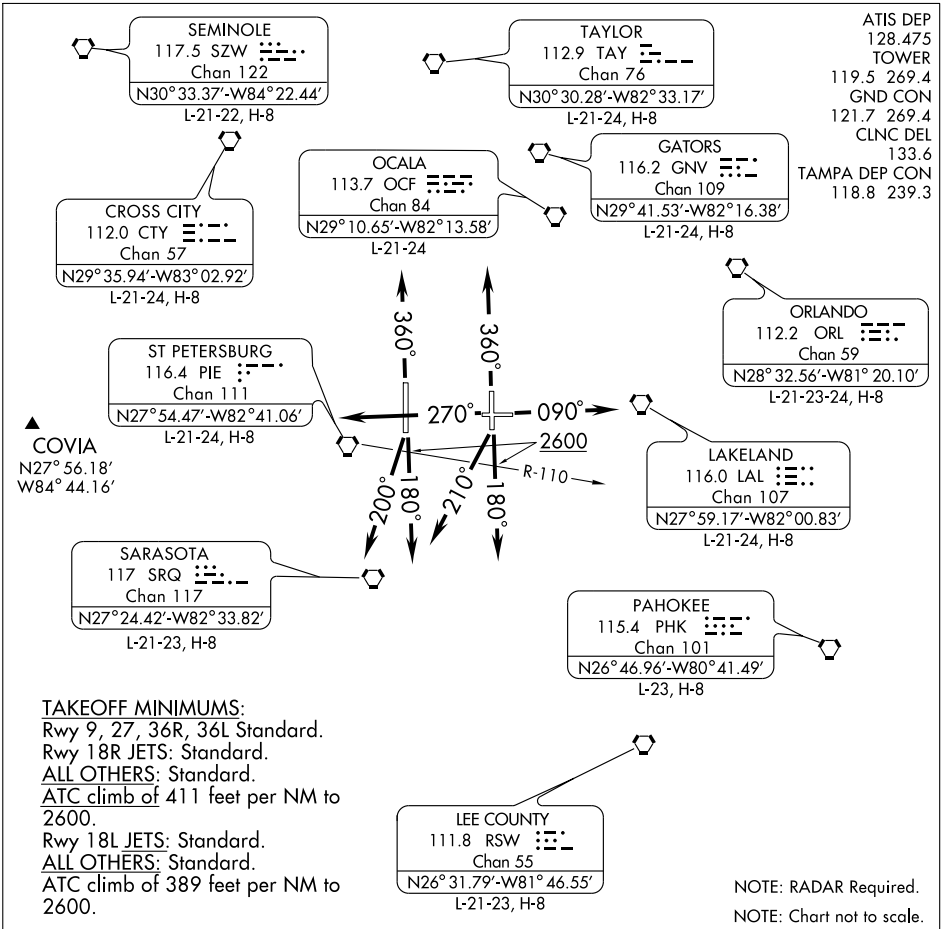
TAMPA, FLORIDA
TAMPA INTL (TPA)

SYKES THREE DEPARTURE (RNAV)
(SYKES3.SYKES) 10154

SL-416 (FAA)

TAMPA, FLORIDA
TAMPA INTL (TPA)

TAMPA FOUR DEPARTURE



TAKEOFF MINIMUMS:
Rwy 9, 27, 36R, 36L Standard.
Rwy 18R JETS: Standard.
ALL OTHERS: Standard.
ATC climb of 411 feet per NM to 2600.
Rwy 18L JETS: Standard.
ALL OTHERS: Standard.
ATC climb of 389 feet per NM to 2600.

NOTE: RADAR Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 090°, Thence...
TAKEOFF RWY 18R: JETS: Climb heading 200°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...
TAKEOFF RWY 18L: JETS: Climb heading 210°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...
TAKEOFF RWY 27: Climb heading 270°, Thence...
TAKEOFF RWY 36R/36L: Climb heading 360°, or as assigned by ATC. Thence...

Expect vectors to join filed/assigned route. JETS: Maintain 6000. ALL OTHERS: Maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TAKEOFF OBSTACLE NOTES:
Rwy 9: Tree 2225 feet from DER, 464 feet left of centerline, 45 feet AGL/84 feet MSL. Tower 4214 feet from DER, 265 feet right of centerline, 105 feet AGL/145 feet MSL.
Rwy 18L: Antenna and bldg beginning 3279 feet from DER, 1160 feet left of centerline, up to 146 feet AGL/155 feet MSL.
Rwy 18R: Multiple trees beginning 482 feet from DER, 578 feet right of centerline, up to 33 feet AGL/37 feet MSL.
Rwy 27: Building and antenna beginning 4354 feet from DER, 1162 feet left of centerline, up to 154 feet AGL/158 feet MSL. Multiple trees beginning 585 feet from DER, 419 feet right of centerline, up to 44 feet AGL/ 58 feet MSL.
Rwy 36L: Tree 752 feet from DER, 696 feet right of centerline, 42 feet AGL/66 feet MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

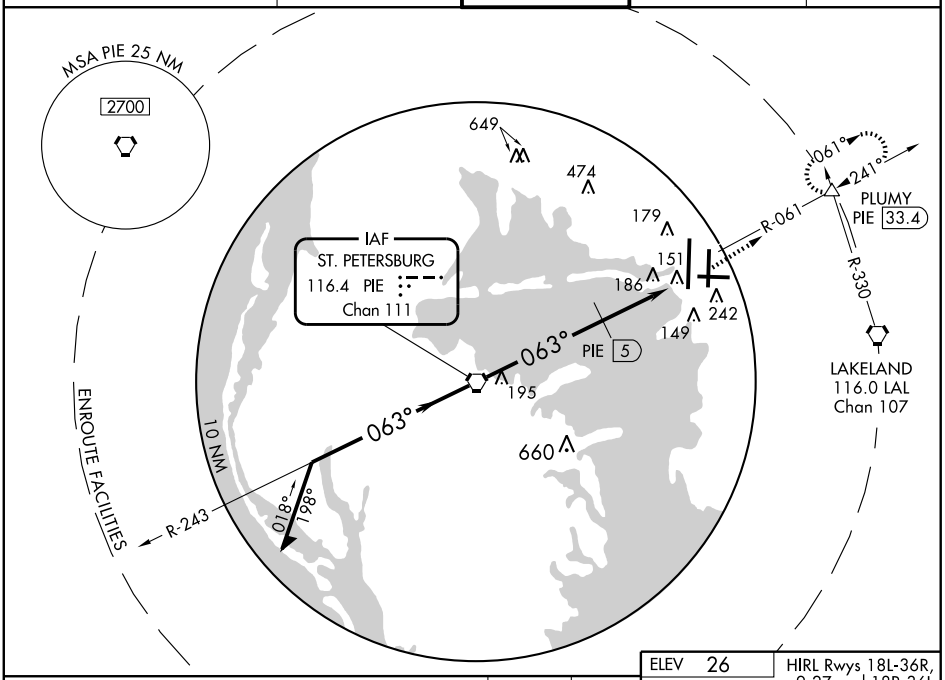
VORTAC PIE	APP CRS	Rwy Idg	6999
116.4	063°	TDZE	20
Chan 111		Apt Elev	26

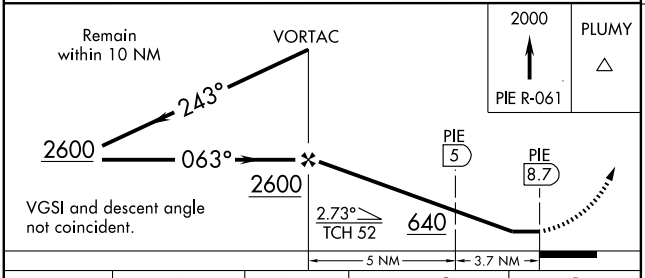
VOR RWY 9

TAMPA INTL (TPA)

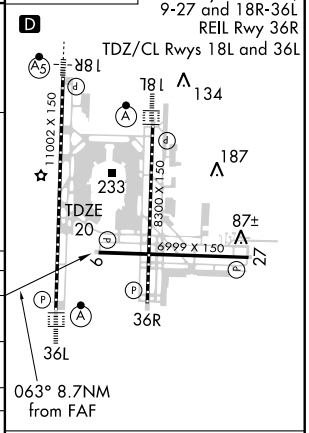
MISSED APPROACH: Climb to 2000 via PIE R-061 to PLUMY INT/33.4 DME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





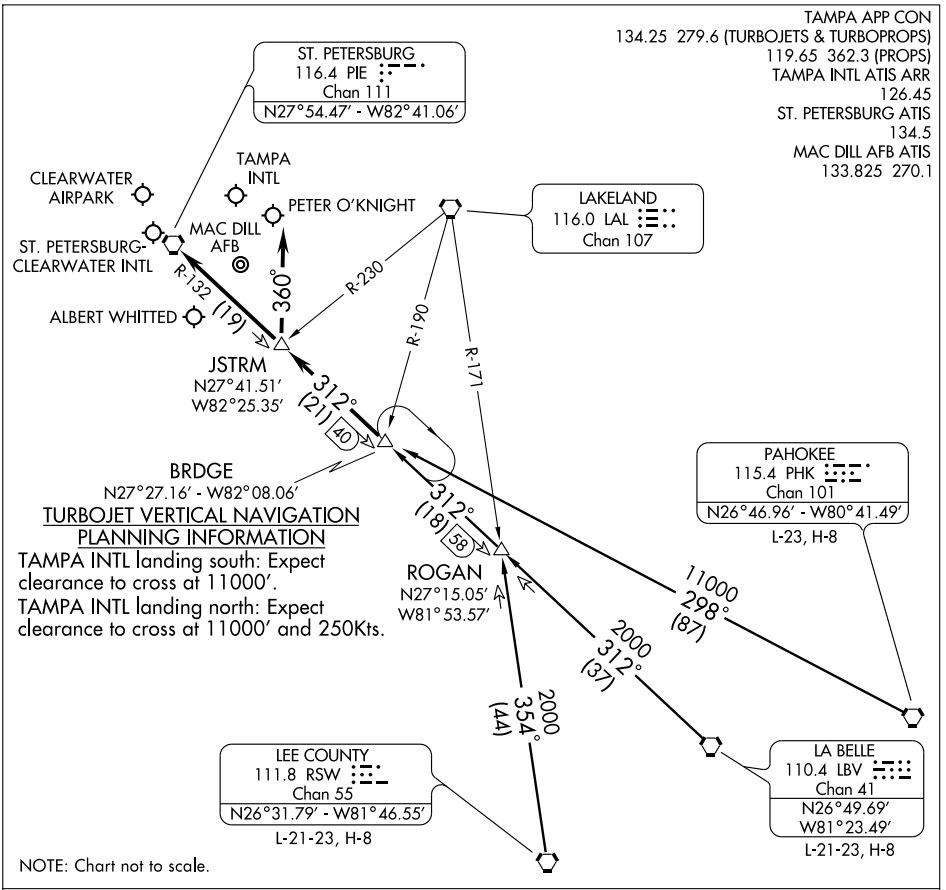
CATEGORY	A	B	C	D
S-9	640-1 620 (700-1)		640-1¾ 620 (700-1¾)	640-2 620 (700-2)
CIRCLING	640-1 614 (700-1)		640-1¾ 614 (700-1¾)	640-2 614 (700-2)
DME MINIMUMS				
S-9	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)



FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 21 OCT 2010 to 18 NOV 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

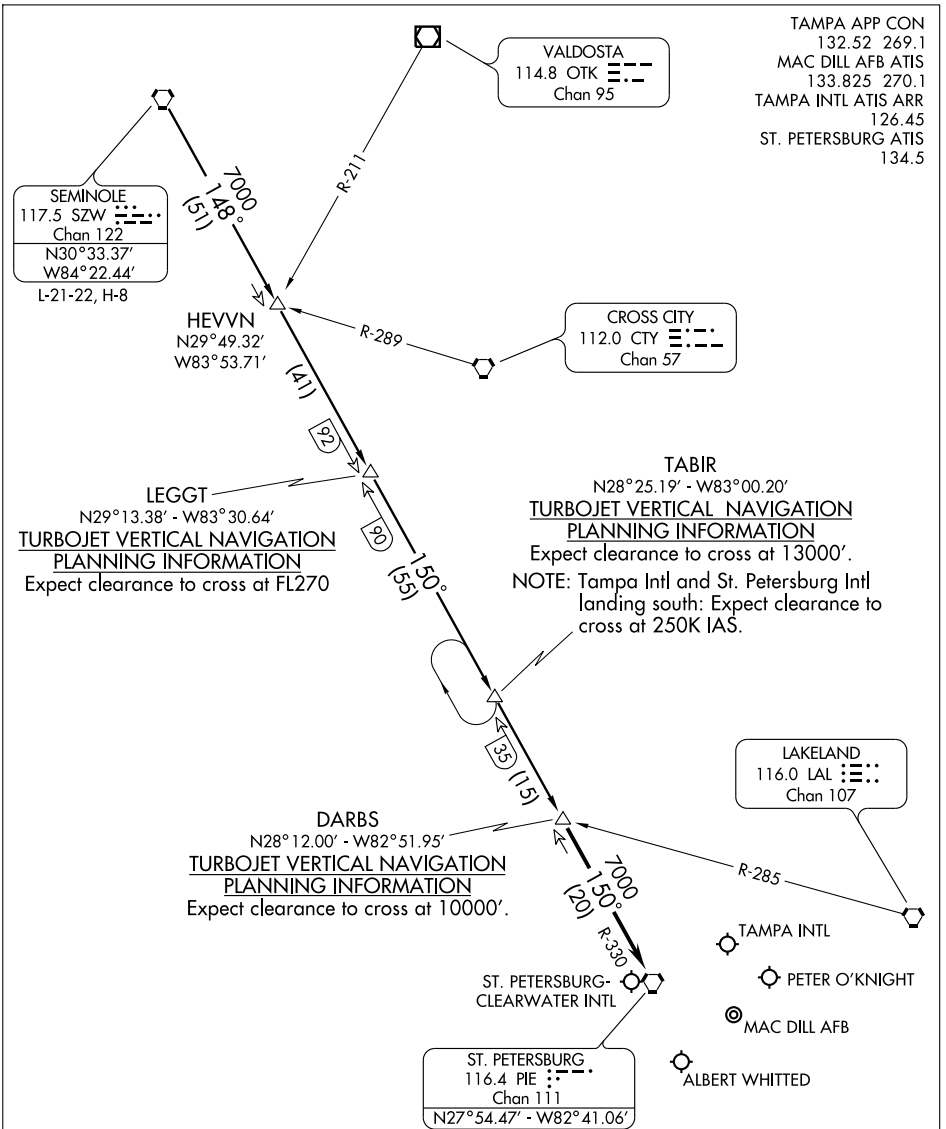
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

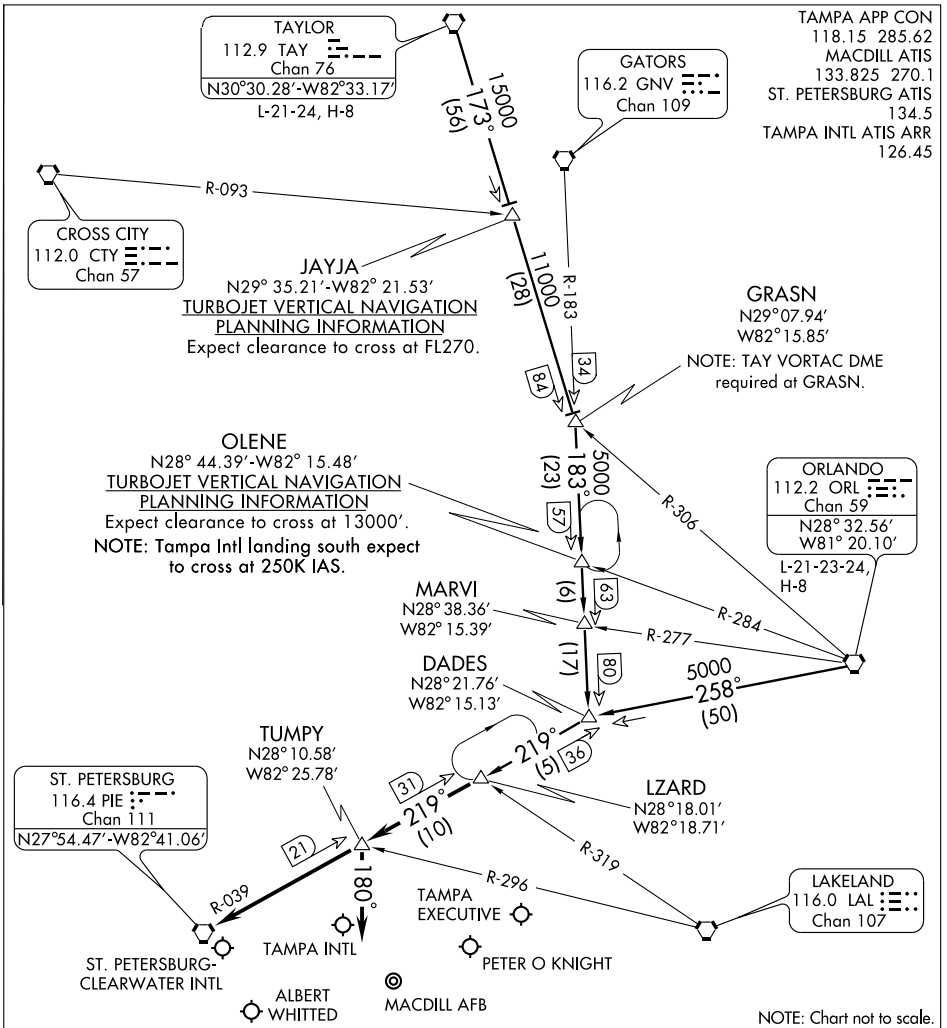
TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

NDB TPF	APP CRS	Rwy Idg	N/A
270	342°	TDZE	N/A
		Apt Elev	8

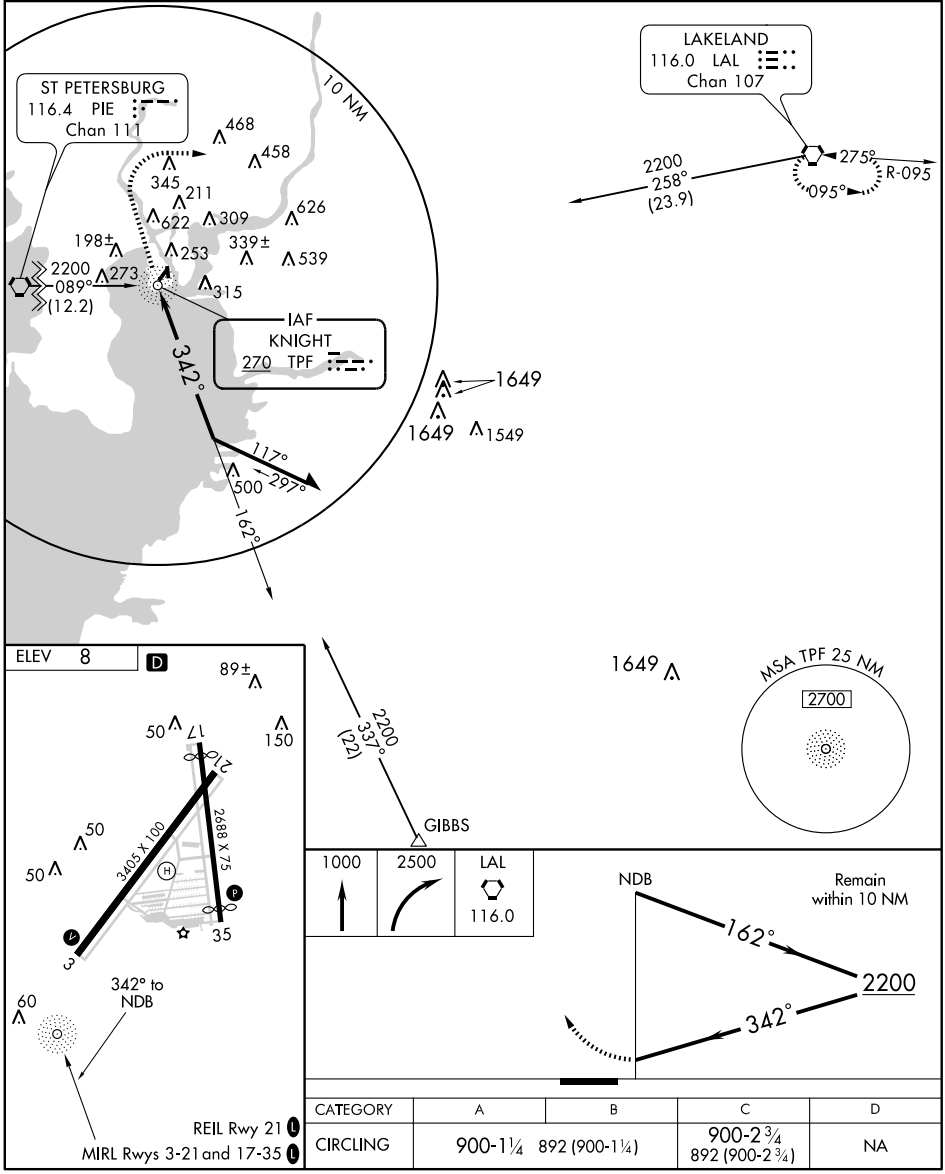
NDB-A

TAMPA/PETER O KNIGHT (TPF)

Circling NA NW of Rwys 21-3. Circling to Rwy 17 NA. If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	900-1¼ 892 (900-1¼)		900-2¾ 892 (900-2¾)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOM AM	APP CRS	Rwy Idg	3230
388	060°	TDZE	8
		Apt Elev	8

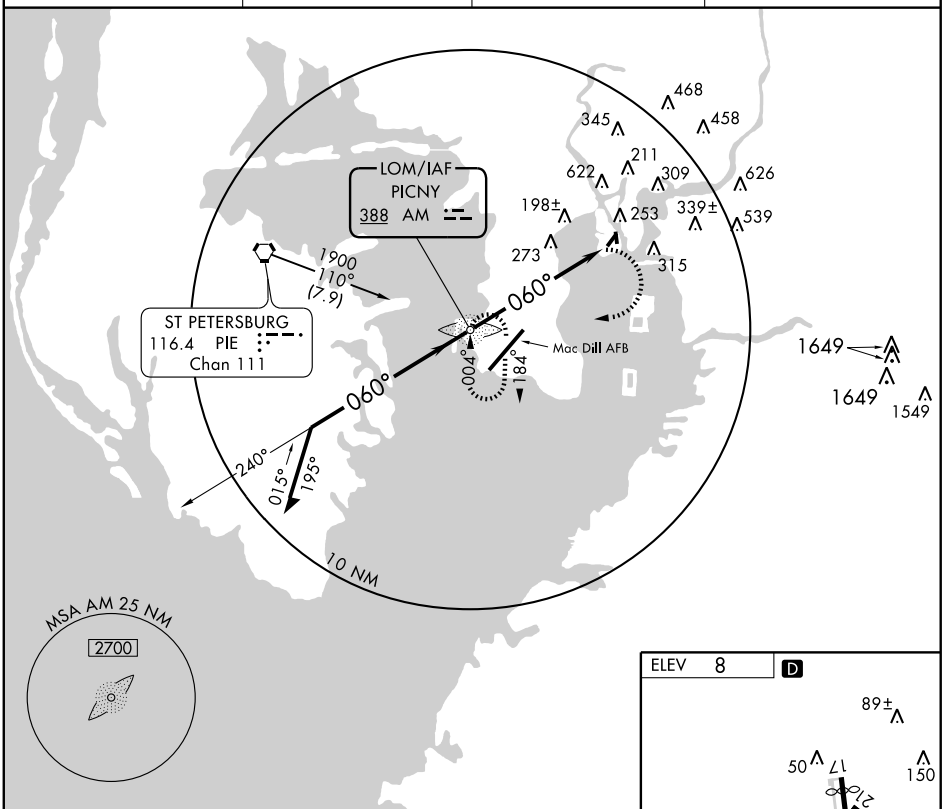
NDB RWY 3

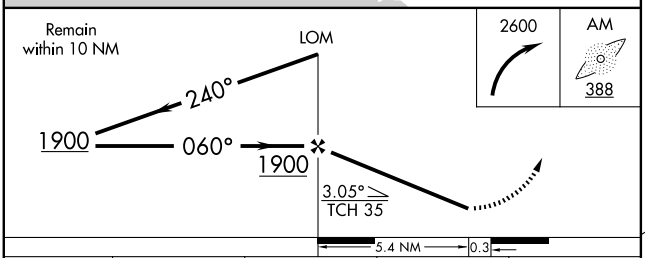
TAMPA/PETER O KNIGHT (TPF)

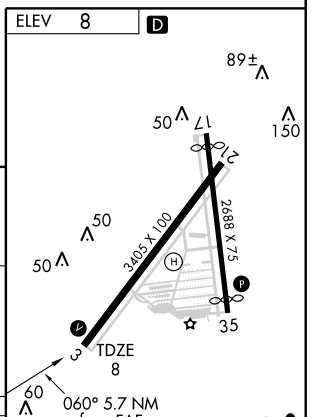
If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Circling NA NW of Rwys 21-3. Circling to Rwy 17 NA.

MISSED APPROACH: Climbing right turn to 2600 direct PICNY LOM and hold, continue climb-in-hold to 2600.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-3	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	NA
CIRCLING	640-1 632 (700-1)	680-1 672 (700-1)	680-2 672 (700-2)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
219°	Rwy Idg	3405
	TDZE	8
	Apt Elev	8

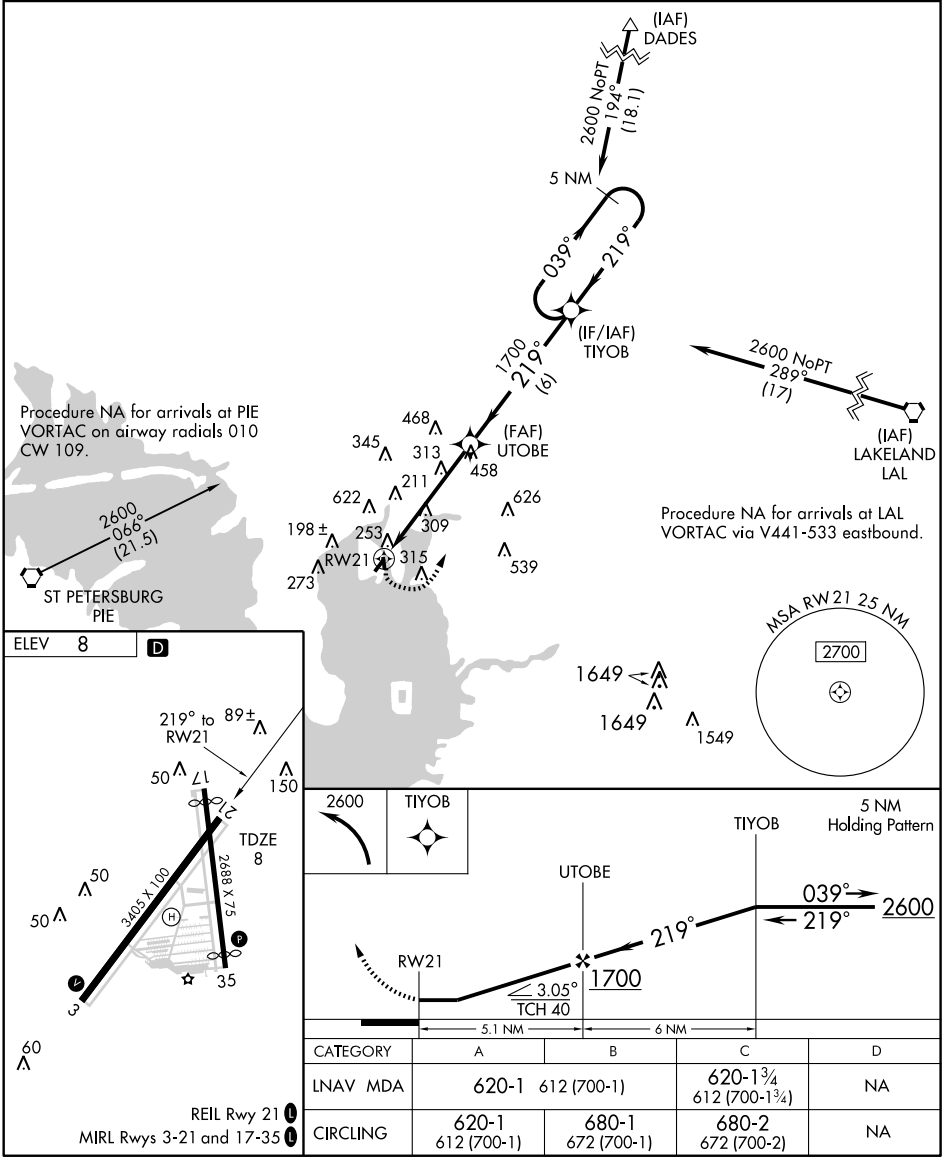
RNAV (GPS) RWY 21

TAMPA/PETER O KNIGHT (TPF)

If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Circling NA NW of Rwys 21-3. Circling to Rwy 35 NA at night. Straight-in/circling Rwy 21 NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Circling to Rwy 17 NA.

MISSED APPROACH: Climbing left turn to 2600 direct TIYOB and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1 612 (700-1)		620-1¾ 612 (700-1¾)	NA
CIRCLING	620-1 612 (700-1)	680-1 672 (700-1)	680-2 672 (700-2)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2400
341°	TDZE	7
	Apt Elev	8

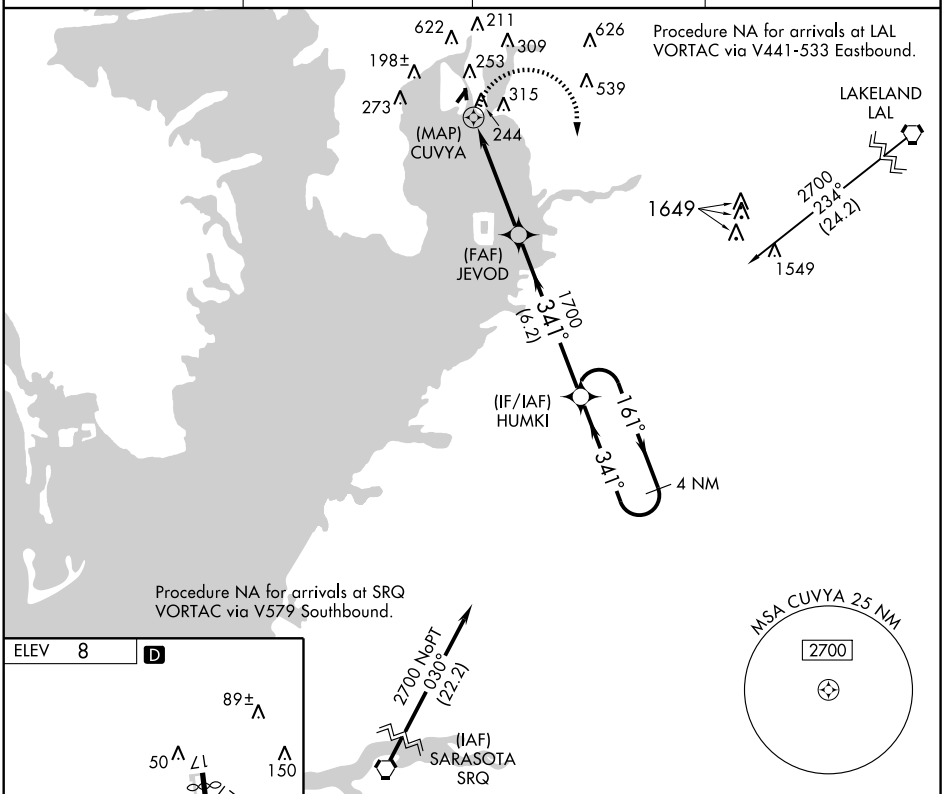
RNAV (GPS) RWY 35

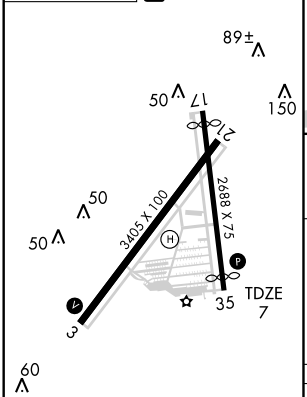
TAMPA/PETER O KNIGHT (TPF)

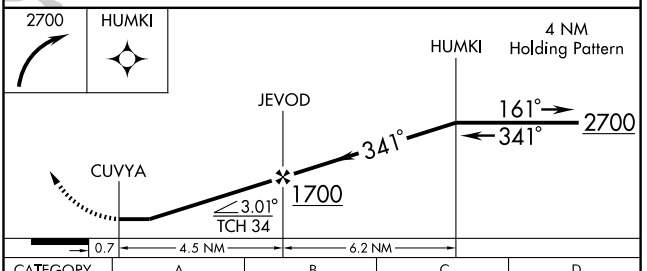
When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. Visibility reduction by helicopters NA. Circling to Rwy 17 NA. Circling to Rwy 21 NA at night. Circling NA NW of Rwy 21-3. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2700 direct HUMKI and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







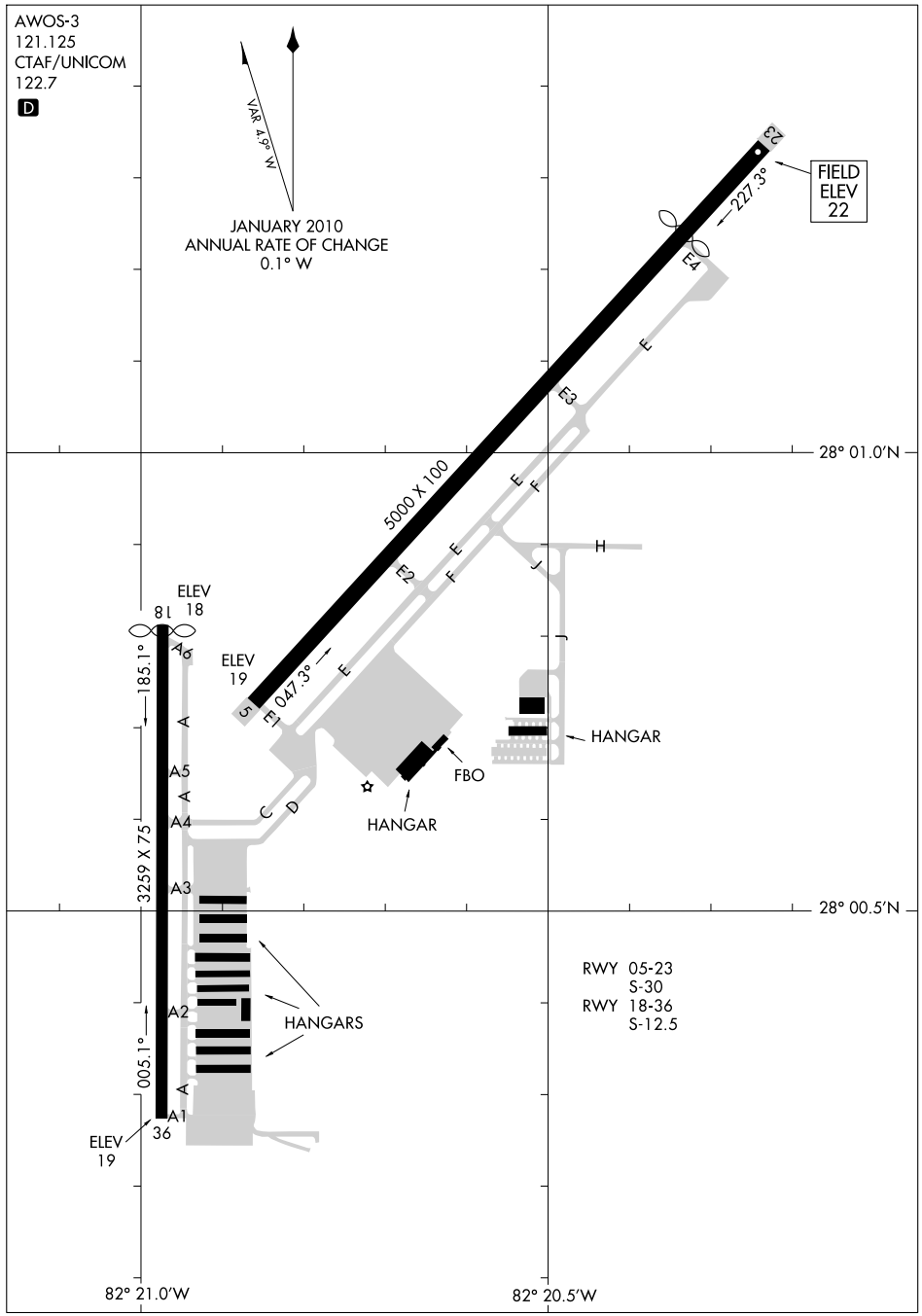
CATEGORY	A	B	C	D
LNAV MDA	500-1 493 (500-1)		NA	
CIRCLING	560-1 552 (600-1)	680-1 672 (700-1)	NA	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-9241 (FAA)

TAMPA EXECUTIVE (VDF)
TAMPA, FLORIDA



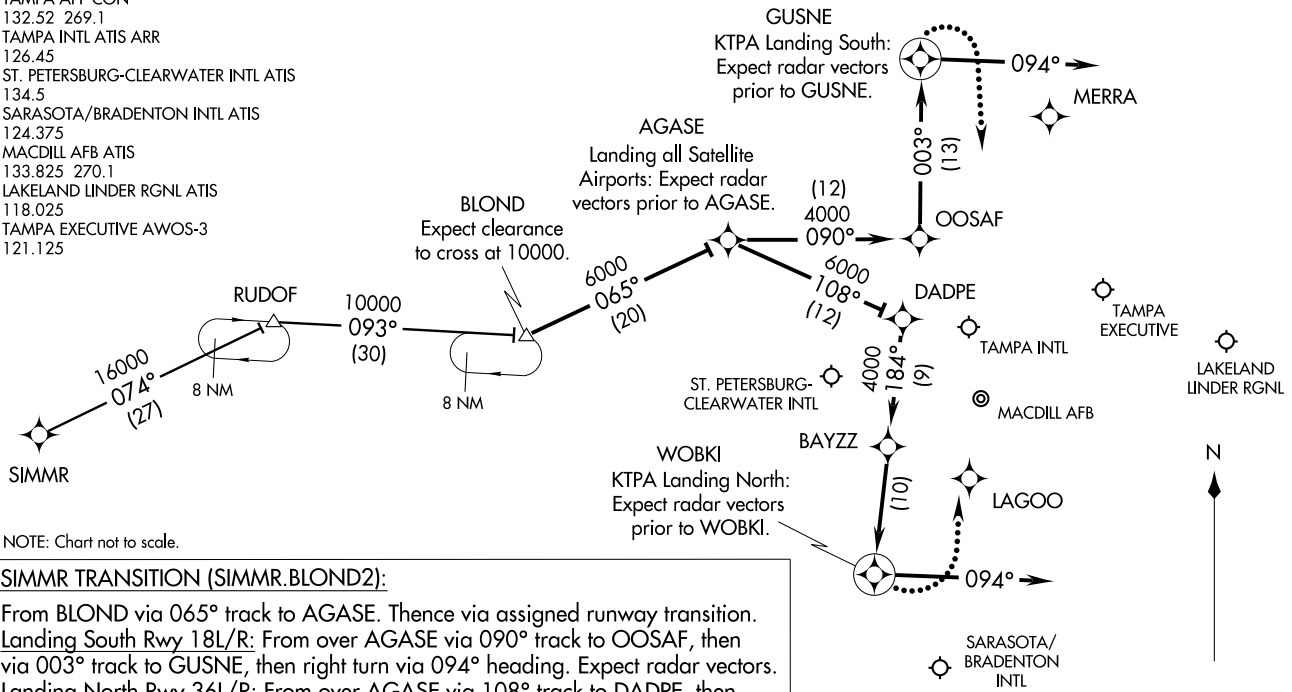
SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

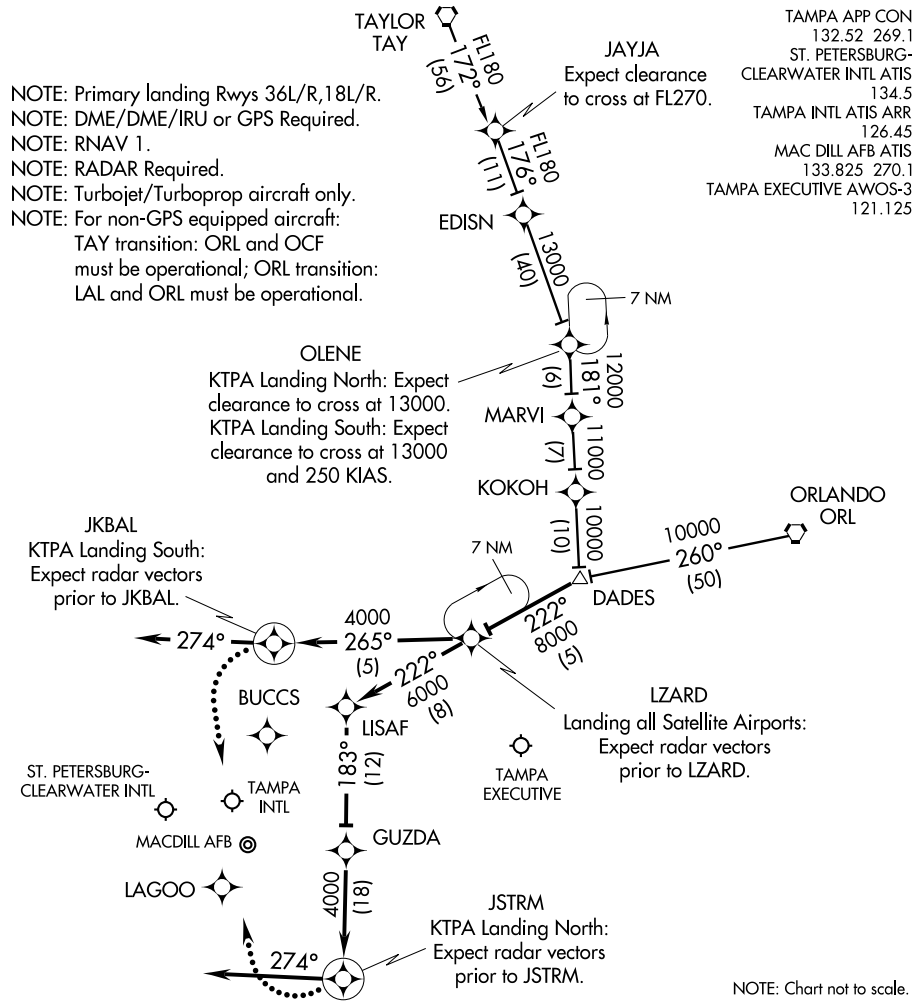
BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

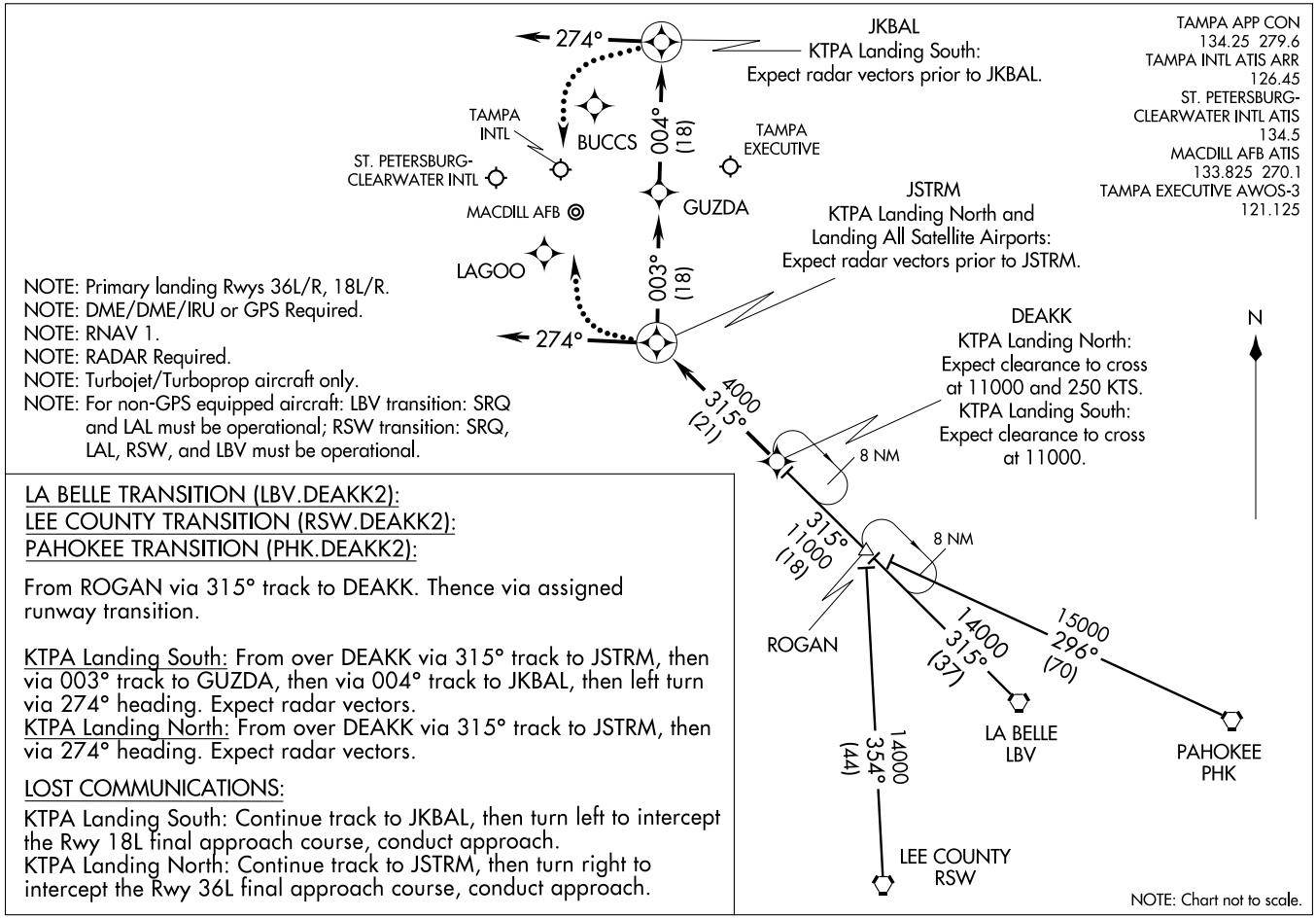
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

DEAKK TWO ARRIVAL (RNAV)

(DEAKK.DEAKK2) 10098



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

DEAKK TWO ARRIVAL (RNAV)
(DEAKK.DEAKK2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VDF	APP CRS	Rwy Idg 4200
111.35	226°	TDZE 21
Chan 50 (Y)		Apt Elev 22

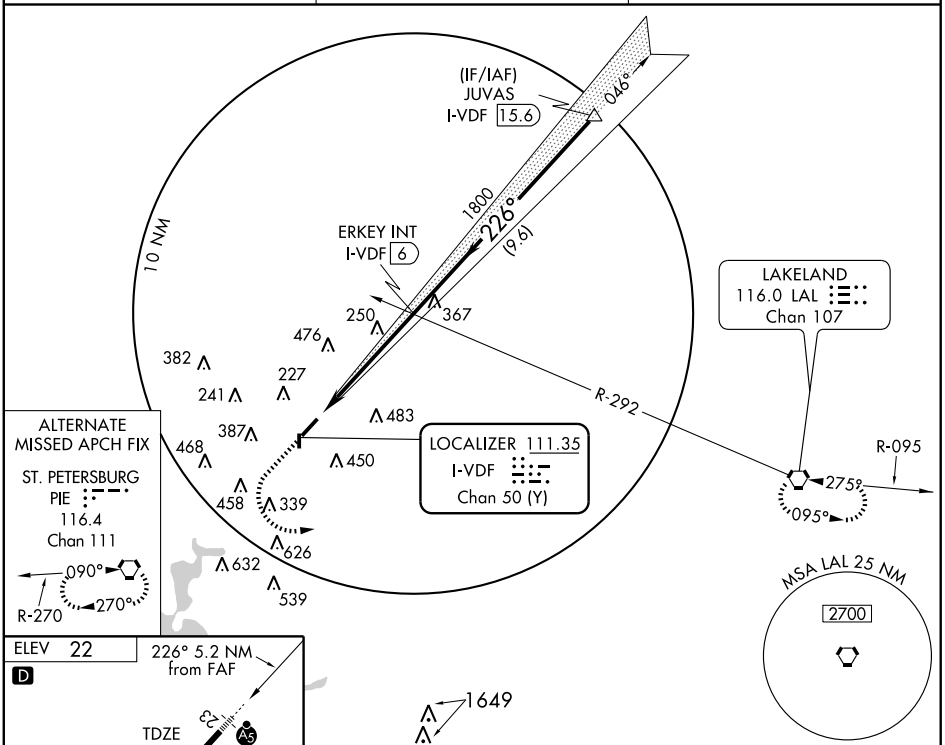
ILS or LOC RWY 23
TAMPA EXECUTIVE (VDF)

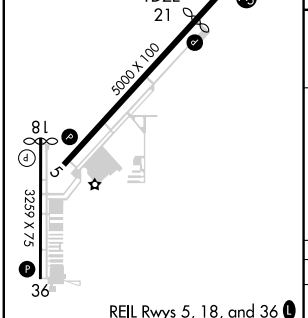
If local altimeter setting not received, use Tampa Intl altimeter setting and increase DA to 305, and all MDAs 40 feet. For inoperative MALSR, increase S-LOC 23 Cat A and B visibility to 1. VDP NA when using Tampa Intl altimeter setting.

MALSR

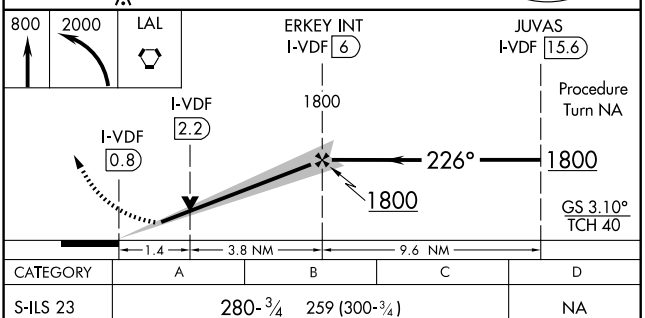
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

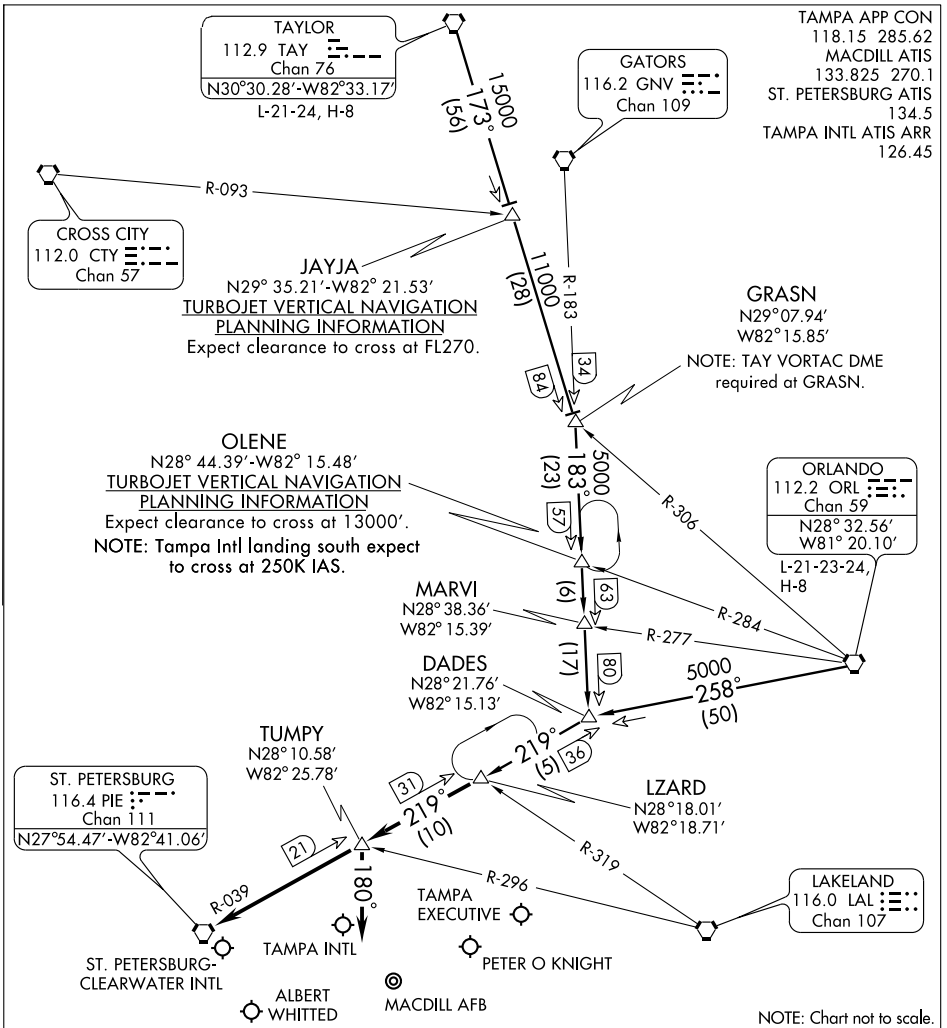


CATEGORY	A	B	C	D
S-ILS 23	280-¾ 259 (300-¾)			NA
S-LOC 23	500-¾ 479 (500-¾)			NA
CIRCLING	540-1 518 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

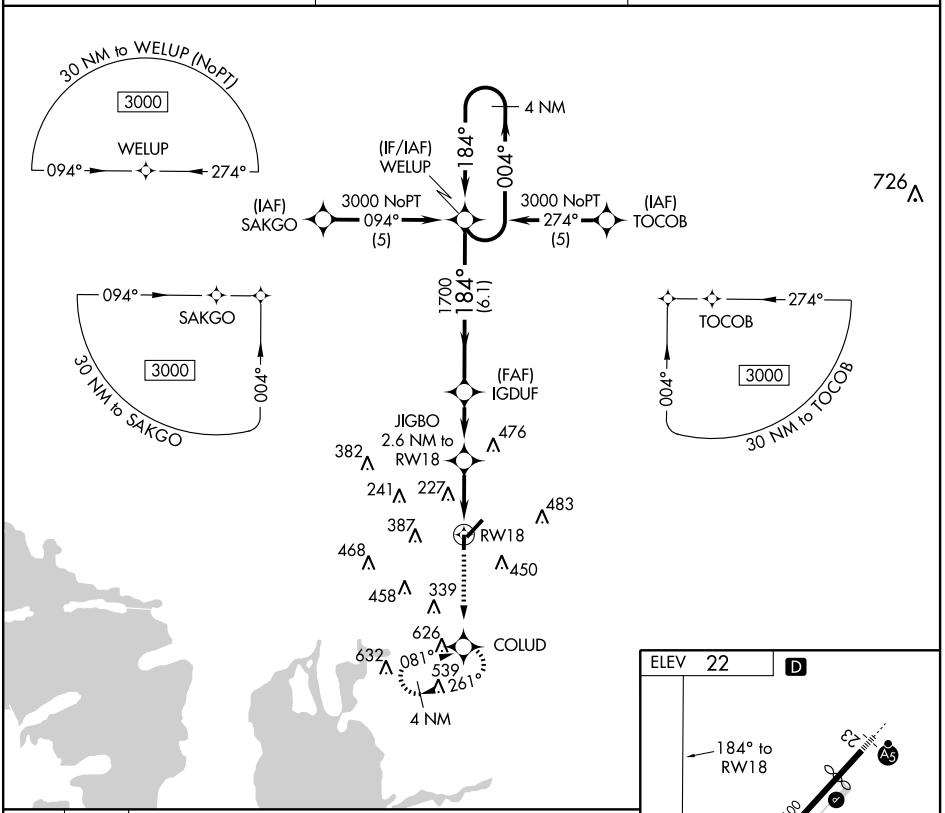
TAMPA EXECUTIVE (VDF)

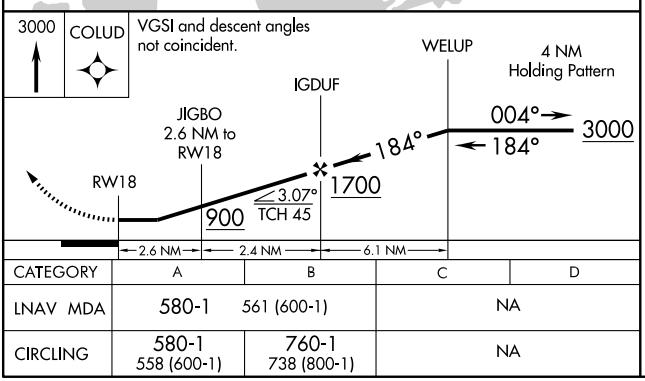
APP CRS	Rwy Idg	3219
184°	TDZE	19
	Apt Elev	22

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet. Increase Circling Cat B visibility ¼ mile.

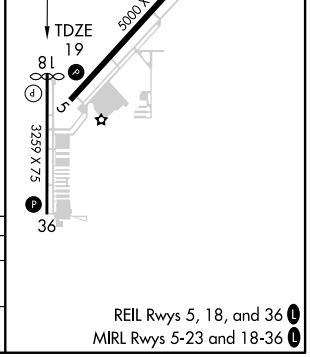
MISSED APPROACH: Climb to 3000 direct COLUD and hold, continue climb-in-hold to 3000.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1	561 (600-1)	NA	
CIRCLING	580-1 558 (600-1)	760-1 738 (800-1)	NA	



REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4200
CH 78100	226°	TDZE	21
W23A		Apt Elev	22

RNAV (GPS) RWY 23

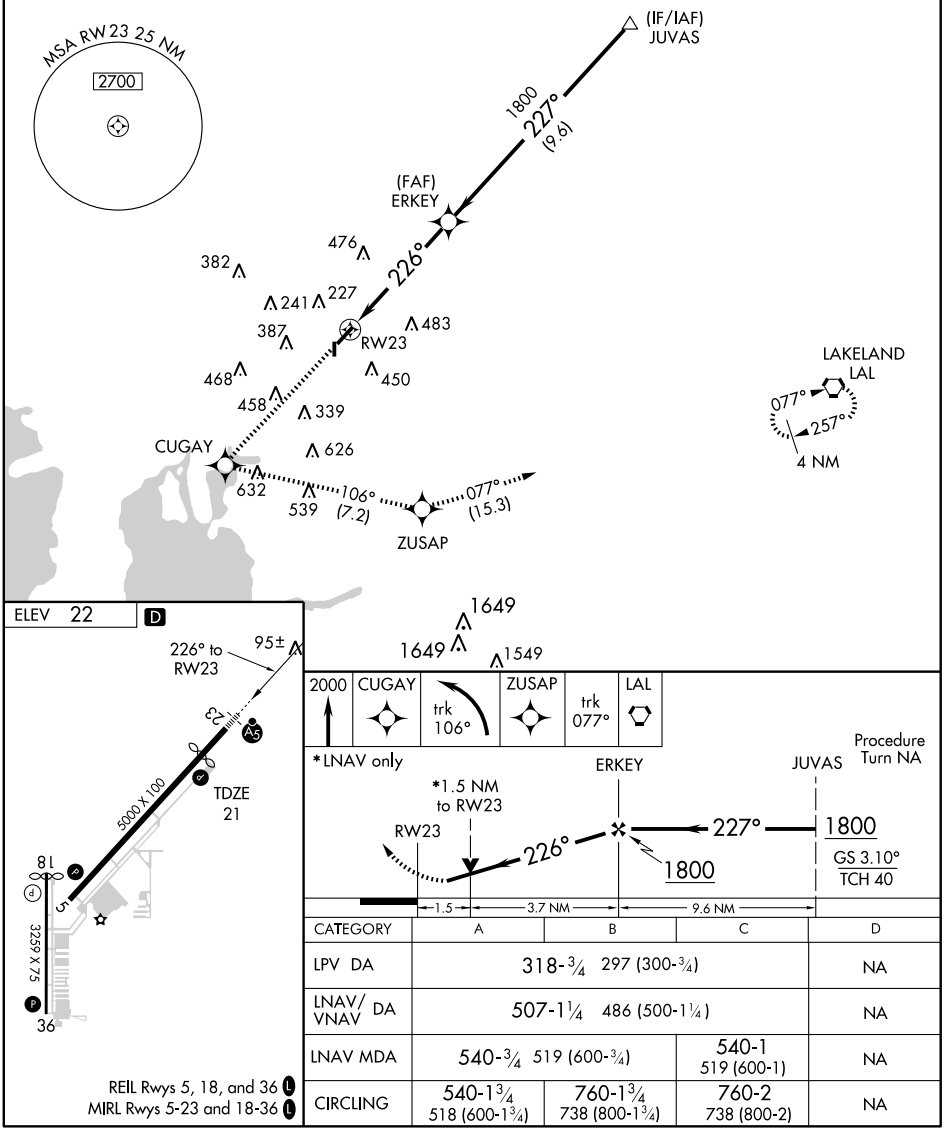
TAMPA EXECUTIVE (VDF)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 343, LNAV/VNAV DA to 532, and all MDAs 40 feet. Baro-VNAV and VDP NA when using Tampa Intl altimeter setting. For inoperative MALSR, increase LPV visibility all Cats to 1, and LNAV Cat A and B visibility to 1.

MALSR

MISSED APPROACH: Climb to 2000 direct CUGAY and left turn via 106° track to ZUSAP and 077° track to LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L



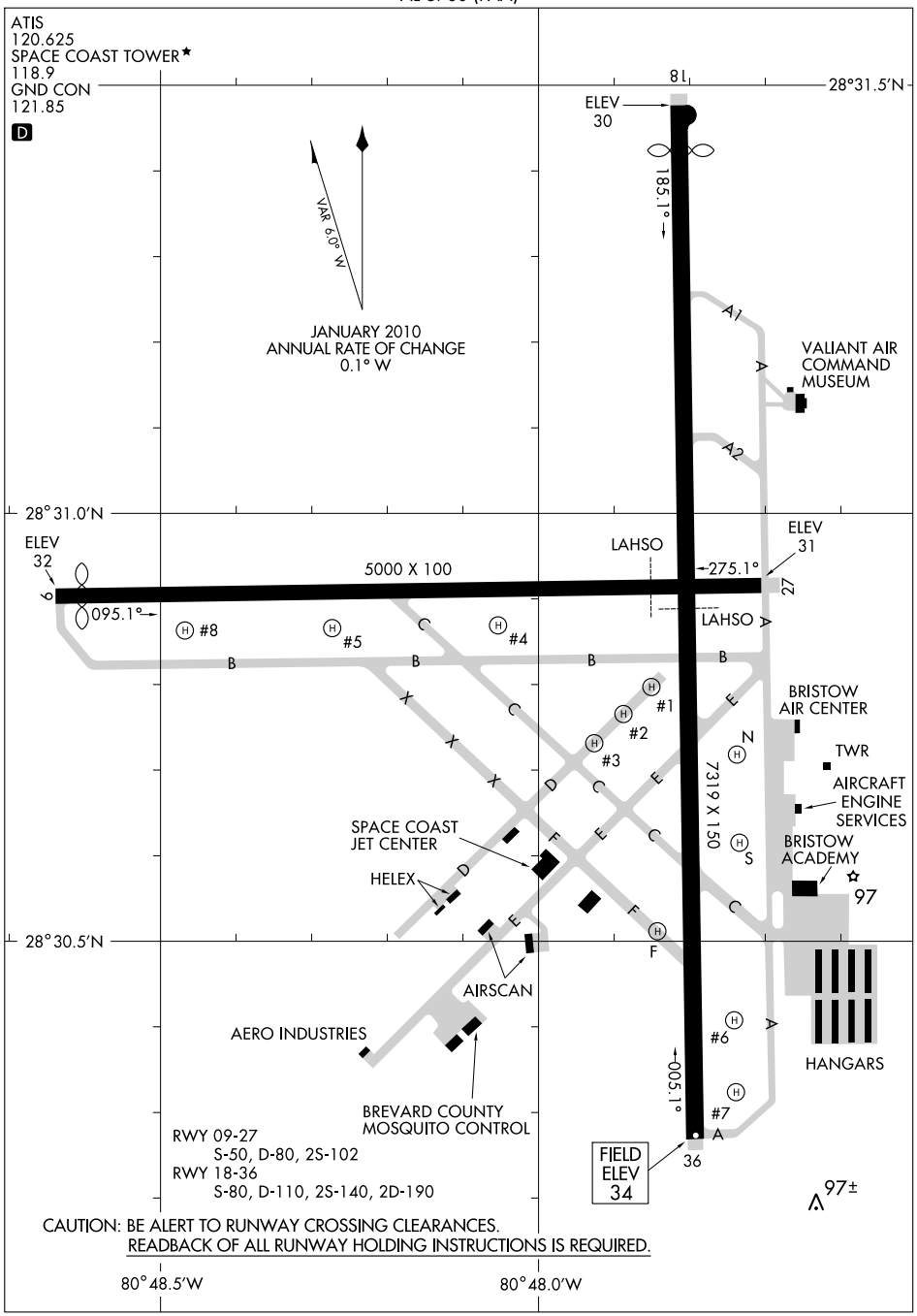
CATEGORY	A	B	C	D
LPV DA	318-¾ 297 (300-¾)			NA
LNAV/VNAV DA	507-1¼ 486 (500-1¼)			NA
LNAV MDA	540-¾ 519 (600-¾)		540-1 519 (600-1)	NA
CIRCLING	540-1¾ 518 (600-1¾)	760-1¾ 738 (800-1¾)	760-2 738 (800-2)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5760 (FAA)

TITUSVILLE/ SPACE COAST RGNL (TIX)
TITUSVILLE, FLORIDA



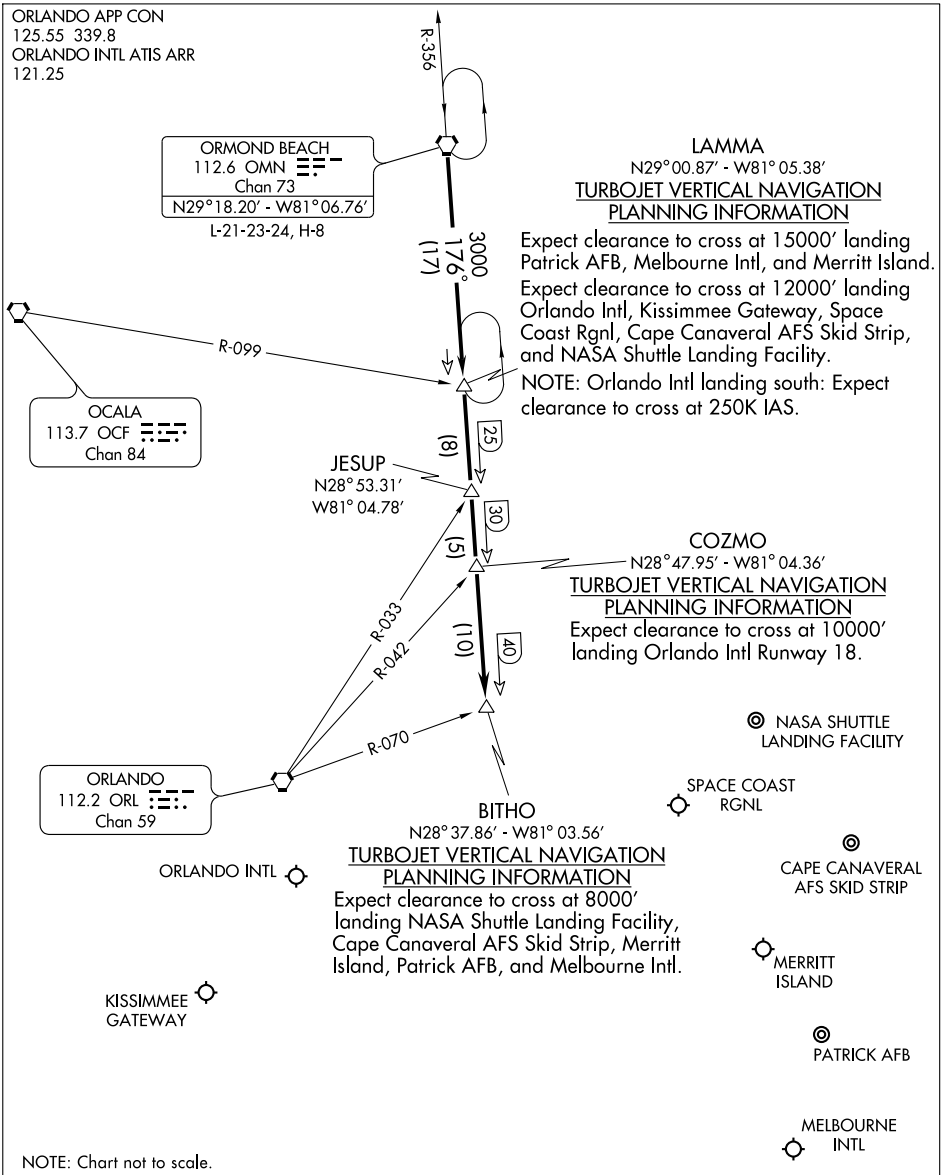
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TITUSVILLE, FLORIDA
TITUSVILLE/ SPACE COAST RGNL (TIX)

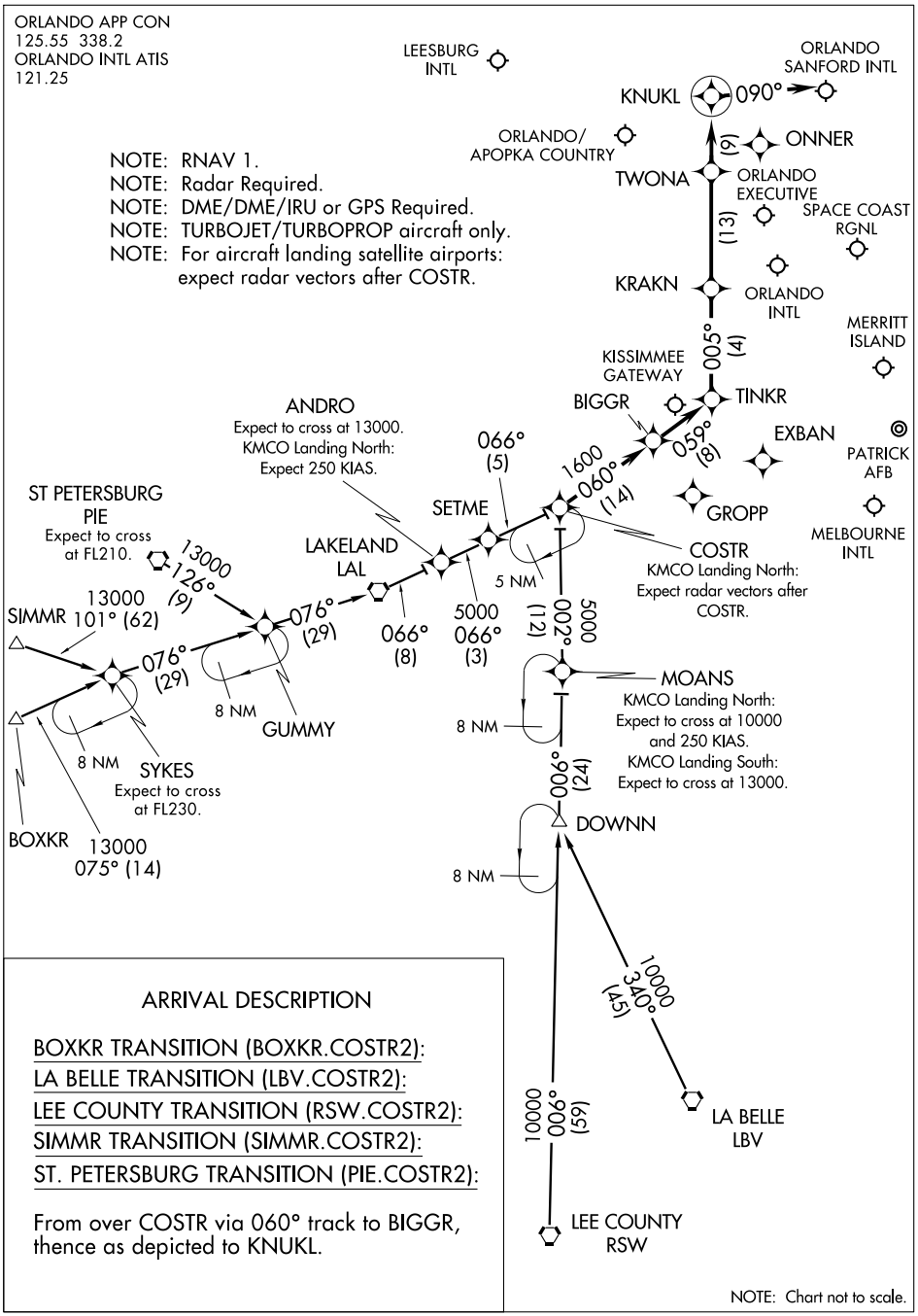
10210

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

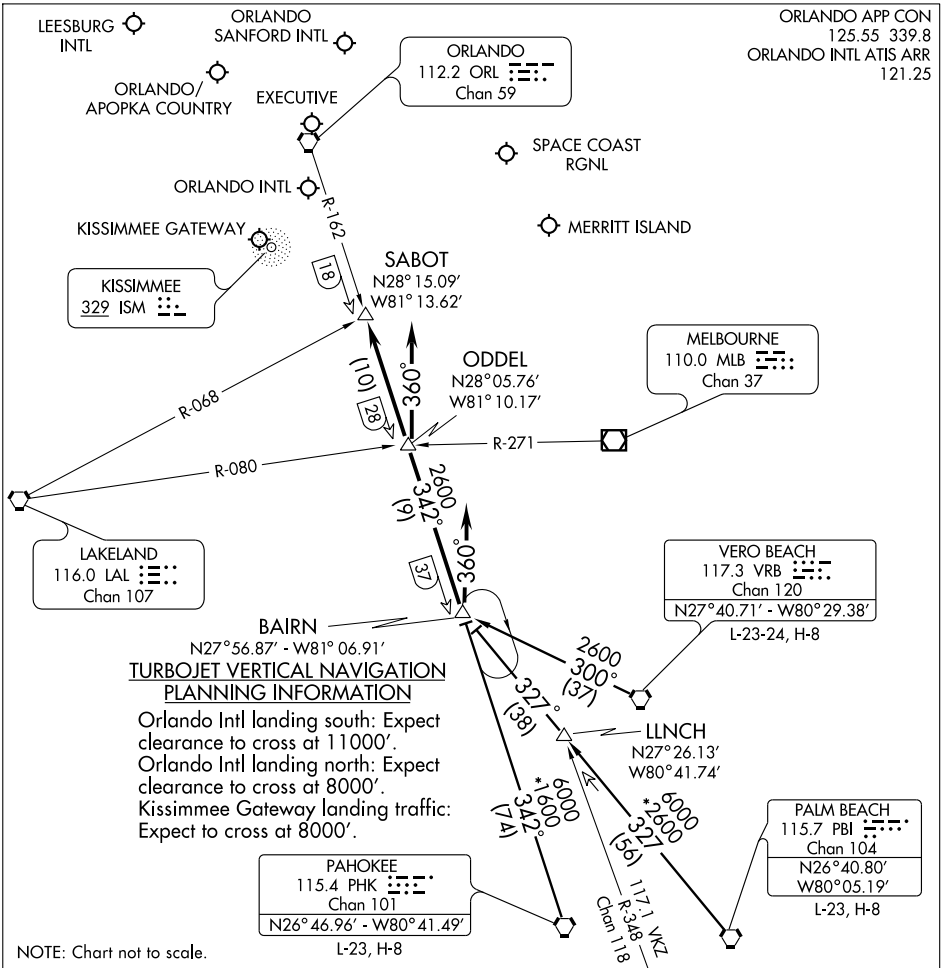
NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-TIX	APP CRS	Rwy Idg	7319
108.7	004°	TDZE	34
		Apt Elev	34

ILS or LOC RWY 36

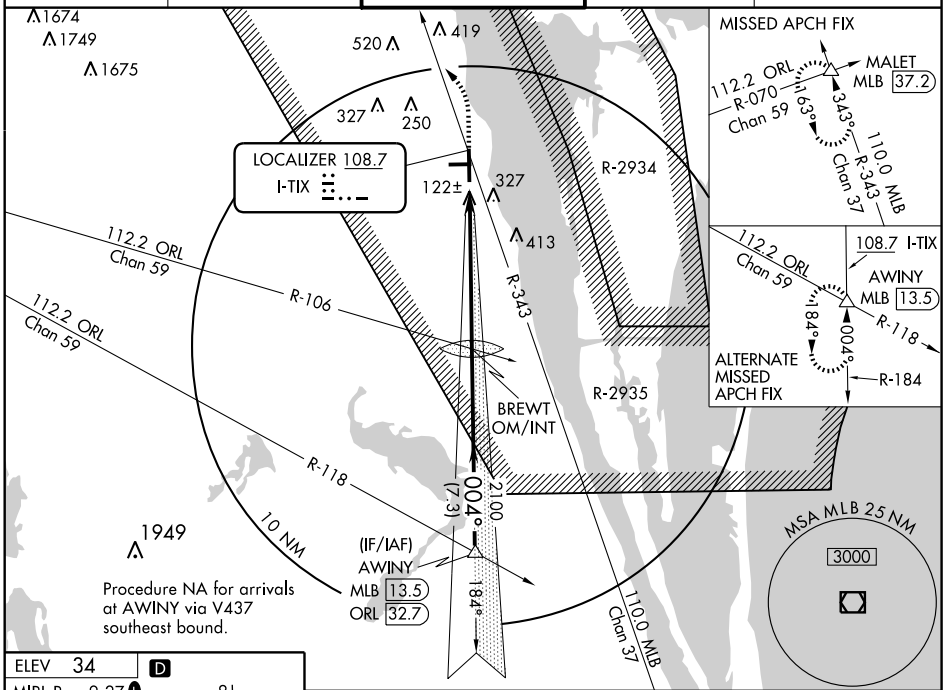
TITUSVILLE/SPACE COAST RGNL (TIX)

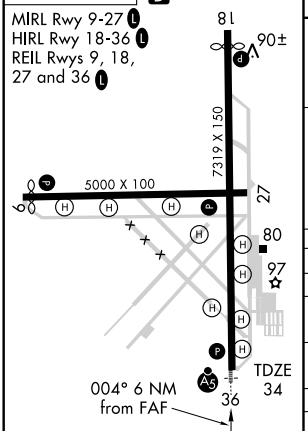
When control tower closed, use Melbourne altimeter setting.

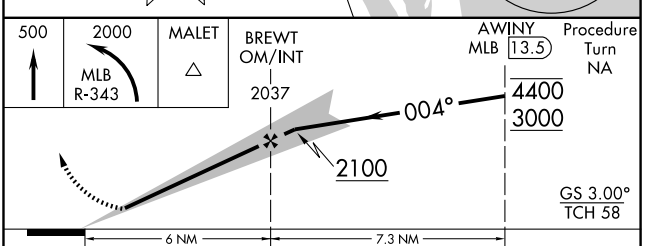
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 and MLB VOR/DME R-343 to MALET INT/MLB 37.2 DME and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
S-ILS 36	234-½ 200 (200-½)			
S-LOC 36	380-½ 346 (400-½)			380-¾ 346 (400-¾)
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
S-ILS 36	294-½ 260 (300-½)			
S-LOC 36	440-½ 406 (500-½)		440-¾ 406 (500-¾)	
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

13000 120° (9)

13000 070° (29)

R-250

R-106

SYKES
N27°39.88′
W83°02.99′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

83

10000 003° (24)

72

13000 070° (14)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83°17.93′

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

10000 334° (45)

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

NOTE: Chart not to scale.

08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

ST-571 (FAA)

WAAS CH 69313 W36A | APP CRS 004° | Rwy Idg 7319 | TDZE 34 | Apt Elev 34

RNAV (GPS) RWY 36

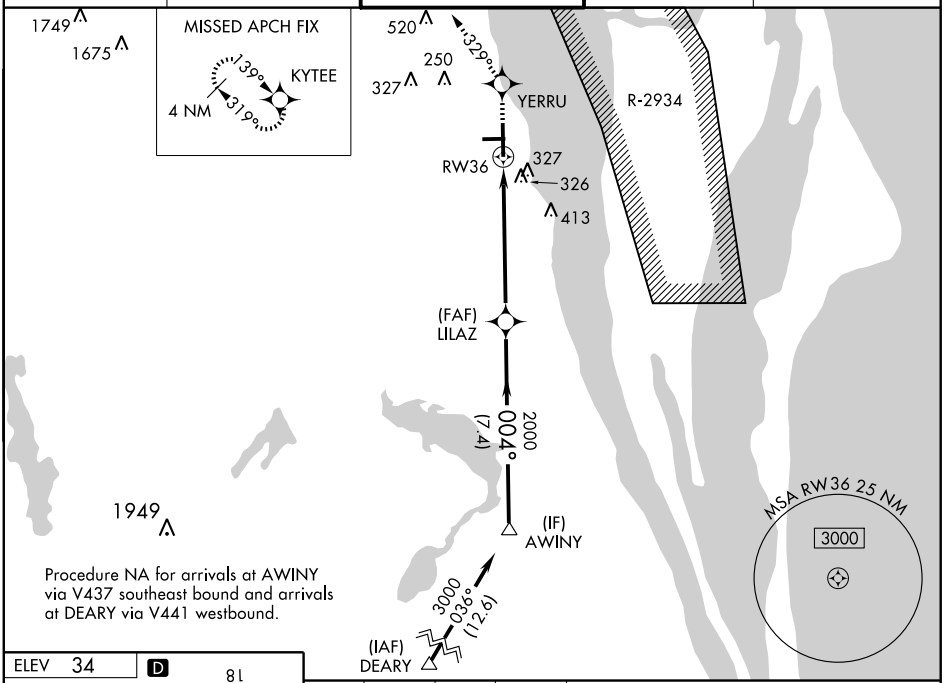
TITUSVILLE/ SPACE COAST RGNL (TIX)

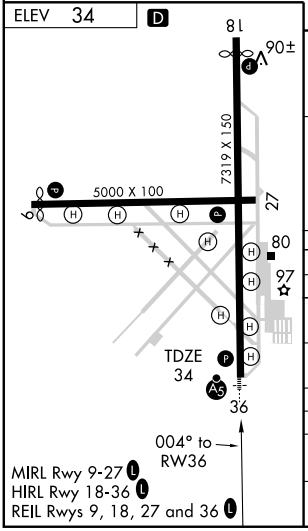
DME/DME RNP-0.3 NA.
When control tower closed, use Melbourne altimeter setting.
VDP NA when using Melbourne altimeter setting.

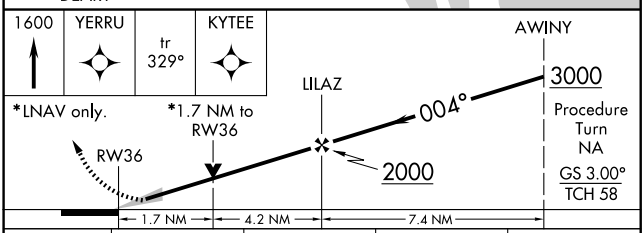
MALSR

MISSED APPROACH: Climb to 1600 direct YERRU and via track 329° to KYTEE and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	234-½ 200 (200-½)			
LNAV MDA	640-½ 606 (700-½)		640-1¼ 606 (700-1¼)	640-1½ 606 (700-1½)
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LPV DA	294-½ 260 (300-½)			
LNAV MDA	700-½ 666 (700-½)		700-1¼ 666 (700-1¼)	700-1½ 666 (700-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4810
094°	TDZE	32
	Apt Elev	34

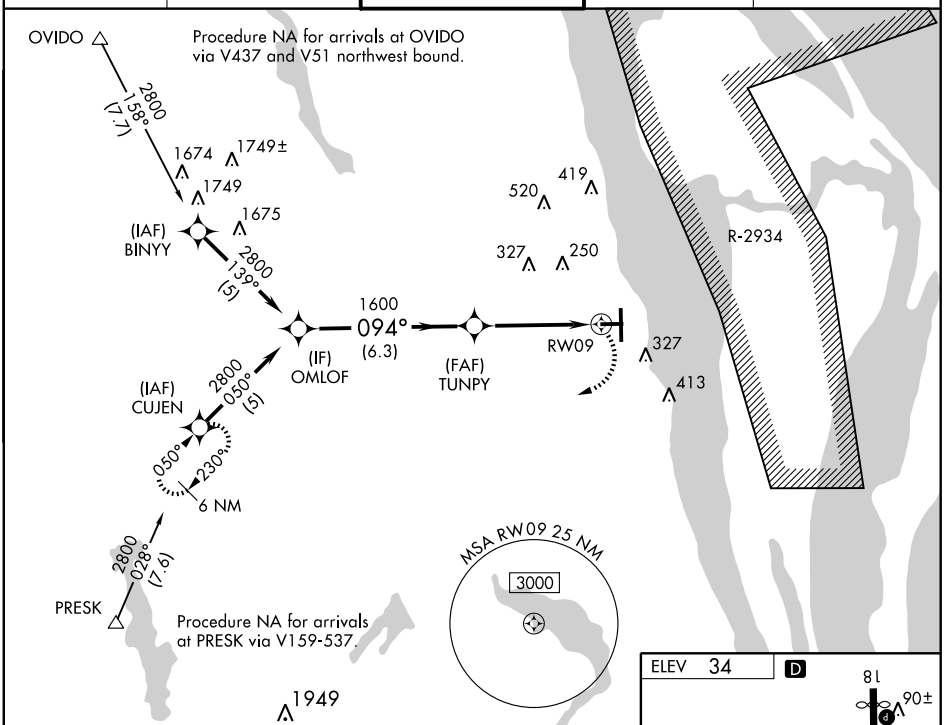
RNAV (GPS) Y RWY 9

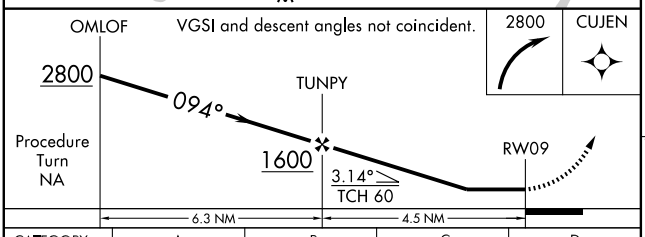
TITUSVILLE/ SPACE COAST RGNL (TIX)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When control tower closed, use Melbourne altimeter setting.

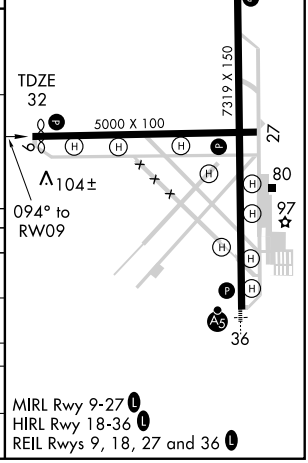
MISSED APPROACH: Climbing right turn to 2800 direct CUJEN and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6930
169°	TDZE	32
	Apt Elev	34

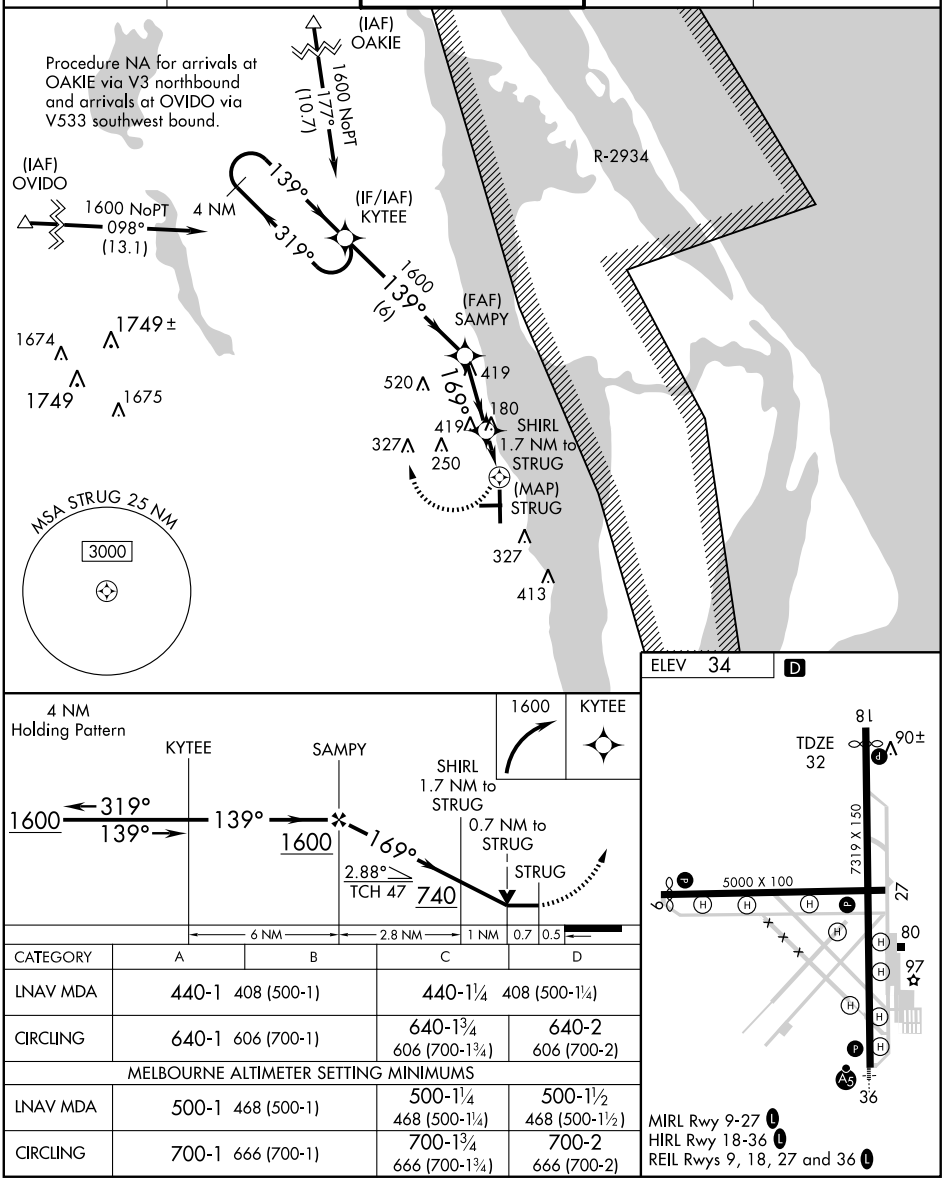
RNAV (GPS) Y RWY 18

TITUSVILLE/SPACE COAST RGNL (TIX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting. VDP NA when using Melbourne altimeter setting.

MISSED APPROACH: Climbing right turn to 1600 direct KYTEE and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45713 W09A	APP CRS 094°	Rwy Idg 4810 TDZE 32 Apt Elev 34

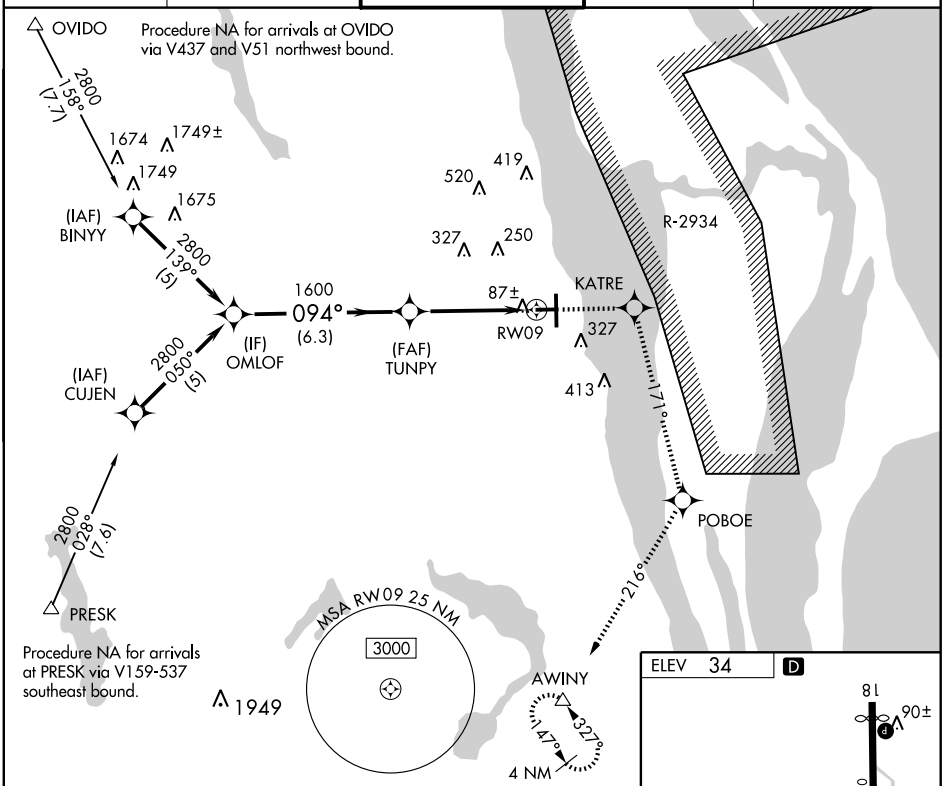
RNAV (GPS) Z RWY 9

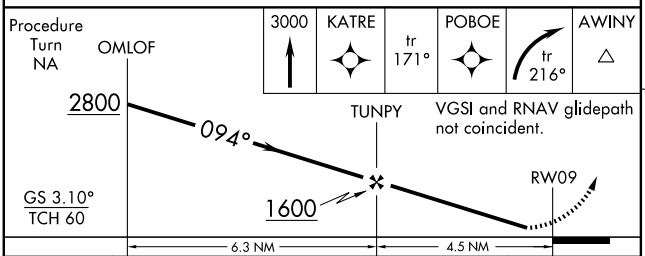
TITUSVILLE/ SPACE COAST RGNL (TIX)

DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
When control tower closed, use Melbourne altimeter setting.

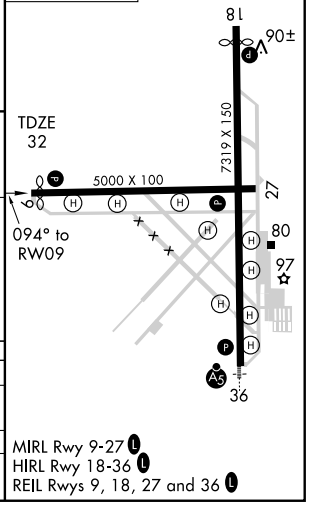
MISSED APPROACH: Climb to 3000 direct KATRE and via track 171° to POBOE and right turn via track 216° to AWINY and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





CATEGORY	A	B	C	D
LPV DA	324-1 292 (300-1)			
MELBOURNE ALTIMETER SETTING MINIMUMS				
LPV DA	384-1¼ 352 (400-1¼)			



MIRL Rwy 9-27 L
HIRL Rwy 18-36 L
REIL Rwys 9, 18, 27 and 36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6930
CH 56612	181°	TDZE	32
W18B		Apt Elev	34

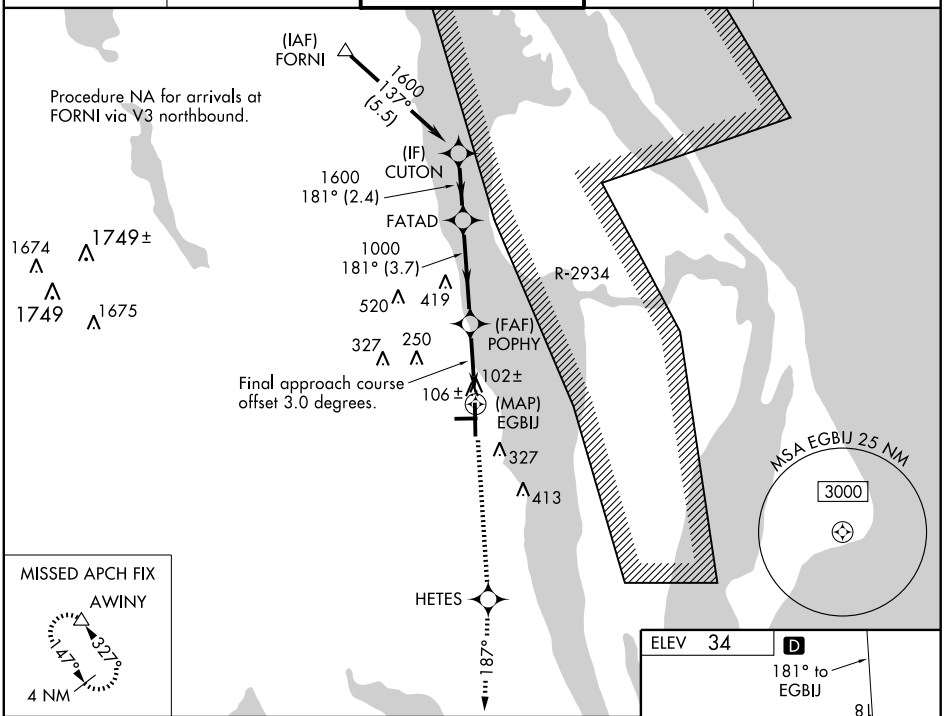
RNAV (GPS) Z RWY 18

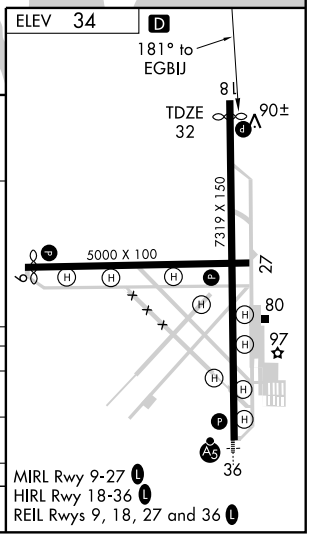
TITUSVILLE/SPACE COAST RGNL (TIX)

Baro-VNAV NA when using Melbourne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting.

MISSED APPROACH: Climb to 3000 direct HETES and via track 187° to AWINY and hold.

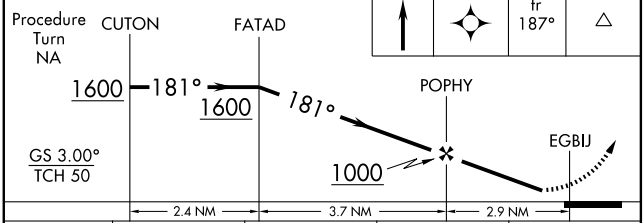
ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





VGSI and RNAV glidepath not coincident.

3000	HETES	tr 187°	AWINY



CATEGORY	A	B	C	D
LPV DA	332-1 300 (300-1)			
LNAV/VNAV DA	377-1¼ 345 (400-1¼)			
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV/VNAV DA	437-1½ 405 (500-1½)			

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2961
161°	TDZE	30
	Apt Elev	30

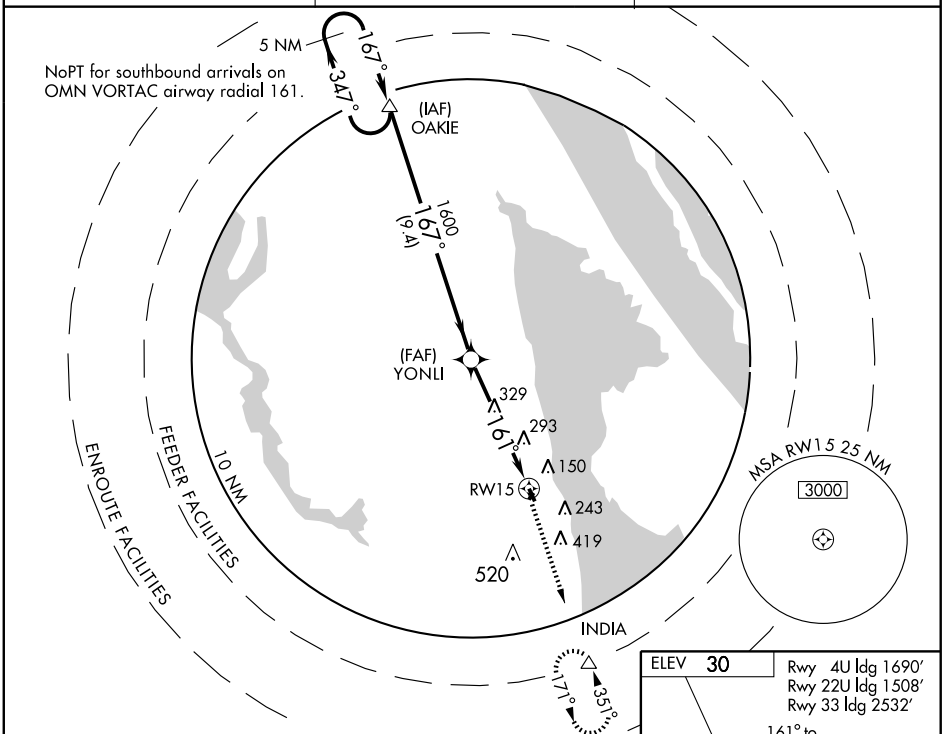
GPS RWY 15

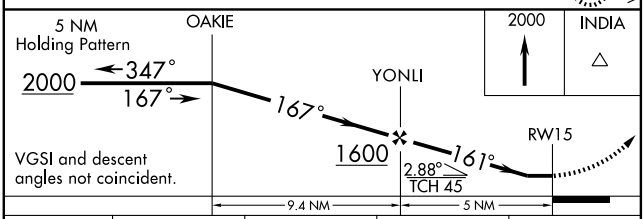
TITUSVILLE/ARTHUR DUNN AIR PARK (X21)

Use Space Coast Rgnl altimeter setting; when not received, use Orlando Intl altimeter setting.

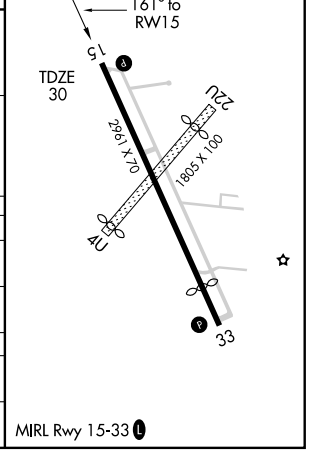
MISSED APPROACH: Climb to 2000 direct INDIA WP and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-15	660-1 630 (700-1)		660-1¾ 630 (700-1¾)	NA
CIRCLING	660-1 630 (700-1)		760-2 730 (800-2)	NA
ORLANDO INTL ALTIMETER SETTING MINIMUMS				
S-15	720-1 690 (700-1)		720-2 690 (700-2)	NA
CIRCLING	720-1 690 (700-1)		800-2¼ 770 (800-2¼)	NA



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2532
341°	TDZE	30
	Apt Elev	30

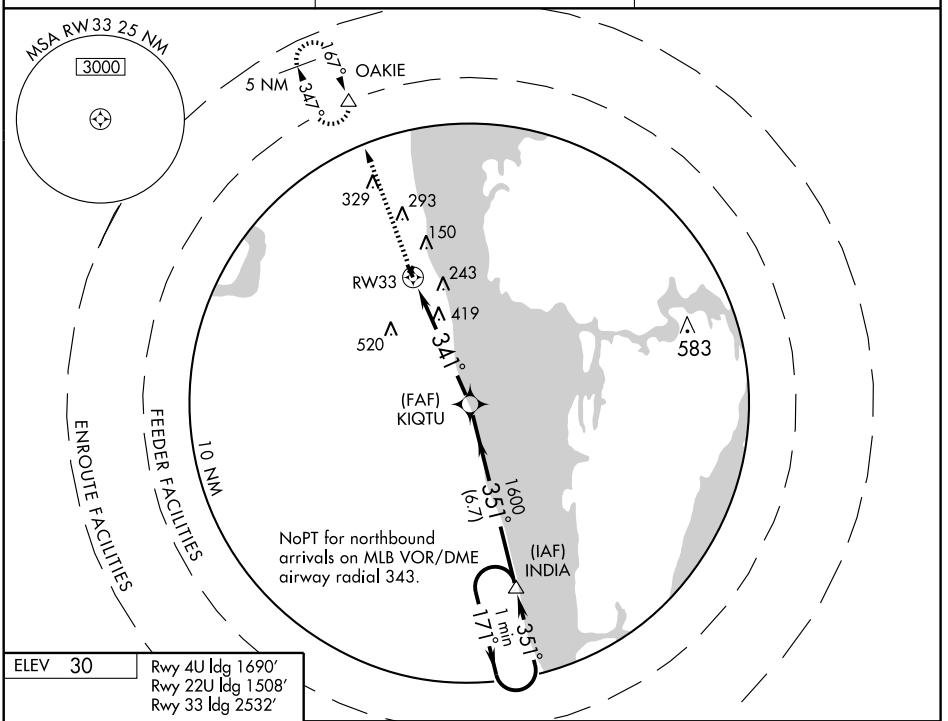
GPS RWY 33

TITUSVILLE/ARTHUR DUNN AIR PARK (X21)

T
NA Use Space Coast Rgnl altimeter setting; when not received, use Orlando Intl altimeter setting.

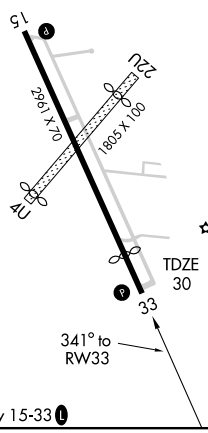
MISSED APPROACH: Climb to 2000 direct OAKIE WP and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF) L

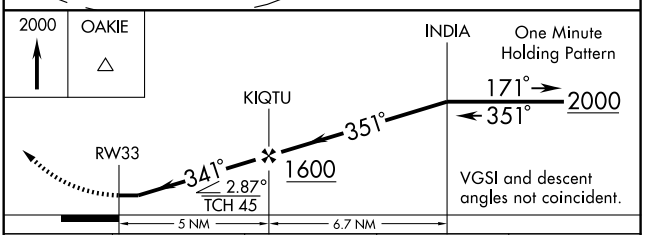


ELEV 30

Rwy 4U ldg 1690′
Rwy 22U ldg 1508′
Rwy 33 ldg 2532′

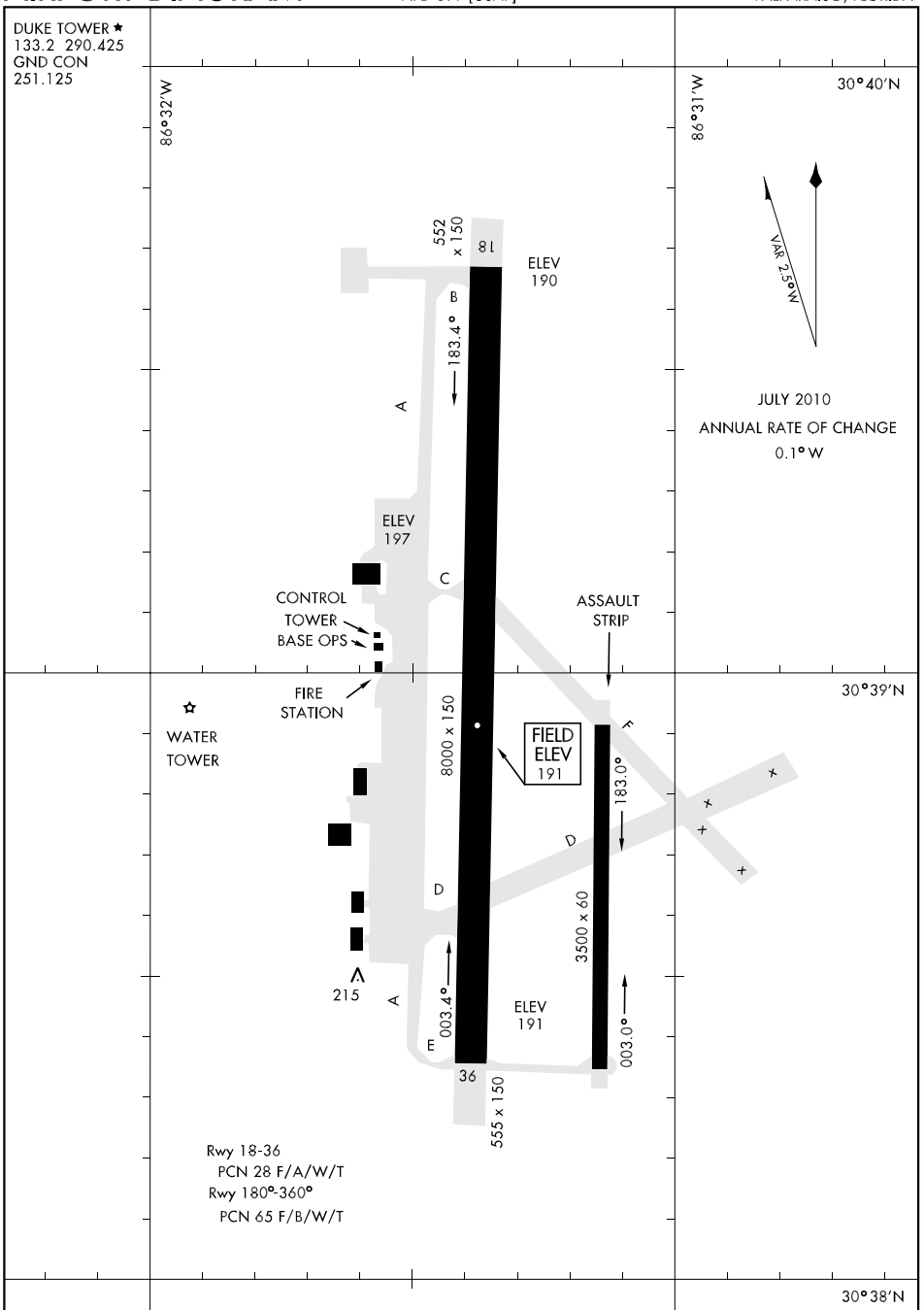


MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
S-33	740-1 710 (800-1)		740-2 710 (800-2)	NA
CIRCLING	740-1 710 (800-1)		760-2 730 (800-2)	NA
ORLANDO INTL ALTIMETER SETTING MINIMUMS				
S-33	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2¼ 770 (800-2¼)	NA
CIRCLING	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2¼ 770 (800-2¼)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 18 or LOC RWY 18

LOC I-EGI	APCH CRS	Rwy Idg	8000
111.7	181°	TDZE	191
		Arpt Elev	191

AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

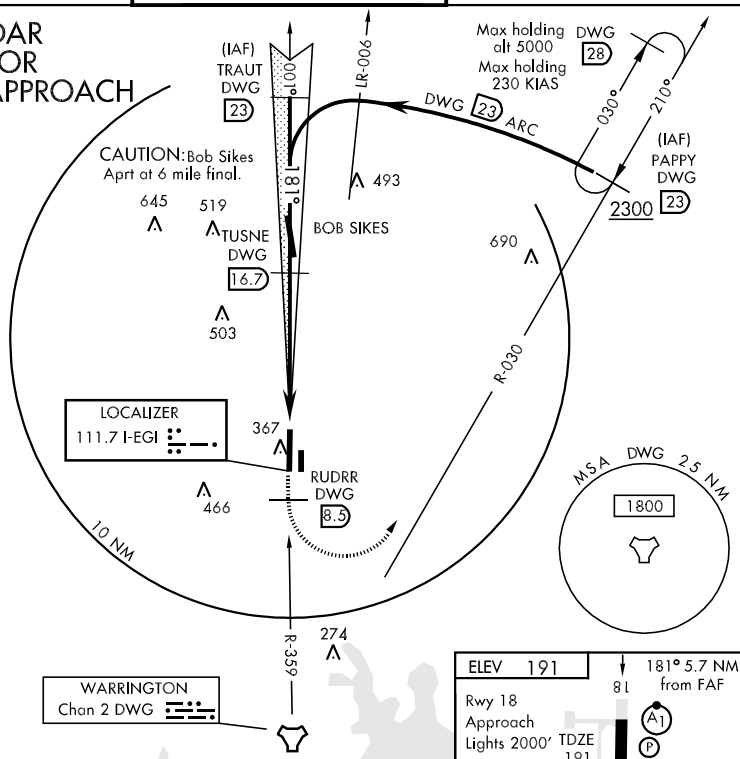
* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase RVR by 1000, vis by ¼ mile.

ALSF-1

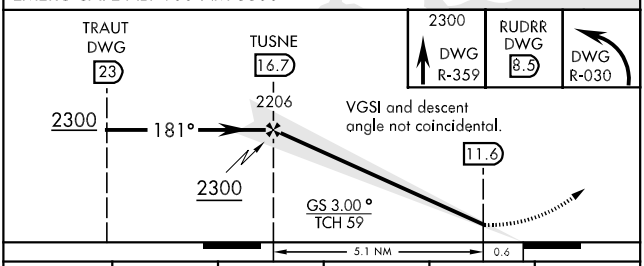
MISSED APPROACH: Climb on DWG R-359 to 8.5 DME (RUDRR), then climbing left turn to 2300 direct DWG R-030/23 DME (PAPPY) and hold.

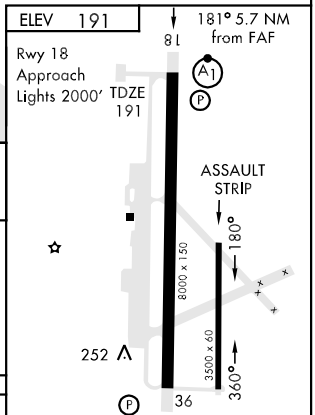
EGLIN APP CON	DUKE TOWER ★	GND CON
125.1 281.45 (271°- 089°)	133.2 290.425	251.125
132.1 360.6 (090°- 270°)		

DME OR RADAR REQUIRED FOR LOCALIZER APPROACH



EMERG SAFE ALT 100 NM 3600





CATEGORY	A	B	C	D	E
S-ILS 18 *	391/24 200 (200-½)				
S-LOC 18 **	560/40 369 (400-¾)			560/50 369 (400-1)	
CIRCLING	680-1 489 (500-1)		700-1½ 509(600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

APCH CRS	Rwy Idg	8000
001°	TDZE	191
	Arpt Elev	191

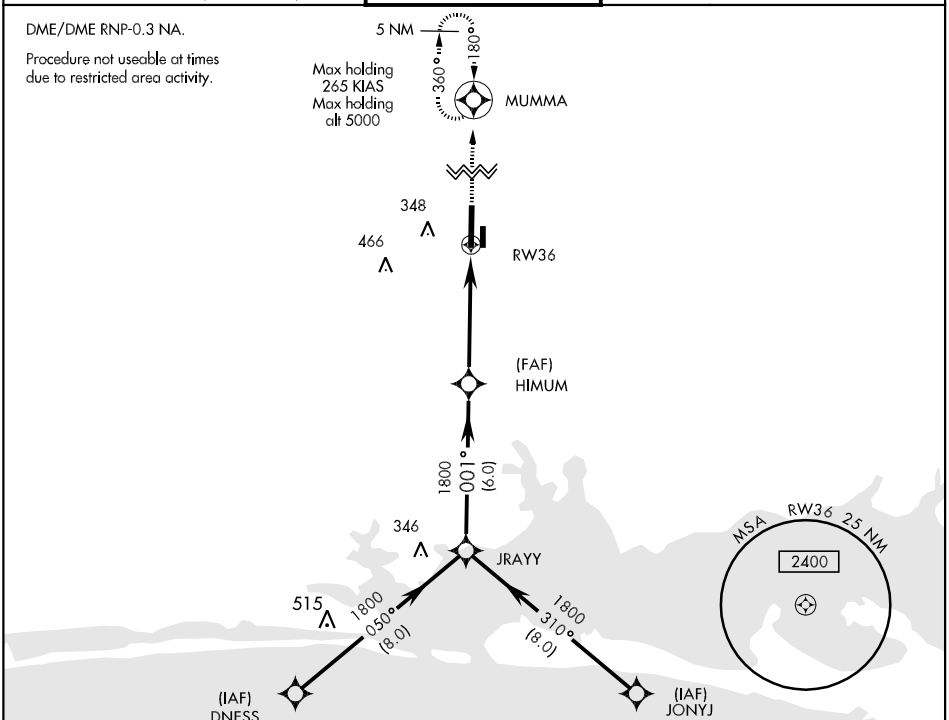
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

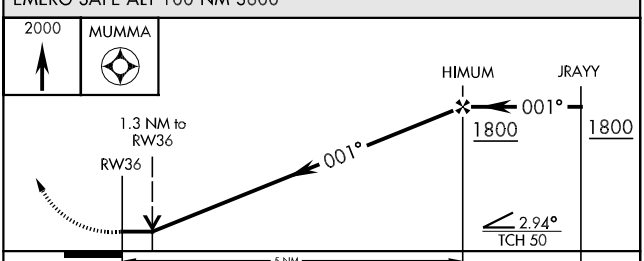
MISSED APPROACH: Climb straight ahead to 2000 direct MUMMA and hold.

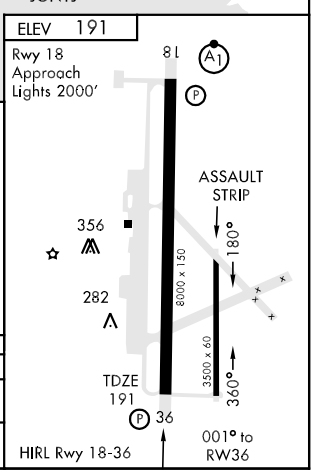
EGLIN APP CON	DUKE TOWER ★	GND CON
125.1 281.45 (271°- 089°)	133.2 290.425	251.125
132.1 360.6 (090°- 270°)		

DME/DME RNP-0.3 NA.

Procedure not useable at times due to restricted area activity.







CATEGORY	A	B	C	D	E
LNAV	640-1 449 (500-1)		640-1¼ 449 (500-1¼)	640-1½ 449 (500-1½)	
CIRCLING	680-1 489 (500-1)		700-1½ 509 (600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 18

TACAN	DWG	APCH CRS	Rwy Idg	8000
Chan	2	180°	TDZE	191
			Arpt Elev	191

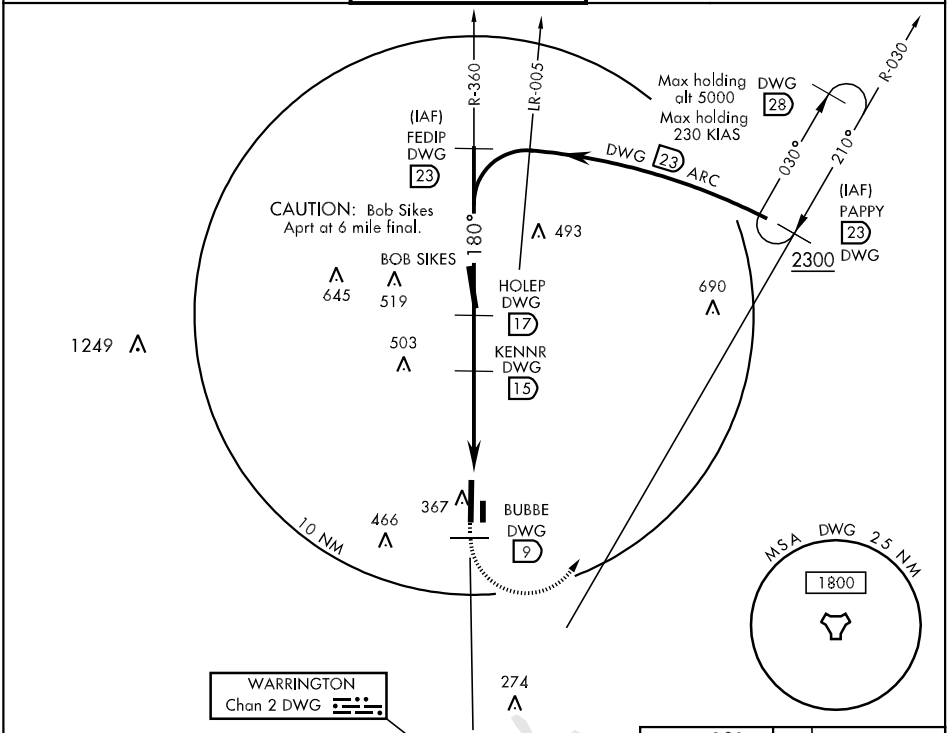
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

* When ALS inop, increase RVR by 1000, vis by ¼ mile.

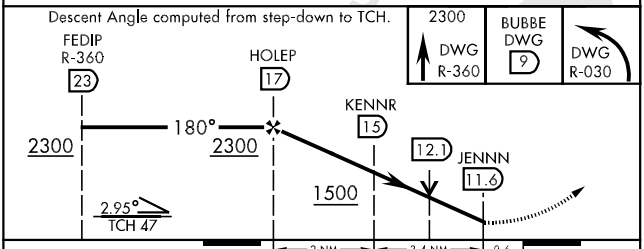
ALSF-1

MISSED APPROACH: Climb on DWG R-360 to 9 DME, (BUBBE) then climbing left turn to 2300 direct DWG R-030/23DME (PAPPY) and hold.

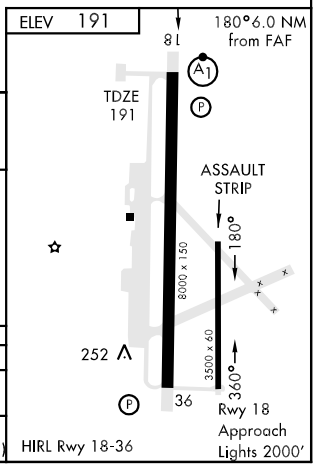
EGLIN APP CON			DUKE TOWER ★	GND CON
125.1	281.45	(271°- 089°)	133.2 290.425	251.125
132.1	360.6	(090°- 270°)		



Descent Angle computed from step-down to TCH.



2300 DWG R-360	BUBBE DWG 9	DWG R-030



CATEGORY	A	B	C	D	E
S-18 ★	580/40 389 (400-¾)			580/50 389 (400-1)	
CIRCLING	680-1 489 (500-1)		700-1½ 509(600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

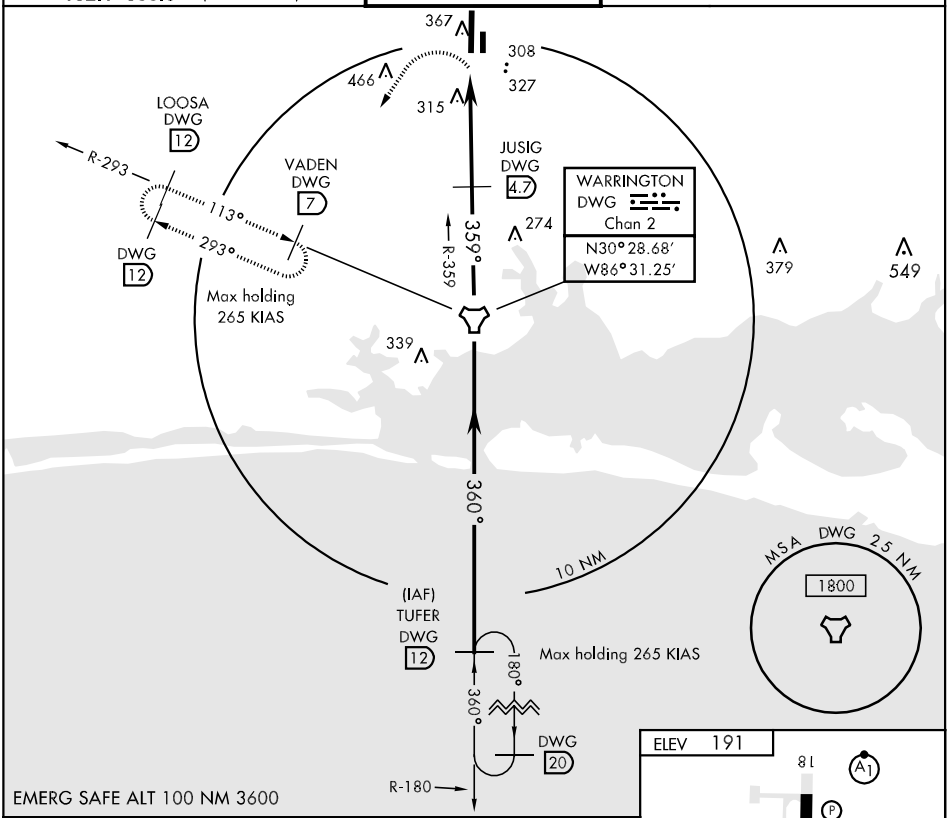
TACAN RWY 36

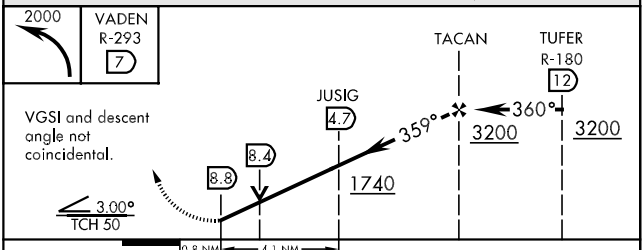
TACAN	DWG	APCH CRS	Rwy Idg	8000
Chan	2	359°	TDZE	191
			Arpt Elev	191

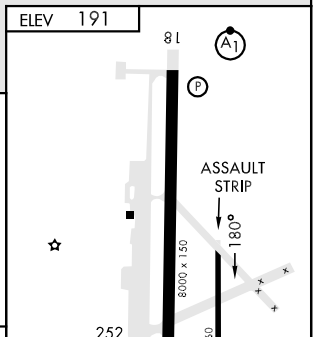
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

MISSED APPROACH: Climbing left turn to 2000 direct DWG R-293/7 DME (VADEN) and hold.

EGLIN APP CON	DUKE TOWER ★	GND CON
125.1 281.45 (271°- 089°)	133.2 290.425	251.125
132.1 360.6 (090°- 270°)		



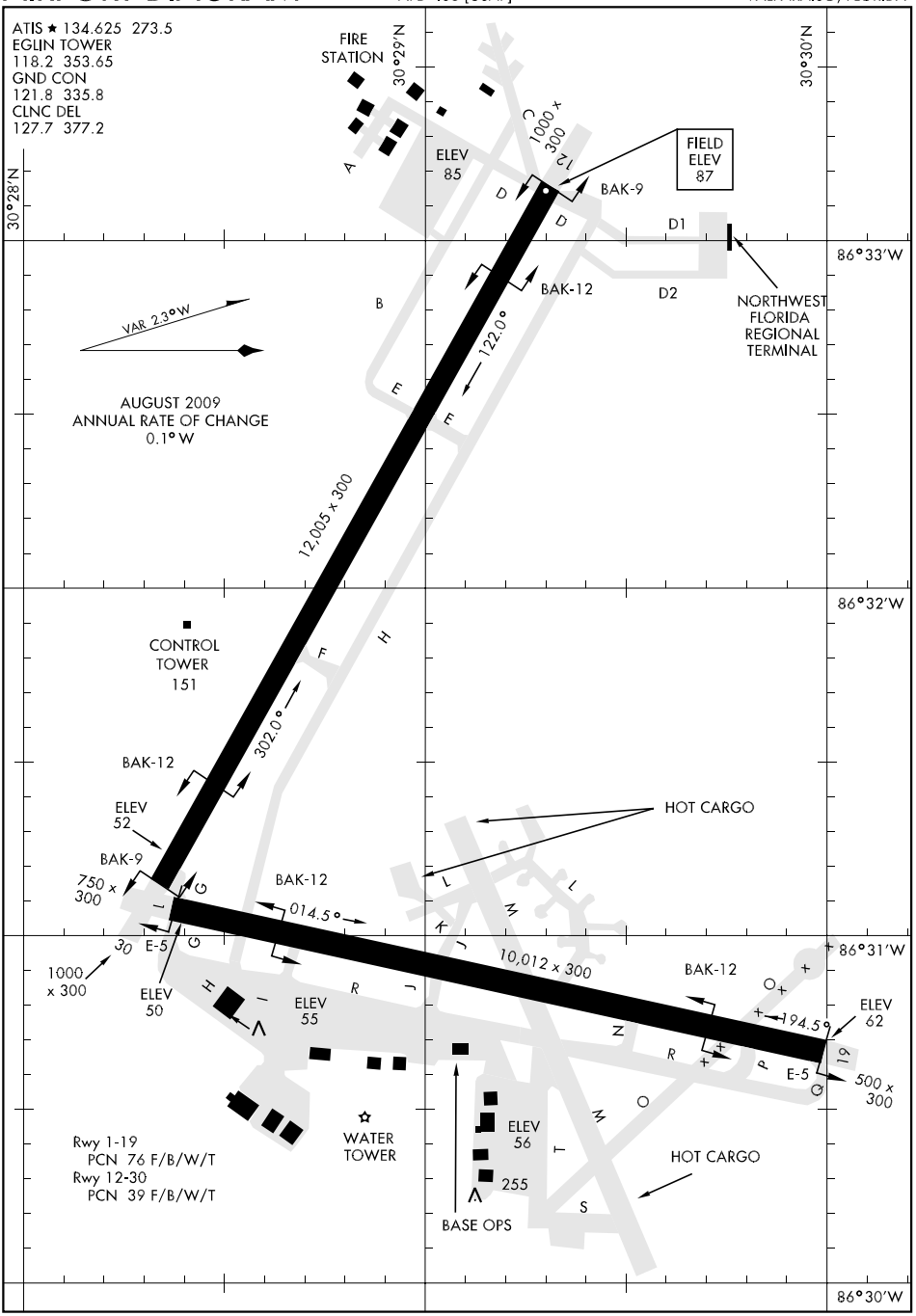




CATEGORY	A	B	C	D	E
S-36	640-1 449 (500-1)		640-1¼ 449 (500-1¼)	640-1½ 449 (500-1½)	
CIRCLING	680-1 489 (500-1)		700-1½ 509 (600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM



AIRPORT DIAGRAM

LOC I-CAH	APCH CRS	Rwy ldg 10,012 / TDZE 65 / Arpt Elev 87
109.1	192°	JAL-436 [USAF]

HI-ILS RWY 19 or HI-LOC RWY 19

EGLIN AFB (KVPS)

* When ALS inop, increase all CAT RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1¼ miles.

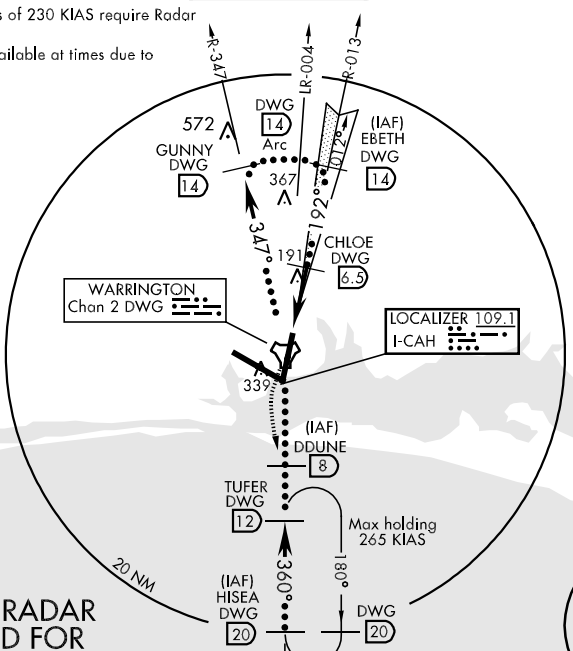
ALSF-1

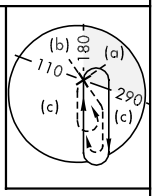
MISSED APPROACH: Climb to 2200 on the DWG R-180 to TUFER/12 DME and hold.

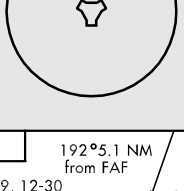
ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° / 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

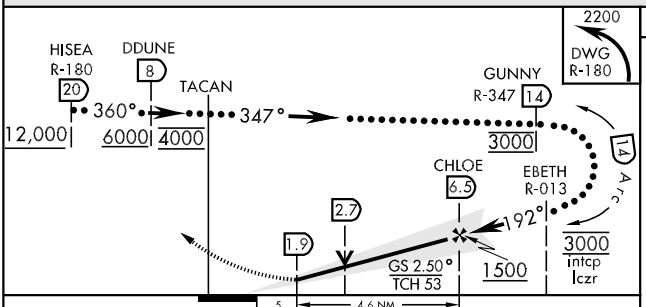
Aircraft holding in excess of 230 KIAS require Radar monitoring.

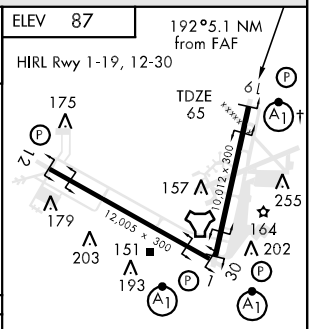
Procedure may not be available at times due to restricted area activity.











† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	C	D	E
S-ILS 19 *	265/40	200 (200-¾)	
S-LOC 19 **	480/40	415 (400-¾)	480/50 415 (400-1)
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

SE-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 30 or HI-LOC RWY 30

LOC I-VPS	APCH CRS	Rwy ldg 12,005 / TDZE 74 / Arpt Elev 87
110.3	300°	

JAL-436 [USAF] — EGLIN AFB (KVPS)

* When ALS inop increase CAT AB vis to ¾ mile.
** When ALS inop increase vis by ½ mile.

ALSF-1

MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° / 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not useable at times due to restricted area activity

(b) 180 110 (a) 290 (c) (c)

Aircraft holding in excess of 230Kts require radar monitoring.

645

LOCALIZER 110.3
I-VPS

WARRINGTON
Chan 2 DWG

308

379

CAUTION:
Coupled approaches not authorized inside decision height.

378
339

SHYPP
DWG
5.4

TEXXS
DWG
12

300°
120°

MSA DWG 2.5 NM
1800

749

353

R-180

TUFER
DWG
12

12 Arc

DWG

180°

R-121

LR-131

Max holding
265 KIAS

20 NM

(IAF)
HISEA
DWG
20

360°

DWG
20

DME or RADAR
REQUIRED FOR
LOCALIZER APPROACH

EMERG SAFE ALT 100 NM 3600

600 | 2200 DWG R-180

TACAN

TUFER R-180 12
HISEA R-180 20
TEXXS R-121 12
SHYPP 5.4
JABTA .9
300°
360°
12,000
6000
1600
intcp Tcrs 12 Arc
1500
GS 2.50°
TCH 58
.6 4.5 NM

ELEV 87

HIRL Rwy 1-19, 12-30

175 157 179 203 151 193 255 164 202 61 30 7 12

12,005 x 300

10,012 x 300

TDZE 74

† Rwy 19 apch lgt 1500′ nonstandard.

300°5.1 NM from FAF

CATEGORY	C	D	E
S-ILS 30 ★	274-½	207 (200-½)	
S-LOC 30 ★★	440-¾	366 (400-¾)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

LOC FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 1

TACAN	APCH CRS	Rwy ldg	10,012
DWG Chan 2	360°	TDZE	65
		Arpt Elev	87

JAL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop increase CAT C RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not useable at times due to restricted area activity

DWG 30 R-360

360° 180°

(IAF) KAMPP DWG 20

Max holding 265 KIAS

180°

WARRINGTON Chan 2 DWG

308 379 378 339 245

OSCAR DWG 5

749 353 210

360° 201°

TUFER DWG 12

180°

20 NM

360°

DWG 20

R-201

(IAF) TEKAY DWG 25

Max holding 265 KIAS

180°

360°

DWG 35 DWG 35

R-180

EMERG SAFE ALT 100 NM 3600

(b) 180 (a) 110 290 (c) (c)

MSA DWG 25 NM 1800

800 2200 DWG R-180

KAMPP R-360 20 180° FL180 | FL180

TACAN 201°

TEKAY R-180 25

Left at 9000 360° 14,000

OSCAR 5 360°

KUDBE .8 1.4 1500

2.62° TCH 56

.5 4.2 NM

ELEV 87

HIRL Rwy 1-19, 12-30

175 12 179 203 151 193 157 255 164 202 61 10,012 × 300 12,005 × 300 19 01 7 TDZE 65

360° to TACAN

† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	C	D	E
S-1 *	460/40 396 (400-¾)		460/50 396 (400-1)
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

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SE-3, 21 OCT 2010 to 18 NOV 2010

VALPARAISO, FLORIDA

HI-TACAN RWY 12

TACAN	DWG	APCH CRS	Rwy ldg	12,005
Chan	2	113°	TDZE	87
			Arpt Elev	87

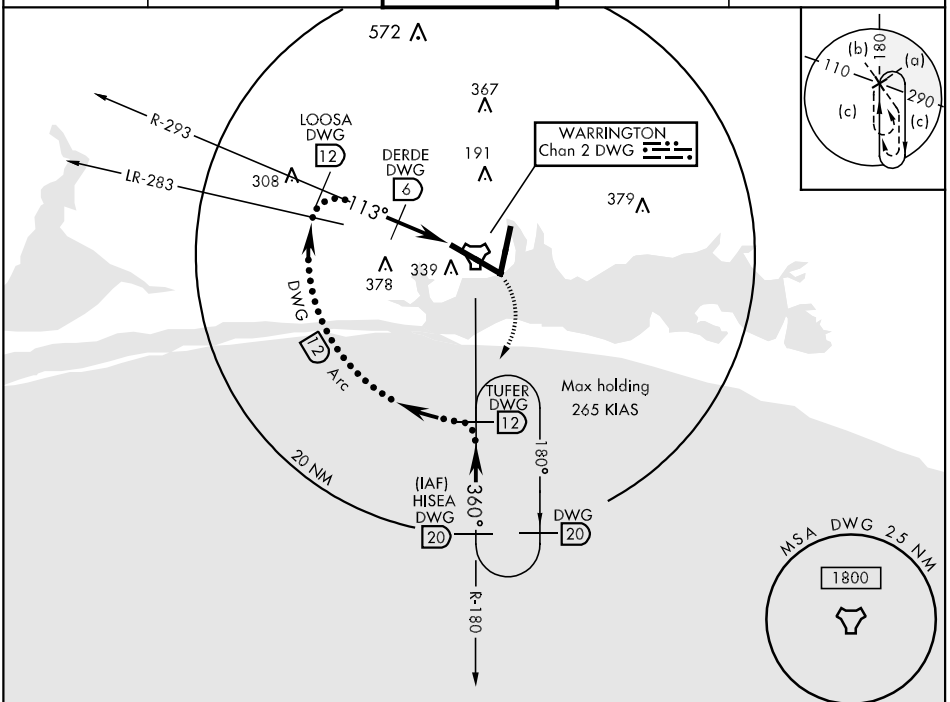
JAL-436 [USAF]

EGLIN AFB (KVPS)

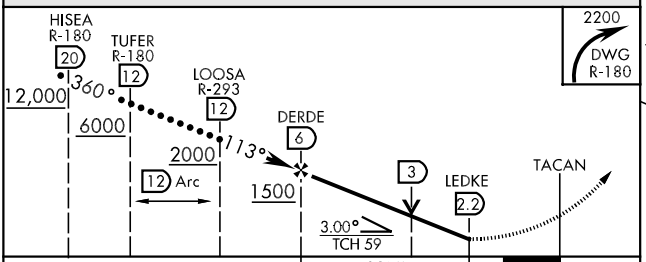
Procedure not useable at times due to restricted area activity

MISSED APPROACH: Climbing right turn to 2200 direct TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



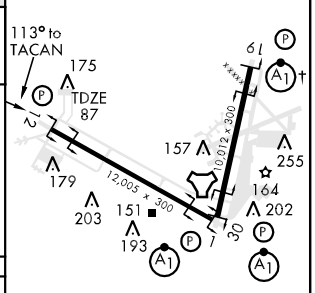
EMERG SAFE ALT 100 NM 3600



CATEGORY	C	D	E
S-12	540/60 454 (500-1¼)	540-1½ 454 (500-1½)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500′ nonstandard.

VALPARAISO, FLORIDA

Orig 10154

30°29′N-86°32′W

EGLIN AFB (KVPS)

HI-TACAN RWY 12

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SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 19

TACAN	DWG	APCH CRS	Rwy ldg	10,012
Chan	2	199°	TDZE	65
			Arpt Elev	87

JAL-436 [USAF]

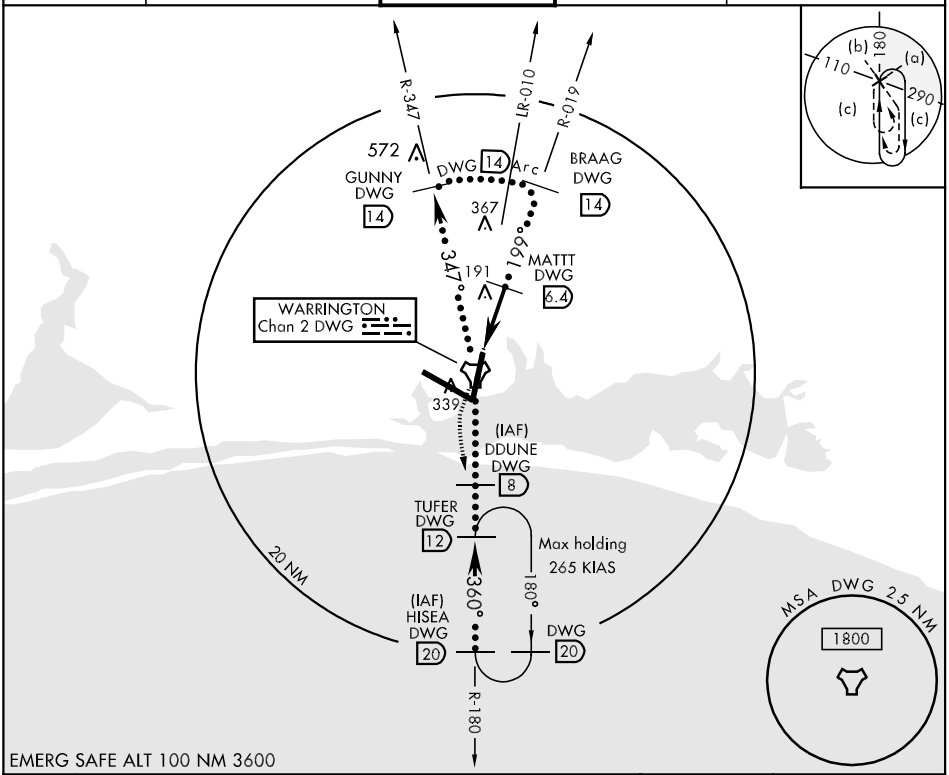
EGLIN AFB (KVPS)

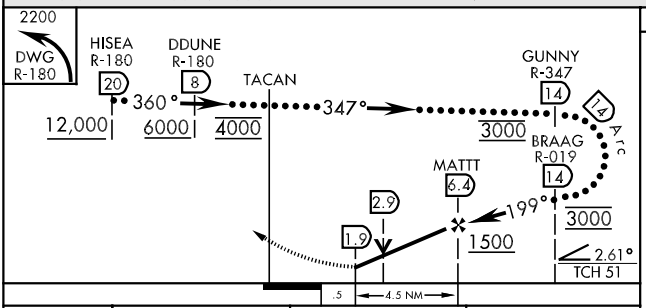
* When ALS inop increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE increase vis by ½ mile.

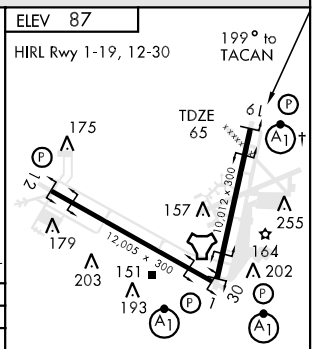
ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	C	D	E
S-19 ★	540/40 475(500-¾)	540/50 475 (500-1)	540/60 475(500-1¼)
CIRCLING	580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 30

EGLIN AFB (KVPS)

TACAN	DWG	APCH CRS	Rwy ldg	12,005
Chan	2	313°	TDZE	74
			Arpt Elev	87

JAL-436 [USAF]

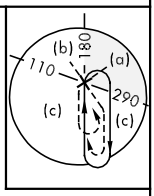
* When ALS inop increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile.

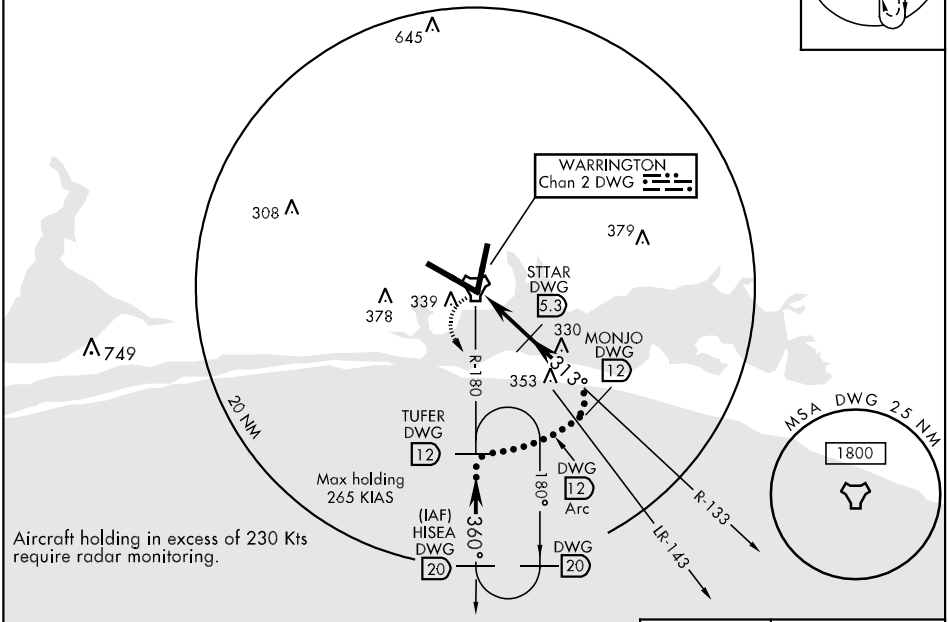
ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

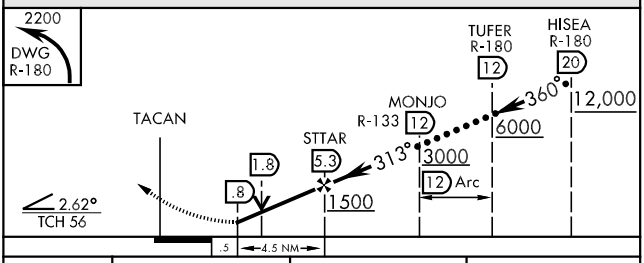
ATIS★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not usable at times due to restricted area activity.





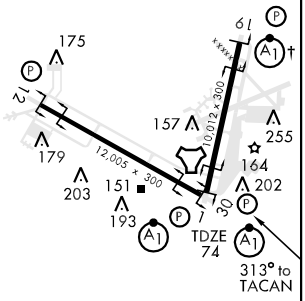
EMERG SAFE ALT 100 NM 3600



CATEGORY	C	D	E
S-30 *	520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500′ nonstandard.

SE-3, 21 OCT 2010 to 18 NOV 2010

VALPARAISO, FLORIDA

ILS Y RWY 19 or LOC Y RWY 19

LOC I-CAH	APCH CRS	Rwy ldg 10,012
109.1	192°	TDZE 65
Chan 28		Arpt Elev 87

AL-436 [USAF]

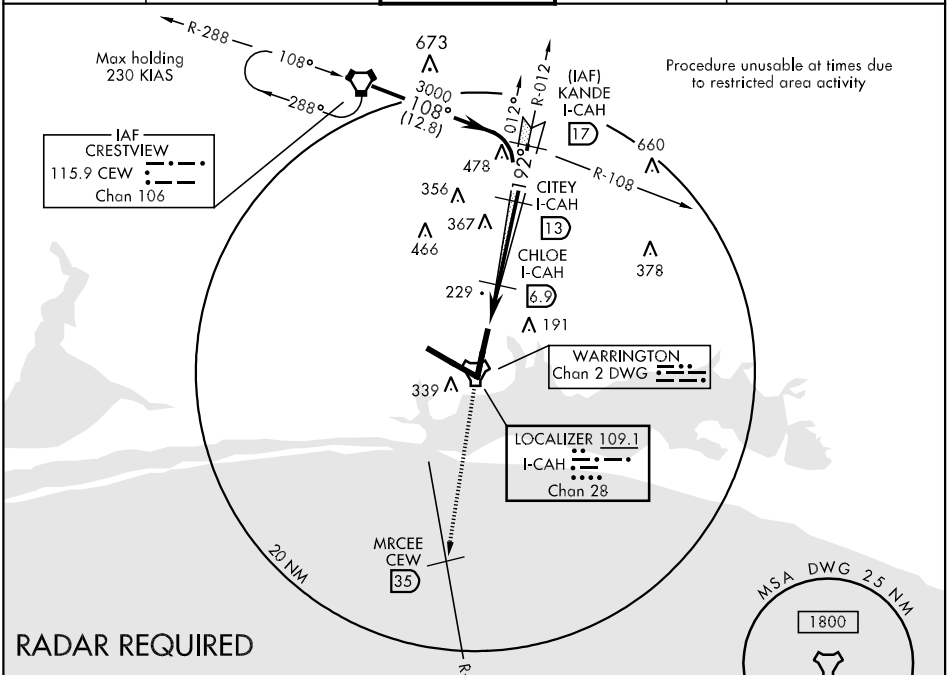
EGLIN AFB (KVPS)

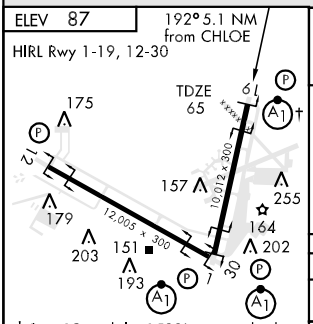
* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb straight ahead to 3000 to CEW R-170/35 DME (MRCEE), then as directed by ATC.

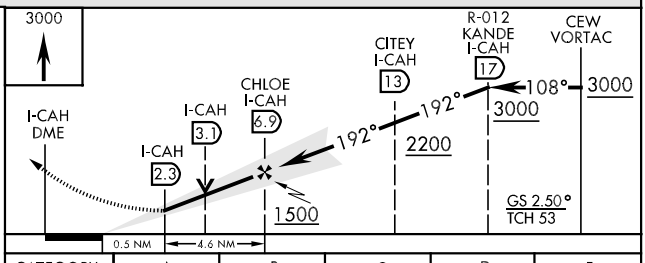
ATIS ★	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271°- 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090°- 270°			





LOC FAF to MAP 4.6 NM

Knots	60	90	120	150	180	200
Min:Sec	4:36	3:04	2:18	1:50	1:32	1:23



CATEGORY	A	B	C	D	E
S-ILS 19 *	265/24	200 (200-½)	265/40	200	(200-¾)
S-LOC 19 **	480/24	415 (400-½)	480/40	415 (400-¾)	480/50 415 (400-1)
CIRCLING	580-1	493 (500-1)	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

VALPARAISO, FLORIDA

30°29'N-86°32'W

EGLIN AFB (KVPS)

Amdt 3 10126

ILS Y RWY 19 or LOC Y RWY 19

SE-3, 21 OCT 2010 to 18 NOV 2010

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ILS Z RWY 19 or LOC Z RWY 19

LOC I-CAH	APCH CRS	Rwy ldg 10,012 / TDZE 65 / Arpt Elev 87
109.1	192°	

AL-436 [USAF]

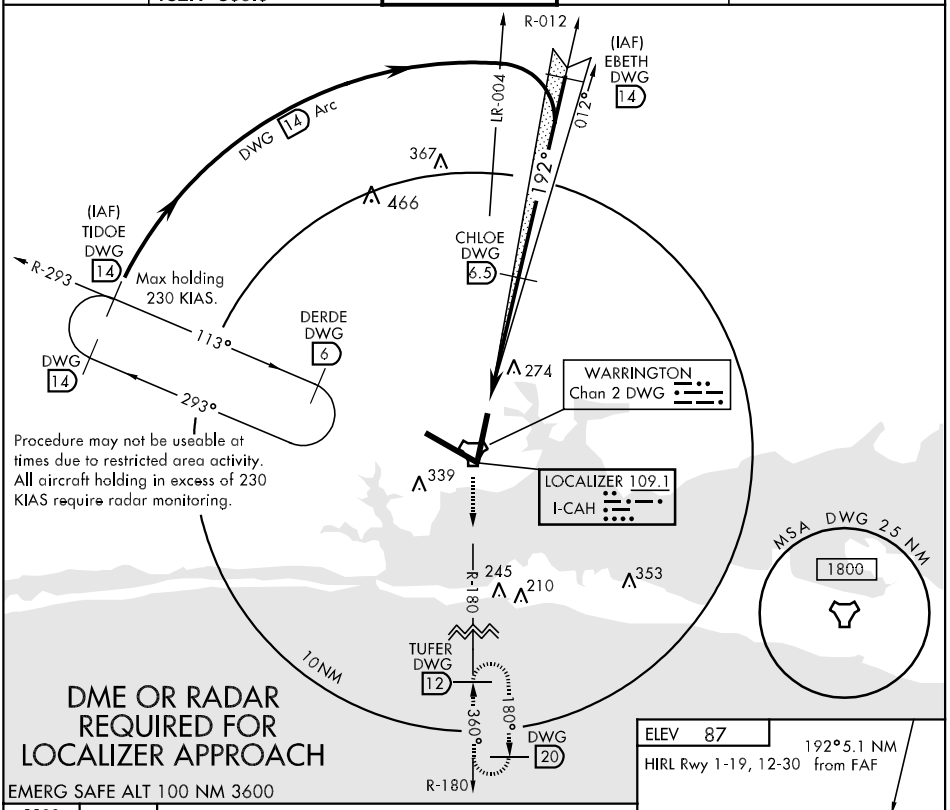
EGLIN AFB (KVPS)

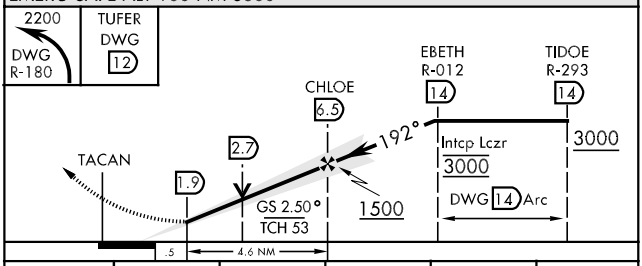
* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1¼ miles.

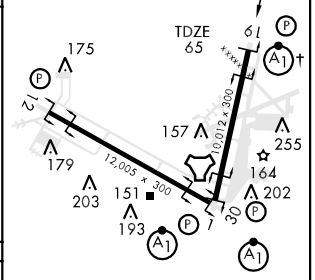
ALSF-1

MISSED APPROACH: Climb to 2200 on DWG R-180 to 12 DME/TUFER and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° / 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-ILS 19 *	265/24 200 (200-½)		265/40 200 (200-¾)		
S-LOC 19 **	480/24 415 (400-½)		480/40 415 (400-¾)		480/50 415 (400-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500' nonstandard.

LOC FAF to MAP 4.6 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:36	3:04	2:18	1:50	1:32	1:23

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ILS Z RWY 30 or LOC Z RWY 30

LOC I-VPS	APCH CRS	Rwy ldg 12,005 / TDZE 74 / Arpt Elev 87
110.3	300°	

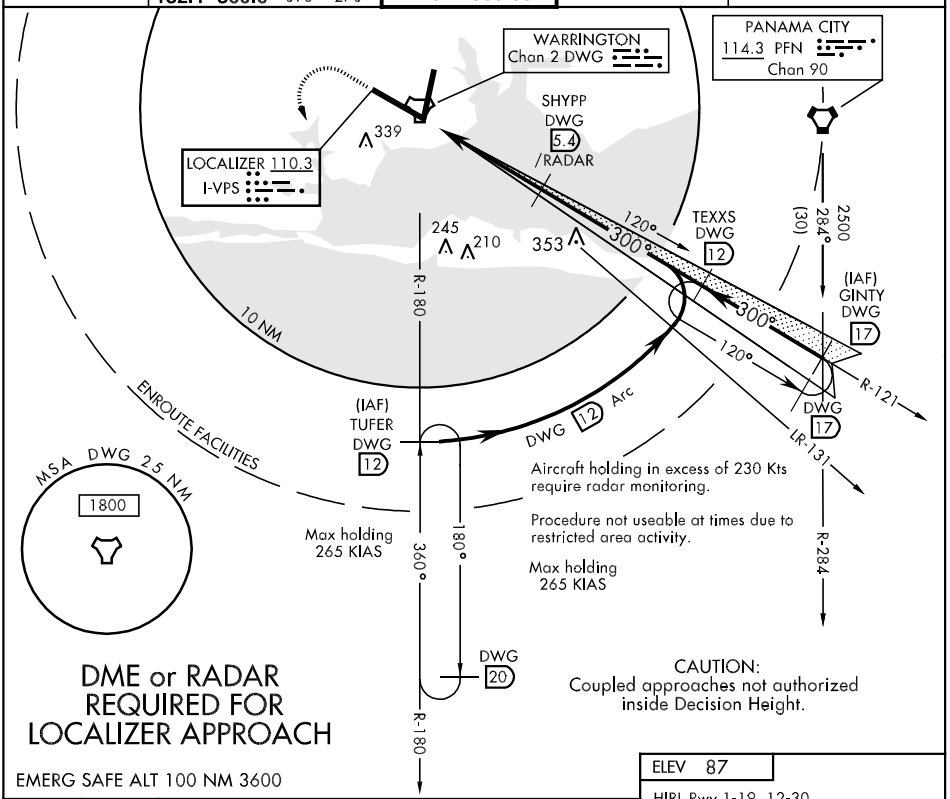
AL-436 [USAF] EGLIN AFB (KVPS)

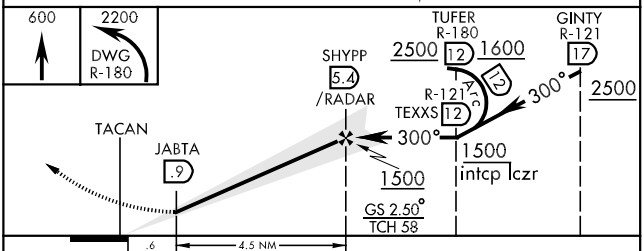
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1, CAT D RVR to 60 and vis to 1¼, CAT E vis to 1¼ mile.

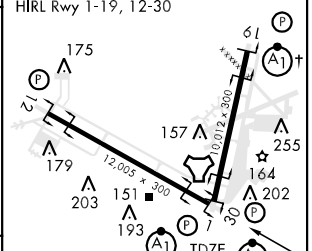
ALSF-1

MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER DWG R-180/12 DME and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-ILS 30 *	274/24	200 (200-½)			
S-LOC 30 **	440/24	366 (400-½)	440/40	366 (400-¾)	
CIRCLING	580-1	493 (500-1)	580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2 ¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180	200
Min:Sec	4:30	3:00	2:15	1:48	1:30	1:21

SE-3, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 1

APCH CRS	Rwy ldg	10012
012°	TDZE	64
	Arpt Elev	87

AL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile DME/DME RNP-0.3 NA

ALSF-1

MISSED APPROACH: Climbing right turn to 2000 to YOUNK and hold.

ATIS	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271° - 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090° - 270°			

Procedure not usable at times due to restricted area activity.

MSA RW01 25 NM
1800

RW01

146 245

(FAF)
TYLUR

1600
012°
(6.0)

537
343

(IAF)
DDAWN

2000
100°
(8.0)

ELISS

2000
283°
(8.0)

(IAF)
YOUNK

Holding in excess of 230 KTS requires radar monitoring.

283°
103°
5 NM

Max holding
265 KIAS
Max holding
alt 5000
Min holding
alt 1100

EMERG SAFE ALT 100 NM 3600

2000 YOUNK

ELISS
2000
012°
TYLUR
1600
1.2 NM to RW01
RW01
3.00°
TCH 52
5.0 NM

ELEV 87
HIRL all Rwys

237
220
239
204
164
255
346
TDZE 64
012° to RW01
12,005 x 300
10,012 x 300

† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 436 (500-½)		500/40 436 (500-¾)	500/50 436 (500-1)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 12

APCH CRS	Rwy ldg	12,005
120°	TDZE	87
	Arpt Elev	87

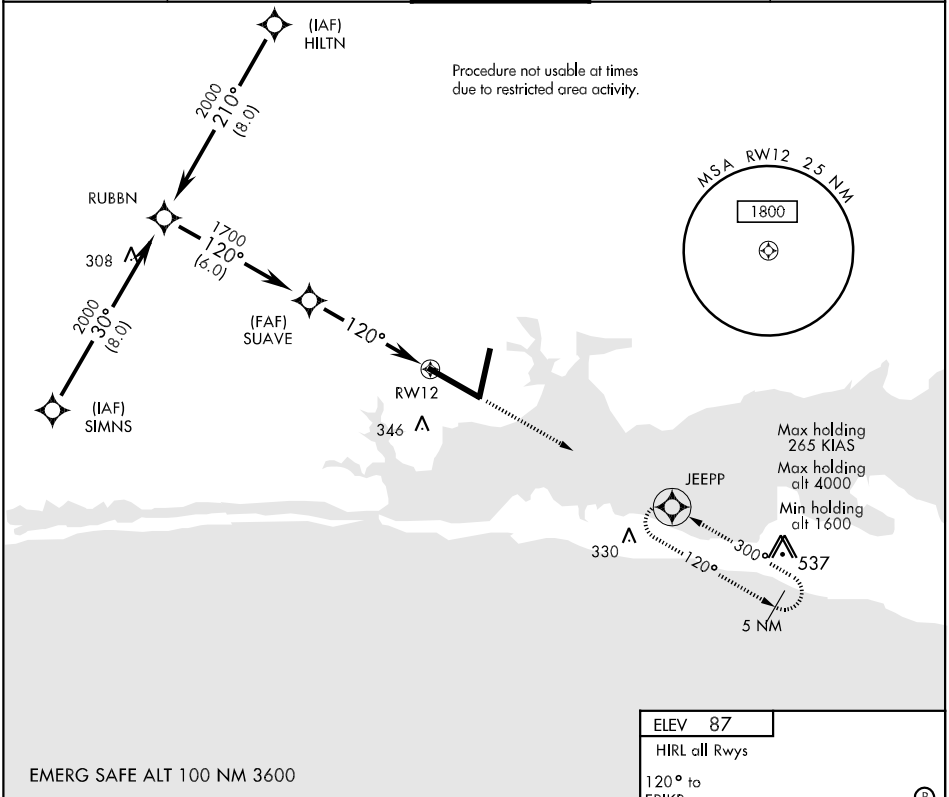
AL-436 [USAF]

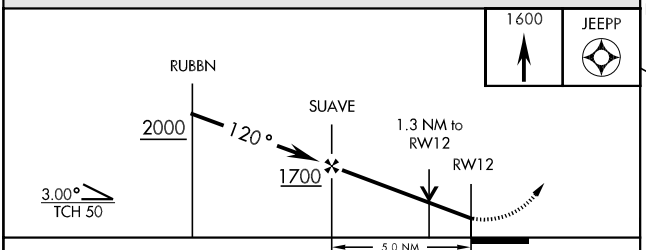
EGLIN AFB (KVPS)

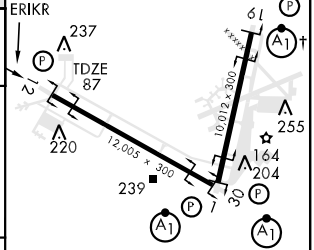
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb straight ahead to 1600 to JEEPP and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
LNAV MDA	540/50 453 (500-1)		540/60 453 (500-1¼)	540-1½	453 (500-1½)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt
1500' nonstandard.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy Idg	10012
192°	TDZE	65
	Arpt Elev	87

AL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile. DME/DME RNP-0.3 NA

ALSF-1

MISSED APPROACH: Climb straight ahead to 2000 to ELISS and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not usable at times due to restricted area activity.

(IAF) LEDAH

(IAF) HAWXX

2200 210° (8.0)

2200 120° (8.0)

CAJNN

1500 192° (6.0)

(FAF) TAMEE

192°

RW19

MSA RW19 2.5 NM

1800

ELISS

Max holding 265 KIAS

Max holding alt 4000

Min holding alt 1100

012° 192°

5 NM

330

EMERG SAFE ALT 100 NM 3600

ELEV 87

192° to RW19

HIRL all Rwys

TDZE 65

61

237

12

220

12,005 x 300

10,012 x 300

255

164

204

239

30

7

† Rwy 19 apch lgt 1500' nonstandard.

346

2000

ELISS

CAJNN

TAMEE

1.5 NM to RW19

RW19

192°

2200

1500

2.50°

TCH 67

5.0 NM

CATEGORY	A	B	C	D	E
LNAV MDA*	540/24 475 (500-½)		540/40 475 (500-¾)	540/50 475 (500-1)	540/60 475 (500-1¼)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

APCH CRS	Rwy Idg	TDZE	Arpt Elev
300°	12004	74	87

AL-436 [USAF]

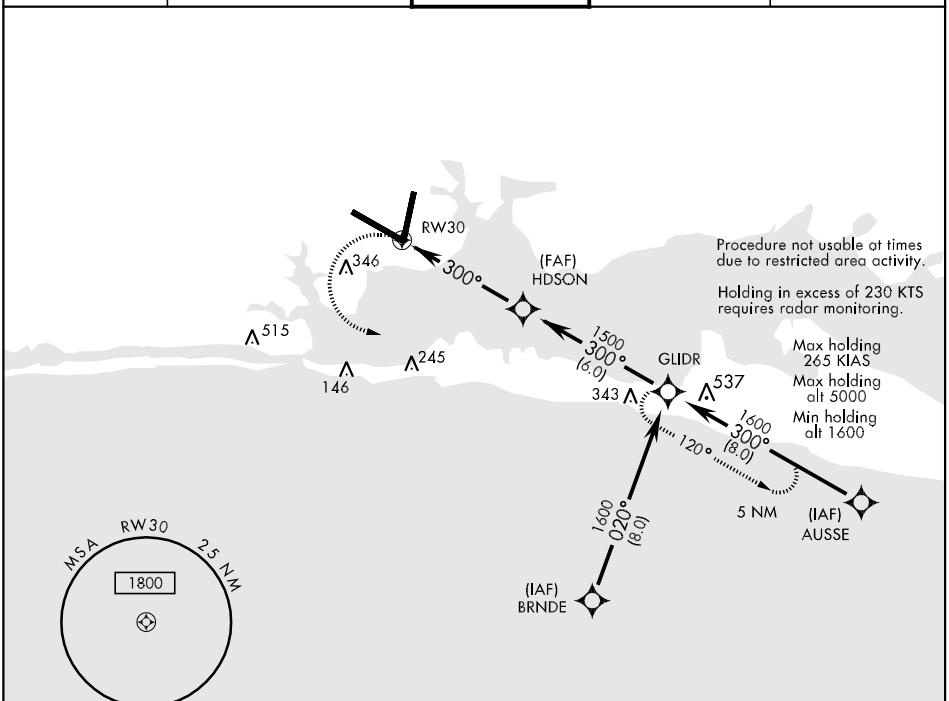
EGLIN AFB (KVPS)

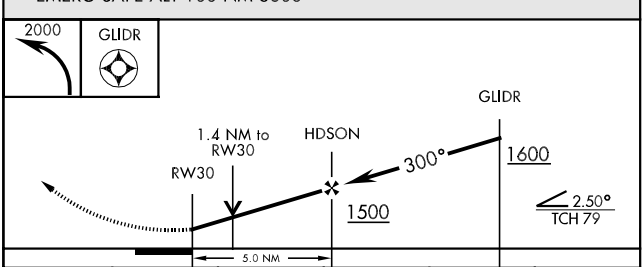
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile. DME/DME RNP-0.3 NA

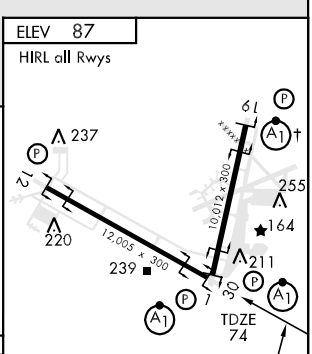
ALSF-1

MISSED APPROACH: Climbing left turn to 2000 to GLIDR and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°-089° 132.1 360.6 090°-270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 426 (500-½)		500/40 426 (500-¾)		500/50 426 (500-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 1

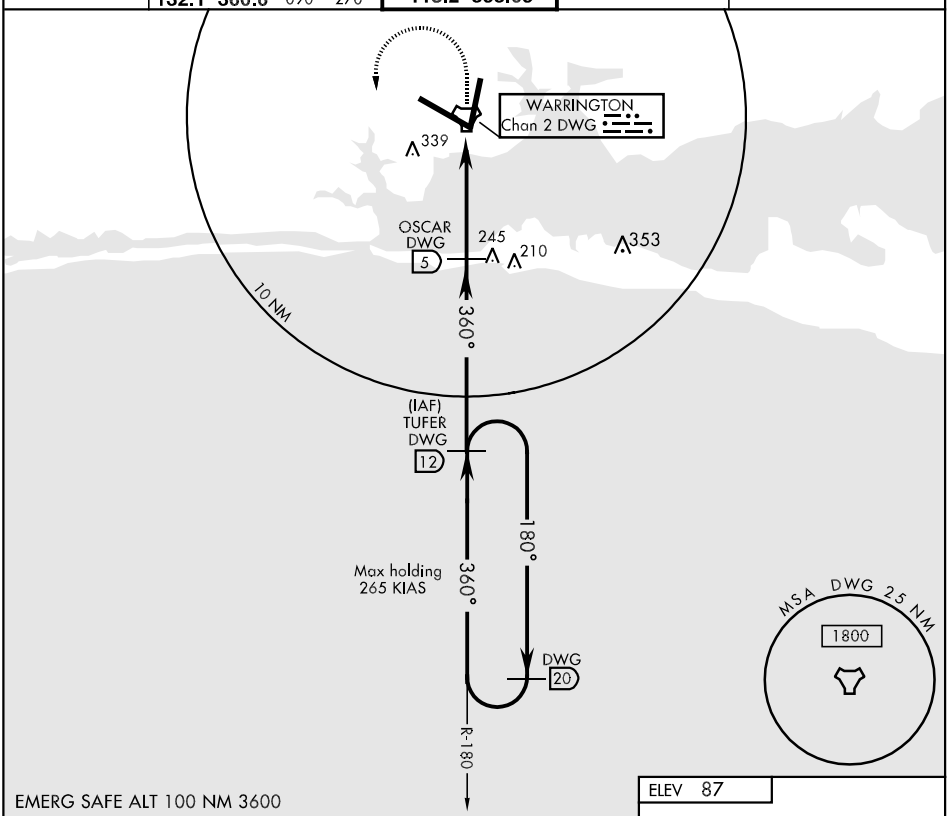
TACAN DWG Chan 2	APCH CRS 360°	Rwy ldg 10,012 TDZE 65 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

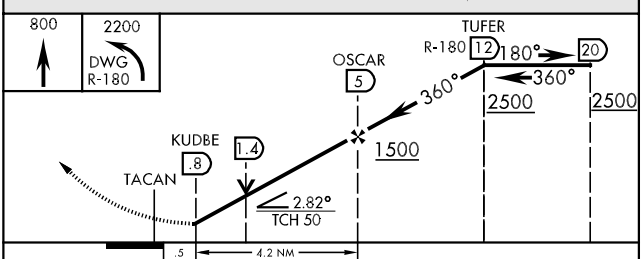
* When ALS inop, incr CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

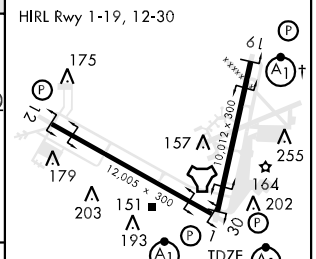
ALSF-1

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-1 *	460/24 396 (400-½)		460/40 396 (400-¾)		460/50 396 (400-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500' nonstandard.

360° to TACAN

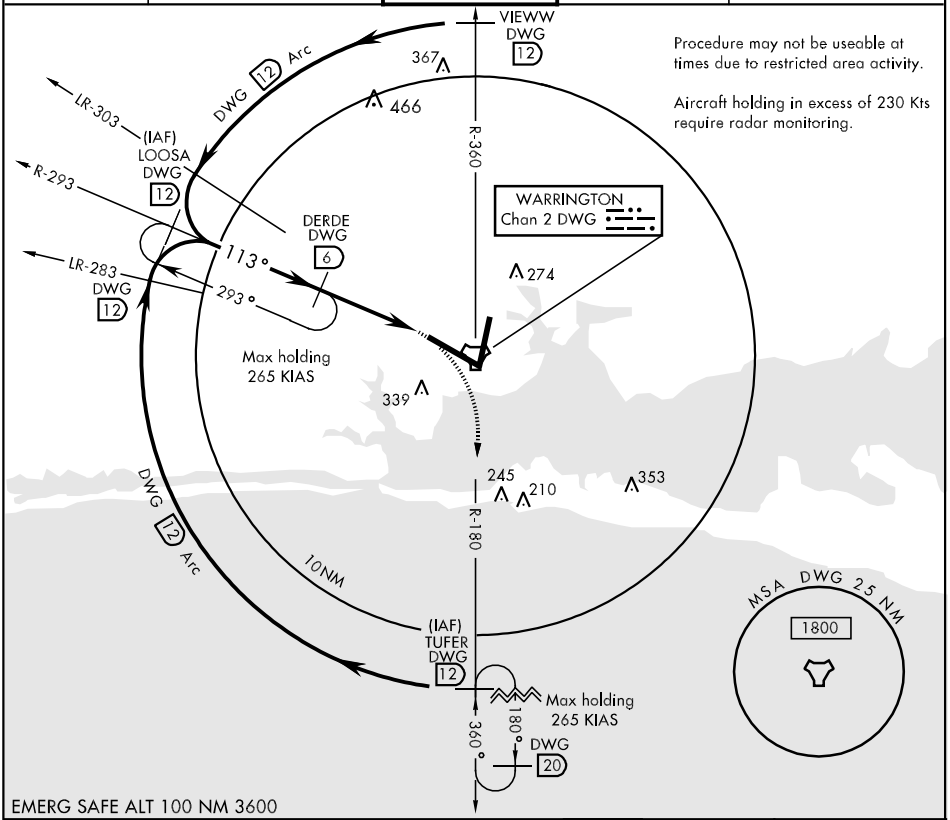
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

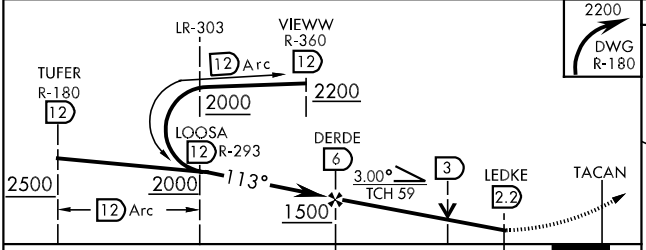
TACAN RWY 12

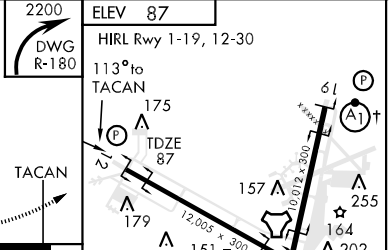
TACAN DWG Chan 2	APCH CRS 113°	Rwy ldg 12,005 TDZE 87 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

MISSED APPROACH: Climbing right turn to 2200 on DWG R-180 to TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-12	540/50 454 (500-1)		540/60 454 (500-1¼)	540-1½ 454 (500-1½)	540-1½ 454 (500-1½)
CIRCLING	580-1 493 (500-1)		580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 19

TACAN	DWG	APCH CRS	Rwy ldg	10,012
Chan	2	199°	TDZE	65
			Arpt Elev	87

AL-436 [USAF]

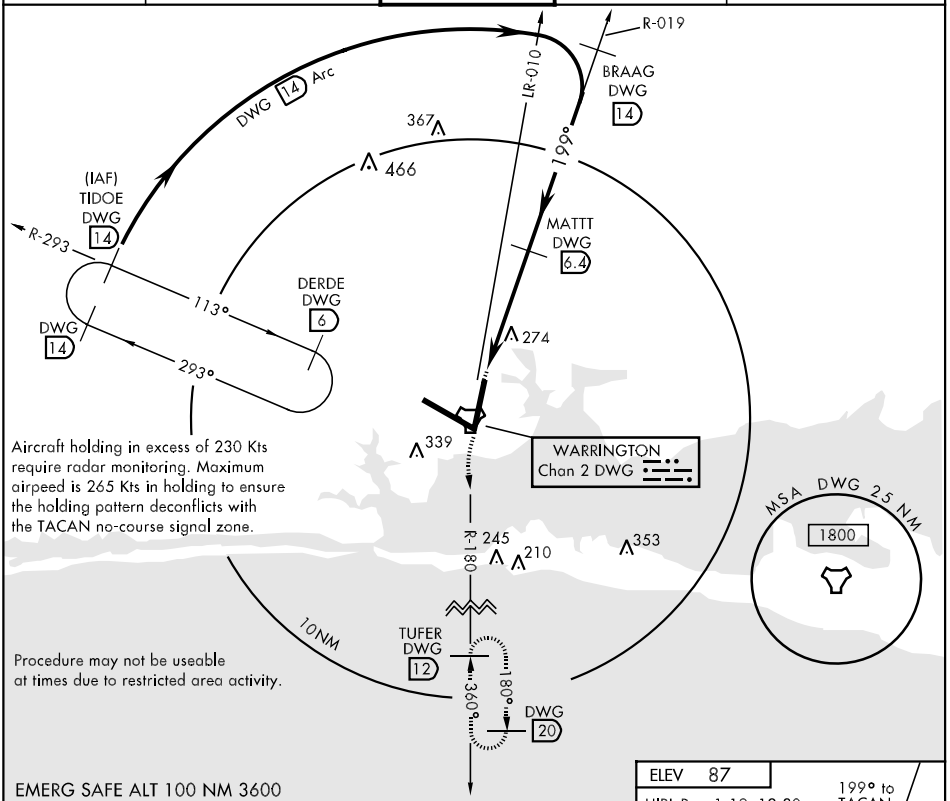
EGLIN AFB (KVPS)

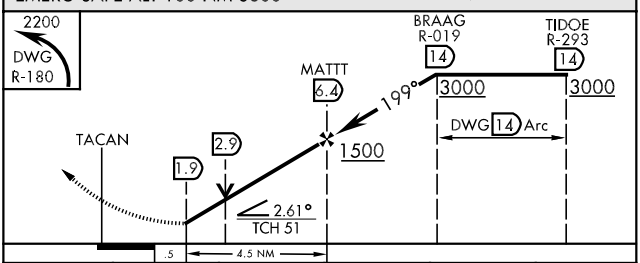
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile.

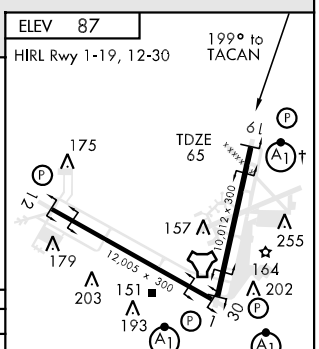
ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-19 *	540/24 475 (500-½)		540/40 475(500-¾)	540/50 475(500-1)	540/60 475(500-1¼)
CIRCLING	580-1 493 (500-1)		580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 30

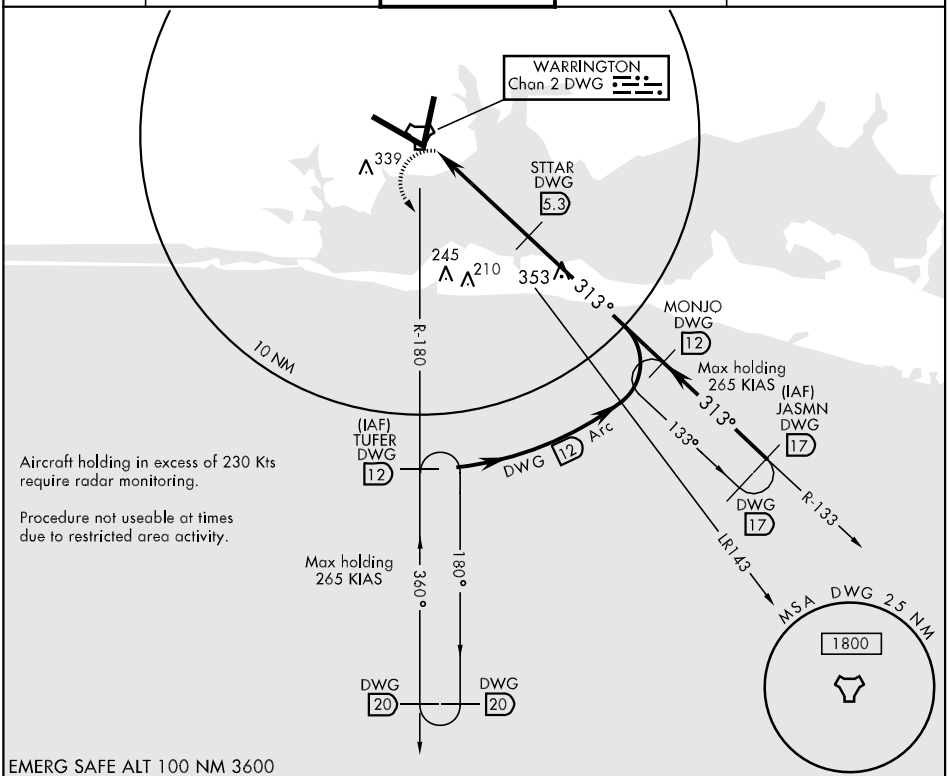
TACAN DWG Chan 2	APCH CRS 313°	Rwy Idg 12,005 TDZE 74 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

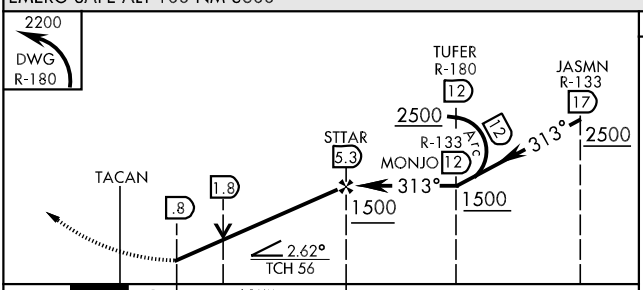
*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

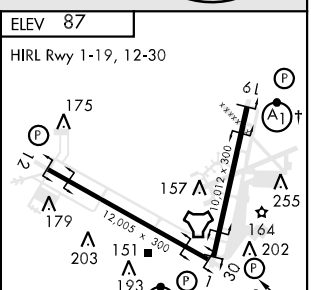
MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS*	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2





CATEGORY	A	B	C	D	E
S-30*	520/24 446 (500-½)		520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

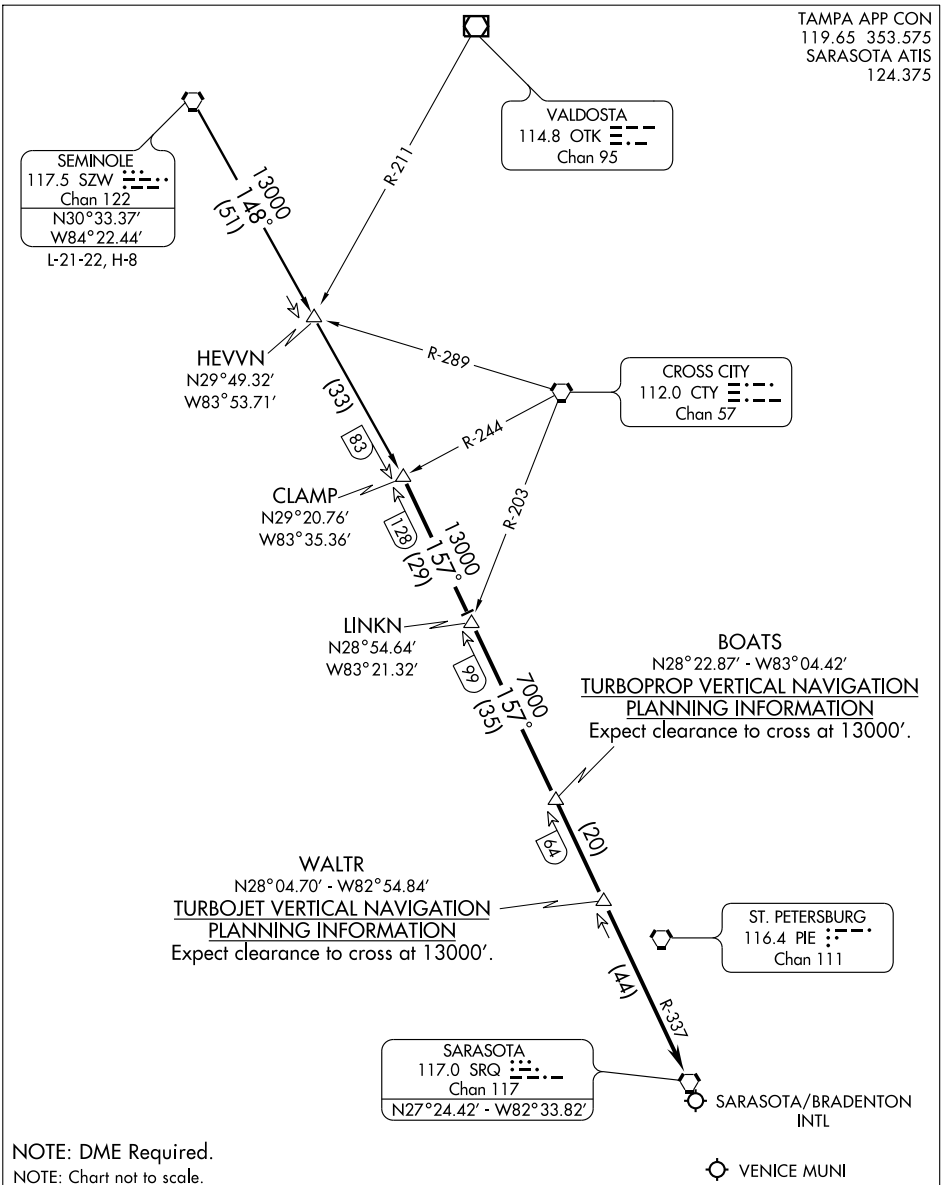


† Rwy 19 apch lgt 1500′ nonstandard.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.CLAMP5): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence. . . .

. . . .From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA

SE-3, 21 OCT 2010 to 18 NOV 2010

NDB VNC 206	APP CRS 317°	Rwy Idg 4999 TDZE 16 Apt Elev 18

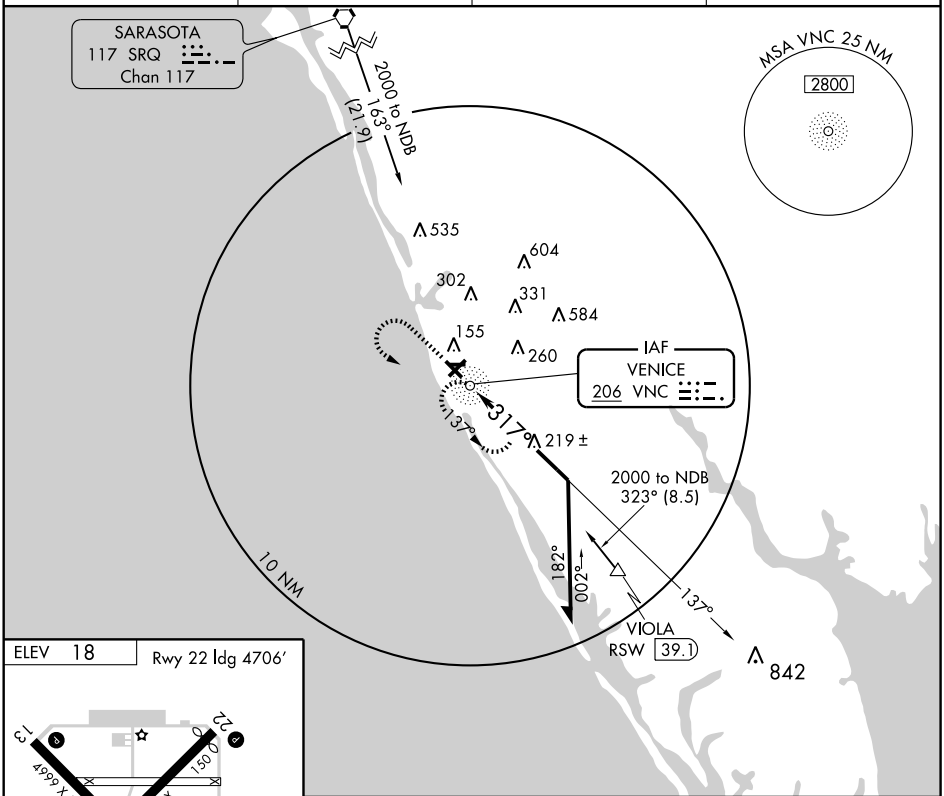
NDB RWY 31
VENICE MUNI (VNC)

T NA — When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase S-31 Cats. C/D and circling Cat. C visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.

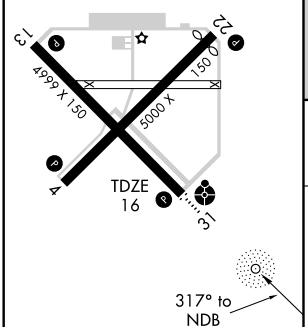
ODALS

MISSED APPROACH: Climb to 1600 then climbing left turn to 1900 direct VNC NDB and hold.

AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L

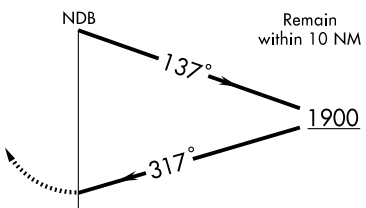


ELEV 18 — Rwy 22 ldg 4706'



MIRL Rwys 4-22 and 13-31 L
REIL Rwys 4, 22, 13 and 31 L

1600	1900	VNC 206



CATEGORY	A	B	C	D
S-31	580-1 564 (600- 1)		580-1½ 564 (600-1½)	580-1¾ 564 (600-1¾)
CIRCLING	580-1 562 (600-1)		580-1½ 562 (600-1½)	600-2 582 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13
VENICE MUNI (VNC)

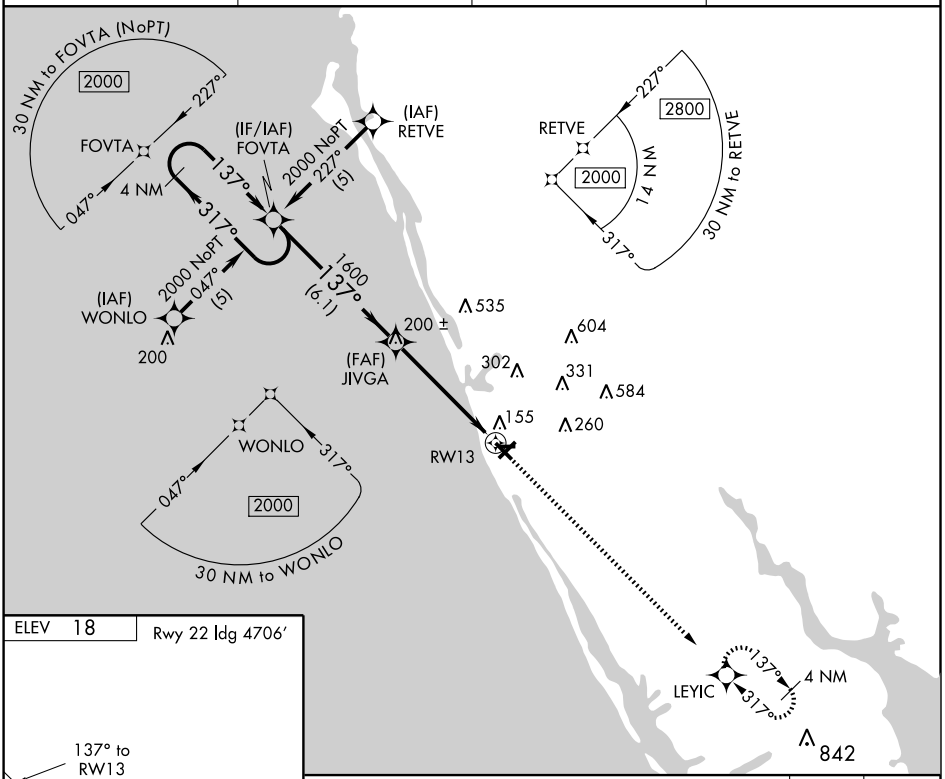
APP CRS	Rwy Idg	4999
137°	TDZE	16
	Apt Elev	18

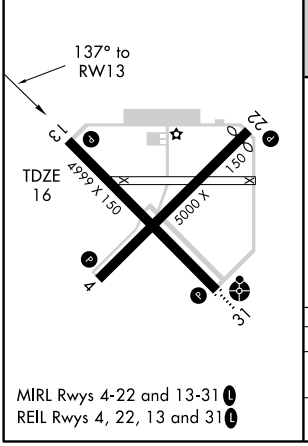
T
NA

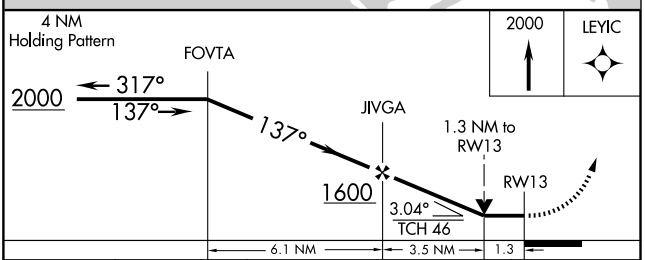
When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Sarasota altimeter setting.

MISSED APPROACH: Climb to 2000 direct LEYIC and hold.

AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-1 444 (500-1)		460-1¼ 444 (500-1¼)	460-1½ 444 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	600-2 582 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

VENICE MUNI (VNC)

APP CRS	Rwy Idg	4999
317°	TDZE	16
	Apt Elev	18

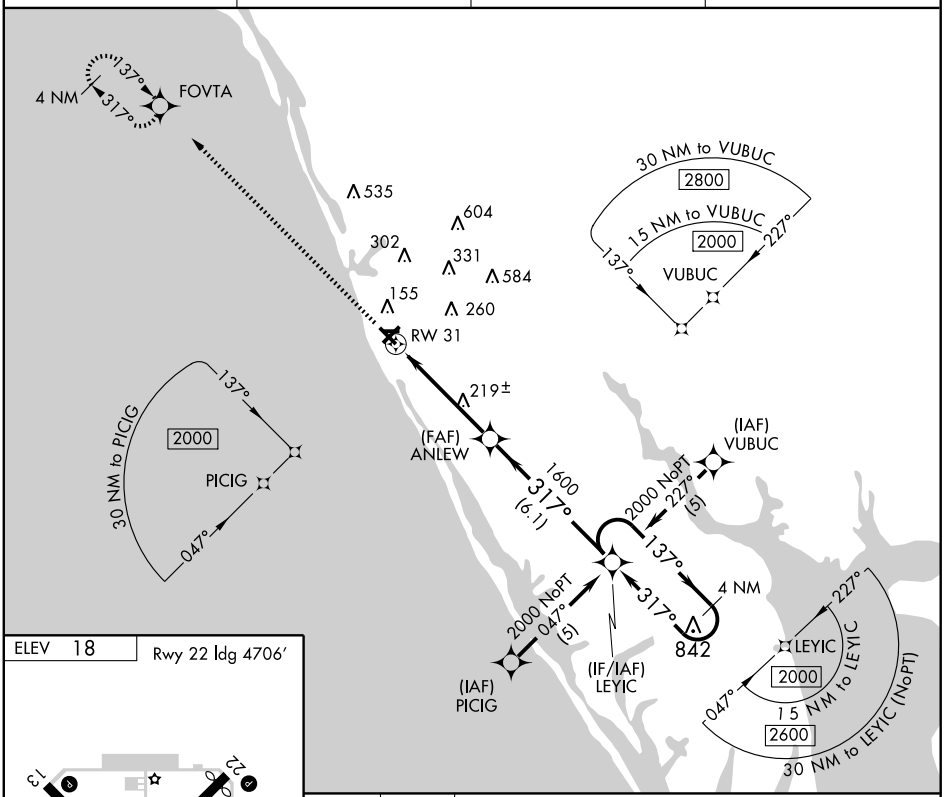
When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

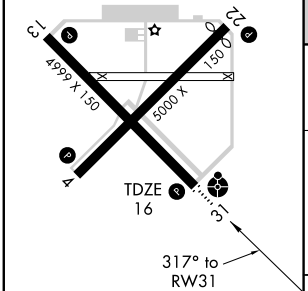
NA

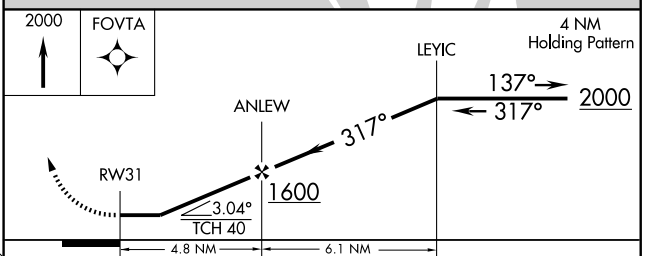
ODALS

MISSED APPROACH: Climb to 2000 direct FOVTA and hold.

AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L



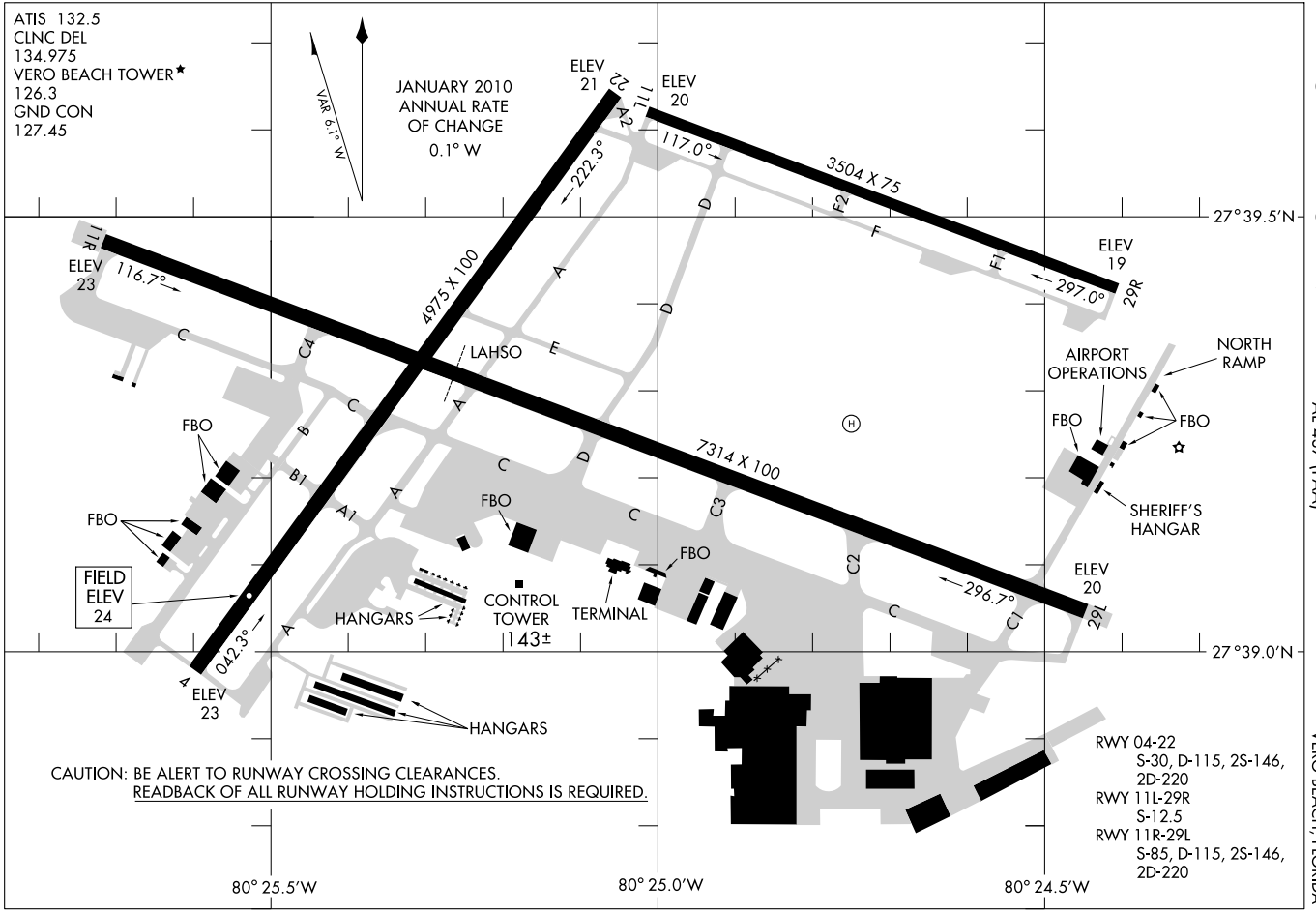




CATEGORY	A	B	C	D
LNAV MDA	480-1 464 (500-1)		480-1¼ 464 (500-1¼)	480-1½ 464 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	600-2 582 (600-2)

MIRL Rwys 4-22 and 13-31 L
REIL Rwys 4, 22, 13 and 31 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010


ATIS 132.5
CLNC DEL
134.975
VERO BEACH TOWER ★
126.3
GND CON
127.45
VAR 6.1° W
JANUARY 2010
ANNUAL RATE
OF CHANGE
0.1° W
ELEV 21
ELEV 20
ELEV 23
ELEV 19
ELEV 20
ELEV 23
11L
29R
11R
222.3°
117.0°
116.7°
297.0°
296.7°
042.3°
3504 X 75
4975 X 100
7314 X 100
LAHSO
AIRPORT OPERATIONS
NORTH RAMP
FBO
SHERIFF'S HANGAR
FIELD ELEV 24
HANGARS
CONTROL TOWER 143±
TERMINAL
27°39.5'N
27°39.0'N
80° 25.5'W
80° 25.0'W
80° 24.5'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RWY 04-22
S-30, D-115, 2S-146, 2D-220
RWY 11L-29R
S-12.5
RWY 11R-29L
S-85, D-115, 2S-146, 2D-220

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4975
CH 61311	040°	TDZE	24
W04A		Apt Elev	24

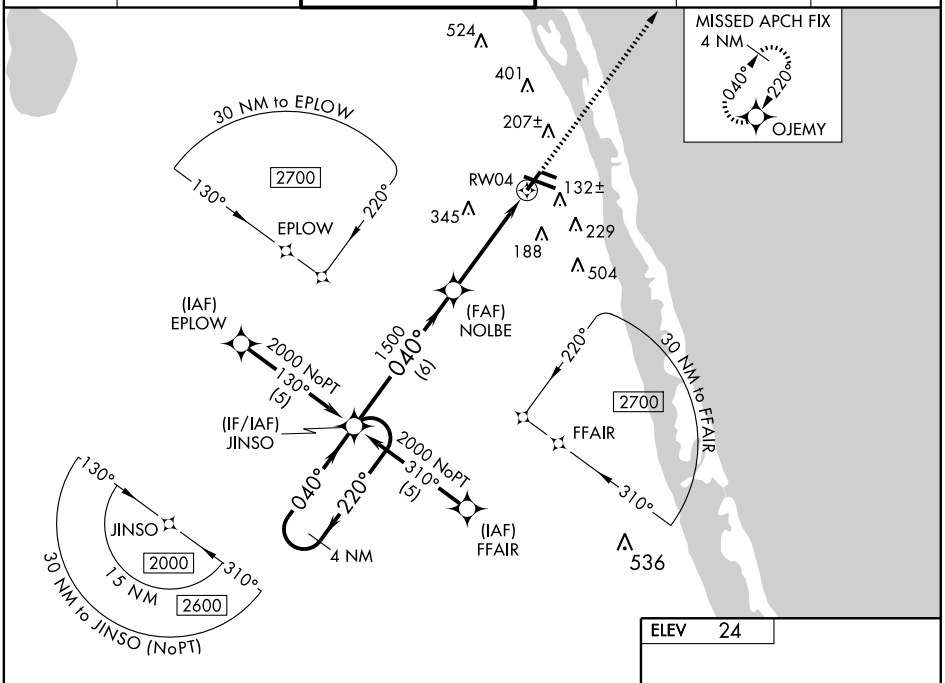
RNAV (GPS) RWY 4

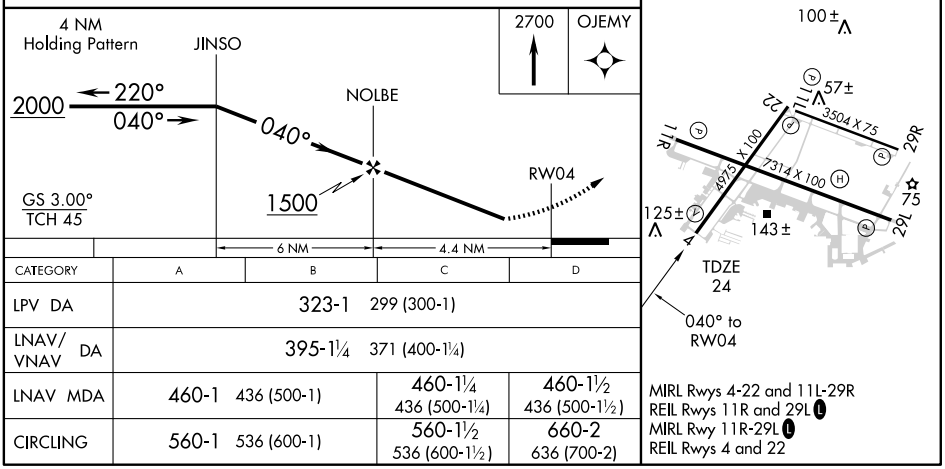
VERO BEACH MUNI (VRB)

Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats. and Circling Cat. D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct OJEMY and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95





CATEGORY	A	B	C	D
LPV DA	323-1	299 (300-1)		
LNAV/VNAV DA	395-1¼	371 (400-1¼)		
LNAV MDA	460-1	436 (500-1)	460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	560-1	536 (600-1)	560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7314
CH 53511	115°	TDZE	23
W11A		Apt Elev	24

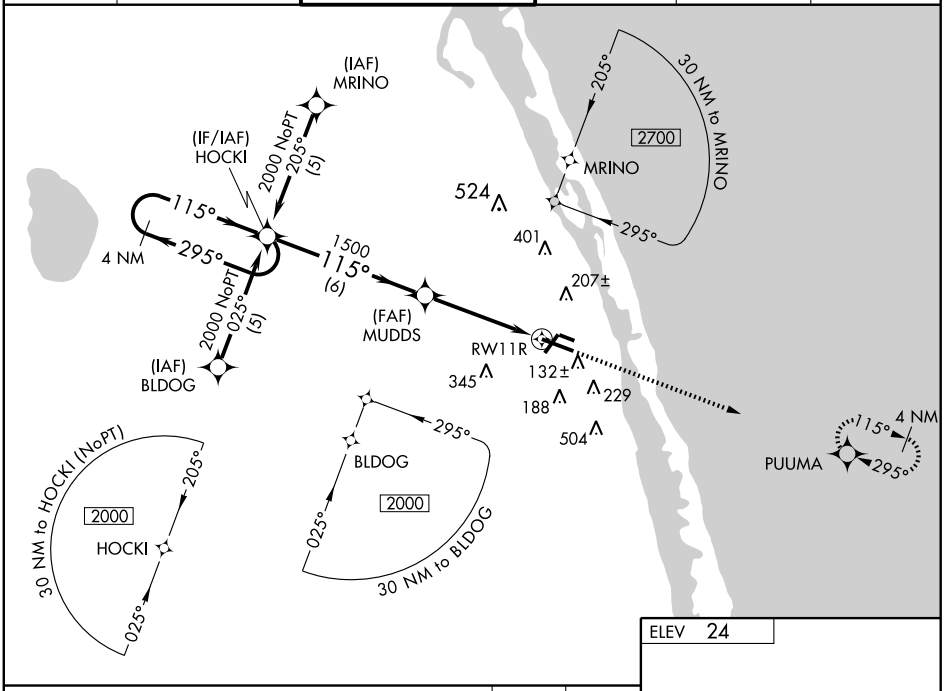
RNAV (GPS) RWY 11R

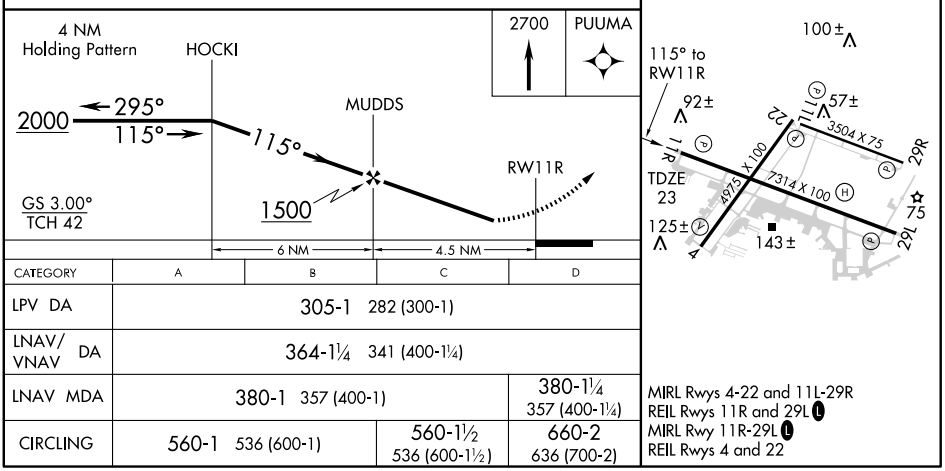
VERO BEACH MUNI (VRB)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). Baro-VNAV NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct PUUMA and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95





CATEGORY	A	B	C	D
LPV DA	305-1 282 (300-1)			
LNAV/VNAV DA	364-1¼ 341 (400-1¼)			
LNAV MDA	380-1 357 (400-1)			380-1¼ 357 (400-1¼)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53611 W22A	APP CRS 220°	Rwy ldg 4975 TDZE 23 Apt Elev 24

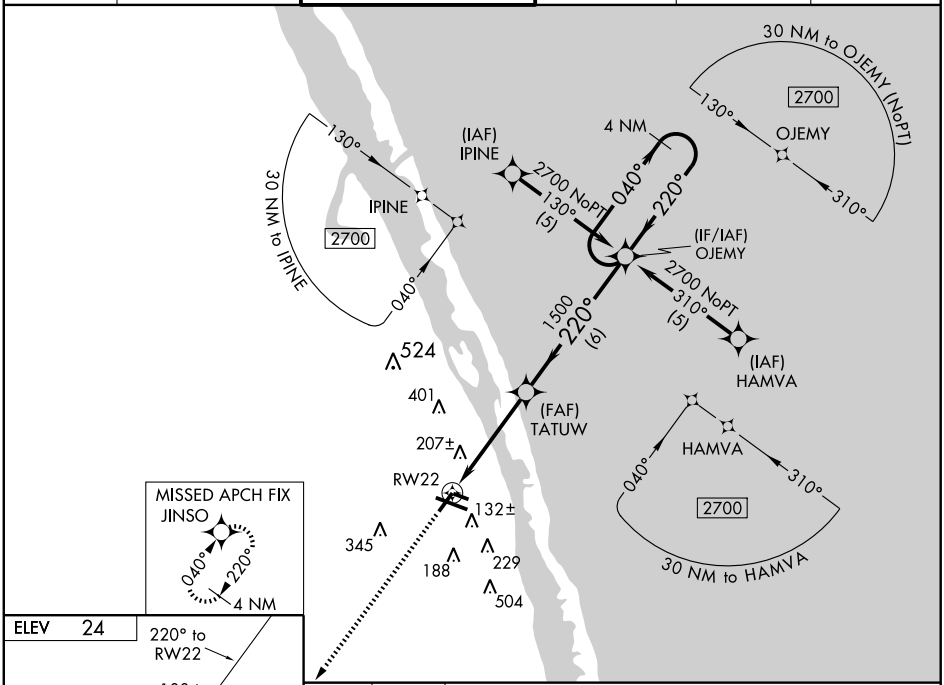
RNAV (GPS) RWY 22

VERO BEACH MUNI (VRB)

Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LNAV Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JINSO and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95



CATEGORY	A	B	C	D
LPV DA	349-1¼ 326 (400-1¼)			
LNAV/VNAV DA	561-2 538 (600-2)			
LNAV MDA	520-1 497 (500-1)		520-1¼ 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 69411	295°	Rwy Idg	7314
W29A		TDZE	22
		Apt Elev	24

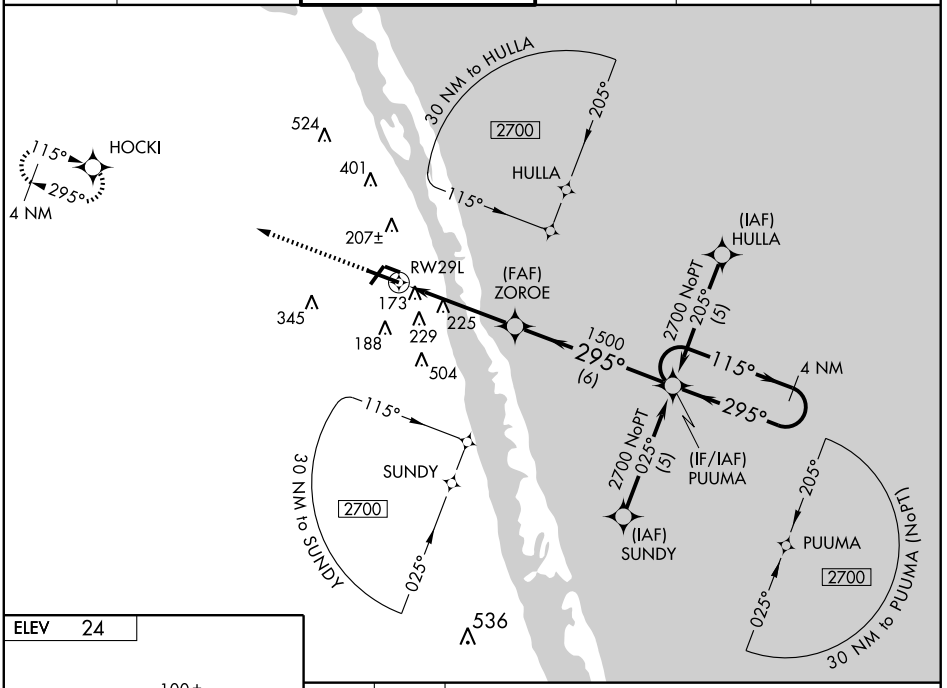
RNAV (GPS) RWY 29L

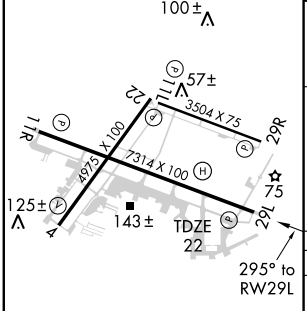
VERO BEACH MUNI (VRB)

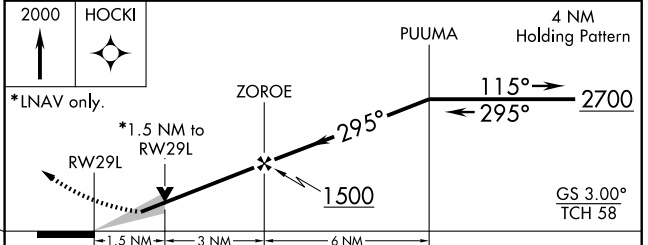
Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOCKI and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	293-1 271 (300-1)			
LNAV/VNAV DA	526-1¾ 504 (600-1¾)			
LNAV MDA	540-1 518 (600-1)		540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

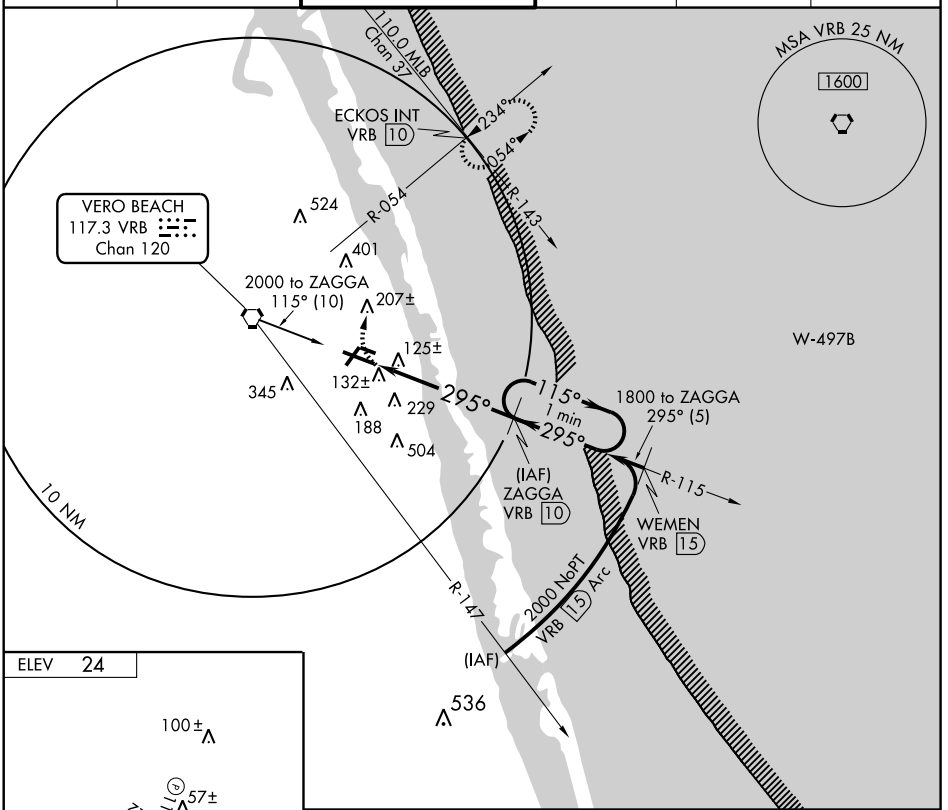
VORTAC VRB 117.3 Chan 120	APP CRS 295°	Rwy Idg 7314 TDZE 22 Apt Elev 24

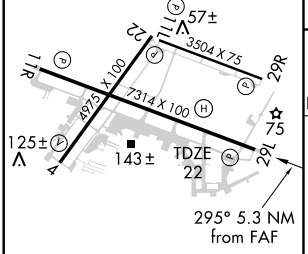
VOR/DME RWY 29L

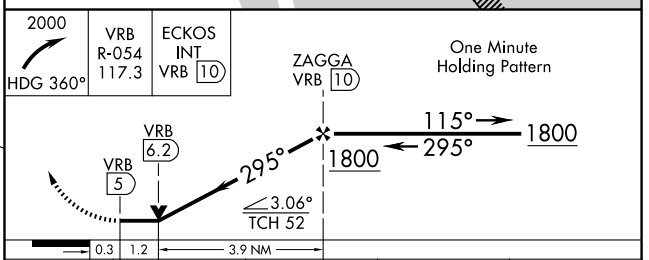
VERO BEACH MUNI (VRB)

MISSED APPROACH: Climbing right turn to 2000 via heading 360° and VRB R-054 to ECKOS Int/VRB 10 DME and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
S-29L	540-1	518 (600-1)	540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	560-1	536 (600-1)	580-1½ 556 (600-1½)	660-2 636 (700-2)

MIRL Rwy 11R-29L L
REIL Rwys 11R and 29L L
MIRL Rwys 4-22 and 11L-29R
REIL Rwys 4 and 22

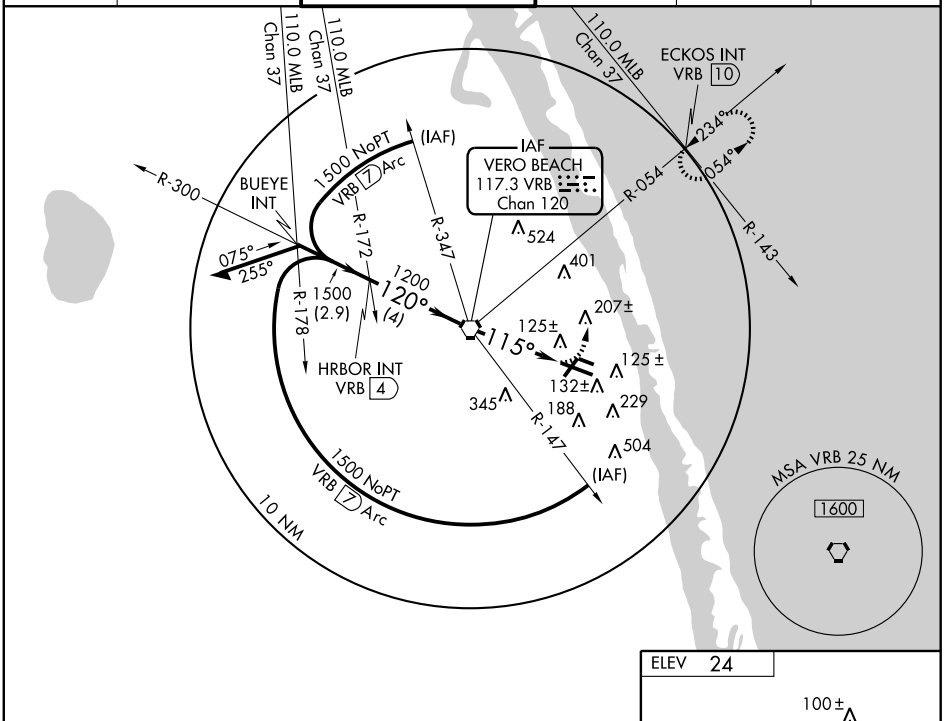
SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

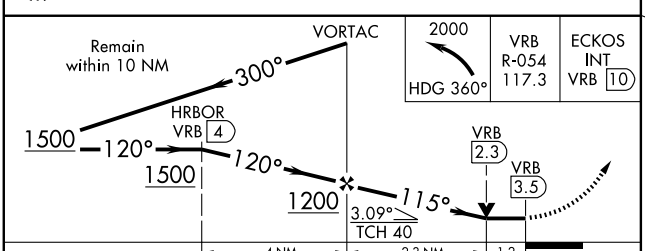
VORTAC VRB 117.3 Chan 120	APP CRS 115°	Rwy Idg 7314 TDZE 23 Apt Elev 24

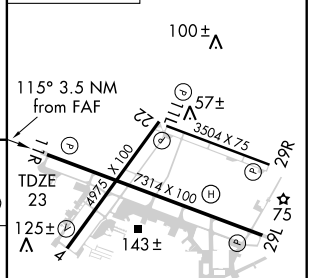
VOR RWY 11R
VERO BEACH MUNI (VRB)

MISSED APPROACH: Climbing left turn to 2000 via heading 360° and VRB R-054 to ECKOS Int/VRB 10 DME and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
S-11R	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	560-1 536 (600-1)		580-1½ 556 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3505
184°	TDZE	103
	Apt Elev	108

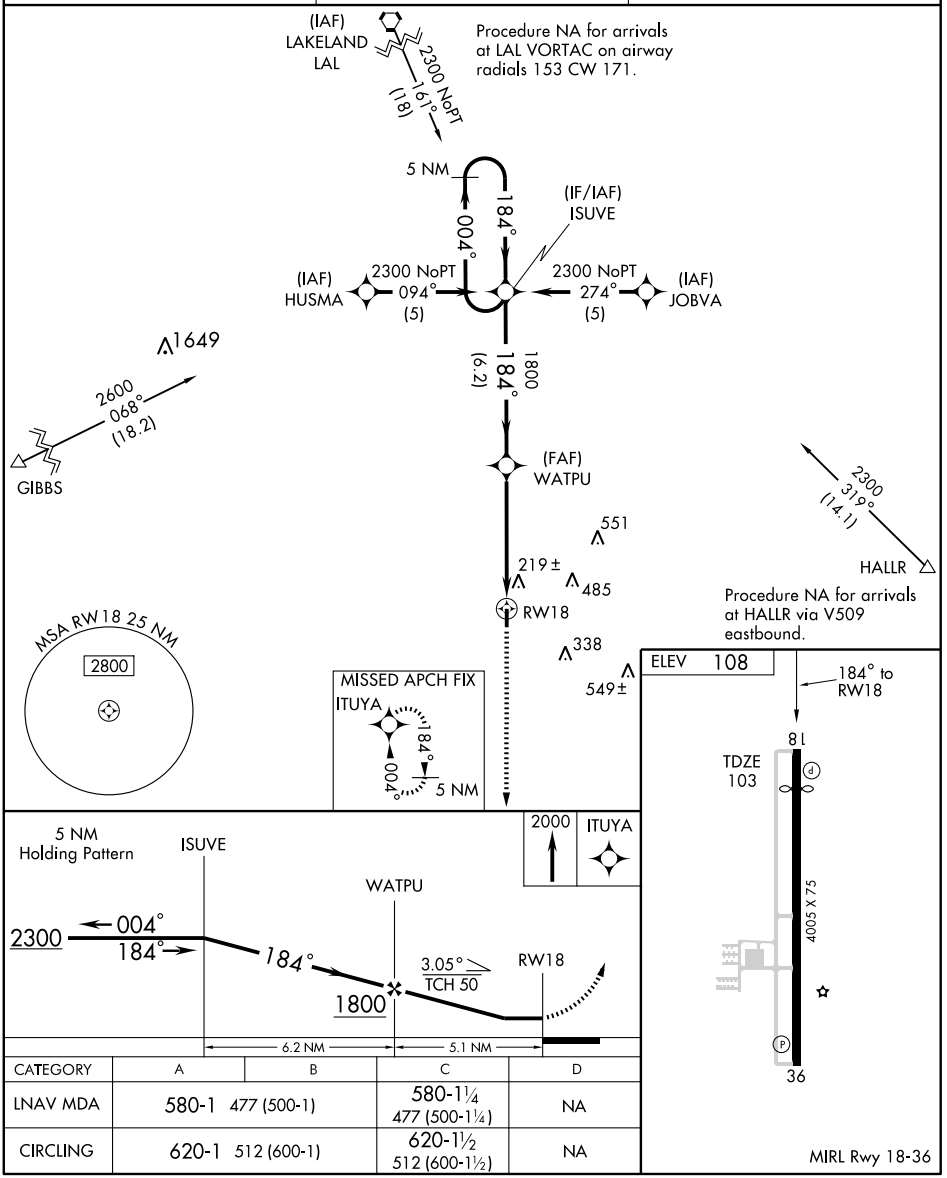
RNAV (GPS) RWY 18

WAUCHULA MUNI (CHN)

Use Sarasota/Bradenton altimeter setting; if not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 2000 direct ITUYA and hold.

SARASOTA/BRADENTON INTL ASOS	MIAMI CENTER	(CTAF)
124.375	134.55 257.7	122.9



CATEGORY	A	B	C	D
LNAV MDA	580-1 477 (500-1)		580-1¼ 477 (500-1¼)	NA
CIRCLING	620-1 512 (600-1)		620-1½ 512 (600-1½)	NA

MIRL Rwy 18-36

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

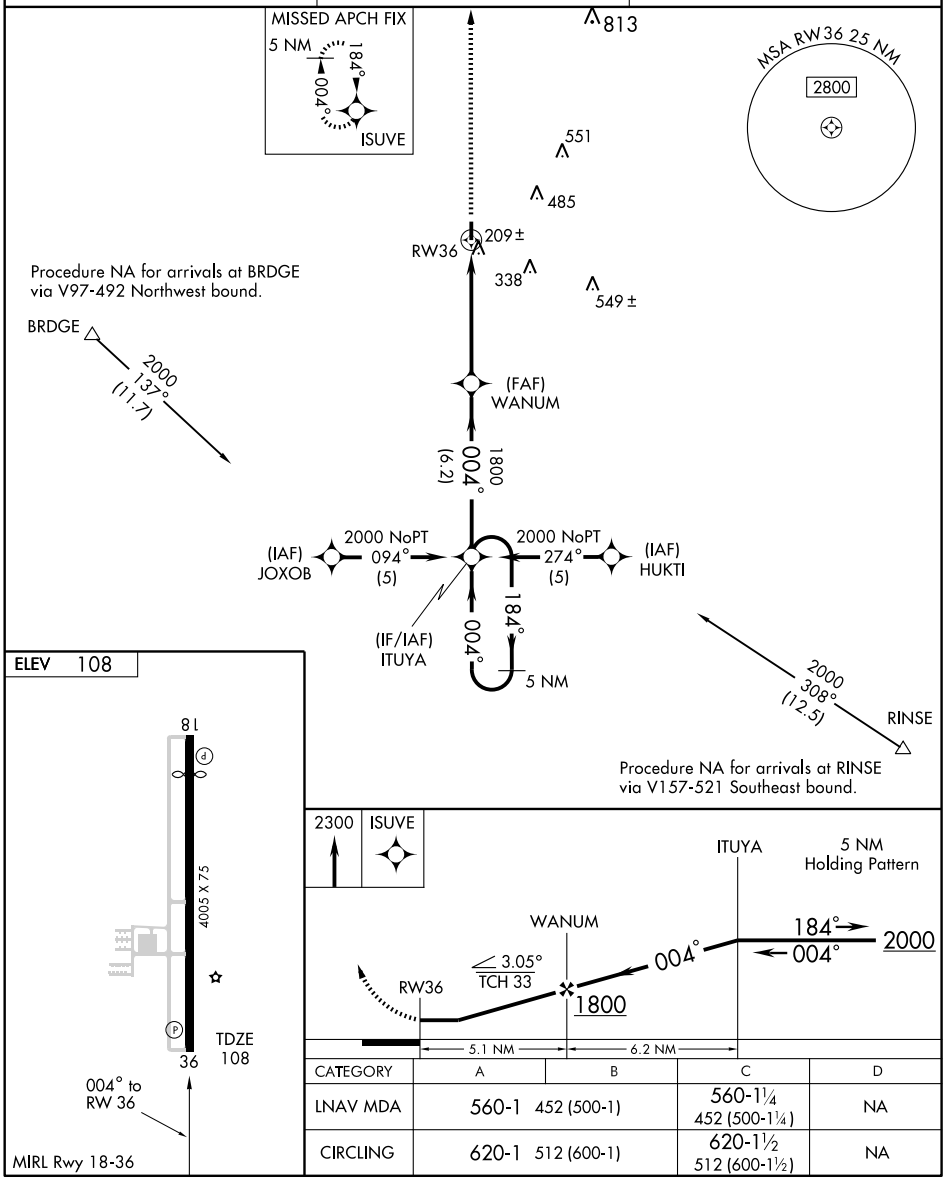
APP CRS	Rwy Idg	4005
004°	TDZE	108
	Apt Elev	108

RNAV (GPS) RWY 36
WAUCHULA MUNI (CHN)

Use Sarasota/Bradenton altimeter setting; if not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct ISUVE and hold.

SARASOTA/BRADENTON INTL ASOS	MIAMI CENTER	(CTAF)
124.375	134.55 257.7	122.9



CATEGORY	A	B	C	D
LNAV MDA	560-1 452 (500-1)		560-1¼ 452 (500-1¼)	NA
CIRCLING	620-1 512 (600-1)		620-1½ 512 (600-1½)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

PALM BEACH APP CON
124.6 317.4

AYBID TRANSITION (AYBID.FRWAY3)
ORMOND BEACH TRANSITION (OMN.FRWAY3)
VERO BEACH TRANSITION (VRB.FRWAY3)

. . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI.

LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold.

ORMOND BEACH OMN

FL240
153°
(43)

FILBE

154°
(37)

OBEYS

154°
(11)

HURDE

10000
182°
(42)

VERO BEACH VRB

10000
145°
(27)

TUXXI
Expect to cross at 10000

182°
(4)

STOOP

SWOMP
Expect to cross at 8000

8000
236°
(32)

NEUBE

195°
(33)

MIMMI

FL180
195°
(18)

AYBID

12 NM
017°
197°

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID transition only.
NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational.

238°
058°
7 NM

6000
162°
(20)

6000
213°
(13)

6000
224°
(8)

FRWAY
Landing West: Expect Radar Vectors after FRWAY

WILLIAM P. GWINN

NORTH PALM BEACH COUNTY GENERAL AVIATION

CASKI
Landing East: Expect Radar Vectors after CASKI

TUNNE

(3)

271°
(19)

SANZZ

271°

PALM BEACH INTL

PALM BEACH
PBI

4 NM
099°
279°

CUPED

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GHO	APP CRS	Rwy Idg 4300
110.75	089°	TDZE 23
Chan 44 (Y)		Apt Elev 23

ILS RWY 8R

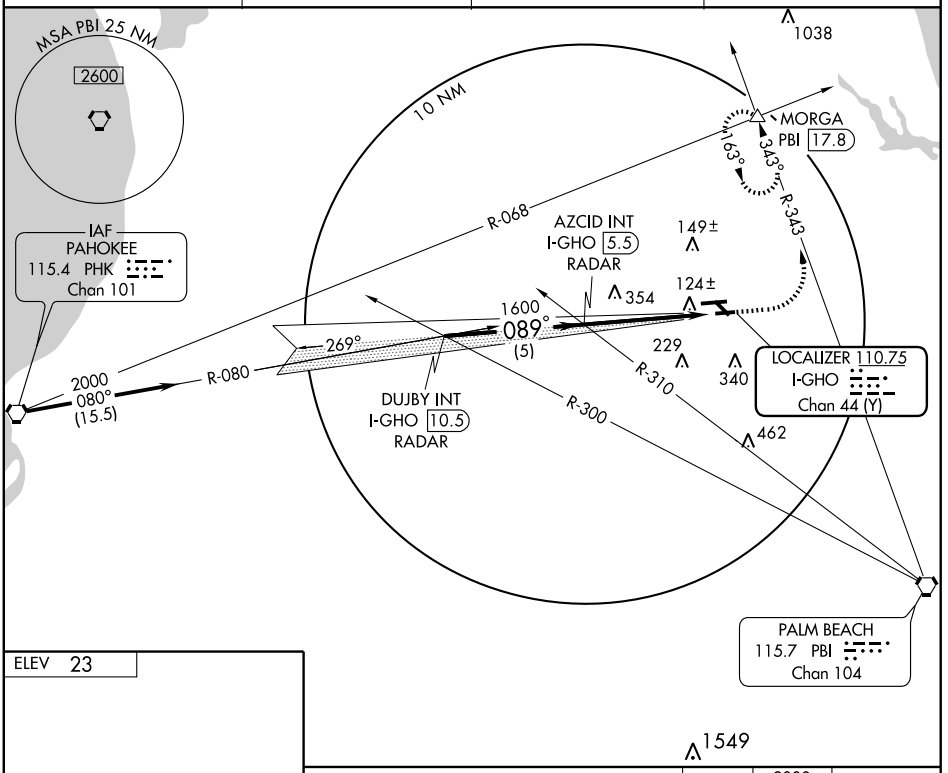
WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

NA

Use Palm Beach Intl altimeter setting.

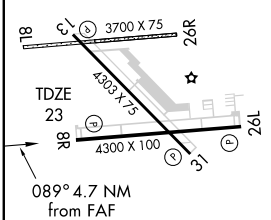
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via PBI R-343 to MORGA Int/17.8 DME and hold.

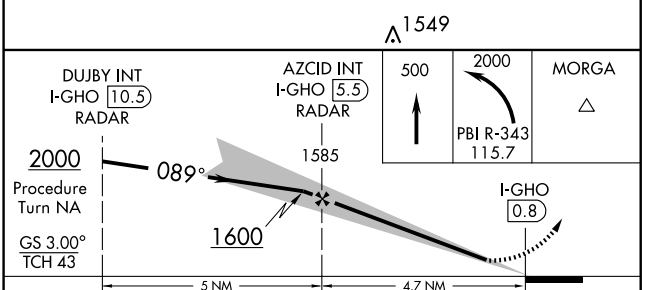
AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L



SE-3, 21 OCT 2010 to 18 NOV 2010

ELEV 23





HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 8R	251-¾ 228 (300-¾)			
S-LOC 8R	420-1 397 (400-1)			420-1¼ 397 (400-1¼)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	680-2 657 (700-2)

WASS CH 40310 W13A	APP CRS 139°	Rwy Idg 4303 TDZE 22 Apt Elev 22

RNAV (GPS) RWY 13

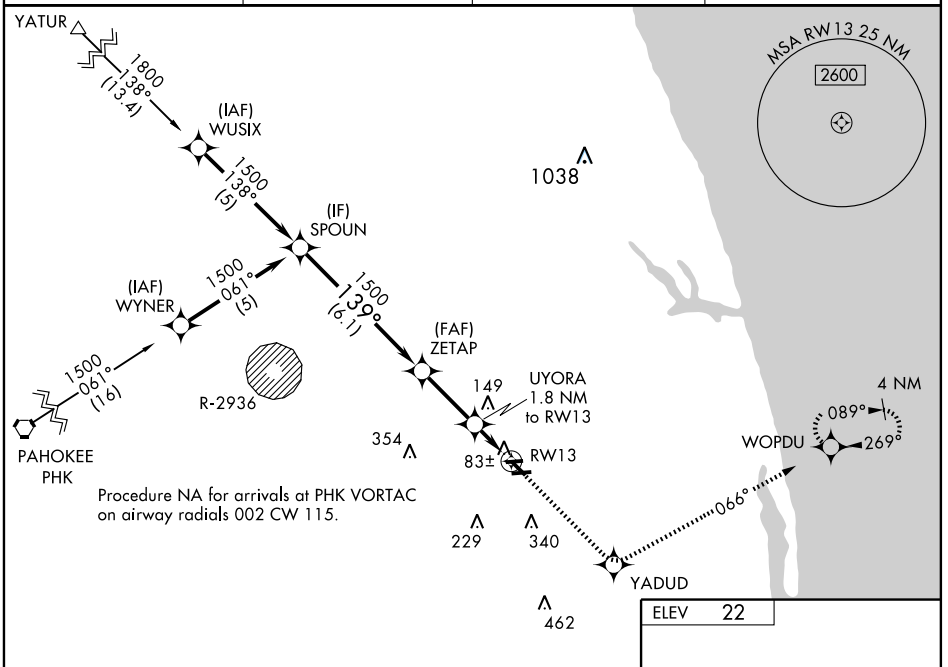
WEST PALM BEACH/ NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

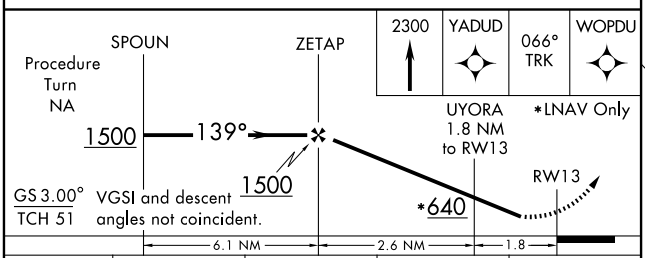
Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter settings not received, use Palm Beach Intl altimeter setting and increase all DA 28 feet and all MDA 40 feet and increase LPV all Cats. visibility and Circling Cat. D visibility ¼ mile.

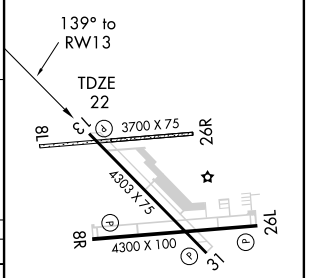
NA

MISSED APPROACH: Climb to 2300 direct YADUD and via 066° track to WOPDU and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	324-1 302 (400-1)			
LNAV/ VNAV DA	384-1¼ 362 (400-1¼)			
LNAV MDA	380-1 358 (400-1)			380-1¼ 358 (400-1¼)
CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	680-2 658 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PHK	APP CRS	Rwy Idg	4300
115.4	083°	TDZE	23
Chan 101		Apt Elev	23

VOR RWY 8R

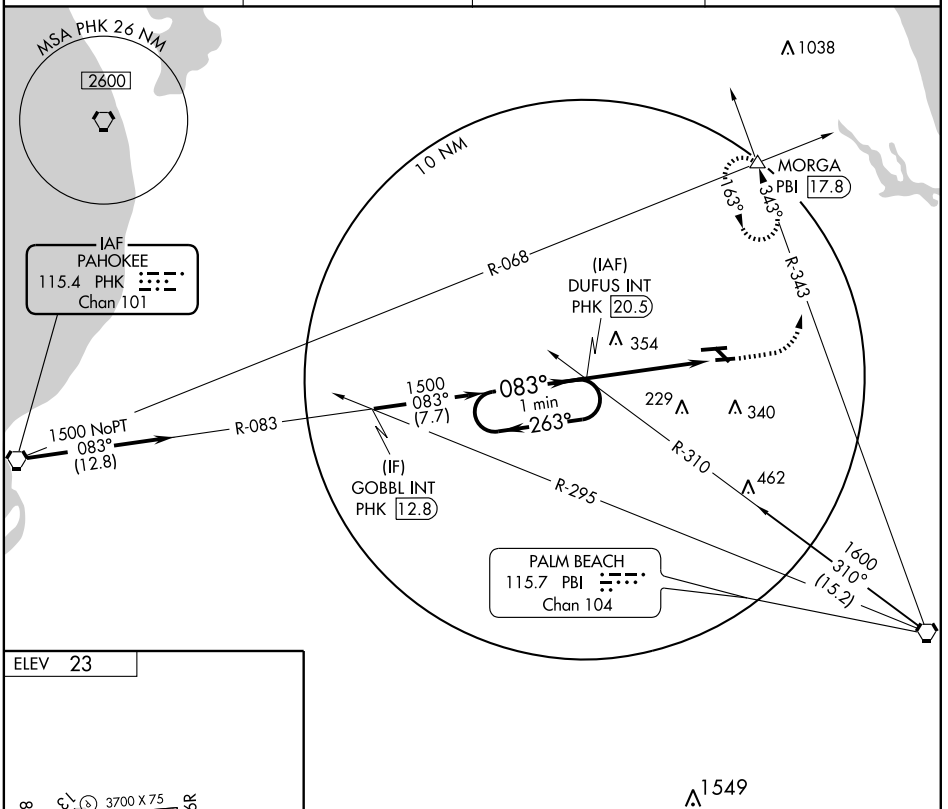
WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

V
NA

When local altimeter setting not received, use Palm Beach altimeter setting.

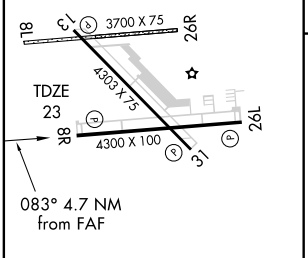
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via PBI VORTAC R-343 to MORGA INT/17.8 DME and hold.

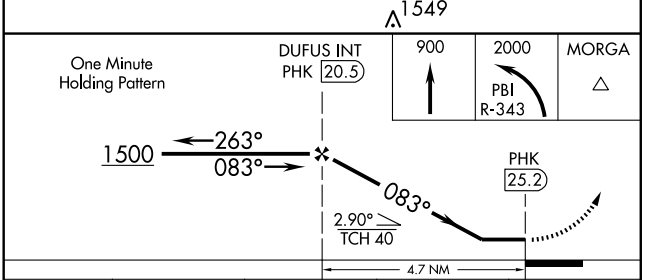
AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010





HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-8R	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)
CIRCLING	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA

BAGGS TRANSITION (BAGGS.WLACE2)
SARASOTA TRANSITION (SRQ.WLACE2)
SEMINOLE TRANSITION (SZW.WLACE2)
TAYLOR TRANSITION (TAY.WLACE2)
VALDOSTA TRANSITION (OTK.WLACE2)

. . . . From over RSTAA via 142° track to WLACE, thence as depicted to BEKAH, then via 096° heading. Expect radar vectors.

LOST COMMUNICATION: Continue track to BEKAH then turn left direct PBI VORTAC then direct CUPED and hold.

PALM BEACH APP CON
125.2 343.6
PALM BEACH INTL ATIS
123.75

N

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop Aircraft Only.
NOTE: For Non-GPS equipped aircraft, DHP must be operational.

VALDOSTA
OTK

TAYLOR
TAY

SEMINOLE
SZW

HITTR

CROSS CITY
CTY

LATHY

MOLIE
Expect to cross at or below FL350

SARASOTA
SRQ

AMSAW

WULFF
Expect to cross at FL240

JOOOE
Expect to cross at FL240

BAGGS

STUUU
Expect to cross at FL240

RSTAA

WLACE
Expect to cross at FL190

PRRIE

BOBIO
PBI Landing East: Expect to cross at 10000 and 250 KIAS.
PBI Landing West: Expect to cross at 10000.

WITHAM FIELD

WILLIAM P. GWINN

NORTH PALM BEACH COUNTY GENERAL AVIATION

GULLO

BEKAH

PALM BEACH INTL

PALM BEACH PBI

CUPED

PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

ST-449 (FAA)

SE-3, 21 OCT 2010 to 18 NOV 2010

PALM BEACH APP CON
124.6 317.4
PALM BEACH INTL ATIS
123.75

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

24000
147°
(43)

FILBE
N28°42.14′
W80°40.60′

24000
147°
(37)

80

OBEYS
N28°10.51′ - W80°17.94′
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect to cross at FL240

24000
147°
(11)

91

HURDE
N28°01.51′
W80°11.55′

81

10000
179°
(42)

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

10000
143°
(29)

R-147

TUXXI
N27°19.08′ - W80°08.19′
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect to cross at 10,000′

NOTE: Turbojets and
Turboprops only.
NOTE: DME Required.

38

10000
179°
(4)

STOOP
N27°15.19′ - W80°07.88′
Expect Radar Vectors
to Final Approach
course.

PAHOKEE
115.4 PHK
Chan 101

R-047

160°

R-359

WILLIAM P. GWINN

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′
W80°05.19′

PALM BEACH INTL

BOCA RATON

PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence…

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence…

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

VORTAC PBI 115.7 Chan 104	APP CRS 182°	Rwy Idg 3421 TDZE 15 Apt Elev 16

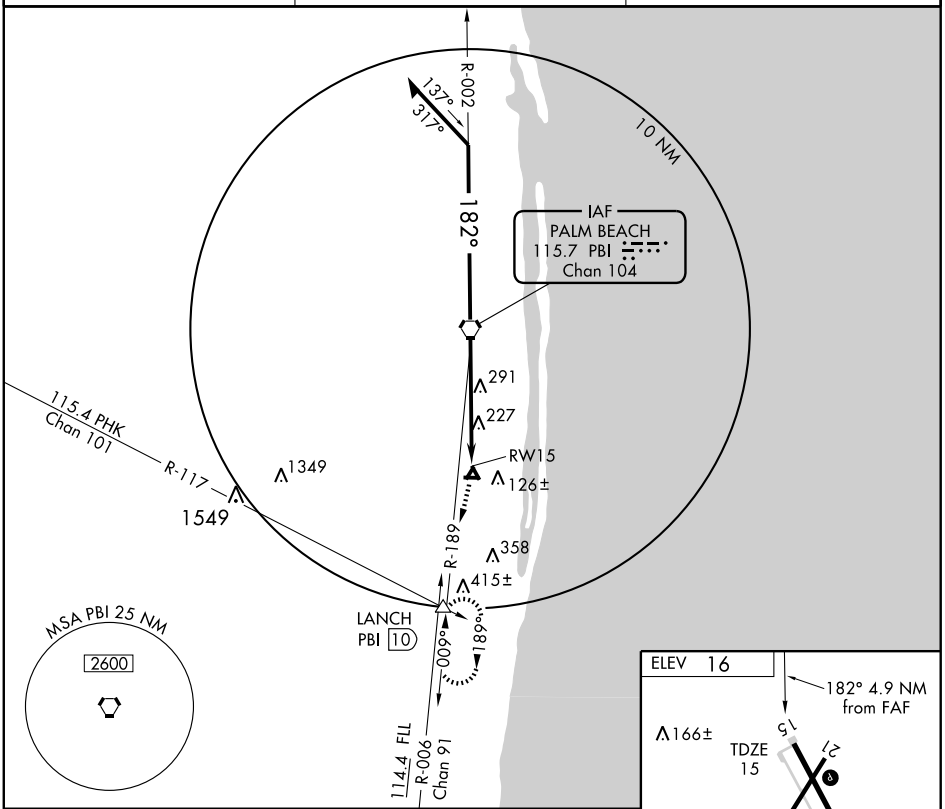
VOR or GPS RWY 15

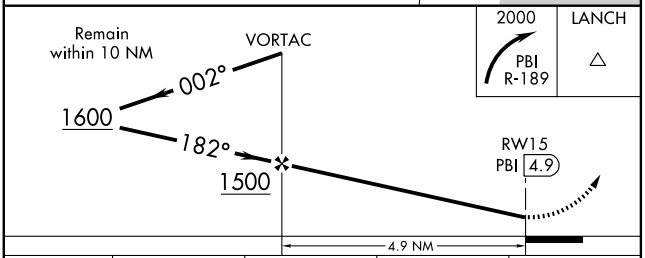
WEST PALM BEACH / PALM BEACH COUNTY PARK (LNA)

NA — Use Palm Beach altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 2000 via PBI R-189 to LANCH INT/PBI 10 DME and hold.

AWOS-3 119.925	PALM BEACH APP CON 125.2 317.4	UNICOM 122.7 (CTAF) L





CATEGORY	A	B	C	D
S-15	620-1	605 (700-1)	620-1¾ 605 (700-1¾)	NA
CIRCLING	660-1	644 (700-1)	660-1¾ 644 (700-1¾)	NA

MIRL Rwys 3-21, 9-27 and 15-33 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA

BAGGS TRANSITION (BAGGS.WLACE2)
SARASOTA TRANSITION (SRQ.WLACE2)
SEMINOLE TRANSITION (SZW.WLACE2)
TAYLOR TRANSITION (TAY.WLACE2)
VALDOSTA TRANSITION (OTK.WLACE2)

. . . . From over RSTAA via 142° track to WLACE, thence as depicted to BEKAH, then via 096° heading. Expect radar vectors.

LOST COMMUNICATION: Continue track to BEKAH then turn left direct PBI VORTAC then direct CUPED and hold.

PALM BEACH APP CON
125.2 343.6
PALM BEACH INTL ATIS
123.75

N

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop Aircraft Only.
NOTE: For Non-GPS equipped aircraft, DHP must be operational.

VALDOSTA
OTK

TAYLOR
TAY

SEMINOLE
SZW

HITTR

CROSS CITY
CTY

LATHY

MOLIE
Expect to cross at or below FL350

SARASOTA
SRQ

AMSAW

WULFF
Expect to cross at FL240

JOOOE
Expect to cross at FL240

BAGGS

STUUU
Expect to cross at FL240

RSTAA

WLACE
Expect to cross at FL190

PRRIE

BOBIO
PBI Landing East: Expect to cross at 10000 and 250 KIAS.
PBI Landing West: Expect to cross at 10000.

WITHAM FIELD

WILLIAM P. GWINN

NORTH PALM BEACH COUNTY GENERAL AVIATION

GULLO

BEKAH

PALM BEACH INTL

PALM BEACH PBI

CUPED

PALM BEACH COUNTY PARK

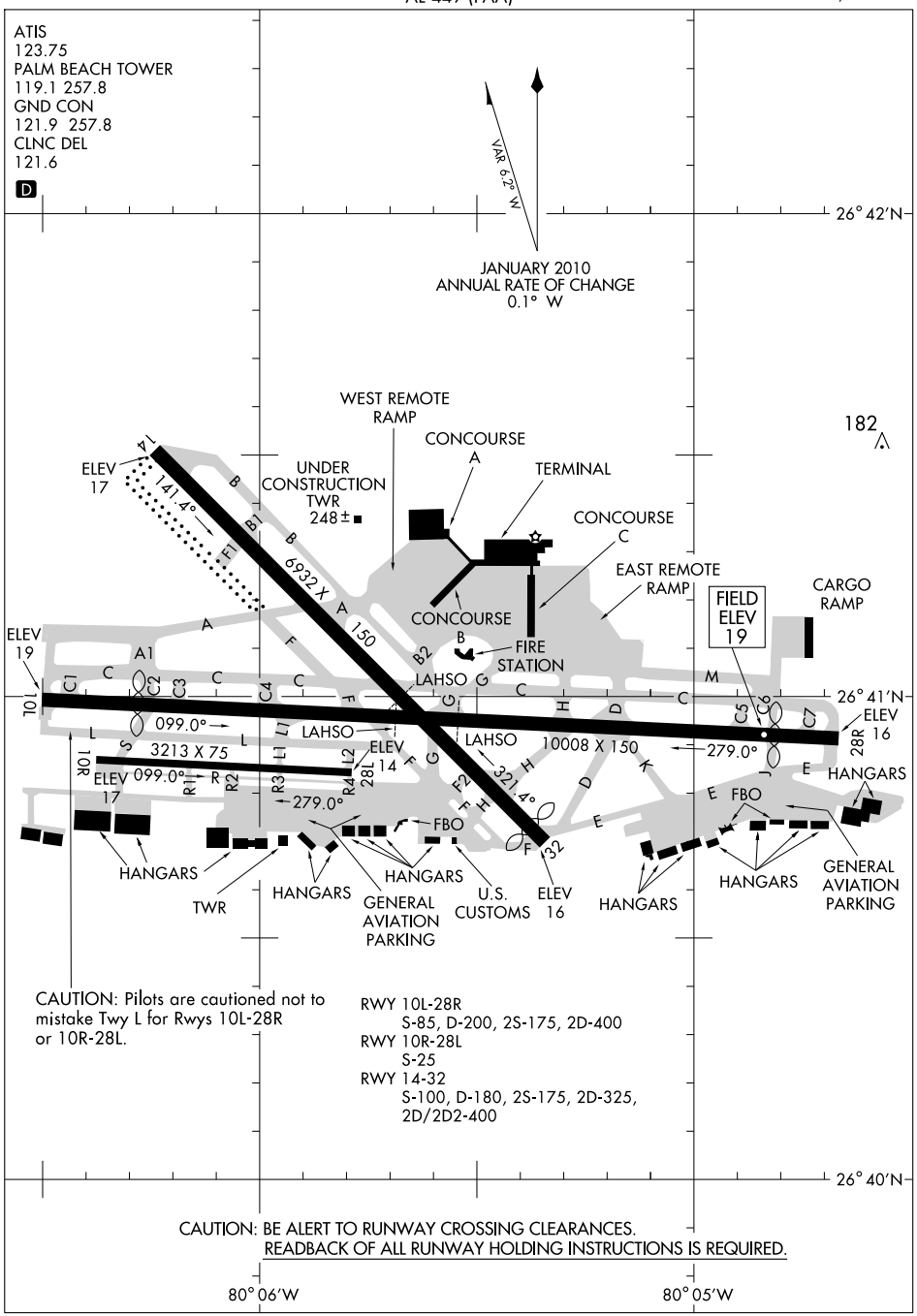
NOTE: Chart not to scale.

ST-449 (FAA)

AIRPORT DIAGRAM

WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

AL-449 (FAA)



SE-3, 21 OCT 2010 to 18 NOV 2010

BUFIT ONE DEPARTURE (RNAV)

(BUFIT1.BUFIT) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

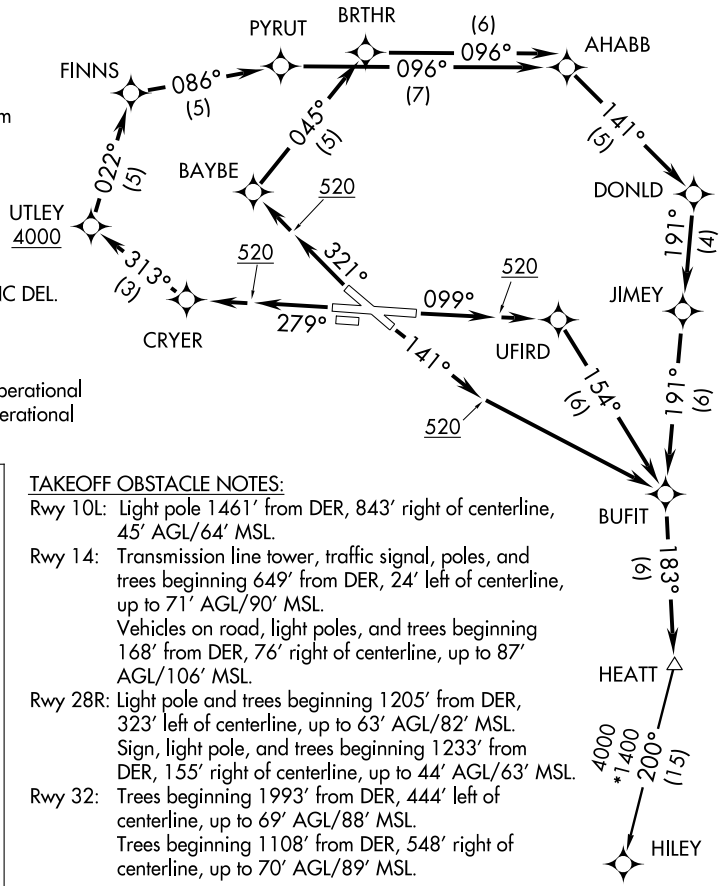
ATIS
123.75
CLNC DEL
121.6
GND CON
121.9 257.8
PALM BEACH TOWER
119.1 257.8
PALM BEACH DEP CON
128.3 387.1 (North)
125.2 343.6 (South)

N

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 4000. ATC climb of 500′ per NM to 4000.

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to BUFIT. Thence . . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct BUFIT. Thence . . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to BUFIT. Thence . . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to BUFIT. Thence . . . .

. . . . via depicted route to HEATT. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HILEY TRANSITION (BUFIT1.HILEY):

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

(BUFIT1.BUFIT) 10098

BUFIT ONE DEPARTURE (RNAV)

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

SL-449 (FAA)

PALM BEACH APP CON
124.6 317.4

AYBID TRANSITION (AYBID.FRWAY3)
ORMOND BEACH TRANSITION (OMN.FRWAY3)
VERO BEACH TRANSITION (VRB.FRWAY3)

. . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI.

LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold.

ORMOND BEACH OMN

FL240
153°
(43)

FILBE

154°
(37)

OBEYS

154°
(11)

HURDE

10000
182°
(42)

VERO BEACH VRB

10000
145°
(27)

TUXXI
Expect to cross at 10000

182°
(4)

STOOP

SWOMP
Expect to cross at 8000

8000
236°
(32)

NEUBE

195°
(33)

MIMMI

FL180
195°
(18)

AYBID

12 NM
017°
197°

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID transition only.
NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational.

238°
058°
7 NM

6000
162°
(20)

6000
213°
(13)

6000
224°
(8)

FRWAY
Landing West: Expect Radar Vectors after FRWAY

WILLIAM P. GWINN

NORTH PALM BEACH COUNTY GENERAL AVIATION

CASKI
Landing East: Expect Radar Vectors after CASKI

TUNNE

(3)

271°
(19)

SANZZ

271°

PALM BEACH INTL

PALM BEACH
PBI

4 NM
099°
279°

CUPED

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-PBI	APP CRS	Rwy Idg	8800
111.9	099°	TDZE	19
		Apt Elev	19

ILS or LOC RWY 10L

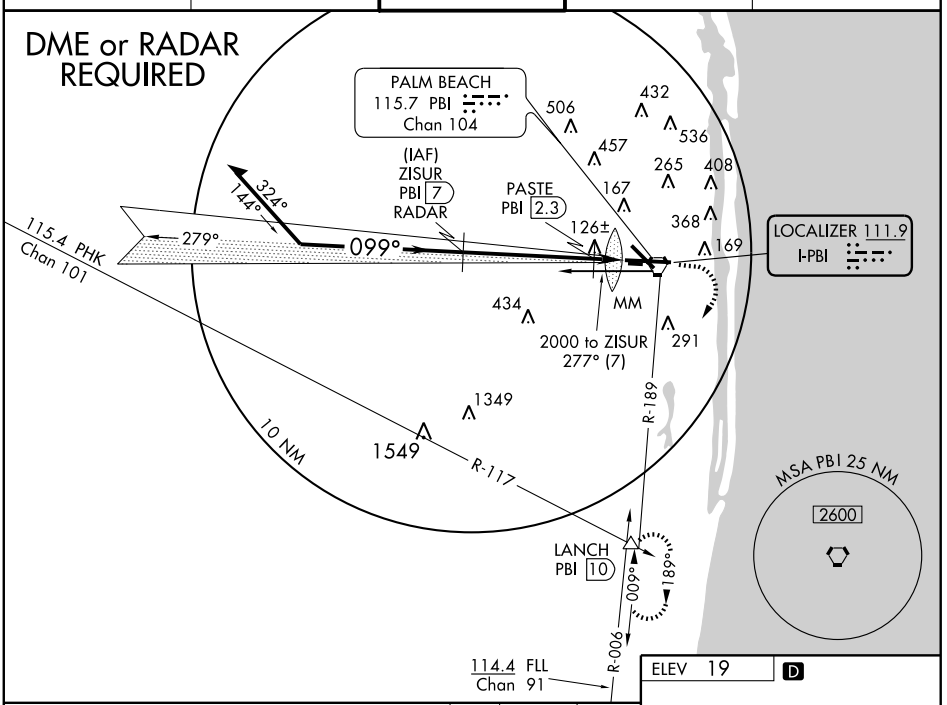
WEST PALM BEACH/ PALM BEACH INTL (PBI)

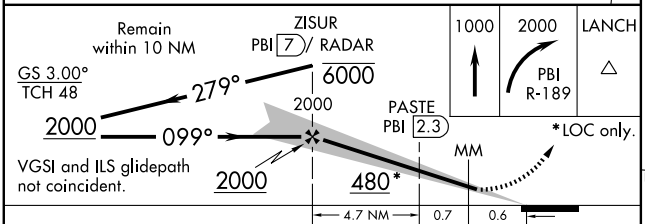
▼ DME or Radar required.
▲ **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

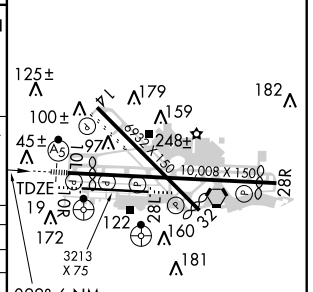
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI VORTAC R-189 to LANCH INT/PBI VORTAC 10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
S-ILS 10L		** 219/24 200 (200-½)		
S-LOC 10L	480/24 461 (500-½)		480/40 461 (500-¾)	480/50 461 (500-1)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)
PASTE DME FIX MINIMUMS				
S-LOC 10L	380/24 361 (400-½)			380/40 361 (400-¾)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)



HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-PWB	APP CRS	Rwy Idg	9189
111.9	279°	TDZE	18
		Apt Elev	19

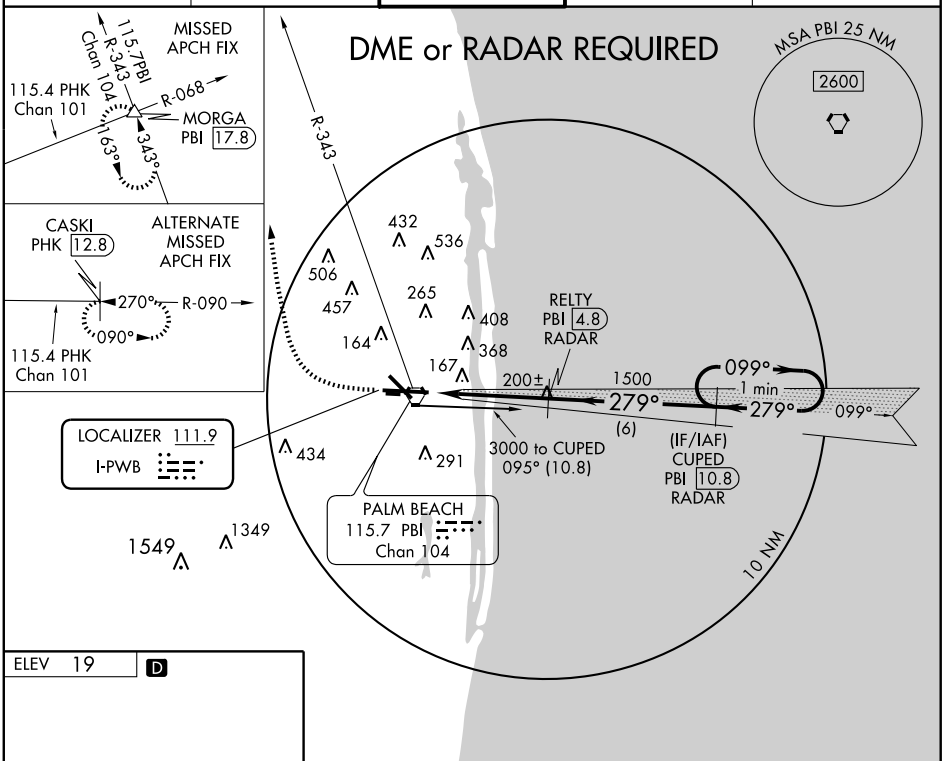
ILS or LOC RWY 28R

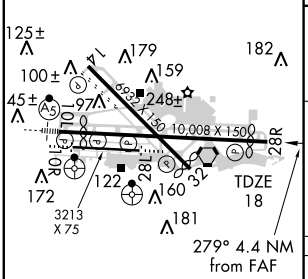
WEST PALM BEACH/ PALM BEACH INTL (PBI)

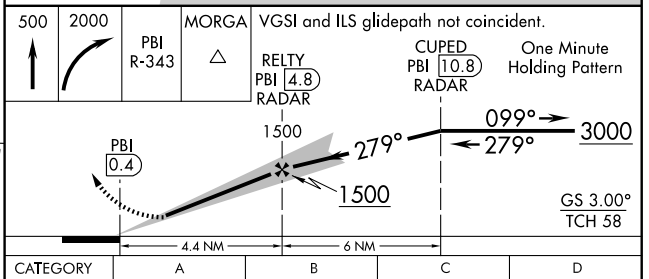
DME or Radar required.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via PBI VORTAC R-343 to MORGA INT/PBI 17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 28R	218/40 200 (200-¾)			
S-LOC 28R	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	500-1 481 (500-1)		640-1½ 621 (700-1½)	680-2 661 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

IVNKA ONE DEPARTURE (RNAV) (IVNKA1.IVNKA) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

DEPARTURE ROUTE DESCRIPTION

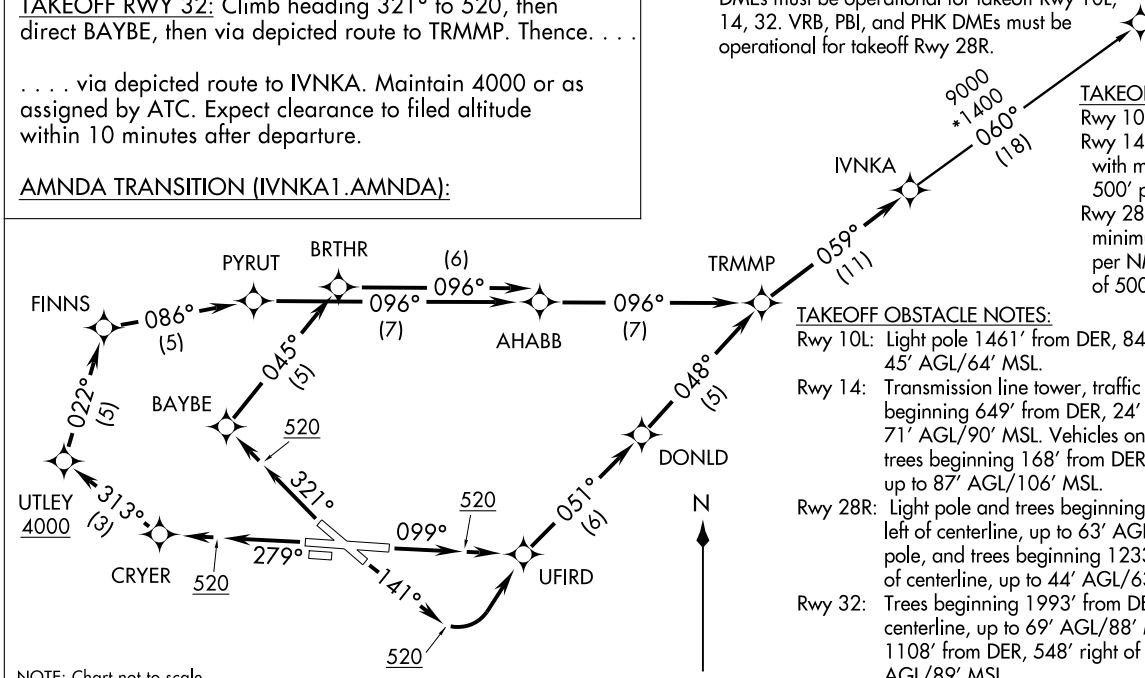
TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TRMMP. Thence. . . .

. . . . via depicted route to IVNKA. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

AMNDA TRANSITION (IVNKA1.AMNDA):

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB and PBI DMEs must be operational for takeoff Rwy 10L, 14, 32. VRB, PBI, and PHK DMEs must be operational for takeoff Rwy 28R.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)



NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

IVNKA ONE DEPARTURE (RNAV) (IVNKA1.IVNKA) 10098
WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

SL-449 (FAA)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via track 154° to BUFIT, then right turn via track 244° to SHRKY, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 14: Climb heading 141° to 520, then right turn direct BLNKT, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct CRYER, then via depicted route to LMORE. Thence. . . .

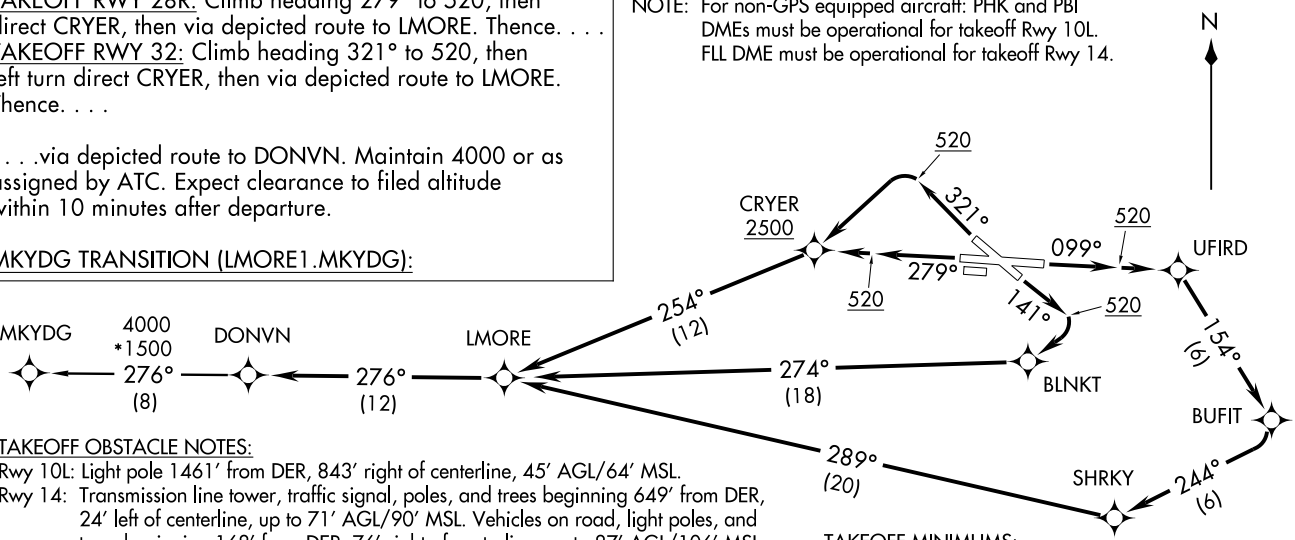
. . . .via depicted route to DONVN. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

MKYDG TRANSITION (LMORE1.MKYDG):

Note: Chart not to scale.

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational for takeoff Rwy 10L. FLL DME must be operational for takeoff Rwy 14.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)



TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 2500.

(LMORE1.LMORE) 10098
LMORE ONE DEPARTURE (RNAV)
WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

MIXAE ONE DEPARTURE (RNAV)

(MIXAE1.MIXAE) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

(MIXAE1.MIXAE) 10098

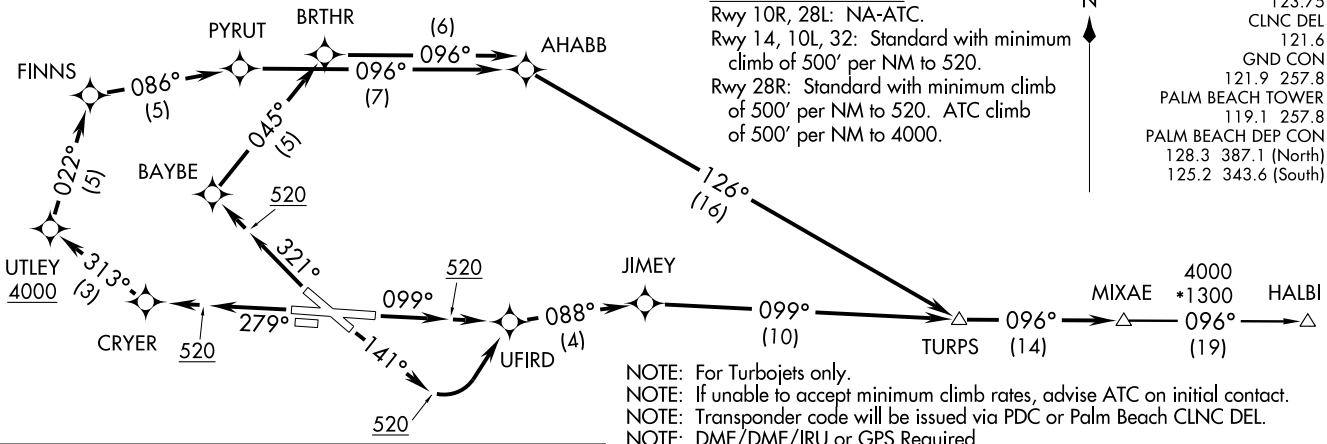
MIXAE ONE DEPARTURE (RNAV)

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

SL-449 (FAA)

NOTE: Chart not to scale.



TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to TURPS. Thence . . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to TURPS. Thence . . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TURPS. Thence . . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TURPS. Thence . . . .

. . . . via depicted route to MIXAE. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HALBI TRANSITION (MIXAE1.HALBI):

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

PALM BEACH SIX DEPARTURE

WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
DEP CON 128.3 387.1 (North) 125.2 343.6 (South)

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′ - W82°41.06′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′ W81°20.10′
L-21-23-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17′ - W82°00.83′
L-21-24, H-8

BAIRN
N27°56.87′ W81°06.91′
L-24

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′ W80°29.38′
L-23-24, H-8

FORT PIERCE
275 FPR
N27°29.20′ W80°22.40′
L-24

PERMT
N27°24.85′ W78°56.84′
L-23, H-8

SARASOTA
117.0 SRQ
Chan 117
N27°24.42′ W82°33.82′
L-21-23, H-8

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′ W80°05.19′
L-23, H-8

LA BELLE
110.4 LBV
Chan 41
N26°49.69′ W81°23.49′
L-21-23, H-8

1500
321°
279°
279°
099°
099°
141°
1500
1500

TURBOJETS: 4000 or as assigned by ATC
ALL OTHER AIRCRAFT: 1500
ALL OTHER AIRCRAFT: 1500
TURBOJETS: 4000 or as assigned by ATC

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′ W81°46.55′
L-21-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96′ W80°41.49′
L-23, H-8

HEATT
N26°29.46′ W79°56.77′
L-23, H-8

46
R-018

FREEPORT
113.2 ZFP
Chan 79
N26°33.32′ W78°41.87′
L-23, H-8

FORT LAUDERDALE
114.4 FLL
Chan 91
N26°04.48′ - W80°09.15′
L-23, H-8

DOLPHIN
113.9 DHP
Chan 86
N25°48.00′ W80°20.94′
L-23, H-8

VIRGINIA KEY
117.1 VKZ
Chan 118
N25°45.11′ W80°09.27′
L-23, H-8

BIMINI
116.7 ZBV
Chan 114
N25°42.25′ W79°17.67′
L-23, H-8

KEY WEST
113.5 EYW
Chan 82
N24°35.15′ - W81°48.03′
L-21-23, H-8

MARATHON
260 MTH
N24°42.71′ W81°05.72′
L-23, H-8

TAKE-OFF MINIMUMS:
Rwy 10L, 10R, 14, 28L, 28R, 32, Standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TURBOJETS:
TAKEOFF RWY 10L: Climb heading 099° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

ALL OTHER AIRCRAFT:
TAKEOFF RWY 10R: Climb heading 099° to 1500, thence. . . .
TAKEOFF RWY 10L: Climb heading 099° to 1500, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 1500, thence. . . .
TAKEOFF RWY 28L: Climb heading 279° to 1500, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

. . . .Expect radar vectors to assigned/filed route. Expect further clearance to filed altitude 10 minutes after departure.

TAKE OFF OBSTACLE NOTES:
Rwy 10R: Antenna on hanger 177′ from DER, 450′ right of centerline, 38′ AGL/57′ MSL.
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vechicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97317 W10A | APP CRS 099° | Rwy Idg 8800 | TDZE 19 | Apt Elev 19

RNAV (GPS) Y RWY 10L

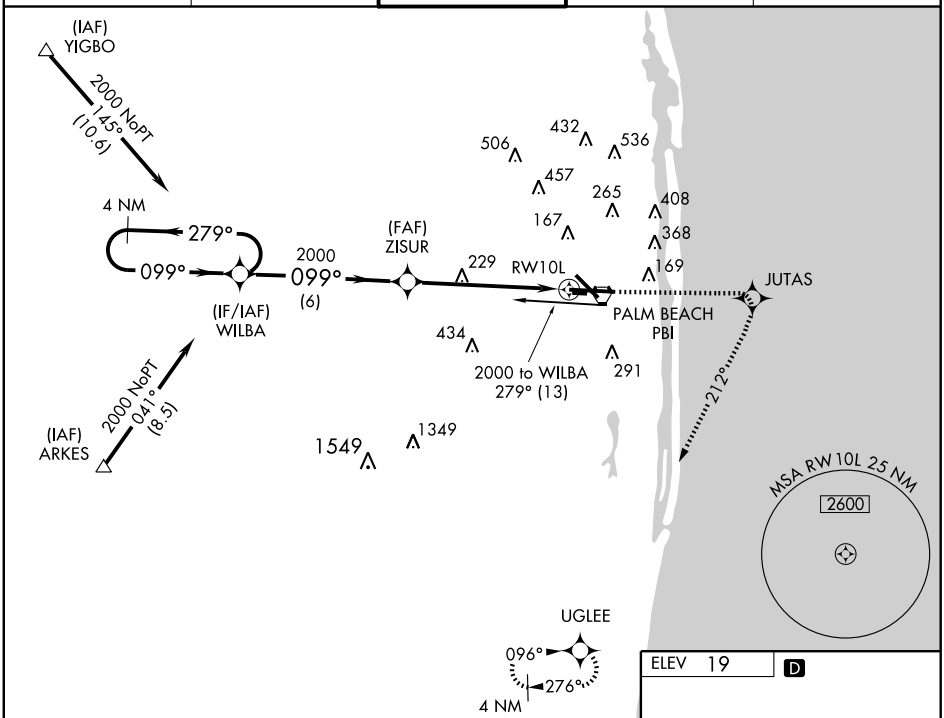
WEST PALM BEACH/PALM BEACH INTL (PBI)

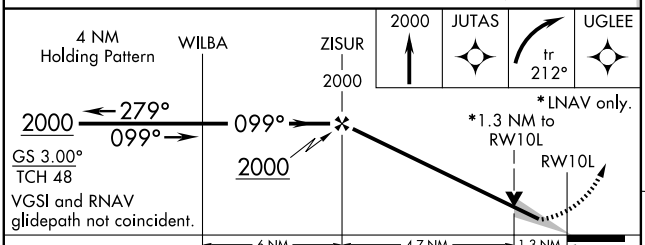
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

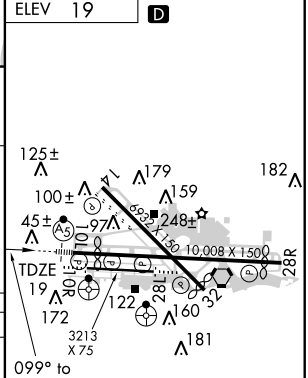
MISSED APPROACH: Climb to 2000 direct JUTAS and right turn via track 212° to UGLEE and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
LPV DA	294/24	275 (300-½)		
LNAV/VNAV DA	422/50	403 (500-1)		
LNAV MDA	480/24	461 (500-½)	480/40 461 (500-¾)	480/50 461 (500-1)
CIRCLING	500-1	481 (500-1)	640-1¾ 621 (700-1¾)	680-2 661 (700-2)



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 40018	141°	TDZE	17
W14A		Apt Elev	19

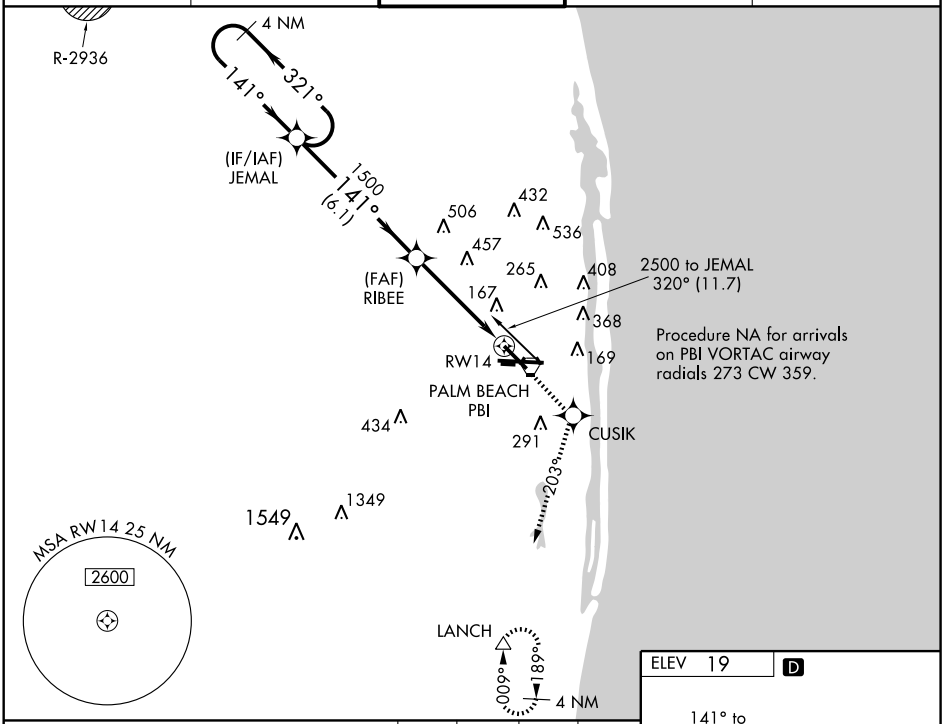
RNAV (GPS) Y RWY 14

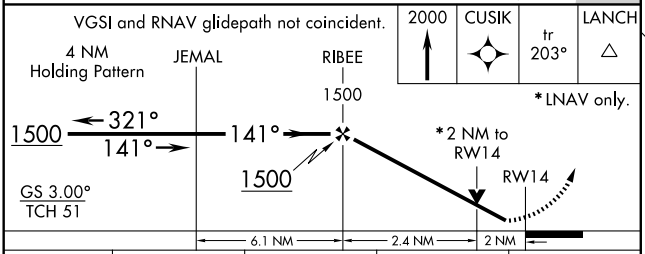
WEST PALM BEACH/ PALM BEACH INTL (PBI)

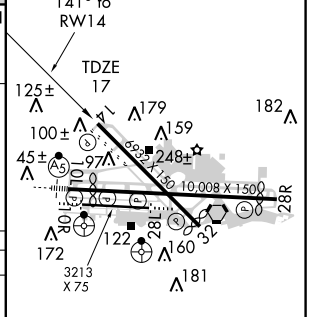
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CUSIK and on track 203° to LANCH and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
LPV DA	293-1	276 (300-1)		
LNAV/ VNAV DA	475-1½	458 (500-1½)		
LNAV MDA	720-1	703 (800-1)	720-2 703 (800-2)	720-2¼ 703 (800-2¼)
CIRCLING	720-1	701 (800-1)	720-2 701 (800-2)	720-2¼ 701 (800-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9189
CH 45518	279°	TDZE	18
W28A		Apt Elev	19

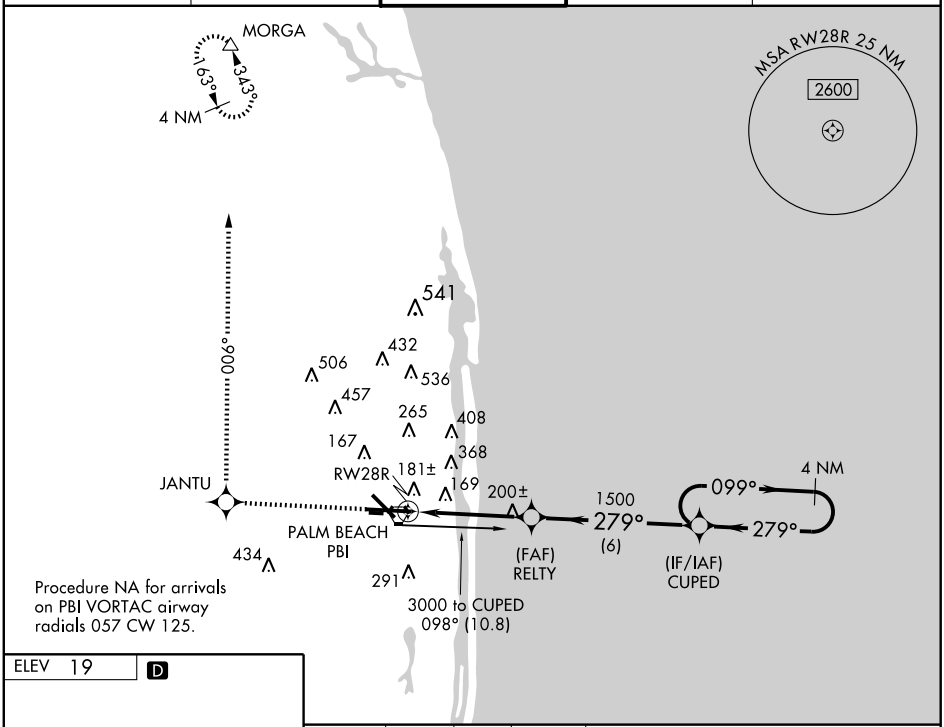
RNAV (GPS) Y RWY 28R

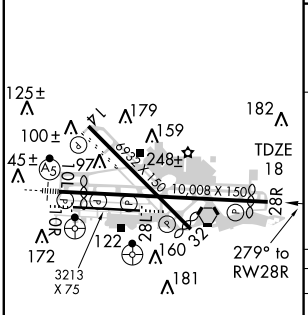
WEST PALM BEACH/PALM BEACH INTL (PBI)

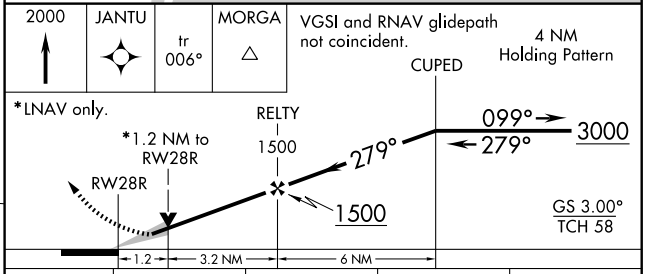
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JANTU and via track 006° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
LPV DA	356/60 338 (400-1¼)			
LNAV/VNAV DA	484-1½ 466 (500-1½)			
LNAV MDA	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6504
CH 62903	321°	TDZE	16
W32A		Apt Elev	19

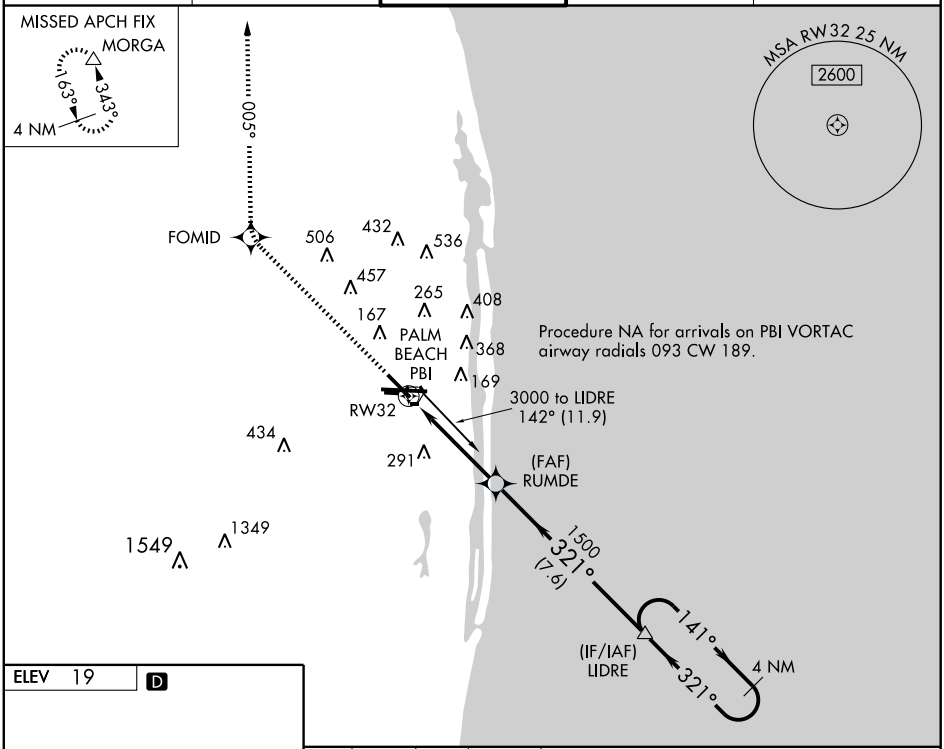
RNAV (GPS) Y RWY 32

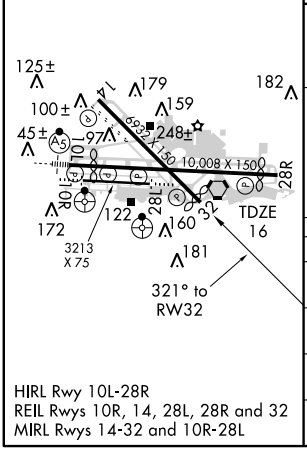
WEST PALM BEACH/PALM BEACH INTL (PBI)

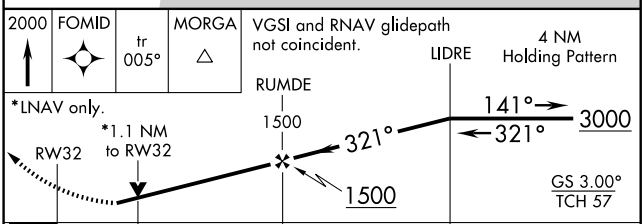
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FOMID and via track 005° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
LPV DA	336-1 320 (400-1)			
LNAV/VNAV DA	431-1½ 415 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8800
099°	TDZE	19
	Apt Elev	19

RNAV (RNP) Z RWY 10L

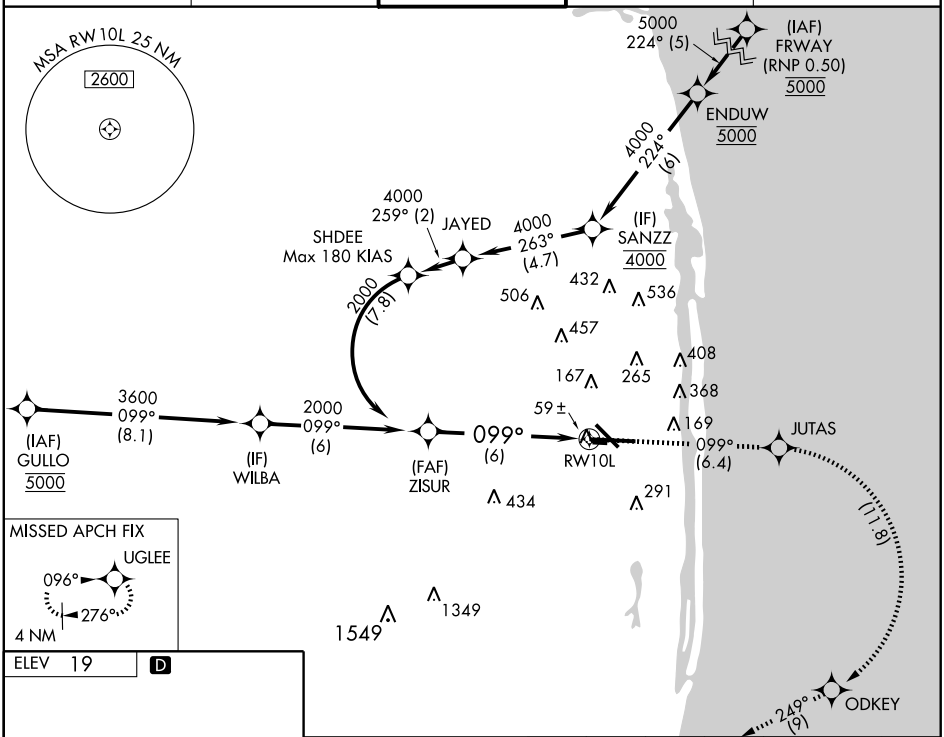
WEST PALM BEACH/PALM BEACH INTL (PBI)

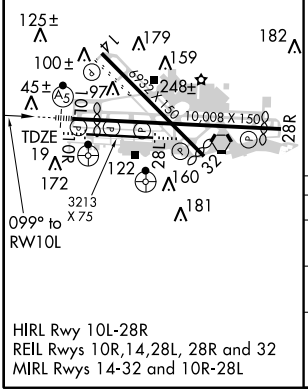
RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (120°F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to RVR 6000.

MALSR

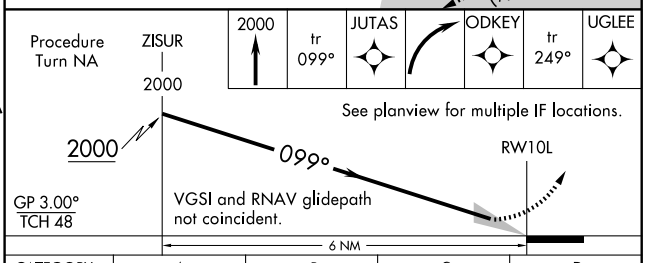
MISSED APPROACH: Climb to 2000 on track 099° to JUTAS and right turn to ODKEY and on track 249° to UGLEE and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
RNP 0.11 DA	304/24	285 (300-½)		
RNP 0.30 DA	397/40	378 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
141°	TDZE	17
	Apt Elev	19

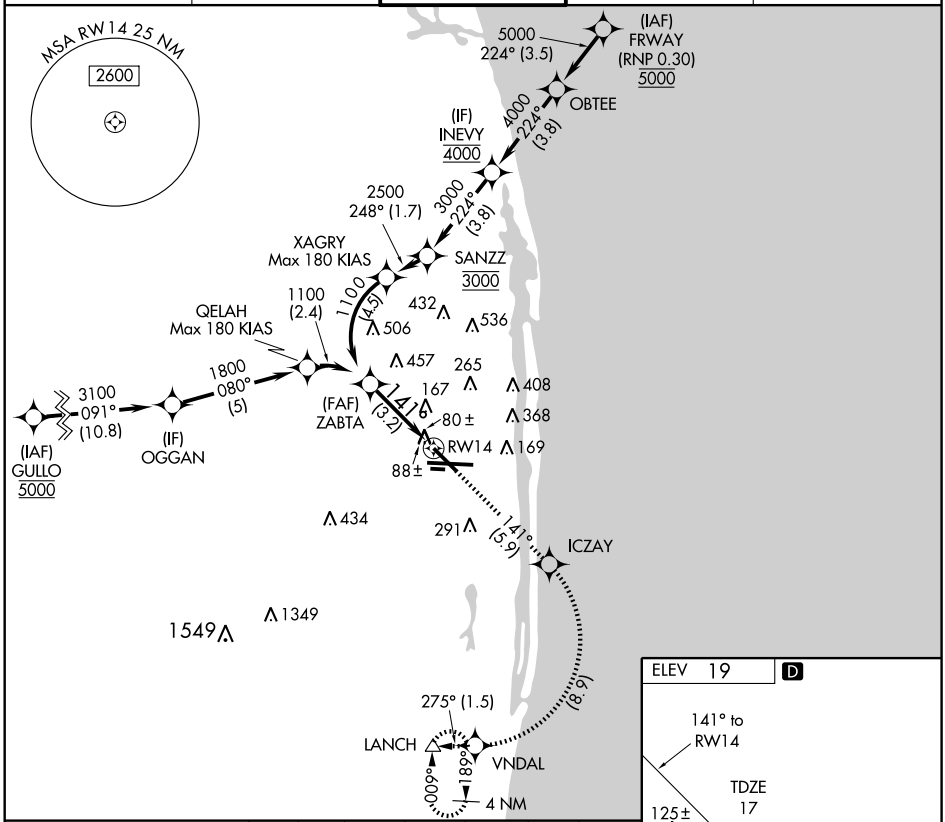
RNAV (RNP) Z RWY 14

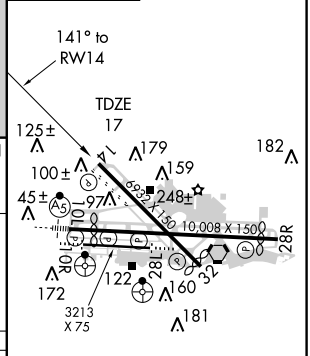
WEST PALM BEACH/ PALM BEACH INTL (PBI)

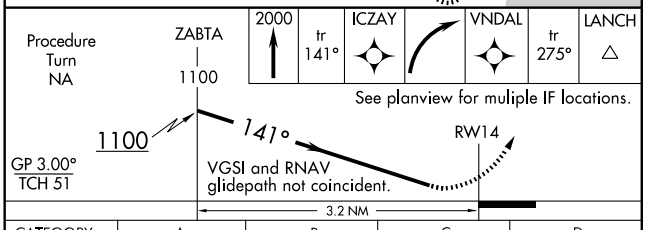
RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 47°C (118°F). When VGSI inoperative, procedure NA at night.

MISSED APPROACH: (Do not exceed 200 KIAS until VNDAL) Climb to 2000 on track 141° to ICZAY and right turn to VNDAL and on track 275° to LANCH and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
RNP 0.11 DA		320-1	303 (400-1)	
RNP 0.30 DA		364-1¼	347 (400-1¼)	

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9189
279°	TDZE	18
	Apt Elev	19

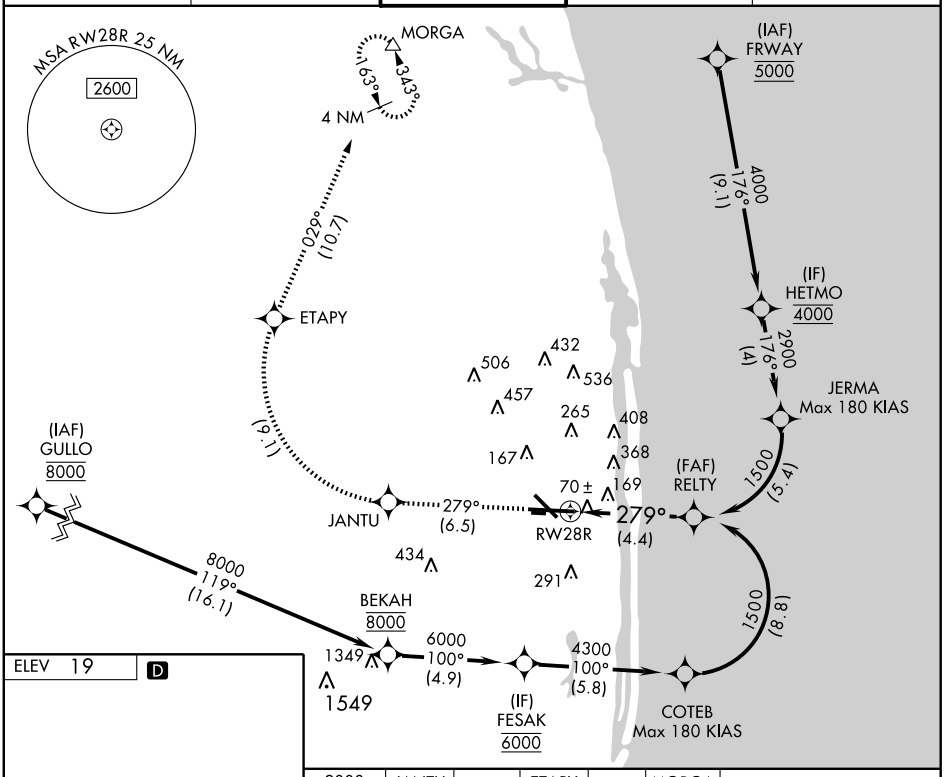
RNAV (RNP) Z RWY 28R

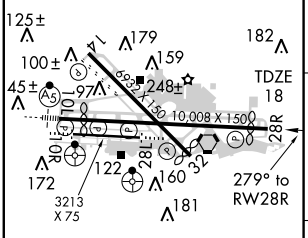
WEST PALM BEACH/PALM BEACH INTL (PBI)

RF and GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (119°F).

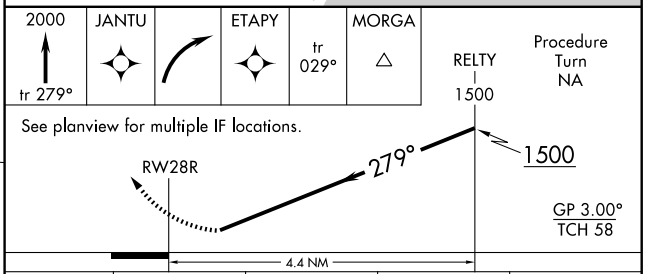
MISSED APPROACH: Climb to 2000 on track 279° to JANTU and right turn to ETAPY and on track 029° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
RNP 0.30 DA	393/60	375 (400-1¼)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6504
321°	TDZE	16
	Apt Elev	19

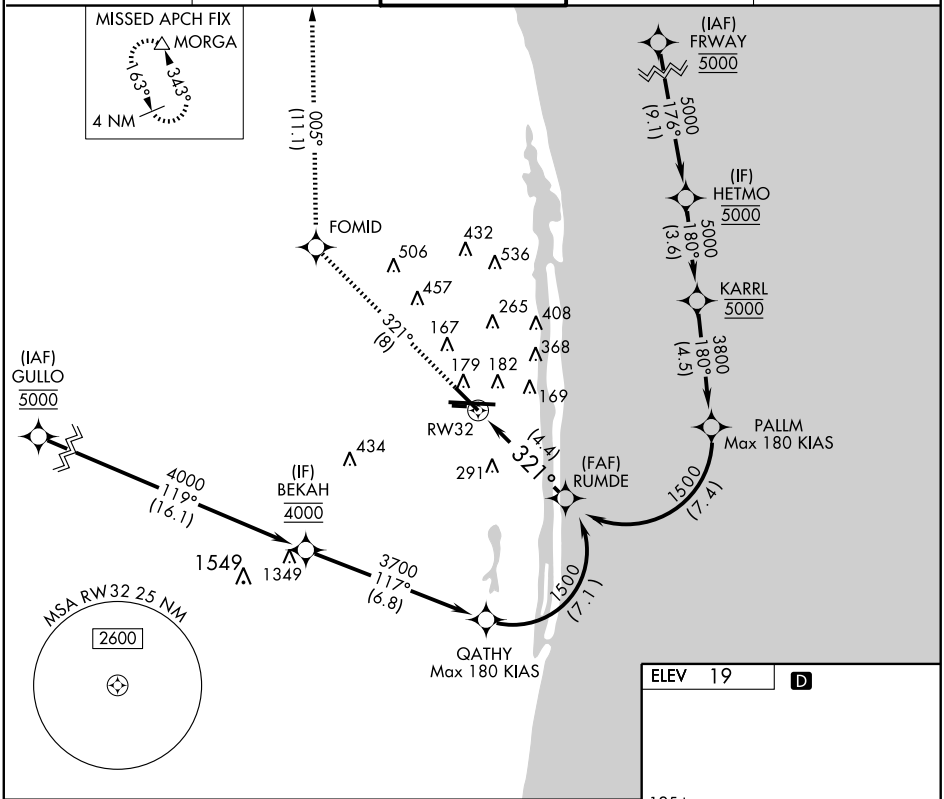
RNAV (RNP) Z RWY 32

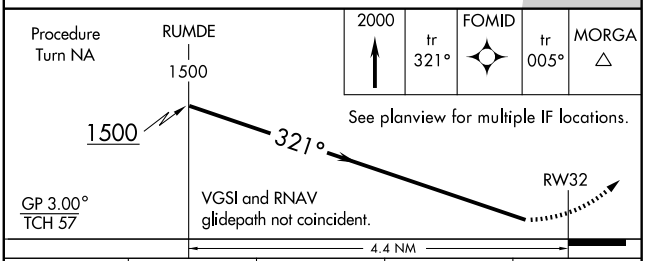
WEST PALM BEACH/PALM BEACH INTL (PBI)

RF and GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 on track 321° to FOMID and on track 005° to MORGA and hold.

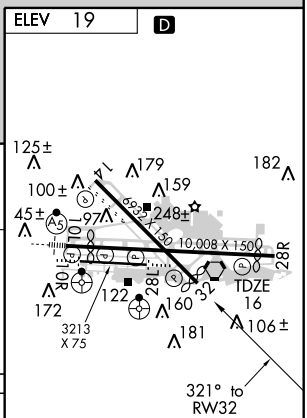
ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
RNP 0.12 DA		326-1	310 (400-1)	
RNP 0.30 DA		405-1¼	389 (400-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

TBIRD ONE DEPARTURE (RNAV)

(TBIRD1.TBIRD) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

SL-449 (FAA)

TBIRD ONE DEPARTURE (RNAV)

(TBIRD1.TBIRD) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

TAKEOFF OBSTACLE NOTES:

Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.

Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.

Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.

Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

NOTE: For Turbojets only.

NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)

TAKEOFF MINIMUMS:

Rwy 10R, 28L: NA-ATC.

Rwy 14, 10L: Standard with minimum climb of 500′ per NM to 520.

Rwy 28R, 32: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to DIAPR. Thence . . . .

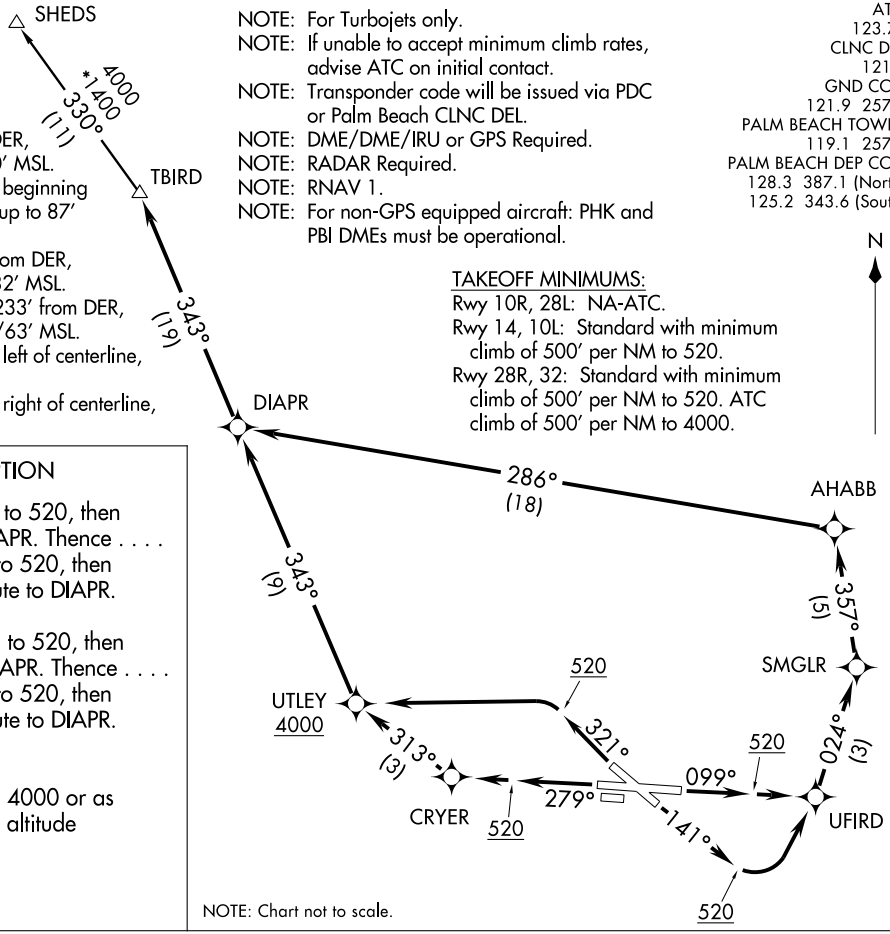
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to DIAPR. Thence . . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to DIAPR. Thence . . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct UTLEY, then via depicted route to DIAPR. Thence . . . .

. . . . via depicted route to TBIRD. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

SHEDS TRANSITION (TBIRD1.SHEDS):



SE-3, 21 OCT 2010 to 18 NOV 2010

PALM BEACH APP CON
124.6 317.4
PALM BEACH INTL ATIS
123.75

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

24000
147°
(43)

FILBE
N28°42.14′
W80°40.60′

24000
147°
(37)

80

OBEYS
N28°10.51′ - W80°17.94′
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect to cross at FL240

24000
147°
(11)

91

HURDE
N28°01.51′
W80°11.55′

81

10000
179°
(42)

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

10000
143°
(29)

R-147

TUXXI
N27°19.08′ - W80°08.19′
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect to cross at 10,000′

NOTE: Turbojets and
Turboprops only.
NOTE: DME Required.

38

10000
179°
(4)

STOOP
N27°15.19′ - W80°07.88′
Expect Radar Vectors
to Final Approach
course.

PAHOKEE
115.4 PHK
Chan 101

R-047

160°

R-359

WILLIAM P. GWINN

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′
W80°05.19′

PALM BEACH INTL

BOCA RATON

PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence…

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence…

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

VORTAC PBI	APP CRS	Rwy Idg	8800
115.7	101°	TDZE	19
Chan 104		Apt Elev	19

VOR RWY 10L

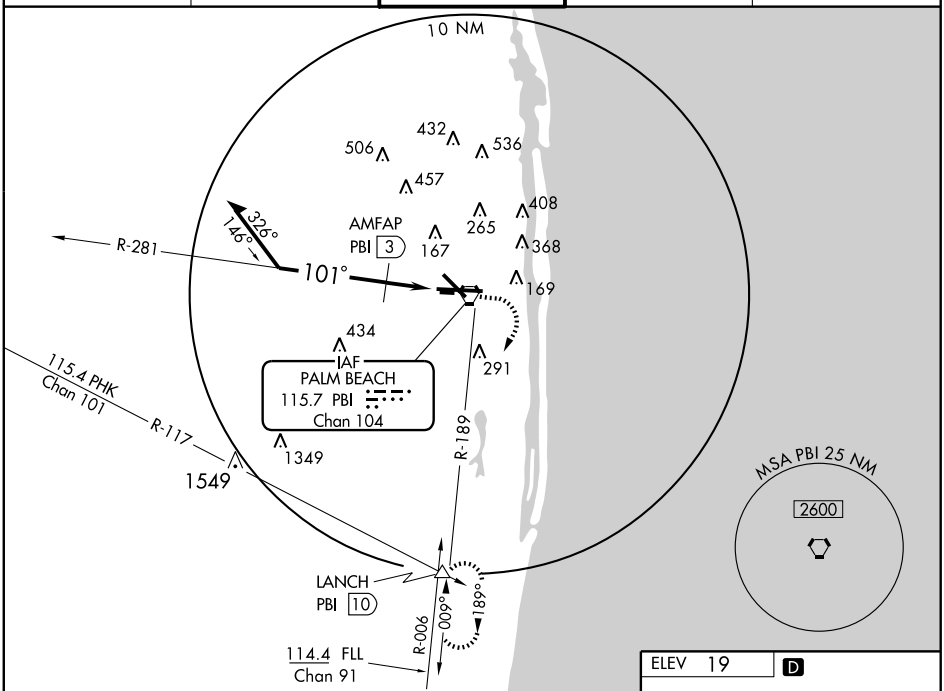
WEST PALM BEACH/PALM BEACH INTL (PBI)

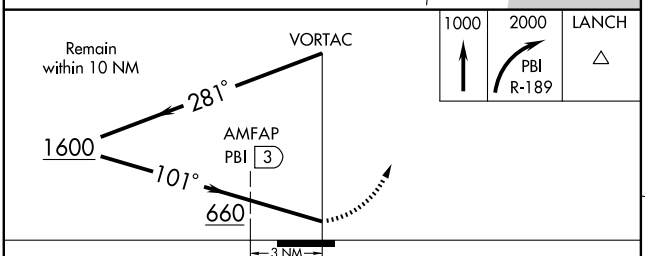
For inoperative MALSR, increase AMFAP DME fix minimums S-9 Cat. D visibility to RVR 6000.

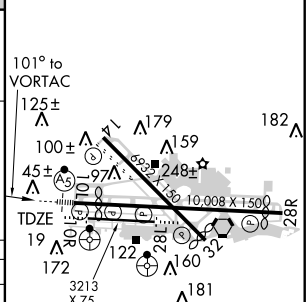
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI R-189 to LANCH INT/10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-10L	660/24	641 (700-½)	660/60 641 (700-1¼)	660-1½ 641 (700-1½)
CIRCLING	660-1	641 (700-1)	660-1¾ 641 (700-1¾)	680-2 661 (700-2)
AMFAP DME FIX MINIMUMS				
S-10L	440/24	421 (500-½)	440/40 421 (500-¾)	440/50 421 (500-1)
CIRCLING	500-1	481 (500-1)	640-1¾ 621 (700-1¾)	680-2 661 (700-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

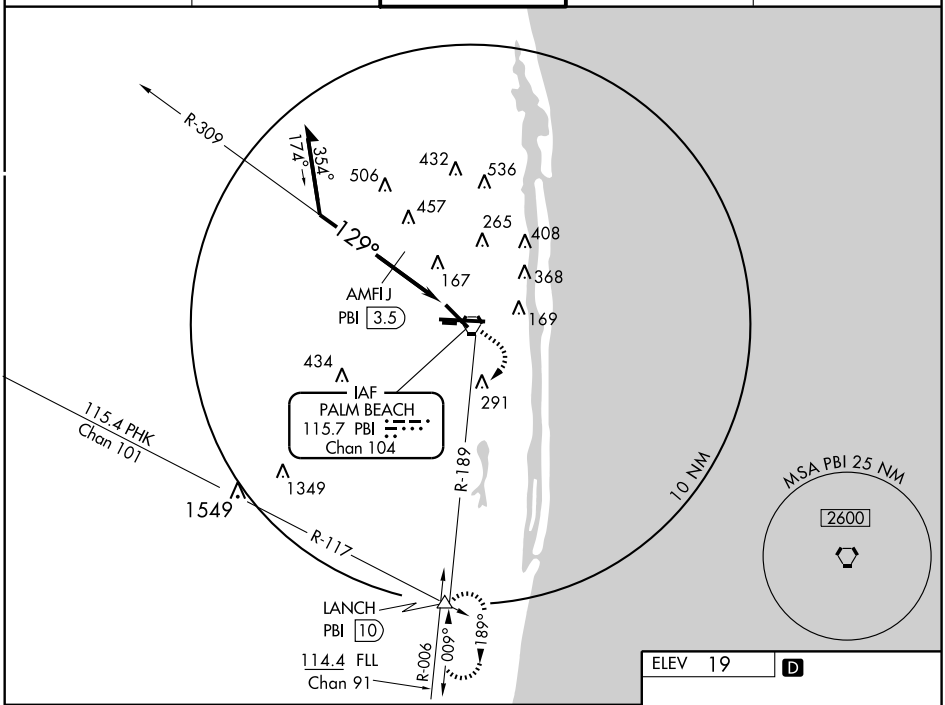
VORTAC PBI	APP CRS	Rwy Idg	6000
115.7	129°	TDZE	17
Chan 104		Apt Elev	19

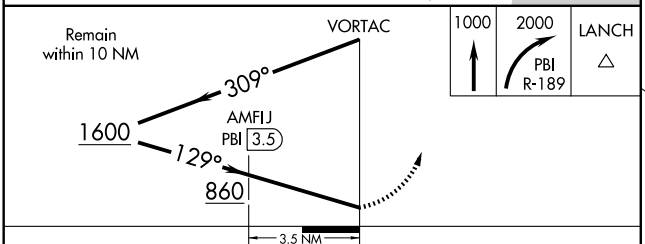
VOR RWY 14

WEST PALM BEACH/ PALM BEACH INTL (PBI)

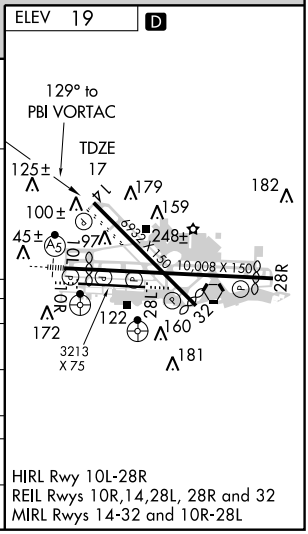
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI R-189 to LANCH INT/10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
S-14	860-1 843 (900-1)	860-1¼ 843 (900-1¼)	860-2½ 843 (900-2½)	860-2¾ 843 (900-2¾)
CIRCLING	860-1 841 (900-1)	860-1¼ 841 (900-1¼)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)
AMFIJ DME FIX MINIMUMS				
S-14	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (500-1¾)	680-2 661 (700-2)



HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

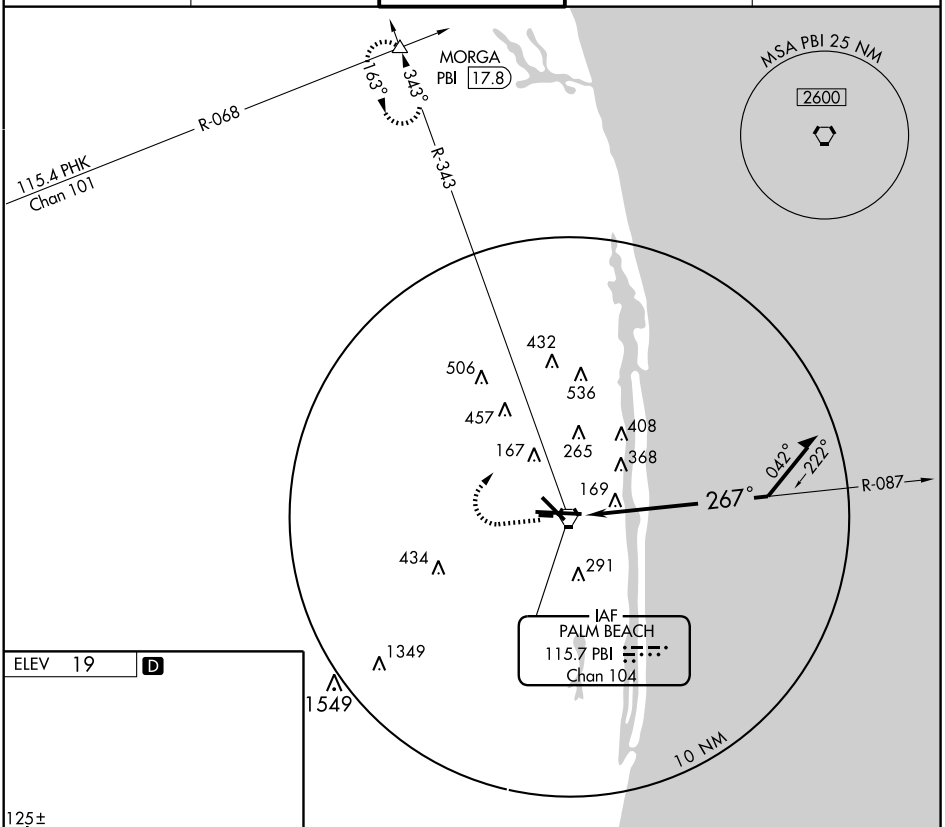
VORTAC PBI	APP CRS	Rwy Idg	9189
115.7	267°	TDZE	18
Chan 104		Apt Elev	19

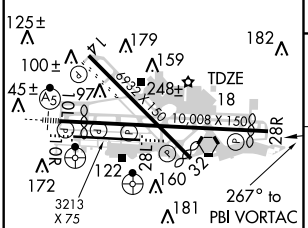
VOR RWY 28R

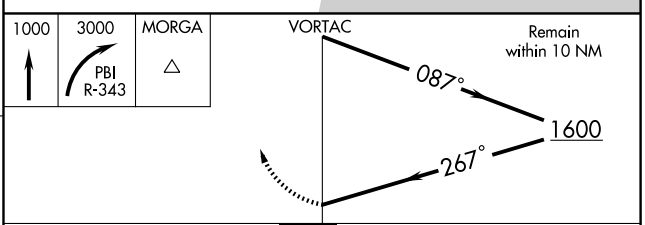
WEST PALM BEACH/ PALM BEACH INTL (PBI)

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via PBI R-343 to MORGA INT/PBI 17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-28R	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	620-1 601 (700-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

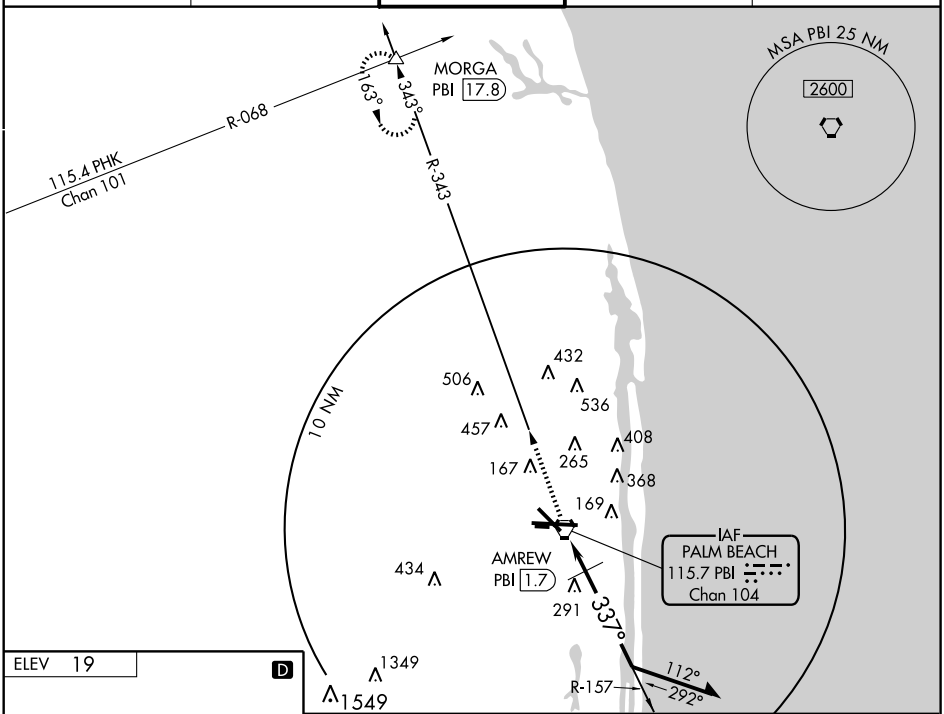
VORTAC PBI	APP CRS	Rwy Idg	6504
115.7	337°	TDZE	16
Chan 104		Apt Elev	19

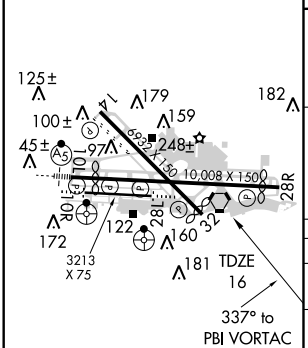
VOR RWY 32

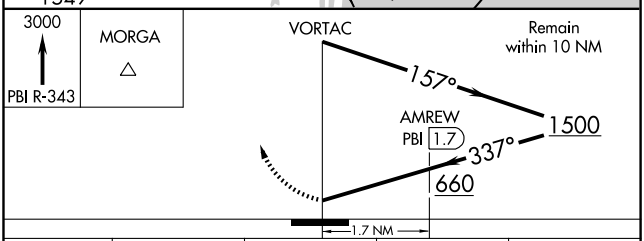
WEST PALM BEACH/ PALM BEACH INTL (PBI)

MISSED APPROACH: Climb to 3000 via PBI R-343 to MORGA INT/17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-32	660-1 644 (700-1)		660-1¾ 644 (700-1¾)	660-2 644 (700-2)
CIRCLING	660-1 641 (700-1)		660-1¾ 641 (700-1¾)	680-2 661 (700-2)
AMREW DME FIX MINIMUMS				
S-32	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6668
049°	TDZE	74
	Apt Elev	76

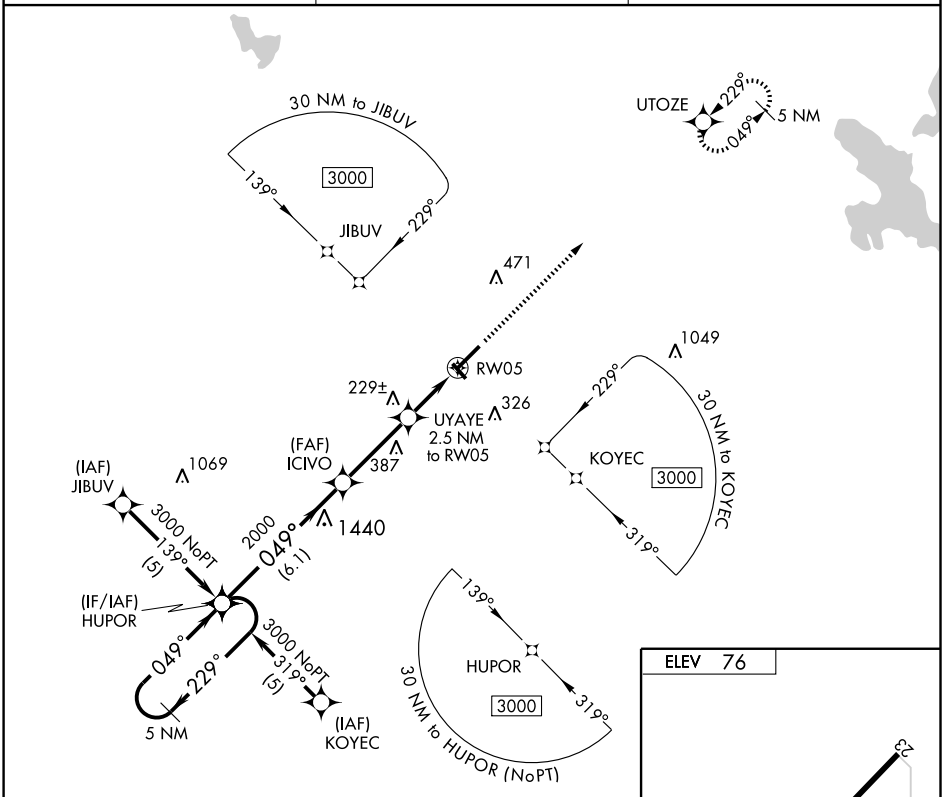
RNAV (GPS) RWY 5

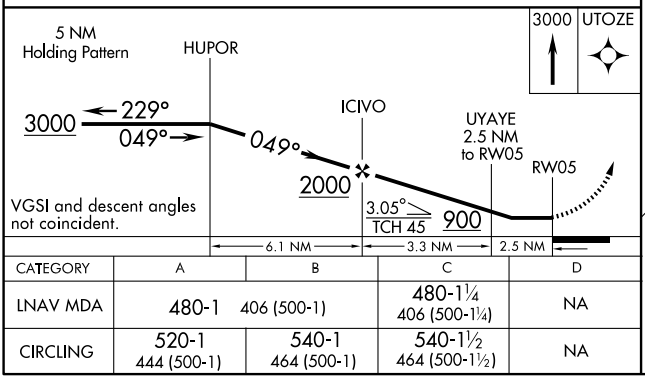
WILLISTON MUNI (X60)

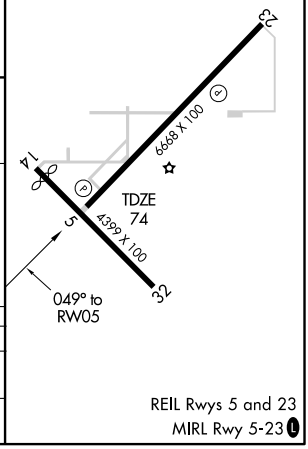
NA — If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct UTOZE and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	406 (500-1)	480-1¼ 406 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6668
229°	TDZE	71
	Apt Elev	76

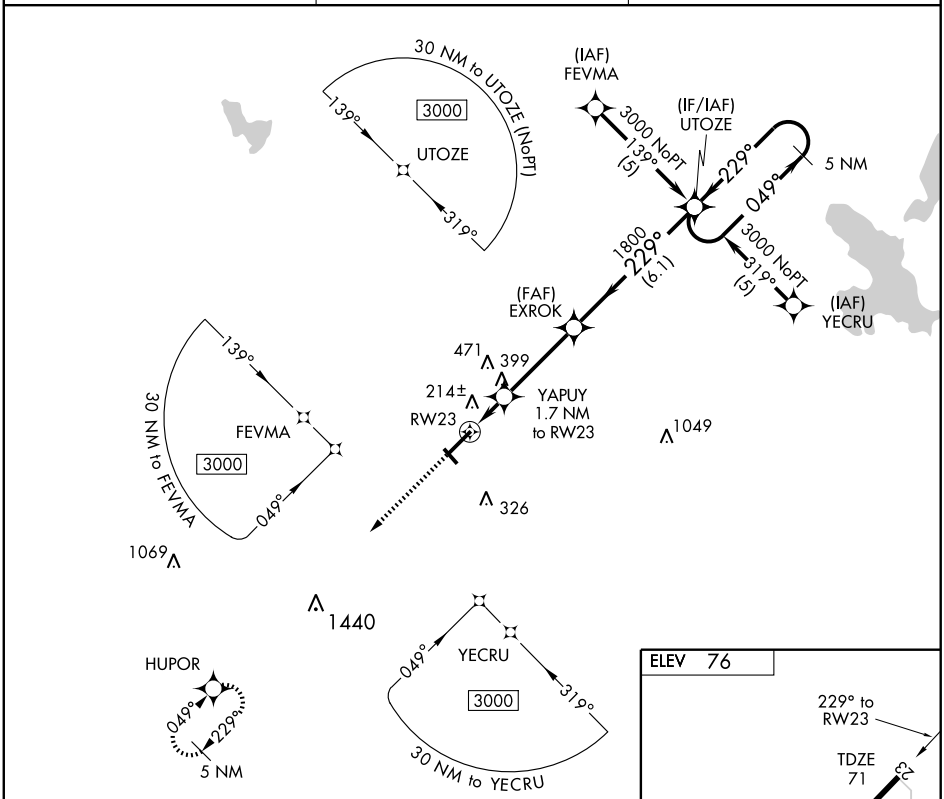
RNAV (GPS) RWY 23

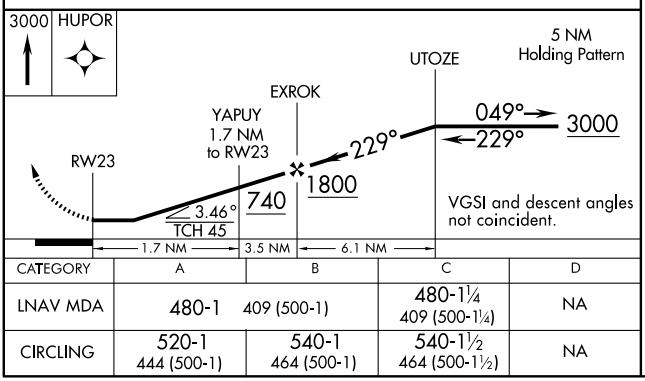
WILLISTON MUNI (X60)

If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

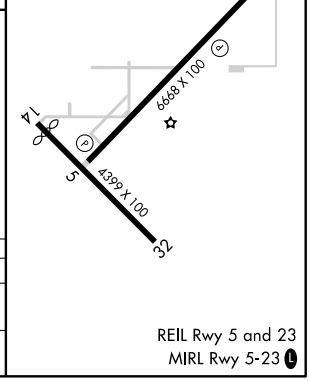
MISSED APPROACH: Climb to 3000 direct HUPOR and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1	409 (500-1)	480-1¼ 409 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA



REIL Rwy 5 and 23
MIRL Rwy 5-23 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC GNV 116.2 Chan 109	APP CRS 211°	Rwy Idg 6668 TDZE 71 Apt Elev 76

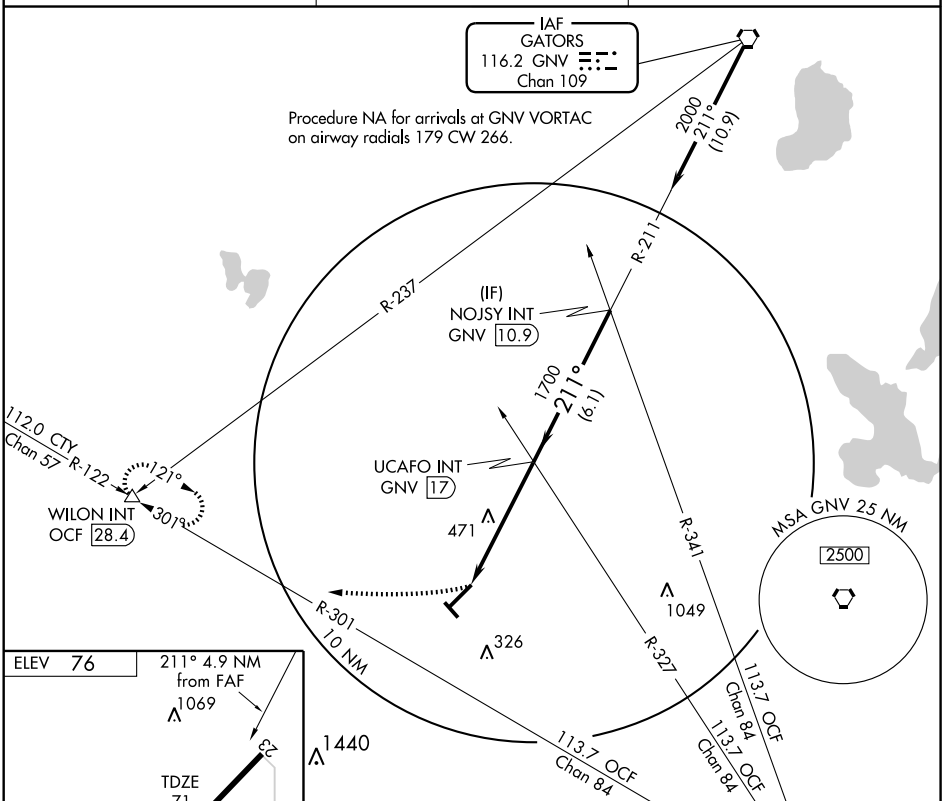
VOR RWY 23
WILLISTON MUNI (X60)

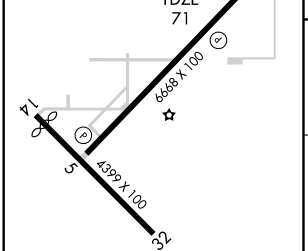
If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet.

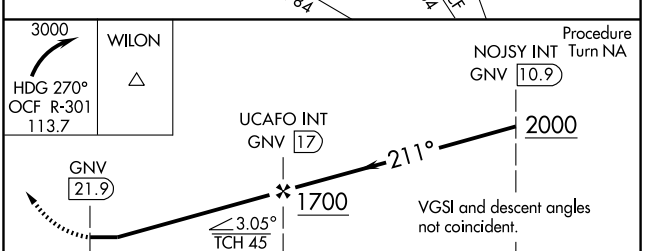
NA

MISSED APPROACH: Climbing right turn to 3000 via heading 270° and OCF VORTAC R-301 to WILON Int/OCF 28.4 DME and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L







FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-23	780-1 709 (800-1)	780-1 1/4 709 (800-1 1/4)	780-2 709 (800-2)	NA
CIRCLING	780-1 704 (800-1)	780-1 1/4 704 (800-1 1/4)	780-2 704 (800-2)	NA

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

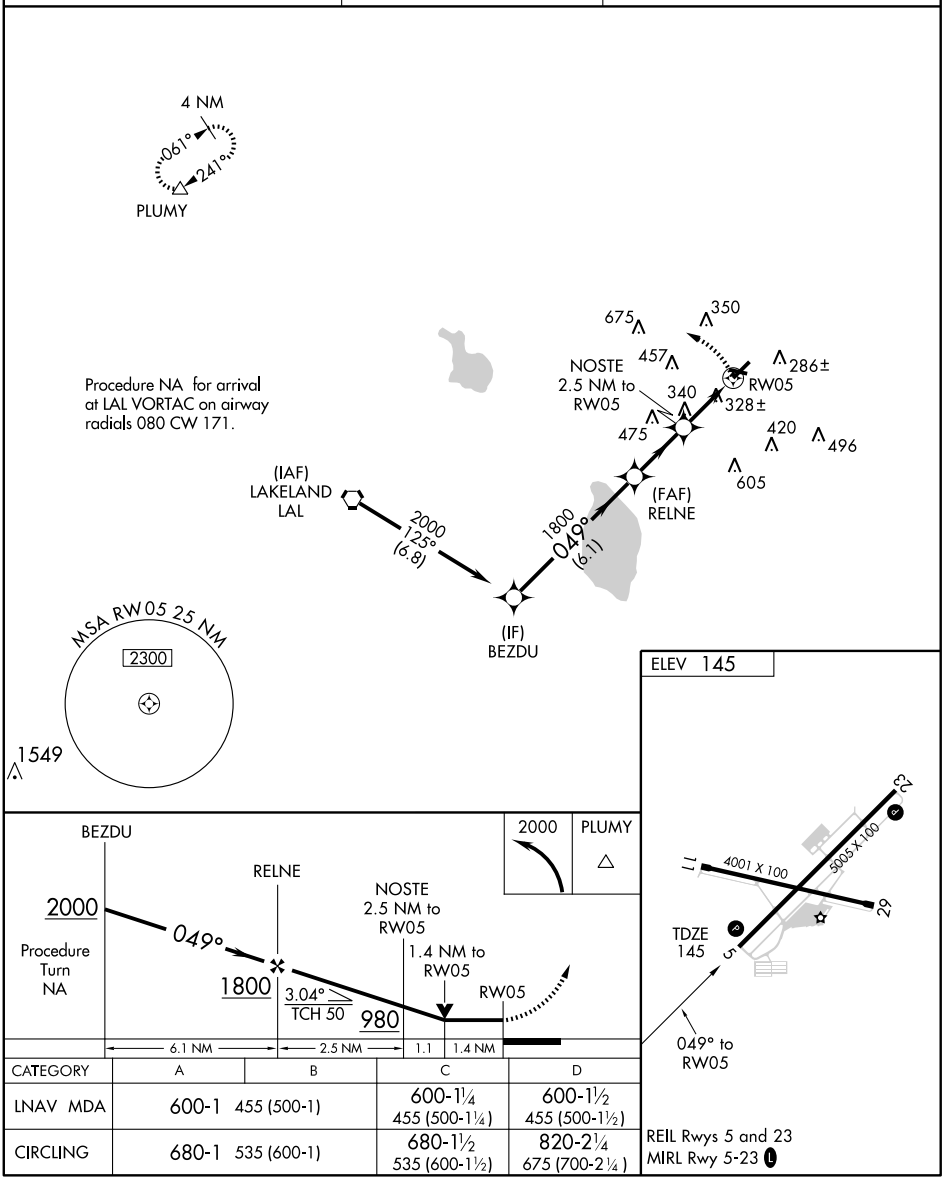
APP CRS	Rwy Idg	5005
049°	TDZE	145
	Apt Elev	145

RNAV (GPS) RWY 5
WINTER HAVEN'S GILBERT (GIF)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Bartow altimeter setting and increase all MDA 20 feet. VDP NA with Bartow altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct PLUMY and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 455 (500-1)		600-1¼ 455 (500-1¼)	600-1½ 455 (500-1½)
CIRCLING	680-1 535 (600-1)		680-1½ 535 (600-1½)	820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

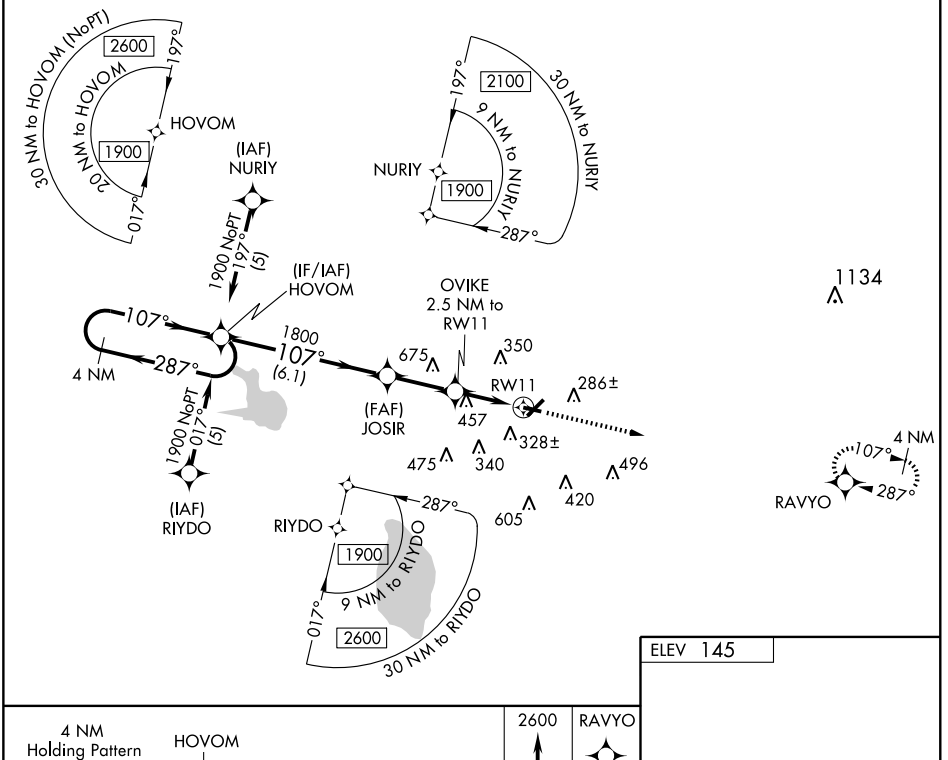
WAAS	APP CRS	Rwy Idg	4001
CH 86502	107°	TDZE	145
W11A		Apt Elev	145

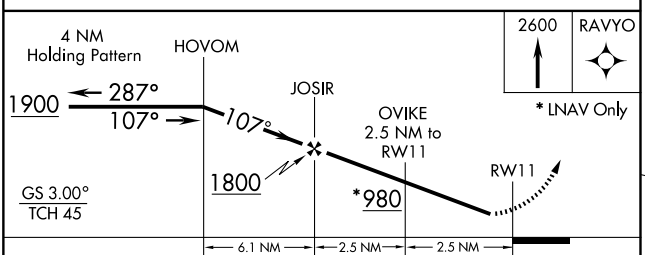
RNAV (GPS) RWY 11
WINTER HAVEN'S GILBERT (GIF)

Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bartow Muni altimeter setting and increase all DAs/MDAs 20 feet. Baro-VNAV NA when using Bartow Muni altimeter setting.

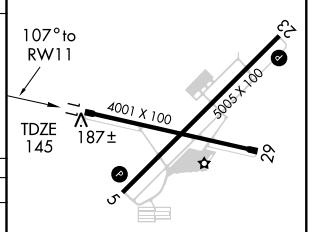
MISSED APPROACH: Climb to 2600 direct RAVYO and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	395-1 250 (300-1)			
LNAV/VNAV DA	647-1¾ 502 (600-1¾)			
LNAV MDA	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)
CIRCLING	760-1¾ 615 (700-1¾)			820-2¼ 675 (700-2¼)



REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LAL 116.0 Chan 107	APP CRS 071°	Rwy Idg N/A TDZE N/A Apt Elev 145

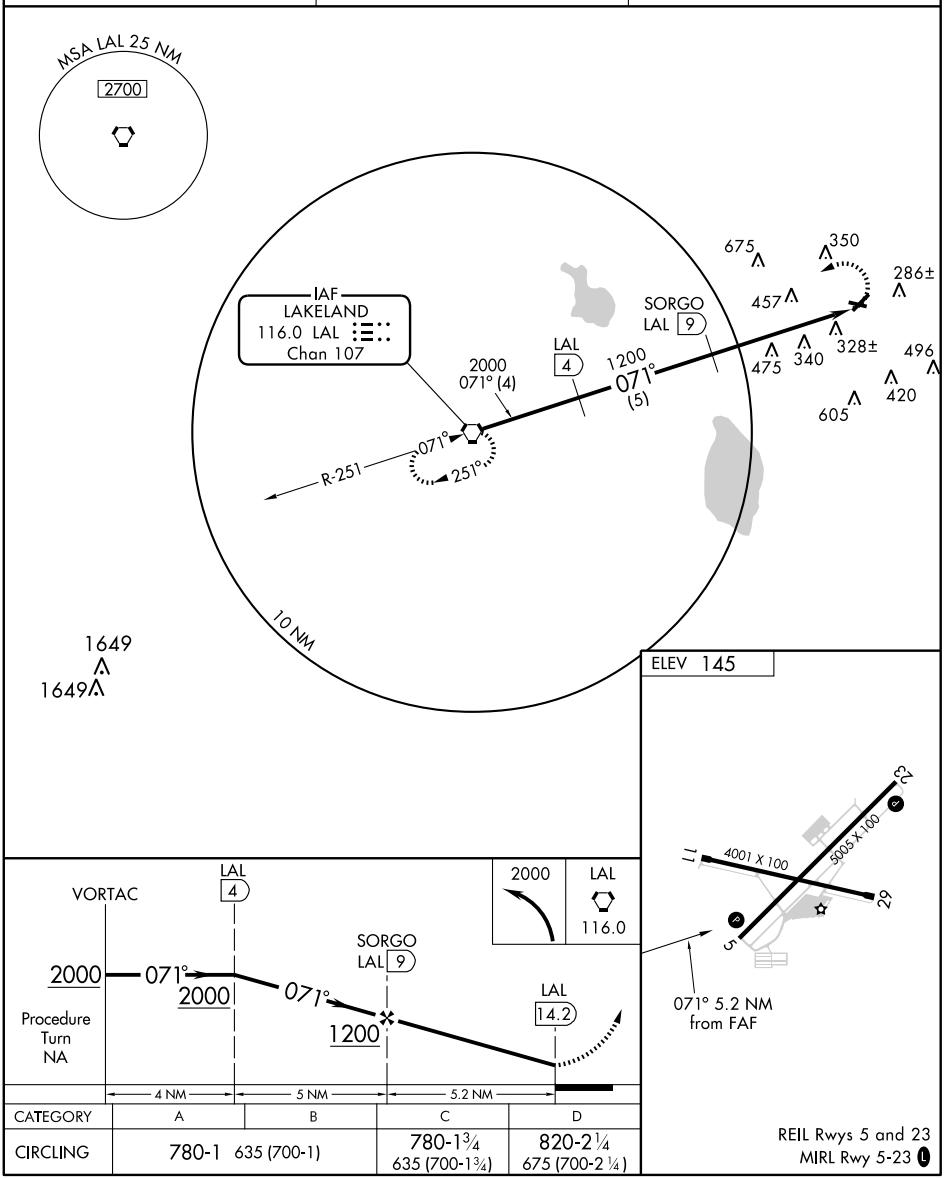
VOR/DME-A

WINTER HAVEN'S GILBERT (GIF)

MISSED APPROACH: Climbing left turn to 2000 direct LAL VORTAC and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L

SE-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

APP CRS	Rwy Idg	4999
046°	TDZE	88
	Apt Elev	90

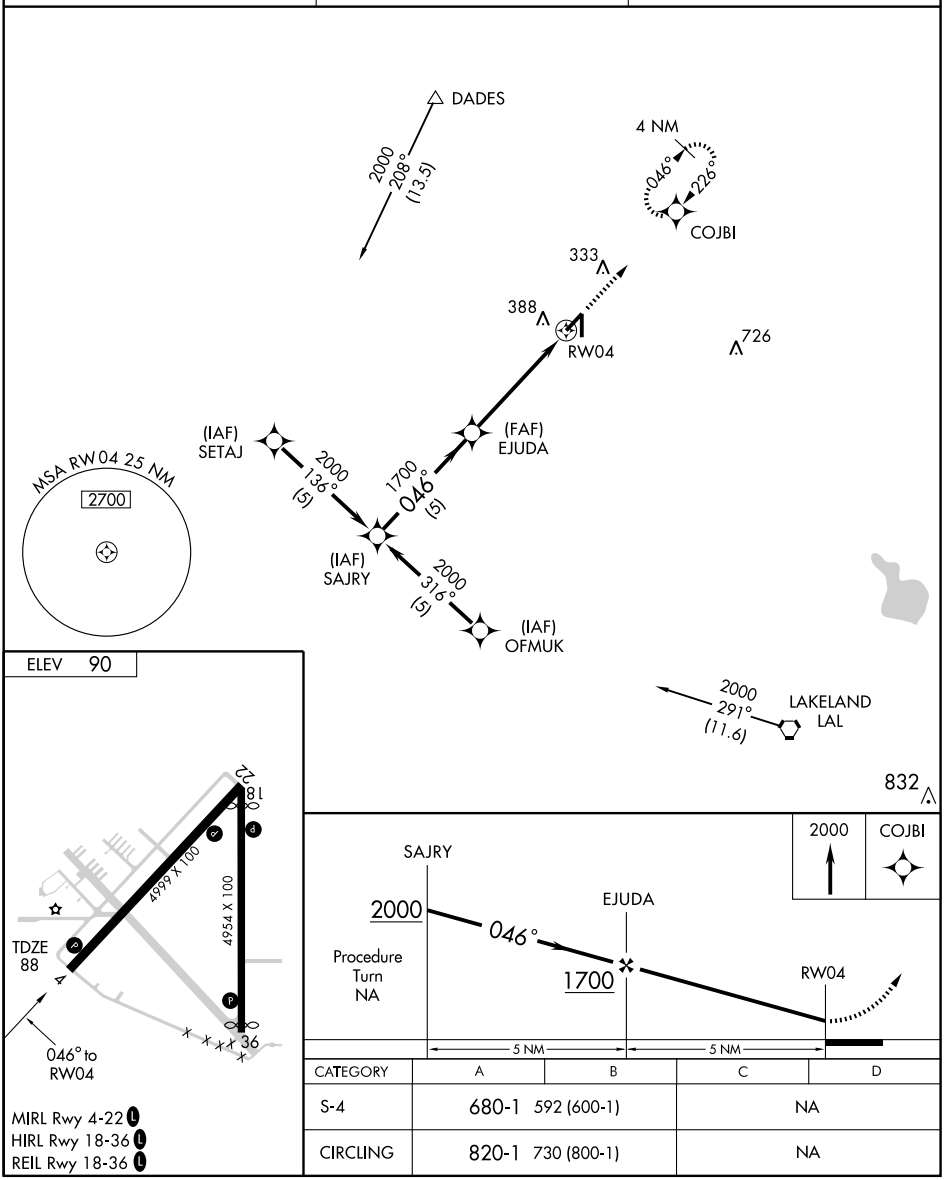
GPS RWY 4
ZEPHYRHILLS MUNI (ZPH)

NA

Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct COJBI WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-4	680-1 592 (600-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

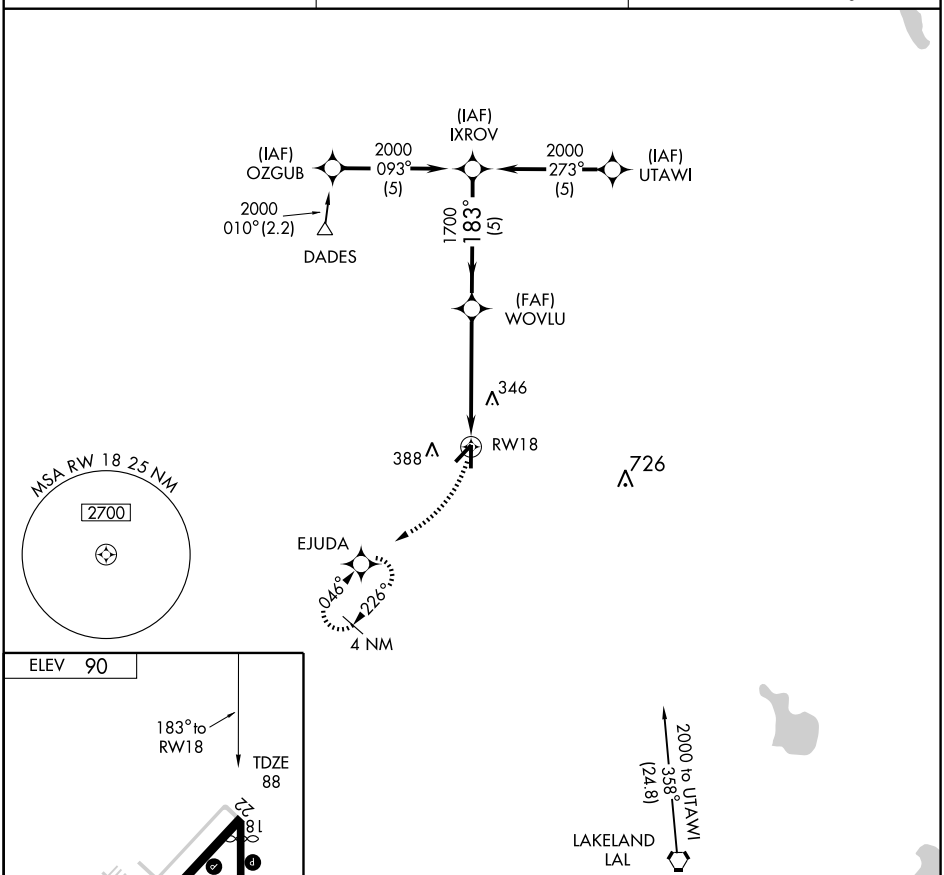
APP CRS	Rwy Idg	4694
183°	TDZE	88
	Apt Elev	90

GPS RWY 18
ZEPHYRHILLS MUNI (ZPH)

NA — Straight-in minimums NA at night. Use Tampa Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct EJUDA WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	700-1	612 (700-1)	NA	
CIRCLING	820-1	730 (800-1)	NA	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4999
226°	TDZE	89
	Apt Elev	90

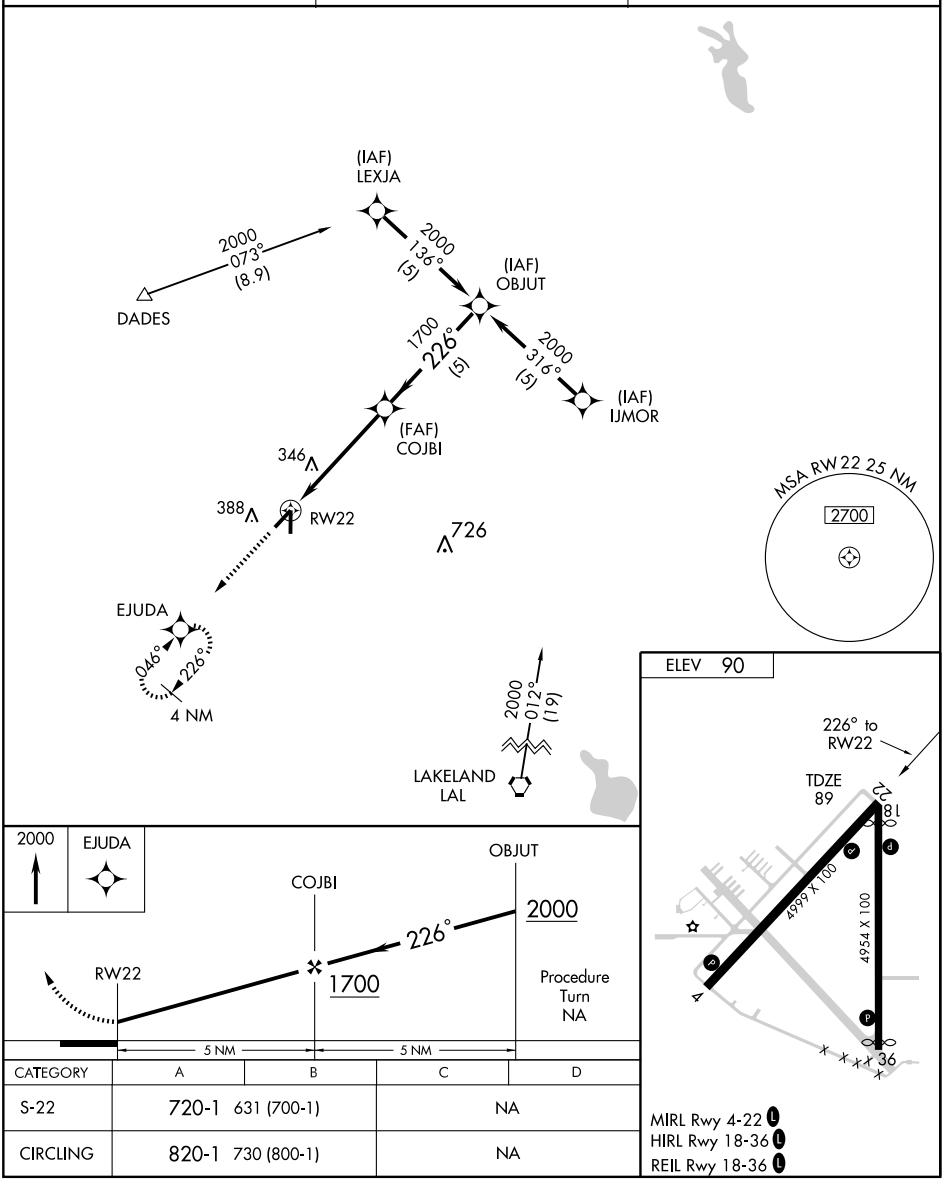
GPS RWY 22
ZEPHYRHILLS MUNI (ZPH)

NA

Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct EJUDA WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-22	720-1 631 (700-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

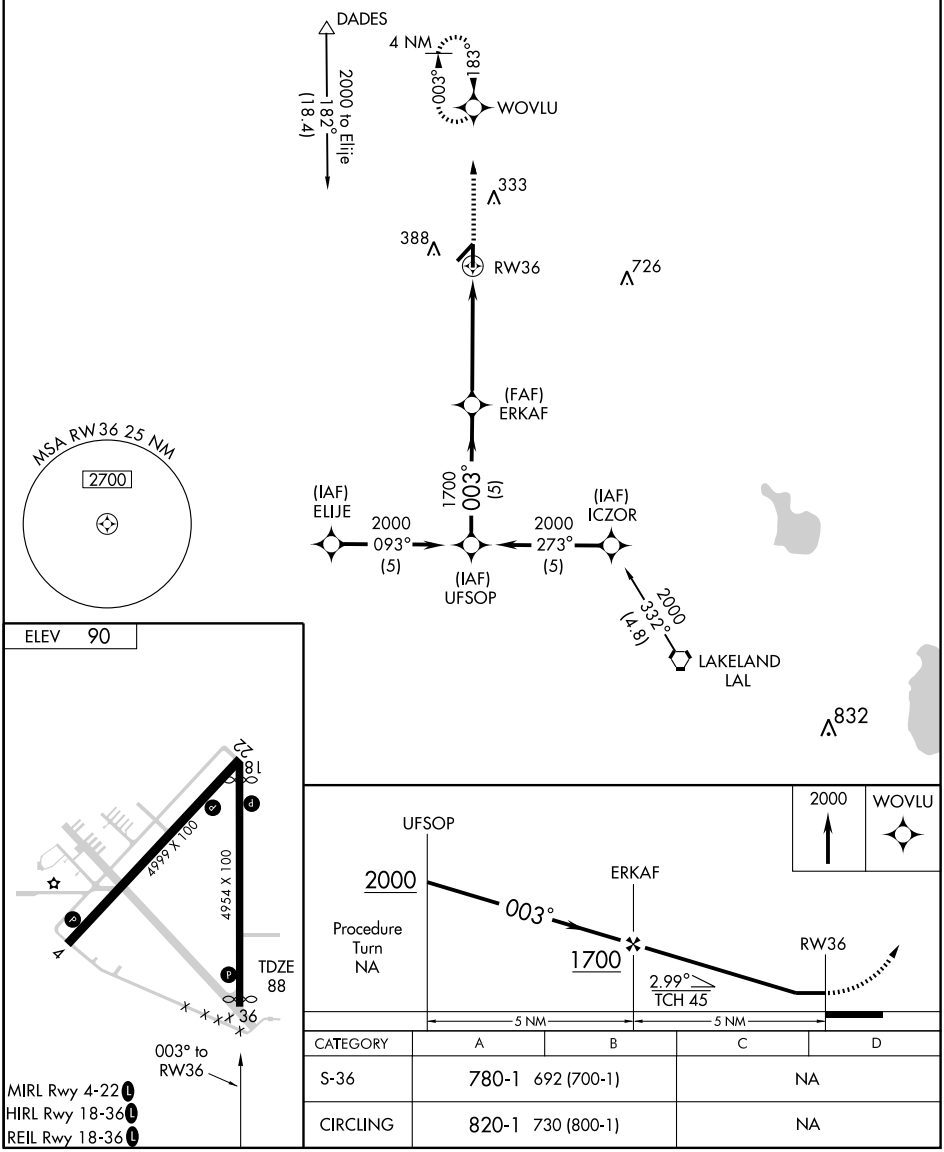
APP CRS	Rwy Idg	4647
003°	TDZE	88
	Apt Elev	90

GPS RWY 36
ZEPHYRHILLS MUNI (ZPH)

NA Straight-in minimums NA at night. Use Tampa Intl altimeter setting.	MISSED APPROACH: Climb to 2000 direct WOVLU WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L

SE-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-36	780-1 692 (700-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

NDB RHZ	APP CRS	Rwy Idg	4999
253	055°	TDZE	88
		Apt Elev	90

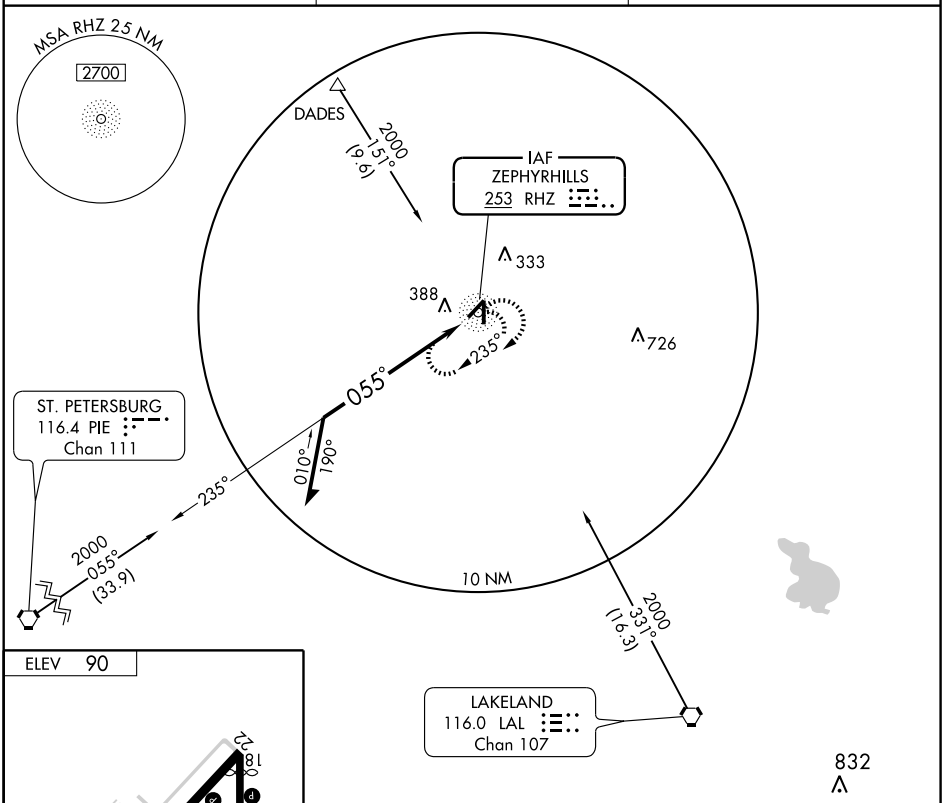
NDB RWY 4
ZEPHYRHILLS MUNI (ZPH)

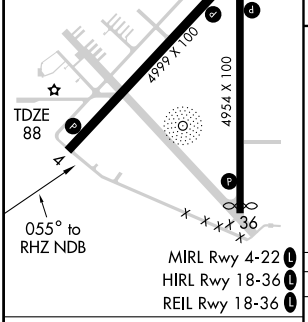
NA

Use Tampa altimeter setting.

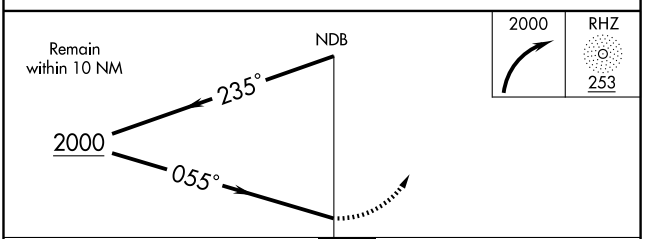
MISSED APPROACH: Climbing right turn to 2000 in RHZ NDB holding pattern.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-4	860-1 772 (800-1)	860-1¼ 772 (800-1¼)	860-2¼ 772 (800-2¼)	860-2½ 772 (800-2½)
CIRCLING	860-1 770 (800-1)	860-1¼ 770 (800-1¼)	860-2¼ 770 (800-2¼)	860-2½ 770 (800-2½)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB RHZ 253	APP CRS 196°	Rwy Idg 4694 TDZE 88 Apt Elev 90

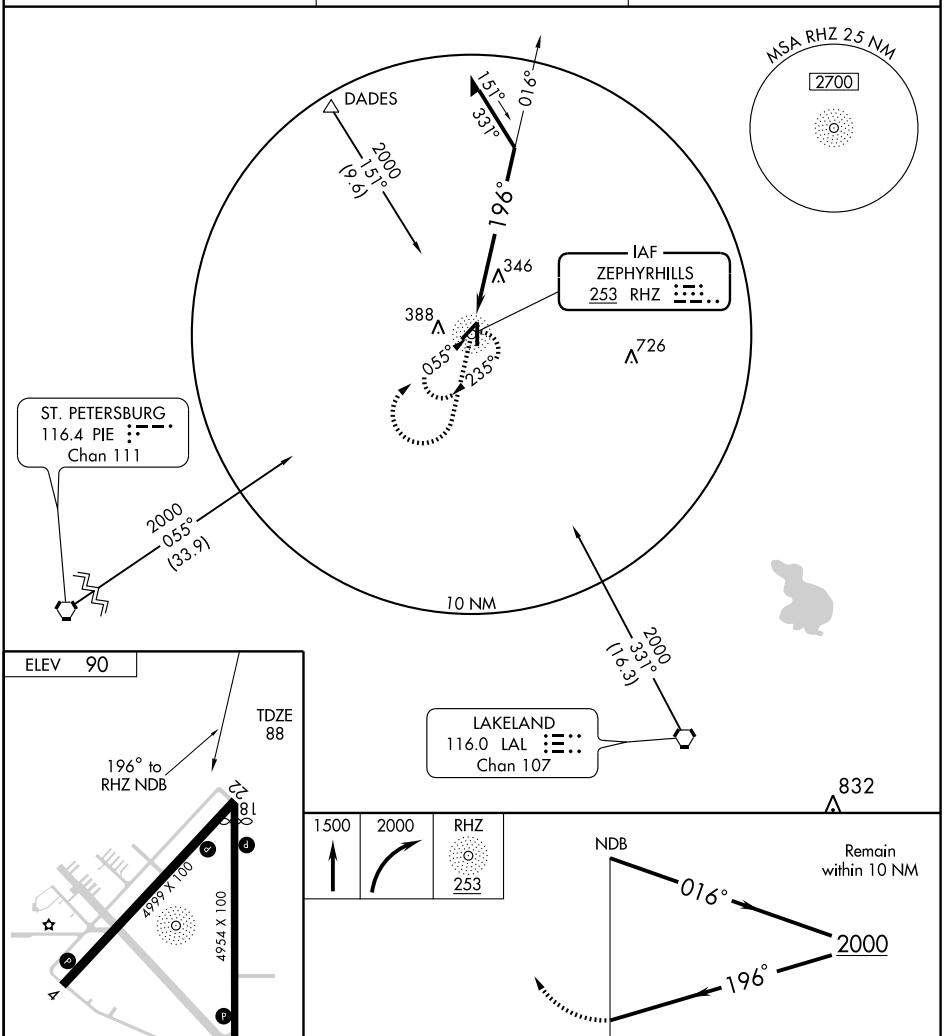
NDB RWY 18
ZEPHYRHILLS MUNI (ZPH)

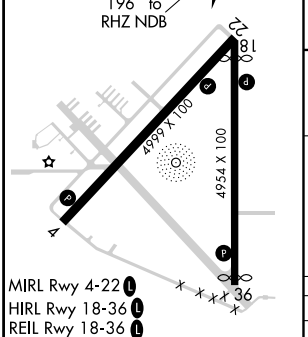
NA

Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					

1500	2000	RHZ 253

CATEGORY	A	B	C	D
S-18	820-1 732 (800-1)		820-2 732 (800-2)	820-2¼ 732 (800-2¼)
CIRCLING	820-1 730 (800-1)		820-2 730 (800-2)	820-2¼ 730 (800-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

NDB RHZ 253	APP CRS 217°	Rwy Idg 4999 TDZE 89 Apt Elev 90

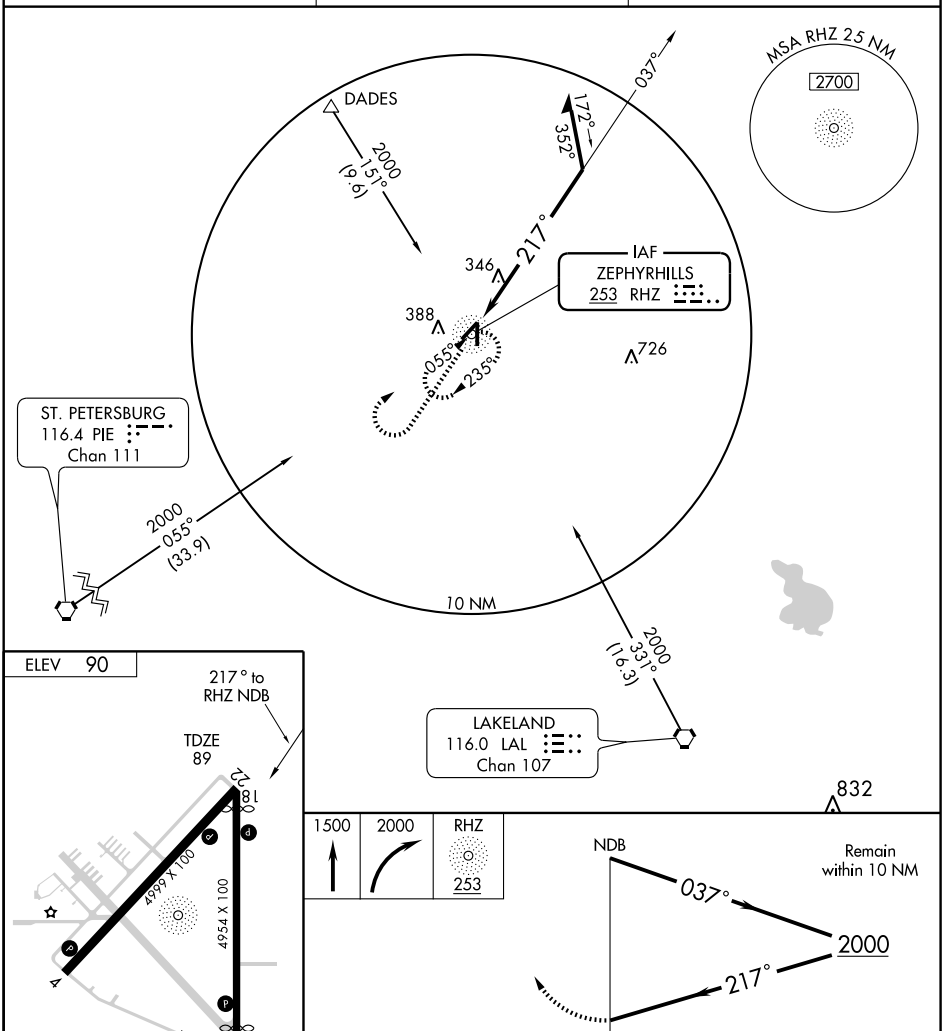
NDB RWY 22
ZEPHYRHILLS MUNI (ZPH)

NA

Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-22	820-1	731 (800-1)	820-2 731 (800-2)	820-2¼ 731 (800-2¼)
CIRCLING	820-1	730 (800-1)	820-2 730 (800-2)	820-2¼ 730 (800-2¼)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

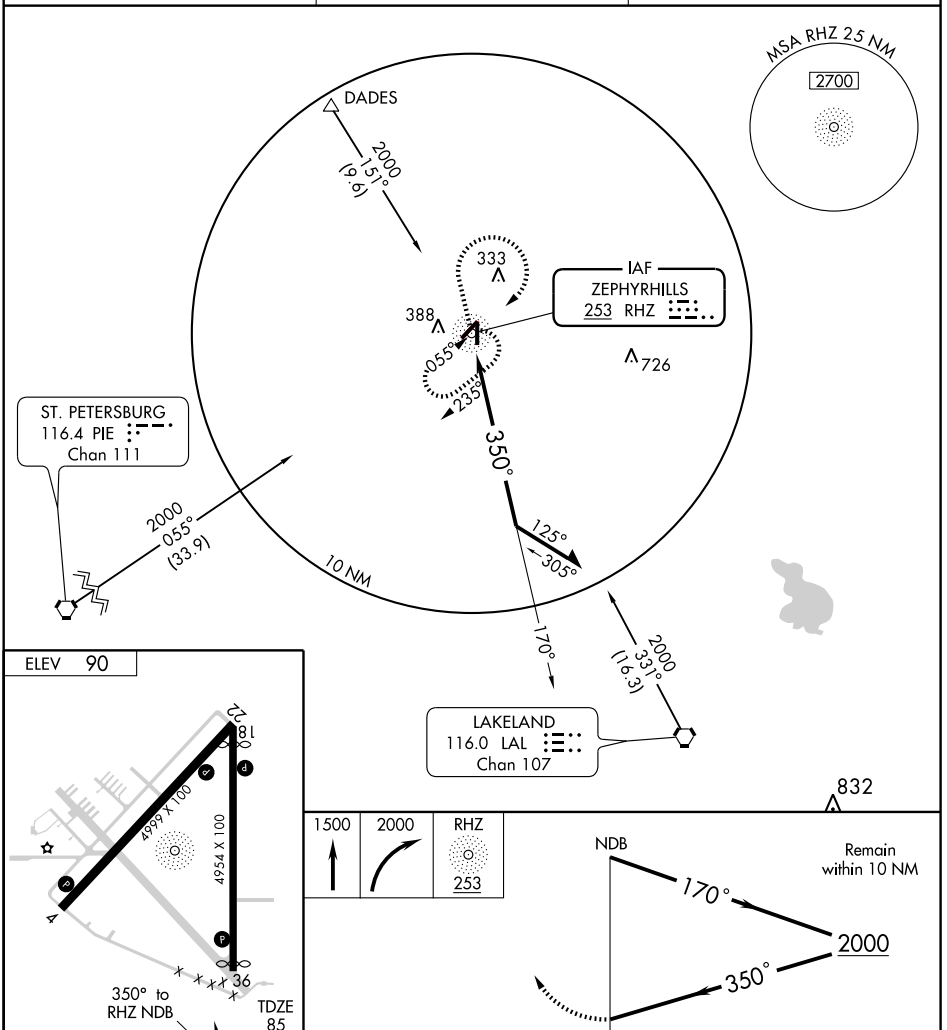
NDB RHZ	APP CRS	Rwy Idg	4647
253	350°	TDZE	85
		Apt Elev	90

NDB RWY 36
ZEPHYRHILLS MUNI (ZPH)

T A NA — Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-36	860-1 775 (800-1)	860-1¼ 775 (800-1¼)	860-2¼ 775 (800-2¼)	860-2½ 775 (800-2½)
CIRCLING	860-1 770 (800-1)	860-1¼ 770 (800-1¼)	860-2¼ 770 (800-2¼)	860-2½ 770 (800-2½)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALABASTER, AL	
SHELBY COUNTY	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
	VOR-A[1]
NA when local weather not available.	
[1]Category D, 800-2¼.	
ALBANY, GA	
SOUTHWEST GA. RGNL	**ILS or LOC Rwy 4**
	LOC BC Rwy 22
	NDB Rwy 4
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 34
	VOR or TACAN Rwy 16
Category D, 800-2½.	
ALBERTVILLE, AL	
ALBERTVILLE RGNL-THOMAS J BRUMLIK FLD	**RNAV (GPS) Rwy 23**
NA when local weather not available.	
ALEXANDER CITY, AL	
THOMAS C RUSSELL FIELD	**NDB-A**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
ALMA, GA	
BACON COUNTY	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
ANNISTON, AL	
ANNISTON METROPOLITAN	**ILS or LOC Rwy 5[1]**
	NDB Rwy 5[2]
	RNAV (GPS) Rwy 5[1]
	RNAV (GPS) Y Rwy 23[3]
	RNAV (GPS) Z Rwy 23[4]
NA when local weather not available.	
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.	
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.	
[4]Categories A, B, 1100-2; Category C, 1100-3.	
ATHENS, GA	
ATHENS/ BEN EPPS	**ILS or LOC/DME Rwy 27**
	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 27
	VOR Rwy 2
	VOR Rwy 27
NA when local weather not available.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

ATLANTA, GA

DEKALB-PEACHTREE ... **ILS or LOC Rwy 20L[1]**
RNAV (GPS) Rwy 20L[2]
RNAV (GPS) Rwy 27[2]
VOR/DME Rwy 20L[2]
VOR/DME Rwy 27[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

FULTON COUNTY AIRPORT-
BROWN FIELD ... **ILS Rwy 8[1]**
NDB Rwy 8[24]
RNAV (GPS) Rwy 26[34]
RNAV (GPS) Y Rwy 8[34]
VOR-A[5]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Categories A,B, 1100-2; Categories C,D, 1100-3.

NEWNAN COWETA
COUNTY ... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

PEACHTREE CITY-
FALCON FIELD ... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 31

NA when local weather not available.
[1]Category D, 800-2½.

AUBURN, AL

AUBURN
UNIVERSITY RGNL ... **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 36

NA when local weather not available.

AUGUSTA, GA

AUGUSTA RGNL
AT BUSH FIELD ... **ILS or LOC Rwy 17[1]**
ILS or LOC Rwy 35[23]
RADAR-1

NA when control tower closed.
[1]ILS, 700-2.
[2]Categories A,B,C,D, 700-2.
[3]NA when local weather not available.

DANIEL FIELD ... **NDB Rwy 11**
RNAV (GPS) Rwy 11
VOR/DME-B

NA when local weather not available.

NAME ALTERNATE MINIMUMS

BAINBRIDGE, GA

DECATUR COUNTY INIDUSTRIAL
AIR PARK ... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH
INTL ... **LOC Rwy 18[1]**
RNAV (GPS) Rwy 36[2]
RNAV (RNP) Z Rwy 6[3]
RNAV (RNP) Z Rwy 24[3]

[1]Category D, 800-2¼.
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]NA when local weather not available.

BLAKELY, GA

EARLY COUNTY ... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

BRUNSWICK, GA

BRUNSWICK
GOLDEN ISLES ... **ILS or LOC Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B

NA when local weather not available.

CANTON, GA

CHEROKEE COUNTY ... **RNAV (GPS) Rwy 22**

NA when local weather not available.

CARROLLTON, GA

WEST GEORGIA RGNL-
O V GREY FIELD ... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

CARTERSVILLE, GA

CARTERSVILLE ... **LOC Rwy 19[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[1]
VOR/DME-A[3]

NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]NA when FBO closed.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CLAXTON, GA

CLAXTON-EVANS
COUNTY ... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

CLAYTON, AL

CLAYTON MUNI ..... **RNAV (GPS) Rwy 27**
VOR/DME Rwy 27
NA when local weather not available.

COLUMBUS, GA

COLUMBUS
METROPOLITAN ..... **ILS or LOC Rwy 6**
VOR-A
NA when control tower closed.

CORDELE, GA

CRISP COUNTY-
CORDELE ..... **NDB Rwy 10**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 28
VOR/DME Rwy 23
NA when local weather not available.

CULLMAN, AL

FOLSOM FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

DALTON, GA

DALTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

DECATUR, AL

PRYOR FIELD RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18[1]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

DOTHAN, AL

DOTHAN RGNL ..... **ILS or LOC Rwy 14[1]**
ILS or LOC Rwy 32[1]
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 32[1]
RNAV (GPS) Rwy 36
VOR or TACAN-A[1]
NA when local weather not available.
[1]NA when control tower closed.

DOUGLAS, GA

DOUGLAS MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

DUBLIN, GA

W H 'BUD' BARRON ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20[1]
VOR-A[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ELBERTON, GA

ELBERT CO-
PATZ FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

EVERGREEN, AL

MIDDLETOWN FIELD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

FAIRHOPE, AL

H L SONNY CALLAHAN .... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR/DME-A
NA when local weather not available.

FLORALA, AL

FLORALA MUNI ..... **RNAV (GPS) Rwy 22**
NA when local weather not available.

FORT PAYNE, AL

ISBELL FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Y Rwy 22[3]
RNAV (GPS) Z Rwy 22
NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.
[2]Category C, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/
MIDCOAST RGNL ..... **NDB Rwy 33R**
RNAV (GPS) Rwy 6L
RNAV (GPS) Rwy 33R
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

GADSDEN, AL

NORTHEAST
ALABAMA RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 36[1]
VOR Rwy 6
NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

GAINESVILLE, GA

LEE GILMER
MEMORIAL ..... **ILS or LOC/DME Rwy 5[1]**
NDB Rwy 5[2]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.

GREENSBORO, GA

GREENE COUNTY RGNL ..... **LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B
NA when local weather not available.

GREENVILLE, AL

MAC CRENSHAW
MEMORIAL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
Category D, 800-2¼.

GULF SHORES, AL

JACK EDWARDS ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

HALEYVILLE, AL

POSEY FIELD ..... **VOR/DME or GPS Rwy 18**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES
FIELD ..... **ILS or LOC Rwy 18L[124]**
ILS or LOC Rwy 18R[124]
ILS or LOC Rwy 36L[124]
ILS or LOC Rwy 36R[124]
RADAR-1[13]
RNAV (GPS) Rwy 18L[45]
RNAV (GPS) Rwy 18R[45]
RNAV (GPS) Rwy 36L[45]
RNAV (GPS) Rwy 36R[45]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 700-2¼. LOC, Category E, 800-2¼.
[3]Category E, 800-2½.
[4]NA when local weather not available.
[5]Category E, 800-2¼.

MADISON COUNTY
EXECUTIVE ..... **ILS or LOC/DME Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36[1]
NA when local weather not available.
[1]Categories A,B, 900-2; Category C,900-2½, Category D, 900-2¾.

LAGRANGE, GA

LAGRANGE-CALLAWAY ... **ILS or LOC Rwy 31**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

MACON, GA

MIDDLE GEORGIA
RGNL ..... **ILS or LOC/DME Rwy 5[12]**
VOR Rwy 13[3]
VOR Rwy 23[4]
[1]NA when control tower closed.
[2]ILS, Category E, 900-2¾.LOC,Category E, 900-2¾.
[3]Category A,B, 1000-2; Category C,1000-2¾; Category D, 1000-3.
[4]Categories A,B,1300-2;Categories C,D, 1300-3.

MILLEDGEVILLE, GA

BALDWIN COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

MOBILE, AL

MOBILE DOWNTOWN ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

MOBILE RGNL ..... **ILS or LOC Rwy 14[1]**
ILS or LOC Rwy 32[1]
RNAV (GPS) Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

MONTGOMERY, AL

MONTGOMERY RGNL
(DANNELLY FIELD) ..... **ILS or LOC Rwy 10**
ILS or LOC Rwy 28
NDB Rwy 10
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when control tower closed.

MOULTRIE, GA

MOULTRIE MUNI ..... **NDB-A**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

MUSCLE SHOALS, AL

NORTHWEST
ALABAMA RGNL ..... **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

ROME, GA

RICHARD B. RUSSELL ..... **ILS/DME Rwy 1[1]**
RNAV (GPS) Rwy 1[12]
RNAV (GPS) Rwy 7[12]
RNAV (GPS) Rwy 19[12]
RNAV (GPS) Rwy 25[12]
VOR/DME Rwy 1[12]
VOR/DME Rwy 19[23]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SAVANNAH, GA

SAVANNAH HILTON
HEAD INTL ..... **ILS or LOC Rwy 1[12]**
ILS or LOC Rwy 10[12]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Z Rwy 28
VOR/DME-A[3]
VOR/DME or TACAN Rwy 1[3]
VOR/DME or TACAN Rwy 19[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 700-2.
[3]Category E, 900-3.

STATESBORO, GA

STATESBORO-BULLOCH
COUNTY ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.
Category D, 800-2¼.

SWAINSBORO, GA

EMANUEL COUNTY ..... **LOC/NDB Rwy 13**
NDB Rwy 13
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME-A

NA when local weather not available.

SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI .... **NDB-A[1]**
RNAV (GPS) Rwy 9[23]
RNAV (GPS) Rwy 27[23]

[1]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when local weather not available.

SYLVANIA, GA

PLANTATION AIRPARK ..... **NDB Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

TALLADEGA, AL

TALLADEGA MUNI ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[1]
VOR-A[2]
VOR/DME Rwy 3[1]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME	ALTERNATE MINIMUMS
THOMASTON, GA	
THOMASTON-UPSON COUNTY	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
TROY, AL	
TROY MUNI	**ILS or LOC Rwy 7**[1]
	NDB Rwy 7
	RNAV (GPS) Rwy 7
	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 25
	RNAV (GPS) Rwy 32
NA when local weather not available.	
[1]NA when control tower closed.	
TUSCALOOSA, AL	
TUSCALOOSA RGNL	**ILS Rwy 4**[12]
	RNAV (GPS) Rwy 4[3]
	RNAV (GPS) Rwy 11[3]
	RNAV(GPS) Rwy 22[3]
	RNAV (GPS) Rwy 29[3]
	VOR or TACAN Rwy 4[1]
[1]NA when control tower closed.	
[2]700-2.	
[3]NA when local weather not available.	
VALDOSTA, GA	
VALDOSTA RGNL	**ILS or LOC Rwy 35**[1]
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
	VOR Rwy 17
	VOR Rwy 35
NA when local weather not available.	
[1]ILS, LOC, Category E, 900-3.	
VIDALIA, GA	
VIDALIA RGNL	**RNAV (GPS) Rwy 24**
NA when local weather not available.	
WAYCROSS, GA	
WAYCROSS-WARE COUNTY	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36[1]
NA when local weather not available.	
[1]Category D, 800-2¼.	
WINDER, GA	
BARROW COUNTY	**NDB Rwy 31**
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 31
NA when local weather not available.	

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AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA) ELEV **145**

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17	AB	**660**/24	515	(600-½)	C	**660**/50	515	(600-1)
		D	**660**/60	515	(600-1¼)				
	35	AB	**700**/24	564	(600-½)	C	**700**/50	564	(600-1)
		D	**700**/60	564	(600-1¼)				
CIRCLING		AB	**780**-1	635	(700-1)	C	**780**-1¾	635	(700-1¾)
		D	**780**-2	635	(700-2)				

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA) ELEV **423**

DANIEL FIELD

RADAR- 126.8 270.3 ▽ ⚠ NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29	AB	**860**-1	438	(500-1)	C	**860**-1¼	438	(500-1¼)
		D	**860**-1½	438	(500-1½)				
	11	AB	**920**-1	498	(500-1)	C	**920**-1¼	498	(500-1¼)
		D	**920**-1½	498	(500-1½)				
CIRCLING		AB	**920**-1	498	(500-1)	C	**920**-1½	498	(500-1½)
		D	**1020**-2	597	(600-2)				

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

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CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA) ELEV 301

RADAR[1] **- (E)** (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°) (121.1 319.25 341°-020°) ▽ ⚠NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[2]	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6[2]		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

[1]Vis reduction by copters NA. [2]When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

DOBBINS ARB (KMGE), GA (Marietta) (Amdt 2, 10210 USAF)

RADAR[1] - Ctc ATLANTA APP CON **(E)** 121.0 268.7 ▽ **ELEV 1068**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	29[3]	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11[4]	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11[6]		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29[5]		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR[7]	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

[1]Opr 1200-0400Z++. [2]No-NOTAM MP 1300-1530Z++ Mon-Tue. [3]When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. [6]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. [7]CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41

RADAR - (E) 127.65 143.2 307.125 317.475 ▽ ⚠ NA Pro NA when Hunter Ctl Twr clsd.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR 1 (SAVANNAH)[1 2]						
ASR	10[3]		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR[4]	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER)[5]						
PAR	10[6]	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)

[1]Opr 1100-0500Z++. [2]Wx radar avbl. [3]For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. [4]Circling NA N of Rwy 10-28 for CAT D. [5]Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. [6]Inop table does not apply to ALSF.

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HUNTSVILLE, AL Amdt. 9A, JUN 30, 2006 (FAA) ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELD

RADAR- 125.6 354.1 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36R		AB	**1000**-½	405	(500-½)	C	**1000**- ¾	405	(500-¾)
			DE	**1000**-1	405	(500-1)				
	36L		ABC	**960**-½	345	(400-½)	DE	**960**-1	345	(400-1)
	18R		AB	**1060**/24	431	(500-½)	C	**1060**/40	431	(500-¾)
			DE	**1060**/50	431	(500-1)				
	18L		AB	**1160**-½	551	(600-½)	C	**1160**-1	551	(600-1)
			D	**1160**-1¼	551	(600-1¼)	E	**1160**-1½	551	(600-1½)
CIRCLING			AB	**1160**-1	531	(600-1)	C	**1160**-1½	531	(600-1½)
			D	**1240**-2	611	(700-2)	E	**1240**-2¼	611	(700-2¼)

Category E circling not authorized East of Rwys 18L/36R.
For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.
For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

LAWSON AAF(KLSF),(FORT BENNING),GA (Columbus) (Amdt2,10210 USA) ELEV232

RADAR[1] - Ctc ATLANTA APP CON **(E)** (125.5 323.1 241°-360°) (126.55 353.75 001°-150°) (126.025 285.525 151°-240°) ▽ ⚠NA When tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33[2]		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR[3]	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

[1]Opr 1200-0400Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. [2]For inop SALSF, increase CAT D vis to 2 miles. [3]Cir NA E of Rwy 15-33.

MOBILE, AL

Amdt. 4A, JUL 6, 2006 (FAA) ELEV **218**

MOBILE RGNL

RADAR- 118.5 269.3

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	AB	**660**-½	441	(500-½)	C	**660**-¾	441	(500-¾)
		DE	**660**-1	441	(500-1)				
	14	AB	**640**/24	425	(500-½)	C	**640**/40	425	(500-¾)
		DE	**640**/50	425	(500-1)				
CIRCLING		AB	**680**-1	461	(500-1)	C	**680**-1½	461	(500-1½)
		D	**780**-2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSR. For inoperative MALSR, increase S-32 Category E visibility to 1½ miles.

MONTGOMERY, AL

Amdt. 8A, SEP 15, 1993 (FAA) ELEV **221**

MONTGOMERY RGNL (DANNELLY FIELD)

RADAR- 121.2 380.225

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10		ABC	**600**/40	381	(400-¾)	DE	**600**/50	381	(400-1)
	28		ABC	**620**-¾	423	(400-¾)	DE	**620**-1	423	(400-1)
CIRCLING			AB	**680**-1	459	(500-1)	C	**680**-1½	459	(500-1½)
			DE	**780**-2	559	(600-2)				

Procedure NA when control tower closed.
Category E circling NA north of runway 10-28.
Category D S-28 visibility increased ¼ mile for inoperative MALSR.
Category E S-28 visibility increased ½ mile for inoperative MALSR.
Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSR.

REDSTONE AAF (KHUA),

AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR[1]**- (E)** (125.6 354.1E) (118.05 239.0W) NA **ELEV 684**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17[23]	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

[1]GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. [2]When approach lights inoperative, increase CAT A, B visibility ¼ mile. [3]When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

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TROY, AL

Amdt 8, JAN 15, 2009 (FAA) ELEV **398**

TROY MUNI

RADAR[1]- 121.1 319.25

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7	2.9°/51/1007	ABCD	**592**-¾	200	(200-¾)				
ASR	7		AB	**960**-1	568	(600-1)	C	**960**-1½	568	(600-1½)
			D	**960**-1¾	568	(600-1¾)				
CIRCLING			AB	**960**-1	562	(600-1)	C	**960**-1½	562	(600-1½)
			D	**980**-2	582	(600-2)				

When control tower closed, procedure NA.
ASR utilizes PAR without glideslope.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5,** multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15,** multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23,** multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33,** multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME	TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1¼. **Rwy 34,** 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16,** rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34,** rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

ALBANY, GA

SOUTWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 700 before turning left. **Rwy 34,** climb heading 344° to 700 before turning right.

NOTE: **Rwy 4,** multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' rightof centerline, up to 79' AGL/275' MSL. **Rwy 16,** multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22,** tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL.**Rwy 34,** multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

ALBERTVILLE, AL

ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5,** trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23,** trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

ALEXANDER CITY, AL

THOMAS C. RUSSELL FIELD (ALX)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ min. climb of 220' per NM to 1000, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 1300 before turning east.

NOTE: **Rwy 18,** rising terrain and trees beginning at DER, left ad right of centerline, up to 100' AGL/759' MSL. **Rwy 36,** trees beginning at DER, left and right of centerline, up to 100' AGL/859' MSL. Vehicle on road 37' from DER, 267' right of centerline, 17' AGL/696' MSL. Trees 5401' from DER, 1921' left of centerline, 100' AGL/839' MSL.

ALMA, GA

BACON COUNTY

NOTE: **Rwy 33,** trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

AMERICUS, GA

JIMMY CARTER RGNL

NOTE: **Rwy 5,** vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9,** trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23,** trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27,** vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29,** multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL

ANNISTON METROPOLITAN (ANB)

AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23,** Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5,** tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23,** tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

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ATHENS, GA

ATHENS/BEN EPPS (AHN)
AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2,** trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL. Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9,** tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20,** trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy27,** trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¾ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27,** 300-1¾.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1900 before proceeding south. **Rwy 27,** climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9,** trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27,** multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up to 100' AGL/1259' MSL.

ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L,** 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R,** 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R,** std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1700 before proceeding on course. **Rwy 16,** climb heading 159° to 2000 before proceeding on course. **Rwy 20L,** climb heading 150° to 3100 before proceeding on course. **Rwy 20R,** climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27,** climb heading 268° to 1800 before proceeding on course. **Rwy 34,** for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course

NOTE: **Rwy 2L,** terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windsock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R,** trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9,** vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16,** trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/ 1017' MSL. Windsock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L,** trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R,** trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27,** vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34,** vehicles beginning 873' from departure end of runway, left and right of center line, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61'AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.

ATLANTA, GA (CON'T)

FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14,** 400-1. **Rwy 32,** 700-3 or std. with a min. climb of 290' per NM to 1600. **Rwys 26, 27,** 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9,** left turn, climb via heading 060° to 3100 before proceeding on course. **Rwy 14,** climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course. **Rwys 26, 27, 32,** climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

ATLANTA, GA (CON'T)

HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R,** 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L,** 300-1¼ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R,** climb heading 092° to 1500 before turning right. **Rwy 9L,** climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L,** multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL. **Rwy 8R,** Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L,** rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10,** tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL. **Rwy 26L,** tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R,** multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL. **Rwy 27L,** hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R,** tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68'AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL. **Rwy 28,** catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

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ATLANTA, GA (CONT.)

NEWNAN-COWETA COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32,** tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1.

ATMORE, AL

ATMORE MUNI

NOTE: **Rwy 18,** vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

AUBURN, AL

AUBURN UNIVERSITY RGNL

NOTE: **Rwy 18,** multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29,** multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36,** multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

AUGUSTA, GA

AUGUSTA RGNL AT BUSH FIELD (AGS)

AMDT 13 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½ for climb in visual conditions. **Rwy 26,** 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8,** for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17,** climb heading 172° to 900 before turning east. **Rwy 26,** climb heading 262° to 1000 before turning east. **Rwy 35,** climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8,** numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17,** numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26,** numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

AUGUSTA, GA (CON'T)

DANIEL FIELD (DNL)

AMDT 5 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23,** 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 214° to 1300 before turning west. **Rwy 29,** climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5,** rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11,** hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29,** numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 31 1' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

21 OCT 2010 to 18 NOV 2010

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14,** trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27,** trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

BAXLEY, GA

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 259° to 800 before turning north.

NOTE: **Rwy 8,** trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26,** trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI

NOTE: **Rwy 8,** brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26,** trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER

NOTE: **Rwy 5,** numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23,** terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6,** 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18,** 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36,** 800-2.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1700 before turning on course. **Rwy 18,** climb runway heading to 2100 before turning on course. **Rwy 24,** climb runway heading to 2100 before turning on course. **Rwy 36,** climb runway heading to 1700 before turning on course.

BLAKELY, GA

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23,** trees beginning at departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628'. right of centerline, up to 17' AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

BREWTON, AL

BREWTON MUNI (12J)

AMDT 2 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Closed Indef.

NOTE: **Rwy 6,** trees 141' from DER, 33' left of centerline, 25' AGL/121' MSL. **Rwy 12,** trees 199' from DER, 495' right of centerline, 57' AGL/156' MSL. Vehicle on road, 1906' from DER, 456' right of centerline, 15' AGL/156' MSL. **Rwy 24,** trees 380' from DER, 135' left of centerline, 25' AGL, 127' MSL. **Rwy 30,** trees 92' from DER, 391' right of centerline, 46' AGL/126' MSL. Trees, 2654' from DER, 1129' left of centerline, 91' AGL/161' MSL.

BRUNSWICK, GA

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline, 38' AGL/57' MSL. **Rwy 25,** multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50' AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34,** 400-1.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 400 before turning west.

BUTLER, AL

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11,** multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29,** multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

BUTLER, GA

BUTLER MUNI

NOTE: **Rwy 18,** numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.

CAIRNS AAF (KOZR)

FORT RUCKER, AL . . . . . ORIG, 09127

Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2: Standard. All other helipads, NA.

DEPARTURE PROCEDURE: **Helipad C:** Climb heading 178° to 1000 before proceeding on course. **Helipad G:** Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 6:** Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75'AGL/ 344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/ 354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

CAIRO, GA

CAIRO-GRADY COUNTY (70J)

AMDT 3 10266 (FAA)

NOTE: **Rwy 13,** trees beginning 36' from DER, 240' left of centerline, up to 35' AGL/259' MSL. Trees beginning 203' from DER, 37' right of centerline, up to 35' AGL/ 273' MSL. Trees beginning 1037' from DER, 67' right of centerline, up to 35' AGL/285' MSL. Trees beginning 1295' from DER, 1' left of centerline, up to 35' AGL/275' MSL. **Rwy 31,** truck 120' from DER, 217' left of centerline, 15' AGL/274' MSL. Trees beginning 277' from DER, 355' right of centerline, up to 35' AGL/306' MSL. Trees beginning 1188' from DER, 4' right of centerline, up to 35' AGL/335' MSL. Trees beginning 1777' from DER, 74' left of centerline, up to 35' AGL/334' MSL.

CALHOUN, GA

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: **Rwy 17,** tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL. **Rwy 35,** two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 081° to 1100 before turning right.

NOTE: **Rwy 8,** trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2¼ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 4,** for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

CARROLLTON, GA

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 348° to 1800 before turning east.

NOTE: **Rwy 17,** trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

CARTERSVILLE, GA

CARTERSVILLE

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19,** 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 007° to 2300 before proceeding on course. **Rwy 19,** climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1,** trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19,** terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

CEDARTOWN, GA

POLK COUNTY AIRPORT - CORNELIUS MOORE FIELD (4A4)
ORIG 09099 (FAA)

NOTE: **Rwy 9,** trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27,** trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

CENTRE, AL

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)
ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** Climb heading 067° to 1400 before turning South. **Rwy 25,** Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7,** multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25,** multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

CENTREVILLE, AL

BIBB COUNTY (0A8)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28,** 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10,** brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28,** trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

CLANTON, AL

CHILTON COUNTY (02A)
ORIG-A 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 1000 before turning on course. **Rwy 26,** climb heading 257° to 1100 before turning on course.

NOTE: **Rwy 26,** tank 4836' from DER, 1144' left of centerline, 90' AGL/710' MSL.

CLAXTON, GA

CLAXTON-EVANS COUNTY (CWV)
ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

CLAYTON, AL

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27,** 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

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COCHRAN, GA

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¾ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1700 before turning left. **Rwy 11,** climb heading107° to 1200 before turning left. **Rwy 23,** climb heading 229° to 900 before proceeding on course. **Rwy 29,** climb heading 287° to 900 before turning right.

NOTE: **Rwy 5,** trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11,** mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23,** road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29,** ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24,** 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31,** 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6,** climb via heading 056° to 1400 before turning southbound. **Rwy 13,** climb via heading 070° to 1900 before turning southbound. **Rwy 24,** climb via heading 280° to 1900 before turning southeastbound. **Rwy 31,** climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6,** multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13,** antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24,** multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Treee 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31,** multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

21 OCT 2010 to 18 NOV 2010

CORDELE, GA

CRISP COUNTY-CORDELE

NOTE: **Rwy 5,** multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10,** multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23,** multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28,** multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

CORNELIA, GA

HABERSHAM COUNTY (AJR)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 400-2 or std. with a min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 2300 before proceeding on course. **Rwy 24,** climb heading 239° to 1900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 68' from DER, 5' left of centerline, up to 100' AGL/1558' MSL. Trees beginning 149' from DER, 103' right of centerline, up to 100' AGL/1575' MSL. Building 1510' from DER, 55' right of centerline, 68' AGL/1502' MSL. Light pole 2009' from DER, 564' left of centerline, 49' AGL/1513' MSL. Light pole 2092' from DER, 724' left of centerline, 49' AGL/1513' MSL. Building 2530' from DER, 557' left of centerline, 58' AGL/1531' MSL. Utility tank 4279' from DER, 736' right of centerline, 123' AGL/1606' MSL. Tower 7440' from DER, 291' right of centerline, 127' AGL/1656' MSL. Tank 1.6 NM from DER, 2448' right of centerline, 96' AGL/1746' MSL. **Rwy 24,** terrain beginning 465' from DER, 17' left of centerline, up to 1435' MSL. Trees beginning 517' from DER, 36' right of centerline, up to 100' AGL/1491' MSL. Buildings beginning 676' from DER, 140' right of centerline, up to 34' AGL/1429' MSL. Trees beginning 744' from DER, 6' left of centerline, up to 100' AGL/1507' MSL. Utility tanks beginning 818' from DER, 116' left of centerline, up to 30' AGL/1435' MSL. Buildings beginning 1180' from DER, 133' left of centerline, up to 58' AGL/1459' MSL. Poles beginning 1655' from DER, 497' left of centerline, up to 38' AGL/1465' MSL.

COURTLAND, AL

COURTLAND (9A4)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1½ or std. w/ min. climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER.

NOTE: **Rwy 31,** multiple trees beginning 174' from DER, 51' left of centerline, up to 100' AGL/759' MSL; multiple trees beginning 182' from DER, 19' right of centerline, up to 100' AGL/699' MSL.

COVINGTON, GA

COVINGTON MUNI (9A1)

AMDT 1 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10,** terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28,** trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

CULLMAN, AL

FOLSOM FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1. **Rwy 20,** 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20,** climb runway heading to 1500 before turning on course.

DALLAS, GA

PAULDING COUNTY RGNL (PUJ)

ORIG 09071 (FAA)

NOTE: **Rwy 13,** trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31,** trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

DALTON, GA

DALTON MUNI

DEPARTURE PROCEDURE: **Rwy 14,** climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32,** climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32,** numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

DAWSON, GA

DAWSON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 270' per NM to 600.

DECATUR, AL

PRYOR FIELD RGNL

NOTE: **Rwy 18,** multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36,** tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

DEMOPOLIS, AL

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. w/ min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22,** trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

DOBBINS ARB (KMGE)

MARIETTA, GA . . . . . AMDT 3, 09183

Rwy 29, 900-3*

* Or standard with minimum climb of 290/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29:** 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11:** 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18,** trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36,** trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

DOTHAN, AL

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18,** trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32,** trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILs beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36,** trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4,** tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2,** trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20,** trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14,** trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32,** trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2,** trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20,** trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

NOTE: **Rwy 10,** tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28,** tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

ENTERPRISE, AL

ENTERPRISE MUNI (EDN)

ORIG 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL. **Rwy 23,** trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

EUFAULA, AL

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning westbound.

EVERGREEN, AL

MIDDLETON FIELD (GZH)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. w/ min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 183° to 800 before turning left.

NOTE: **Rwy 1,** trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10,** trees and terrain beginning 41' from departure end of runway, 21 1' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19,** trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL **Rwy 28,** tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

FAIRHOPE, AL

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

FAYETTE, AL

RICHARD ARTHUR FIELD (M95)

AMDT 1 08045 (FAA)

NOTE: **Rwy 18,** 300-1¼ or std. w/ min. climb of 349' per NM to 700. **Rwy 36,** 300-1 or std. w/ min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18,** terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/ 418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36,** tower 39' from departure end of runway, 341' left of centerline, 40' AGL/ 399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/370' MSL.

FITZGERALD, GA

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 500-1.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 900 before turning right.

FLORALA, AL

FLORALA MUNI (0J4)

ORIG 09183 (FAA)

NOTE: **Rwy 4,** trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22,** trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

21 OCT 2010 to 18 NOV 2010

FOLEY, AL

FOLEY MUNI (5R4)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36,** trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

FORT PAYNE, AL

ISBELL FIELD (4A9)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2¼ or std. w/ min. climb of 410' per NM to 1400. **Rwy 22,** 400-2 or std. w/ min. climb of 290' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 2400 before proceeding on course. **Rwy 22,** climb heading 224° to 2300 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 111' from DER, 75' right of centerline, up to 100' AGL/1119' MSL. Poles beginning 879' from DER, 373' right of centerline, up to 125' AGL/1224' MSL. Obstruction light on WSK 66' from DER, 328' right of centerline, 78' AGL/957' MSL. Vehicles beginning 322' from DER, 285' right of centerline, up to 15' AGL/921' MSL. Buildings beginning 217' from DER, 426' right of centerline, up to 21' AGL/920' MSL. Fence beginning 494' from DER, 397' right of centerline, up to 6' AGL/892' MSL. GRD beginning 292' from DER, 289' right of centerline, up to 879' MSL. Trees beginning 569' from DER, 119' left of centerline, up to 100' AGL/973' MSL. Poles beginning 176' from DER, 397' left of centerline, up to 40' AGL/919' MSL. Building 935' from DER, 636' left of centerline, 39' AGL/918' MSL. Vehicles beginning 82' from DER, 359' left of centerline, up to 15' AGL/887' MSL. Fence 182' from DER, 299' left of centerline, 6' AGL/880' MSL. **Rwy 22,** trees beginning 59' from DER, 122' left of centerline, 100' AGL/1319' MSL. Poles beginning 1224' from DER, 101' left of centerline, up to 96' AGL/955' MSL. Trees beginning 46' from DER, 101' right of centerline, up to 100' AGL/972' MSL. Poles beginning 204' from DER, 17' right of centerline, up to 53' AGL/892' MSL. Vehicles beginning 137' from DER, 292' right of centerline, up to 15' AGL/869' MSL. Building 316' from DER, 476' right of centerline, 15' AGL/874' MSL.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L,** NA-Obstacles.

NOTE: **Rwy 6L,** trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L,** trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R,** trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R,** trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 290' per NM to 2200 or 1300-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° to 1300 before proceeding on course. **Rwy 18,** for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24,** climb heading 241° to 2000 before proceeding on course. **Rwy 36,** climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18,** trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24,** trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36,** trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

GAINESVILLE, GA
LEE GILMER MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 311' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 2100 before proceeding on course. **Rwy 11,** climb heading 110° to 1900 before turning north. **Rwy 23,** climb heading 224° to 2700 before turning south.
NOTE: **Rwy 5,** multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11,** trees 770' from departure end of r unway, on centerline, 60' AGL/1317' MSL. **Rwy 23,** multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29,** trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

GREENSBORO, GA
GREENE COUNTY RGNL (3J7)
AMDT 3 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 400-2.
NOTE: **Rwy 7,** trees beginning 438' from DER, 8' right of centerline, up to 100' AGL/759' MSL. Vehicle on roadway 485' from DER, 603' left of centerline, 15' AGL/714' MSL. Train on tracks 623' from DER, 661' left of centerline, 23' AGL/722' MSL. Trees beginning 624' from DER, 36' left of centerline, up to 100' AGL/779' MSL. **Rwy 25,** vehicle on road, 7' from DER, 318' right of centerline, 15' AGL/695' MSL. Trees 2555' from DER, 208' right of centerline, up to 100' AGL/779' MSL. Vehicle on roadway, 86' from DER, 190' left of centerline, 15' AGL/690' MSL. trees 96' from DER, 76' left of centerline, up to 100' AGL/799' MSL. Water tower 2396' from DER, 1070' left of centerline, 199' AGL/870' MSL.

GREENVILLE, AL
MAC CRENSHAW MEMORIAL
DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course, **Rwy 32**, climb via heading 322° to 900 before proceeding on course.
NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA
GRIFFIN-SPALDING COUNTY
DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1200 before turning left.

GULF SHORES, AL
JACK EDWARDS
NOTE: **Rwy 17,** multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27,** multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35,** multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

GUNTERSVILLE, AL
GUNTERSVILLE MUNI-JOE STARNES FIELD
TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 496' per NM to 2500, or 300-1¼ w/ min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21,** climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.
NOTE: **Rwy 3,** multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21,** multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

HALEYVILLE, AL
POSEY FIELD(1M4)
ORIG-A 10182 (FAA)
NOTE: **Rwy 18,** trees beginning 2372' from DER, 1009' left of centerline, up to 78' AGL/1052' MSL. Trees beginning 78' from DER, 257' right of centerline, up to 82' AGL/1021' MSL. **Rwy 36,** trees beginning 7' from DER, 276' left of centerline, up to 75' AGL/1005' MSL. Trees beginning 383' from DER, 277' right of centerline, up to 73' AGL/1003' MSL. Fence 204' from DER, 202' right of centerline, 6' AGL/936' MSL.

HAMILTON, AL
MARION COUNTY-RANKIN FITE
TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 500-1.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before making turn.

HAMPTON, GA
CLAYTON COUNTY-TARA FIELD
NOTE: **Rwy 6,** trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24,** trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

HANCHEY AHP (KHEY)

FORT RUCKER, AL. . . . . ORIG, 08325

Rwy 17, 35 standard.
All Helipads NA - ATC.
DEPARTURE PROCEDURE: **Rwy 17:** Climb hdg 182° to 800 before proceeding on course. **Rwy 35:** Climb hdg 002° to 800 before proceeding on course.

HARTSELLE, AL

HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36,** 500-2½ or std. with a min. climb of 260' per NM to 1200.
NOTE: **Rwy 18,** trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36,** trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

HAZLEHURST, GA

HAZLEHURST (AZE)
ORIG 08157 (FAA)

NOTE: **Rwy 14,** trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32,** trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

HEADLAND, AL

HEADLAND MUNI

NOTE: **Rwy 9,** trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27,** road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

HOMERVILLE, GA

HOMERVILLE (HOE)
ORIG 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 138° to 700 before proceeding on course.
NOTE: **Rwy 14,** vehicle on road 56' from DER, 443' right of centerline, up to 15' AGL/200' MSL. Vehicle on road 161' from DER, 532' left of centerline, up to 15' AGL/197' MSL. Trees beginning 114' from DER, 492' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2023' from DER, 183' left of centerline, up to 93' AGL/268' MSL. Tower 2807' from DER, 446' left of centerline, 111' AGL/287' MSL. **Rwy 32,** vehicle on road 270' from DER, 562' right of centerline, up to 15' AGL/200' MSL. Trees beginning 322' from DER, 323' right of centerline, up to 100' AGL/289' MSL. Trees beginning 129' from DER, 395' left of centerline, up to 100' AGL/299' MSL.

HUNTER AAF (KSVN) AMDT 2 03191

SAVANNAH, GA

. . . . . Rwy 28, 300-1*

*Or standard with minimum climb of 340/NM to 400. Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36L/R,** climb runway heading to 800 before turning.

MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 200-1½ or std. with a min. climb of 260' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 18,** climbing left turn heading 360° to 1500 before turning on course. **Rwy 36,** climb runway heading to 1500 before turning on course.
NOTE: **Rwy 36,** tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

JACKSON, AL

JACKSON MUNI (4R3)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 252' per NM to 1000 or 1100-2½ for climb in visual conditions. **Rwy 19,** 300-1¼ ceiling and visibility to allow see and avoid operation in lieu of required climb gradient for standard minima.
DEPARTURE PROCEDURE: **Rwy 1,** for climb in visual conditions: cross Jackson Muni airport at or above 1000 MSL before proceeding on course.
NOTE: **Rwy 1,** trees beginning at DER, 400' left/right of centerline, up to 100' AGL/134' MSL. **Rwy 19,** trees beginning at DER, 400' left/right of centerline, up to 100' AGL/279' MSL.

JASPER, AL

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning south.

JASPER, GA

PICKENS COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.
DEPARTURE PROCEDURE: **Rwy 16,** climb heading 163° to 3000 before turning. **Rwy 34,** climb heading 343° to 3100 before turning.
NOTE: **Rwy 16,** numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34,** pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

JEFFERSON, GA

JACKSON COUNTY (19A)
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 168° to 2500 before turning. **Rwy 35,** climb heading 348° to 2500 before turning.

NOTE: **Rwy 17,** scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pilons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35,** trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)
ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA

JESUP-WAYNE COUNTY (JES)
ORIG 09295 (FAA)

NOTE: **Rwy 11,** trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29,** trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

LAFAYETTE, GA

BARWICK LAFAYETTE (9A5)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 500-3 or std. w/ min. climb of 465' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 2200 before proceeding on course. **Rwy 20,** climb heading 202° to 2300 before proceeding on course.

NOTE: **Rwy 2,** train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20,** train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

LAGRANGE, GA

LAGRANGE-CALLAWAY

TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

LANETT, AL

LANETT MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 500' per NM to 900.

LAWRENCEVILLE, GA

GWINNETT COUNTY-BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1400 before turning left.

LAWSON AAF, (KLSF)

FORT BENNING (COLUMBUS), GA . . . .
07158

Rwy 15, Standard
Rwy 33, 400-2*

*Or standard with minimum climb of 300/NM to 1000. **Rwy 15,** climb via heading 150° to 2000 before turning left. **Rwy 33,** Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

LOWE AHP (KLOR)

FORT RUCKER, AL. . . . . ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.
All other helipads NA.

DEPARTURE PROCEDURE: **Helipad 6L:** Climb hdg 063° to 700 before proceeding on course. **Helipad 24R:** Climb hdg 243° to 700 before proceeding on course. Helipad 18R: Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad ECHO:** Climb hdg 125° to 700 before proceeding on course. **Helipad BRAVO:** Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15,** 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 1100 before turning north. **Rwy 15,** climb runway heading to 1400 before turning south.

MIDDLE GEORGIA RGNL (MCN)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL. Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL. **Rwy 13,** trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL. Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL. **Rwy 23,** trees beginning 69' from DER, left and right of centerline, up to 113' AGL/383' MSL. **Rwy 31,** trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL. Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.

21 OCT 2010 to 18 NOV 2010

MAXWELL AFB (KMXF)

MONTGOMERY, AL . . . . . AMDT 3, 09183

Rwy 15, 200-1¼

With minimum climb of 280 ft/NM to 1400.*

* Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15:** Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/ 225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

MC REA, GA

TELFAIR-WHEELER (MQW)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 1260' from DER, 207' left of centerline, up to 100' AGL/303' MSL. Vehicle on roadway 2735' from DER, 720' right of centerline, 15' AGL/264' MSL. **Rwy 21,** vehicles on roadway beginning abeam DER, 301' left of centerline, up to 15' AGL/224' MSL. Trees beginning 79' from DER, 457' left of centerline, up to 100' AGL/266' MSL. Silo 1665' from DER, 927' left of centerline, 100' AGL/307' MSL. Vehicles on roadway beginning 125' from DER, 523' right of centerline, up to 15' AGL/234' MSL. Trees beginning 543' from DER, 397' right of centerline, up to 100' AGL/276' MSL.

METTER, GA

METTER MUNI (MHP)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28,** trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA

BALDWIN COUNTY(MLJ)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. w/ min. climb of 330' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 096° to 1000 before turning. **Rwy 28,** climb heading 276° to 1400 before turning right.

NOTE: **Rwy 10,** trees beginning 67' from DER, 87' right of centerline, up to 100' AGL/449' MSL. Utility poles beginning 196' from DER, 268' right of centerline, up to 30' AGL/372' MSL. Trees beginning 62' from DER, 298' left of centerline, up to 100' AGL/445' MSL. Utility poles beginning 135' from DER, 381' left of centerline, up to 30' AGL/380' MSL. Multiple structures beginning 242' from DER, 523' left of centerline up to 19' AGL/369' MSL. **Rwy 28,** trees beginning 12' from DER, 64' right of centerline, up to 100' AGL/500' MSL. Terrain 729' from DER, 495' right of centerline, 437' MSL. Trees beginning 515' from DER, 59' left of centerline, up to 100' AGL/534' MSL.

MILLEN, GA

MILLEN

NOTE: **Rwy 17,** trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35,** trees 250' from departure end of runway, 50' right of centerline, 70' AGL/308' MSL.

MOBILE, AL

MOBILE DOWNTOWN (BFM)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2¼ or std. w/ min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 001° to 900 before turning right.

NOTE: **Rwy 18,** trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32,** sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/ 109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36,** poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

MOBILE RGNL (MOB)

AMDT 1 08101 (FAA)

NOTE: **Rwy 14,** tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18,** multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departue end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36,** multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

MONROE, GA

MONROE-WALTON COUNTY (D73)

AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21,** trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

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MONROEVILLE, AL
MONROE COUNTY (MVC)
ORIG 07354 (FAA)
NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21,** vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA
DR. C.P. SAVAGE SR.
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
NOTE: **Rwy 18,** power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36,** trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

MONTGOMERY, AL
MONTGOMERY RGNL
(DANNELLY FIELD)
TAKE-OFF MINIMUMS: **Rwy 21,** 400-1 or std. with a min. climb of 350' per NM to 400.

MOODY AFB (KVAD)
VALDOSTA, GA. . . . . AMDT 1, 08129
DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R,** Cross DER at or above 1' AGL/234' MSL.
TAKE-OFF OBSTACLES: **Rwy 18R,** Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L,** Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R,** Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

MOULTRIE, GA
MOULTRIE MUNI
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1, or std. with a min. climb of 370' per NM to 500.

MUSCLE SHOALS, AL
NORTHWEST ALABAMA RGNL (MSL)
ORIG 10014 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 181° to 1400 before turning right.
NOTE: **Rwy 11,** train 1436' from DER, 697' left of centerline, 23' AGL/662' MSL. Tree 2285' from DER, 1090' left of centerline, 100' AGL/659' MSL. **Rwy 18,** trees beginning 43' from DER, 326' right of centerline, up to 100' AGL/600' MSL. Rising terrain beginning 279' from DER, 167' right of centerline, up to 575' MSL. Tree 92' from DER, 306' left of centerline, 100' AGL/568' MSL. Rising terrain beginning 262' from DER, 69' left of centerline, up to 555' MSL. **Rwy 29,** trees beginning 2728' from DER, 322' right of centerline, up to 100' AGL/627' MSL. Trees beginning 938' from DER, 184' left of centerline, up to 100' AGL/627' MSL. **Rwy 36,** trees beginning 250' from DER, 43' right of centerline, up to 100' AGL/584' MSL. Trees beginning 695' from DER, 128' left of centerline, up to 100' AGL/639' MSL. Pole 582' from DER, 319' left of centerline, 35' AGL/574' MSL.

OZARK, AL
BLACKWELL FIELD
TAKE-OFF MINIMUMS: **Rwy 30,** 500-1
DEPARTURE PROCEDURE: **Rwy 30,** climb on runway heading to 1000 before turning northbound.

PELL CITY, AL
ST CLAIR COUNTY (PLR)
AMDT 2 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1or std. w/ min. climb of 312' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 205° to 1000 before turning east.
NOTE: **Rwy 3,** multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windsock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21,** multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

PERRY, GA
PERRY-HOUSTON COUNTY (PXE)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.
NOTE: **Rwy 18,** vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36,** trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

PINE MOUNTAIN, GA

HARRIS COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 600-1.

DEPARTURE PROCEDURE: **Rwy 9,** left turn, climb to 2500 on 360° heading before proceeding on course.

PLAINS, GA

PETERSON FIELD (7A9)

ORIG 09267 (FAA)

NOTE: **Rwy 18,** trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36,** trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

PRATTVILLE, AL

PRATTVILLE-GROUBY FIELD

TAKE-OFF MINIMUMS: **Rwy 27,** 400-1 or std. with a min. climb of 600' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

REDSTONE AAF (KHUA)

REDSTONE ARSENAL, AL 09043

Rwy 17, 500-3*

Rwy 35**

* Or standard with minimum climb rate of 240/NM to 1500.

** Standard with a minimum climb rate of 240/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17,** climb rwy hdg to 1700 before proceeding on course. **Rwy 35,** climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.

TAKE-OFF OBSTACLES: **Rwy 17:** Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

REFORM, AL

NORTH PICKINS

TAKE-OFF MINIMUMS: **Rwy 19,** 500-1 or std. with a min. climb of 420' per NM to 800.

NOTE: **Rwy 19,** tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11,** climb on runway heading to 700 before turning left.

ROME, GA

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2½ for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25** , for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557 from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7,** numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL /685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/691' MSL. **Rwy 19,** bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway , 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980; from departure end of runway, 70' left of centerline 86' AGL/715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25,** bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1, 428' from departure end of runway, 27' left of centerline, 83' AGL/ 712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

RUSSELLVILLE, AL

BILL PUGH FIELD

TAKE-OFF MINIMUMS: **Rwy 20,** std. w/ a min. climb of 451' per NM to 1500, or 400-2 w/ a min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1400 before proceeding on course. **Rwy 20,** climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2,** trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20,** trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.

ST ELMO, AL

ST ELMO (2R5)
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6,** trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24,** tree1730' from departure end of runway, 716' left of centerline, 100' AGL/229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

ST MARYS, GA

ST MARYS

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 341' per NM to 400. **Rwy 4,** NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31,** climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13,** trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22,** trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31,** trees 1399' from departure end of runway, 60' AGL/84' MSL.

SANDERSVILLE, GA

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12,** tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)
AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 600 before proceeding southwest. **Rwy 10,** climb heading 097° to 700 proceeding southwest. **Rwy 19,** climb heading 186° to 1300 before turning right. **Rwy 28,** climb heading 277° to 1600 before turning left.

NOTE; **Rwy 1,** fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10,** trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19,** trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28,** pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22,** climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22,** trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15,** trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33,** tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

SWAINSBORO, GA

EMANUEL COUNTY (SBO)
AMDT 1 07354 (FAA)

NOTE: **Rwy 13,** multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31,** multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27,** 300-2.

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 1500, then climb on course.

21 OCT 2010 to 18 NOV 2010

SYLVANIA, GA

PLANTATION AIRPARK (JYL)
ORIG 09043 (FAA)

NOTE: **Rwy 5,** trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15,** trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL. **Rwy 33,** trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

TALLADEGA, AL

TALLADEGA MUNI (ASN)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 2100 before proceeding on course. **Rwy 21,** climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21,** trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** std. w/ a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30,** for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30,** trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12,** trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

THOMASVILLE, GA

THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22,** terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32,** trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

THOMSON, GA

THOMSON-MCDUFFIE COUNTY (HQU)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10,** numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway,19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/ 599' MSL. **Rwy 28,** tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

TIFTON, GA

HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10,** tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21,** tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33,** tree, 384' from departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

TOCCOA, GA

TOCCOA RG LETOURNEAU FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions. **Rwy 27,** std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27,** for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9,** climb heading 093° to 2000 before turning on course. **Rwy 20,** climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2,** tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9,** terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20,** pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27,** WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

TROY, AL

TROY MUNI

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32,** 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25,** climb runway heading to 1200 before turning on course. **Rwy 32,** climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7,** numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14,** numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25,** numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32,** numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

TUSCALOOSA, AL

TUSCALOOSA RGNL (TCL)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11,** 400-2½ or std. w/ a min climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29,** 300-2¼ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4,** trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11,** trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22,** trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29,** light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

TUSKEGEE, AL

MOTON FIELD MUNI (06A)

ORIG 09099 (FAA)

NOTE: **Rwy 13,** trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31,** trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

21 OCT 2010 to 18 NOV 2010

VALDOSTA, GA

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure endof runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13,** tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17,** multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22,** railroad and multiple trees beginning 75' from departure end of runway, 159' rightof centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31,** multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35,** multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

VERNON, AL

LAMAR COUNTY (M55)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1.

NOTE: **Rwy 17,** vehicle 2255' from DER, 72' left of centerline, 15' AGL/515' MSL. Trees beginning 382' from DER, 110' right of centerline, up to 100' AGL/579' MSL. Trees beginning 181' from DER, 168' left of centerline, up to 100' AGL/596' MSL. **Rwy 35,** trees beginning 26' from DER, 235' left of centerline, up to 100' AGL/559' MSL. Trees beginning 305' from DER, 328' right of centerline, up to 100' AGL/559' MSL.

VIDALIA, GA

VIDALIA RGNL (VDI)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL. **Rwy 13,** vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24,** trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

WASHINGTON, GA

WASHINGTON-WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 270' per NM to 900.

WAYCROSS, GA

WAYCROSS-WARE COUNTY

NOTE: **Rwy 5,** numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23,** numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31,** numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36,** numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

WAYNESBORO, GA

BURKE COUNTY

NOTE: **Rwy 8,** trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26,** trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/ 439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

WETUMPKA, AL

WETUMPKA MUNI (08A)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 27,** 500-3 with minimum climb of 220' per NM to 800 or standard with minimum climb of 450' per NM to 600 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions cross Wetumpka Muni airport at or above 1000 before proceeding on course.

NOTE: **Rwy 9,** vehicle on roadway 471' from DER, 591' left of centerline, up to 15' AGL/214' MSL. Trees beginning 540' from DER, left and right of centerline, up to 100' AGL/299' MSL. **Rwy 27,** building 453' from DER, 434' right of centerline, 25' AGL/224' MSL. Vehicles on roadway 617' from DER, left and right of centerline, up to 15' AGL/214' MSL. Trees beginning 1314' from DER, 50' right of centerline, up to 100' AGL/309' MSL. Powerlines beginning 2243' from DER, left and right of centerline, up to 88' AGL/322' MSL. Trees beginning 3454' from DER, left and right of centerline, up to 100' AGL/409' MSL. Rising terrain and trees beginning 1.7 miles from DER, left and right of centerline, up to 200' AGL/639' MSL.

WINDER, GA

BARROW COUNTY (WDR)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: Cross Barrow County Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 6' from DER, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from DER, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 13,** multiple trees/poles/signs beginning 835' from DER, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees/poles beginning 82' from DER, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 23,** multiple trees beginning 31' from DER, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from DER, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 31,** multiple trees beginning 493' from DER, 30' left of centerline, up to 100' AGL/1139' MSL. Multiple trees beginning 63' from DER, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from DER, on centerline 8' AGL/943' MSL. Tree 7804' from DER, 1990' left of centerline, 100' AGL/1139' MSL.

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WAAS CH 42506 W05A	APP CRS 051°	Rwy Idg 5001 TDZE 235 Apt Elev 236

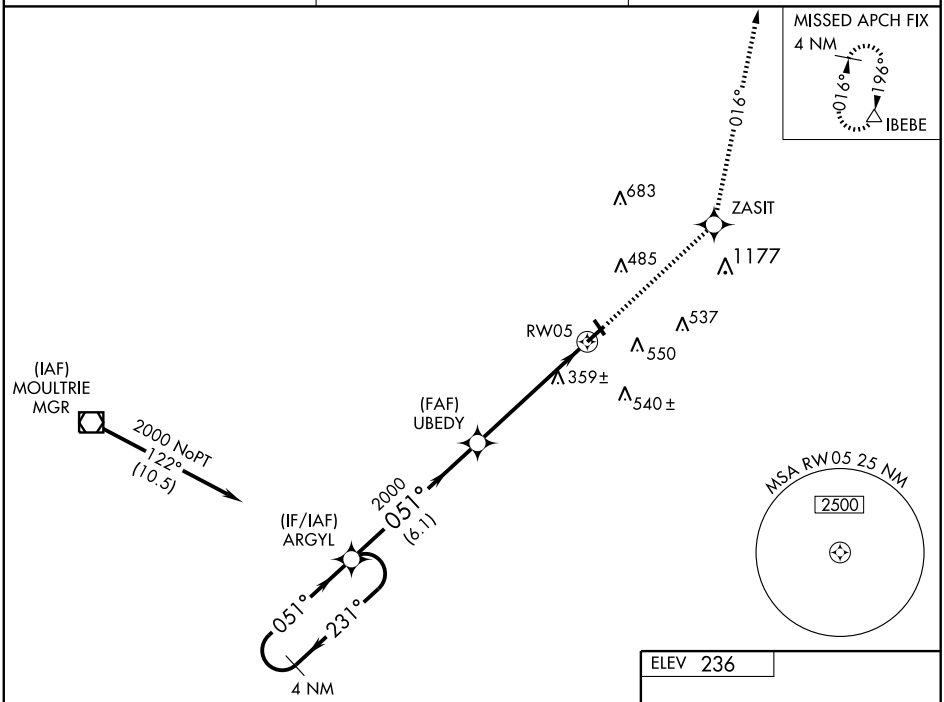
RNAV (GPS) RWY 5

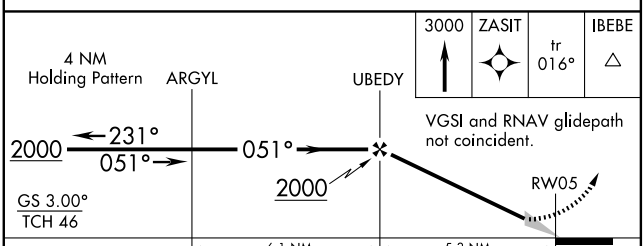
ADEL/ COOK COUNTY (15J)

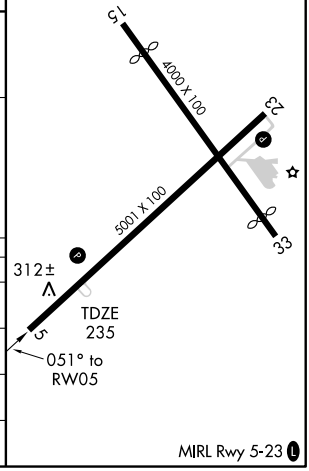
DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Valdosta Rgnl altimeter setting and increase all DAs 7 feet, and all MDAs 20 feet, and Circling Cats B, C and D visibility ¼ mile. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct ZASIT and via 016° track to IBEBE and hold.

MOULTRIE AWOS-3	VALDOSTA APP CON★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	536-1 301 (300-1)			
LNAV/ VNAV DA	633-1½ 398 (400-1½)			
LNAV MDA	800-1 565 (600-1)		800-1½ 565 (600-1½)	800-1¾ 565 (600-1¾)
CIRCLING	960-1 724 (800-1)		960-2 724 (800-2)	960-2¼ 724 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
231°	TDZE	235
	Apt Elev	236

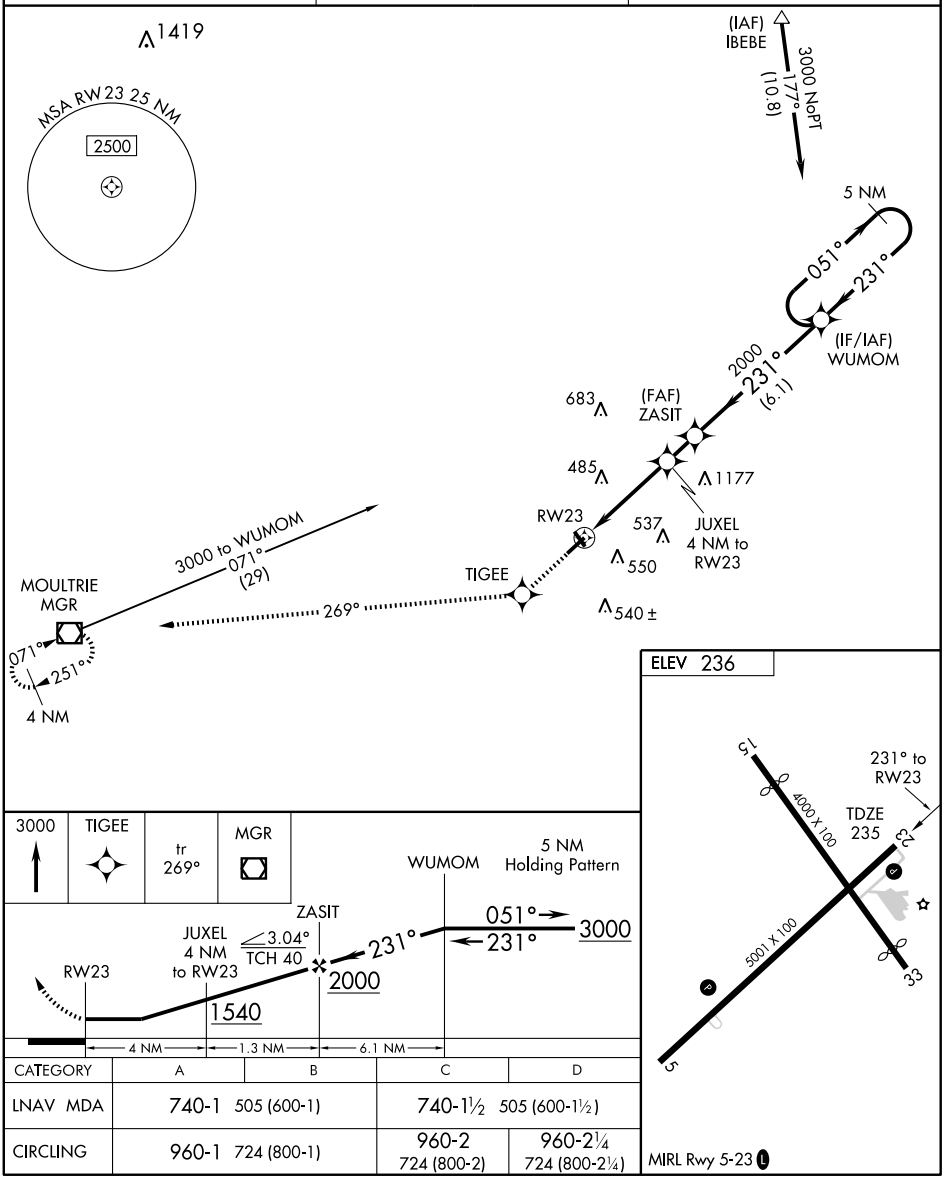
RNAV (GPS) RWY 23

ADEL/ COOK COUNTY (15J)

Use Moultrie altimeter setting; if not received, use Valdosta Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct TIGEE and via 269° track to MGR VOR/DME and hold.

MOULTRIE AWOS-3	VALDOSTA APP CON★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	740-1 505 (600-1)		740-1½ 505 (600-1½)	
CIRCLING	960-1 724 (800-1)		960-2 724 (800-2)	960-2¼ 724 (800-2¼)

MIRL Rwy 5-23 L

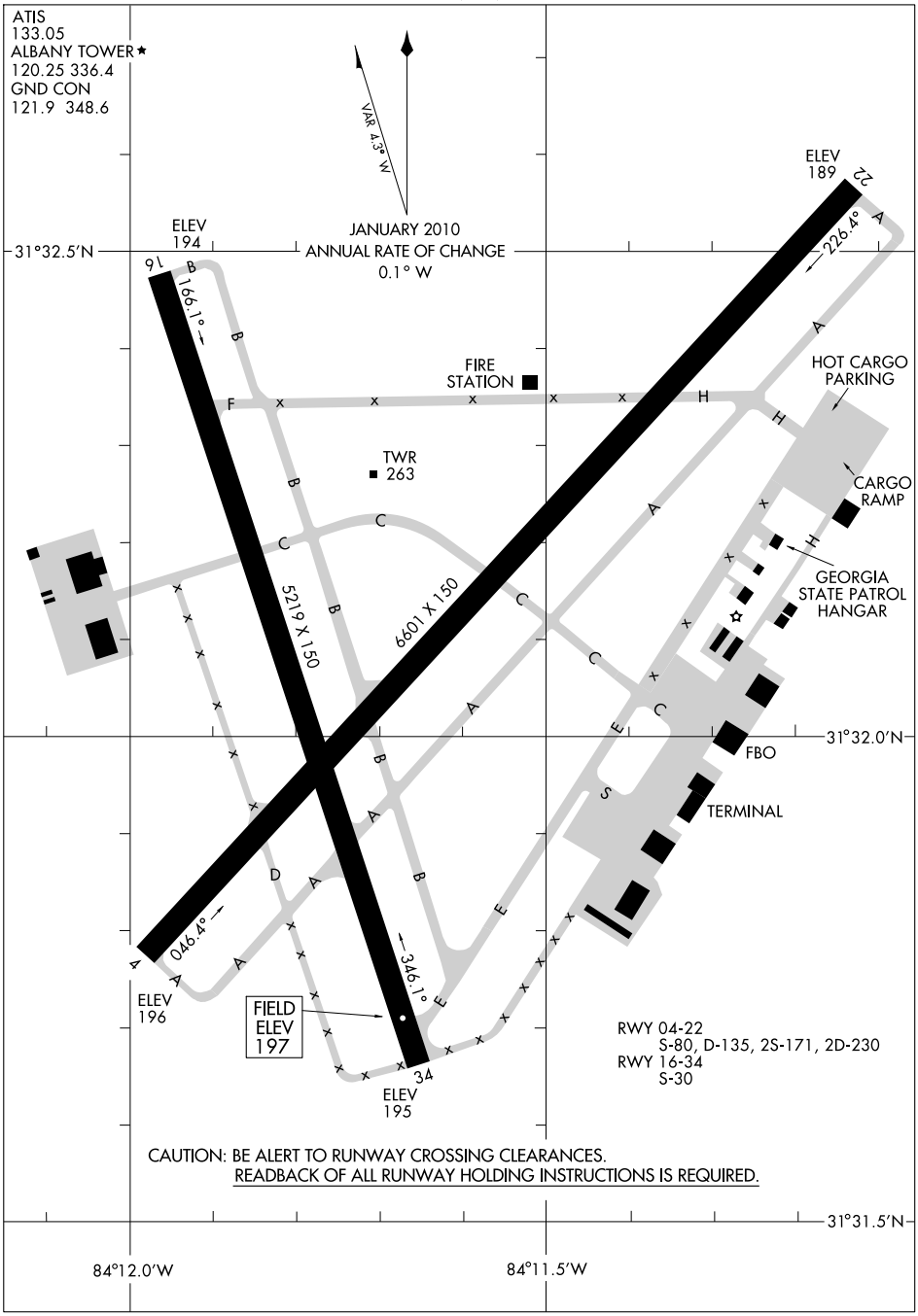
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)
ALBANY, GEORGIA

AL-8 (FAA)



SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-ABY	APP CRS	Rwy Idg	6601
108.5	044°	TDZE	196
		Apt Elev	196

ILS or LOC RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER *	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95

SE-4, 21 OCT 2010 to 18 NOV 2010

ADF or DME REQUIRED

SHANY

(IAF) AYUVO PZD 17

2200 to LOM 142° (23)

R-295

R-325

145°

325°

PECAN 116.1 PZD Chan 108

ALTERNATE MISSED APCH FIX

PUTNY AB 227

044°

224°

747

681

635

396

329

494

1275

2200 178° (12)

10 NM

2200 NoPT PZD 17 Arc

319±

300

LR-201

LOCALIZER 108.5 I-ABY

044°

LOM/IAF PUTNY 227 AB

269°

089°

2200 317° (9.3)

SALER

MSA AB 25 NM

2600

2200 044° (6.4)

(IF) HAVEX INT PZD 17

224°

2200 to LOM 045° (15.6)

R-194 PZD

2200 to LOM 015° (10.5)

FLINN PZD 25.3

ELMOE

ELEV 196

245±

22

16

TWR 263

6601 X 150

5219 X 150

252

TDZE 196

237±

34

239±

265±

044° 5.9 NM from FAF

HIRL Rwy 4-22 L

MIRL Rwy 16-34 L

REIL Rwys 16 and 22

Remain within 10 NM

LOM

224°

2200

044°

2162

2200

VGSI and ILS glidepath not coincident.

GS 3.00°

TCH 60

5.9 NM

1000	2000	PZD

CATEGORY	A	B	C	D
S-ILS 4	* 396/24 200 (200-½)			
S-LOC 4	580/24 384 (400-½)			580/40 384 (400-¾)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

31° 32′N-84° 12′W

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)
ILS or LOC RWY 4

LOC I-ABY	APP CRS	Rwy Idg	6601
108.5	224°	TDZE	192
		Apt Elev	196

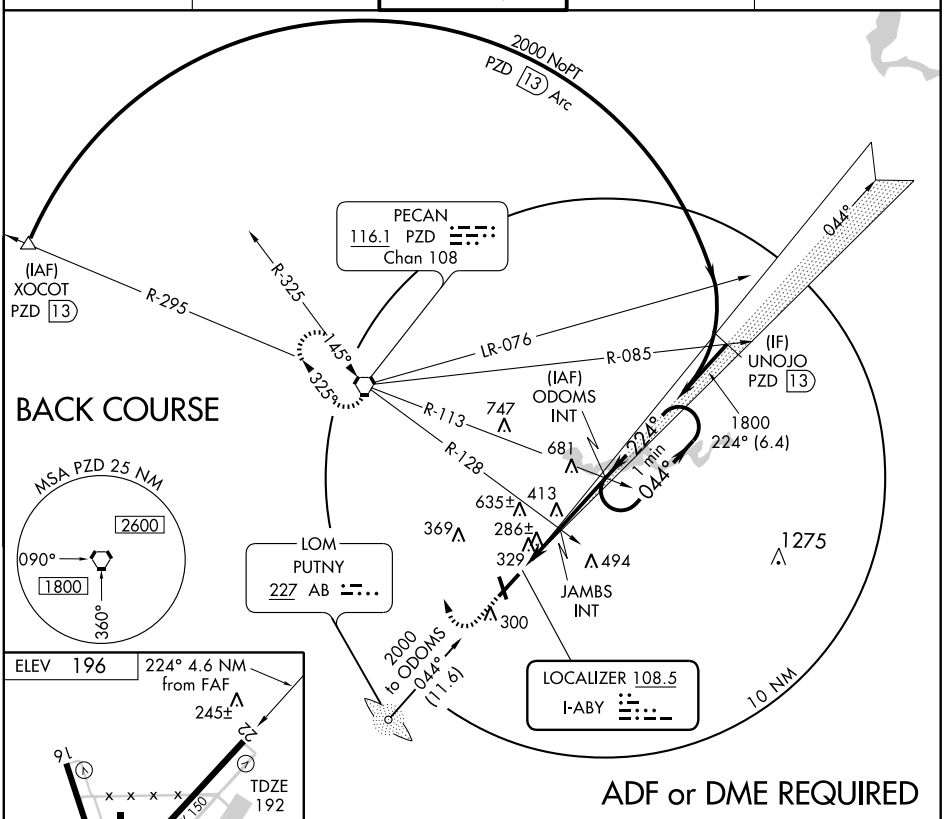
LOC BC RWY 22

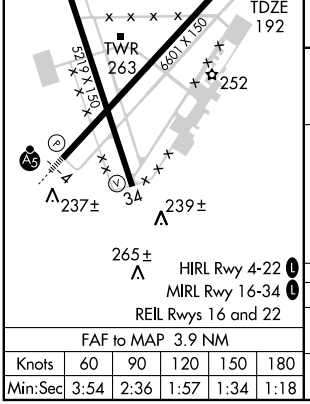
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

Visibility reduction by helicopters NA.

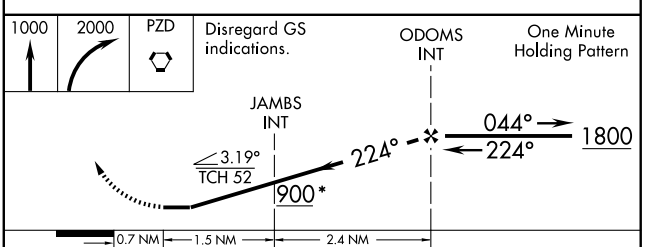
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-22	580-1 388 (400-1)			580-1¼ 388 (400-1¼)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOM AB	APP CRS	Rwy Idg	6601
227	044°	TDZE	196
		Apt Elev	196

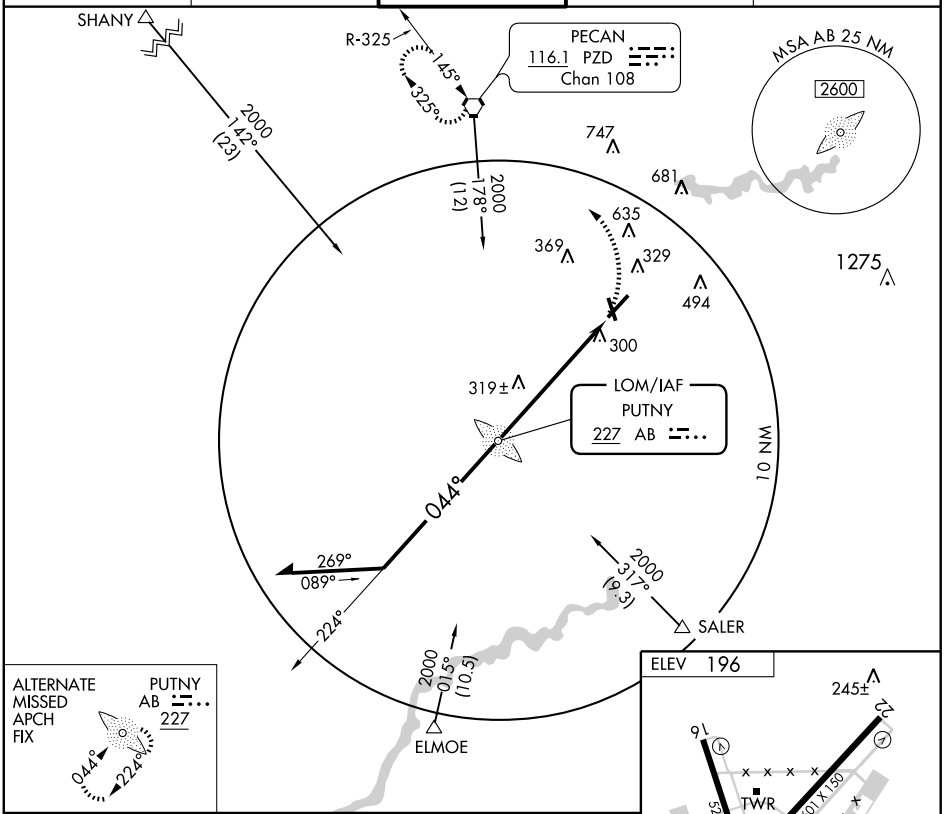
NDB RWY 4

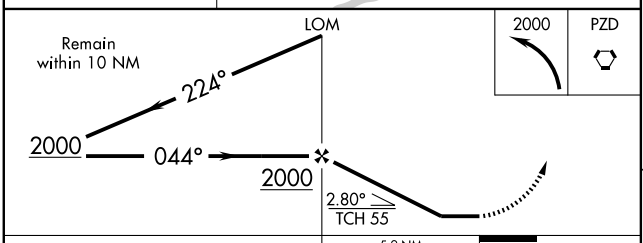
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

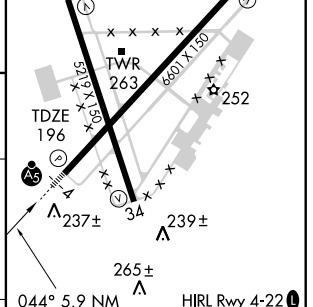
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-4	620/40 424 (500-¾)			620/50 424 (500-1)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6601
CH 78000	044°	TDZE	196
W04A		Apt Elev	196

RNAV (GPS) RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

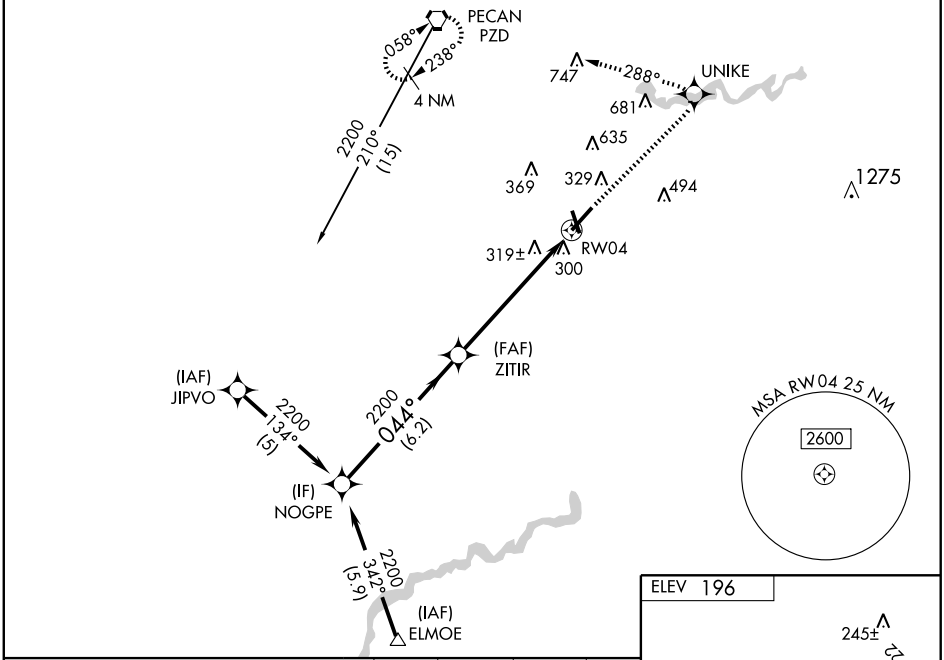
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 direct UNIKE and left turn via track 288° to PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER *	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95

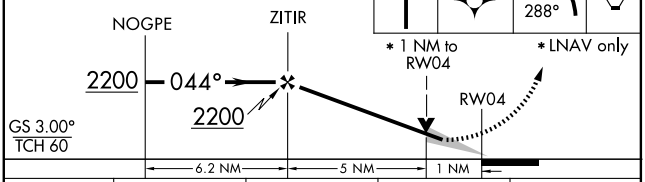
Procedure NA for arrivals at PZD VORTAC via V35-159 northbound.

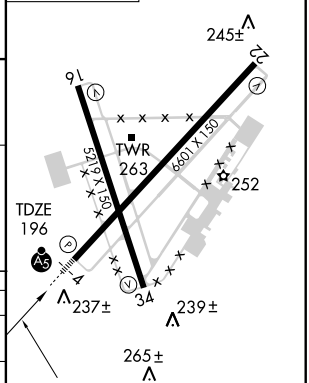


Procedure Turn NA

VGSI and RNAV glidepath not coincident.

2000 | UNIKE | trk 288° | PZD





HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 22

CATEGORY	A	B	C	D
LPV DA	396/24 200 (200-½)			
LNAV/VNAV DA	635/50 439 (500-1)			
LNAV MDA	580/24 384 (400-½)			580/50 384 (400-1)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5219
CH 48815	164°	TDZE	196
W16A		Apt Elev	196

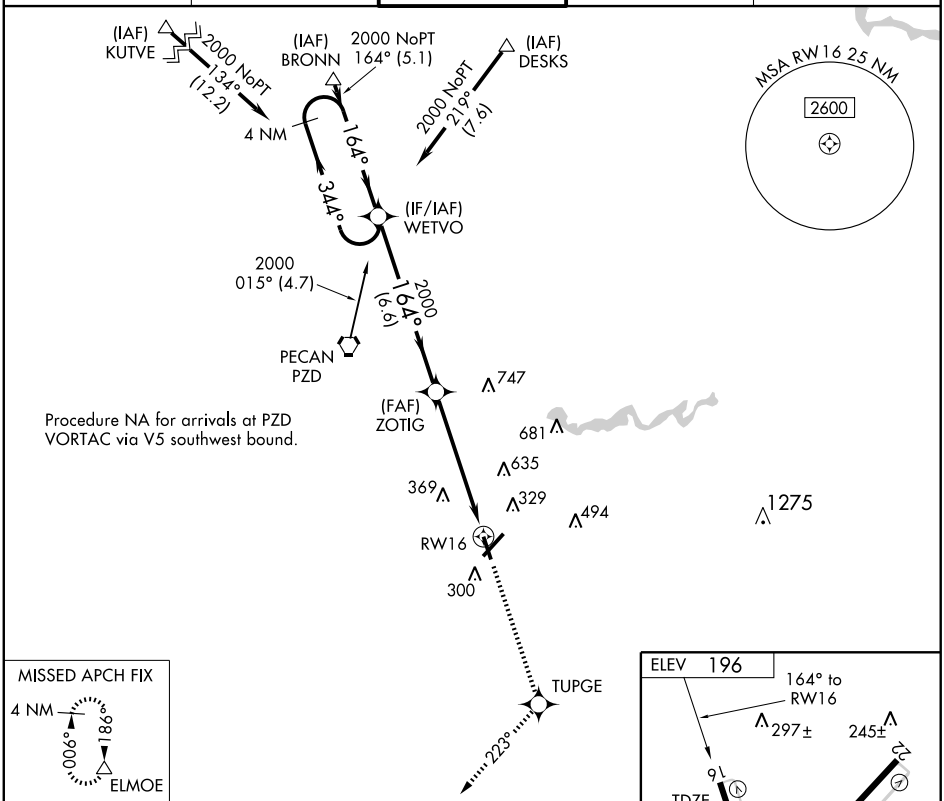
RNAV (GPS) RWY 16

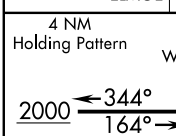
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

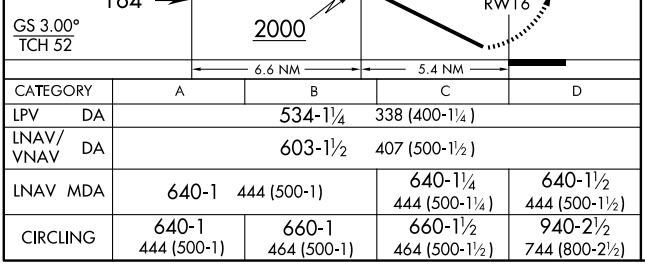
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

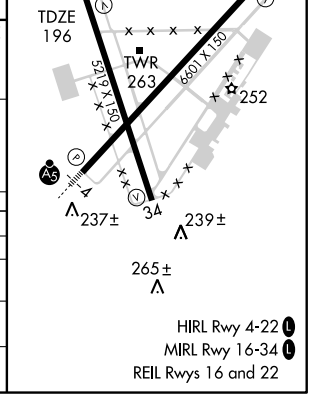
MISSED APPROACH: Climb to 3000 direct TUPGE and via track 223° to ELMOE and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) Ⓛ 336.4	121.9 348.6	122.95









CATEGORY	A	B	C	D
LPV DA		534-1¼	338 (400-1¼)	
LNAV/VNAV DA		603-1½	407 (500-1½)	
LNAV MDA	640-1 444 (500-1)		640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

HIRL Rwy 4-22 Ⓛ
MIRL Rwy 16-34 Ⓛ
REIL Rwys 16 and 22

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53613 W22A	APP CRS 224°	Rwy Idg 6601 TDZE 192 Apt Elev 196

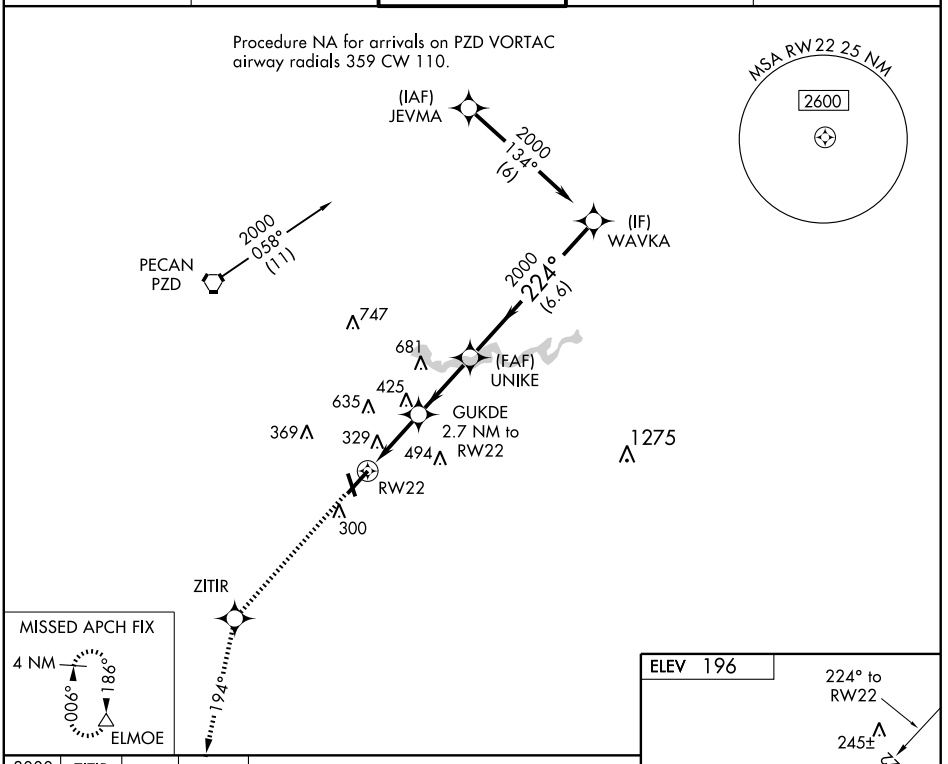
RNAV (GPS) RWY 22

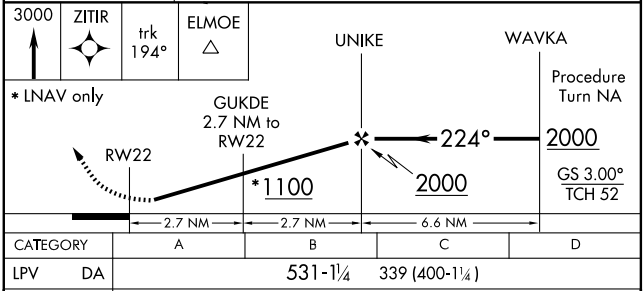
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

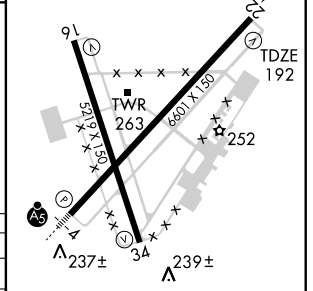
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ZITIR and via track 194° to ELMOE and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	531-1¼	339 (400-1¼)		
LNAV/VNAV DA	611-1½	419 (500-1½)		
LNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	680-1½ 488 (500-1½)
CIRCLING	680-1 484 (500-1)		680-1½ 484 (500-1½)	940-2½ 744 (800-2½)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 22

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97415 W34A	APP CRS 344°	Rwy Idg 5219 TDZE 196 Apt Elev 196

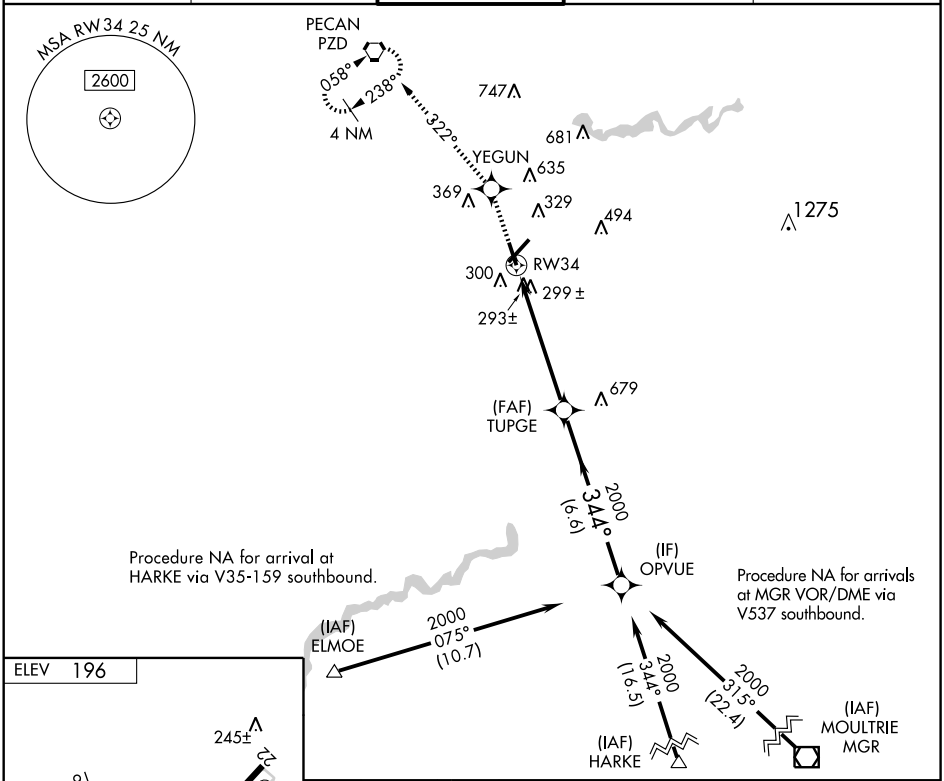
RNAV (GPS) RWY 34

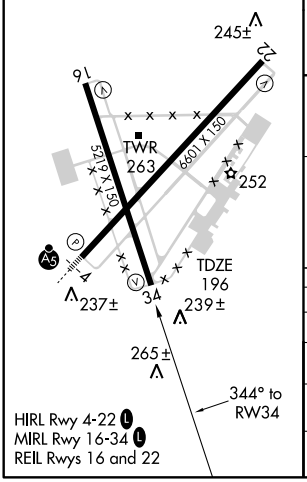
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

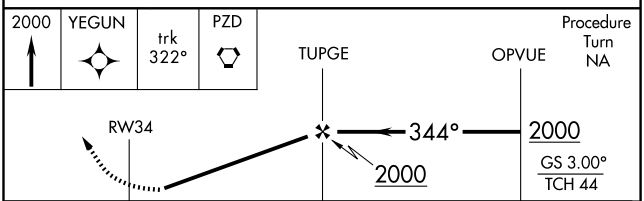
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct YEGUN and via track 322° to PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) 336.4	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	510-1 314 (400-1)			
LNAV/VNAV DA	590-1½ 394 (400-1½)			
LNAV MDA	580-1 384 (400-1)			580-1¼ 384 (400-1¼)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PZD 116.1 Chan 108	APP CRS 147°	Rwy Idg 5219 TDZE 196 Apt Elev 196

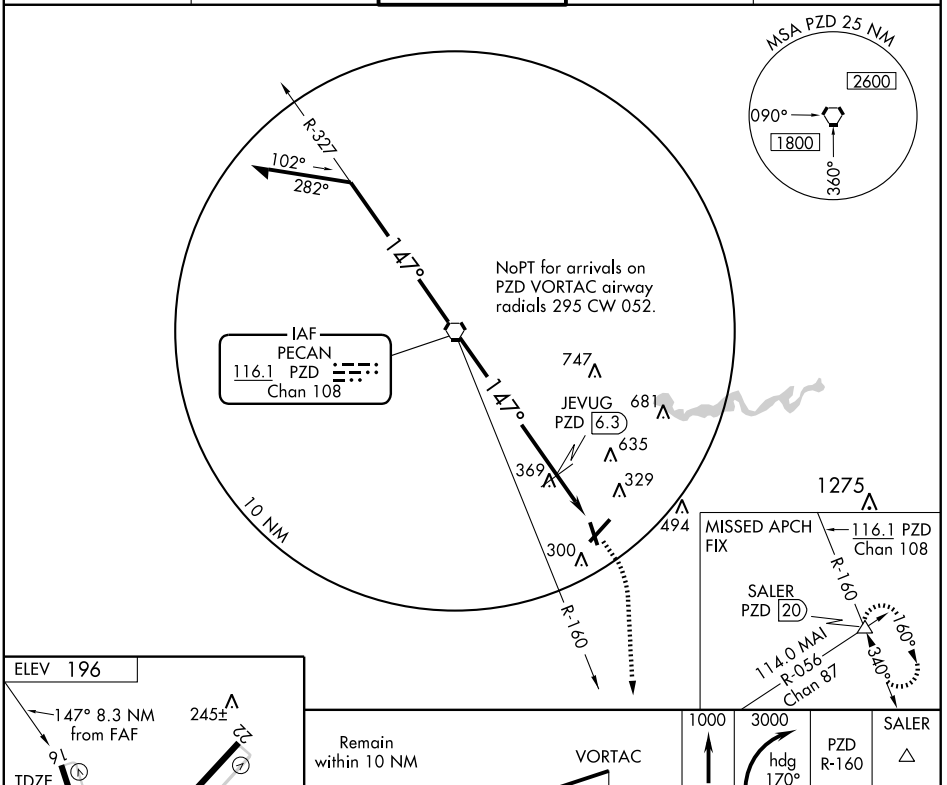
VOR or TACAN RWY 16

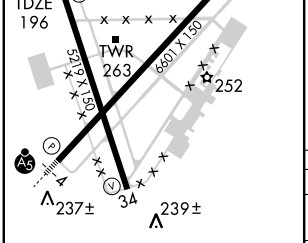
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

Visibility reduction by helicopters NA.

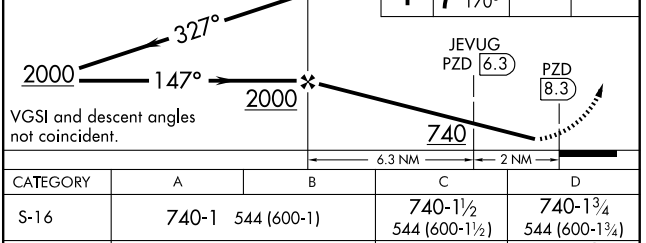
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 170° PZD VORTAC R-160 to SALER INT/PZD 20 DME and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95





FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46



CATEGORY	A	B	C	D
S-16	740-1 544 (600-1)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1 544 (600-1)		740-1½ 544 (600-1½)	940-2½ 744 (800-2½)
JEVUG FIX MINIMUMS				
S-16	640-1 444 (500-1)		640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 15

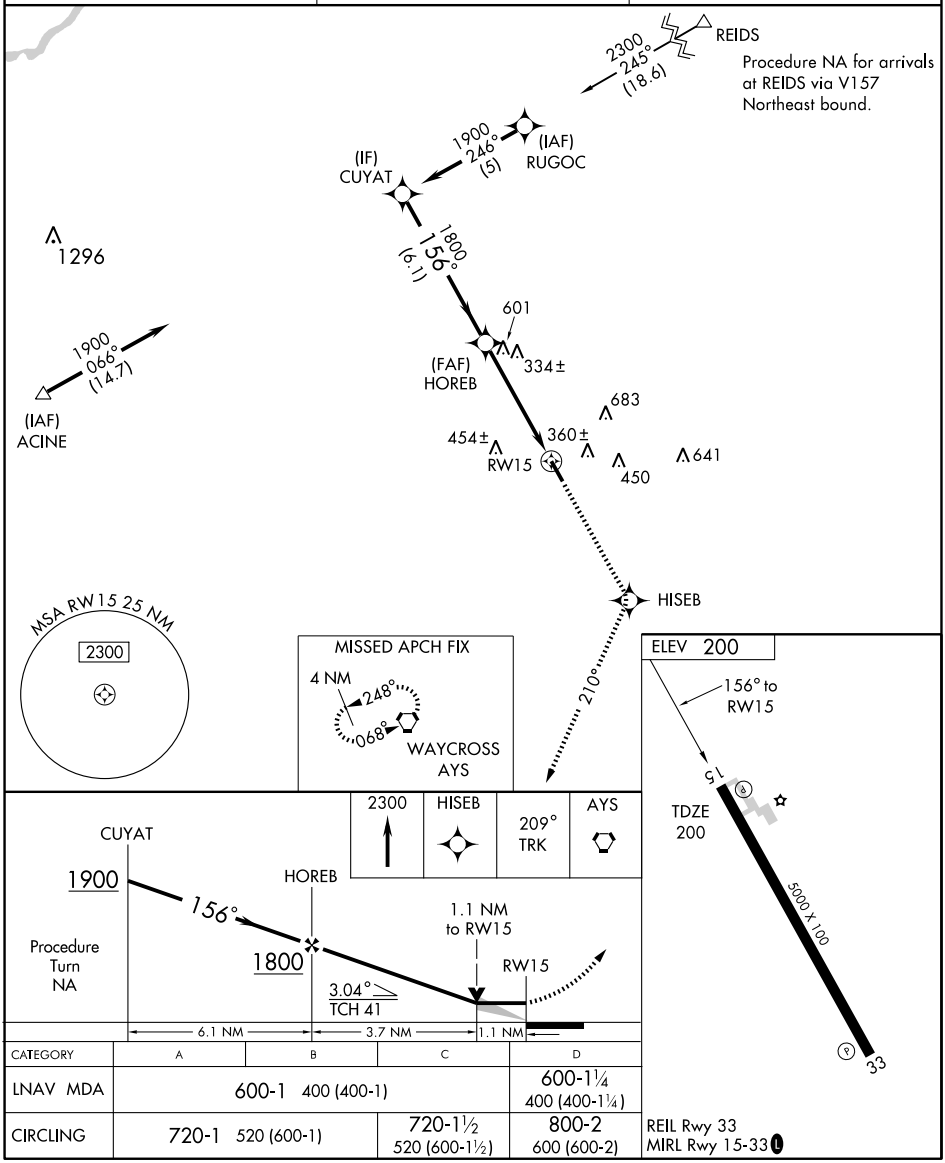
ALMA/ BACON COUNTY (AMG)

APP CRS	Rwy Idg	5000
156°	TDZE	200
	Apt Elev	200

VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. When local altimeter setting not received, use Vidalia altimeter setting and increase all MDA 120 feet increase LNAV Cats. C and D visibility ½ mile, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct HISEB and via 209° track to AYS VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
118.325	132.3 290.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 400 (400-1)			600-1¼ 400 (400-1¼)
CIRCLING	720-1 520 (600-1)		720-1½ 520 (600-1½)	800-2 600 (600-2)

REIL Rwy 33
MIRL Rwy 15-33 L

SE-4, 21 OCT 2010 to 18 NOV 2010

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APP CRS	Rwy Idg	5000
336°	TDZE	196
	Apt Elev	200

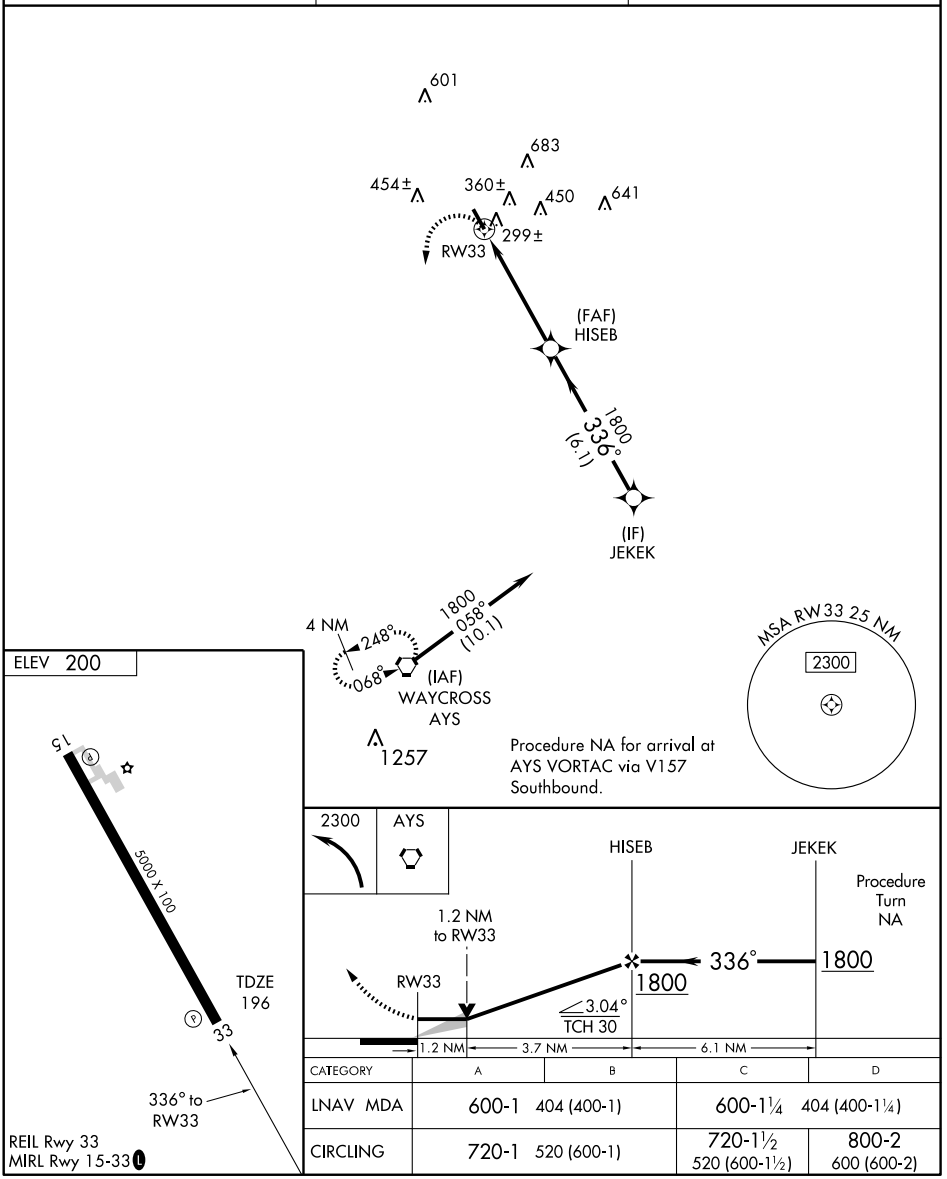
RNAV (GPS) RWY 33

ALMA/ BACON COUNTY (AMG)

VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
118.325	132.3 290.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 404 (400-1)		600-1¼ 404 (400-1¼)	
CIRCLING	720-1 520 (600-1)		720-1½ 520 (600-1½)	800-2 600 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
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LOC I-ACJ	APP CRS	Rwy Idg	6021
110.5	229°	TDZE	464
		Apt Elev	471

ILS or LOC/NDB RWY 23

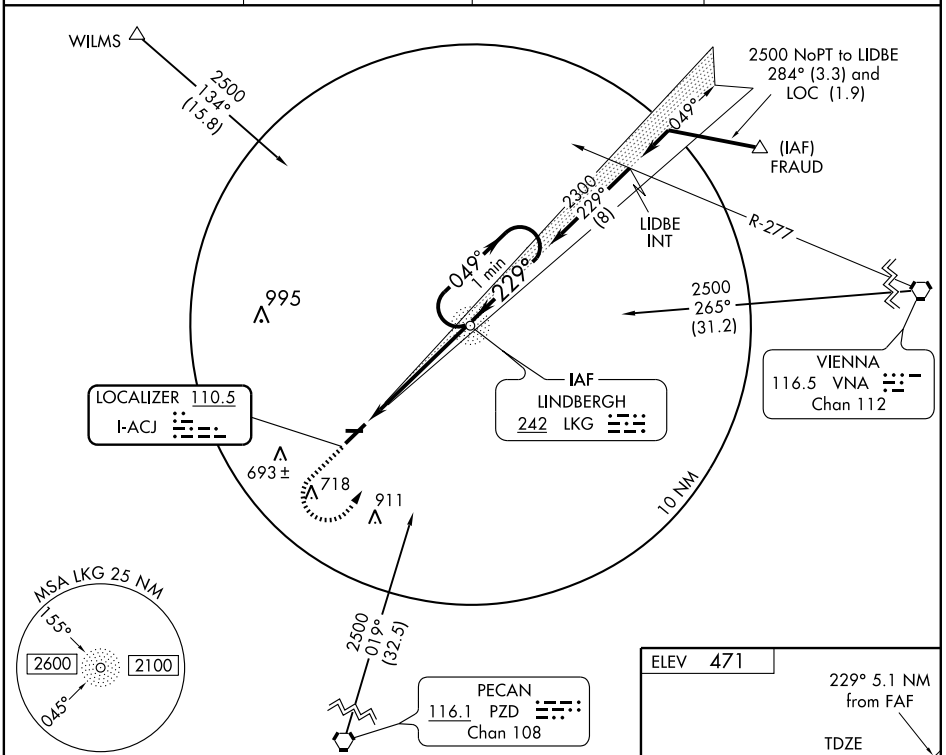
AMERICUS/ JIMMY CARTER RGNL (ACJ)

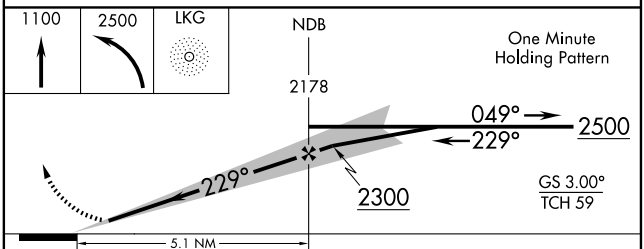
NA — Inoperative table does not apply. ADF REQUIRED

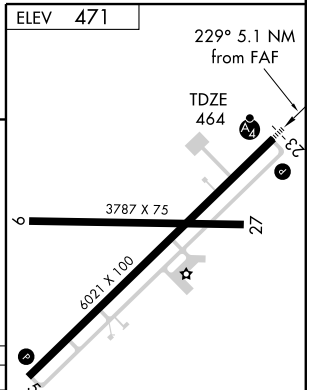
MALSF

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct LKG NDB and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
128.375	125.5 323.1	119.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 23	714-1 250 (300-1)			
S-LOC 23	860-1 396 (400-1)			860-1¼ 396 (400-1¼)
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

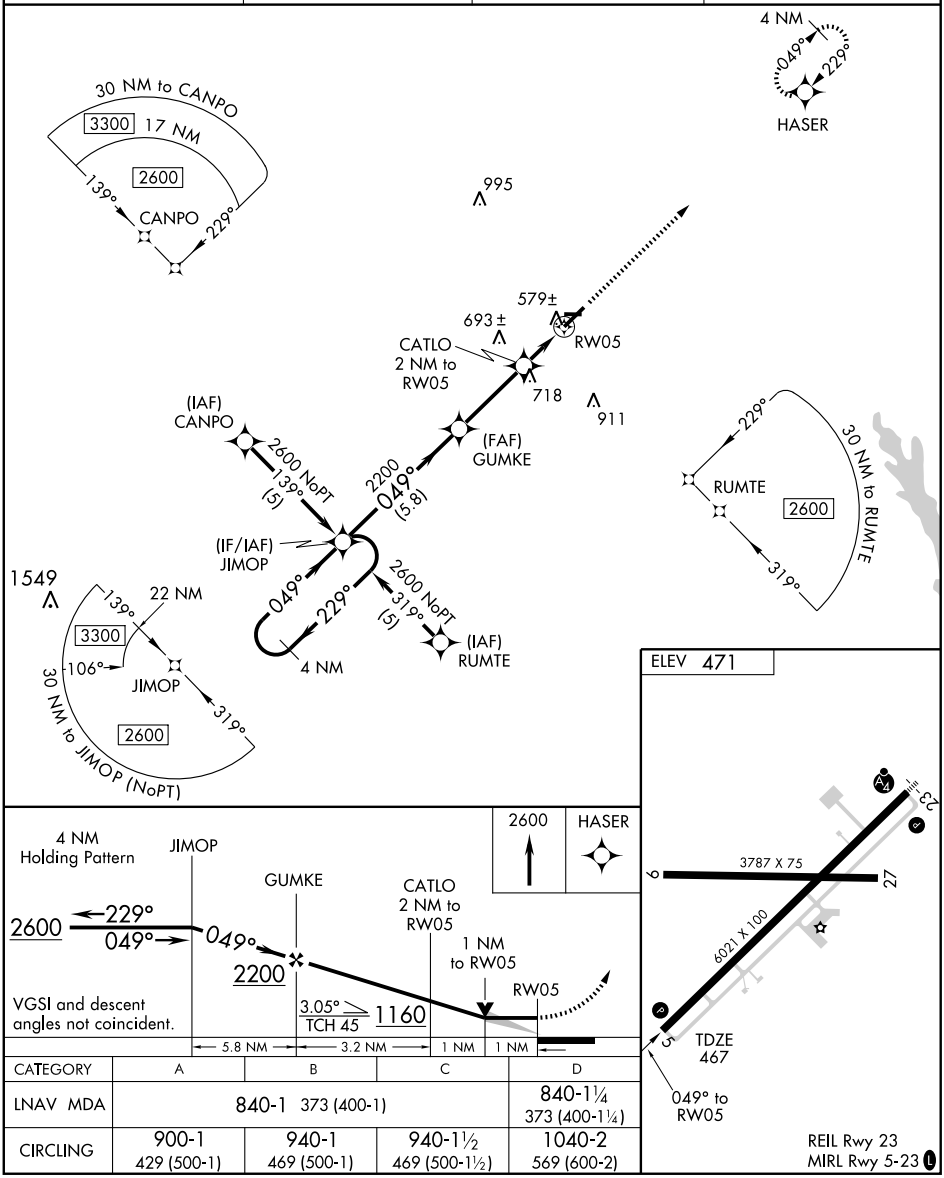
AMERICUS/ JIMMY CARTER RGNL (ACJ)

APP CRS	Rwy Idg	6021
049°	TDZE	467
	Apt Elev	471

NA — DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HASER WP and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
128.375	125.5 323.1	119.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 373 (400-1)			840-1¼ 373 (400-1¼)
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

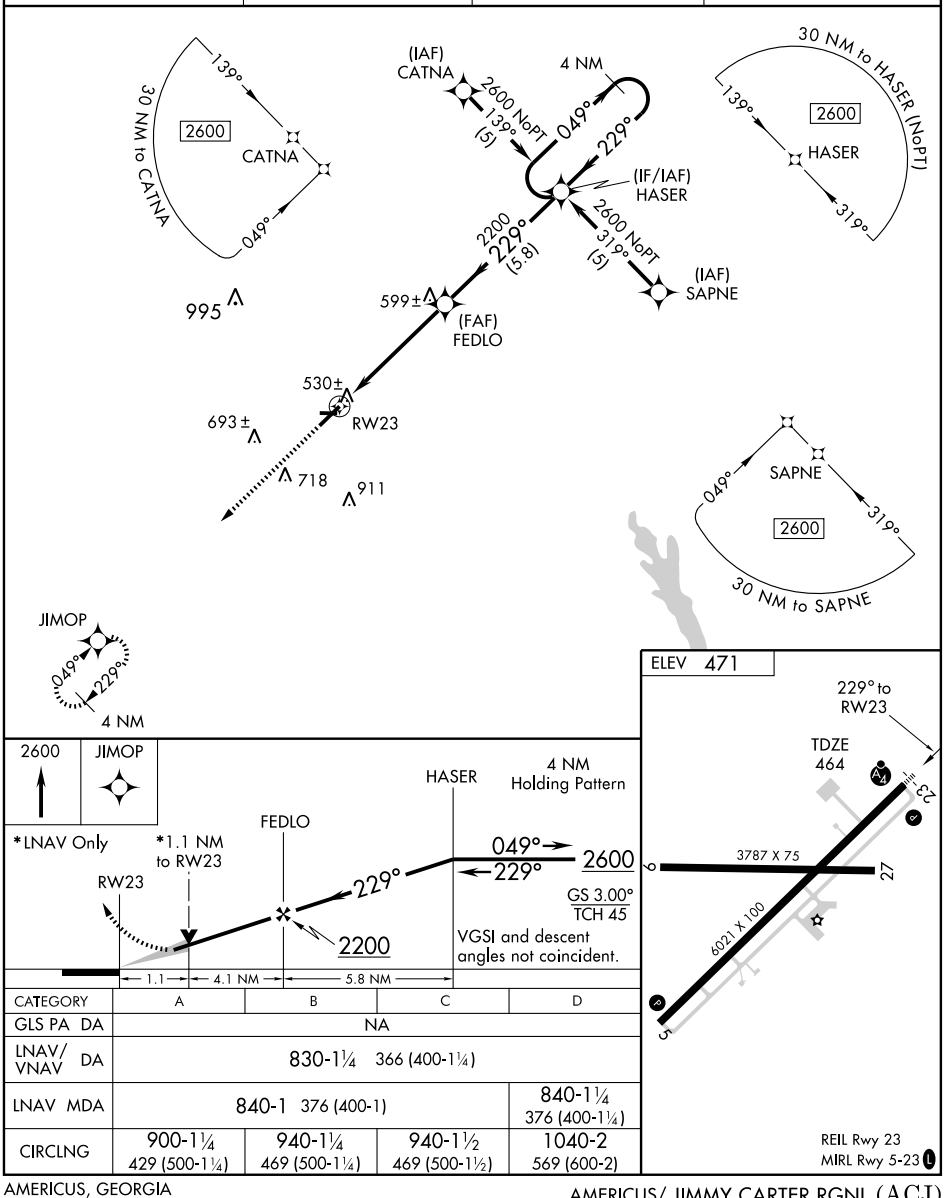
APP CRS	Rwy Idg	6021
229°	TDZE	464
	Apt Elev	471

RNAV (GPS) RWY 23

AMERICUS/ JIMMY CARTER RGNL (ACJ)

T NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply.	MALSF	MISSED APPROACH: Climb to 2600 direct JIMOP WP and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
128.375	125.5 323.1	119.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	830-1¼ 366 (400-1¼)			
LNAV MDA	840-1 376 (400-1)			840-1¼ 376 (400-1¼)
CIRCLNG	900-1¼ 429 (500-1¼)	940-1¼ 469 (500-1¼)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ATHENS/ BEN EPPS (AHN)
ATHENS, GEORGIA

AL-983 (FAA)

ATHENS TOWER ★
126.3 338.275
GND CON
121.8
CLNC DEL
127.5 316.05 (when tower is closed)

940

VAR 5.3° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

GEORGIA HIGHWAY PATROL HANGAR
AIR CARRIER TERMINAL
MAINTENANCE HANGARS
FIRE STATION
HANGAR "F"
HANGAR "C"
HANGAR "B"
HANGAR "A"
ELEV 803
HAZARD ISOLATION AREA
ATHENS FLIGHT CENTER
CONTROL TOWER 873
206.1°
33° 57′ N
1.0% UP
093.6°
5522 X 100
273.6°
ELEV 755
FIELD ELEV 808
4000 X 100
0.7% UP
026.1°
ELEV 775

RWY 02-20
S-40, D-45
RWY 09-27
S-65, D-125

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

83° 20′ W
83° 19′ W
33° 56′ N

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ATHENS, GEORGIA
ATHENS/ BEN EPPS (AHN)

10210

LOC I-AHN	APP CRS	Rwy Idg	5522
110.95	271°	TDZE	808
		Apt Elev	808

ILS or LOC/DME RWY 27

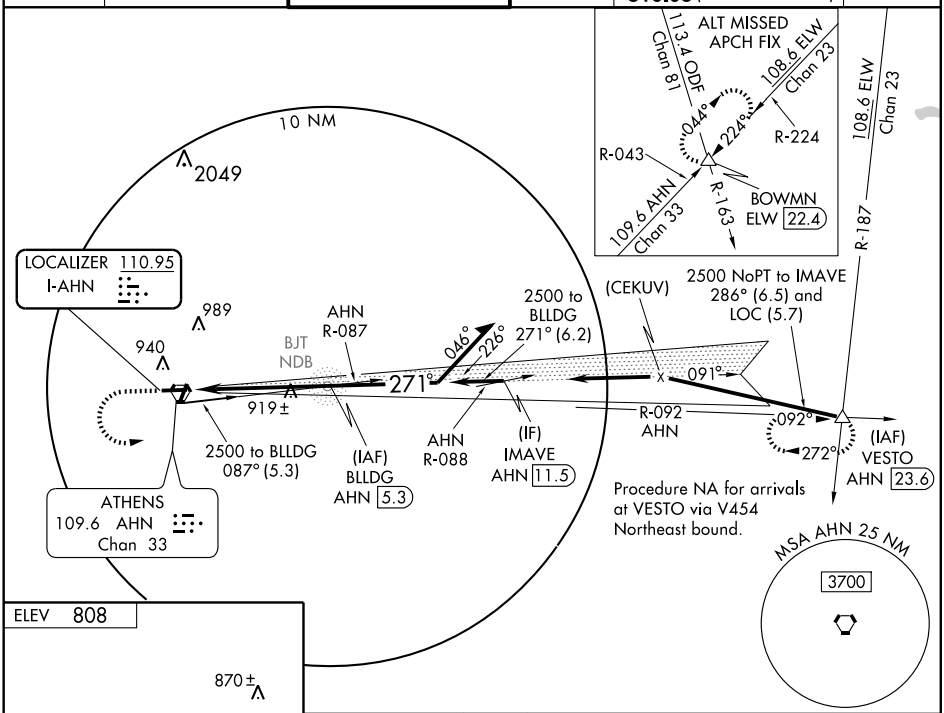
ATHENS/BEN EPPS (AHN)

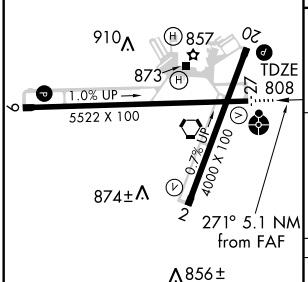
DME from AHN VORTAC. Simultaneous reception of I-AHN and AHN DME Required. When local altimeter setting not received, use Winder altimeter setting and increase DA 59 feet, and all visibilities ¼ mile, increase all MDA 60 feet and S-LOC 27 visibility Cat. C ½ mile and D ¼ mile. Inoperative table does not apply to S-LOC 27 Cat. C when using Winder altimeter setting.

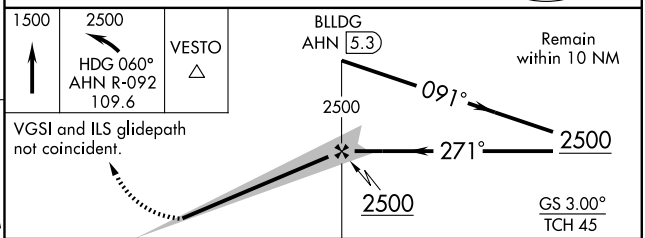
ODALS

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via heading 060° and AHN VORTAC R-092 to VESTO Int/AHN 23.6 DME and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95







MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 27	1008-¾ 200 (200-¾)			
S-LOC 27	1180-¾ 372 (400-¾)			1180-1¼ 372 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB BJT	APP CRS	Rwy Idg	5522
221	272°	TDZE	808
		Apt Elev	808

NDB RWY 27

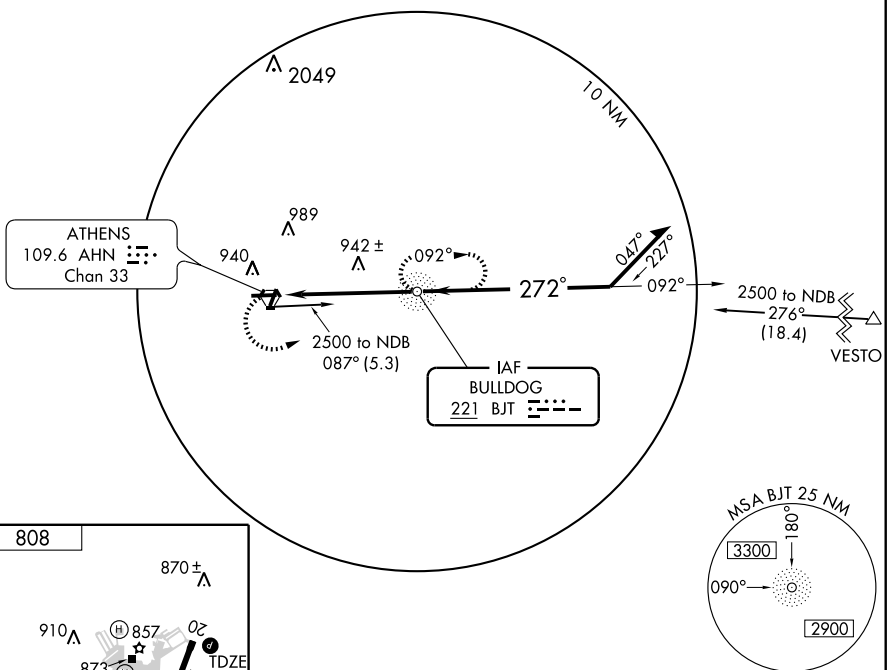
ATHENS/BEN EPPS (AHN)

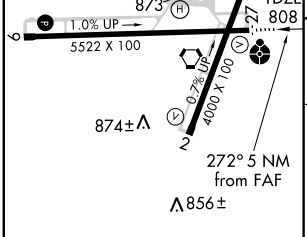
T A NA — When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet and increase S-27 Cats. C and D visibility ¼ mile. Inoperative table does not apply to Cat. C.

ODALS

MISSED APPROACH: Climbing left turn to 2500 direct BJT NDB and hold.

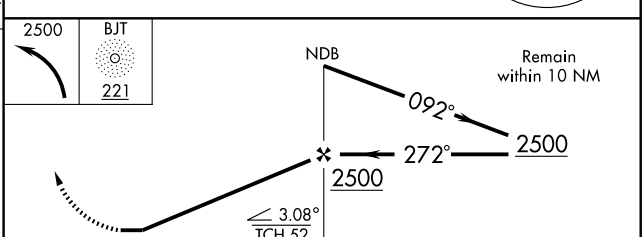
ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95





MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-27	1300-¾ 492 (500-¾)		1300-1¼ 492 (500-1¼)	1300-1½ 492 (500-1½)
CIRCLING	1300-1 492 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
024°	TDZE	805
	Apt Elev	808

RNAV (GPS) RWY 2
ATHENS/BEN EPPS (AHN)

When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct UMMIL and hold.

ASOS	ATLANTA APP CON ★	ATHENS TOWER ★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95

Procedure NA for arrivals at CONLY via V325 Northwestbound.

CONLY

2600 153° (18)

2049

989

940

RW02

899±

(FAF) HUVOV

2400 024° (6.1)

(IAF) NICIV

2500 NoPT 114° (5)

(IF/IAF) KOBVE

2500 NoPT 294° (5)

(IAF) LIYID

024° 204° 4 NM

2500 336° (16.5)

Procedure NA for arrivals at TRAPI via V5-51-267 Southbound.

TRAPI

MISSED APCH FIX
4 NM 024° 204°
UMMIL

MSA RW02 25 NM
3700

3100 UMMIL

4 NM Holding Pattern

KOBVE

HUVOV

2500 ← 204° 024° →

024°

RW02

2400

3.04°
TCH 40

VGSI and descent angles not coincident.

6.1 NM 4.9 NM

ELEV 808

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

870±

910

857

873

20

27

1.0% UP
5522 X 100

0.7% UP
4000 X 100

874±

TDZE
805

856±

024° to RW02

CATEGORY	A	B	C	D
LNAV MDA	1200-1 395 (400-1)			1200-1¼ 395 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5522
091°	TDZE	778
	Apt Elev	808

RNAV (GPS) RWY 9

ATHENS/BEN EPPS (AHN)

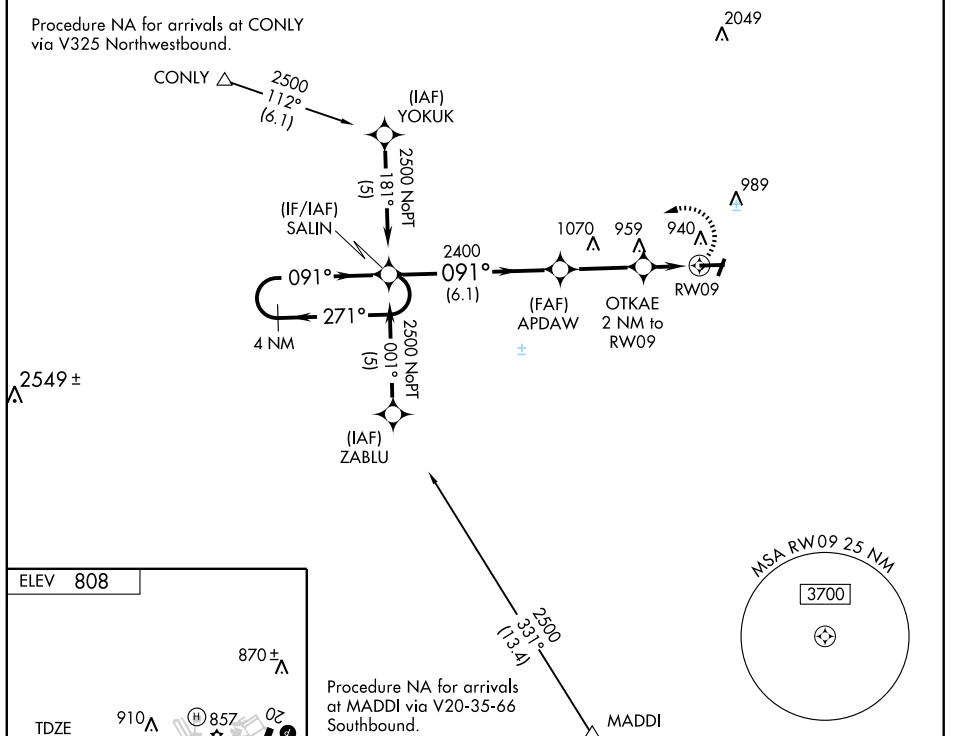
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats. C and D visibility ¼ mile.

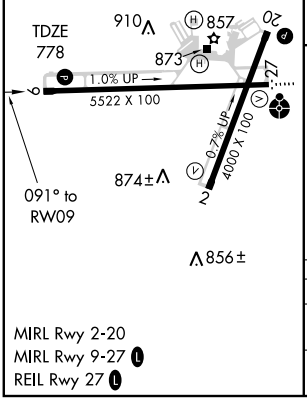
MISSED APPROACH: Climbing left turn to 2500 direct SALIN and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95

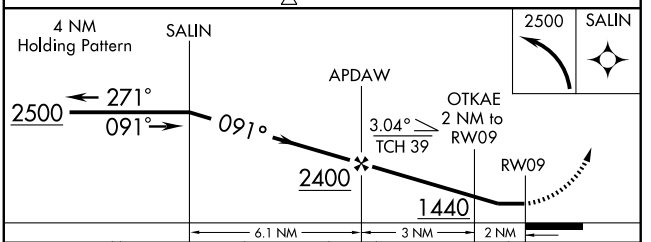
SE-4, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at CONLY via V325 Northwestbound.





Procedure NA for arrivals at MADDI via V20-35-66 Southbound.



CATEGORY	A	B	C	D
LNAV MDA	1260-1	482 (500-1)	1260-1¼ 482 (500-1¼)	1260-1½ 482 (500-1½)
CIRCLING	1260-1	452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

RNAV (GPS) RWY 20

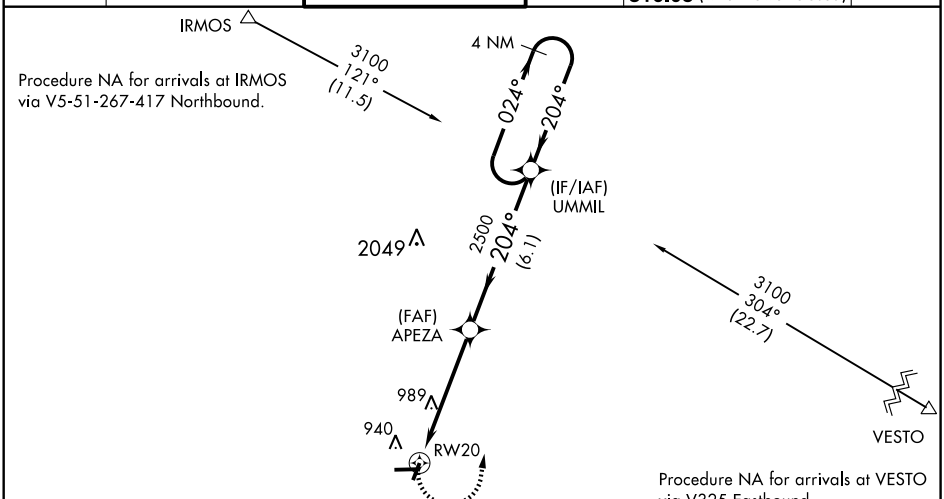
ATHENS/BEN EPPS (AHN)

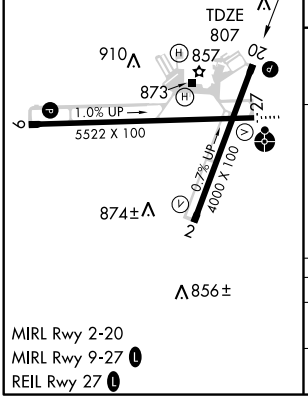
APP CRS	Rwy Idg	4000
204°	TDZE	807
	Apt Elev	808

When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

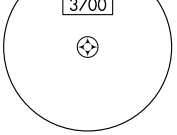
MISSED APPROACH: Climbing left turn to 3100 direct UMMIL and hold.

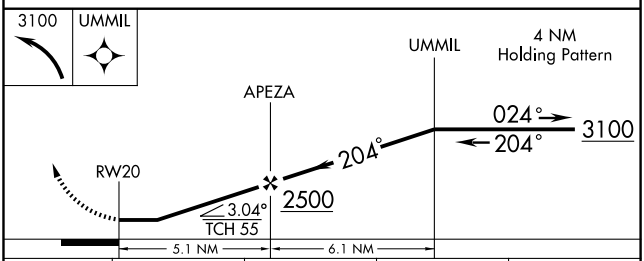
ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95





MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L





CATEGORY	A	B	C	D
LNAV MDA	1240-1 433 (500-1)		1240-1¼ 433 (500-1¼)	1240-1½ 433 (500-1½)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5522
CH 69503	271°	TDZE	808
W27A		Apt Elev	808

RNAV (GPS) RWY 27

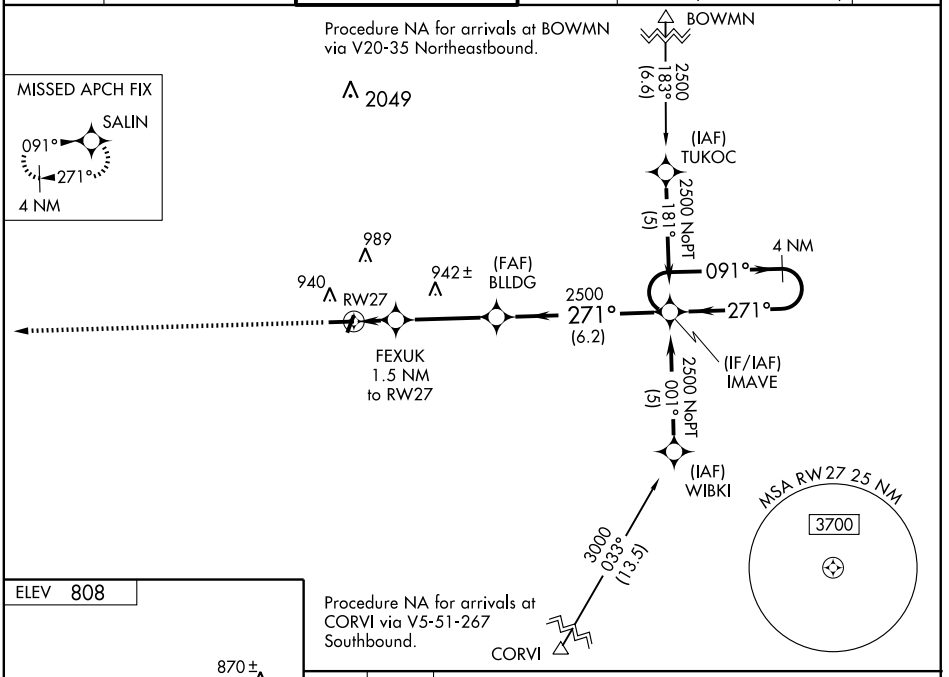
ATHENS/BEN EPPS (AHN)

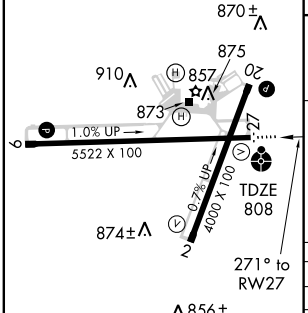
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility to 1 mile all Cats., LNAV/VNAV visibility to 1¼ mile all Cats., and LNAV Cat. D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Winder altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats.when using Winder altimeter setting.

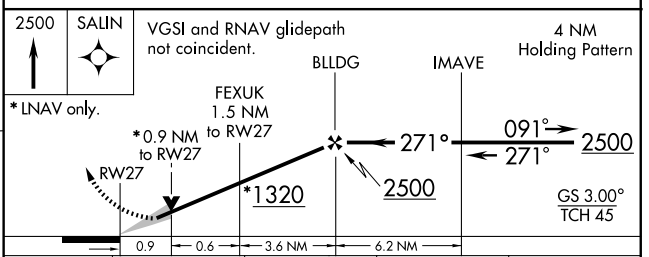
ODALS

MISSED APPROACH: Climb to 2500 direct SALIN and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1058-¾ 250 (300-¾)			
LNAV/VNAV DA	1120-¾ 312 (400-¾)			1120-1 312 (400-1)
LNAV MDA	1140-¾ 332 (400-¾)			1140-1 332 (400-1)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC AHN	APP CRS	Rwy Idg	4000
109.6	014°	TDZE	805
Chan 33		Apt Elev	808

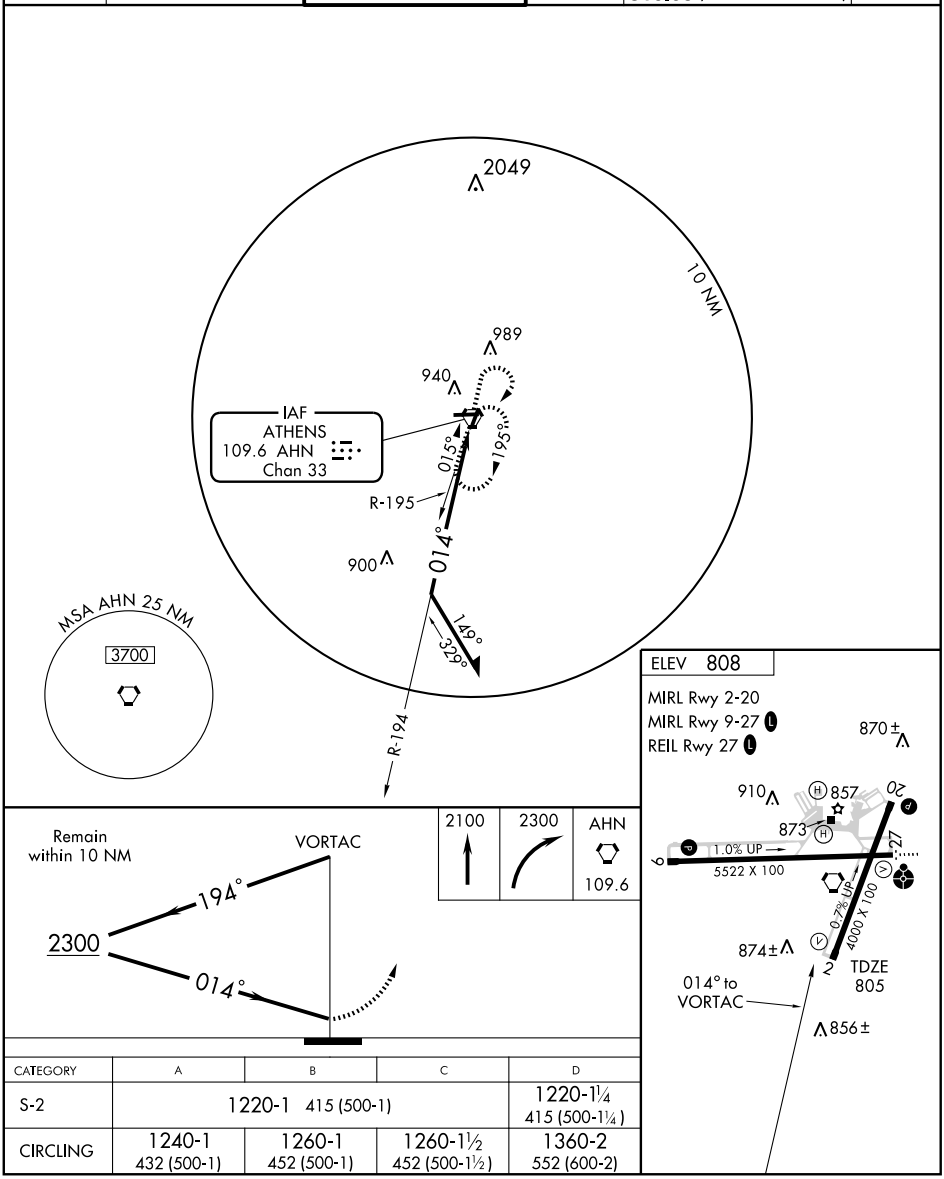
VOR RWY 2

ATHENS/BEN EPPS (AHN)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet, and S-2 Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct AHN VORTAC and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95



CATEGORY	A	B	C	D
S-2	1220-1 415 (500-1)			1220-1¼ 415 (500-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC AHN	APP CRS	Rwy Idg	5522
109.6	261°	TDZE	808
Chan 33		Apt Elev	808

VOR RWY 27

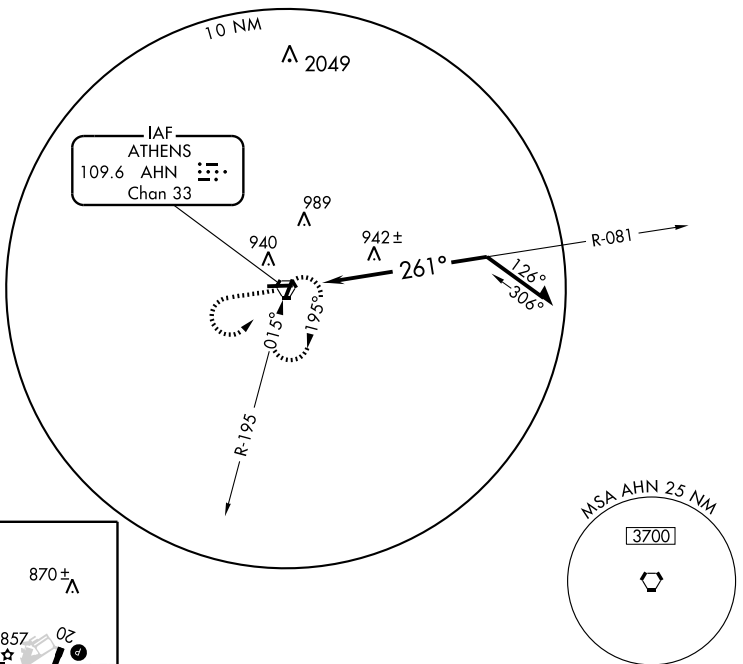
ATHENS/BEN EPPS (AHN)

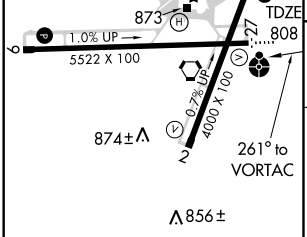
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase S-27 Cats. C and D visibility ¼ mile. VDP NA when using Winder altimeter setting. Inoperative table does not apply to Cat. C.

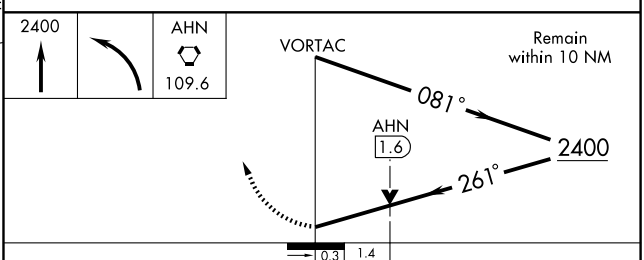
ODALS

MISSED APPROACH: Climb to 2400 then left turn direct AHN VORTAC and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-27	1300-¾	492 (500-¾)	1300-1¼ 492 (500-1¼)	1300-1½ 492 (500-1½)
CIRCLING	1300-1	492 (500-1)	1300-1½ 492 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

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AIRPORT DIAGRAM

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)
AL-26 (FAA)
ATLANTA, GEORGIA

ATIS ARR 119.65
DEP 125.55
ATLANTA TOWER
119.1 381.6 (RWY 08L-26R)
125.325 381.6 (RWY 08R-26L)
119.3 381.6 (RWY 09R-27L)
123.85 381.6 (RWY 09L-27R)
119.5 381.6 (RWY 10-28)
GND CON
121.9 381.6 (RWY 08L-26R, 08R-26L)
121.75 381.6 (RWY 09L-27R, 09R-27L)
121.65 381.6 (RWY 10-28)
CLNC DEL
118.1

D

LANDING AIRCRAFT CAN EXPECT TO REMAIN ON TOWER FREQUENCY UNTIL SPECIFICALLY INSTRUCTED TO CONTACT GROUND CONTROL.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

*Group VI aircraft are restricted from using Taxiway Foxtrot east of Ramp 5 North to the west side of Taxiway Charlie.

**Group VI aircraft are restricted from using Taxiway Lima east of Ramp 5 South to west of Ramp 6 South.

***Aircraft with wingspan greater than 171' are restricted from using Taxiway Victor.

33°40'N
33°39'N
33°38'N
33°37'N
84°27'W
84°26'W
84°25'W

VAR 4.4° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

CITY HANGAR
AIRTRAN HANGAR
DELTA NORTH
NORTH CARGO RAMP
FBO
HS 1
HS 2
HS 3
HS 4
FUEL FARMS
ELEV 1015
ELEV 990
FUEL FARM
FIRE STATION
ILS HOLD
RWY 26R APPROACH AREA HOLD
LAHSO
0.6% DOWN
1.0% DOWN
0.4% DOWN
094.4°
274.4°
9000 X 150
10000 X 150
11890 X 150
9001 X 150
ELEV 1024
ELEV 995
TERMINAL
RAMP 1
RAMP 2
RAMP 3
RAMP 4
RAMP 5
RAMP 6
DIXIE
TWR 1357
DAL JET BASE
ELEV 1019
0.3% DOWN
0.4% UP
0.4% DOWN
0.5% UP
274.4°
ELEV 978
ELEV 985
ELEV 1000
ELEV 998
NWA HANGAR
SOUTH CARGO RAMP
FIELD ELEV 1026

Ramp Frequencies:

Ramp 1	131.45
Ramp 2	131.85
Ramp 3	129.27
Ramp 4	130.07
Ramp 5	129.37
Ramp 6	131.37

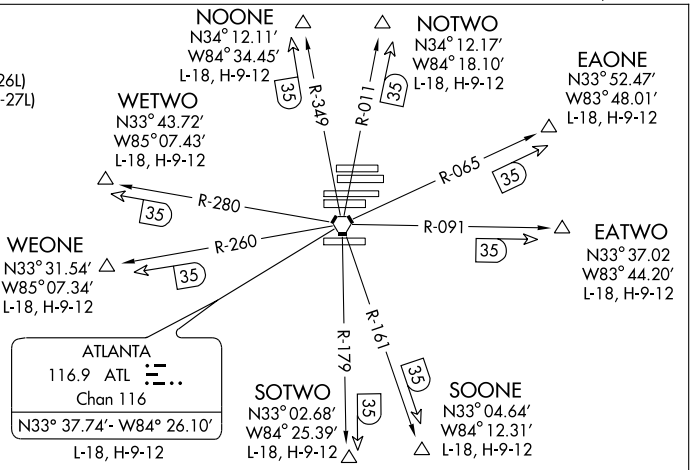
CAUTION: Pilots are cautioned not to mistake the marked concrete on Rwy 10/28 and taxiway SG for a taxiway at the I-285 overpass.

RWY 08L-26R
PCN 62 R/A/W/T
S-120, D-200, 2D-360
RWY 08R-26L
PCN 74 R/A/W/T
S-120, D-200, 2D-360
RWY 09L-27R
PCN 62 R/A/W/T
S-120, D-200, 2D-360
RWY 09R-27L
PCN 68 R/A/W/T
S-120, D-200, 2D-360
RWY 10-28
PCN 74 R/A/W/T
S-75, D-209, 2D-600, 2D/2D2-900

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.

SE-4, 21 OCT 2010 to 18 NOV 2010

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS: RWY 8L, 8R, 9L, 9R, 26L, 26R, 27L, 27R, STANDARD.

NOTE: Monitor tower frequency when advised by ground control.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track. TURBOJETS ONLY: Anticipate the following NADT no wind heading: RWY 8R heading 070°, RWY 9L heading 090°, RWY 26L heading 275°, RWY 27R heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.

NOTE: TURBOJETS: Accelerate to 250 KIAS immediately until reaching 10,000 MSL, if unable, advise ATC.
TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.

DEPARTURE ROUTE DESCRIPTION

Turbojets maintain 10,000 (or requested altitude if lower), props maintain 4,000. Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Transponder code will be issued via PDC or Atlanta Clearance Delivery.

SPECIAL INSTRUCTIONS: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted intersections as follows:

INTERSECTION	VECTOR AREA
EAONE	EAST-ONE
EATWO	EAST-TWO
NOONE	NORTH-ONE
NOTWO	NORTH-TWO
SOONE	SOUTH-ONE
SOTWO	SOUTH-TWO
WEONE	WEST-ONE
WETWO	WEST-TWO

Upon receipt of ATC, clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

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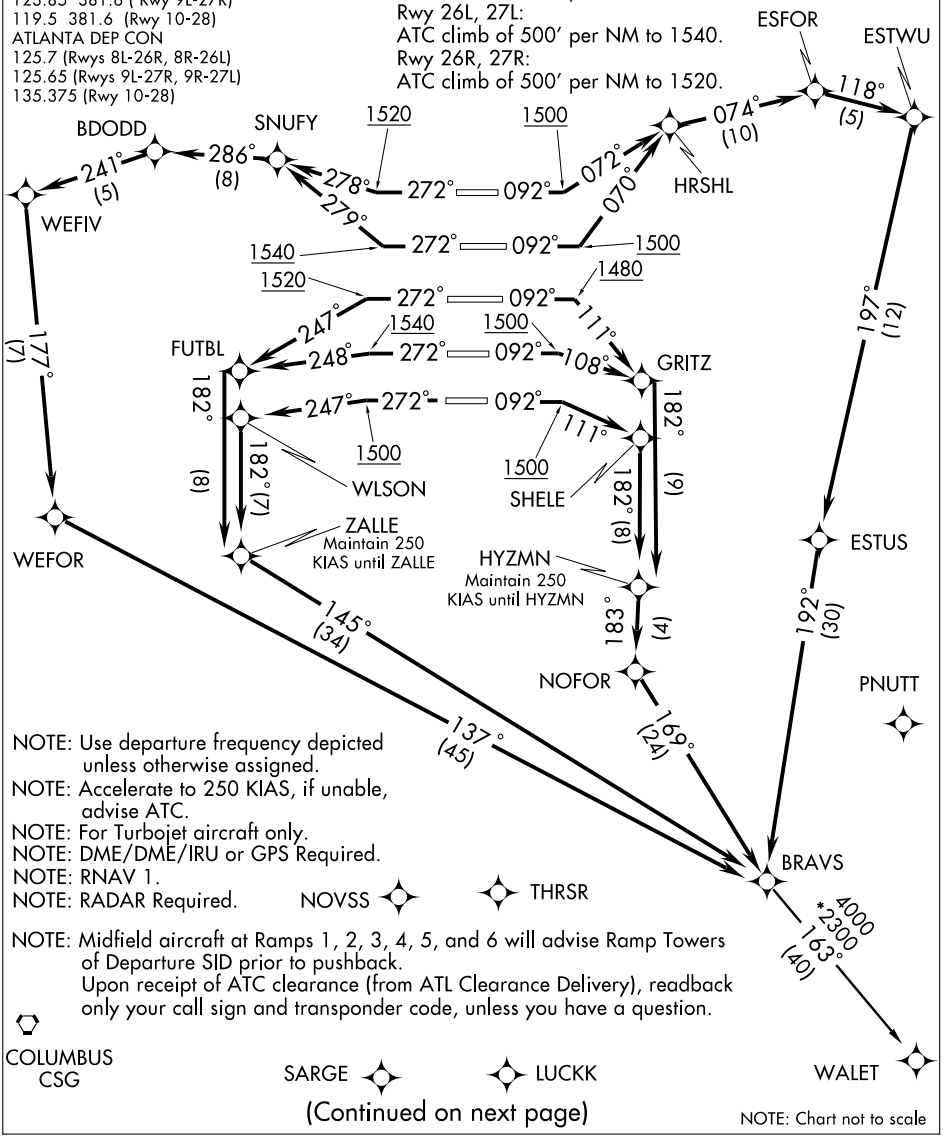
BRAVS FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.



NOVSS THRSR

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback.
Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE , then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
....maintain 10,000 (or requested altitude, if lower), expect clearance to filed altiude ten minutes after departure.

WALET TRANSITION (BRAVS5.WALET):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on Tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

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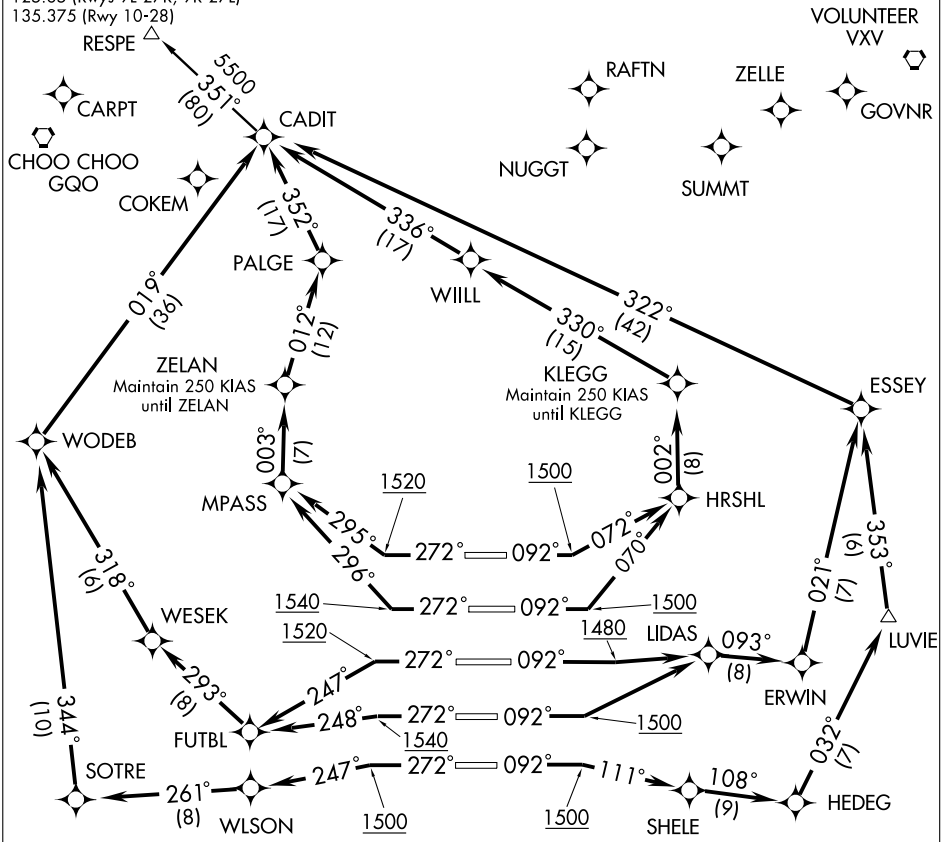
ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS:
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

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SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to CADIT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to CADIT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to CADIT, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to CADIT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to CADIT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at above 1500, then on 247° course to WLSON, then via depicted route to CADIT, thence....
....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

RESPE TRANSITION (CADIT5.RESPE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

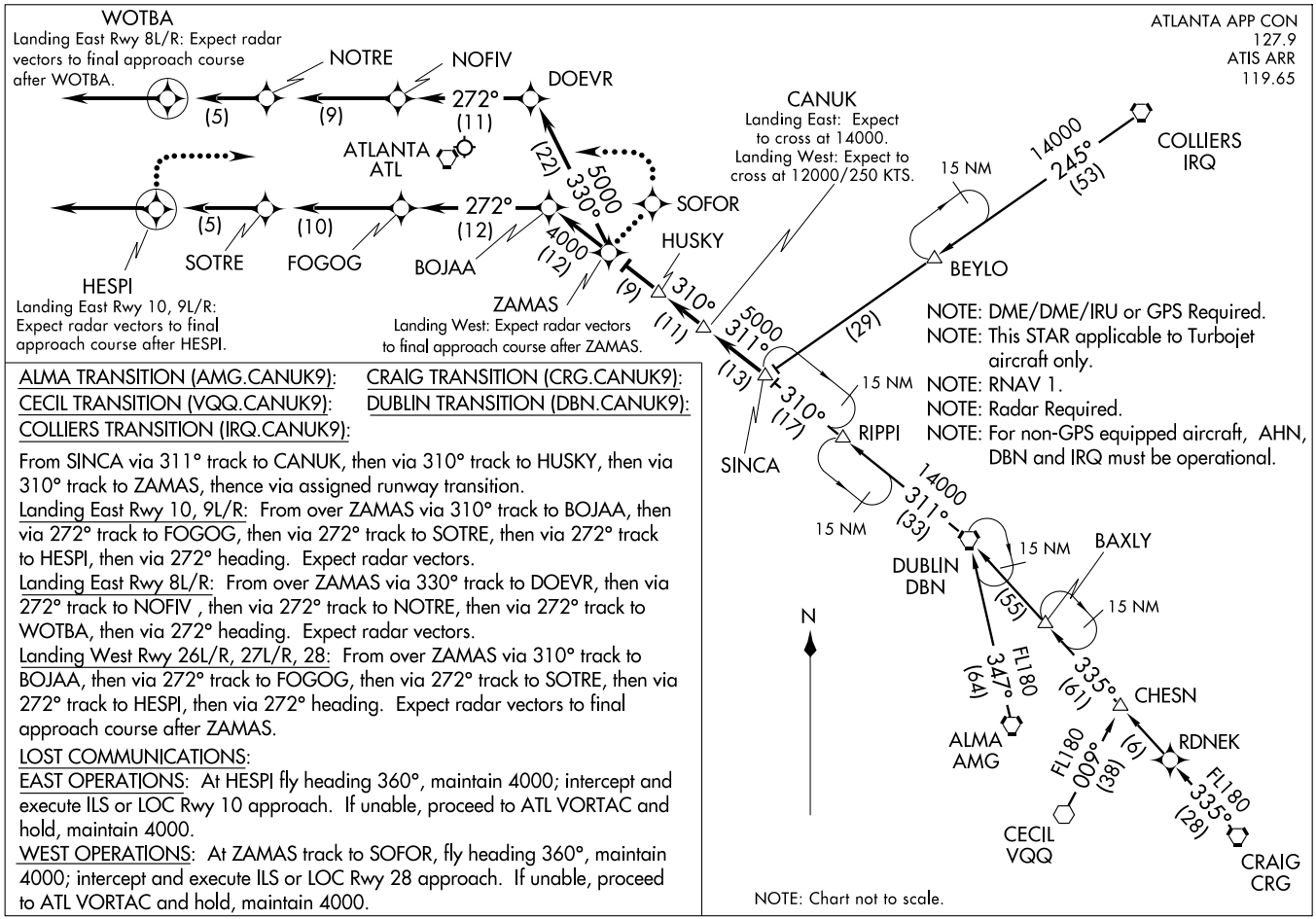
SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

CANUK NINE ARRIVAL (RNAV)

(CANUK.CANUK9) 10210

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA



ALMA TRANSITION (AMG.CANUK9): CRAIG TRANSITION (CRG.CANUK9):
CECIL TRANSITION (VQQ.CANUK9): DUBLIN TRANSITION (DBN.CANUK9):
COLLIERS TRANSITION (IRQ.CANUK9):

From SINCA via 311° track to CANUK, then via 310° track to HUSKY, then via 310° track to ZAMAS, thence via assigned runway transition.

Landing East Rwy 10, 9L/R: From over ZAMAS via 310° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing East Rwy 8L/R: From over ZAMAS via 330° track to DOEVR, then via 272° track to NOFIV , then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

Landing West Rwy 26L/R, 27L/R, 28: From over ZAMAS via 310° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors to final approach course after ZAMAS.

LOST COMMUNICATIONS:

EAST OPERATIONS: At HESPI fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

WEST OPERATIONS: At ZAMAS track to SOFOR, fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

(CANUK.CANUK9) 10210

CANUK NINE ARRIVAL (RNAV)

HARTSFIELD-JACKSON ATLANTA INTL

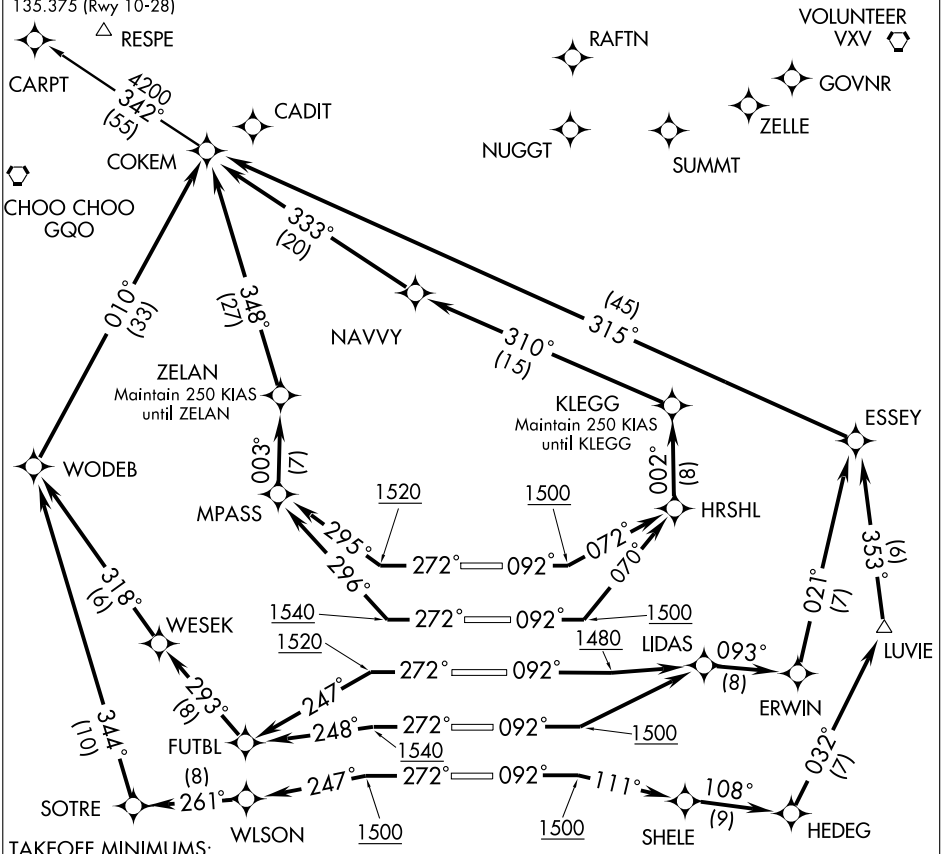
ATLANTA, GEORGIA

ST-26 (FAA)

COKEM FOUR DEPARTURE (RNAV) SL-26 (FAA)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS:
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to COKEM, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to COKEM, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to COKEM, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to COKEM, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to COKEM, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to COKEM, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

CARPT TRANSITION (COKEM4.CARPT):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

DAWGS FOUR DEPARTURE (RNAV)

(DAWGS4.DAWGS) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

SPARTANBURG SPA
4000
*3000
055°
(111)
GREENWOOD GRD
DAWGS
ATHENS AHN
UGAAA
COLLIERS IRQ
N
DOOLY
MUNSN
ERWIN
HEDEG
SHELE
HYZMN
LIDAS
HRSHL
ESFOR
KLEGG
ZELAN
Maintain 250 KIAS until ZELAN
MPASS
FUTBL
WLSON
ZALLE
Maintain 250 KIAS until ZALLE
092° (15)
078° (29)
060° (22)
074° (10)
072°
070°
049° (26)
093° (8)
031° (19)
042° (30)
108° (9)
111°
003° (7)
295°
296°
247°
248°
182° (8)
182° (7)
272°
092°
1500
1520
1540
1480

TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 per NM to 1520.
Rwy 8R: 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

NOTE: Chart not to scale

(Continued on next page)

(DAWGS4.DAWGS) 10098
DAWGS FOUR DEPARTURE (RNAV)
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
SL-26 (FAA)
ATLANTA, GEORGIA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 10: Climb heading 092° at or above 1500, then on 111° course to SHELE, then via depicted route to DAWGS, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

SPARTANBURG TRANSITION (DAWGS4.SPA):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

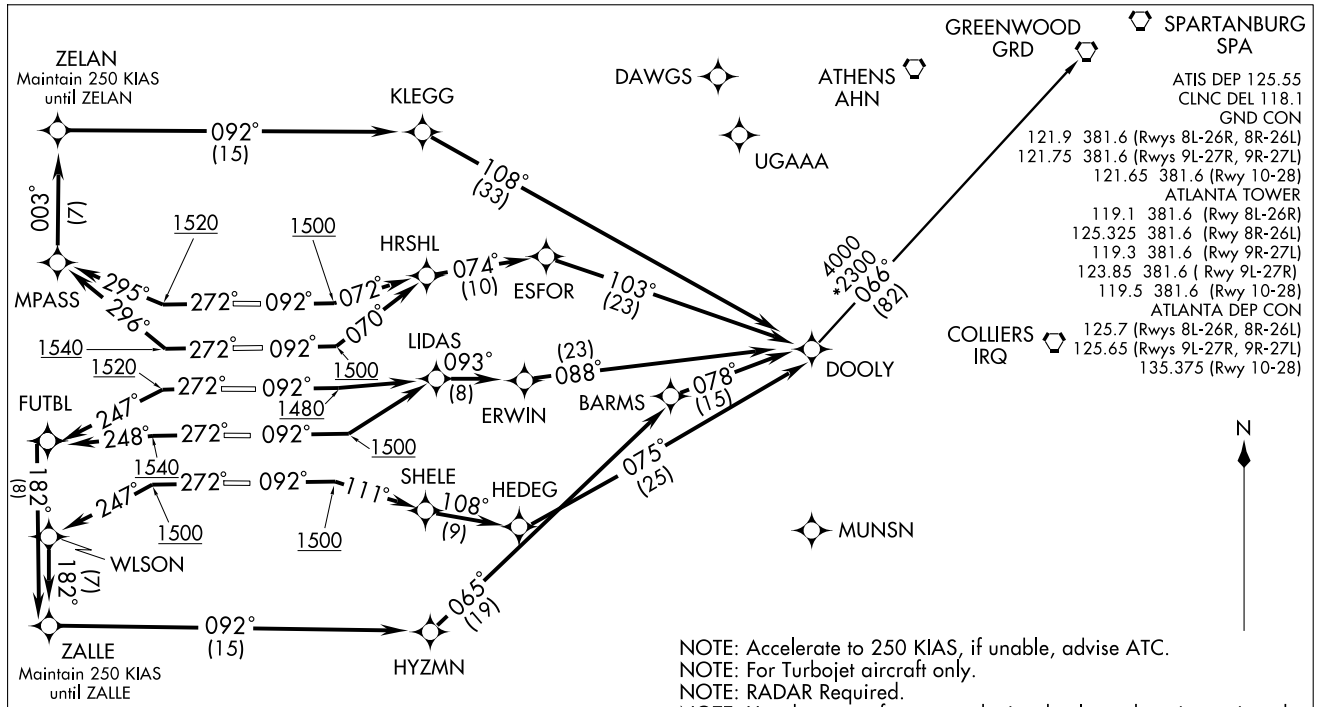
DOOLY FOUR DEPARTURE (RNAV)

(DOOLY4.DOOLY) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

SL-26 (FAA)



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS:

Rwy 8R: 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500′ per NM to 1500.
Rwy 26L, 27L: ATC climb of 500′ per NM to 1540.
Rwy 26R, 27R: ATC climb of 500′ per NM to 1520.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence...
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

GREENWOOD TRANSITION (DOOLY4.GRD):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

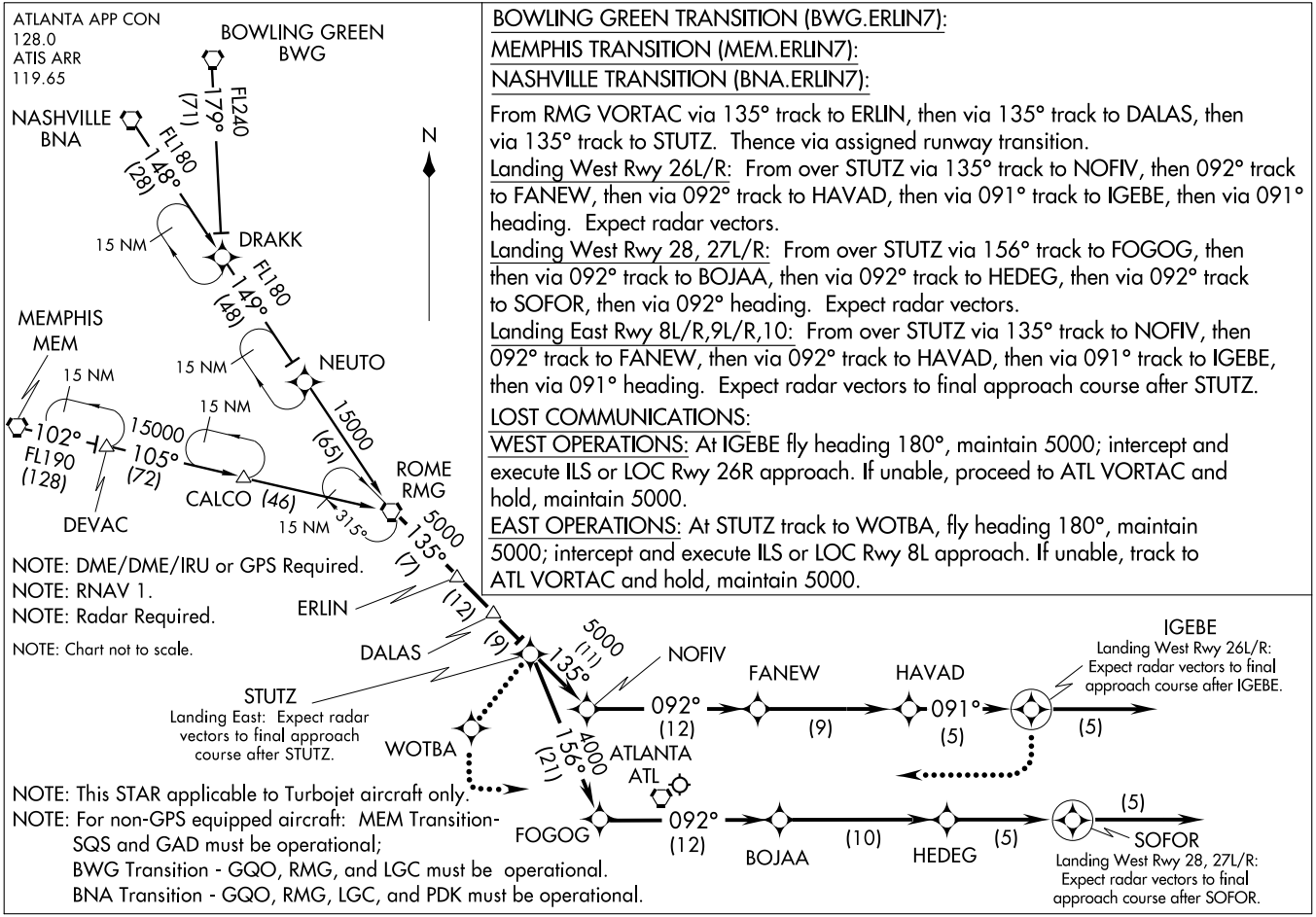
SE-4, 21 OCT 2010 to 18 NOV 2010

ERLIN SEVEN ARRIVAL (RNAV)

(ERLIN.ERLIN7) 10210

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA



BOWLING GREEN TRANSITION (BWG.ERLIN7):

MEMPHIS TRANSITION (MEM.ERLIN7):

NASHVILLE TRANSITION (BNA.ERLIN7):

From RMG VORTAC via 135° track to ERLIN, then via 135° track to DALAS, then via 135° track to STUTZ. Thence via assigned runway transition.

Landing West Rwy 26L/R: From over STUTZ via 135° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

Landing West Rwy 28, 27L/R: From over STUTZ via 156° track to FOGOG, then then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

Landing East Rwy 8L/R,9L/R,10: From over STUTZ via 135° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors to final approach course after STUTZ.

LOST COMMUNICATIONS:

WEST OPERATIONS: At IGEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

EAST OPERATIONS: At STUTZ track to WOTBA, fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.

(ERLIN.ERLIN7) 10210

ERLIN SEVEN ARRIVAL (RNAV) ST-26 (FAA)

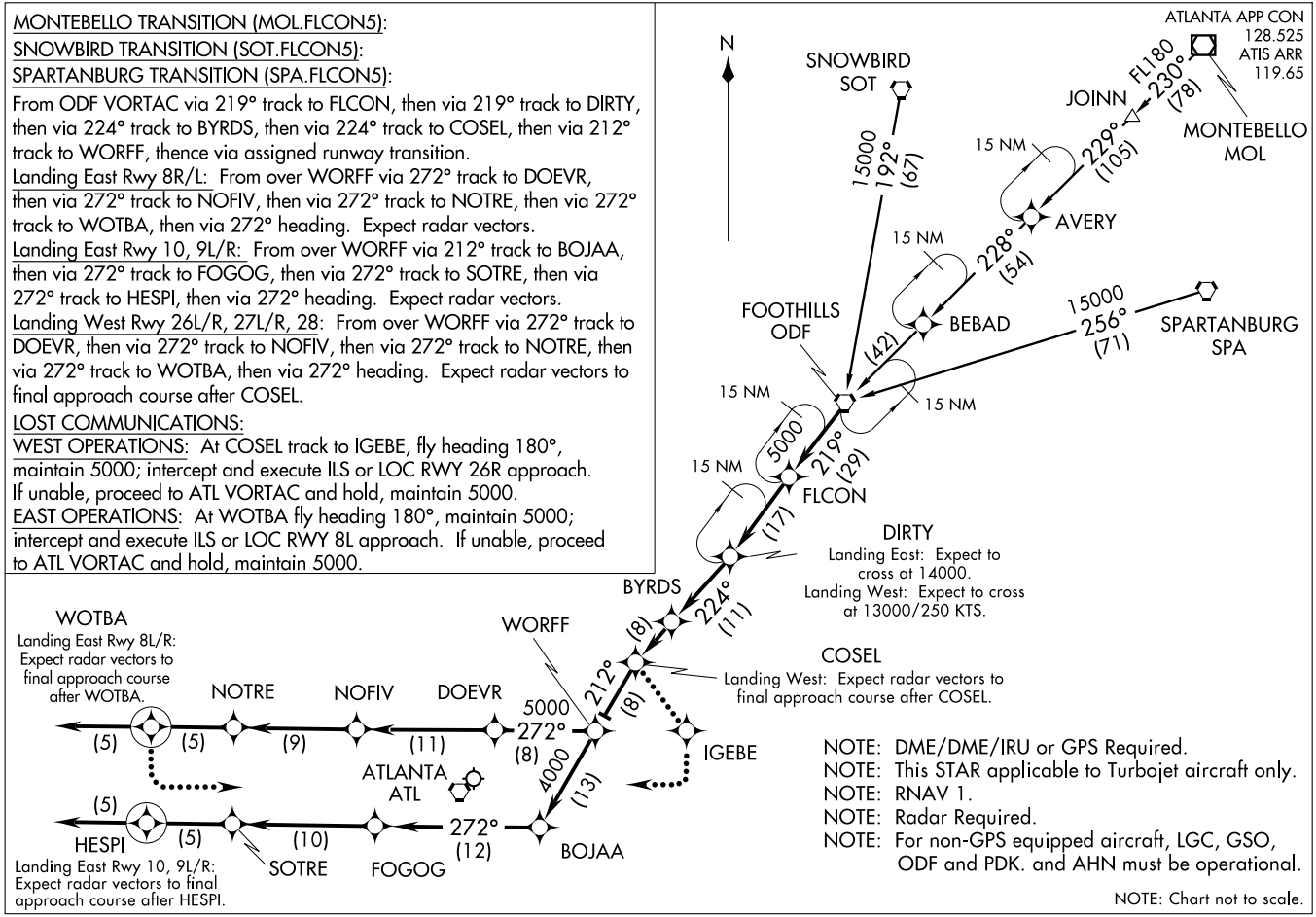
HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA

FLCON FIVE ARRIVAL (RNAV)

(FLCON.FLCON5) 10210

MONTEBELLO TRANSITION (MOL.FLCON5):
SNOWBIRD TRANSITION (SOT.FLCON5):
SPARTANBURG TRANSITION (SPA.FLCON5):
From ODF VORTAC via 219° track to FLCON, then via 219° track to DIRTY, then via 224° track to BYRDS, then via 224° track to COSEL, then via 212° track to WORFF, thence via assigned runway transition.
Landing East Rwy 8R/L: From over WORFF via 272° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.
Landing East Rwy 10, 9L/R: From over WORFF via 212° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.
Landing West Rwy 26L/R, 27L/R, 28: From over WORFF via 272° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors to final approach course after COSEL.
LOST COMMUNICATIONS:
WEST OPERATIONS: At COSEL track to IGEBE, fly heading 180°, maintain 5000; intercept and execute ILS or LOC RWY 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.
EAST OPERATIONS: At WOTBA fly heading 180°, maintain 5000; intercept and execute ILS or LOC RWY 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.



(FLCON.FLCON5) 10210

FLCON FIVE ARRIVAL (RNAV)

ST-26 (FAA)

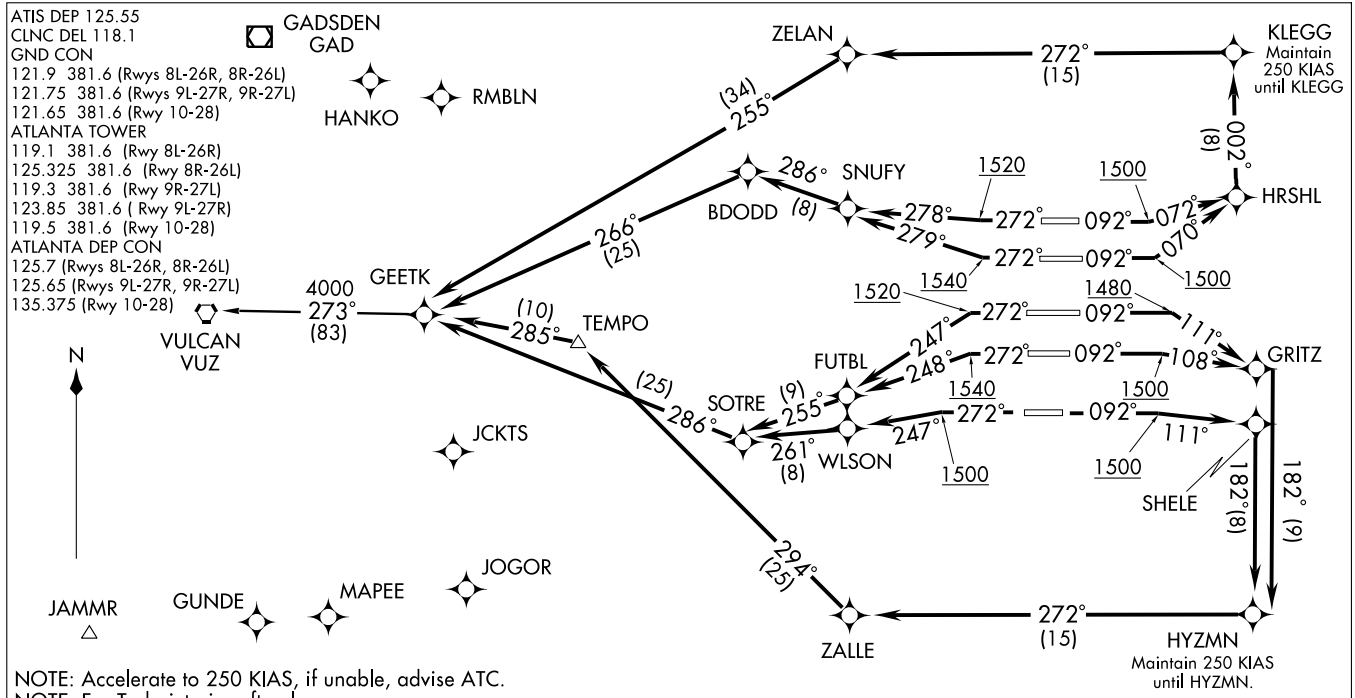
HARTSFIELD-JACKSON ATLANTA INTL
ATLANTA, GEORGIA

GEETK FIVE DEPARTURE (RNAV)

(GEETK5.GEETK) 10098

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.
Rwy 8R: 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale.

GEETK FIVE DEPARTURE (RNAV)
(GEETK5.GEETK) 10098
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)
ATLANTA, GEORGIA

SL-26 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to GEETK, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to GEETK, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to GEETK, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to GEETK, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to GEETK, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

VULCAN TRANSITION (GEETK5.VUZ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER 1069' right of centerline, 69' AGL/1121' MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

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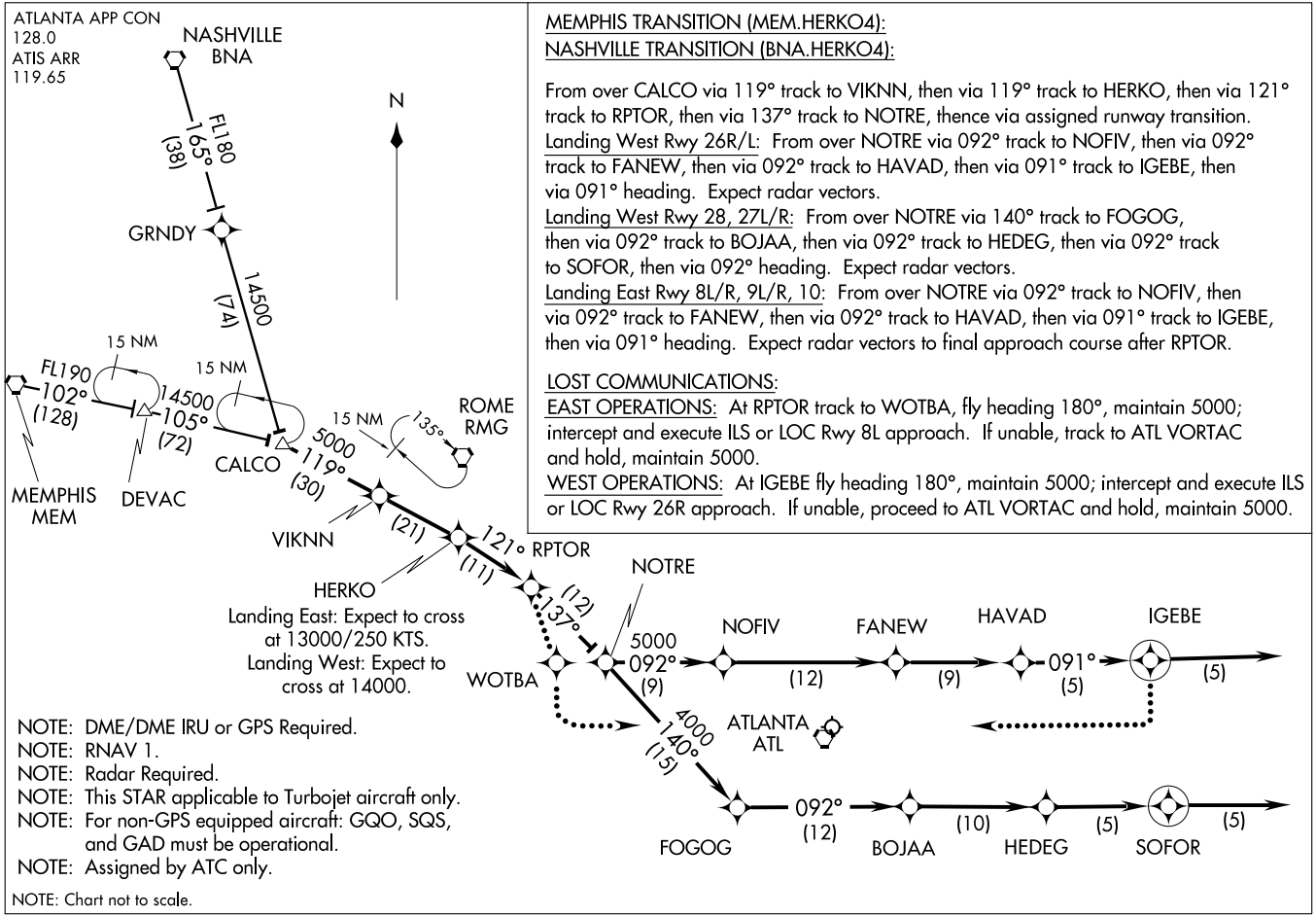
SE-4, 21 OCT 2010 to 18 NOV 2010

HERKO FOUR ARRIVAL (RNAV) (HERKO.HERKO4) 10210

HARTSFIELD-JACKSON ATLANTA INTL
ATLANTA, GEORGIA



MEMPHIS TRANSITION (MEM.HERKO4):
NASHVILLE TRANSITION (BNA.HERKO4):

From over CALCO via 119° track to VIKNN, then via 119° track to HERKO, then via 121° track to RPTOR, then via 137° track to NOTRE, thence via assigned runway transition.
Landing West Rwy 26R/L: From over NOTRE via 092° track to NOFIV, then via 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.
Landing West Rwy 28, 27L/R: From over NOTRE via 140° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.
Landing East Rwy 8L/R, 9L/R, 10: From over NOTRE via 092° track to NOFIV, then via 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors to final approach course after RPTOR.

LOST COMMUNICATIONS:
EAST OPERATIONS: At RPTOR track to WOTBA, fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.
WEST OPERATIONS: At IGEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

NOTE: DME/DME IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: GQO, SQS, and GAD must be operational.
NOTE: Assigned by ATC only.

NOTE: Chart not to scale.

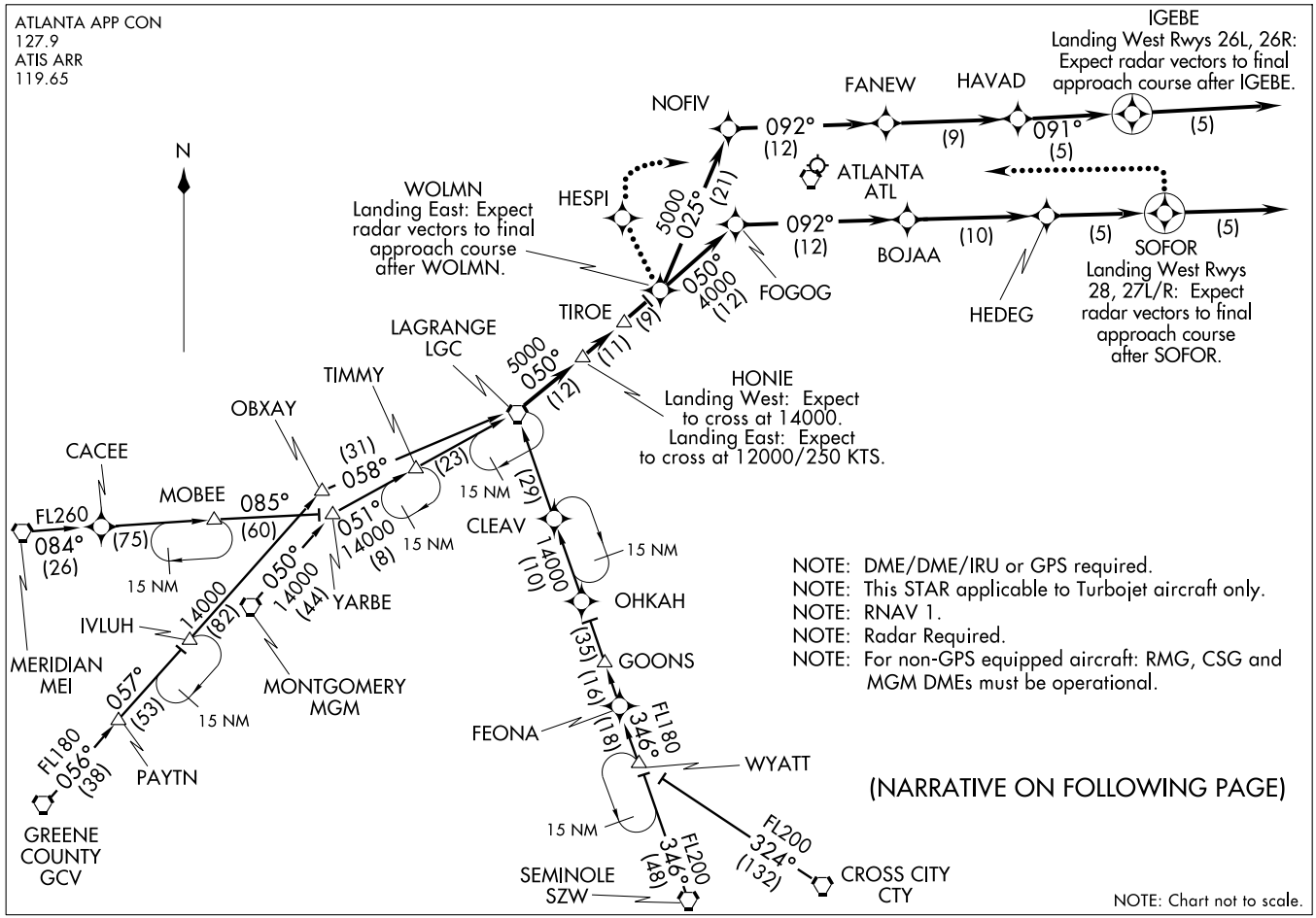
(HERKO.HERKO4) 10210
HERKO FOUR ARRIVAL (RNAV) ST-26 (FAA)
HARTSFIELD-JACKSON ATLANTA INTL
ATLANTA, GEORGIA

HONIE SEVEN ARRIVAL (RNAV)

(HONIE.HONIE7) 10210

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA



(HONIE.HONIE7) 10210

HONIE SEVEN ARRIVAL (RNAV)

ST-26 (FAA)

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA

ARRIVAL ROUTE DESCRIPTION

CROSS CITY TRANSITION (CTY.HONIE7):
GREENE COUNTY TRANSITION (GCV.HONIE7):
MERIDIAN TRANSITION (MEI.HONIE7):
MONTGOMERY TRANSITION (MGM.HONIE7):
SEMINOLE TRANSITION (SZW.HONIE7):

From LGC VORTAC on track 050° to HONIE, then on track 050° to TIROE, then on track 050° to WOLMN. Thence via assigned runway transition.

Landing West Rwy 28, 27L/R: From over WOLMN on track 050° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. Expect radar vectors.

Landing West Rwy 26L/R: From over WOLMN on track 025° to NOFIV, then on track 092° to FANEW, then on track 092° to HAVAD, then on track 091° to IGEBE, then on heading 091°. Expect radar vectors.

Landing East Rwy 8L/R, 9L/R, 10: From over WOLMN on track 050° to FOGOG, then on track 092° to BOJAA, then on track 092° to HEDEG, then on track 092° to SOFOR, then on heading 092°. Expect radar vectors to final approach course after WOLMN.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOLMN track to HESPI, fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

WEST OPERATIONS: At SOFOR fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

SE-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATLANTA, GA		
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	HS 1	Twy C and Twy D at Rwy 08L-26R.
	HS 2	Twy C and Twy D at Rwy 08R-26L.
	HS 3	Twy H at Rwy 08R-26L.
	HS 4	Twy D at Rwy 09L-27R.
AUGUSTA, GA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
MONTGOMERY, AL		
MONTGOMERY RGNL (DANELLY FLD) (MGM)	HS 1	Int of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.
TUSCALOOSA, AL		
TUSCALOOSA RGNL (TLC)	HS 1	Rwy 29 hold just beyond Twy F.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-HFW	APP CRS		8L	8R
109.3	092°	Rwy Idg	8800	10000
Chan 30		TDZE	1015	1024
		Apt Elev	1026	1026

ILS or LOC RWY 8L

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

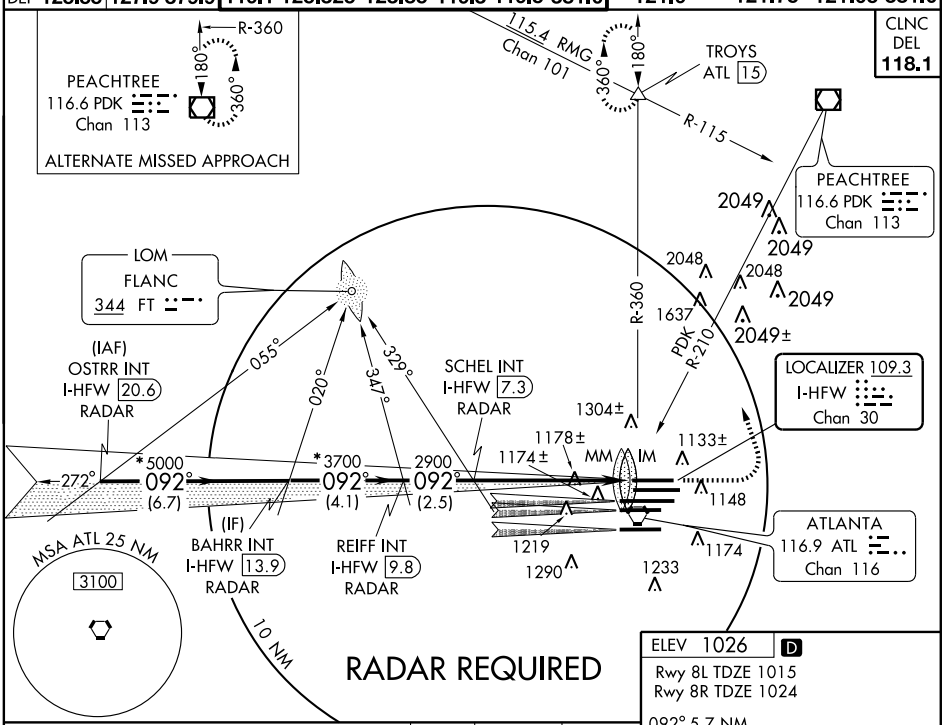
Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. ADF or DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations. Inoperative table does not apply to sidestep Rwy 8R.

ALSF-2

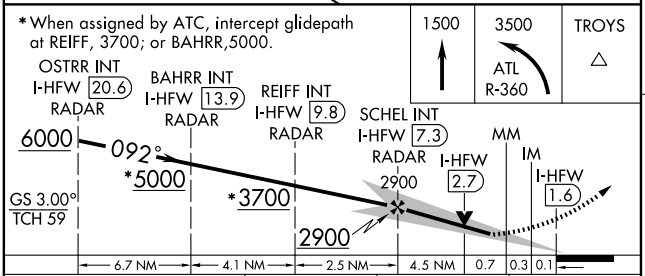
MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1



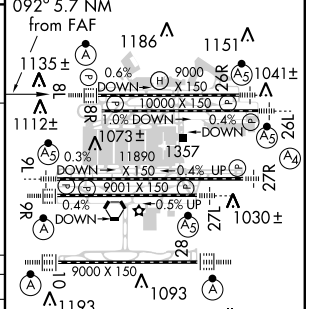
* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR,5000.



CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			
S-LOC 8L	1440/24 425 (500-½)		1440/40 425 (500-¾)	
SIDESTEP RWY 8R	1440/50 416 (500-1)		1440-1½ 416 (500-1½)	1440-2 416 (500-2)

ELEV 1026 D

Rwy 8L TDZE 1015
Rwy 8R TDZE 1024



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

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SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ATL	APP CRS		8R	8L
109.9	092°	Rwy Idg	10000	8800
Chan 36		TDZE	1024	1015
		Apt Elev	1026	1026

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

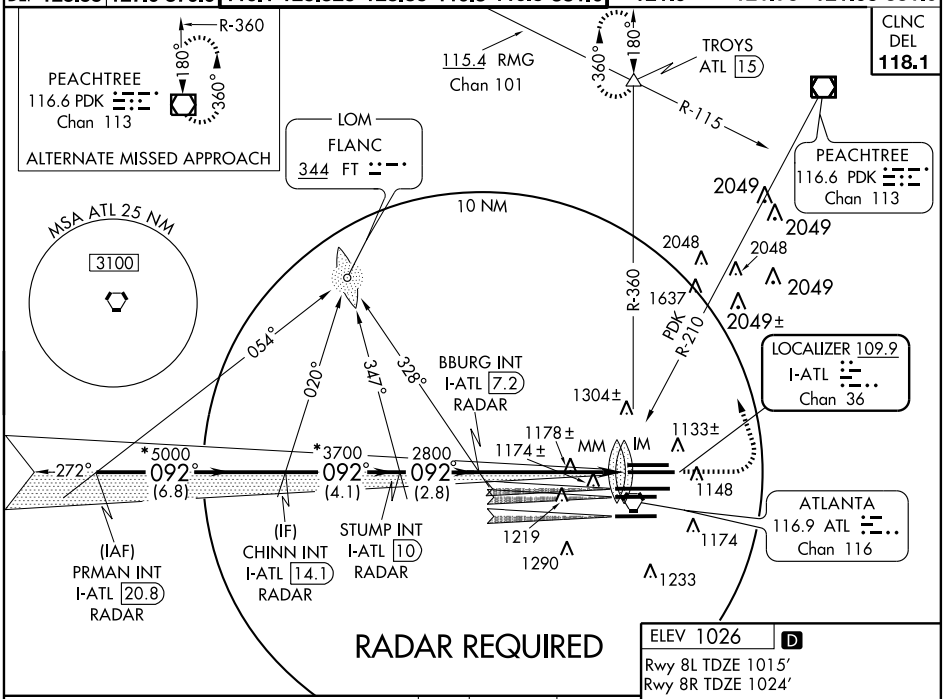
ILS or LOC RWY 8R

Inoperative table does not apply to S-LOC 8R Cat. C and sidestep 8L Cats A and B.
For inoperative ALSF-2, increase sidestep 8L Cat. E visibility to 2.
T Simultaneous approach authorized with Rwy 9L or 9R or 10.
LOC procedure NA during simultaneous operations.
ADF or RADAR or DME Required.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON		ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L) 10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6

CLNC DEL 118.1



SE-4, 21 OCT 2010 to 18 NOV 2010

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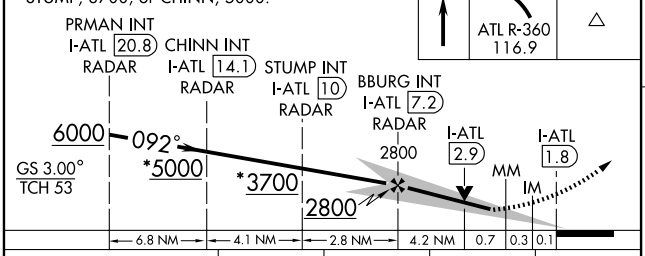
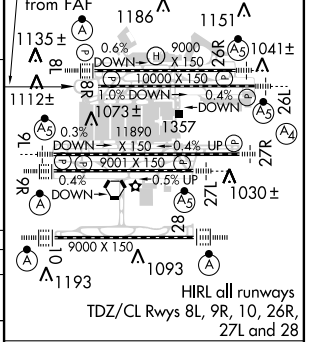
* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.



CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40 257 (300-¾)				
S-LOC 8R	1440/40 416 (500-¾)	1440/60 416 (500-1¼)			1440-1½ 416 (500-1½)
SIDESTEP RWY 8L	1440/50 425 (500-1)			1440-1½ 425 (500-1½)	

ELEV 1026 D
Rwy 8L TDZE 1015'
Rwy 8R TDZE 1024'



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)
33° 38'N-84° 26'W

ILS or LOC RWY 8R

LOC/DME I-HZK	APP CRS		9L	9R
110.5	092°	Rwy Idg	11730	9000
Chan 42		TDZE	1019	1026
		Apt Elev	1026	1026

ILS or LOC RWY 9L

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

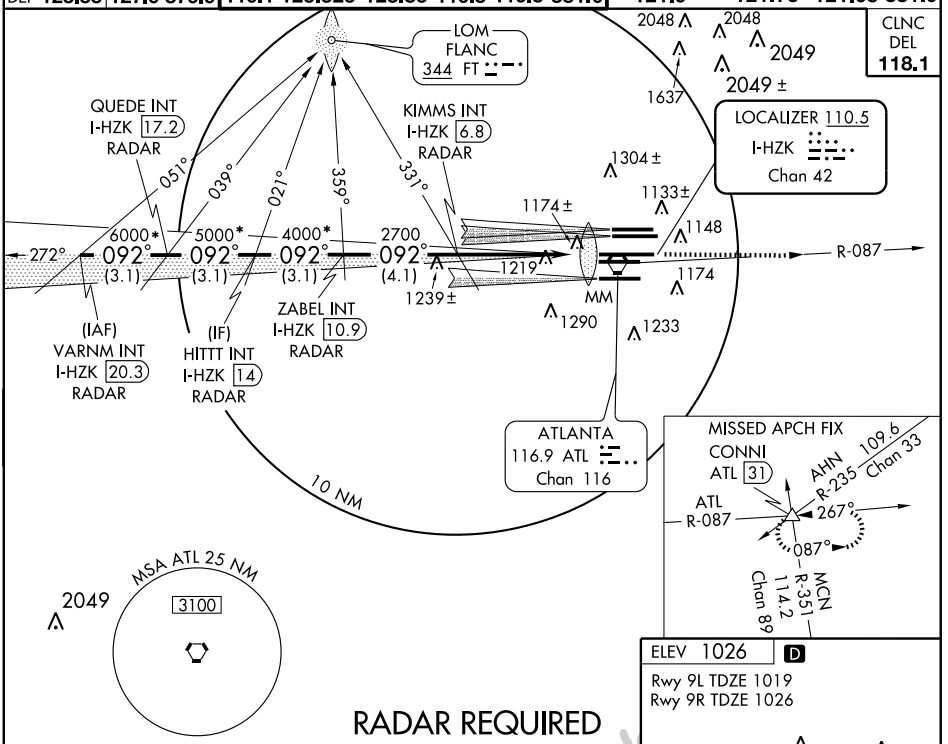
T Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwys 8L and 10. LOC procedure NA during simultaneous operations. ADF or DME or Radar Required. Inoperative table does not apply to Sidestep 9R for Cats A and B.** RVR 1800 authorized with the use of FD or AP or HUD to DA.

Rwy 9L MALSR (A5) | Rwy 9R ALSF-2 (A)

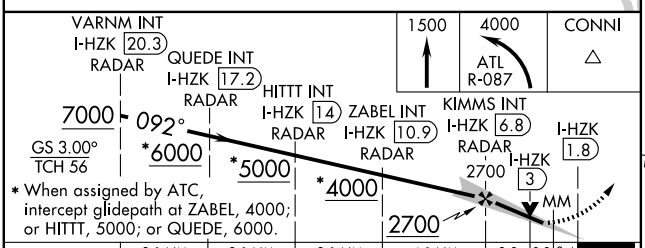
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1



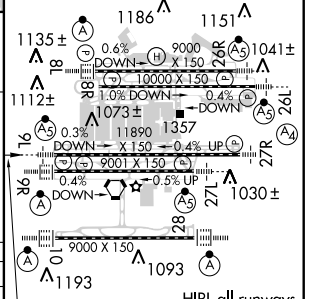
RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 9L	** 1219/24 200 (200-½)			
S-LOC 9L	1480/24 461 (500-½)		1480/40 461 (500-¾)	1480/50 461 (500-1)
SIDESTEP 9R	1480/50 454 (500-1)			1480-1½ 454 (500-1½)

ELEV 1026 D

Rwy 9L TDZE 1019
Rwy 9R TDZE 1026



HIRL all runways
TDZ/CL Rwys 8L, 8R, 9R, 10, 26R, 27L and 28

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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ILS or LOC RWY 9R

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS		9R	9L
108.9	092°	Rwy Idg	9000	11730
Chan 26		TDZE	1026	1019
		Apt Elev	1026	1026

Simultaneous approach authorized with Rwy 8L or 8R. ADF or DME or Radar Required. Inoperative table does not apply to Sidestep 9L for Cats A and B. LOC procedure NA during simultaneous operations.

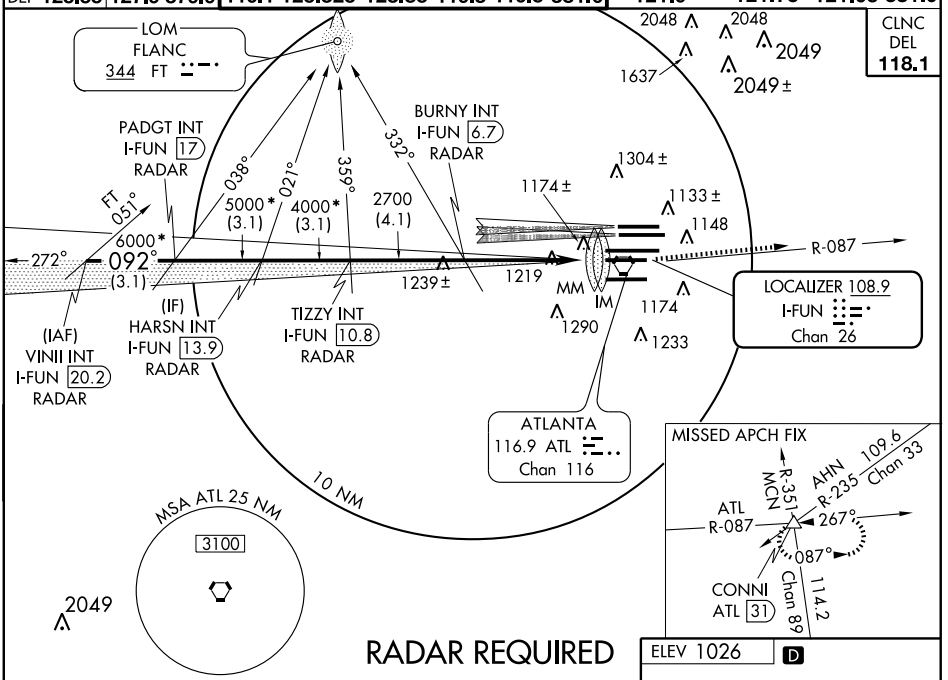
Rwy 9R ALSF-2 (A)

Rwy 9L MALSR (A5)

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

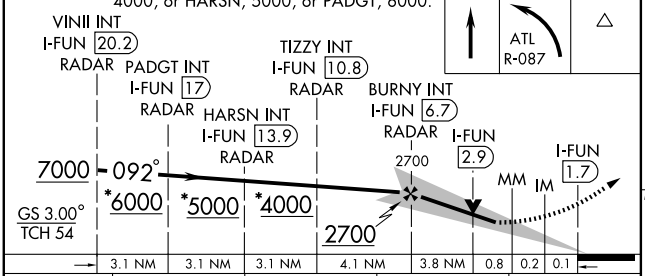
ATIS	ATLANTA	ATLANTA TOWER					GND CON				
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1



*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

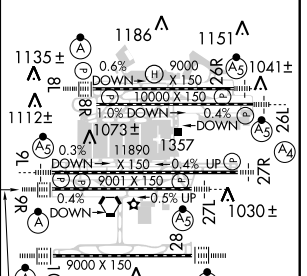
1500	4000	CONNI
	ATL R-087	△



CATEGORY	A	B	C	D
S-ILS 9R	1226/18 200 (200-½)			
S-LOC 9R	1480/24 454 (500-½)		1480/40 454 (500-¾)	1480/50 454 (500-1)
SIDESTEP 9L	1480/50 461 (500-1)			1480-1½ 461 (500-1½)

ELEV 1026 D

Rwy 9L TDZE 1019
Rwy 9R TDZE 1026



092° 5 NM from FAF

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

ILS or LOC RWY 10

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

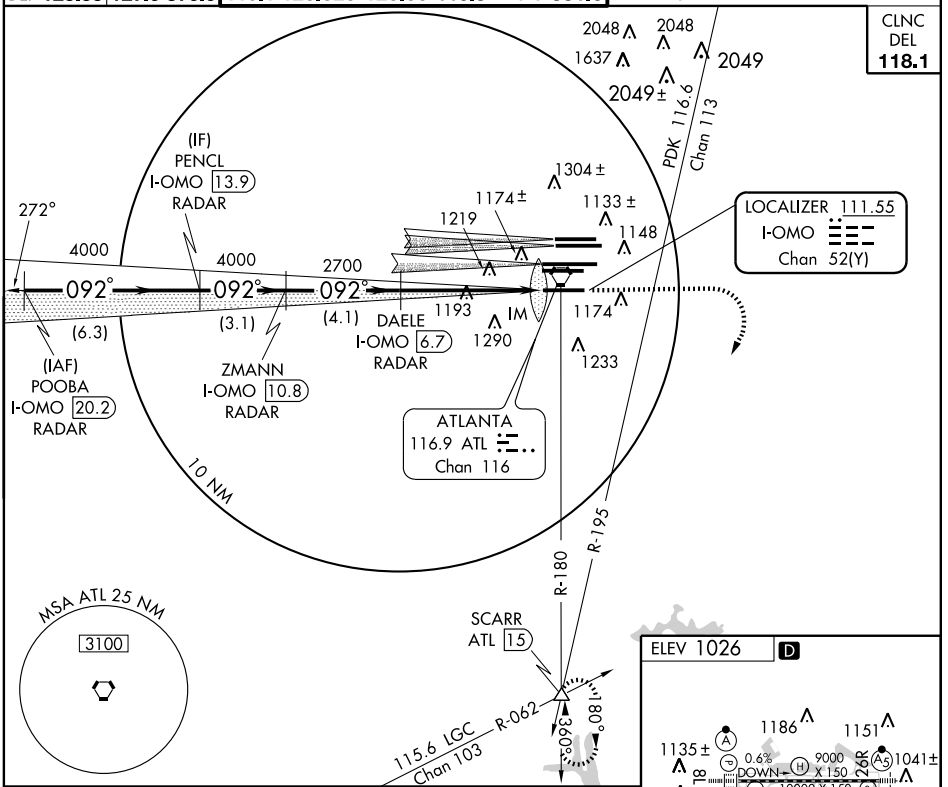
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. LOC Procedure NA during simultaneous operations. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

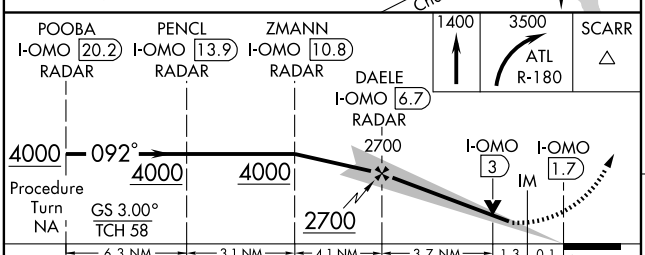
ALSF-2

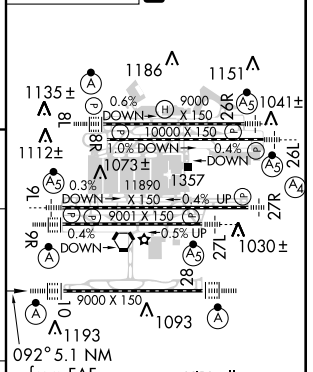
MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1







HIRL all runways

TDZE 1000 TDZ/CL Rwys 8L ,9R, 10, 26R, 27L and 28

CATEGORY	A	B	C	D
S-ILS 10	1200/18 200 (200-½)			
S-LOC 10	1500/24 500 (500-½)		1500/40 500 (500-¾)	1500/50 500 (500-1)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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ILS or LOC RWY 26L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-BRU	APP		26L	26R
108.7	CRS	Rwy Idg	10000	8800
Chan 24	272°	TDZE	995	990
		Apt Elev	1026	1026

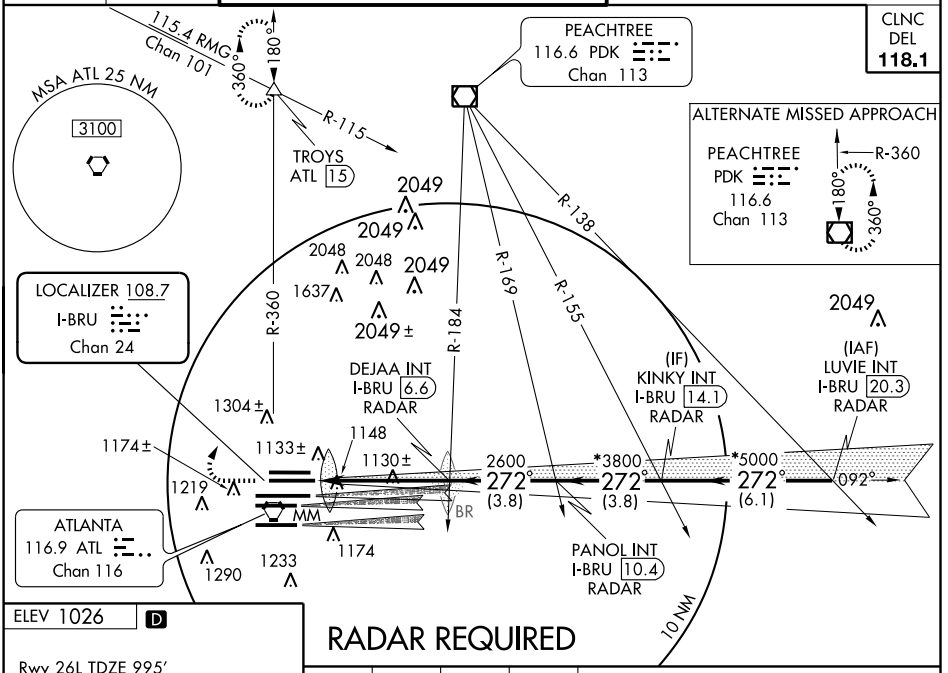
T Inoperative table does not apply to Sidestep Rwy 26R Cats A and B. For inoperative MALSR increase sidestep Rwy 26R Cat E visibility to 2. For inoperative MALSR increase S-ILS 26L visibility all Cats to RVR 5000 and S-LOC 26L Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 27L or 27R or 28. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1



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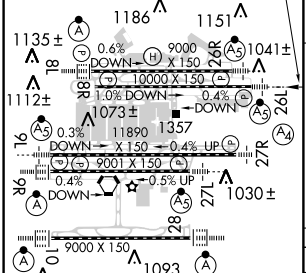
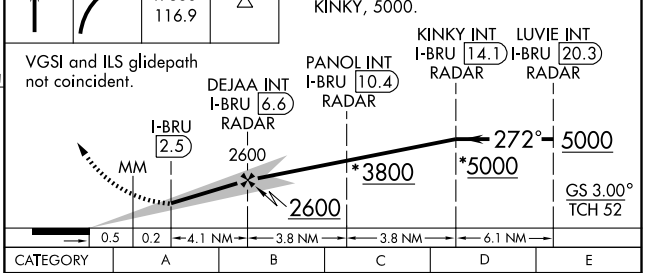
ELEV 1026 D



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2.44	2:03	1:38	1:22



RADAR REQUIRED

CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 285 (300-½)				
S-LOC 26L	1380/24 385 (400-½)			1380/40 385 (400-¾)	
SIDESTEP RWY 26R	1380/50 390 (400-1)			1380-1½ 390 (400-1½)	

LOC/DME I-GXZ	APP CRS		26R	26L
110.1	274°	Rwy Idg	8800	10000
Chan 38		TDZE	990	995
		Apt Elev	1026	1026

ILS or LOC RWY 26R

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Inoperative table does not apply to sidestep Rwy 26L Cats A and B. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rwys 27R and 28. LOC procedure NA during simultaneous operations.

Rwy 26R MALSR (A5) | Rwy 26L MALSR (A5)

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

R-115 R-138 R-155 R-169 R-184 ATL R-360

2049 2049 2048 2048 2049 1637 2049± 2049

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

(IF) FREAL INT I-GXZ 13.9 RADAR

(IAF) SMLTZ INT I-GXZ 20.3 RADAR

LOCALIZER 110.1 I-GXZ Chan 38

1304± 1133± 1174± 1219 1174 1290 1233

MM 1148 1130

2700 *3800 274° (3.5) 274° (3.8)

*5000 274° (6.4) 094°

ATLANTA 116.9 ATL Chan 116

MSA ATL 25 NM 3100

RADAR REQUIRED

10 NM

R-360 PEACHTREE 116.6 PDK Chan 113 ALTERNATE MISSED APPROACH

ELEV 1026 D

Rwy 26L TDZE 995
Rwy 26R TDZE 990

274° 5.1 NM from FAF

1186 1151 1135± 1041± 1112± 1073± 1357 11890 1030± 1193 1093

0.6% DOWN 9000 X 150 26R
1.0% DOWN 0.4% DOWN 26L
0.3% DOWN 0.4% UP 27R
0.4% DOWN 0.5% UP 27L
9001 X 150
9000 X 150

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

1400 | 3500 ATL R-360 | TROYS

*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.

AJAAY INT I-GXZ 6.7 RADAR
BALLI INT I-GXZ 10.2 RADAR
FREAL INT I-GXZ 13.9 RADAR
SMLTZ INT I-GXZ 20.3 RADAR
I-GXZ 1.6 MM I-GXZ 2.6
2700 *3800 *5000 274° 5000
GS 3.00° TCH 58
0.5 0.5 4.1 NM 3.5 NM 3.8 NM 6.4 NM

CATEGORY	A	B	C	D
S-ILS 26R	1190/18 200 (200-½)			
S-LOC 26R	1380/24 390 (400-½)			1380/40 390 (400-¾)
SIDESTEP RWY 26L	1380/60 385 (400-1¼)			1380-1¾ 385 (400-1¾)

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ATLANTA, GEORGIA

AL-26 (FAA)

09323

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL) ILS or LOC RWY 27L

LOC/DME I-FSQ	APP CRS		27L	27R
108.5	274°	Rwy Idg	8865	11690
Chan 22		TDZE	999	985
		Apt Elev	1026	1026

Inoperative table does not apply to Sidestep Rwy 27R. For inoperative MALSR, increase S-LOC 27L Cat. D visibility to RVR 5000. Sidestep NA when simultaneous operations in effect. Simultaneous approaches authorized with Rwys 26L or 26R. LOC procedure NA during simultaneous operations.

Rwy 27L MALSR (A5)

Rwy 27R MALS (A4)

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON		ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L) (9L-27R,9R-27L)	10-28
ARR 119.65									
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75 121.65 381.6

MISSED APCH FIX R-172 115.4 RMG Chan 101

TEMPO ATL 30.3

116.9 ATL R-268 Chan 116

088° 268°

PEACHTREE 116.6 PDK Chan 113

MSA ATL 25 NM 3100

CLNC DEL 118.1

LOCALIZER 108.5 I-FSQ Chan 22

R-123 R-184 R-170 R-158 R-149 R-140 ATL R-080

(IAF) ZINTU INT ATL 24.3 RADAR

2049 2049 2049 2048 2048 2049± 1637

1304± 1133± 1148 1116± 1174± 1219 R-268 1290

2800 (3.8) 4000* (3.2) 5000* (3.1) 6000* 274° (3.6) 094° (CUMRA)

IM 1083 1201 1174 1233

DEPOT INT I-FSQ 7.1 RADAR

ANVAL INT I-FSQ 10.8 RADAR

(IF) DOOOH INT I-FSQ 14 RADAR

DEZEE INT I-FSQ 17.1 RADAR

(IAF) YABBA INT I-FSQ 20.8 RADAR

7000 to YABBA INT 202° (4.4) and LOC (2.5)

ATLANTA 116.9 ATL Chan 116

10 NM

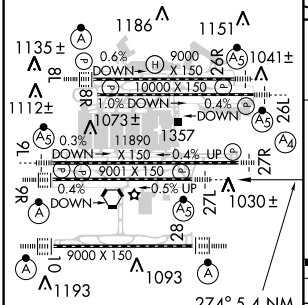
RADAR REQUIRED

ELEV 1026

Rwy 27L TDZE 999

Rwy 27R TDZE 985

D



274° 5.4 NM from FAF

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

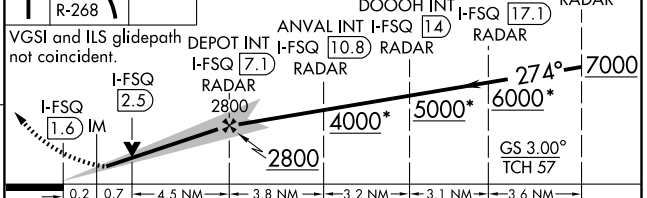
FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

1400 4000 ATL R-268 TEMPO

* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 27L	1199/18 200 (200-½)			
S-LOC 27L	1340/24 341 (400-½)			1340/40 341 (400-¾)
SIDESTEP 27R	1420/60 435 (400-1¼)		1420-1¾ 435 (400-1¾)	1420-2¼ 435 (400-2¼)

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LOC/DME I-AFA	APP CRS		27R	27L
111.3	272°	Rwy Idg	11690	8865
Chan 50		TDZE	985	999
		Apt Elev	1026	1026

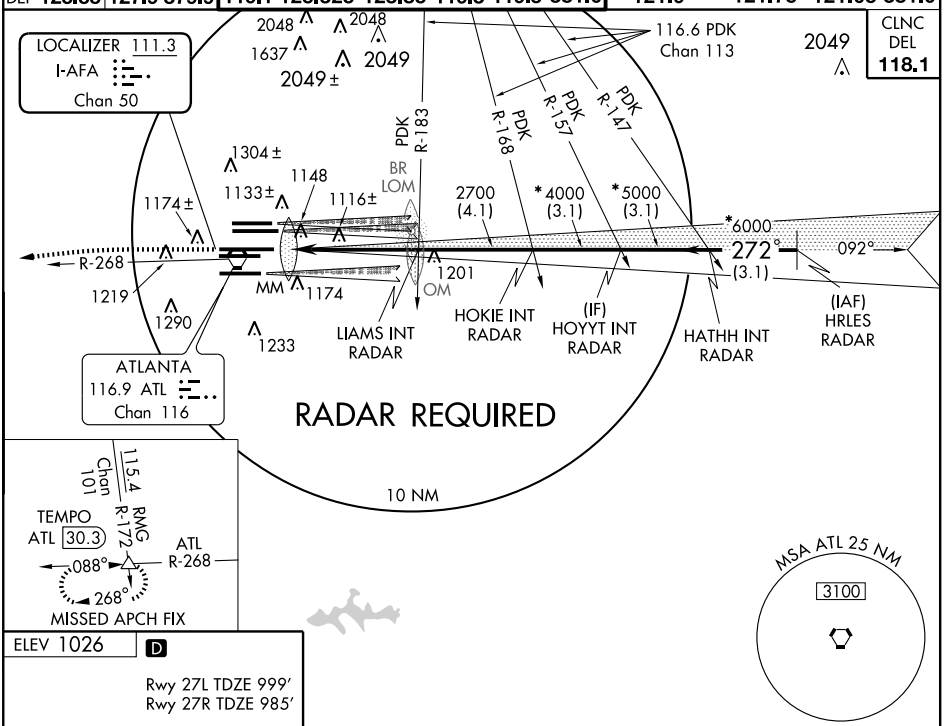
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL) ILS or LOC RWY 27R

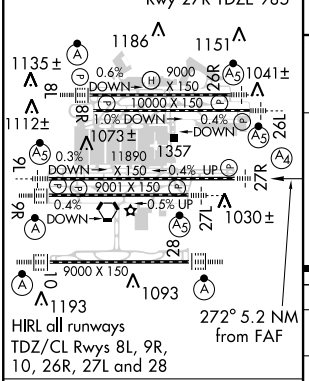
Simultaneous approaches authorized with Rwy 26L or 26R or 28, or Rwys 26R and 28. LOC procedure NA during simultaneous operations. Inoperative table does not apply to S-LOC 27R Cat. C and sidestep 27L Cats. A and B.

MALS

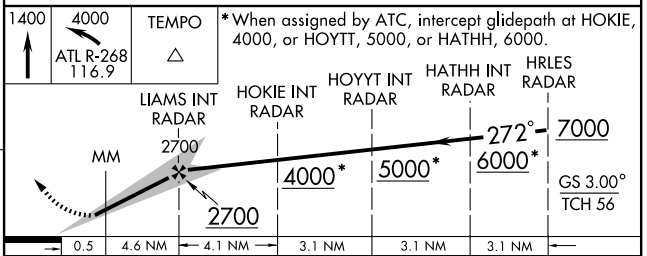
MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 27R	1185/40 200 (200-¾)			
S-LOC 27R	1420/40 435 (400-¾)		1420/60 435 (400-1¼)	1420-1½ 435 (400-1½)
SIDESTEP RWY 27L	1420/50 421 (400-1)			1420-1½ 421 (400-1½)

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LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

ILS or LOC RWY 28

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R.
LOC Procedure NA during simultaneous operations.
DME or Radar required.

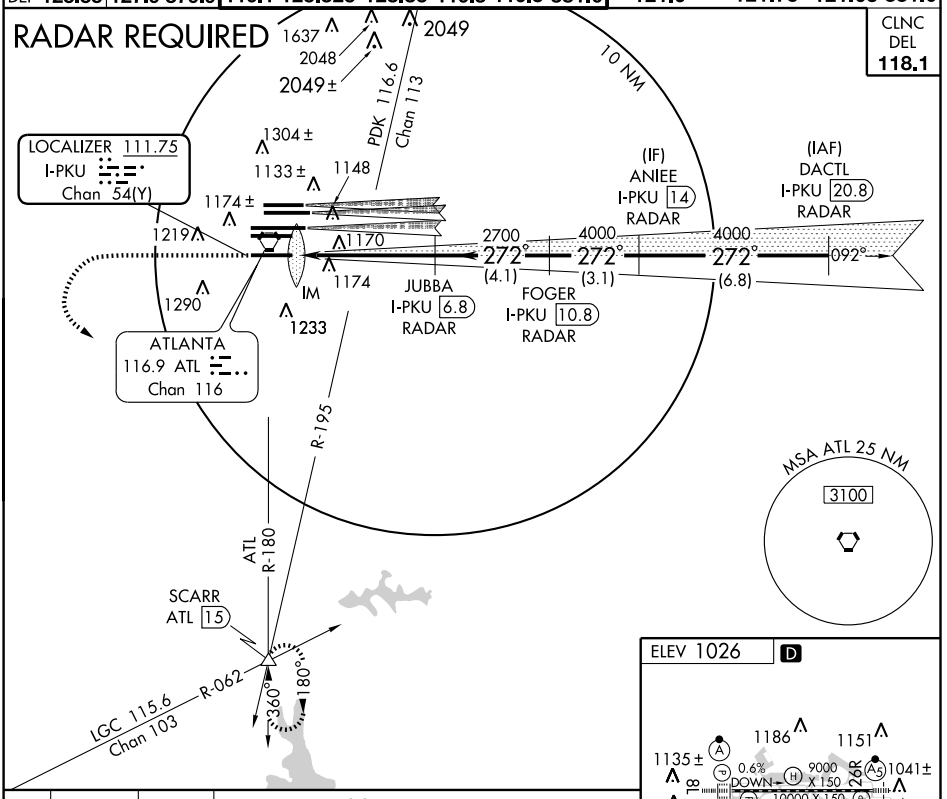
ALSF-2

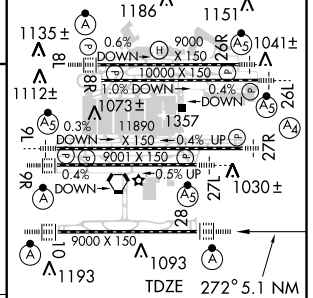
MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 INT/ATL 15 DME and hold.

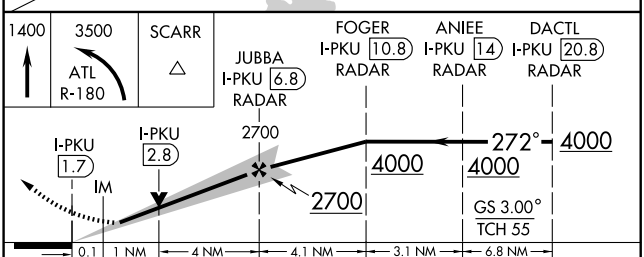
ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 28	1198/18 200 (200-½)			
S-LOC 28	1420/24 422 (400-½)		1420/40 422 (400-¾)	

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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ILS PRM RWY 8L (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-HFW	APP CRS	Rwy ldg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 126.9									

CLNC DEL 118.1

MSA ATL 25 NM
3100

PEACHTREE
116.6 PDK
Chan 113

ALTERNATE MISSED APPROACH

R-360

115.4 RMG
Chan 101

TROYS
ATL 15

R-115

PEACHTREE
116.6 PDK
Chan 113

LOM
FLANC
344 FT

(IAF)
OSTRR INT
I-HFW 20.6
RADAR

055°
020°
329°
347°

SCHEL INT
I-HFW 7.3
RADAR

R-360
PDK R-210

LOCALIZER 109.3
I-HFW
Chan 30

272°
*5000
092°
(6.7)
*3700
092°
(4.1)
2900
092°
(2.5)

(IF)
BAHRR INT
I-HFW 13.9
RADAR

REIFF INT
I-HFW 9.8
RADAR

ATLANTA
116.9 ATL
Chan 116

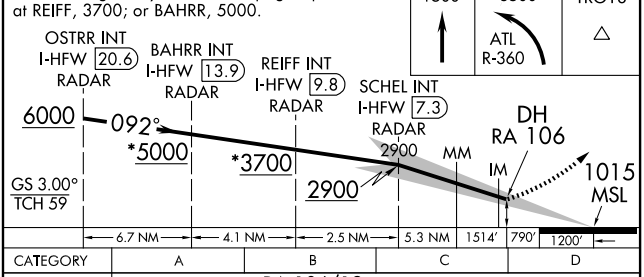
10 NM

RADAR REQUIRED

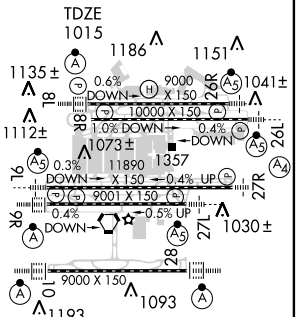
* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

ELEV 1026 D

TDZE 1015



CATEGORY	A	B	C	D
S-ILS 8L	RA 106/12 100 DA 1115			



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 8L (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

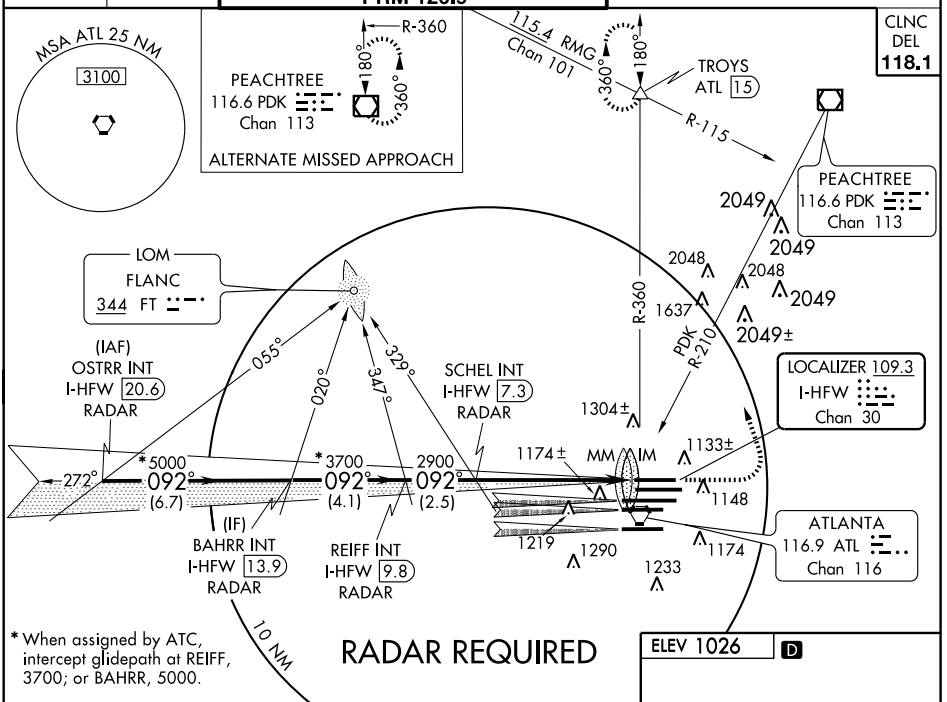
LOC/DME I-HFW	APP CRS	Rwy ldg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

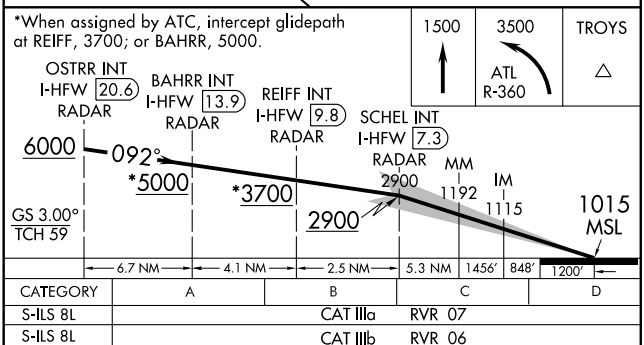
MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 126.9									



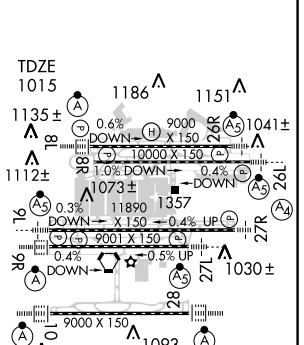
* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

ELEV 1026 D



CATEGORY	A	B	C	D
S-ILS 8L	CAT IIIa	RVR 07		
S-ILS 8L	CAT IIIb	RVR 06		
S-ILS 8L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

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   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 8L (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-HFW	APP CRS	Rwy ldg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

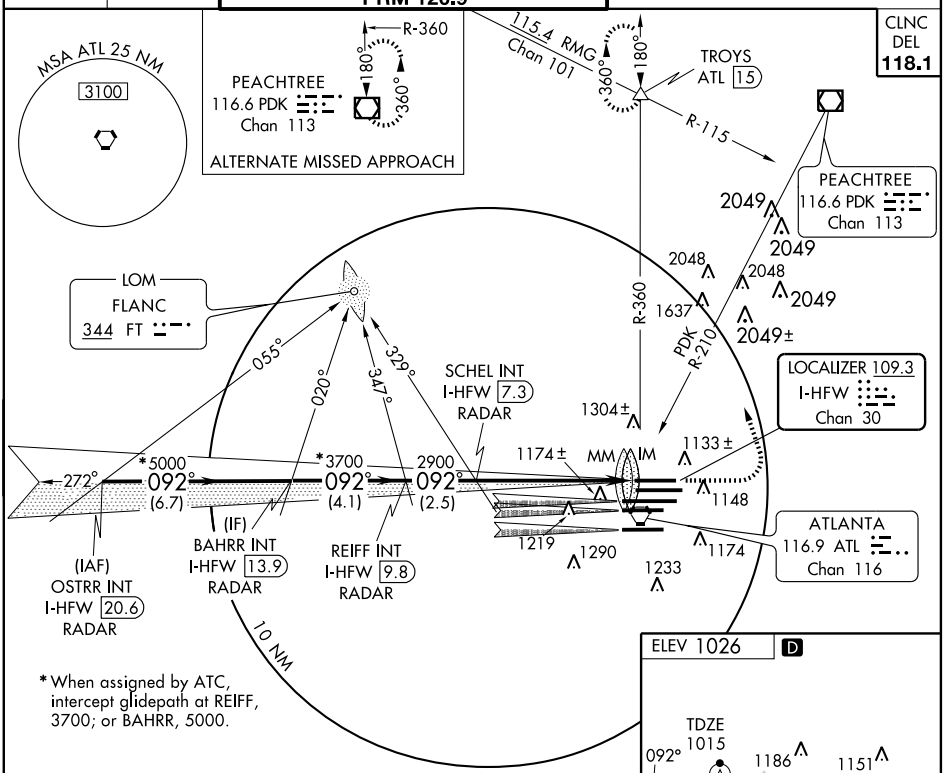
Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 126.9									

CLNC DEL 118.1

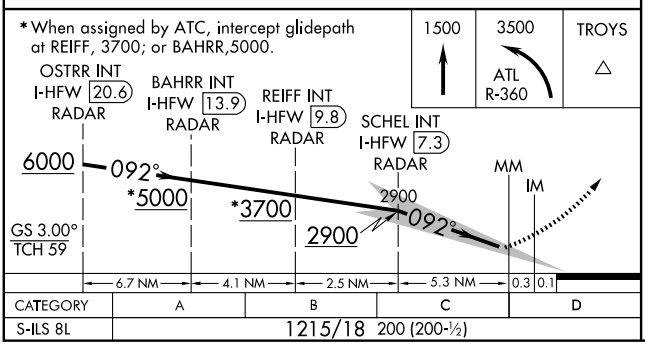


*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

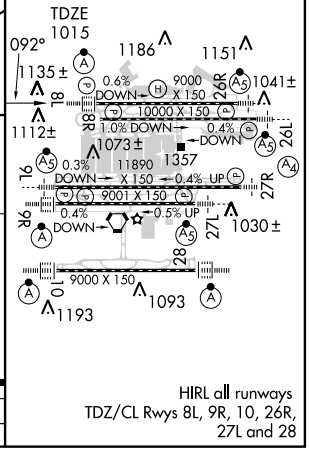
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

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4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 8R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-ATL	APP CRS	Rwy ldg	10000
109.9	092°	TDZE	1024
Chan 36		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 126.9					

GND CON			ALL
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
121.9	121.75	121.65	381.6

CLNC DEL 118.1

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

115.4 RMG Chan 101

TROYS ATL 15

R-115

MSA ATL 25 NM 3100

LOM FLANC 344 FT

R-360

PDK R-210

LOCALIZER 109.9 I-ATL Chan 36

BBURG INT I-ATL 7.2 RADAR

ATLANTA 116.9 ATL Chan 116

272° *5000 092° (6.8) *3700 092° (4.1) 2800 092° (2.8)

(IAF) PRMAN INT I-ATL 20.8 RADAR

(IF) CHINN INT I-ATL 14.1 RADAR

STUMP INT I-ATL 10 RADAR

MM IM

10 NM

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.

1500 3500 ATL R-360 116.9 TROYS

PRMAN INT I-ATL 20.8 RADAR

CHINN INT I-ATL 14.1 RADAR

STUMP INT I-ATL 10 RADAR

BBURG INT I-ATL 7.2 RADAR

6000 092° *5000 *3700 2800

GS 3.00° TCH 53

MM IM

6.8 NM 4.1 NM 2.8 NM 4.9 NM 0.3 0.1

CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40	257 (300-¾)			

ELEV 1026 D

Rwy 8R TDZE 1024'

092°

1186 1151 1135± 1041± 1112± 1073± 1357 11890 1030± 1193 1093

0.6% DOWN 9000 X 150

10000 X 150

1.0% DOWN 0.4% DOWN

0.3% DOWN X 150 0.4% UP

9001 X 150

0.4% DOWN 0.5% UP

9000 X 150

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

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2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

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"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ILS PRM RWY 9L (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-HZK	APP CRS	Rwy ldg 11730
110.5	092°	TDZE 1019
Chan 42		Apt Elev 1026

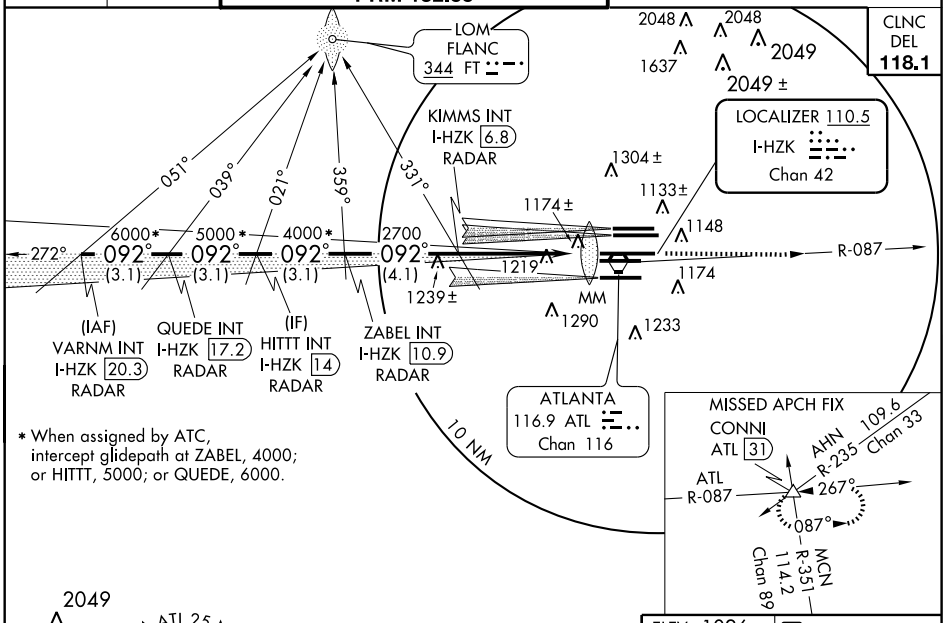
Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

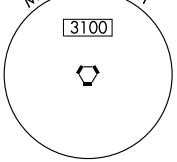
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI Int/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON		ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6
DEP 125.55		PRM 132.55								

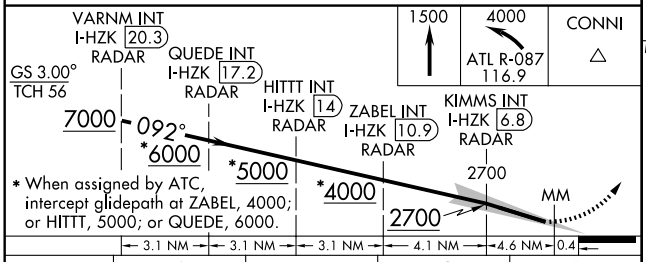
CLNC DEL 118.1



* When assigned by ATC, intercept glidepath at ZABEL, 4000; or HITTT, 5000; or QUEDE, 6000.



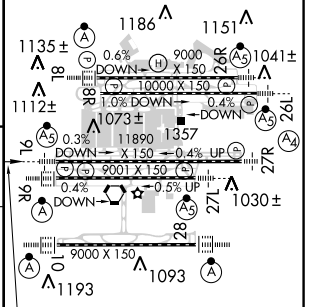
RADAR REQUIRED



* When assigned by ATC, intercept glidepath at ZABEL, 4000; or HITTT, 5000; or QUEDE, 6000.

ELEV 1026 D

Rwy 9L TDZE 1019'



HIRL all runways
TDZ/CL Rwys 8L, 8R, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

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Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 9R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS	Rwy ldg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 132.55					

GND CON			ALL
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
121.9	121.75	121.65	381.6

CLNC DEL 118.1

LOM FLANC 344 FT

051° 038° 021° 359° 332°

BURNY INT I-FUN 6.7 RADAR

*5000 (3.1) *4000 (3.1) 2700 (4.1)

*6000 092° (3.1) 272°

R-087

LOCALIZER 108.9 I-FUN Chan 26

(IAF) VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

ATLANTA 116.9 ATL Chan 116

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

10 NM

MISSED APCH FIX

R-351 MCN AHN R-235 109.6 Chan 33

ATL R-087 267° 087°

CONNI ATL 31 Chan 89 114.2

MSA ATL 25 NM 3100

2049

RADAR REQUIRED

ELEV 1026 D

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

1500 4000 ATL R-087 CONNI

VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

BURNY INT I-FUN 6.7 RADAR

DH RA 114

7000 - 092° *6000 *5000 *4000 2700 MM IM 1026 MSL

GS 3.00° TCH 54

3.1 NM | 3.1 NM | 3.1 NM | 4.1 NM | 4.6 | 1390' | 884' | 1152'

CATEGORY	A	B	C	D
S-ILS 9R	RA 114/12 100 DA 1126			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 9R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS	Rwy ldg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55									

CLNC DEL 118.1

LOM FLANC 344 FT

051° 038° 021° 359° 332°

BURNY INT I-FUN 6.7 RADAR

*5000 (3.1) *4000 (3.1) 2700 (4.1)

*6000 (3.1) 272° 092°

R-087

(IAF) VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

LOCALIZER 108.9 I-FUN Chan 26

ATLANTA 116.9 ATL Chan 116

10 NM

MSA ATL 25 NM 3100

RADAR REQUIRED

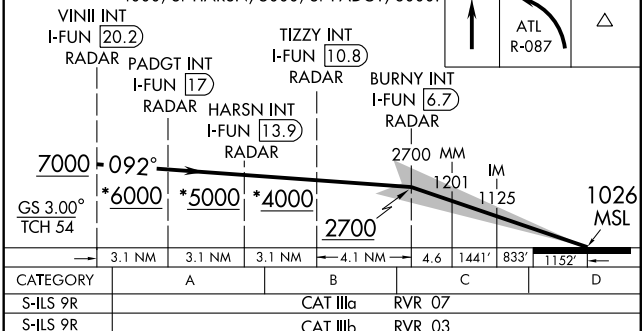
* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

MISSED APCH FIX

ATL R-087 267° 087° R-351 MCN AHN R-235 109.6 Chan 33

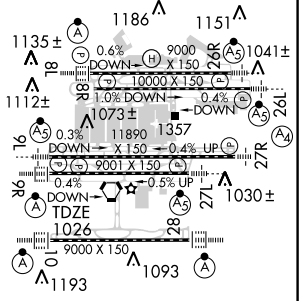
CONNI ATL 31 Chan 89 114.2

ELEV 1026 D



CATEGORY	A	B	C	D
S-ILS 9R	CAT IIIa	RVR 07		
S-ILS 9R	CAT IIIb	RVR 03		
S-ILS 9R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

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   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

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SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS	Rwy ldg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

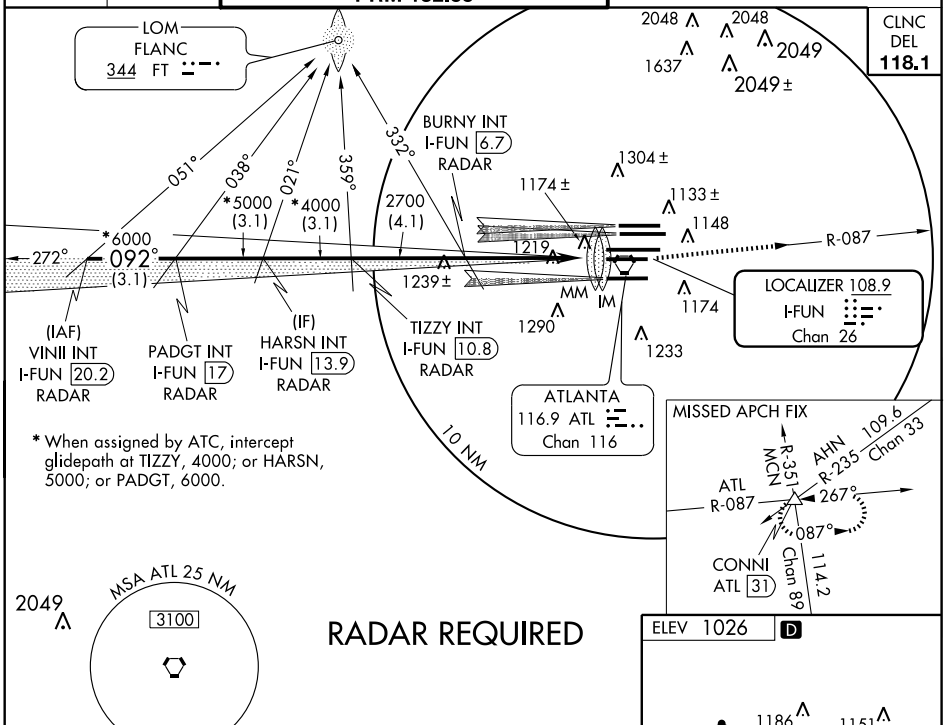
ALSF-2

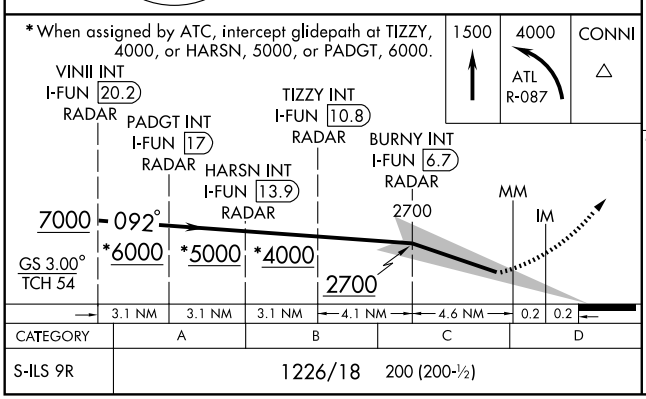
MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

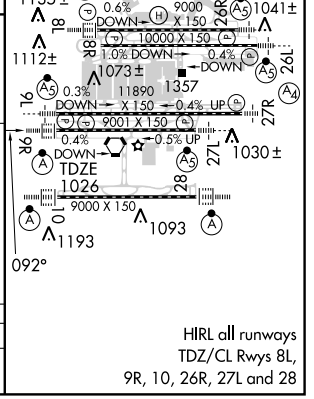
ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 132.55					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

CLNC DEL 118.1







HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

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SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 10
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1

RADAR REQUIRED

10 NM

2049±

PDK 116.6 Chan 113

1304±

1174±

1219

1133±

1148

LOCALIZER 111.55
I-OMO
Chan 52(Y)

272°

4000 092° (6.3)

*4000 092° (3.1)

2700 092° (4.1)

DAELE I-OMO 6.7 RADAR

IM 1290

1174

1233

(IAF) POOBA I-OMO 20.2 RADAR

(IF) PENCL I-OMO 13.9 RADAR

ZMANN I-OMO 10.8 RADAR

ATLANTA 116.9 ATL Chan 116

R-195

R-180

* When assigned by ATC intercept glidepath at ZMANN 4000.

2049

SCARR ATL 15

MSA ATL 25 NM

3100

R-062

180°

360°

115.6 LGC Chan 103

ELEV 1026 D

1186

1151

1135±

1041±

18R 26R

1112±

1073±

1357

16L 27R

1030±

9R 27L

28

1093

1193

092° 5.1 NM from FAF

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

* When assigned by ATC intercept glidepath at ZMANN 4000.

1400 | 3500 ATL R-180 | SCARR

POOBA I-OMO 20.2 RADAR

PENCL I-OMO 13.9 RADAR

ZMANN I-OMO 10.8 RADAR

DAELE I-OMO 6.7 RADAR

4000 092° 4000 *4000 092° 2700 IM

2700

GS 3.00°
TCH 58

6.3 NM | 3.1 NM | 4.1 NM | 5 NM | 0.1

CATEGORY	A	B	C	D
S-ILS 10	1200/18 200 (200-½)			

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

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(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

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SE-4, 21 OCT 2010 to 18 NOV 2010

AL-26 (FAA)

ILS PRM RWY 10 (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON				
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1

RADAR REQUIRED

10 NM

2049±

PDK 116.6

Chan 113

1304±

1174±

1219

1133±

1148

272°

4000

092°

(6.3)

*4000

092°

(3.1)

2700

092°

(4.1)

DAELE
I-OMO 6.7
RADAR

IM

1290

1174

1233

LOCALIZER 111.55
I-OMO
Chan 52(Y)

(IAF)
POOBA
I-OMO 20.2
RADAR

(IF)
PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

ATLANTA
116.9 ATL
Chan 116

* When assigned by ATC intercept glidepath at ZMANN 4000.

R-195

R-180

2049

MSA ATL 25 NM

3100

SCARR
ATL 15

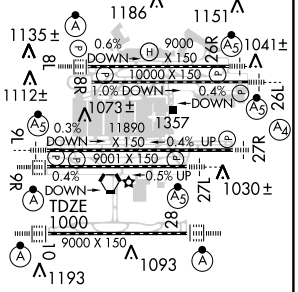
R-080

R-062

115.6 LGC
Chan 103

SE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1026 D



* When assigned by ATC, intercept glidepath at ZMANN 4000.

1400 ↑	3500 ATL R-180	SCARR △

POOBA
I-OMO 20.2
RADAR

PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

DAELE
I-OMO 6.7
RADAR

DH
RA 107

4000 — 092° — 4000 — *4000 — 092° — 2700 — IM — 1000 MSL

GS 3.00°
TCH 58

2700

6.3 NM — 3.1 NM — 4.1 NM — 5 NM — 857′ — 1150′

CATEGORY	A	B	C	D
S-ILS 10	RA 107/12 100 DA 1100			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

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(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 10 (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

T Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON				
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1

RADAR REQUIRED

10 NM

2049±

PDK 116.6

Chan 113

1304±

1174±

1219

1133±

1148

272°

4000

092°

(6.3)

*4000

092°

(3.1)

2700

092°

(4.1)

DAELE I-OMO 6.7 RADAR

IM

1290

1174

1233

LOCALIZER 111.55 I-OMO Chan 52(Y)

(IAF) POOBA I-OMO 20.2 RADAR

(IF) PENCL I-OMO 13.9 RADAR

ZMANN I-OMO 10.8 RADAR

ATLANTA 116.9 ATL Chan 116

R-195

R-180

* When assigned by ATC intercept glidepath at ZMANN 4000.

2049

MSA ATL 25 NM

3100

SCARR ATL 15

115.6 LGC Chan 103

R-062

R-080

R-360

ELEV 1026 D

* When assigned by ATC, intercept glidepath at ZMANN 4000.

1400 | 3500 ATL R-180 | SCARR

POOBA I-OMO 20.2 RADAR

PENCL I-OMO 13.9 RADAR

ZMANN I-OMO 10.8 RADAR

DAELE I-OMO 6.7 RADAR

4000 092° 4000 *4000 092° 2700 IM 1100 1000 MSL

GS 3.00° TCH 58

2700

6.3 NM | 3.1 NM | 4.1 NM | 5 NM | 860' | 1150'

CATEGORY	A	B	C	D
S-ILS-10	CAT IIIa RVR 07			
S-ILS-10	CAT IIIb NA			
S-ILS-10	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

1186 1151 1135± 1041± 1112± 1073± 1357 11890 1030± 1193 1093

0.6% DOWN 9000 X 150

1.0% DOWN 10000 X 150 0.4% DOWN

0.3% DOWN X 150 0.4% UP

9001 X 150 0.4% 0.5% UP

TDZE 1000

9000 X 150

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

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ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 26L (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-BRU	APP CRS	Rwy ldg	TDZE	Apt Elev
108.7 Chan 24	272°	10000	995	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and Rwy 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.
For inoperative MALSR increase S-ILS 26L visibility all Cats to RVR 5000.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR 119.65 DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
		PRM 126.9									

CLNC DEL 118.1

115.4 RMG Chan 101

PEACHTREE 116.6 PDK Chan 113

TROYS ATL 15

ALTERNATE MISSED APPROACH: R-360, PEACHTREE PDK 116.6 Chan 113, 180°, 360°

RADAR REQUIRED

LOCALIZER 108.7 I-BRU Chan 24

ATLANTA 116.9 ATL Chan 116

DEJAA INT I-BRU 6.6 RADAR

(IF) KINKY INT I-BRU 14.1 RADAR

(IAF) LUVIE INT I-BRU 20.3 RADAR

PANOL INT I-BRU 10.4 RADAR

MM

2600 272° (3.8) *3800 272° (3.8) *5000 272° (6.1) 092°

R-360, R-184, R-169, R-155, R-138

10 NM

MSA ATL 25 NM 3100

* When assigned by ATC, intercept glidepath at PANOL, 3800; or KINKY, 5000.

ELEV 1026 D

Rwy 26L TDZE 995'

1500 | 3500 | ATL R-360 116.9 | TROYS

* When assigned by ATC, intercept glidepath at PANOL, 3800; or KINKY, 5000.

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 52

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 285 (300-½)				

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ATLANTA, GEORGIA

09351

ILS PRM RWY 26R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-GXZ	APP CRS	Rwy Idg	8800
110.1	274°	TDZE	990
Chan 38		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON				
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9	PRM 126.9									

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

R-115 R-138 R-184 R-169 R-155

ATL R-360

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

FREAL INT I-GXZ 13.9 RADAR

(IF)

SMLTZ INT I-GXZ 20.3 RADAR

(IAF)

LOCALIZER 110.1 I-GXZ Chan 38

ATLANTA 116.9 ATL Chan 116

2049 2049 2048 2048 2049 1637 2049± 2049 1304± 1133± MM 1148 1130 1174± 1219 1174 1290 1233

2700 274° (3.5) *3800 274° (3.8) *5000 274° (6.4) 094°

R-360 PEACHTREE 116.6 PDK Chan 113 ALTERNATE MISSED APPROACH

MSA ATL 25 NM 3100

10 NM

ELEV 1026 D

RADAR REQUIRED

TDZE 990

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1093 1193

0.6% DOWN 9000 X 150 1.0% DOWN 10000 X 150 0.4% DOWN 0.3% DOWN 11890 X 150 0.4% UP 9001 X 150 0.4% DOWN 0.5% UP 9000 X 150

1400 3500 ATL R-360 TROYS

*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.

DH RA 105 MM 990 MSL 2700 *3800 *5000 274° 5000 GS 3.00° TCH 58

1149′ 801′ 2348′ 4.6 NM 3.5 NM 3.8 NM 6.4 NM

CATEGORY	A	B	C	D
S-ILS 26R	RA 105/12 100 DA 1090			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

ATLANTA, GEORGIA

33°38′N-84°26′W

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Amdt 1 22OCT09

ILS PRM RWY 26R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 26R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-GXZ	APP CRS	Rwy ldg	8800
110.1	274°	TDZE	990
Chan 38		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28.
Procedure NA when glideslope not available.
Dual VHF comm required.
See additional requirements on AAUP.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR 119.65	127.9 379.6	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 126.9									

CLNC DEL 118.1

115.4 RMG
Chan 101

TROYS
ATL 15

PEACHTREE
116.6 PDK
Chan 113

R-115 R-138 R-184 R-169 R-155 R-360

ATL R-360

2049 2049 2048 2048 2049 1637 2049± 2049

AJAAY INT
I-GXZ 6.7
RADAR

BALLI INT
I-GXZ 10.2
RADAR

FREAL INT
I-GXZ 13.9
RADAR

(IF)

(IAF)
SMLTZ INT
I-GXZ 20.3
RADAR

LOCALIZER 110.1
I-GXZ
Chan 38

1304± 1133± MM 1148 1174± 1219

2700 274° (3.5)
*3800 274° (3.8)
*5000 274° (6.4)
094°

ATLANTA
116.9 ATL
Chan 116

1290 1233 1174

ELEV 1026 D

RADAR REQUIRED

10 NM

MSA ATL 25 NM
3100

TDZE 990 274°

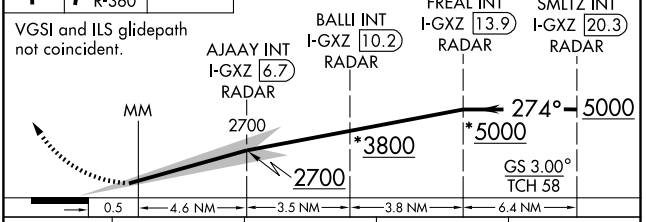
1186 1151 1135± 1041± 1112± 1073± 1357 1193 1093 1030±

0.6% DOWN 9000 X 150 26R
1.0% DOWN 10000 X 150 RR
0.4% DOWN 26L
0.3% DOWN 11890 X 150 0.4% UP 27R
0.4% DOWN 9001 X 150 0.5% UP 27L
9000 X 150 28

1400 | 3500 ATL R-360 | TROYS

* When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

CATEGORY	A	B	C	D
S-ILS 26R	1190/18	200 (200-½)		

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27L (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FSQ	APP CRS	Rwy Idg	8865
108.5	274°	TDZE	999
Chan 22		Apt Elev	1026

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Procedure does not meet ICAO standard for ALSF/ TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS spec approval or LOA for this runway. Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55									

CLNC DEL 118.1

MISSED APCH FIX
115.4 RMG
R-172
Chan 101
TEMPO ATL 30.3
116.9 ATL
R-268
Chan 116
088°
268°

PEACHTREE
116.6 PDK
Chan 113

MSA ATL 25 NM
3100

R-123
R-184
R-170
R-158
R-149
R-140
ATL R-080

(IAF)
ZINTU INT
ATL 24.3
RADAR

LOCALIZER 108.5
I-FSQ
Chan 22

2049
2048
1637
2049±
1304±
1133±
1148
1174±
1219
1290
1174
1233

2800 (3.8)
4000* (3.2)
5000* (3.1)
6000*
274°
(3.6)
094°
(CUMRA)

R-268
IM

ATLANTA
116.9 ATL
Chan 116

DEPOT INT
I-FSQ 7.1
RADAR

ANVAL INT
I-FSQ 10.8
RADAR

(IF)
DOOOH INT
I-FSQ 14
RADAR

DEZEE INT
I-FSQ 17.1
RADAR

(IAF)
YABBA INT
I-FSQ 20.8
RADAR

7000 to YABBA INT
202° (4.4) and
LOC (2.5)

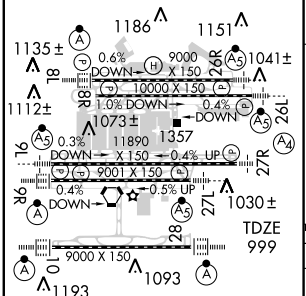
10 NM

RADAR REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1026

D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

1400 | 4000 ATL R-268 | TEMPO

VGSI and ILS glidepath not coincident.

DH
RA 122
999
MSL

IM

2800
4000*
5000*
6000*
274°
7000

DEPOT INT I-FSQ 7.1 RADAR
ANVAL INT I-FSQ 10.8 RADAR
DOOOH INT I-FSQ 14 RADAR
DEZEE INT I-FSQ 17.1 RADAR
YABBA INT I-FSQ 20.8 RADAR

GS 3.00°
TCH 57

1076' | 1091' | 5.3 NM | 3.8 NM | 3.2 NM | 3.1 NM | 3.6 NM

CATEGORY	A	B	C	D
S-ILS 27L	RA 122/12 100 DA 1099			

* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27L
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FSQ	APP CRS	Rwy Idg	8865
108.5	274°	TDZE	999
Chan 22		Apt Elev	1026

T Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28.
Procedure not authorized when glideslope not available.
Dual VHF comm required.
See additional requirements on adjacent information page.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65		119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9	PRM 132.55									

CLNC DEL 118.1

MISSED APCH FIX
R-172 Chan 101
115.4 RMG
TEMPO ATL 30.3
116.9 ATL R-268 Chan 116
088°
268°

PEACHTREE 116.6 PDK Chan 113

LOCALIZER 108.5 I-FSQ Chan 22

ATLANTA 116.9 ATL Chan 116

(IAF) ZINTU INT ATL 24.3 RADAR

R-123 R-184 R-170 R-158 R-149 R-140

ATL R-080

2049 2048 2049 2048 2049 2049± 1637 1304± 1133± 1148 1174± 1219 1290 1233 1174

2800 (3.8) 4000* (3.2) 5000* (3.1) 6000* 274° (3.6) 094° (CUMRA)

R-268 IM

DEPOT INT I-FSQ 7.1 RADAR

ANVAL INT I-FSQ 10.8 RADAR

(IF) DOOOH INT I-FSQ 14 RADAR

DEZEE INT I-FSQ 17.1 RADAR

(IAF) YABBA INT I-FSQ 20.8 RADAR

7000 to YABBA INT 202° (4.4) and LOC (2.5)

MSA ATL 25 NM
3100

ELEV 1026 D

10 NM

RADAR REQUIRED

1186 1151 1135± 1041± 1112± 1073± 1357 11890 9001 X 150 1030± 1193 1093 9000 X 150 TDZE 999 274°

0.6% DOWN 9000 X 150 1.0% DOWN 0.4% DOWN 0.3% DOWN X 150 0.4% UP 0.4% DOWN 0.5% UP

1400 4000 ATL R-268 TEMPO

* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

VGSI and ILS glidepath not coincident.

IM 2800 4000* 5000* 6000* 274° 7000

GS 3.00° TCH 57

0.2 5.2 NM 3.8 NM 3.2 NM 3.1 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 27L	1199/18 200 (200-½)			

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

33°38′N-84°26′W

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)
ILS PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 27R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

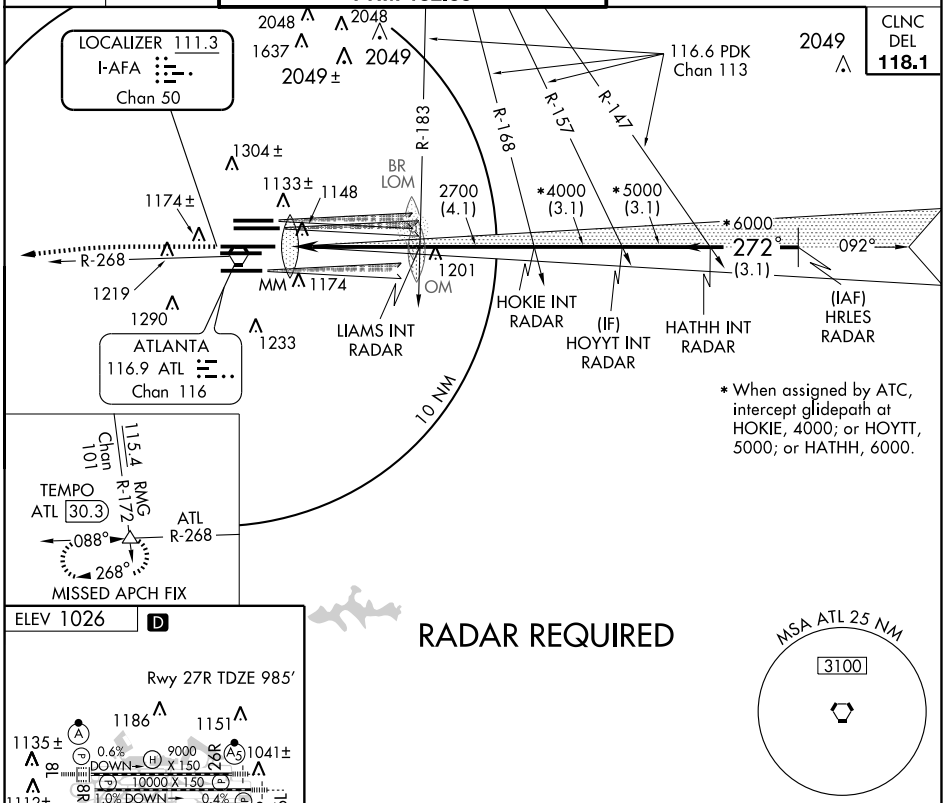
LOC/DME I-AFA	APP CRS	Rwy Idg	11690
111.3	272°	TDZE	985
Chan 50		Apt Elev	1026

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Dual VHF comm required. Procedure not authorized when glideslope not available. See additional requirements on adjacent information page.

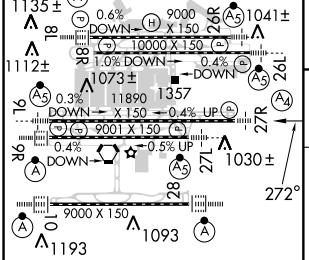
MALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55									



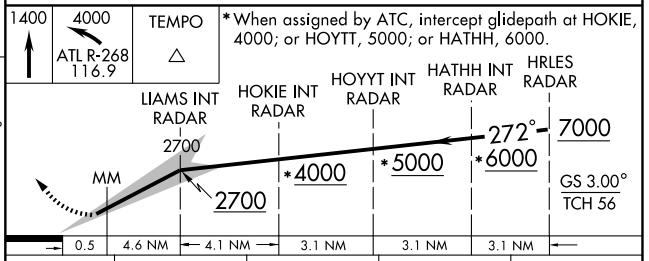
ELEV 1026 D



HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 27R	1185/40	200 (200- ¾)		

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 28
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-PKU	APP CRS	Rwy Idg 9000
111.75	272°	TDZE 998
Chan 54 (Y)		Apt Elev 1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1

LOCALIZER 111.75
I-PKU
Chan 54(Y)

10 NM

PDK 116.6
Chan 113

*When assigned by ATC intercept glidepath at FOGER 4000.

(IF) ANIEE
I-PKU 14
RADAR

(IAF) DACTL
I-PKU 20.8
RADAR

JUBBA
I-PKU 6.8
RADAR

FOGER
I-PKU 10.8
RADAR

2700 272° (4.1)
*4000 272° (3.1)
4000 272° (6.8)
092°

MSA ATL 25 NM
3100

ATLANTA
116.9 ATL
Chan 116

R-195

ATL R-180

SCARR
ATL 15

LGC 115.6
Chan 103

R-062
360°
180°

RADAR REQUIRED

ELEV 1026 D

1400	3500	SCARR
	ATL R-180	

*When assigned by ATC intercept glidepath at FOGER 4000.

JUBBA I-PKU 6.8 RADAR — FOGER I-PKU 10.8 RADAR — ANIEE I-PKU 14 RADAR — DACTL I-PKU 20.8 RADAR

2700 — *4000 — 4000 — 272° — 4000

GS 3.00°
TCH 55

IM — 2700

0.1 — 5 NM — 4.1 NM — 3.1 NM — 6.8 NM

CATEGORY	A	B	C	D
S-ILS 28	1198/18	200 (200-½)		

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 28 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON		ALL
ARR 119.65	127.9 379.9	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55		119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
		PRM 133.425									

RADAR REQUIRED

CLNC DEL 118.1

LOCALIZER 111.75
I-PKU
Chan 54(Y)

10 NM

PDK 116.6
Chan 113

*When assigned by ATC intercept glidepath at FOGER 4000.

(IF) ANIEE
I-PKU 14
RADAR

(IAF) DACTL
I-PKU 20.8
RADAR

JUBBA
I-PKU 6.8
RADAR

FOGER
I-PKU 10.8
RADAR

ATLANTA
116.9 ATL
Chan 116

R-195

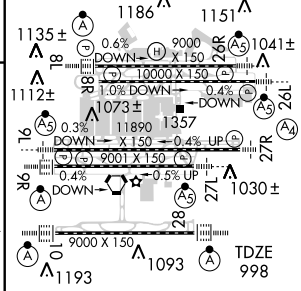
ATL R-180

SCARR
ATL 15

LGC 115.6
Chan 103
R-062
360°
180°

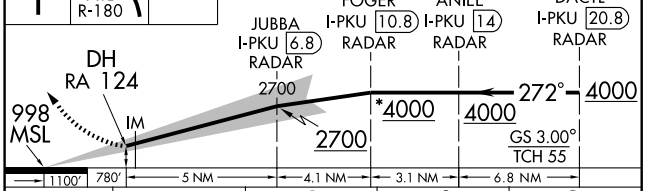
MSA ATL 25 NM
3100

ELEV 1026 D



1400	3500	SCARR
	ATL R-180	△

*When assigned by ATC intercept glidepath at FOGER 4000.



CATEGORY	A	B	C	D
S-ILS 28	RA 124/12 100 DA 1098			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HFW	APP CRS	Rwy ldg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

ILS RWY 8L (CAT II)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10.
ADF or DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

115.4 RMG Chan 101

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

LOM FLANC 344 FT

(IAF) OSTRR INT I-HFW 20.6 RADAR

055° 020° 347° 329°

SCHEL INT I-HFW 7.3 RADAR

R-360 PDK R-210

LOCALIZER 109.3 I-HFW Chan 30

272° *5000 092° (6.7) (IF) *3700 092° (4.1) 2900 092° (2.5)

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

MM IM

ATLANTA 116.9 ATL Chan 116

MSA ATL 25 NM 3100

10 NM

RADAR REQUIRED

ELEV 1026 D

* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR,5000.

1500 3500 ATL R-360 TROYS

OSTRR INT I-HFW 20.6 RADAR

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

SCHEL INT I-HFW 7.3 RADAR

6000 092° *5000 *3700 2900 092° 2900 MM IM

DH RA 106

GS 3.00° TCH 59

1015 MSL

6.7 NM 4.1 NM 2.5 NM 5.3 NM 1514′ 790′ 1200′

CATEGORY	A	B	C	D
S-ILS 8L	RA 106/12 100 DA 1115			

TDZE 1015

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

ILS RWY 8L (CAT III)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10.
ADF or DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

R-360

PEACHTREE 116.6 PDK Chan 113

ALTERNATE MISSED APPROACH

MSA ATL 25 NM 3100

115.4 RMG Chan 101

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

10 NM

LOM FLANC 344 FT

(IAF) OSTRR INT I-HFW 20.6 RADAR

055° 020° 347° 329°

SCHEL INT I-HFW 7.3 RADAR

R-360 PDK R-210

LOCALIZER 109.3 I-HFW Chan 30

272° *5000 092° (6.7) *3700 092° (4.1) 2900 092° (2.5)

(IF)

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

ATLANTA 116.9 ATL Chan 116

RADAR REQUIRED

ELEV 1026 D

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR,5000.

1500 | 3500 ATL R-360 | TROYS

OSTRR INT I-HFW 20.6 RADAR — BAHRR INT I-HFW 13.9 RADAR — REIFF INT I-HFW 9.8 RADAR — SCHEL INT I-HFW 7.3 RADAR MM IM

6000 092° *5000 *3700 2900 092° 2900 1192 1115 1015 MSL

GS 3.00° TCH 59

6.7 NM | 4.1 NM | 2.5 NM | 5.3 NM | 1456′ | 848′ | 1200′

CATEGORY	A	B	C	D
S-ILS 8L		CAT IIIa	RVR 07	
S-ILS 8L		CAT IIIb	RVR 06	
S-ILS 8L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZE 1015 1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1193 1093

0.6% DOWN 9000 X 150 26R

10000 X 150 18 8R

1.0% DOWN 0.4% DOWN 26L

0.3% DOWN 11890 X 150 0.4% UP 27R 9L

9001 X 150 0.4% DOWN 0.5% UP 27L 9R

9000 X 150 28 10

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FUN	APP CRS	Rwy Idg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

ILS RWY 9R (CAT II)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 8L or 8R. ADF or DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER 8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	GND CON (8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1

RADAR REQUIRED

LOM FLANC 344 FT

PADGT INT I-FUN 17 RADAR

BURNY INT I-FUN 6.7 RADAR

038° 021° 359° 332°

FT 051°

5000* (3.1) 4000* (3.1) 2700 (4.1)

6000* (3.1)

272° 092°

1304± 1174± 1133± 1148 R-087

1219 1239± 1290 MM IM 1174 1233

2048 2048 2049 2049± 1637

LOCALIZER 108.9 I-FUN Chan 26

(IAF) VINII INT I-FUN 20.2 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

ATLANTA 116.9 ATL Chan 116

10 NM

CONNI ATL 31

AHN 109.6 Chan 33 R-235

ATL R-087 267° 087°

MCN 114.2 R-351 Chan 89

MISSED APCH FIX

MSA ATL 25 NM 3100 2049

ELEV 1026 D

*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

1500 4000 ATL R-087 CONNI

VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

BURNY INT I-FUN 6.7 RADAR

7000 *6000 092° *5000 *4000 2700 DH RA 114 MM IM 1026 MSL

GS 3.00° TCH 54

3.1 NM 3.1 NM 3.1 NM 4.1 NM 4.6 1390' 884' 1152'

CATEGORY	A	B	C	D
S-ILS-9R	RA 114/12 100 DA 1126			

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1093 1193

0.6% DOWN 9000 X 150 26R

1.0% DOWN 0.4% DOWN 10000 X 150 18R 26L

0.3% DOWN 11890 X 150 0.4% UP 16 27R

0.4% DOWN 0.5% UP 9001 X 150 9R 27L

9000 X 150 10 28

TDZE 1026

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FUN	APP CRS	Rwy Idg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

ILS RWY 9R (CAT III)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

T Simultaneous approach authorized with Rwy 8L or 8R. ADF or DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1

RADAR REQUIRED

LOM FLANC 344 FT

PADGT INT I-FUN 17 RADAR

BURNY INT I-FUN 6.7 RADAR

038° 021° 359° 332° 051° FT 272°

5000* (3.1) 4000* (3.1) 2700 (4.1) 6000* 092° (3.1)

2048 2048 2049 2049± 1637 1304± 1174± 1133± 1148 1219 1239± 1290 1174 1233

R-087

LOCALIZER 108.9 I-FUN Chan 26

(IAF) VINII INT I-FUN 20.2 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

MM IM

ATLANTA 116.9 ATL Chan 116

10 NM

MSA ATL 25 NM 3100 2049

MISSED APCH FIX

AHN R-235 109.6 Chan 33

ATL R-087 267° 087°

CONNI ATL 31

MCN R-351 114.2 Chan 89

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

* When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

1500 4000 ATL R-087 CONNI

VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

BURNY INT I-FUN 6.7 RADAR

MM IM

7000 *6000 092° *5000 *4000 2700 1201 1125 1026 MSL

GS 3.00° TCH 54

3.1 NM 3.1 NM 3.1 NM 4.1 NM 4.6 1440′ 834′ 1152′

CATEGORY	A	B	C	D
S-ILS-9R	CAT IIIa RVR 07			
S-ILS-9R	CAT IIIb RVR 03			
S-ILS-9R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1026 D

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1093 1193

0.6% DOWN 9000 X 150 26R

10000 X 150 18

1.0% DOWN 0.4% DOWN 26L

0.3% DOWN 11890 X 150 0.4% UP 27R

9001 X 150 9L

0.4% DOWN 0.5% UP 27L

9000 X 150 10 28

TDZE 1026

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

ILS RWY 10 (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

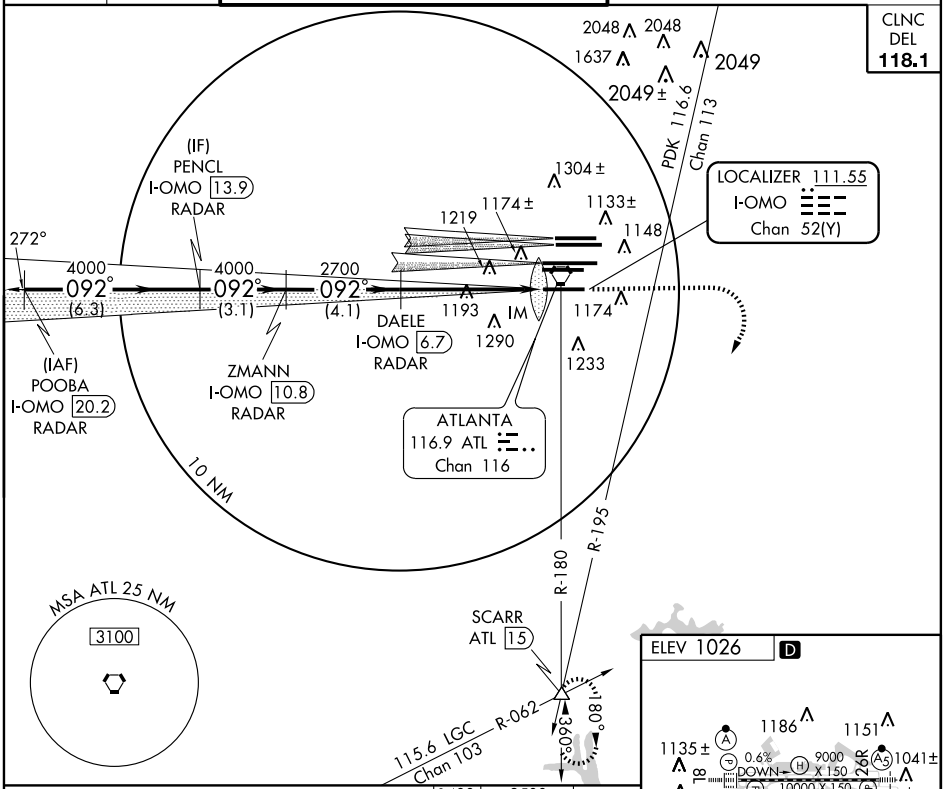
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

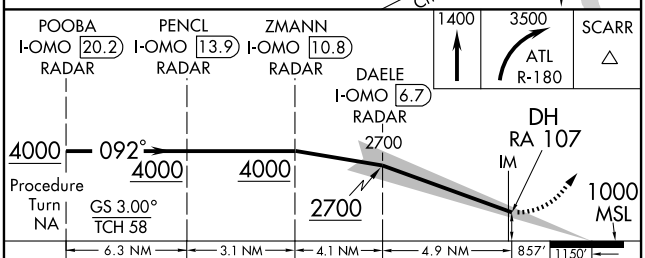
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

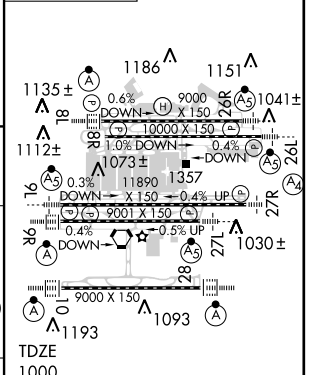
CLNC DEL 118.1





CATEGORY	A	B	C	D
S-ILS-10	RA 107/12 100 DA 1100			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

ILS RWY 10 (CAT III)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

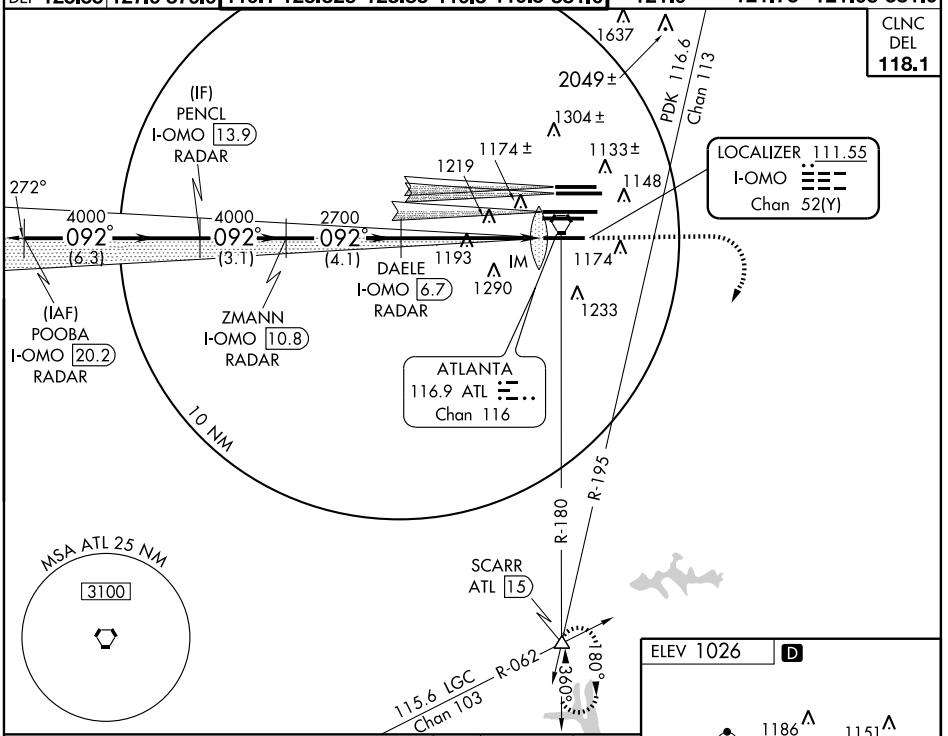
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusuable for rollout guidance.

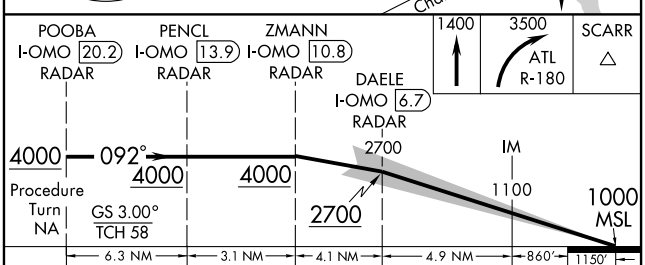
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

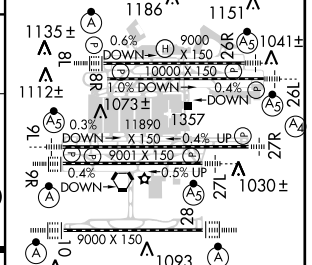
CLNC DEL 118.1





CATEGORY	A	B	C	D
S-ILS-10	CAT IIIa		RVR 07	
S-ILS-10	CAT IIIb		NA	
S-ILS-10	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GXZ	APP CRS	Rwy Idg	8800
110.1	274°	TDZE	990
Chan 38		Apt Elev	1026

ILS RWY 26R (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

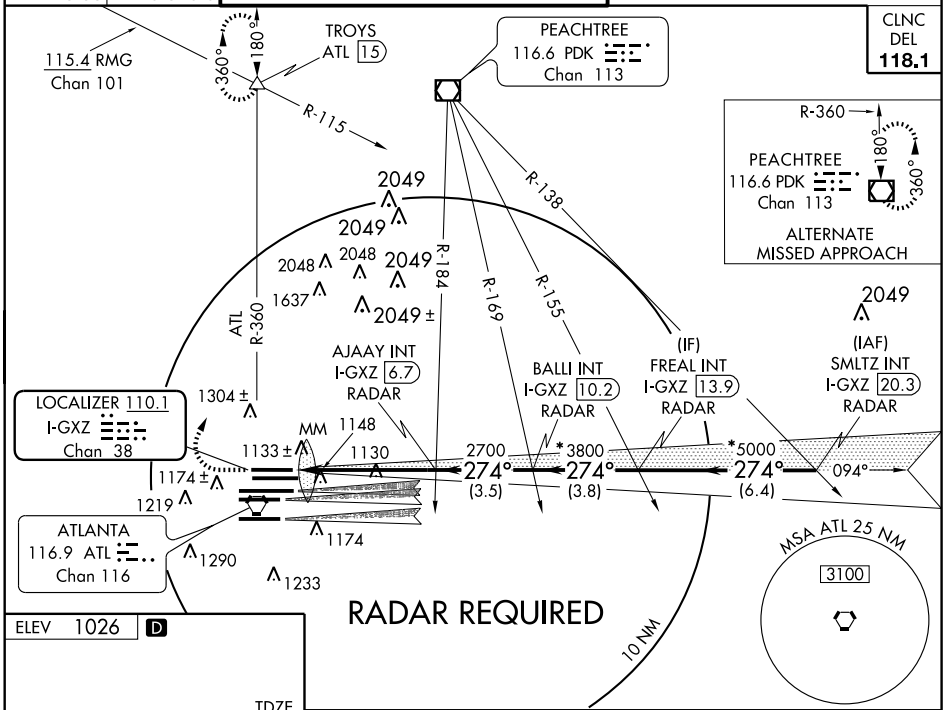
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rwys 27R and 28.

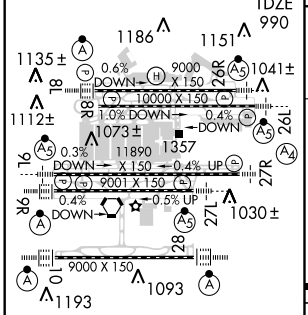
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

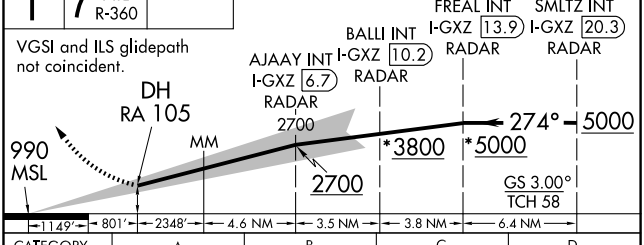
CLNC DEL 118.1





*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 26R	RA 105/12 100 DA 1090			

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 27L (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FSQ	APP CRS	Rwy Idg	8865
108.5	274°	TDZE	999
Chan 22		Apt Elev	1026

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS spec approval or LOA for this runway.
Simultaneous approaches authorized with Rwys 26L or 26R.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

MISSED APCH FIX
R-172 Chan 101
115.4 RMG
TEMPO ATL 30.3
116.9 ATL R-268 Chan 116
088°
268°

PEACHTREE 116.6 PDK Chan 113

MSA ATL 25 NM
3100

CLNC DEL 118.1

R-123
R-184
R-170
R-158
R-149
R-140
ATL R-080

(IAF) ZINTU INT ATL 24.3 RADAR

LOCALIZER 108.5 I-FSQ Chan 22

ATLANTA 116.9 ATL Chan 116

2049
2048
1637
2049±
1304±
1133±
1116±
1148
1174±
1219
1290
1083
1174
1201
1233

2800 (3.8)
4000* (3.2)
5000* (3.1)
6000*
274°
(3.6)
094°
(CUMRA)

R-268
IM

DEPOT INT I-FSQ 7.1 RADAR
ANVAL INT I-FSQ 10.8 RADAR
(IF) DOOOH INT I-FSQ 14 RADAR
DEZEE INT I-FSQ 17.1 RADAR
(IAF) YABBA INT I-FSQ 20.8 RADAR
7000 to YABBA INT 202° (4.4) and LOC (2.5)

10 NM

RADAR REQUIRED

ELEV 1026 D

1186
1151
1135±
1041±
1112±
1073±
1357
1030±
1193
1093
TDZE 999
274° 5.4 NM from FAF

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

1400	4000 ATL R-268	TEMPO △

* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

DH RA 122
999 MSL
IM
2800
4000*
5000*
6000*
274°
7000
VGSI and ILS glidepath not coincident.
GS 3.00°
TCH 57

1076' 1091' 5.3 NM 3.8 NM 3.2 NM 3.1 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 27L	RA 122/12 100 DA 1099			

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

ILS RWY 28 (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

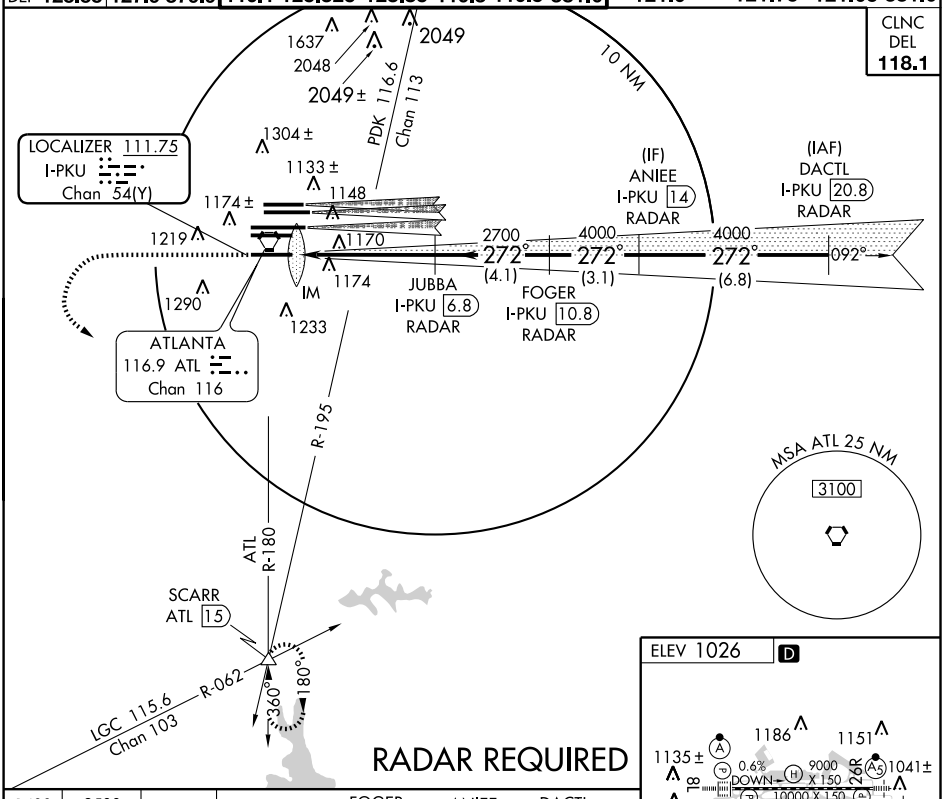
Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R. DME or RADAR REQUIRED.

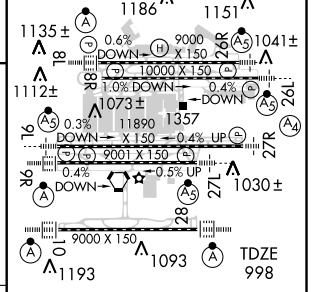
ALSF-2

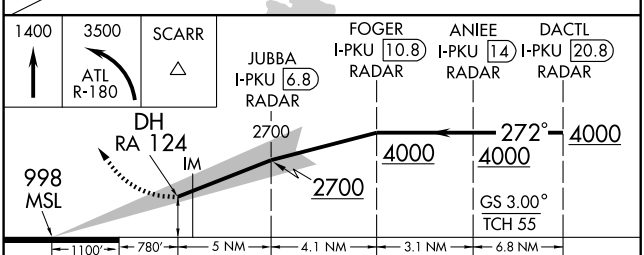
MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1







CATEGORY	A	B	C	D
S-ILS-28	RA 124/12 100 DA 1098			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

JCKTS FIVE DEPARTURE (RNAV)

(JCKTS5.JCKTS) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

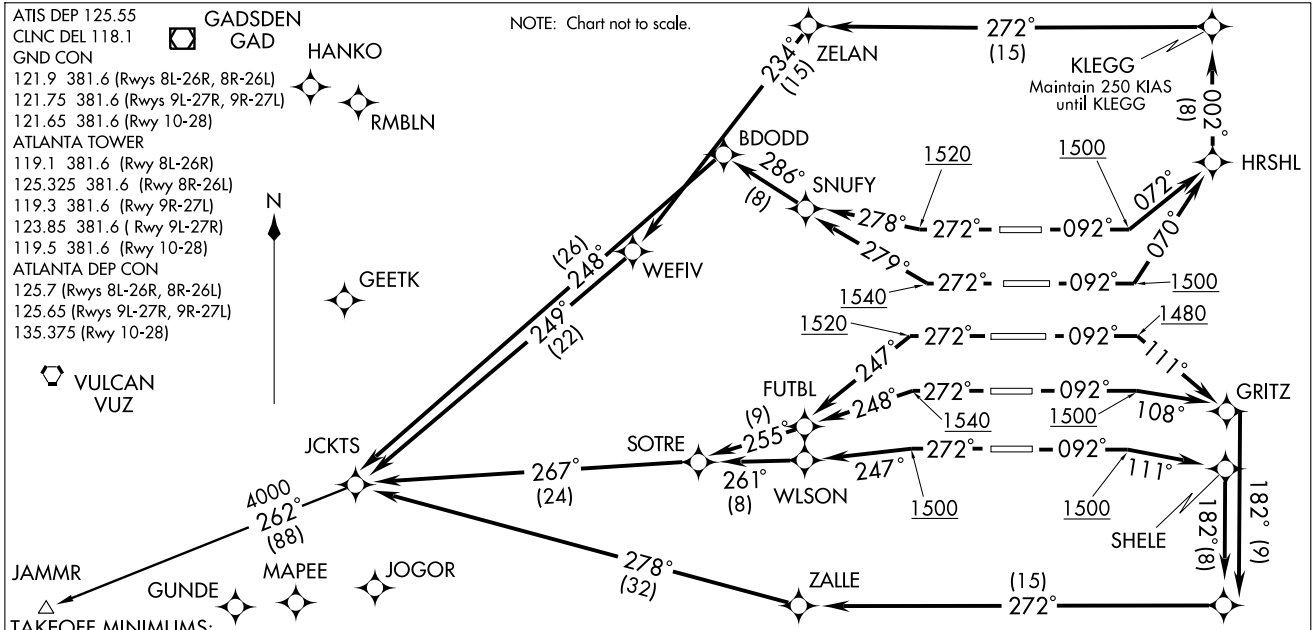
JCKTS FIVE DEPARTURE (RNAV)

(JCKTS5.JCKTS) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

SI-26 (FAA)

ATLANTA, GEORGIA



TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.

Rwy 9L, 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: STANDARD with the following ATC climb rates:

Rwy 8L, 9R, 10, 28:
ATC climb of 500′ per NM to 1500.

Rwy 26L, 27L:
ATC climb of 500′ per NM to 1540.

Rwy 26R, 27R:
ATC climb of 500′ per NM to 1520.

NOTE: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: DME/DME/IRU or GPS Required
NOTE: For turbojet aircraft only.
NOTE: RADAR Required.
NOTE: RNAV 1.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500 , then on 108° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence.....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to JCKTS, thence.....
....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

JAMMR TRANSITION (JCKTS5.JAMMR):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

JOGOR THREE DEPARTURE (RNAV)

(JOGOR3.JOGOR) 10098

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

(JOGOR3.JOGOR) 10098

JOGOR THREE DEPARTURE (RNAV)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL
118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

GADSDEN
GAD

HANKO

RMBLN

GEETK

VULCAN
VUZ

JAMMR

GUNDE

MAPEE

JCKTS

JOGOR

WEFIV

ZELAN

BDODD

SNUFY

KLEGG
Maintain 250 KIAS
until KLEGG

HRSHL

FUTBL

SOTRE

WLSON

GRITZ

SHELE

ZALLE

HYZMN
Maintain 250 KIAS
until HYZMN.

N

234° (15)

272° (15)

002° (8)

286° (8)

1520

1500

072°

070°

278°

279°

272°

092°

1540

1500

1520

1480

247°

111°

248°

255°

(9)

108°

262° (24)

4000
*3200

259° (30)

261° (8)

247°

111°

182° (9)

182° (8)

274° (32)

4000

258° (15)

272° (15)

(27)
243°
(22)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500′ per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500′ per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500′ per NM to 1520.

NOTE: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For turbojet aircraft only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.

(Continued on following page)

NOTE: Chart not to scale.

SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092°to or at above 1500, then on 111° course to SHELE, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 28: Climb heading 272° to at above 1500, then on 247° course to WLSON, then via depicted route to JOGOR, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

GUNDE TRANSITION (JOGOR3.GUNDE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

LAGRANGE TWO ARRIVAL

(LGC.LGC2) 10154

ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA APP CON
127.9
ATIS ARR
119.65

(NARRATIVE ON FOLLOWING PAGE)

NOTE: MEI transition DME required.

NOTE: Chart not to scale.

VULCAN
114.4 VUZ
Chan 91

ROME
115.4 RMG
Chan 101

ATLANTA
116.9 ATL
Chan 116
N33°37.74′
W84°26.10′

LAGRANGE
115.6 LGC
Chan 103
N33°02.95′-W85°12.37′

TIROE
N33°18.39′-W84°51.96′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing West: Expect clearance to cross at 14000.

HONIE
N33°11.03′-W85°01.72′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing East: Expect clearance to cross at 12000 and 250 KTS.

TIMMY
N32°48.02′
W85°32.68′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′
W88°48.26′
L-18, H-6

MOBEE
N32°35.85′
W86°50.00′

OBXAY
N32° 45.33′
W85° 43.10′

CACEE
N32°26.29′
W88°17.67′

IVLUH
N31°58.69′
W87°02.48

YARBE
N32°42.75′
W85°39.82′

CLEAV
N32°35.19′
W85°02.89′

COLUMBUS
117.1 CSG
Chan 118

PECAN
116.1 PZD
Chan 108

GOONS
N31°52.02′
W84°48.35′

PAYTN
N31°28.07′
W87°53.13′

MONTGOMERY
112.1 MGM
Chan 58
N32°13.34′
W86°19.18′
L-18, H-6-9

CROSS CITY
112.0 CTY
Chan 57
N29°35.94′
W83°02.92′
L-21-24, H-8

WYATT
N31°19.37′
W84°37.51′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106

SEMINOLE
117.5 SZW
Chan 122
N30°33.37′
W84°22.44′
L-21-22, H-8

FL260
077°
(26)

(75)

101

(60)

161

10000
048°
(18)

31

V222

10000
055°
(82)

113

10000
045°
(44)

MGM
R-068

R-3002F

(10)

39

116

J73

(34)

R-298

82

J73

FL180
342°
(34)

R-223

J151

FL180
342°
(48)

J73

FL200
324°
(132)

FL180
049°
(38)

(53)

91

R-342

R-299

R-002

R-175

R-125

R-130

R-165

R-228

048°
(29)

23

(11)

V222

4000
047°
(12)

R-358

R-235

(31)

R-228

R-163

5000
343°
(29)

(23)

52

SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CROSS CITY TRANSITION (CTY.LGC2): From over CTY VORTAC via CTY R-324 to WYATT INT, then via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .
GREENE COUNTY TRANSITION (GCV.LGC2): From over GCV VORTAC via GCV R-049 to IVLUH INT, then via LGC R-235 to LGC VORTAC. Thence. . . .
MERIDIAN TRANSITION (MEI.LGC2): From over MEI VORTAC via MEI R-077 to YARBE INT, then via LGC R-228 to LGC VORTAC. Thence. . . .
MONTGOMERY TRANSITION (MGM.LGC2): From over MGM VORTAC via MGM R-045 and LGC R-228 to LGC VORTAC. Thence. . . .
SEMINOLE TRANSITION (SZW.LGC2): From over SZW VORTAC via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .

. . . .From over LGC VORTAC via LGC R-047 to HONIE INT, then to TIROE INT, then via ATL R-228 to ATL VORTAC. Expect radar vectors to final approach course.

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ATLANTA, GA			
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	08L	TWY B13	8,490 feet
	09R	TWY J	8,620 feet
	26R	TWY H	8,600 feet
	27L	TWY P	8,600 feet
BIRMINGHAM, AL			
BIRMINGHAM INTL (BHM)	06	18-36	8,700 feet
	36	06-24	5,150 feet
SAVANNAH, GA			
SAVANNAH/HILTON HEAD INTL (SAV)	01	10-28	4,050 feet
	10	01-19	5,450 feet
	28	01-19	3,250 feet

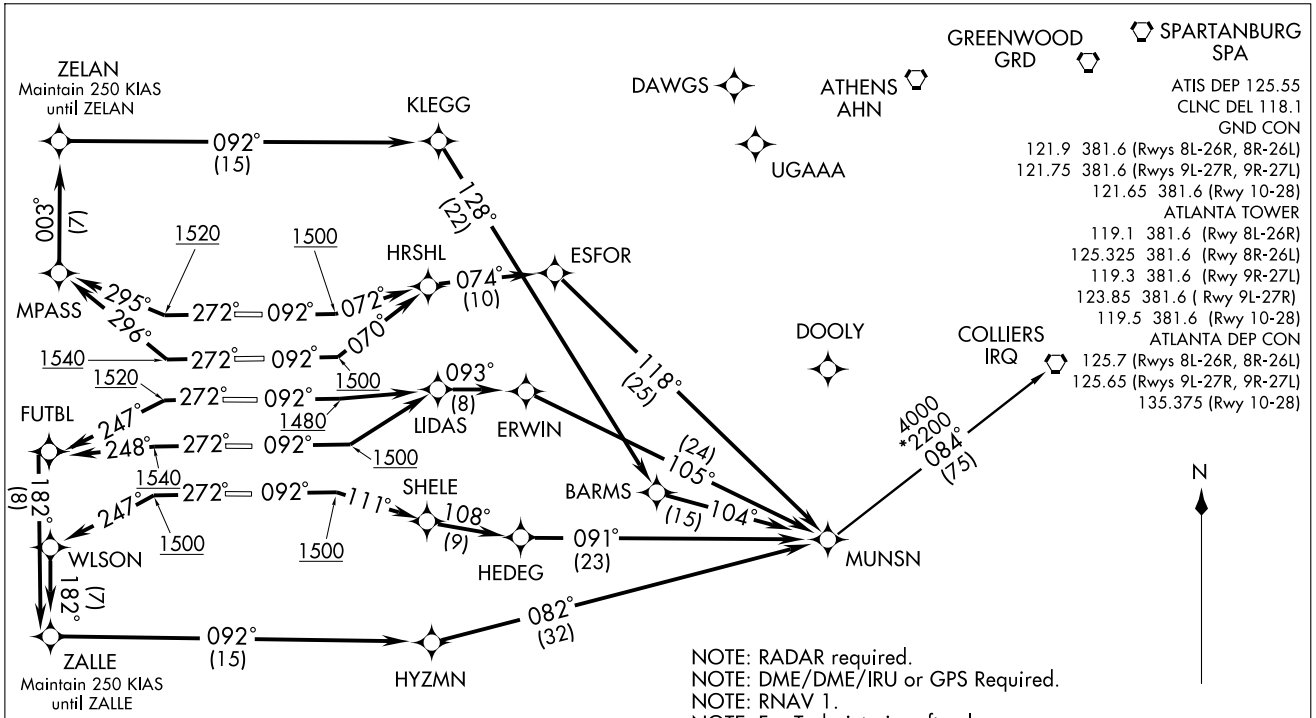
21 OCT 2010 to 18 NOV 2010

MUNSN FOUR DEPARTURE (RNAV)

(MUNSN4.MUNSN) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA



TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500′ per NM to 1500.
Rwy 26R, 27R: ATC climb of 500′ per NM to 1520.
Rwy 26L, 27L: ATC climb of 500′ per NM to 1540.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on next page)

NOTE: Chart not to scale.

MUNSN FOUR DEPARTURE (RNAV)
(MUNSN4.MUNSN) 10098
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
ATLANTA, GEORGIA

SL-26 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to MUNSN, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

COLLIERS TRANSITION (MUNSN4.IRQ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL /1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence...
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence...

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

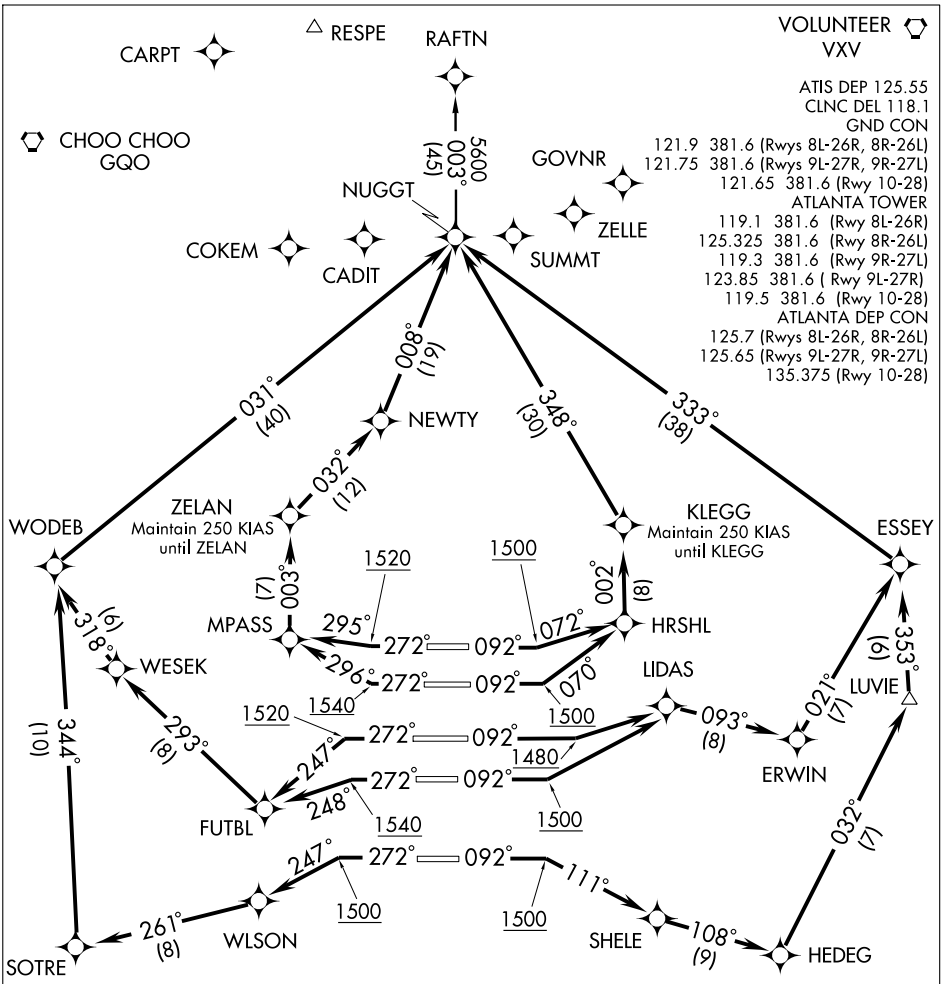
SARGE TRANSITION (NOVSS3.SARGE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL /1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

NUGGT FOUR DEPARTURE (RNAV) SL-26 (FAA)

ATLANTA, GEORGIA



NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: RNAV 1.

(Continued on next page)

NOTE: Chart not to scale

TAKEOFF MINIMUMS:
Rwy 8R: 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500′ per NM to 1500.
Rwy 26L, 27L: ATC climb of 500′ per NM to 1540.
Rwy 26R, 27R: ATC climb of 500′ per NM to 1520.

NUGGT FOUR DEPARTURE (RNAV)
ATLANTA, GEORGIA
(NUGGT4.NUGGT) 10098
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS to ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NUGGT, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

RAFTN TRANSITION (NUGGT4.RAFTN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

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PECHY FIVE ARRIVAL (RNAV)

ATLANTA APP CON
128.525
ATIS ARR
119.65

CHARLESTON TRANSITION (HVQ.PECHY5):
SPAYD TRANSITION (SPAYD.PECHY5):
From PECHY via 217° track to KEEEN, then via 217° track to STONN, thence via assigned runway transition.
Landing East Rwy 8L/R: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.
Landing East Rwy 10, 9R/L: From over STONN via 195° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.
Landing West Rwy 26R/L, 27R/L, 28: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors to final approach course after STONN.
LOST COMMUNICATIONS:
EAST OPERATION: At WOTBA fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.
WEST OPERATION: At STONN track to IGEBE, fly heading 180°, maintain 5000; intercept and execute ILS Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

NOTE: Chart not to scale.

CHARLESTON
HVQ
FL180
201°
(54)
SPAYD
FL180
176°
(52)
KONGO
(11)
CULME
206°
(20)
GOBME
(56)
HUBEL
(25)
SNOWBIRD
SOT
15 NM
207°
(50)
PLEES
15 NM
12000
(27)
SHANE
(30)
PECHY
Landing East: Expect to cross at 12000.
Landing West: Expect to cross at 12000/250 KTS.
5000
217°
(11)
15 NM
219°
KEEEN
(9)
DIRTY
DOEVR
(13)
5000
STONN
Landing West: Expect radar vectors to final approach course after STONN.
WOTBA
Landing East Rwy 8R/L: Expect radar vectors to final approach course after WOTBA.
NOTRE
NOFIV
(5)
(5)
(9)
272°
(11)
IGEBE
4000
195°
(22)
ATLANTA
ATL
SOTRE
(5)
(5)
(10)
272°
(12)
BOJAA
HESPI
Landing East Rwy 10, 9L/R: Expect radar vectors to final approach course after HESPI.
FOGOG

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: HRS, ODF, RMG, AHN, and PDK must be operational.

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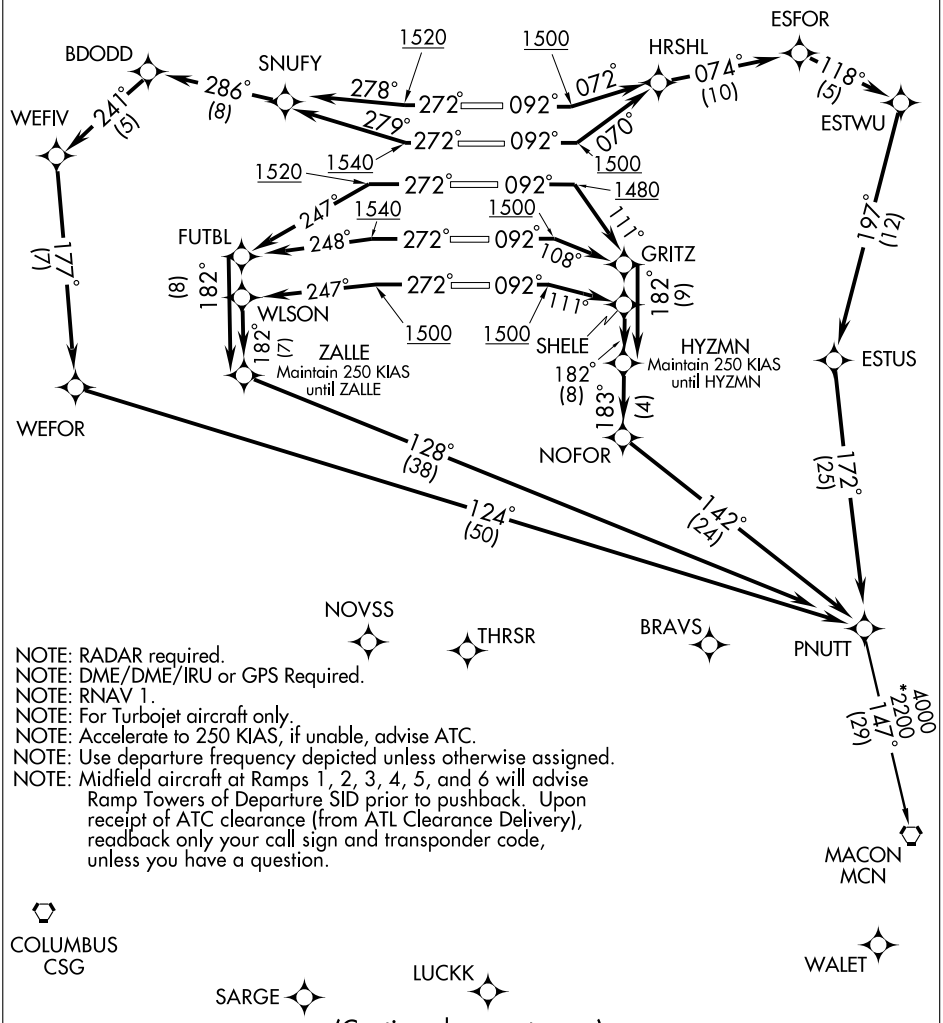
ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence...
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence...

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

MACON TRANSITION (PNUTT5.MCN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RMBLN FIVE DEPARTURE (RNAV)

(RMBLN5.RMBLN) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

RMBLN FIVE DEPARTURE (RNAV)

(RMBLN5.RMBLN) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

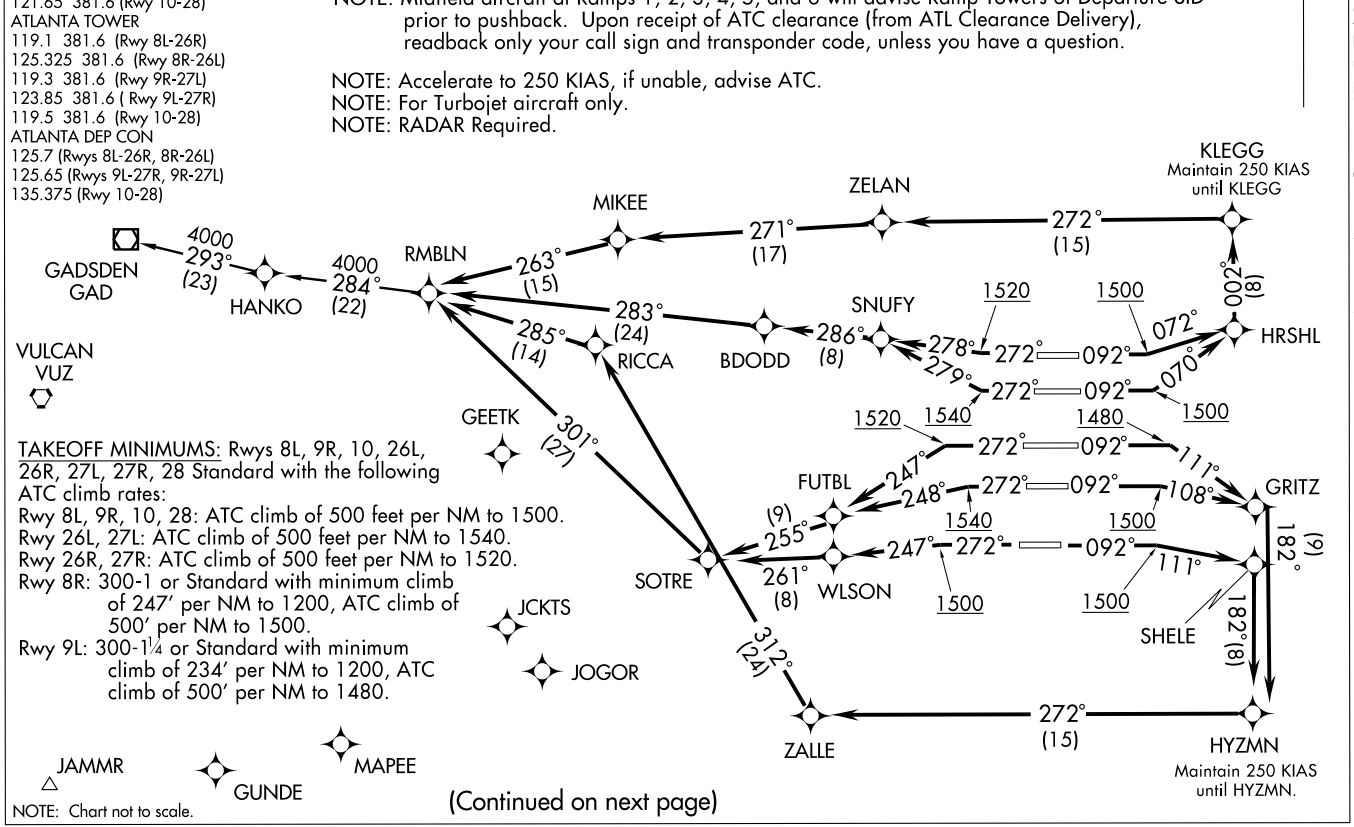
SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.



TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.
Rwy 8R: 300-1 or Standard with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L: 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to RMBLN, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

GADSDEN TRANSITION (RMBLN5.GAD):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

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WAAS	APP CRS	Rwy Idg	8800
CH 99300	092°	TDZE	1015
W08B		Apt Elev	1026

RNAV (GPS) Y RWY 8L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

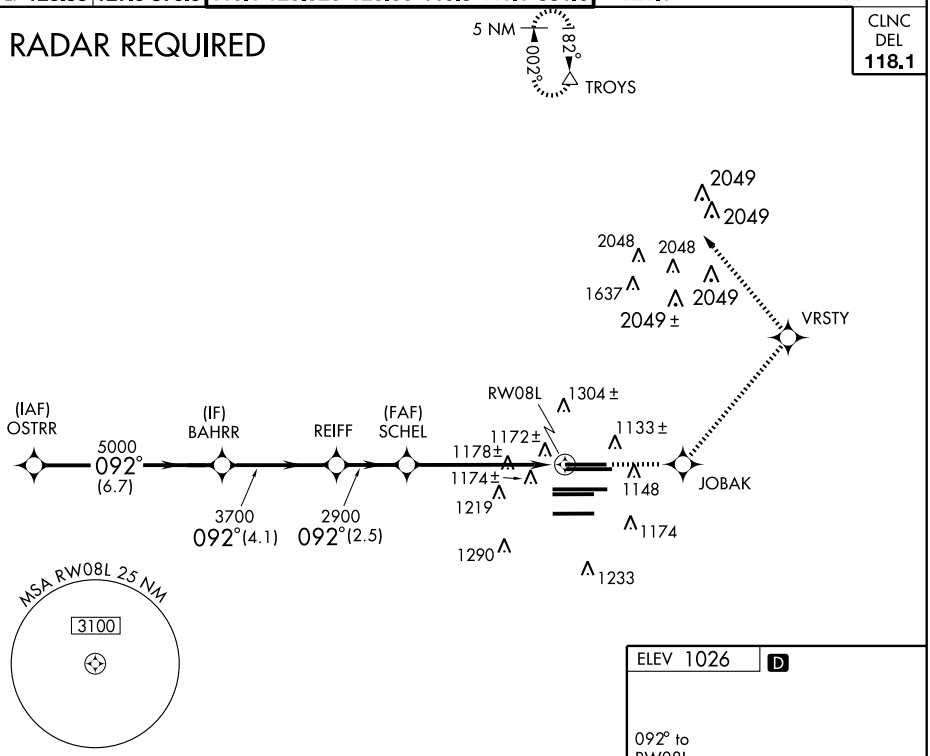
ALSF-2

MISSED APPROACH: Climb to 3500 direct JOBAK and via 042° track to VRSTY and 322° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

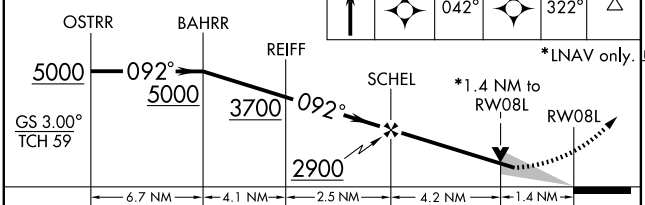
CLNC DEL 118.1

RADAR REQUIRED



VGSI and RNAV glidepath not coincident.

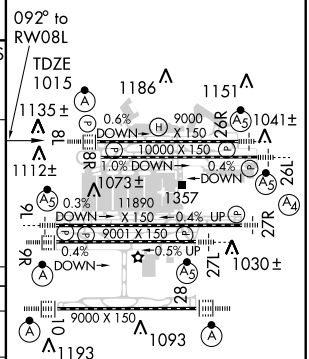
3500	JOBAK	TRK 042°	VRSTY	TRK 322°	TROYS



*LNAV only.

CATEGORY	A	B	C	D
LPV DA	1360/40 345 (400-¾)			
LNAV/ VNAV DA	1475/50 460 (500-1)			
LNAV MDA	1540/24 525 (600-½)		1540/50 525 (600-1)	1540/60 525 (600-1¼)

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 48800	092°	TDZE	1024
W08A		Apt Elev	1026

RNAV (GPS) Y RWY 8R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct BAMSE and via 042° track to CRTER and 322° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1

RADAR REQUIRED

5 NM 182° 002° TROYS

2049 2049 2048 2048 1637 2049 2049± CRTER

(IAF) PRMAN 5000 092° (6.8) (IF) CHINN 3700 092°(4.1) STUMP 2800 092°(2.8) (FAF) BBURG

RW08R 1304± 1172± 1178± 1174± 1219 1290 1133± 1148 BAMSE 1174 1233

MSA RW08R 25 NM 3100

SE-4, 21 OCT 2010 to 18 NOV 2010

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ELEV 1026 D

092° to RW08R

TDZE 1024

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1193 1093

0.6% DOWN 9000 X 150 0.4% DOWN 10000 X 150 1.0% DOWN 0.4% DOWN 11890 0.3% DOWN X 150 0.4% UP 9001 X 150 0.4% DOWN 0.5% UP 9000 X 150

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

3500	BAMSE	TRK 042°	CRTER	TRK 322°	TROYS

PRMAN CHINN STUMP BBURG

5000 092° 5000 3700 2800

GS 3.00° TCH 53

VGSI and RNAV glidepath not coincident.

*LNAV only.

*1.4 NM to RW08R

RW08R

6.8 NM 4.1 NM 2.8 NM 3.9 NM 1.4

CATEGORY	A	B	C	D
LPV DA	1337/50 313 (400-1)			
LNAV/ VNAV DA	1526-1¾ 502 (500-1¾)			
LNAV MDA	1540/50 516 (600-1)		1540-1½ 516 (600-1½)	1540-1¾ 516 (600-1¾)

RNAV (GPS) Y RWY 9L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

WAAS	APP CRS	Rwy ldg	11730
CH 62800	092°	TDZE	1019
W09A		Apt Elev	1026

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46° C (114° F). DME/DME RNP-0.3 NA.

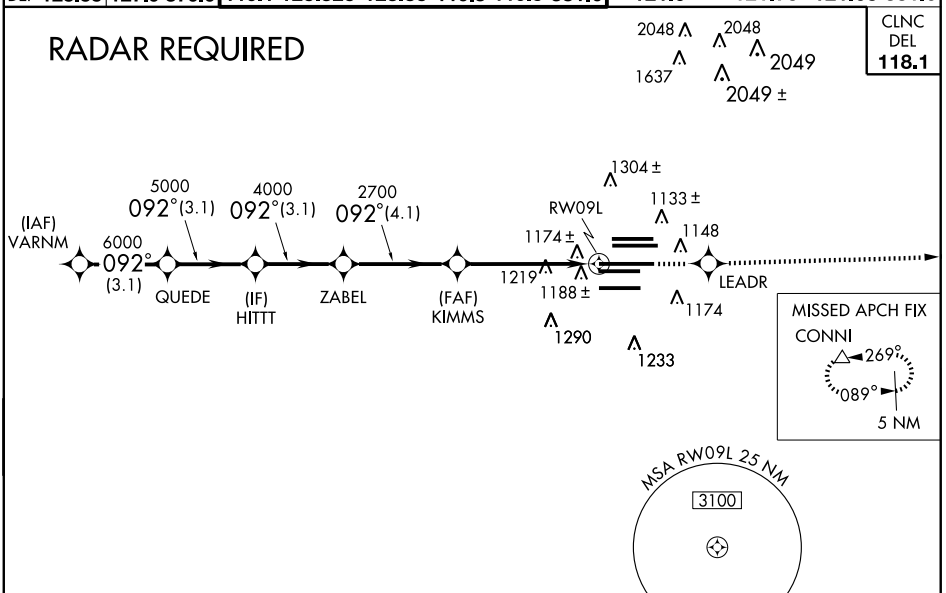
MALSR

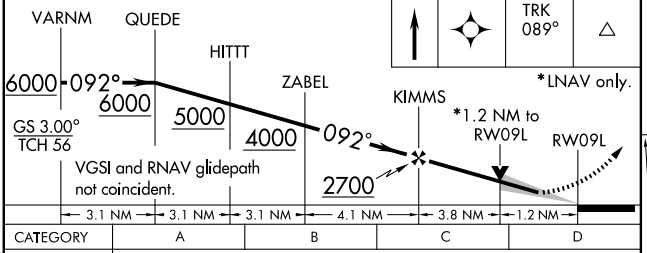
MISSED APPROACH: Climb to 4000 direct LEADR and via 089° track to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

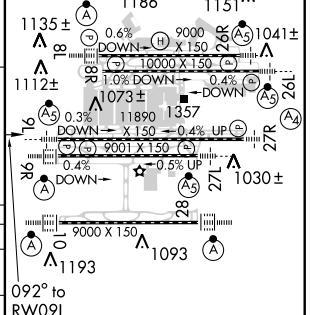
CLNC DEL 118.1

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1219/24 200 (200-½)			
LNAV/ VNAV DA	1477/50 458 (500-1)			
LNAV MDA	1480/24 461 (500-½)		1480/40 461 (500-¾)	1480/50 461 (500-1)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 97400 W09B	092°	Rwy Idg	9000
		TDZE	1026
		Apt Elev	1026

RNAV (GPS) Y RWY 9R

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114° F). DME/DME RNP-0.3 NA.

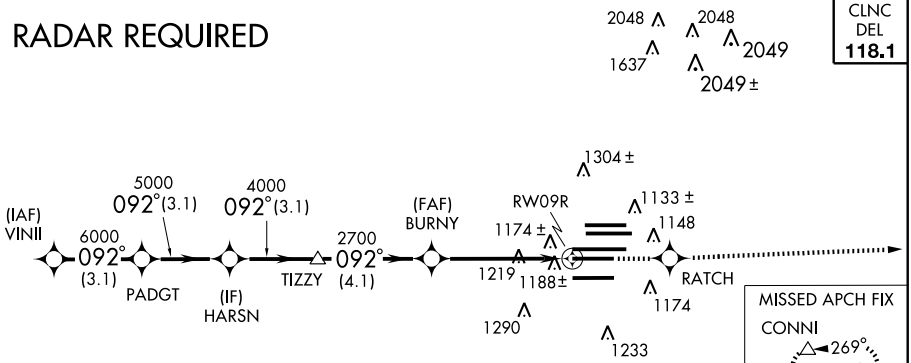
ALSF-2

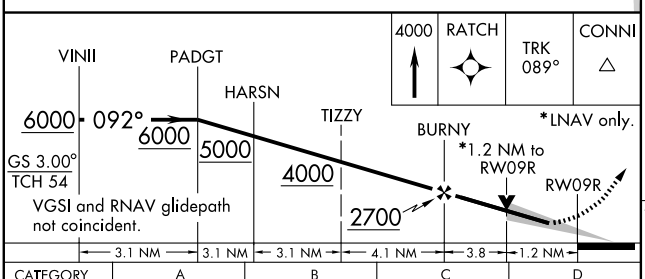
MISSED APPROACH: Climb to 4000 direct RATCH and via 089° track to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON		
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L) (9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6
DEP 125.55										

CLNC DEL 118.1

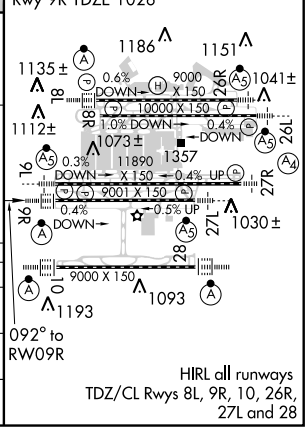
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1226/24 200 (200-½)			
LNAV/VNAV DA	1475/50 449 (500-1)			
LNAV MDA	1480/24 454 (500-½)		1480/40 454 (500-¾)	1480/50 454 (500-1)

ELEV 1026 D



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 40399	092°	Rwy Idg	9000
W10A		TDZE	1000
		Apt Elev	1026

RNAV (GPS) Y RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3500 direct JODYY and via 145° track to ROOHH and 210° track to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON		ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L) (9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6

CLNC DEL 118.1

RADAR REQUIRED

1637 2048 2049 2049±

1304±

1133±

1148

1188± 1174± 1219

(IAF) POOBA

4000 092° (6.3)

(IF) PENCL

4000 092° (3.1)

ZMANN

2700 092° (4.1)

(FAF) DAELE

1396

RW10 1290

1174 1233

JODYY

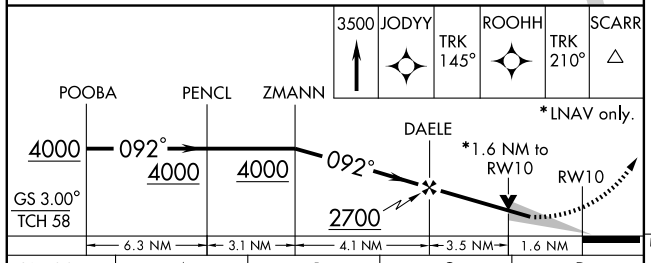
ROOHH

MSA RW10 25 NM 3100

2049

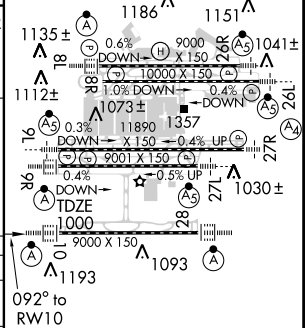
SCARR 002° 18.2° 5 NM

SE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	1326/24	326 (300-½)		
LNAV/ VNAV DA	1481/60	481 (500-1¼)		
LNAV MDA	1560/24	560 (600-½)	1560/50 560 (600-1)	1560/60 560 (600-1¼)

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 56300	272°	TDZE	995
W26A		Apt Elev	1026

RNAV (GPS) Y RWY 26L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via 017° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1

RADAR REQUIRED

5 NM 182° 200° TROYS

2049 2049 2048 2048 2049 1637 2049 2049 ± 2049

1304 ± 1133 ± RW26L 1174 ± 1148 1219 1174 1290 1233

FAMIG (FAF) DEJAA 2600 272° (3.8) PANOL 3800 272° (3.8) (IF) KINKY 5000 272° (6.1) (IAF) LUVIE

MSA RW26L 25 NM 3100

ELEV 1026 D

Rwy 26L TDZE 995'

272° to RW26L

1186 1151 1135 ± 1041 ± 1112 ± 1073 ± 1357 11890 1030 ± 1193 1093

9000 X 150 10000 X 150 9001 X 150

0.6% DOWN 1.0% DOWN 0.4% DOWN 0.3% DOWN 0.4% UP 0.4% DOWN 0.5% UP

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

3500 FAMIG TRK 017° TROYS

*LNAV only.

*1.6 NM to RW26L

RW26L DEJAA PANOL KINKY LUVIE

272° 3800 272° 5000 5000

2600

GS 3.00° TCH 52

1.6 3.3 NM 3.8 NM 3.8 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1331/40 336 (400-¾)			
LNAV/ VNAV DA	1459/50 464 (500-1)			
LNAV MDA	1540/24 545 (600-½)		1540/50 545 (600-1)	1540/60 545 (600-1¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61000 W26B	APP CRS 272°	Rwy Idg 8800 TDZE 990 Apt Elev 1026

RNAV (GPS) Y RWY 26R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3500 direct BADSE and right turn via 019° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1

RADAR REQUIRED

5 NM 182° 200° TROYS

2049 2049 2048 2048 2049 1637 2049± 2049

1304± 1133± 1220 (FAF) AJAAY 2700 272° (3.5) BALLI 3800 272° (3.8) (IF) FREAL 5000 272° (6.4) (IAF) SMLTZ

1174± RW26R BADSE 1219 1148 1174 1290 1233

MSA RW26R 25 NM 3100

ELEV 1026 D

TDZE 990 272° to RW26R 1186 1151 1135± 1041± 1112± 1073± 1357 11890 1030± 1193 1093

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

3500 BADSE TRK 019° TROYS

*LNAV only. *1.6 NM to RW26R RW26R AJAAY BALLI FREAL SMLTZ 272° 5000 5000 3800 2700

GS 3.00° TCH 58

1.6 3.5 NM 3.5 NM 3.8 NM 6.4 NM

CATEGORY	A	B	C	D
LPV DA	1361/40 371 (400-¾)			
LNAV/VNAV DA	1435/50 445 (500-1)			
LNAV MDA	1560/24 570 (600-½)		1560/50 570 (600-1)	1560/60 570 (600-1¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 27L

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

WAAS	APP CRS	Rwy ldg	8865
CH 65700	272°	TDZE	999
W27A		Apt Elev	1026

For inoperative MALSR, increase LNAV/VNAV visibility to 1¾ all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

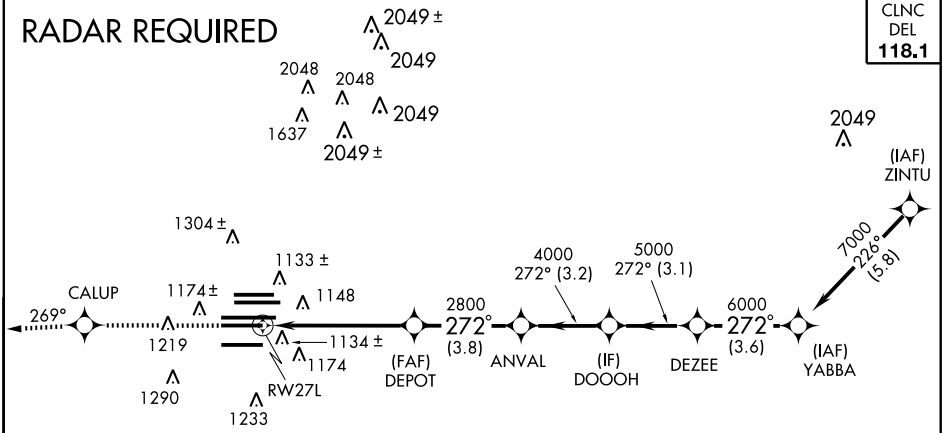
MALSR

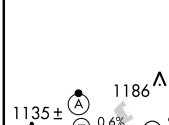
MISSED APPROACH: Climb to 4000 direct CALUP and via track 269° to TEMPO and hold.

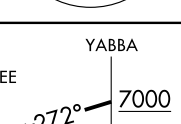
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

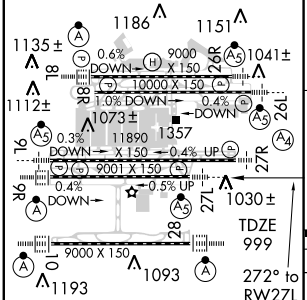
RADAR REQUIRED



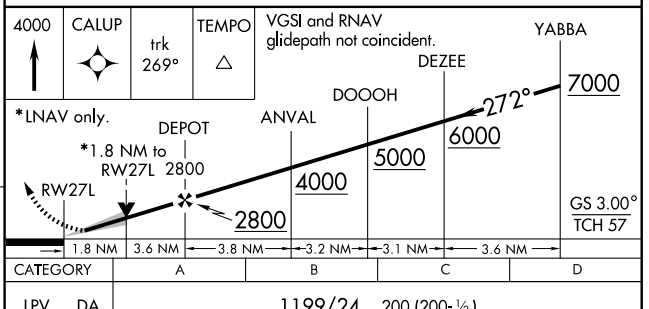




ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
LPV DA	1199/24 200 (200-½)			
LNAV/VNAV DA	1489/60 490 (500-1¼)			
LNAV MDA	1620/24 621 (600-½)		1620/60 621 (600-1¼)	1620-1½ 621 (600-1½)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	11690
CH 70400	272°	TDZE	985
W27B		Apt Elev	1026

RNAV (GPS) Y RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C and D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 4000 direct ROTLE and via 269° track to TEMPO and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1

RADAR REQUIRED

2048 2048 1637 2049 2049± 2049

1304± 1133± 1174± 1148 ROTLE 1219 1290 1170 1174 RW27R 1233

2700 272°(4.1) (FAF) LIAMS

4000 272°(3.1) HOKIE

5000 272°(3.1) (IF) HOYYT

6000 272°(3.1) HATHH

(IAF) HRLES

MISSED APCH FIX

TEMPO

090° 270°

4 NM

MSA RW27R 25 NM

3100

ELEV 1026 D

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1193 1093

0.6% DOWN 9000 X 150 26R 18

10000 X 150 8R

1.0% DOWN 0.4% DOWN 26L

0.3% DOWN 11890 X 150 0.4% UP 9L

9001 X 150 27R

0.4% DOWN 0.5% UP 27L 9R

9000 X 150 10 28

TDZE 985

272° to RW27R

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

4000 ROTLE 269° TRK TEMPO

*LNAV only.

*1.6 NM to RW27R

RW27R LIAMS HOKIE HOYYT HATHH HRLES

4000 5000 6000 272° 6000 272° 6000

GS 3.00° TCH 56

VGSI and RNAV glidepath not coincident.

1.6 NM 3.6 NM 4.1 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
LPV DA	1185/40 200 (200-¾)			
LNAV/VNAV DA	1464-1¾ 479 (500-1¾)			
LNAV MDA	1560/40 575 (600-¾)		1560-1½ 575 (600-1½)	1560-1¾ 575 (600-1¾)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 61299	272°	Rwy Idg	9000
W28A		TDZE	998
		Apt Elev	1026

RNAV (GPS) Y RWY 28

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For inoperative ALSF-2, increase LNAV/VNAV visibility to 1¾ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

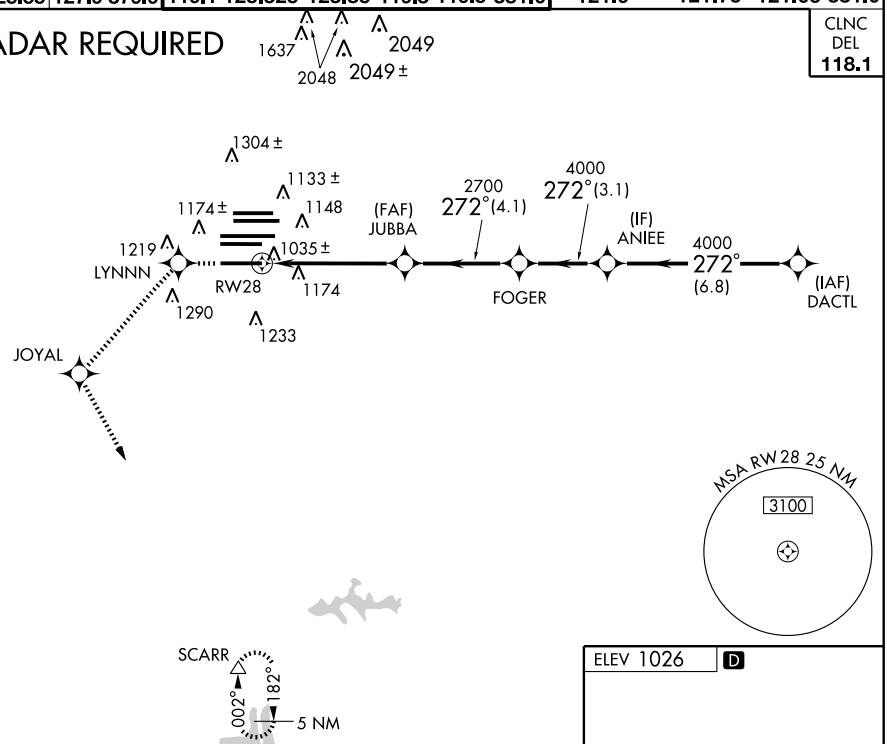
ALSF-2

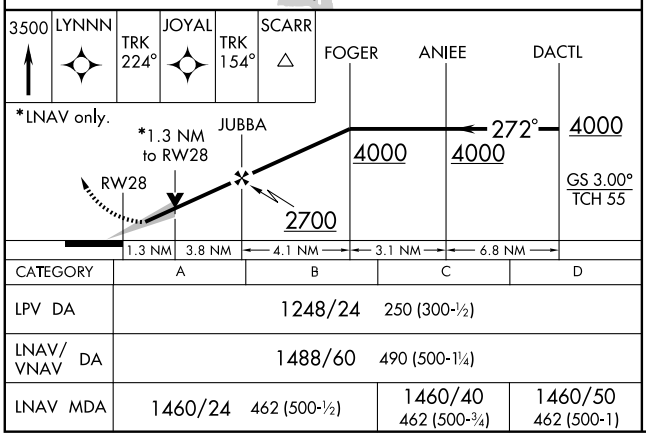
MISSED APPROACH: Climb to 3500 direct LYNNN and via 224° track to JOYAL and 154° track to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1

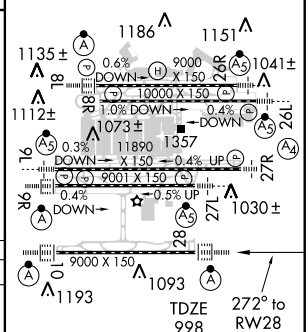
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1248/24 250 (300-½)			
LNAV/VNAV DA	1488/60 490 (500-1¼)			
LNAV MDA	1460/24 462 (500-½)		1460/40 462 (500-¾)	1460/50 462 (500-1)

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
092°	TDZE	1024
	Apt Elev	1026

RNAV (RNP) Z RWY 8R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

MISSED APPROACH: Climb to 3500 direct BAMSE and via track 042° to CRTER and via track 322° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
							ALL				ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

5 NM 182° 002° TROYS

2049 2049 2048 2048 1637 2049 2049± (12.3) 322° CRTER

(IAF) PRMAN 5000 092° (6.8) (IF) CHINN 3700 092° (4.1) STUMP 2800 092° (2.8) (FAF) BBURG 092° (5.3) 1219 1290 1304± 1157± 1123± RW08R 1133± 1148 1174± 1174 1233 042° (5.9) BAMSE

MSA RW08R 25 NM 3100

3500	BAMSE	trk 042°	CRTER	trk 322°	TROYS

PRMAN CHINN STUMP BBURG 5000 092° 5000 3700 2800 2800 RW08R GP 3.00° TCH 53

VGSI and RNAV glidepath not coincident.

6.8 NM 4.1 NM 2.8 NM 5.3 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	1412/60	388 (400-1¼)		
RNP 0.15 DA	1419/60	395 (400-1¼)		
RNP 0.30 DA	1474-1½	450 (500-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1026 D

092° to RW08R TDZE 1024 1186 1151 1135± 1112± 1073± 1041± 1030± 1193 1093 9000 X 150 10000 X 150 9001 X 150 11890 1357 0.6% DOWN 1.0% DOWN 0.4% DOWN 0.3% DOWN X 150 0.4% UP 0.4% DOWN 0.5% UP 9000 X 150

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11730
092°	TDZE	1019
	Apt Elev	1026

RNAV (RNP) Z RWY 9L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

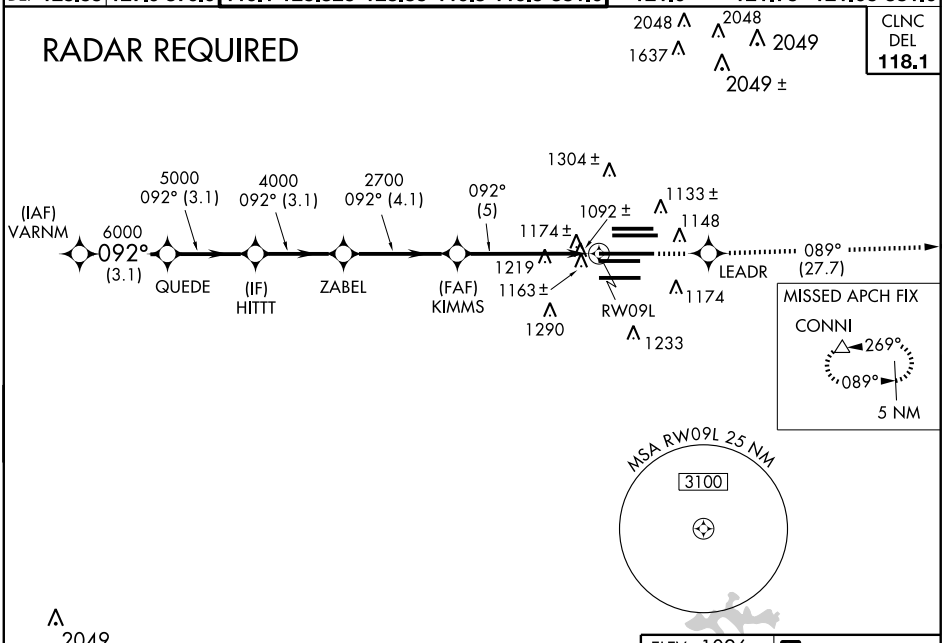
MALSR

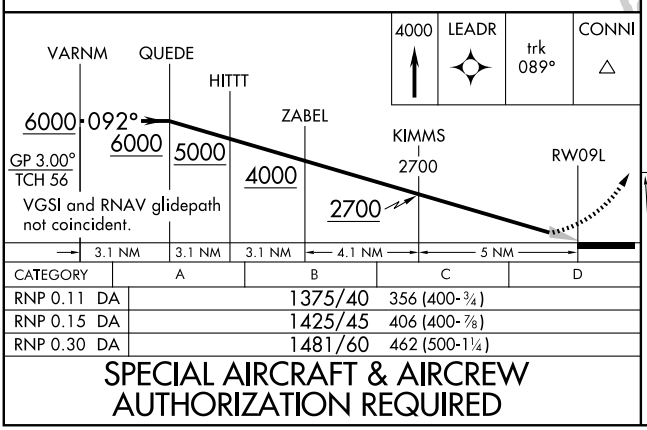
MISSED APPROACH: Climb to 4000 direct LEADR and via track 089° to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

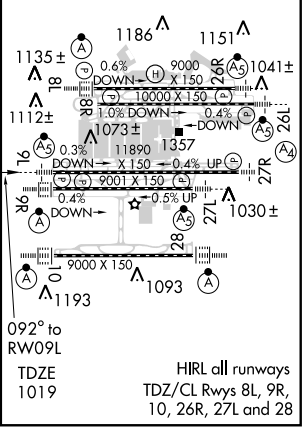
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.11 DA	1375/40	356 (400-¾)		
RNP 0.15 DA	1425/45	406 (400-⅞)		
RNP 0.30 DA	1481/60	462 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
092°	TDZE	1026
	Apt Elev	1026

RNAV (RNP) Z RWY 9R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

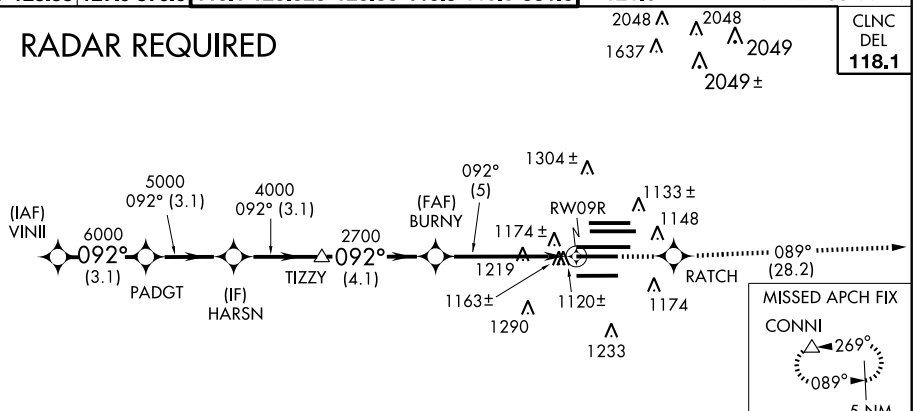
ALSF-2

MISSED APPROACH: Climb to 4000 direct RATCH and via track 089° to CONNI and hold.

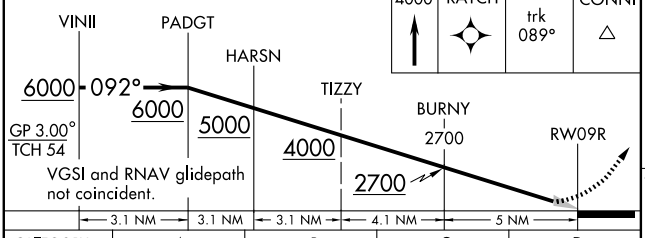
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
						ALL				ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28 RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

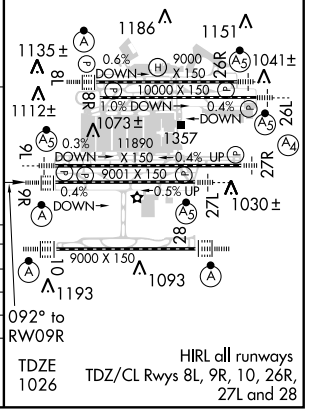


2049



CATEGORY	A	B	C	D
RNP 0.11 DA	1420/45 394 (400-⅞)			
RNP 0.15 DA	1427/45 401 (500-⅞)			
RNP 0.30 DA	1480/50 454 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

APP CRS	Rwy Idg	9000
092°	TDZE	1000
	Apt Elev	1026

GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

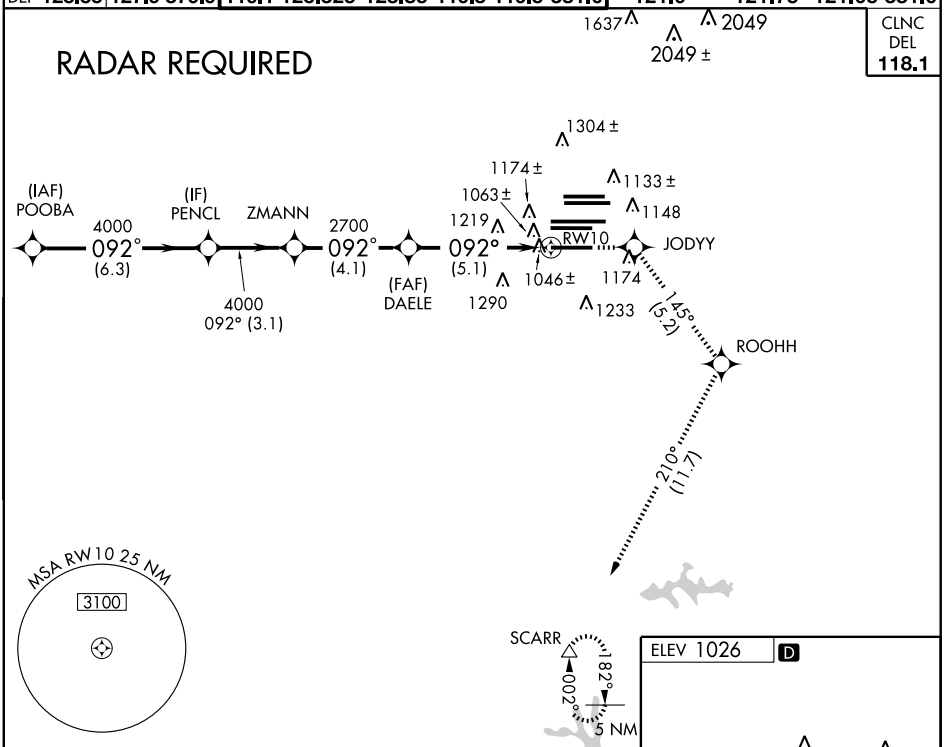
ALSF-2

MISSED APPROACH: Climb to 3500 direct JODYY and via track 145° to ROOHH and via track 210° to SCARR and hold.

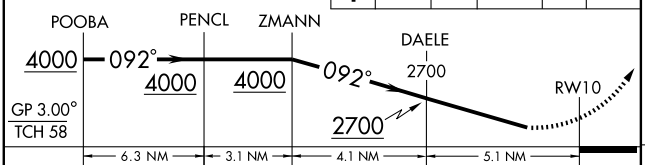
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1

RADAR REQUIRED



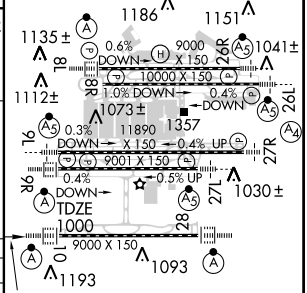
3500	JODYY	trk 145°	ROOHH	trk 210°	SCARR



CATEGORY	A	B	C	D
RNP 0.11 DA	1367/40	367 (400-¾)		
RNP 0.15 DA	1421/45	421 (400-⅞)		
RNP 0.30 DA	1483/60	483 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
272°	TDZE	995
	Apt Elev	1026

RNAV (RNP) Z RWY 26L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11* all Cats visibility to RVR 4500, RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11* missed approach requires minimum climb of 395 feet per NM to 1800.

MALSR

MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via track 017° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

5 NM 182° 002° TROYS

2049 2049 2048 2048 1637 2049 2049 ± 2049

017° (14.5)

1304 ± 1133 ± 1174 ± RW26L 1057 ± 1148 1219 1174 1290 1233

FAMIG (FAF) DEJAA 2600 PANOL 3800 (IF) KINKY 5000 (IAF) LUVIE

272° (4.8) 272° (3.8) 272° (3.8) 272° (6.1)

MSA RW26L 25 NM 3100

ELEV 1026 D

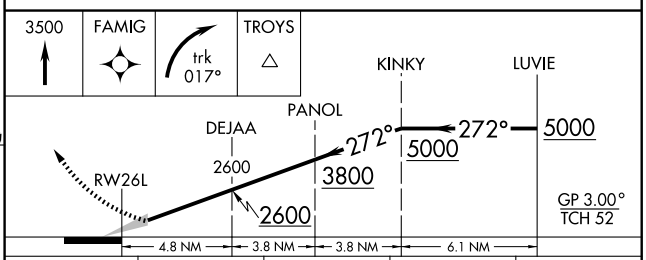
272° to RW26L

TDZE 995

1186 1151 1135 ± 1041 ± 1112 ± 1073 ± 1357 1030 ± 1193 1093

0.6% DOWN 9000 X 150 10000 X 150 1.0% DOWN 0.4% DOWN 11890 0.3% DOWN X 150 0.4% UP 9001 X 150 0.4% DOWN 0.5% UP 9000 X 150

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
RNP 0.11 DA*		1274/24	279 (300-½)	
RNP 0.11 DA		1383/45	388 (400-⅞)	
RNP 0.15 DA		1390/45	395 (400-⅞)	
RNP 0.30 DA		1427/50	432 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8800
272°	TDZE	990
	Apt Elev	1026

RNAV (RNP) Z RWY 26R

ATLANTA/ HARTSFIELD- JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3500 direct BADSE and right turn via track 019° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

5 NM 182° 002° TROYS

019° (14.4)

2049 2049 2048 2048 2049 1637 2049 ± 2049

1304 ± 1133 ± 1082 ± 1174 ± RW26R 1062 ± 1219 1148 1174 1290 1233

BADSE

(FAF) AJAAY 2700 272° (3.5)

BALLI 3800 272° (3.8)

(IF) FREAL 5000 272° (6.4)

(IAF) SMLTZ

272° (5.1)

MSA RW26R 25 NM 3100

ELEV 1026 D

TDZE 990

272° to RW26R

1186 1151 1135 ± 1041 ± 1112 ± 1073 ± 1357 11890 1030 ± 1093 1193

0.6% DOWN 9000 X 150 UP

1.0% DOWN 10000 X 150 UP

0.4% DOWN X 150 0.4% UP

0.3% DOWN X 150 0.4% UP

9001 X 150

0.4% DOWN 0.5% UP

9000 X 150

HIRL all runways

TDZ/ CL Rwys 8L, 9R, 10, 26R, 27L and 28

3500 | BADSE | trk 019° | TROYS

RW26R AJAAY 2700 BALLI 3800 2700 272° 5000 FREAL 272° 5000 SMLTZ 5000

GP 3.00° TCH 58

5.1 NM 3.5 NM 3.8 NM 6.4 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	1380/40	390 (400-¾)		
RNP 0.15 DA	1387/45	397 (400-⅞)		
RNP 0.30 DA	1449/50	459 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8865
272°	TDZE	999
	Apt Elev	1026

RNAV (RNP) Z RWY 27L

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -8°C (17°F) or above 46°C (116°F). Visibility reduction by helicopters NA.

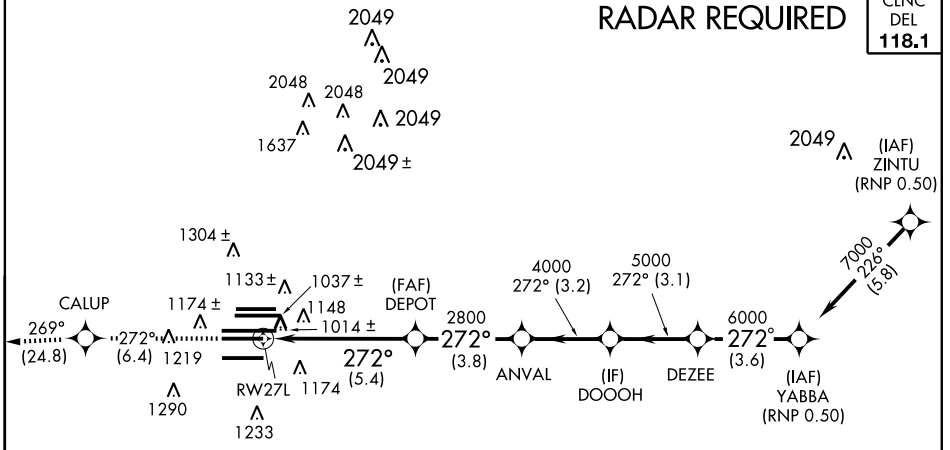
MALSR

MISSED APPROACH: Climb to 4000 via track 272° to CALUP and via track 269° to TEMPO and hold.

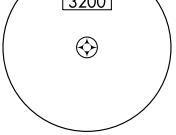
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

RADAR REQUIRED

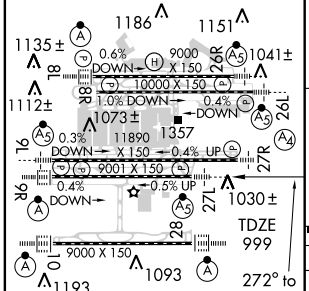
CLNC DEL 118.1



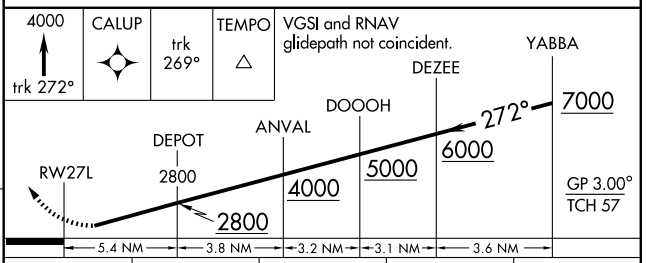
MISSED APCH FIX
TEMPO
090°
270°
4 NM



ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
RNP 0.11 DA		1251/40	252 (300-¾)	
RNP 0.15 DA		1324/40	325 (300-¾)	
RNP 0.30 DA		1471/60	472 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11690
272°	TDZE	985
	Apt Elev	1026

RNAV (RNP) Z RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALS, increase RNP 0.11* all Cats visibility to RVR 5000, RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11* missed approach requires minimum climb of 300 feet per NM to 1700. Visibility reduction by helicopters NA.

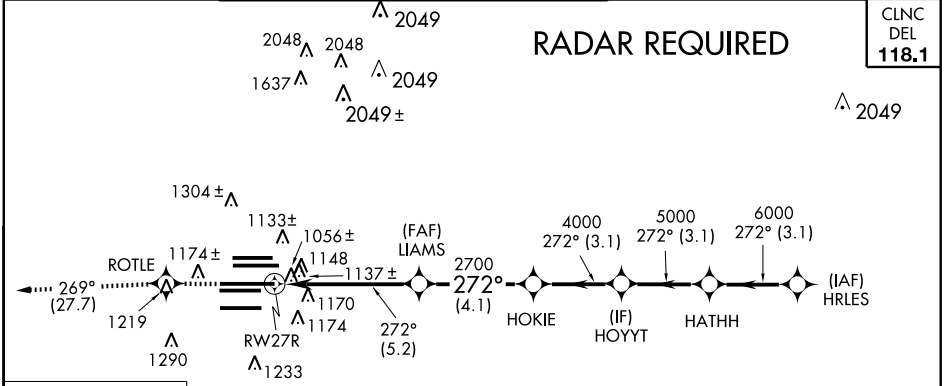
MALS

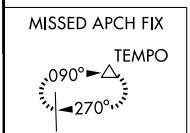
MISSED APPROACH: Climb to 4000 direct ROTLE and via track 269° to TEMPO and hold.

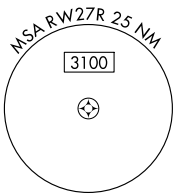
ATIS	ATLANTA	ATLANTA TOWER						GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

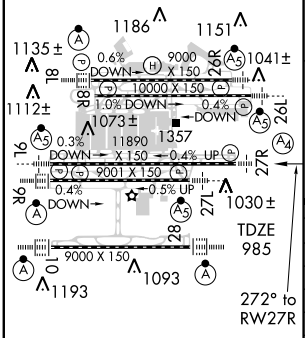
RADAR REQUIRED



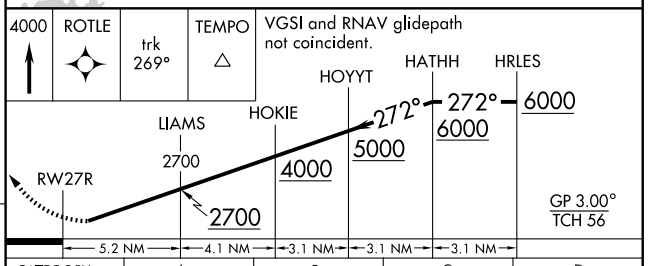




ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
RNP 0.11 DA*		1300/40	315 (300-¾)	
RNP 0.11 DA		1373/50	388 (400-1)	
RNP 0.15 DA		1399/60	414 (400-1¼)	
RNP 0.30 DA		1484-1½	499 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
272°	TDZE	998
	Apt Elev	1026

RNAV (RNP) Z RWY 28

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11 and 0.15 all Cats visibility to RVR 4500, RNP 0.30 all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

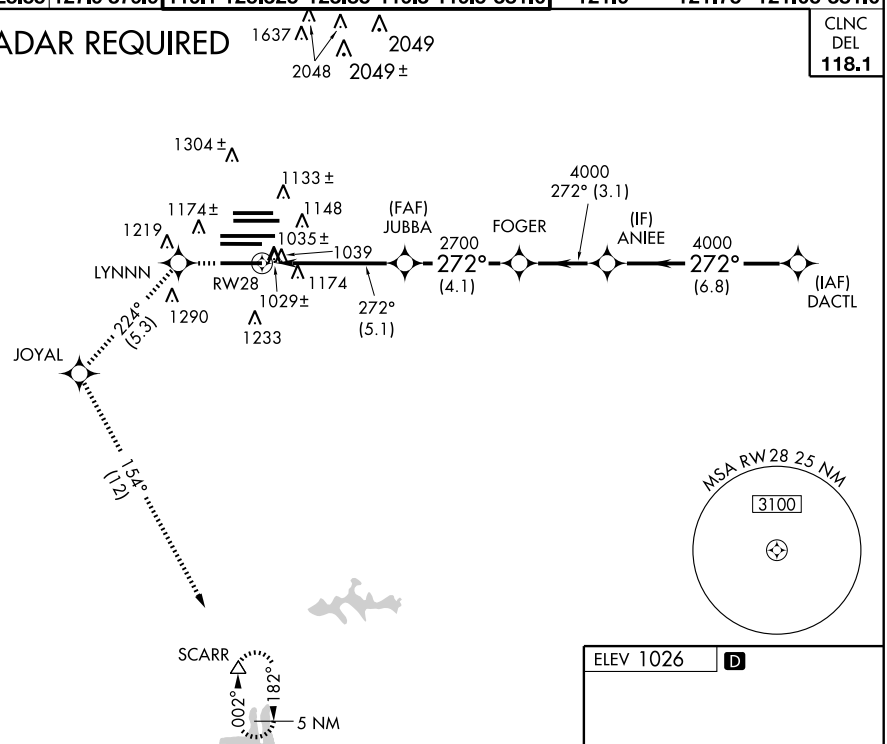
ALSF-2

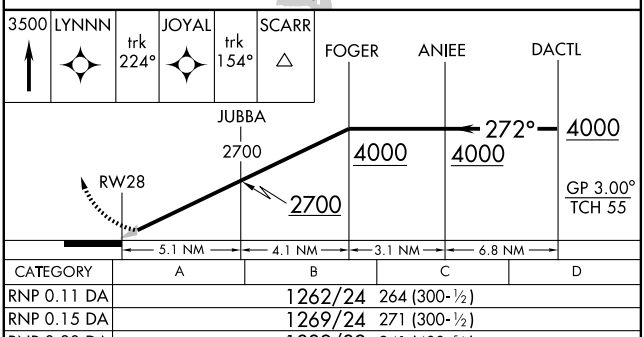
MISSED APPROACH: Climb to 3500 direct LYNNN and via track 224° to JOYAL and via track 154° to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

CLNC DEL 118.1

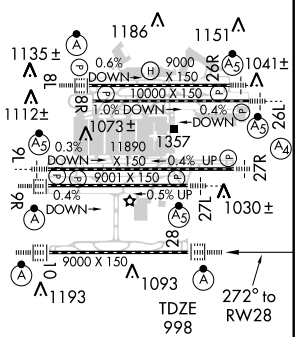




CATEGORY	A	B	C	D
RNP 0.11 DA	1262/24	264 (300-½)		
RNP 0.15 DA	1269/24	271 (300-½)		
RNP 0.30 DA	1339/32	341 (400-⅝)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010
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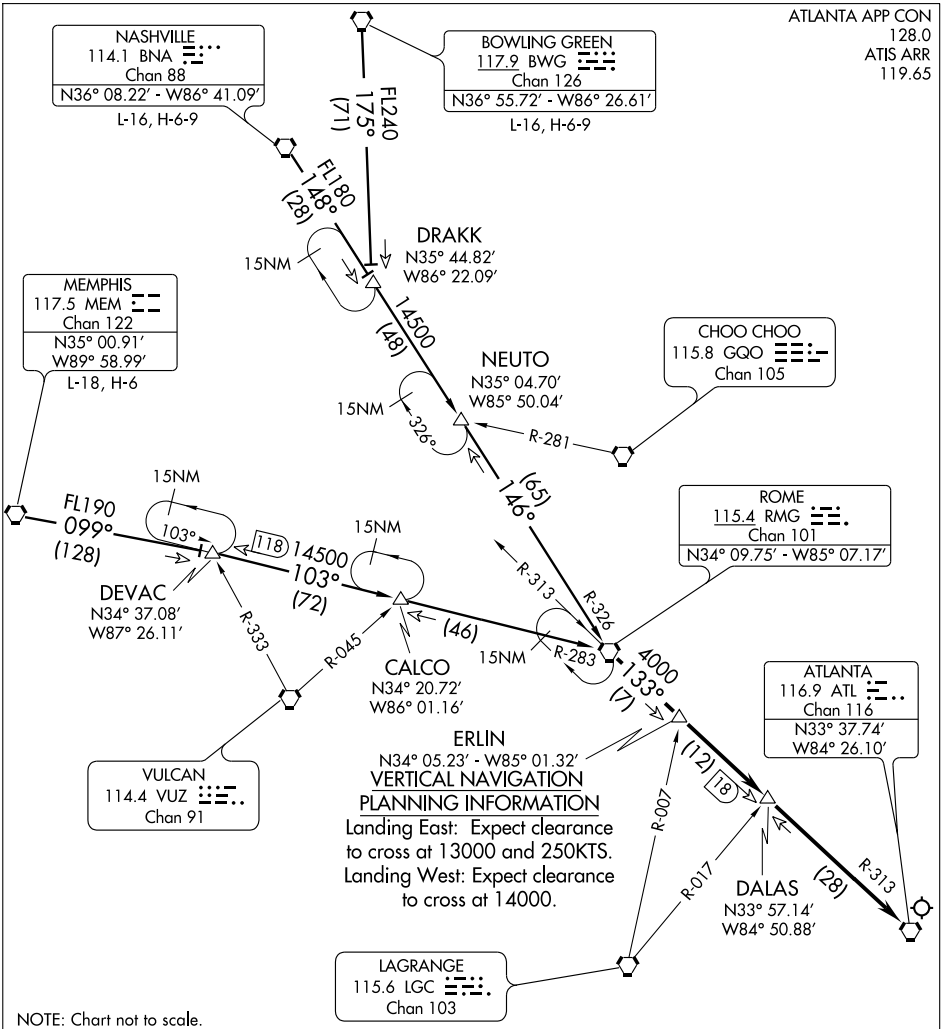
ROME FOUR ARRIVAL



ARRIVAL ROUTE DESCRIPTION

BOWLING GREEN TRANSITION (BWG.RMG4): From over BWG VORTAC via BWG R-175 to DRAKK, then via R-148 and RMG R-326 to RMG VORTAC. Thence. . . .

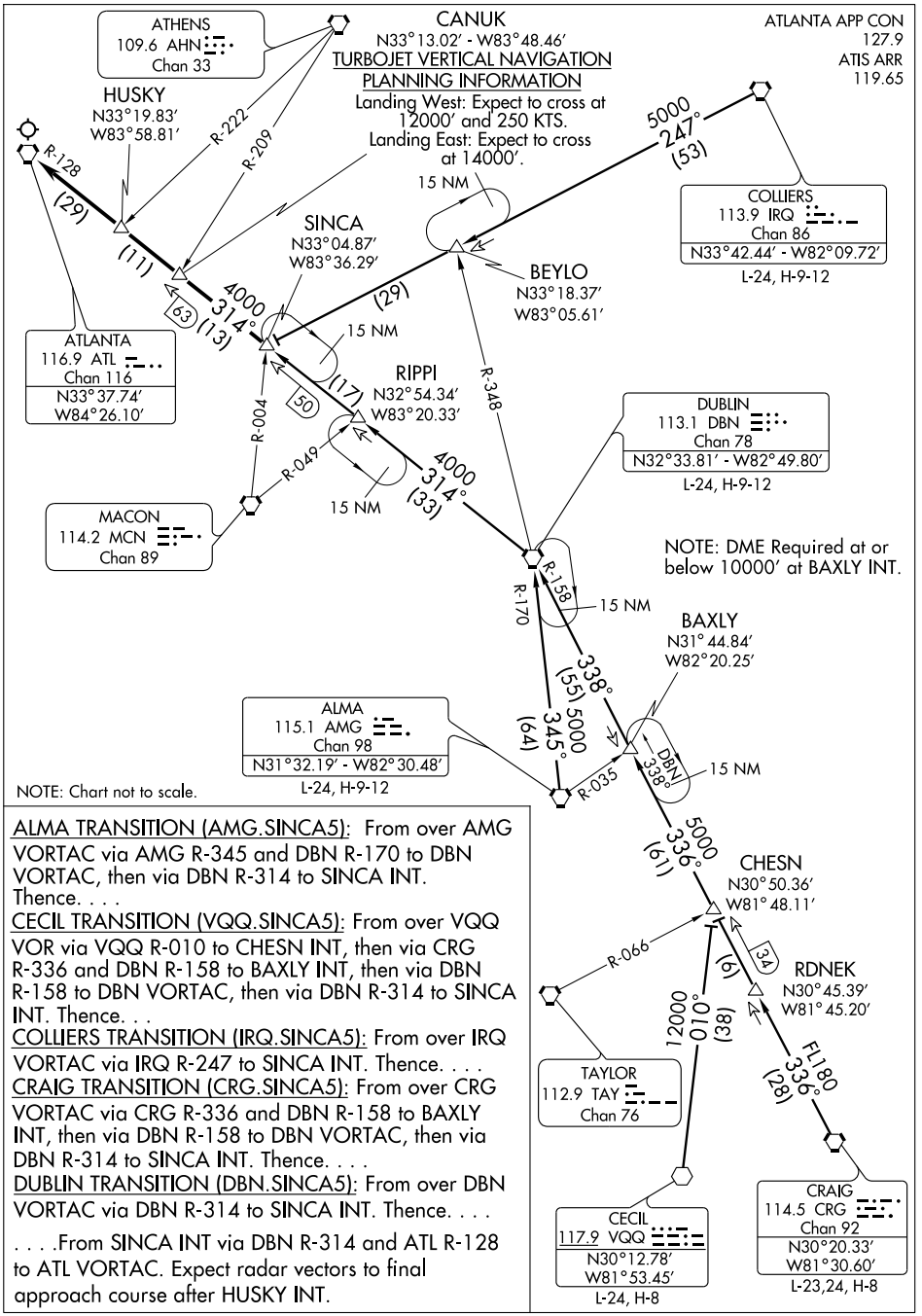
MEMPHIS TRANSITION (MEM.RMG4): From over MEM VORTAC via MEM R-099 and RMG R-283 to RMG VORTAC. Thence. . . .

NASHVILLE TRANSITION (BNA.RMG4): From over BNA VORTAC via BNA R-148 and RMG R-326 to RMG VORTAC. Thence. . . .

. . . .From over RMG VORTAC via ATL R-313 to ATL VORTAC. Expect radar vectors to final approach course after DALAS INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

SINCA FIVE ARRIVAL



ALMA TRANSITION (AMG.SINCA5): From over AMG VORTAC via AMG R-345 and DBN R-170 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . . .

CECIL TRANSITION (VQQ.SINCA5): From over VQQ VOR via VQQ R-010 to CHESN INT, then via CRG R-336 and DBN R-158 to BAXLY INT, then via DBN R-158 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . .

COLLIERS TRANSITION (IRQ.SINCA5): From over IRQ VORTAC via IRQ R-247 to SINCA INT. Thence. . . .

CRAIG TRANSITION (CRG.SINCA5): From over CRG VORTAC via CRG R-336 and DBN R-158 to BAXLY INT, then via DBN R-158 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . . .

DUBLIN TRANSITION (DBN.SINCA5): From over DBN VORTAC via DBN R-314 to SINCA INT. Thence. . . .

. . . .From SINCA INT via DBN R-314 and ATL R-128 to ATL VORTAC. Expect radar vectors to final approach course after HUSKY INT.

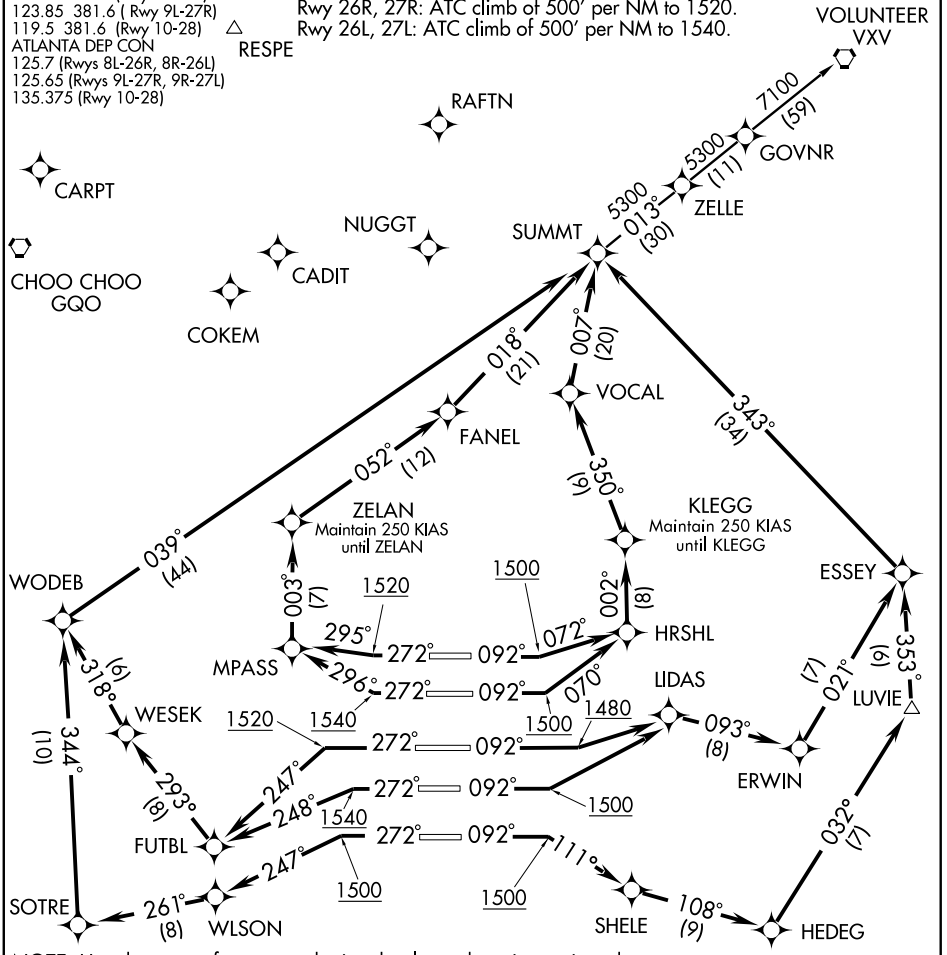
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

SUMMT FOUR DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to SUMMT, thence...
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then 247° course to WLSON, then via depicted route to SUMMT, thence...

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

VOLUNTEER TRANSITION (SUMMT4.VXV):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

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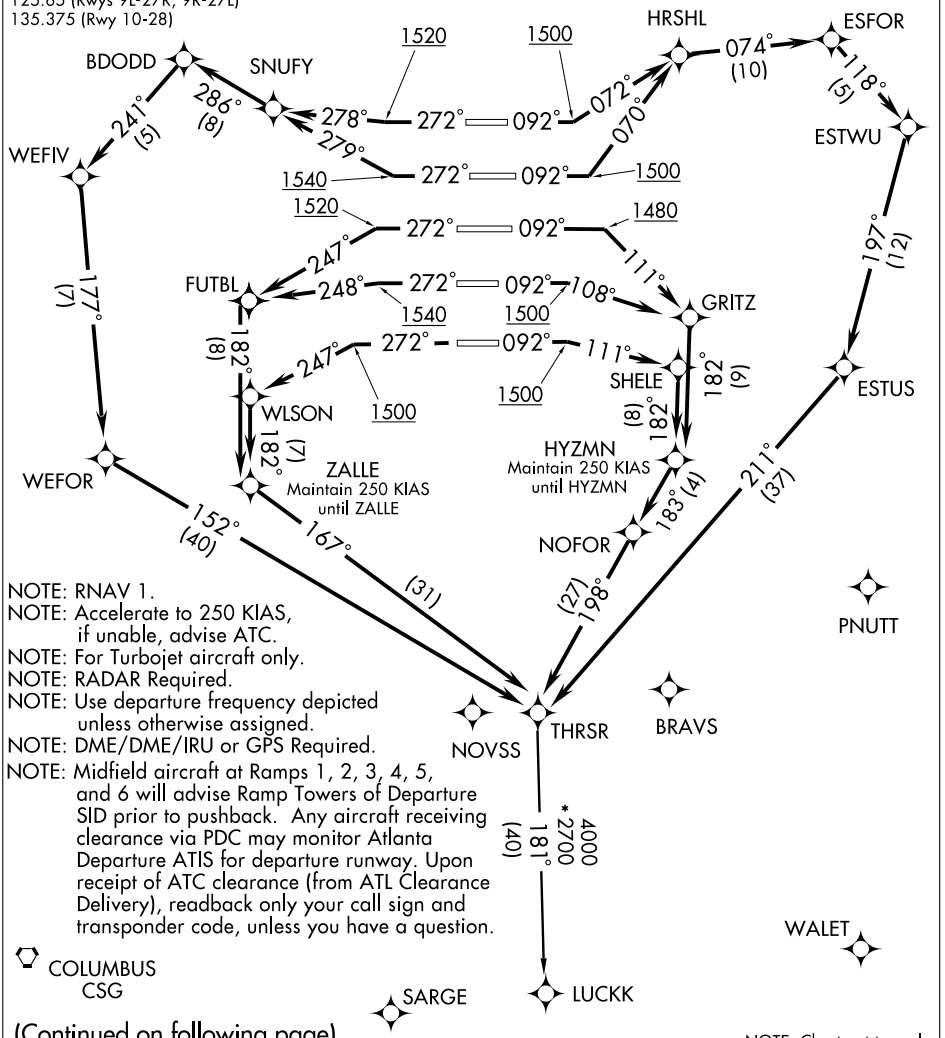
THRSR FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R: 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L: 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.



NOTE: RNAV 1.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on following page)

NOTE: Chart not to scale

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to THRSR, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to THRSR, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to THRSR, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to THRSR, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence...
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

LUCKK TRANSITION (THRSR5.LUCKK):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

UGAAA TWO DEPARTURE (RNAV)

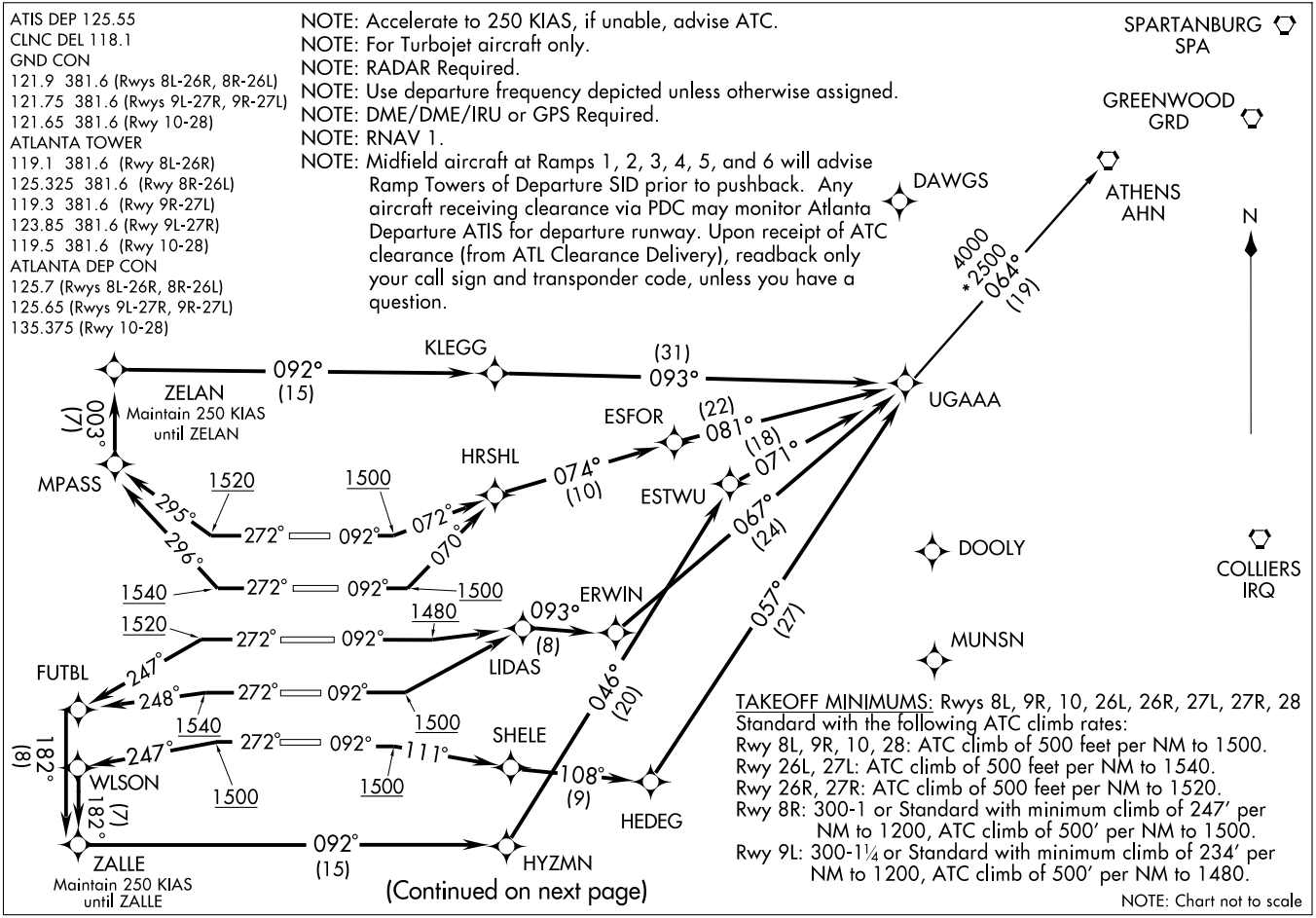
(UGAAA2.UGAAA) 10098

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
125.65 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



(Continued on next page)

TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.
Rwy 8R: 300-1 or Standard with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L: 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

NOTE: Chart not to scale

(UGAAA2.UGAAA) 10098

UGAAA TWO DEPARTURE (RNAV)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

SL-26 (FAA)

ATLANTA, GEORGIA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 10: Climb heading to 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to UGAAA, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

ATHENS TRANSITION (UGAAA2.AHN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

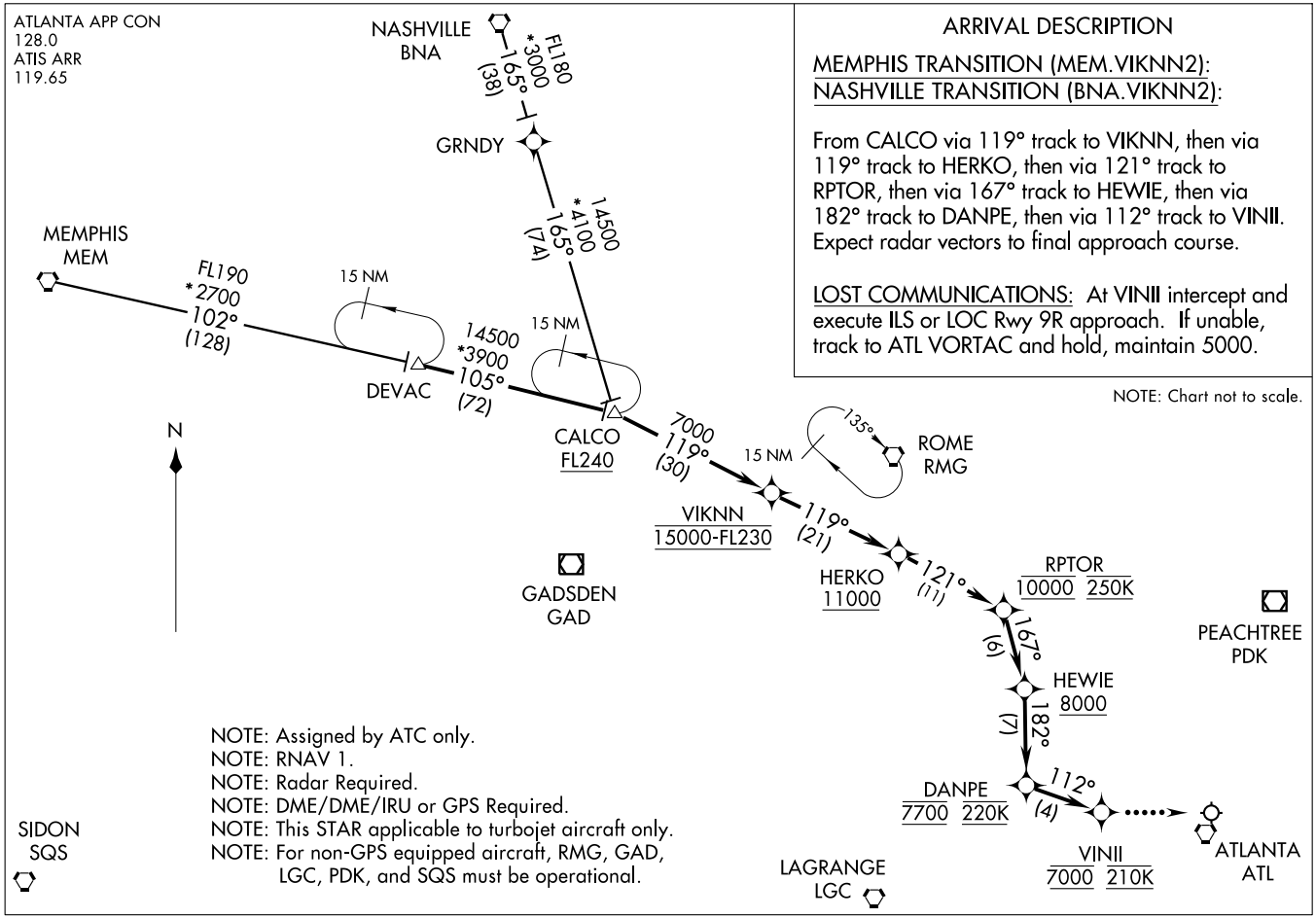
SE-4, 21 OCT 2010 to 18 NOV 2010

VIKNN TWO ARRIVAL (RNAV)

(VIKNN.VIKNN2) 10042

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA



ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.VIKNN2):
NASHVILLE TRANSITION (BNA.VIKNN2):

From CALCO via 119° track to VIKNN, then via 119° track to HERKO, then via 121° track to RPTOR, then via 167° track to HEWIE, then via 182° track to DANPE, then via 112° track to VINII. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: At VINII intercept and execute ILS or LOC Rwy 9R approach. If unable, track to ATL VORTAC and hold, maintain 5000.

NOTE: Chart not to scale.

(VIKNN.VIKNN2) 10042

VIKNN TWO ARRIVAL (RNAV)

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA

ST-26 (FAA)

VORTAC ATL	APP CRS	Rwy Idg	8865
116.9	264°	TDZE	999
Chan 116		Apt Elev	1026

VOR RWY 27L

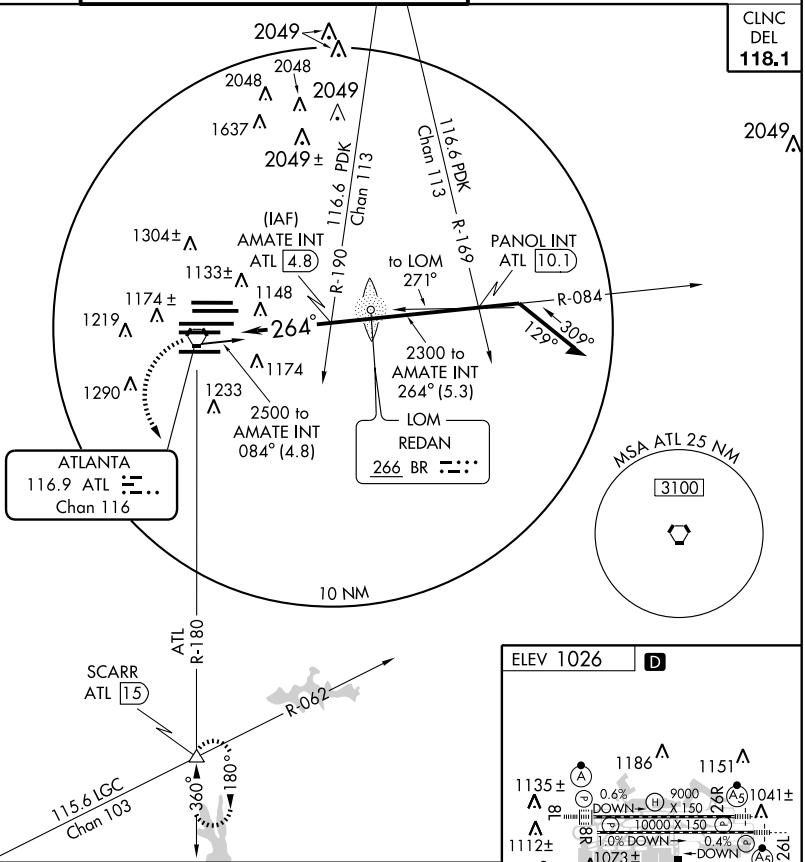
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

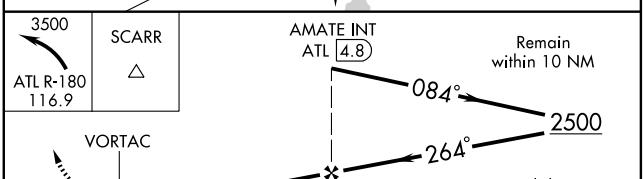
MALSR

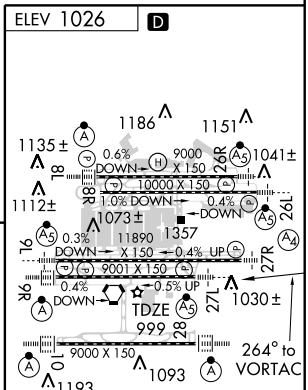
MISSED APPROACH: Climbing left turn to 3500 via ATL R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
							ALL				ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1





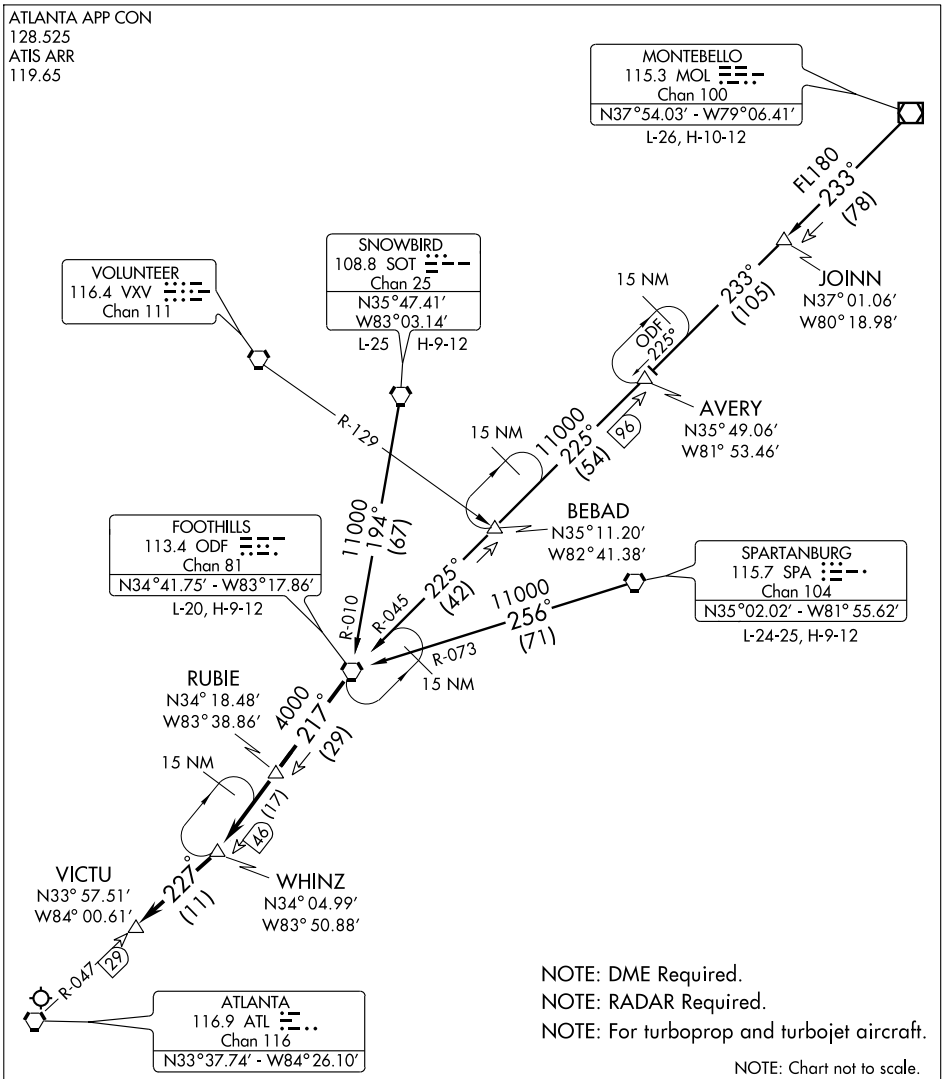


CATEGORY	A	B	C	D
S-27L	1620/24 621 (600-½)		1620/60 621 (600-1¼)	1620-1½ 621 (600-1½)

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WHINZ ONE ARRIVAL (WHINZ.WHINZ1)



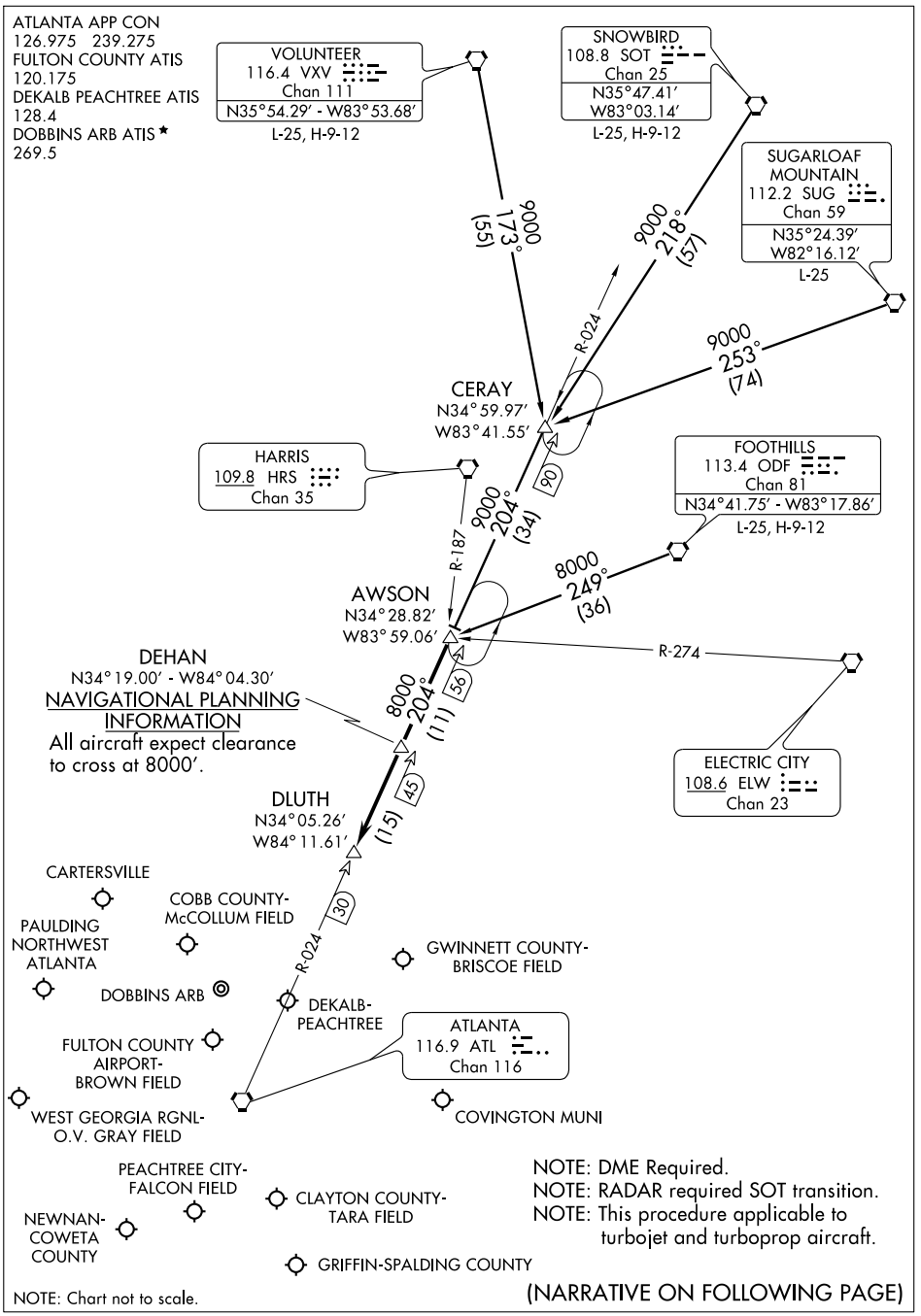
MONTEBELLO TRANSITION (MOL.WHINZ1): From over MOL VOR/DME via MOL R-233 and ODF R-045 to ODF VORTAC. Thence. . . .

SNOWBIRD TRANSITION (SOT.WHINZ1): From over SOT VORTAC via SOT R-194 and ODF R-010 to ODF VORTAC. Thence. . . .

SPARTANBURG TRANSITION (SPA.WHINZ1): From over SPA VORTAC via SPA R-256 and ODF R-073 to ODF VORTAC. Thence. . . .

. . . .From over ODF VORTAC via ODF R-217 to WHINZ. Then via ATL R-047 to VICTU. Expect radar vectors to final approach course after VICTU.

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

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LOC I-CCO	APP CRS	Rwy Idg	5500
110.75	322°	TDZE	952
		Apt Elev	970

LOC RWY 32

ATLANTA/ NEWNAN COWETA COUNTY (CCO)

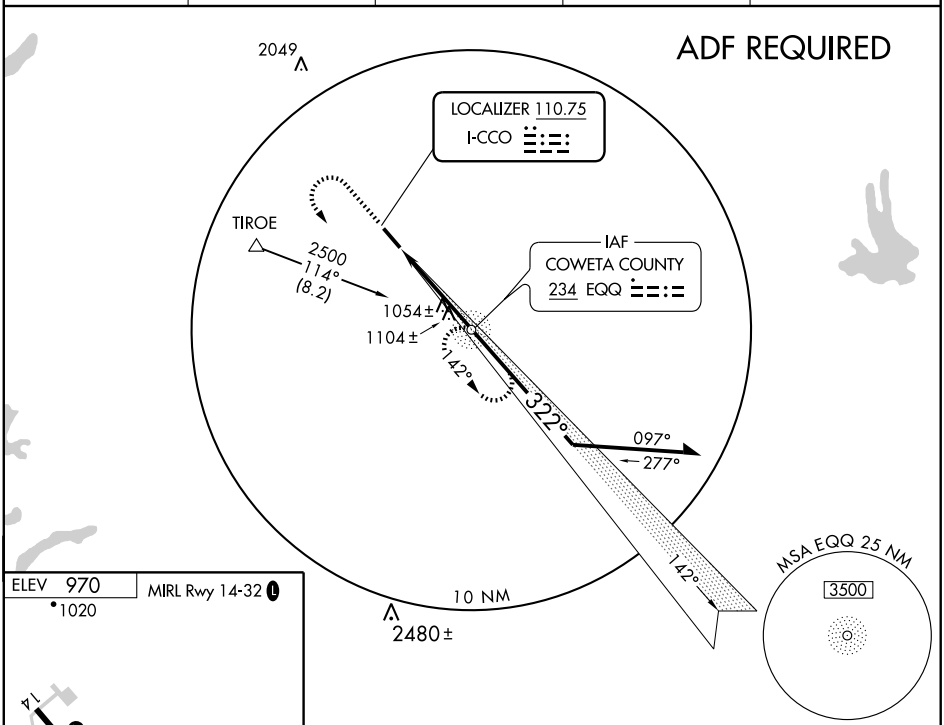
NA

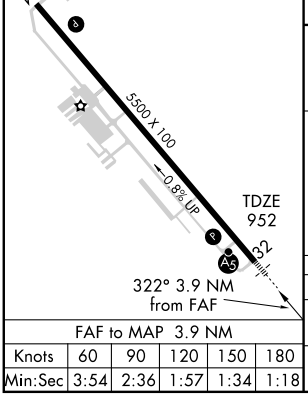
Inoperative table does not apply to S-32 Cats A, B, and C. For inoperative MALSR, increase S-32 Cat D visibility to 1¼ miles. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 60 feet. Inoperative table does not apply to Cats A and B when using Peachtree City-Falcon Field altimeter setting.
For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-32 Cat C visibility to 1¼ mile.

MALSR

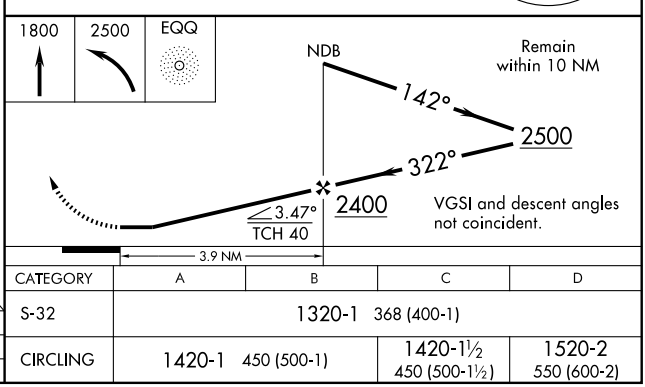
MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct EQQ NDB and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.7 (CTAF)





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-32	1320-1 368 (400-1)			
CIRCLING	1420-1 450 (500-1)		1420-1½ 450 (500-1½)	1520-2 550 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 70515	142°	TDZE	970
W14A		Apt Elev	970

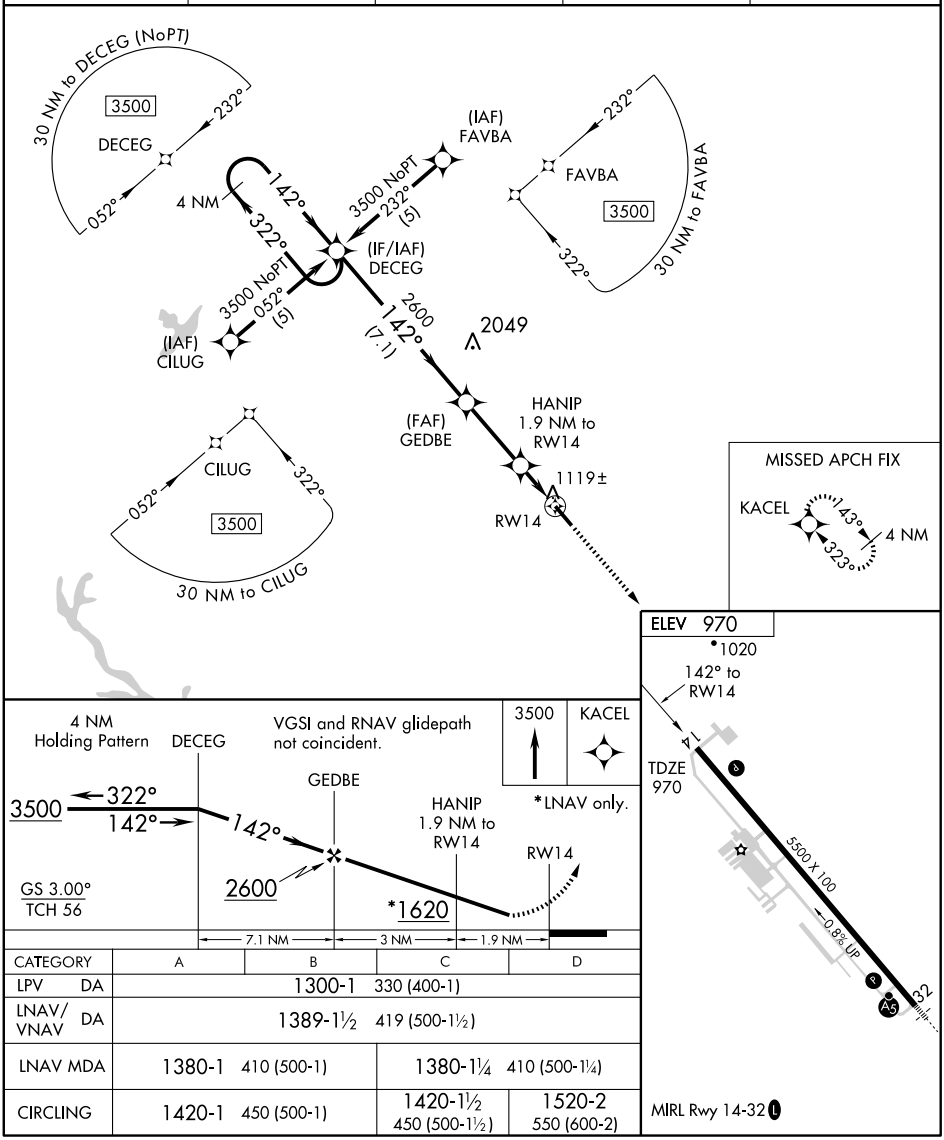
RNAV (GPS) RWY 14

ATLANTA/ NEWNAN COWETA COUNTY (CCO)

T A Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet, and increase LPV all Cats and LNAV Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3500 direct KACEL and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1300-1 330 (400-1)			
LNAV/VNAV DA	1389-1½ 419 (500-1½)			
LNAV MDA	1380-1 410 (500-1)		1380-1¼ 410 (500-1¼)	
CIRCLING	1420-1 450 (500-1)		1420-1½ 450 (500-1½)	1520-2 550 (600-2)

MIRL Rwy 14-32 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 77528	322°	TDZE	952
W32A		Apt Elev	970

RNAV (GPS) RWY 32

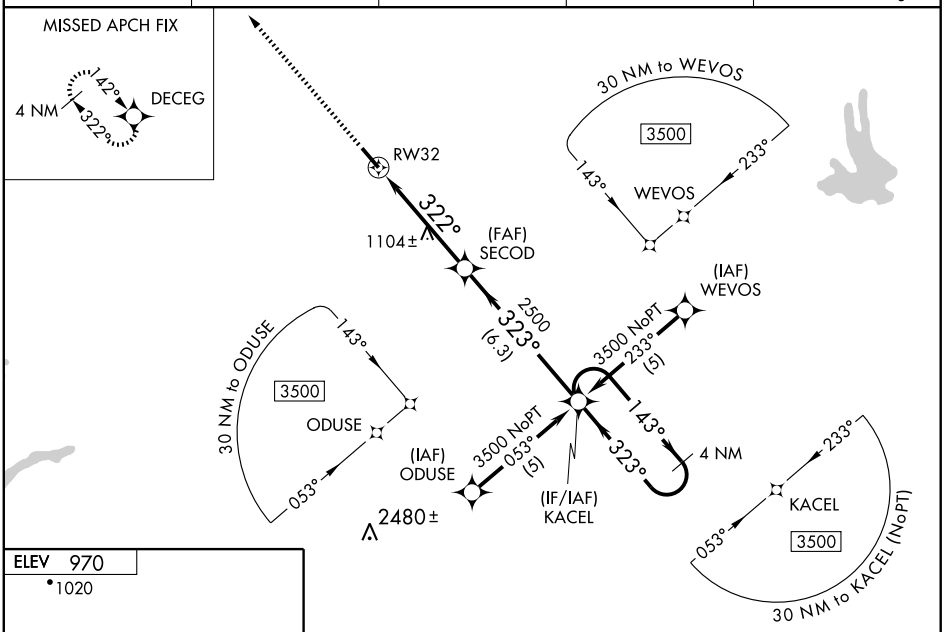
ATLANTA/ NEWNAN COWETA COUNTY (CCO)

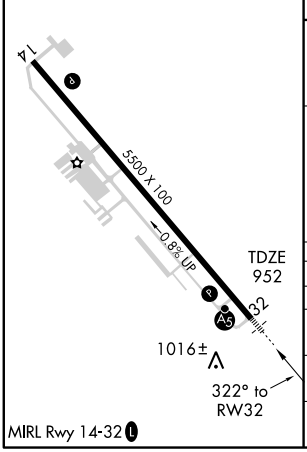
Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet. Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. Inoperative table does not apply to LNAV Cats A and B when using Peachtree City-Falcon Field altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cats C and D visibilities to 1¼ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase LNAV Cat C visibility to 1¼ mile.

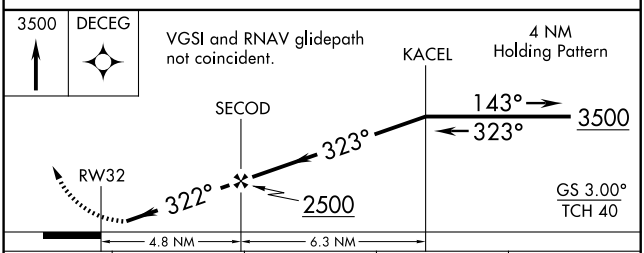
MALSR

MISSED APPROACH: Climb to 3500 direct DECEG and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1242-1		290 (300-1)	
LNAV/VNAV DA	1286-1		334 (400-1)	
LNAV MDA	1360-1		408 (400-1)	
CIRCLING	1420-1 450 (500-1)		1420-1½ 450 (500-1½)	1520-2 550 (600-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LGC 115.6 Chan 103	APP CRS 053°	Rwy Idg N/A TDZE N/A Apt Elev 970

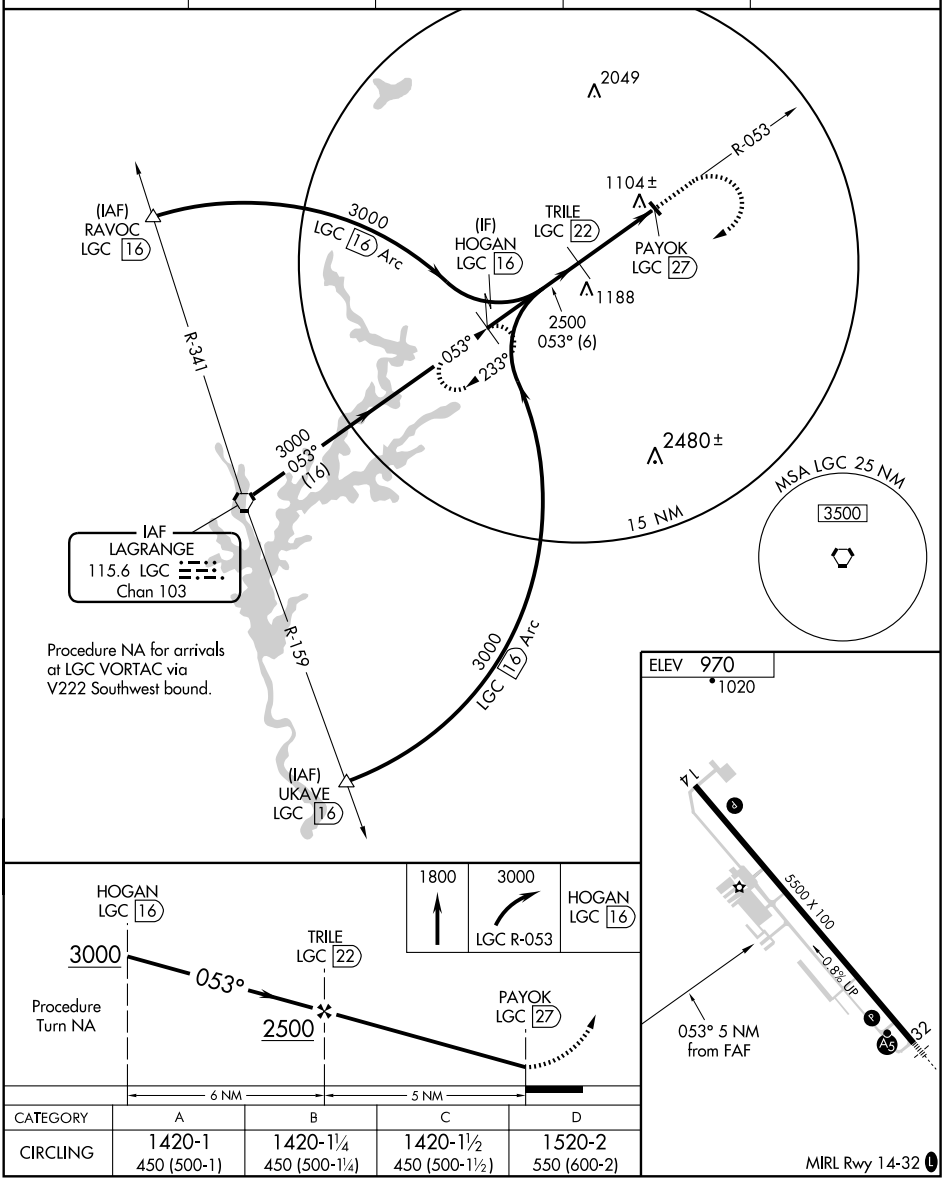
VOR/DME-A

ATLANTA/ NEWNAN COWETA COUNTY (CCO)

When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 via LGC VORTAC R-053 to HOGAN 16 DME and hold.

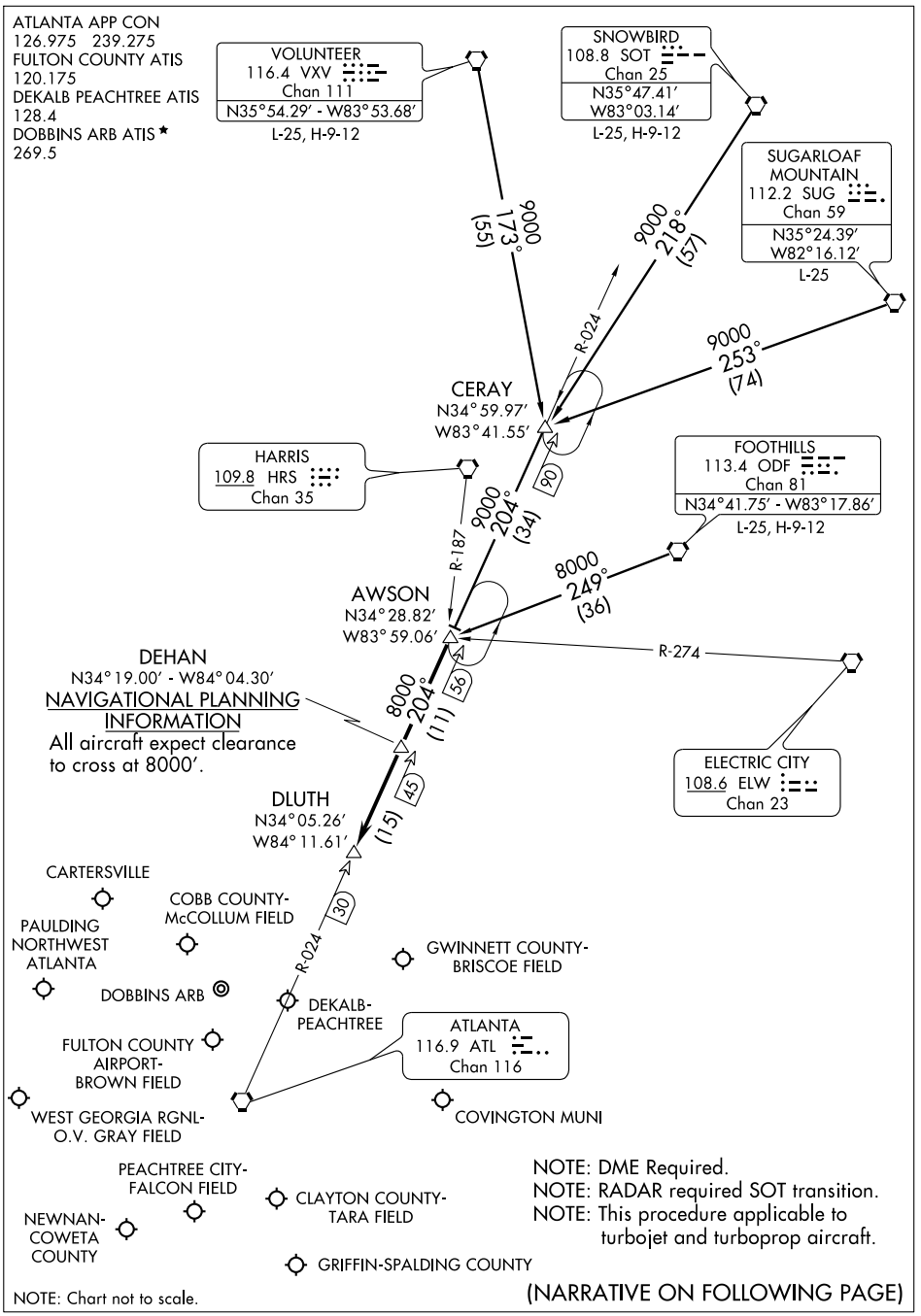
AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1420-1 450 (500-1)	1420-1¼ 450 (500-1¼)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

MIRL Rwy 14-32 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FFC	APP CRS	Rwy Idg 5019
111.95	310°	TDZE 808
Chan 56 (Y)		Apt Elev 808

ILS OR LOC RWY 31

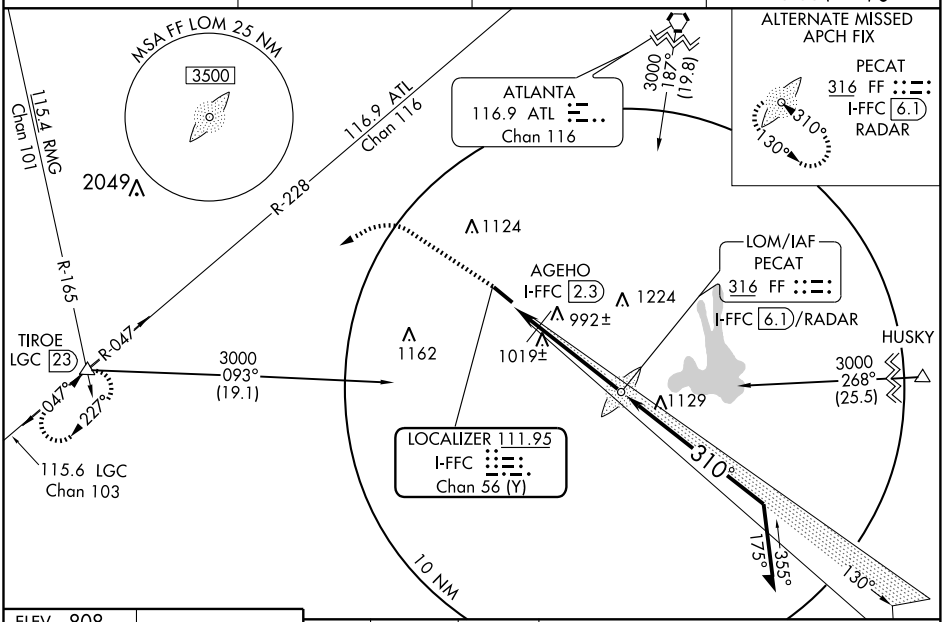
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

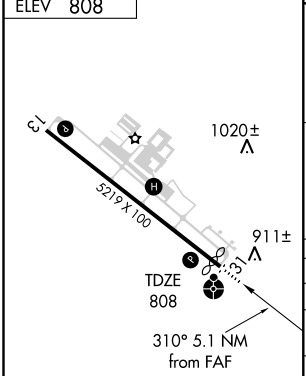
NA Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase ILS DA to 1126 and all MDA 60 feet; Increase S-ILS all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile; Increase AGEHO DME Minimums S-LOC Cats. C and D visibility ¼ mile and Circling Cat. D ¼ mile.

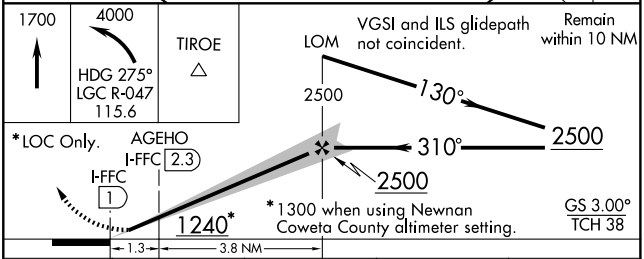
ODALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 via heading 275° and LGC VORTAC R-047 to TIROE INT/LGC 23 DME and hold.

ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31	1079-1	271 (300-1)		
S-LOC 31	1240-1	432 (500-1)	1240-1¼ 432 (500-1¼)	1240-1½ 432 (500-1½)
CIRCLING	1320-1	512 (600-1)	1320-1½ 512 (600-1½)	1440-2 632 (700-2)
AGEHO FIX MINIMUMS				
S-LOC 31	1180-1	372 (400-1)		1180-1¼ 372 (400-1¼)
CIRCLING	1320-1	512 (600-1)	1320-1½ 512 (600-1½)	1440-2 632 (700-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB FF	APP CRS	Rwy Idg	5019
316	310°	TDZE	808
		Apt Elev	808

NDB RWY 31

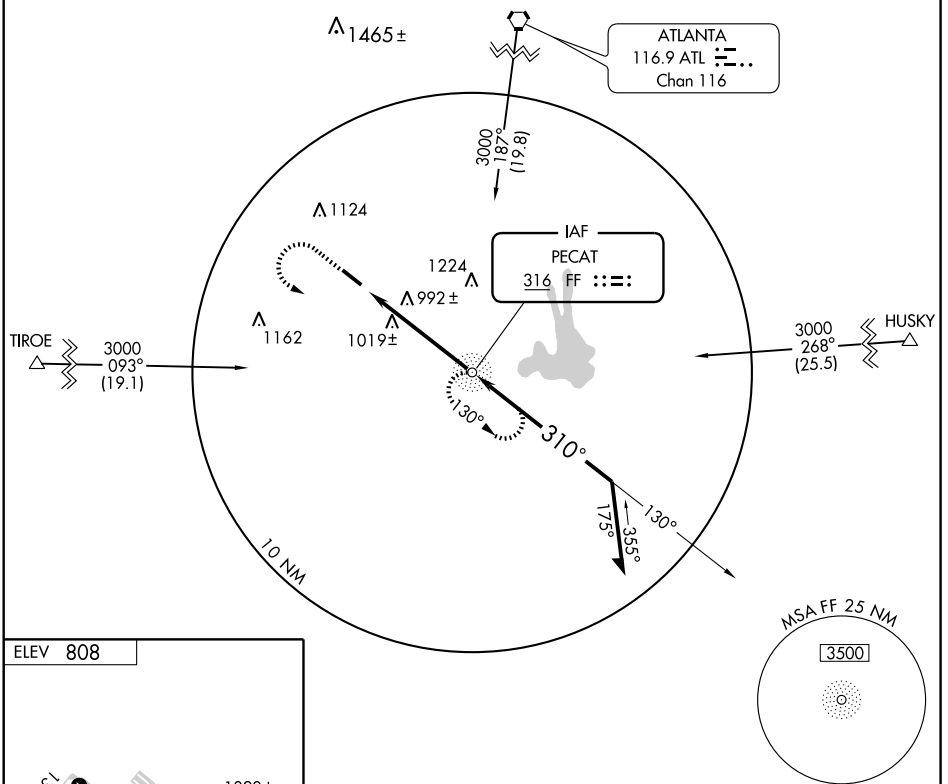
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

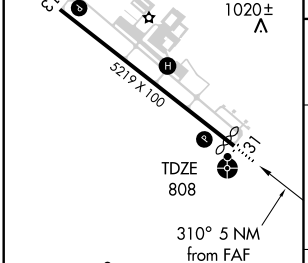
NA Inoperative table does not apply to CAT C.

ODALS

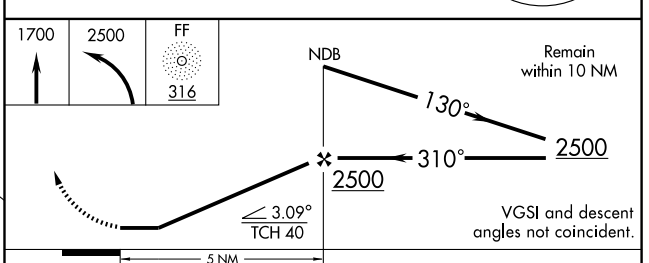
MISSED APPROACH: Climb to 1700 then climbing left turn to 2500 direct PECAT NDB and hold.

ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-31	1320-¾ 512 (600-¾)		1320-1½ 512 (600-1½)	1320-1¾ 512 (600-1¾)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1500-2¼ 692 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5219
CH 61006	130°	TDZE	797
W13A		Apt Elev	808

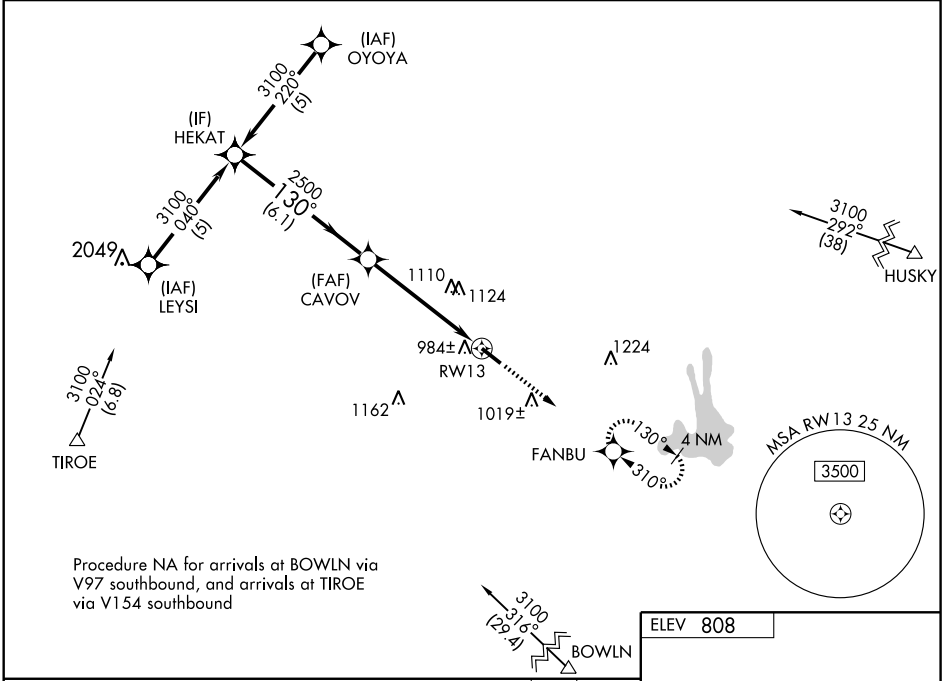
RNAV (GPS) RWY 13

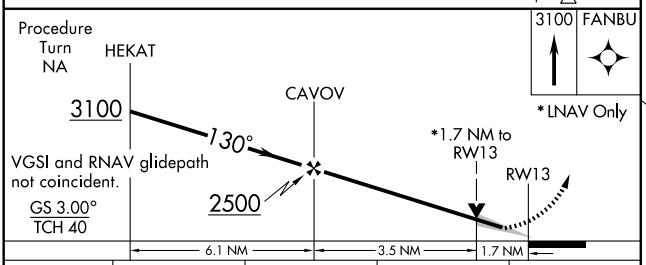
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

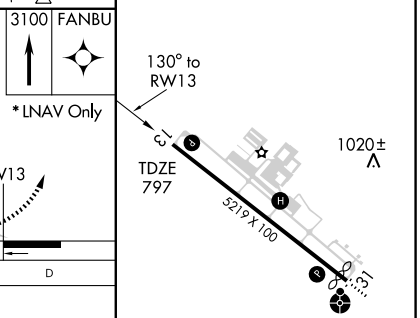
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV, VDP and LNAV/VNAV DA NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received; use Newnan Coweta County altimeter setting and increase LPV DA to 1094, all MDAs 60 feet and LNAV and circling visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3100 direct FANBU and hold, continue climb-in-hold to 3100.

ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L







ELEV 808

CATEGORY	A	B	C	D
LPV DA	1047-1 250 (300-1)			
LNAV/ VNAV DA	1254-1¾ 457 (500-1¾)			
LNAV MDA	1360-1 563 (600-1)		1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)
CIRCLING	1360-1 552 (600-1)		1360-1½ 552 (600-1½)	1580-2½ 772 (800-2½)

REIL Rwy 13 L
MIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72706 W31A	APP CRS 310°	Rwy Idg 5019 TDZE 808 Apt Elev 808

RNAV (GPS) RWY 31

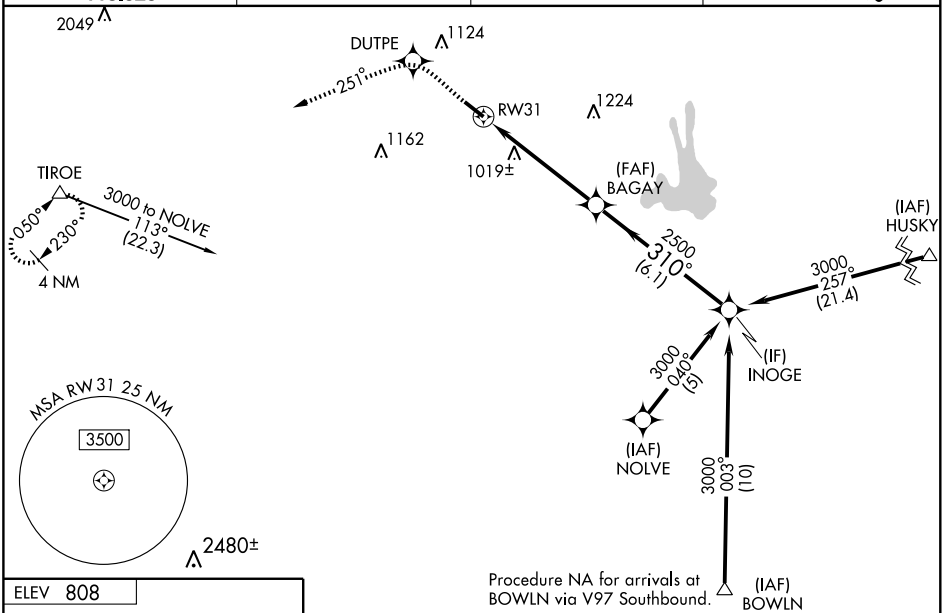
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

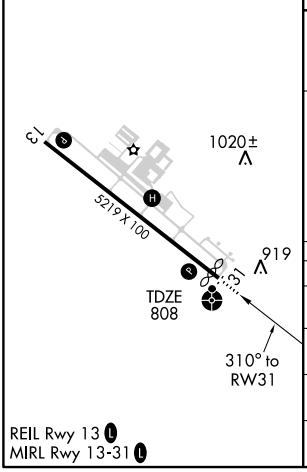
T A Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase LPV DA to 1176, LNAV/VNAV DA to 1228 and all MDA 60 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile and Circling Cat. D visibility ¼ mile.

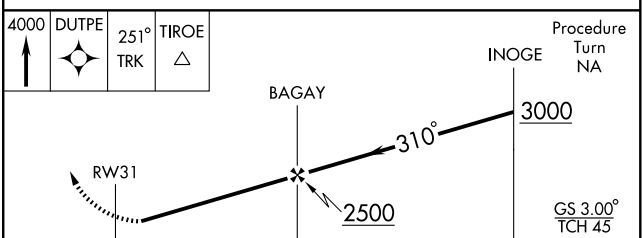
ODALS

MISSED APPROACH: Climb to 4000 direct DUTPE and via 251° track to TIROE and hold.

ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L





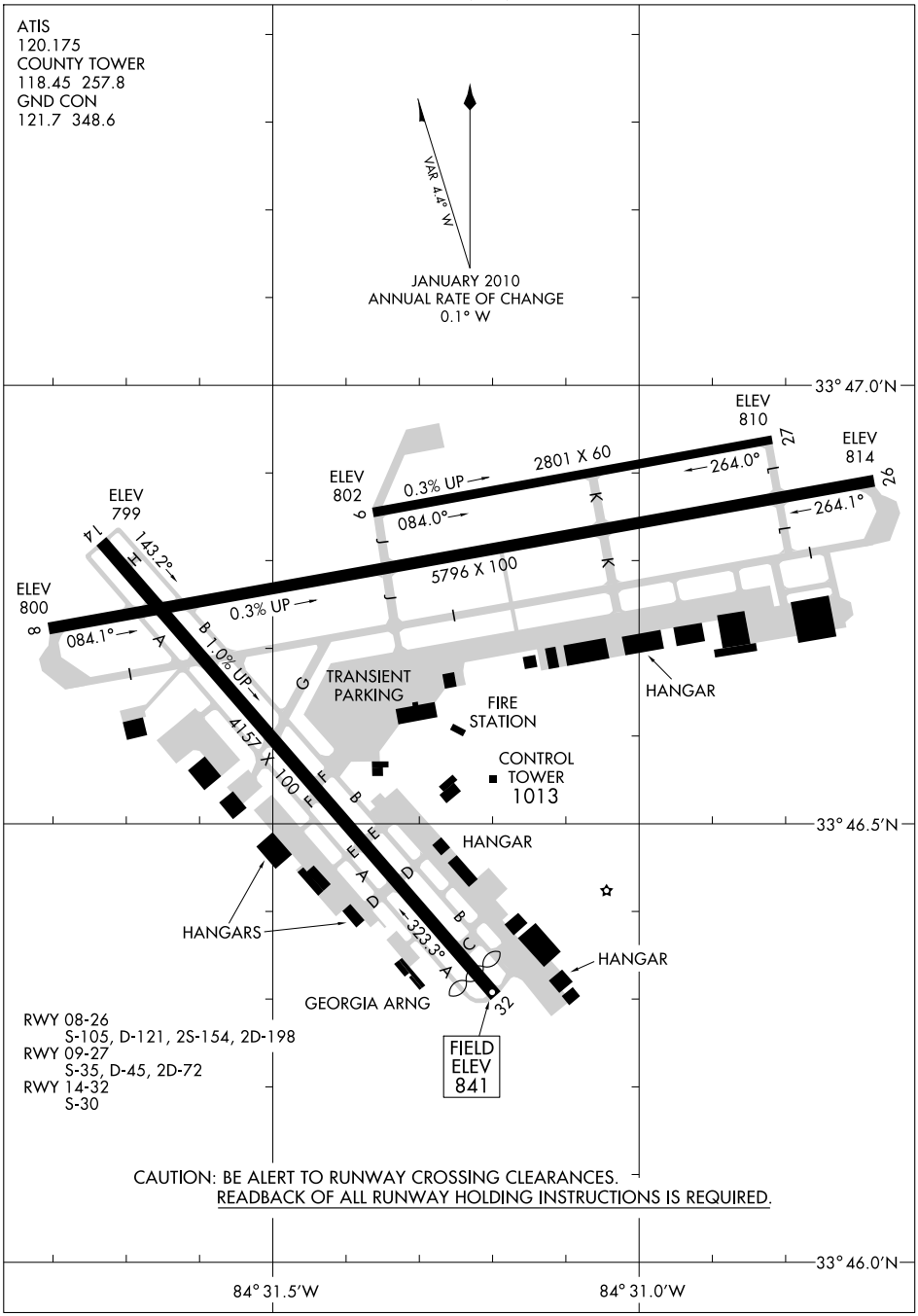


CATEGORY	A	B	C	D
LPV DA	1129-1¼ 321 (400-1¼)			
LNAV/ VNAV DA	1181-1¼ 373 (400-1¼)			
LNAV MDA	1280-1 472 (500-1)		1280-1¼ 472 (500-1¼)	1280-1½ 472 (500-1½)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1440-2 632 (700-2)

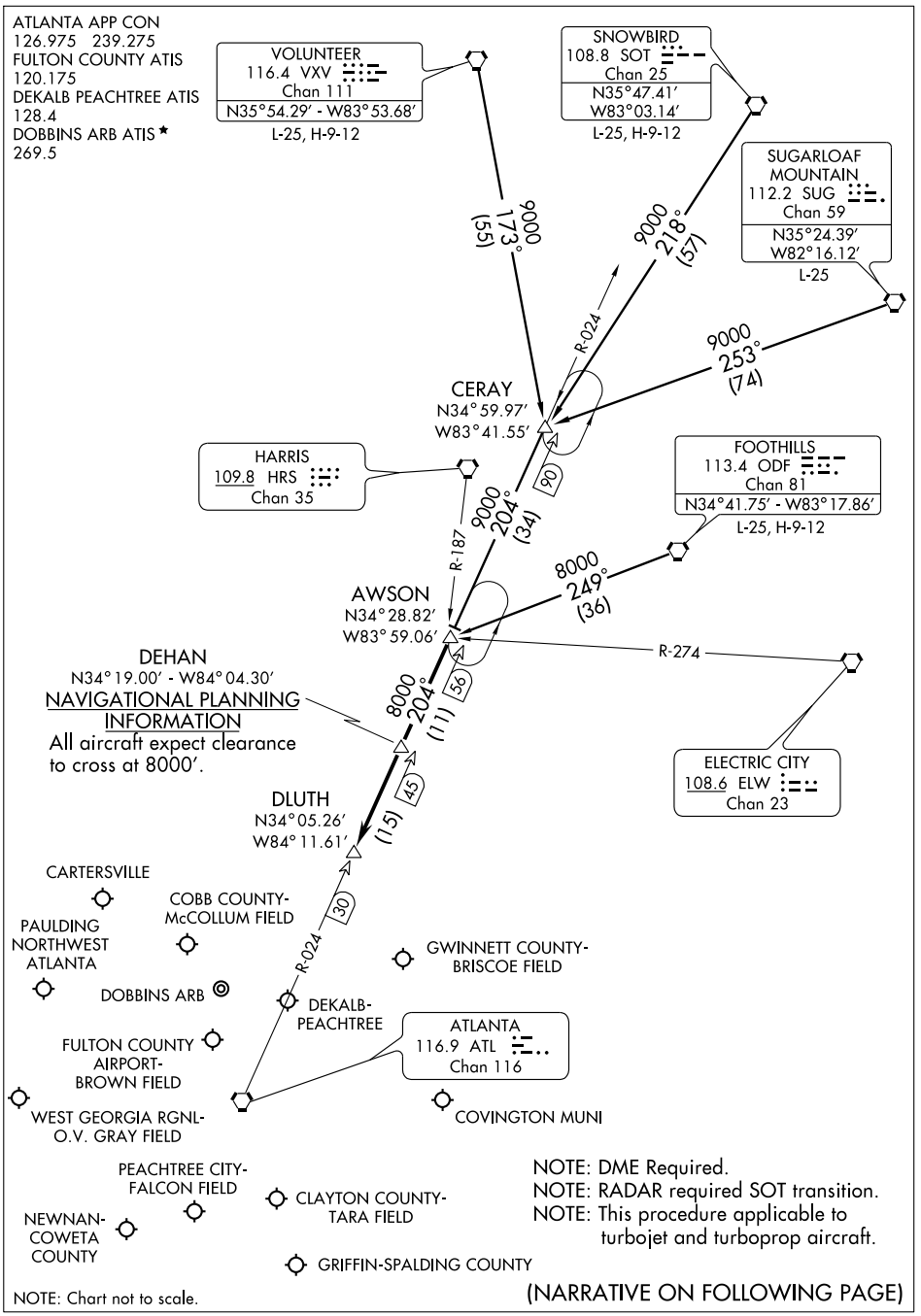
SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ATLANTA/FULTON COUNTY AIRPORT-BROWN FIELD (FTY)
AL-745 (FAA)
ATLANTA, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

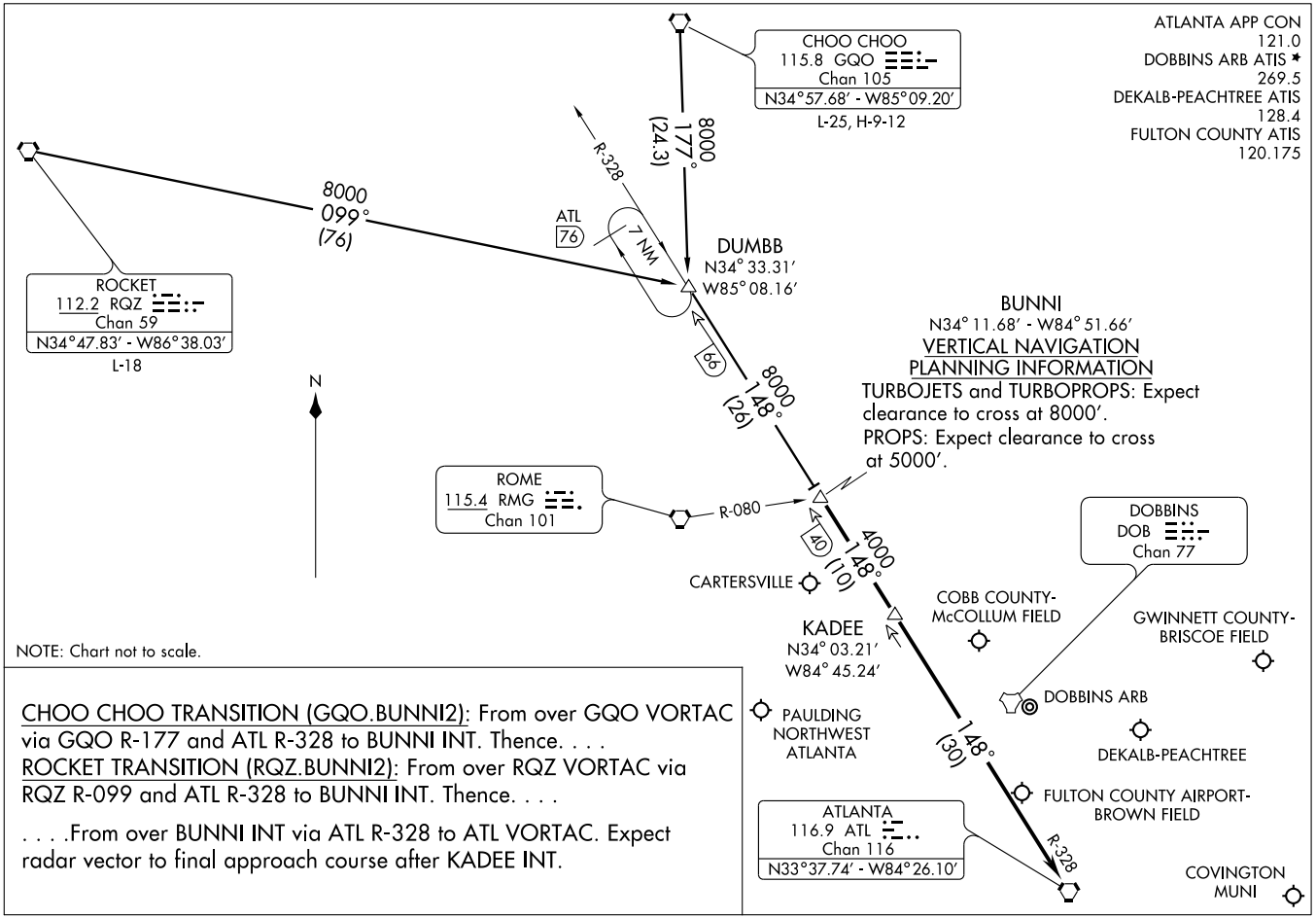
SE-4, 21 OCT 2010 to 18 NOV 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

10266

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA



CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

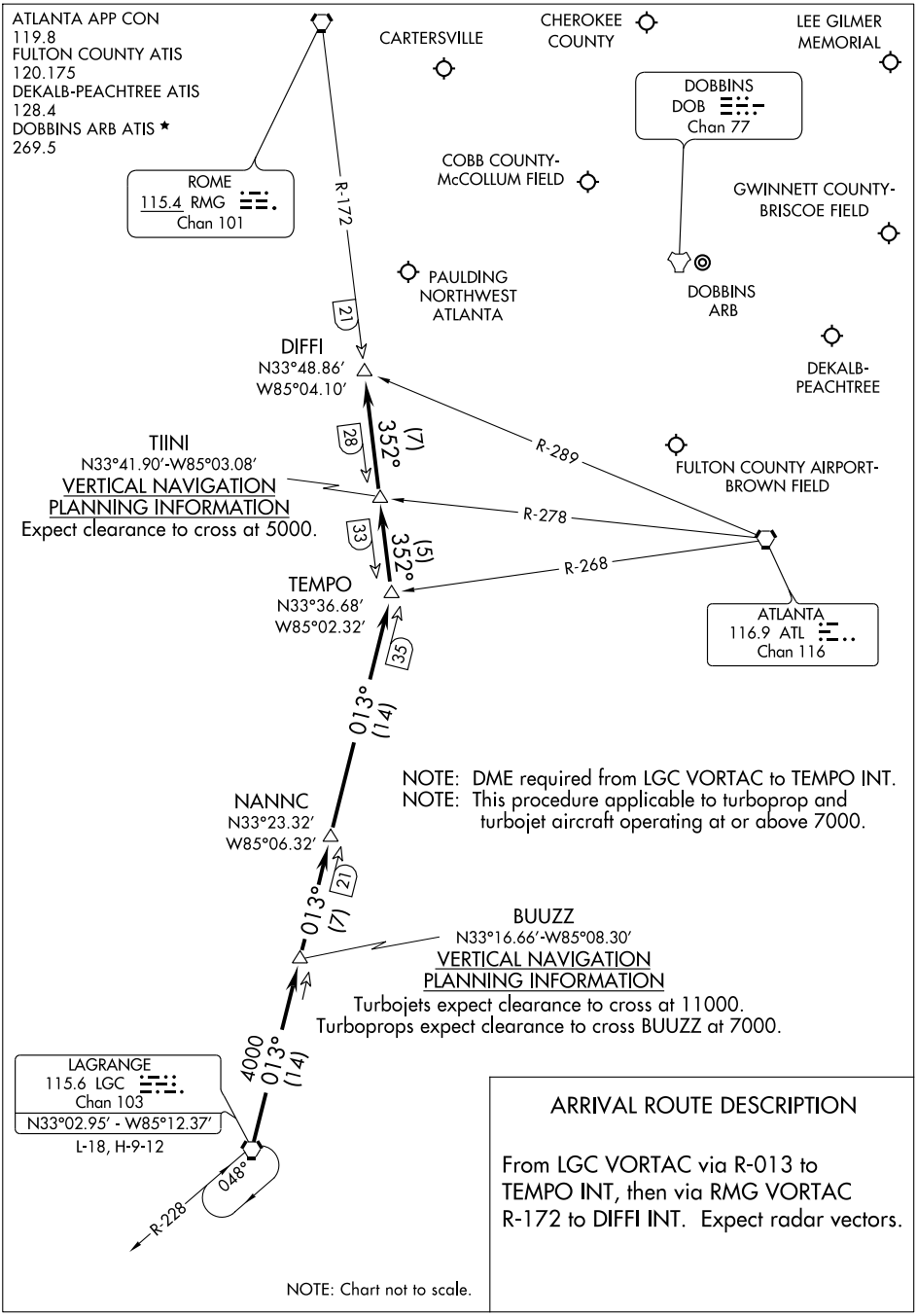
ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to TEMPO INT, then via RMG VORTAC R-172 to DIFFI INT. Expect radar vectors.

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

(DIFFI.DIFFI1) 10266

LOC I-FTY	APP CRS	Rwy Idg	5796
109.1	082°	TDZE	808
		Apt Elev	841

ILS RWY 8

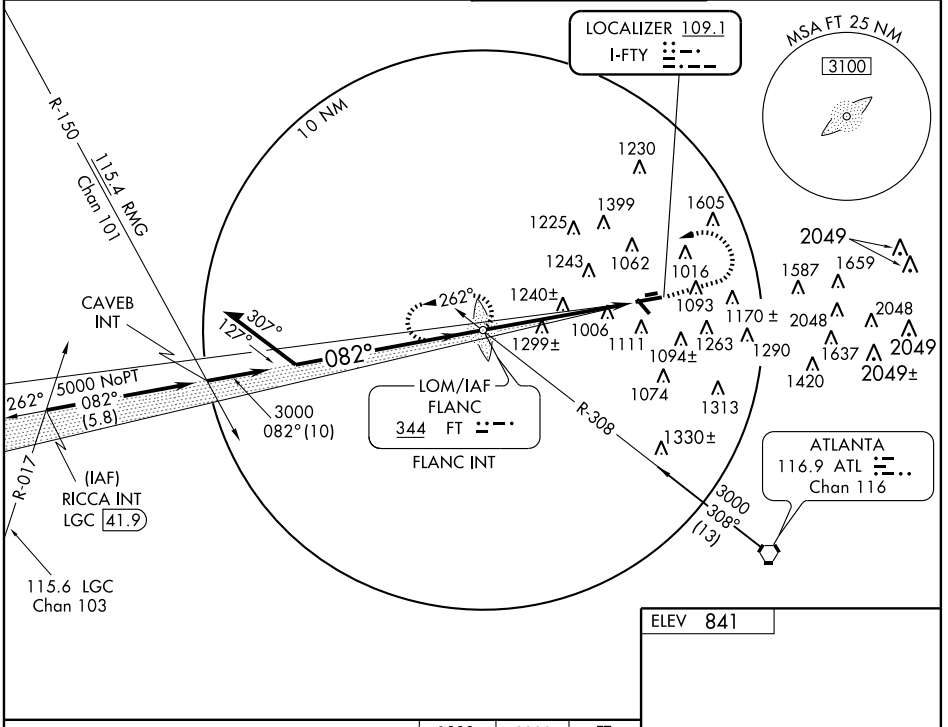
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

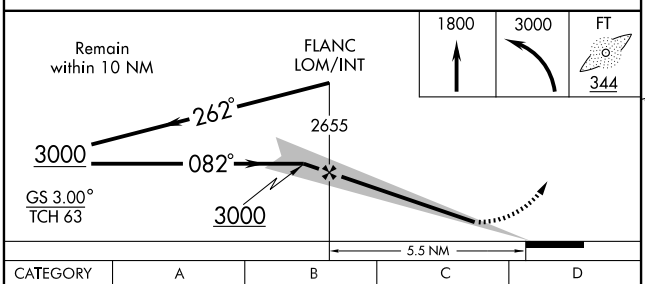
For inoperative MALSR, increase S-LOC 8 Cat A visibility to 1 mile.
ADF REQUIRED
NOTE: Ridge with trees, to 1299 feet MSL between outer marker and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

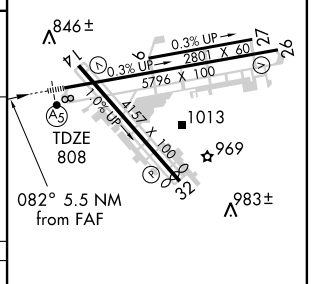
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct FLANC LOM/Int and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6







CATEGORY	A	B	C	D
S-ILS 8	1078-¾ 270 (300-¾)			
S-LOC 8	1560-¾ 752 (800-¾)		1560-1¾ 752 (800-1¾)	1560-2 752 (800-2)
CIRCLING	1560-1 719 (800-1)	1560-1¼ 719 (800-1¼)	1560-2¼ 719 (800-2¼)	1580-2½ 739 (800-2½)

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

FAF to MAP 5.5 NM

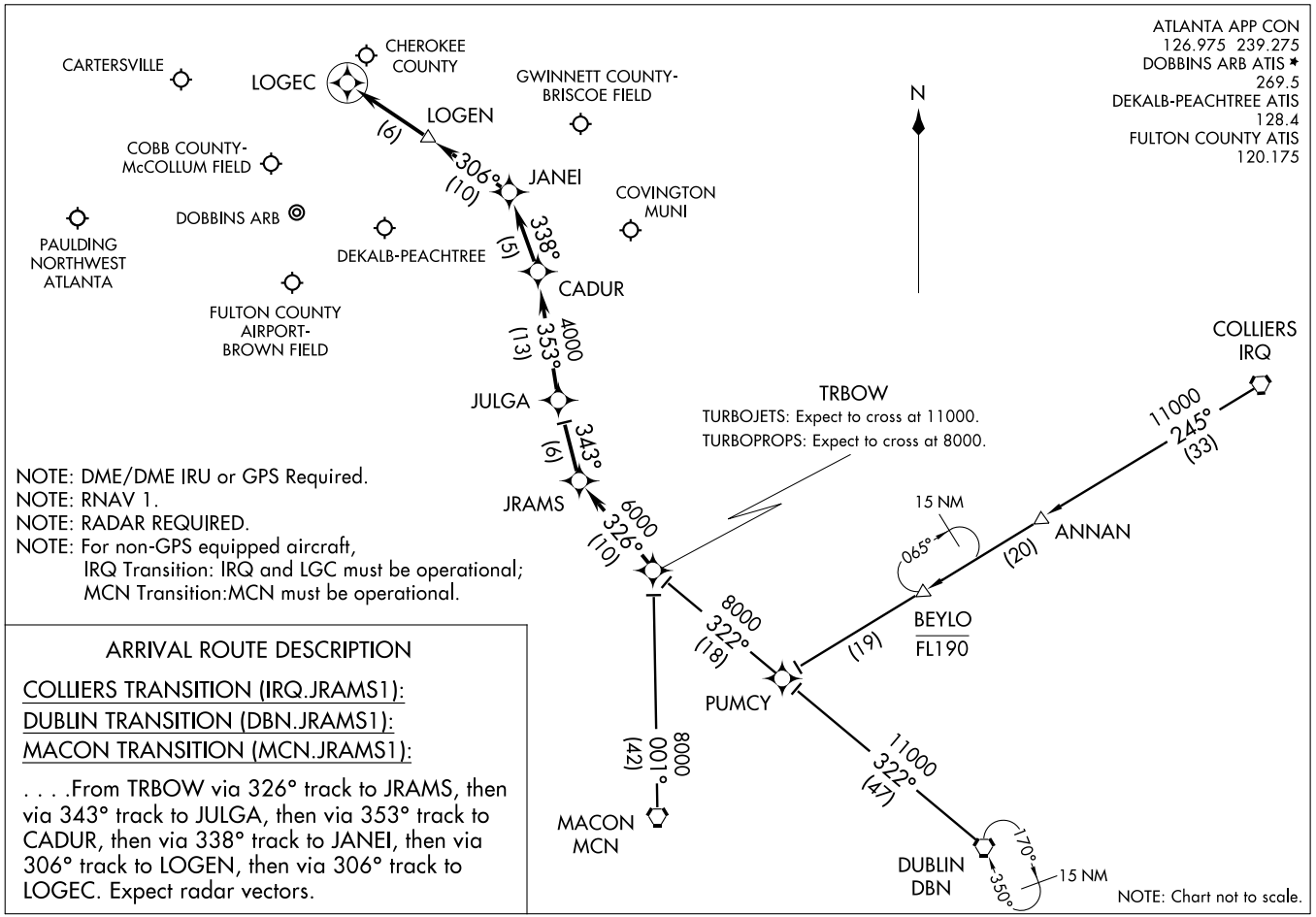
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLLIERS TRANSITION (IRQ.JRAMS1):

DUBLIN TRANSITION (DBN.JRAMS1):

MACON TRANSITION (MCN.JRAMS1):

. . . .From TRBOW via 326° track to JRAMS, then via 343° track to JULGA, then via 353° track to CADUR, then via 338° track to JANEI, then via 306° track to LOGEN, then via 306° track to LOGEC. Expect radar vectors.

(JRAMS.JRAMS1) 10266

JRAMS ONE ARRIVAL (RNAV)

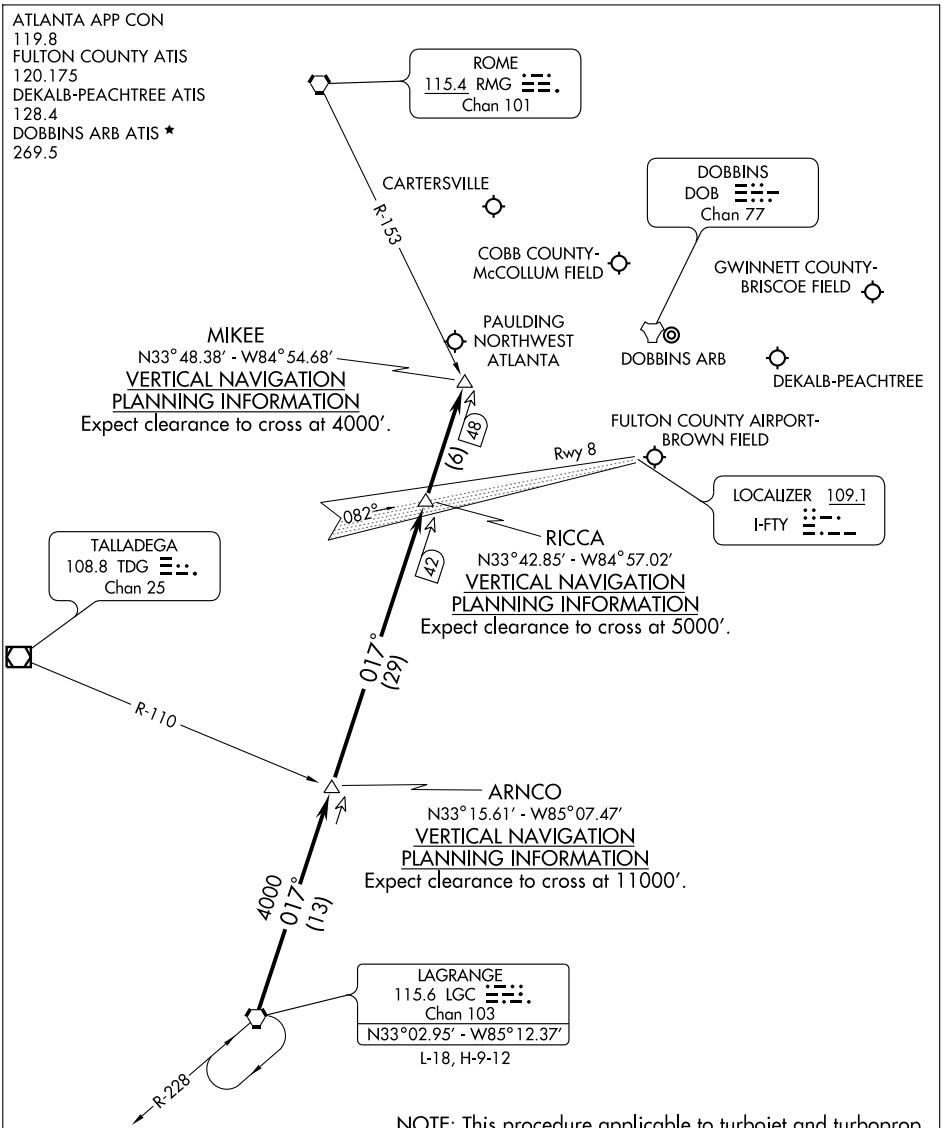
ST-469 (FAA)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

LOM FT	APP CRS	Rwy Idg	5796
344	082°	TDZE	808
		Apt Elev	841

NDB RWY 8

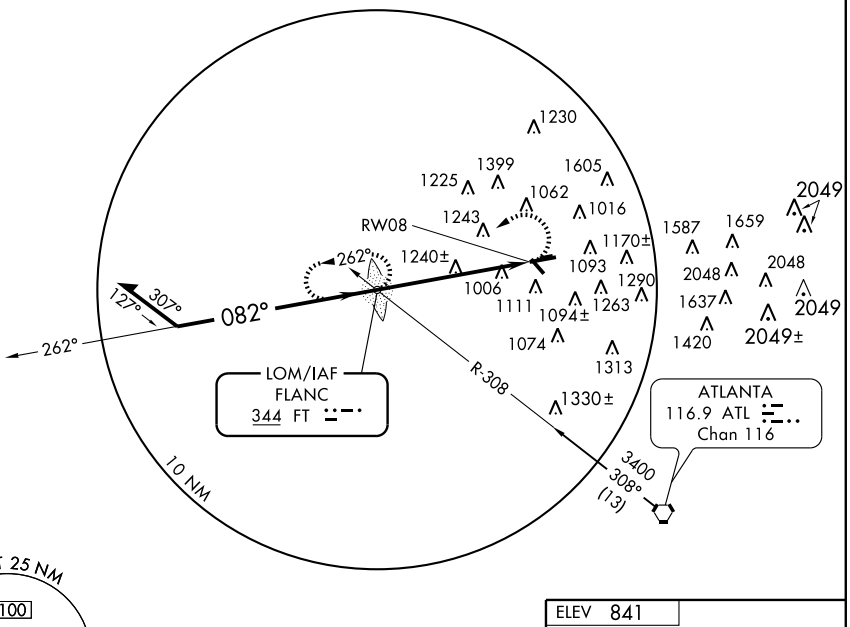
ATLANTA / FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

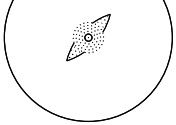
Circling NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet, increase S-8 Cat. C and D and Circling Cat. C and D visibility ¼ mile. Inoperative table does not apply.

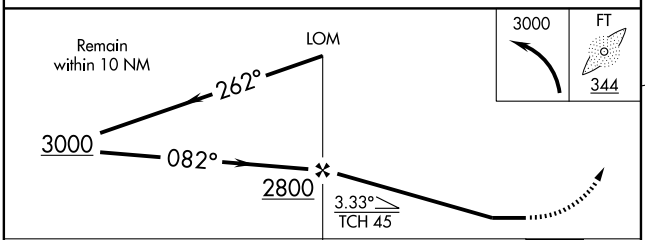
MALSR

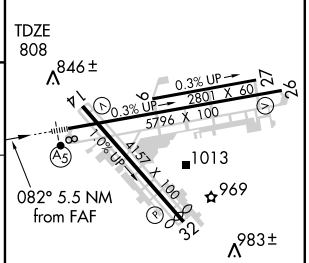
MISSED APPROACH: Climbing left turn to 3000 direct FT LOM and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6









CATEGORY	A	B	C	D
S-8	1600-1 792 (800-1)	1600-1¼ 792 (800-1¼)	1600-2¼ 792 (800-2¼)	1600-2½ 792 (800-2½)
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	1600-2½ 759 (800-2½)

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5796
262°	TDZE	814
	Apt Elev	841

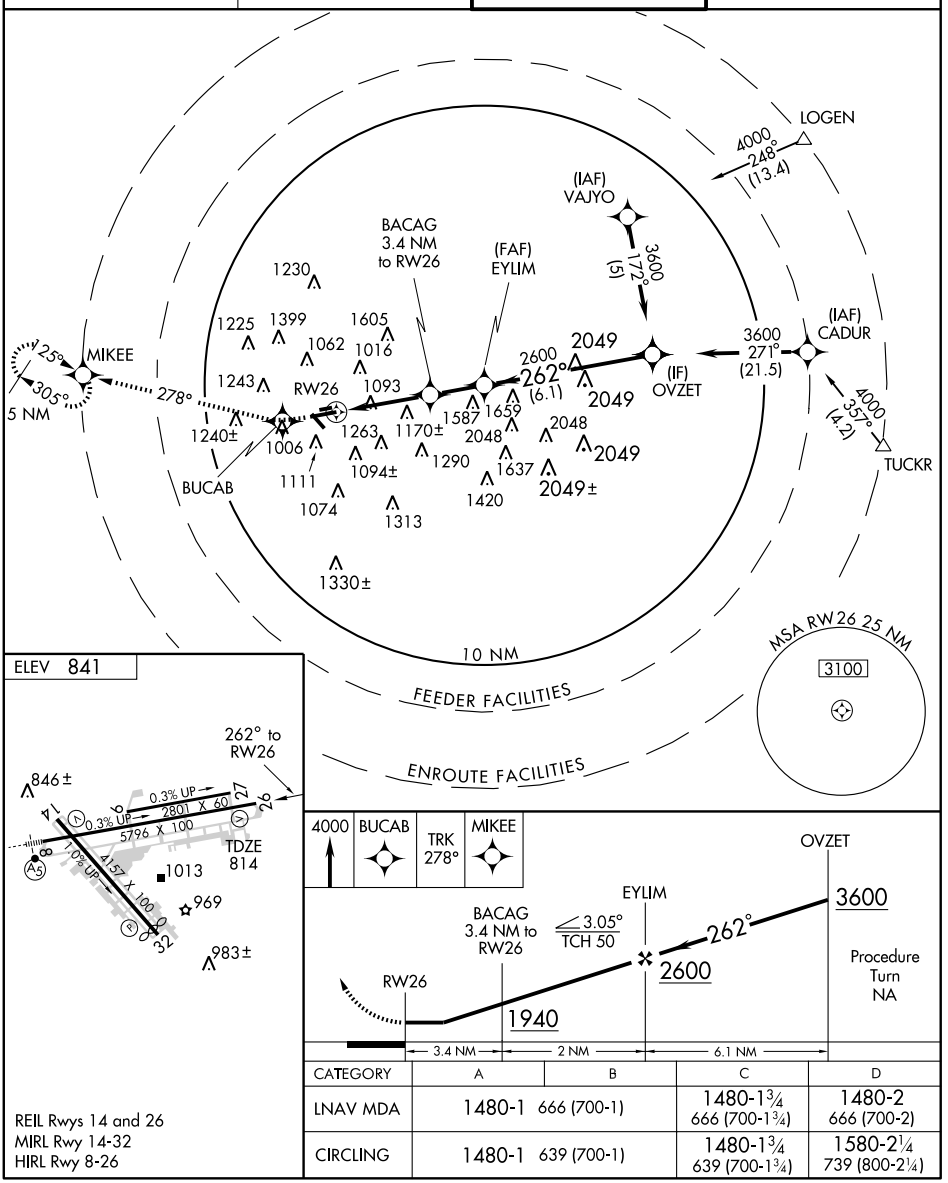
RNAV (GPS) RWY 26

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct BUCAB and via 278° track to MIKEE and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6



CATEGORY	A	B	C	D
LNAV MDA	1480-1	666 (700-1)	1480-1¾ 666 (700-1¾)	1480-2 666 (700-2)
CIRCLING	1480-1	639 (700-1)	1480-1¾ 639 (700-1¾)	1580-2¼ 739 (800-2¼)

REIL Rwys 14 and 26
MIRL Rwy 14-32
HIRL Rwy 8-26

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5796
CH 65804	082°	TDZE	808
W08A		Apt Elev	841

RNAV (GPS) Y RWY 8

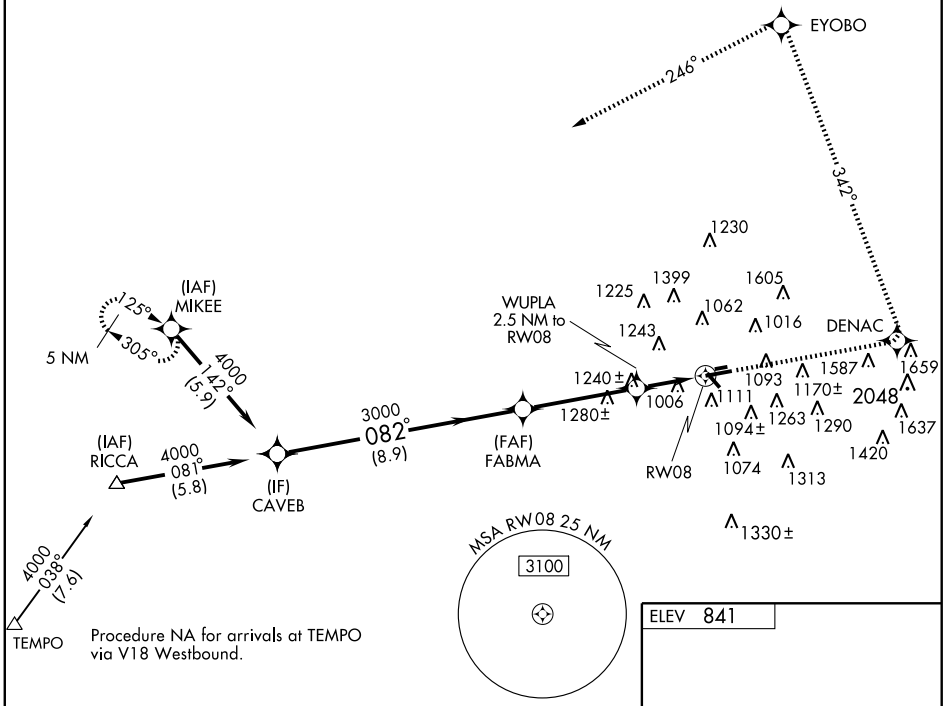
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

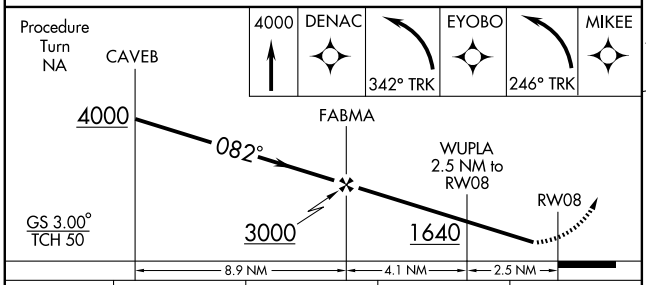
For inoperative MALSR, increase LPV all Cats visibility to ½ . If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LNAV Cats A and B. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

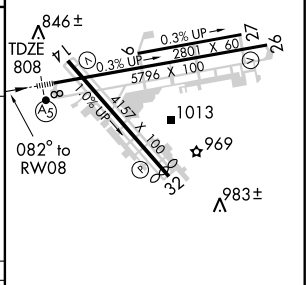
MALSR

MISSED APPROACH: Climb to 4000 direct DENAC and left turn via 342° track to EYOBO and left turn via 246° track to MIKEE and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6







CATEGORY	A	B	C	D
LPV DA		1235-1	427 (400-1)	
LNAV MDA	1500-1	692 (700-1)	1500-1½ 692 (700-1½)	1500-1¾ 692 (700-1¾)
CIRCLING	1500-1	659 (700-1)	1500-2 659 (700-2)	1580-2¼ 739 (800-2¼)

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5796
082°	TDZE	808
	Apt Elev	841

RNAV (RNP) Z RWY 8

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

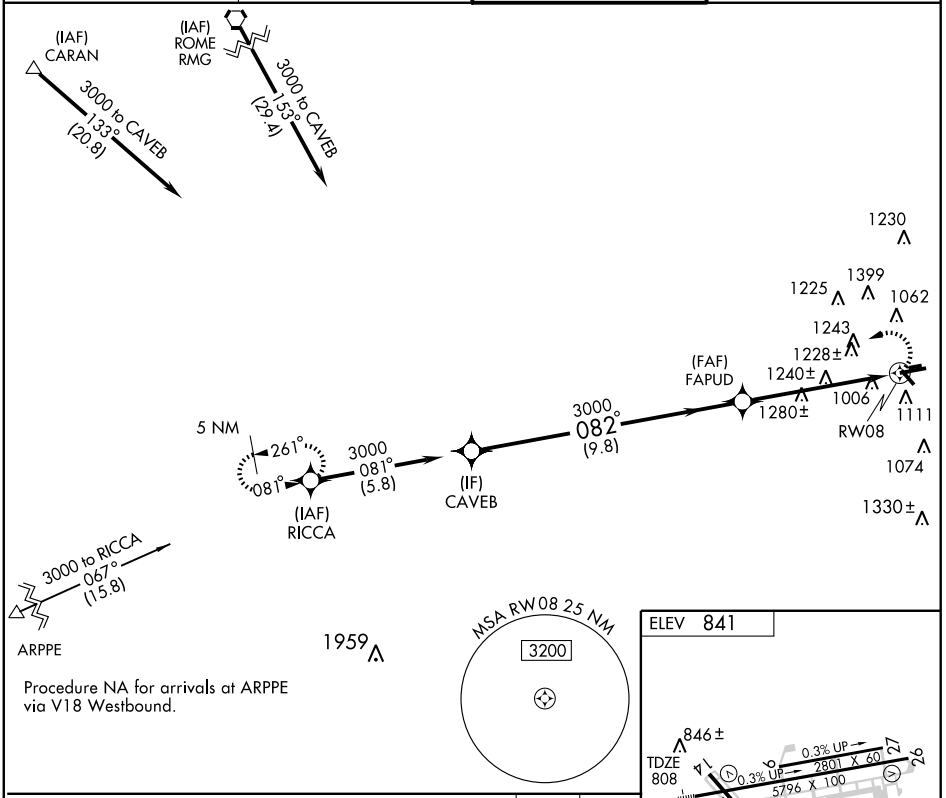
GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 45°C (114°F).
For inoperative MALSR, increase RNP 0.30 visibility to 2¼.
Procedure NA for wingspans greater than 136 feet.

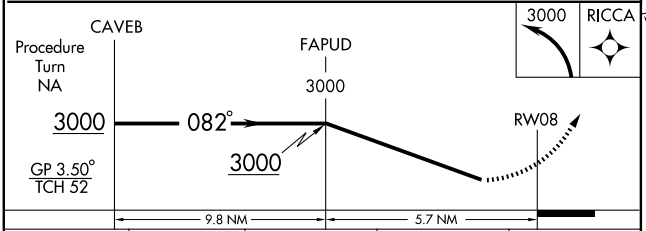
NA

MALSR

MISSED APPROACH:
Climbing left turn to 3000 direct RICCA and hold.

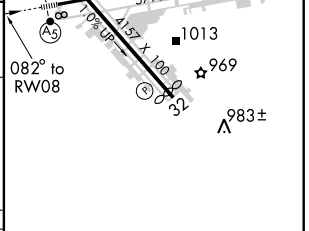
ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6





CATEGORY	A	B	C	D
RNP 0.30 DA	1534-1¾	726 (700-1¾)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

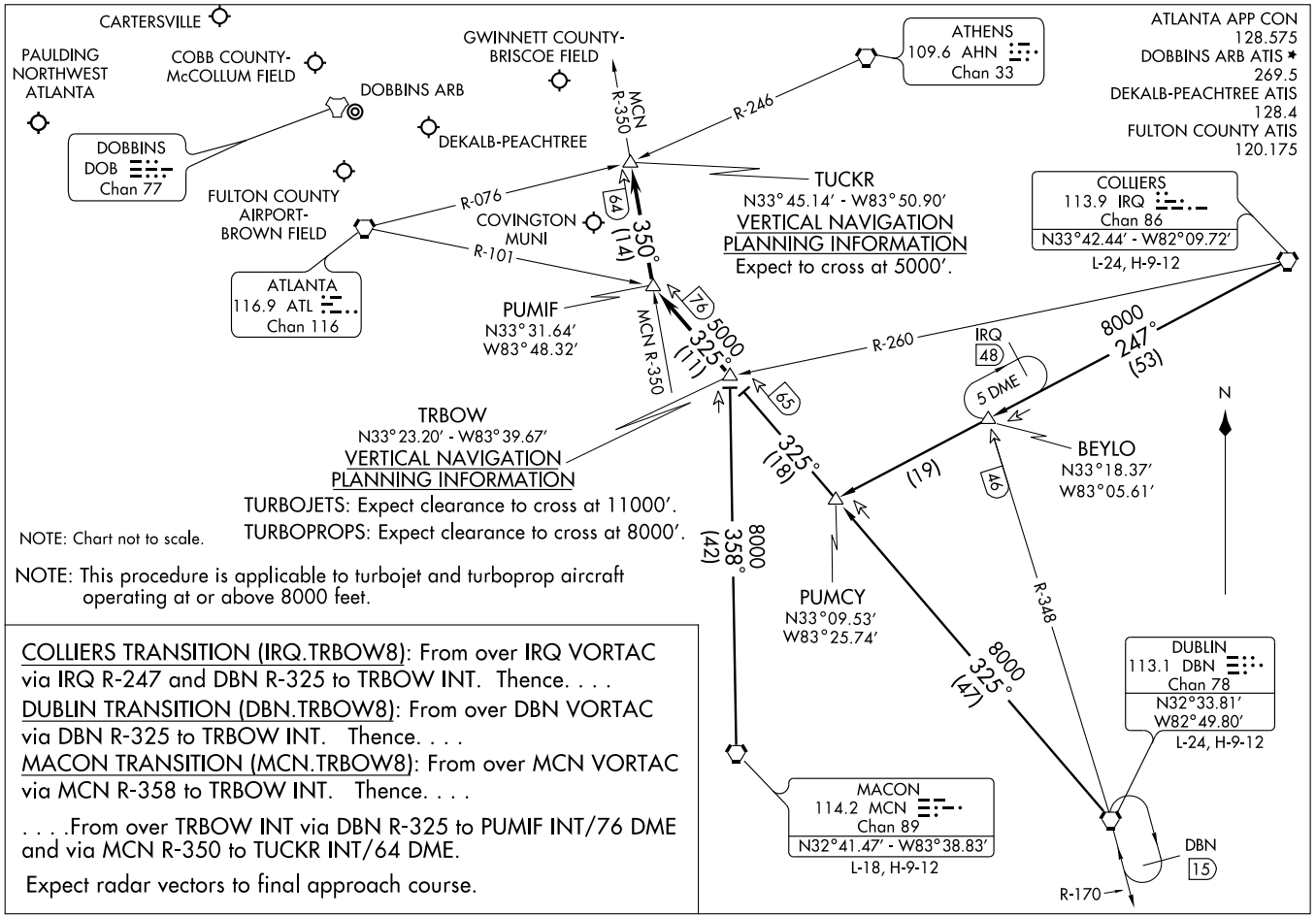


HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

SE-4, 21 OCT 2010 to 18 NOV 2010

TRBOW EIGHT ARRIVAL

(TRBOW.TRBOW8) 10266



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 10266
TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA, GEORGIA

VOR/DME PDK 116.6 Chan 113	APP CRS 245°	Rwy Idg N/A TDZE N/A Apt Elev 841

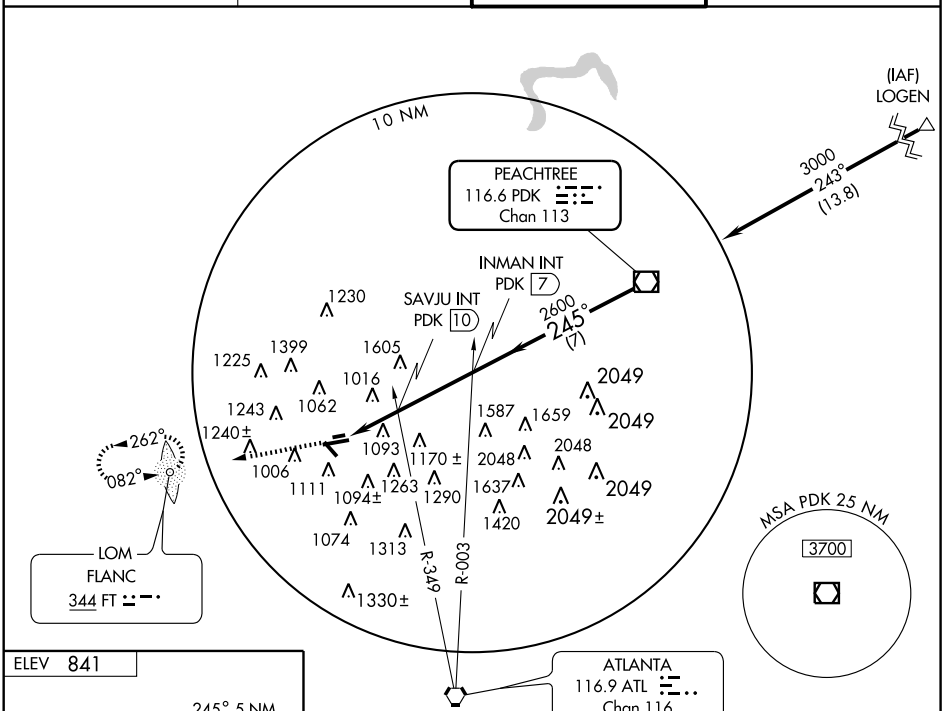
VOR-A

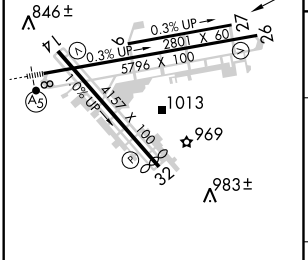
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

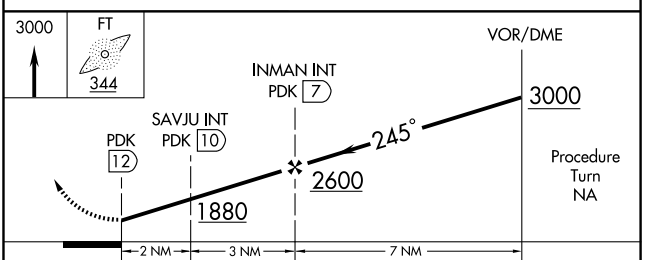
ADF or RADAR REQUIRED

MISSED APPROACH: Climb to 3000 direct FLANC LOM and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6





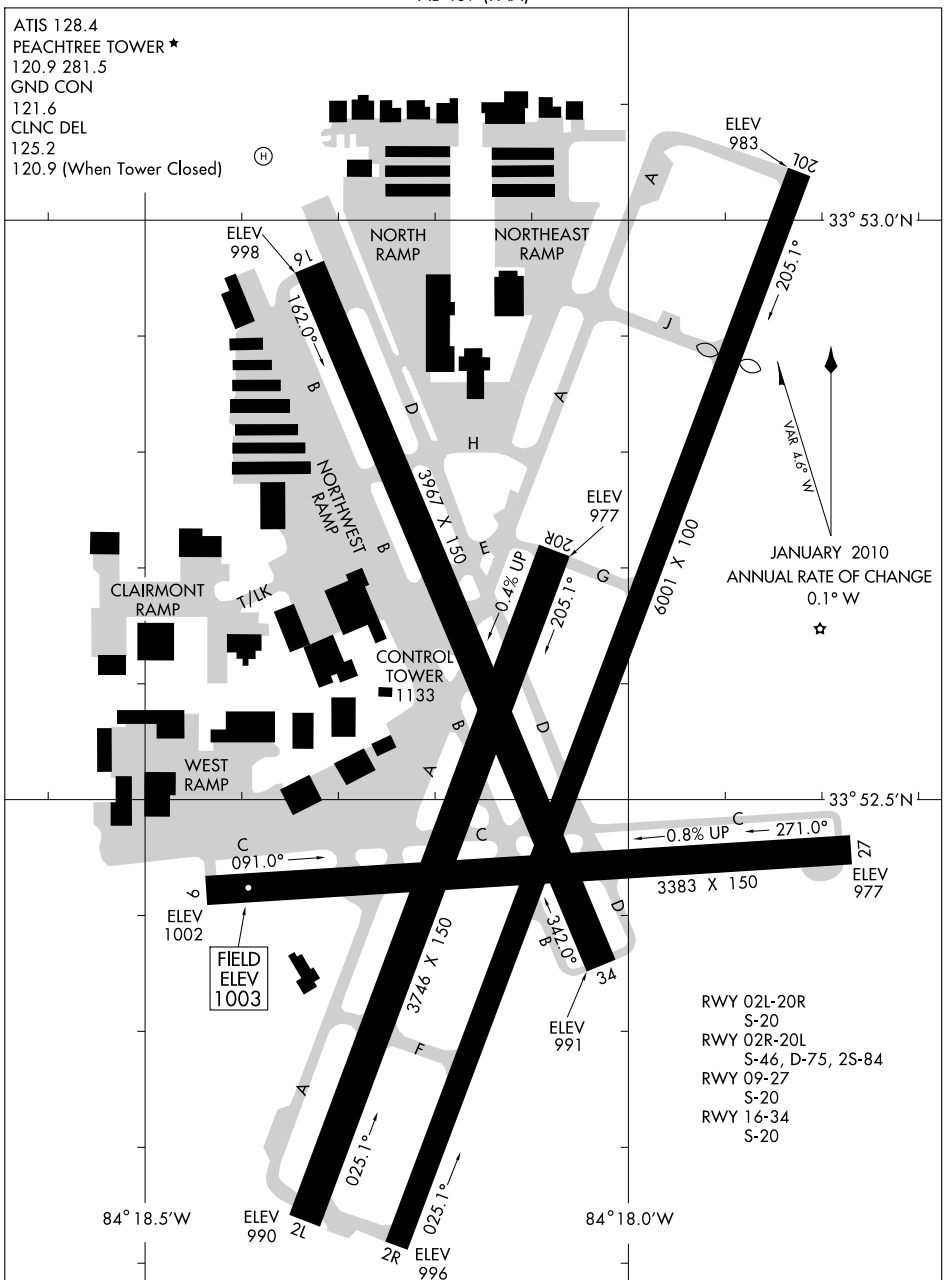


HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

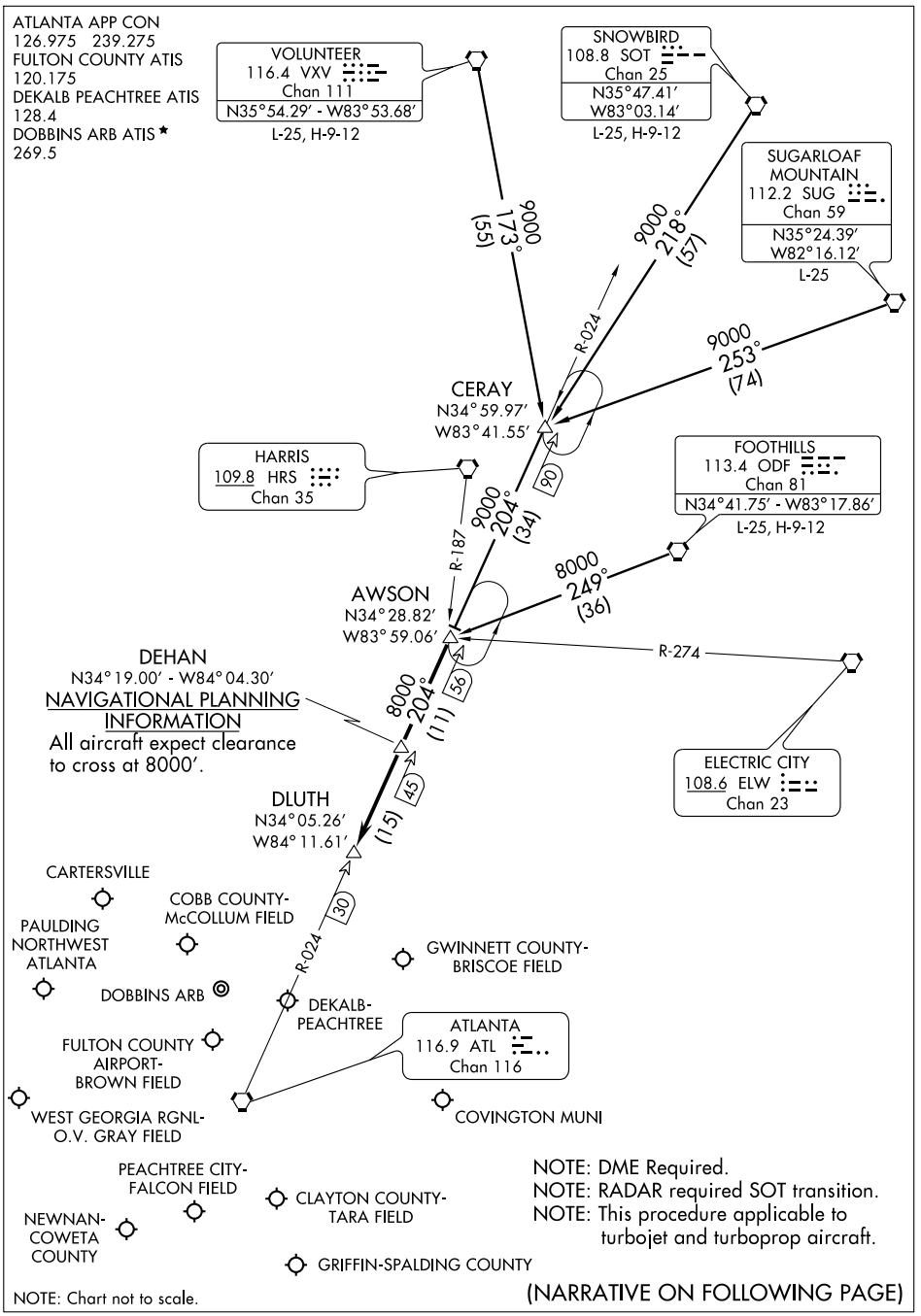
CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 1039 (1100-1¼)	1880-1½ 1039 (1100-1½)	1880-3 1039 (1100-3)	
SAVJU FIX MINIMUMS				
CIRCLING	1460-1 619 (700-1)		1520-2 679 (700-2)	1580-2¼ 739 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

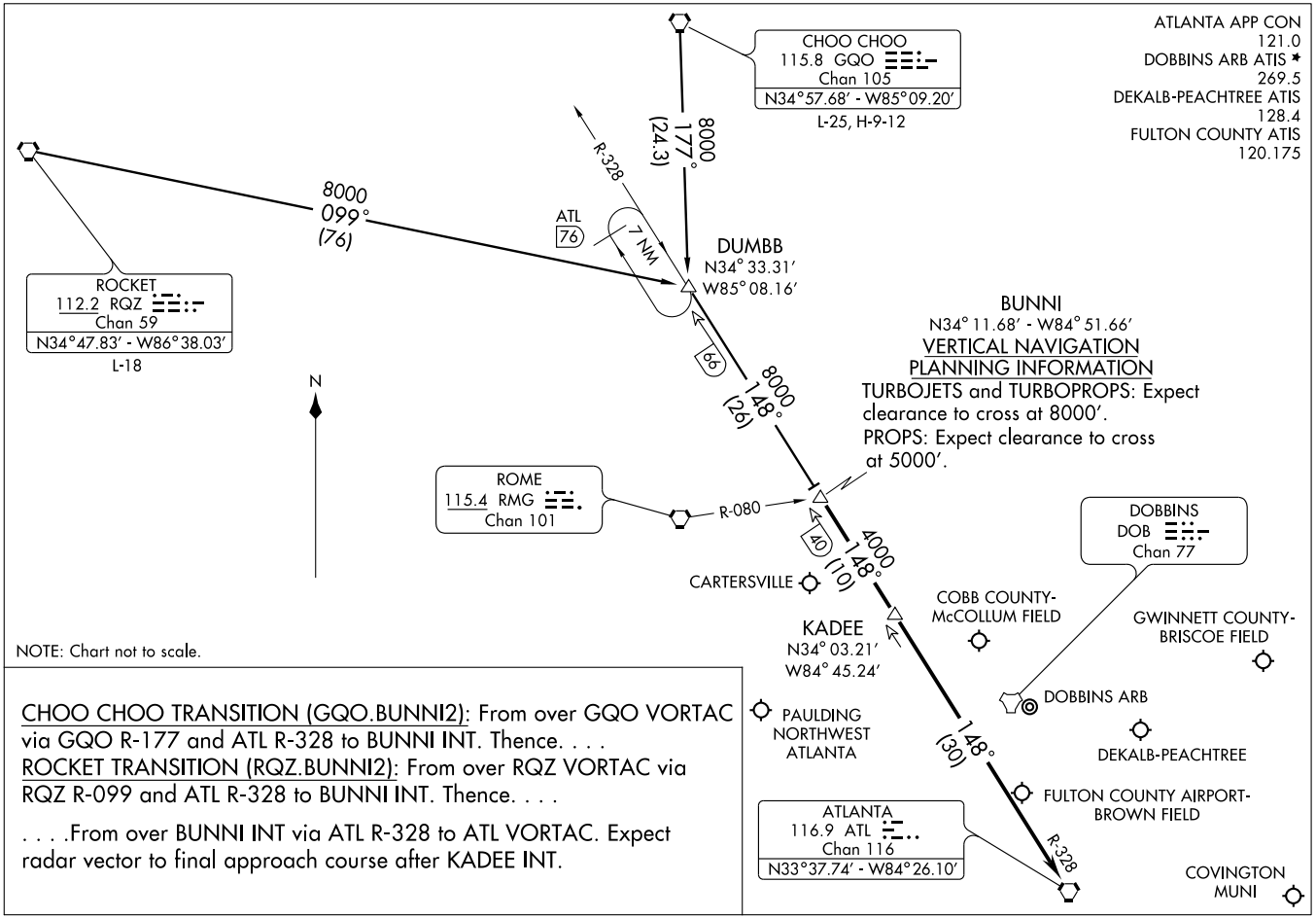
SE-4, 21 OCT 2010 to 18 NOV 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

10266

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA



CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

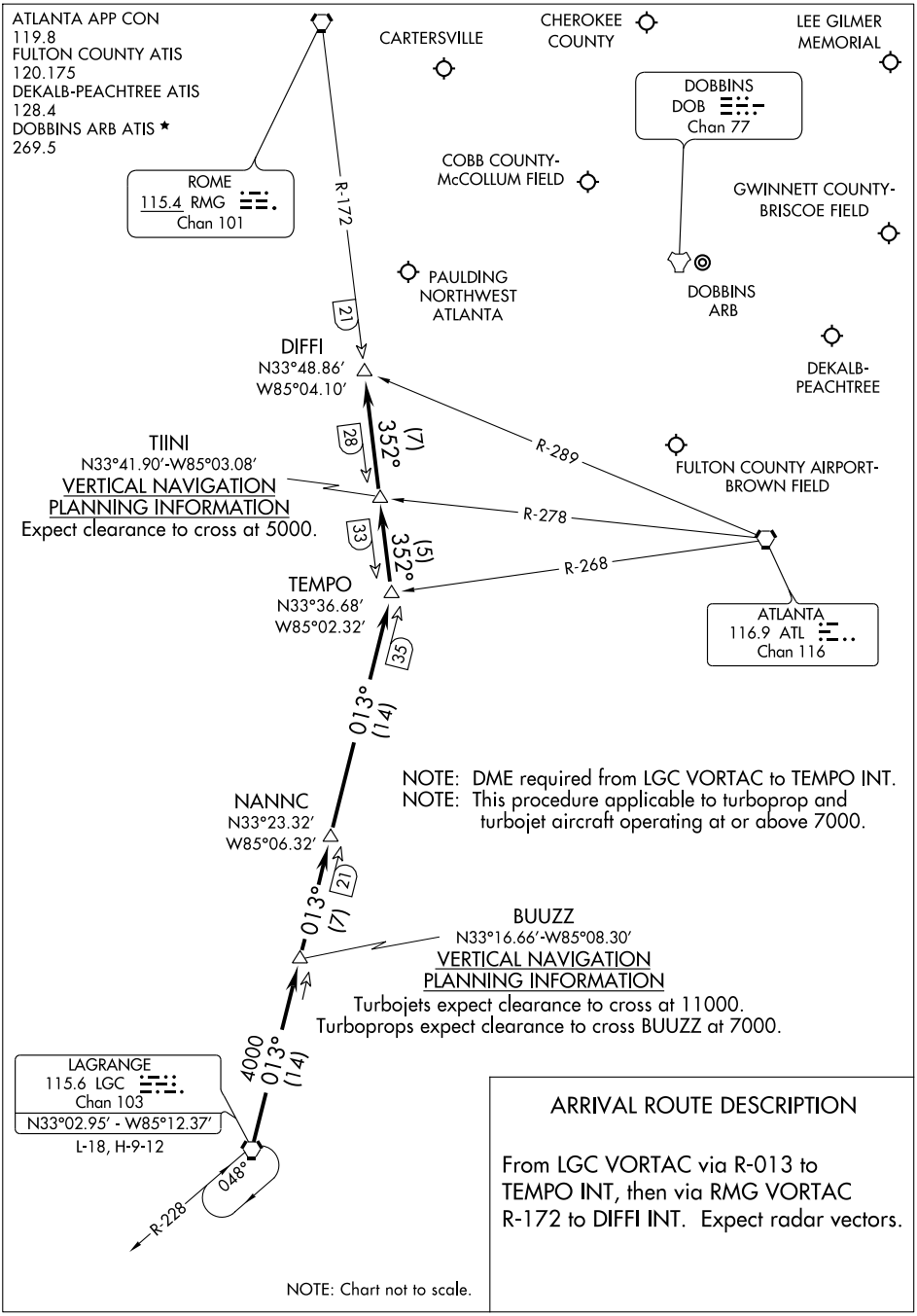
ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to TEMPO INT, then via RMG VORTAC R-172 to DIFFI INT. Expect radar vectors.

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

(DIFFI.DIFFI1) 10266

LOC I-PDK	APP CRS	Rwy Idg	5001
111.1	203°	TDZE	991
		Apt Elev	1002

ILS or LOC RWY 20L

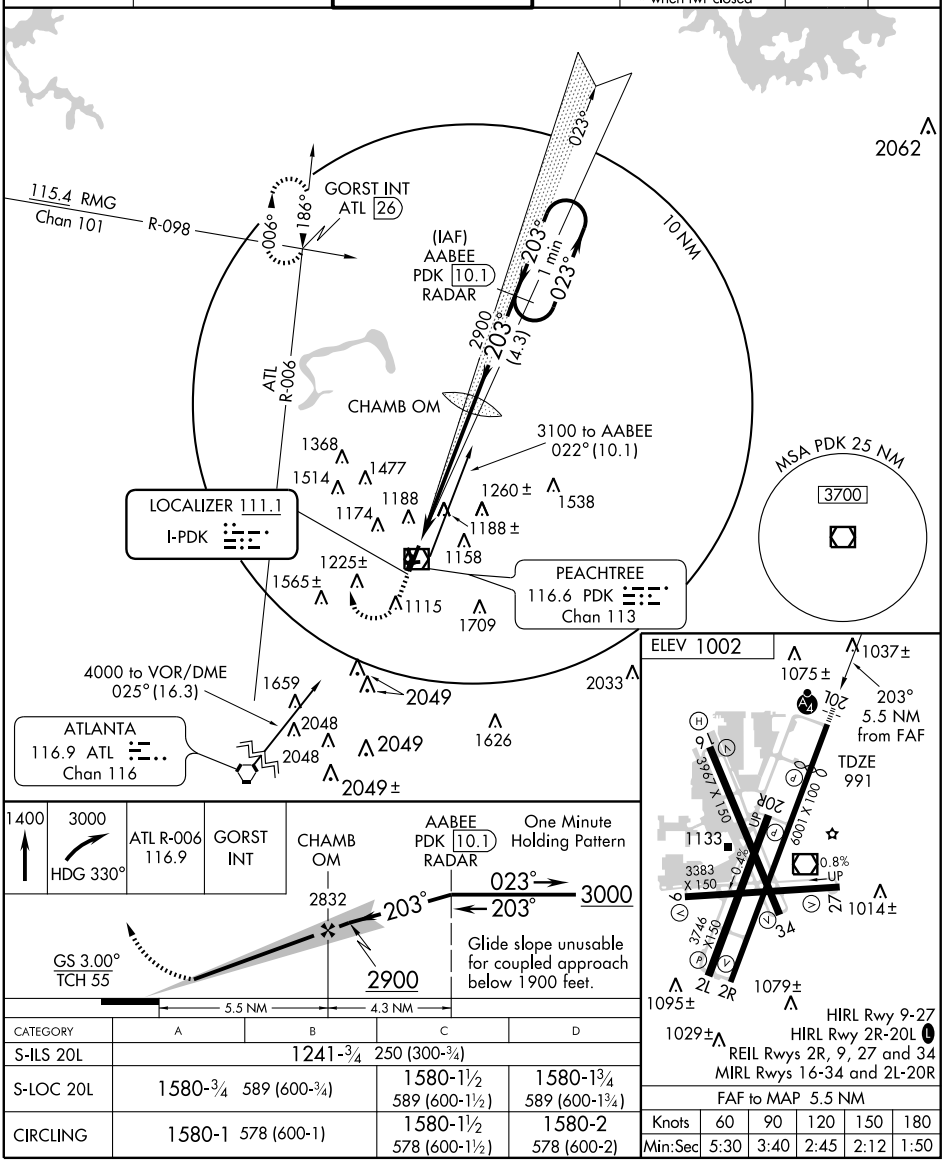
ATLANTA/ DEKALB-PEACHTREE (PDK)

Numerous towers to heights of 2000+ MSL in sector south of airport. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply to Localizer Cat C. DME or RADAR REQUIRED.

MALSF

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 330° and ATL R-006 to GORST Int/ATL 26 DME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* * when twr closed	122.95	120.0 L



1400	3000	ATL R-006	GORST
	HDG 330°	116.9	INT

CATEGORY	A	B	C	D
S-ILS 20L	1241-¾ 250 (300-¾)			
S-LOC 20L	1580-¾ 589 (600-¾)		1580-1½ 589 (600-1½)	1580-1¾ 589 (600-1¾)
CIRCLING	1580-1 578 (600-1)		1580-1½ 578 (600-1½)	1580-2 578 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

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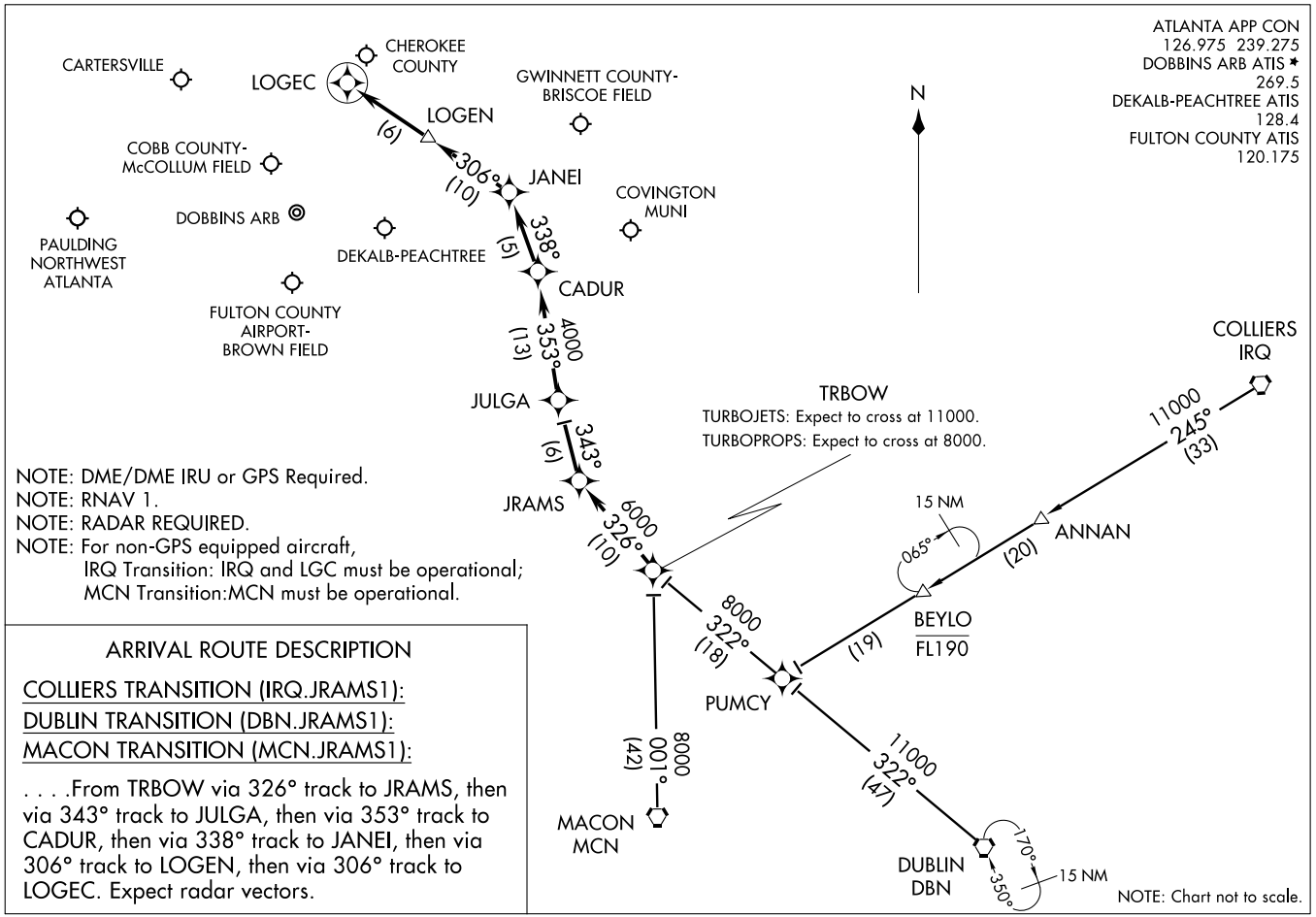
SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLLIERS TRANSITION (IRQ.JRAMS1):

DUBLIN TRANSITION (DBN.JRAMS1):

MACON TRANSITION (MCN.JRAMS1):

. . . .From TRBOW via 326° track to JRAMS, then via 343° track to JULGA, then via 353° track to CADUR, then via 338° track to JANEI, then via 306° track to LOGEN, then via 306° track to LOGEC. Expect radar vectors.

(JRAMS.JRAMS1) 10266

JRAMS ONE ARRIVAL (RNAV)

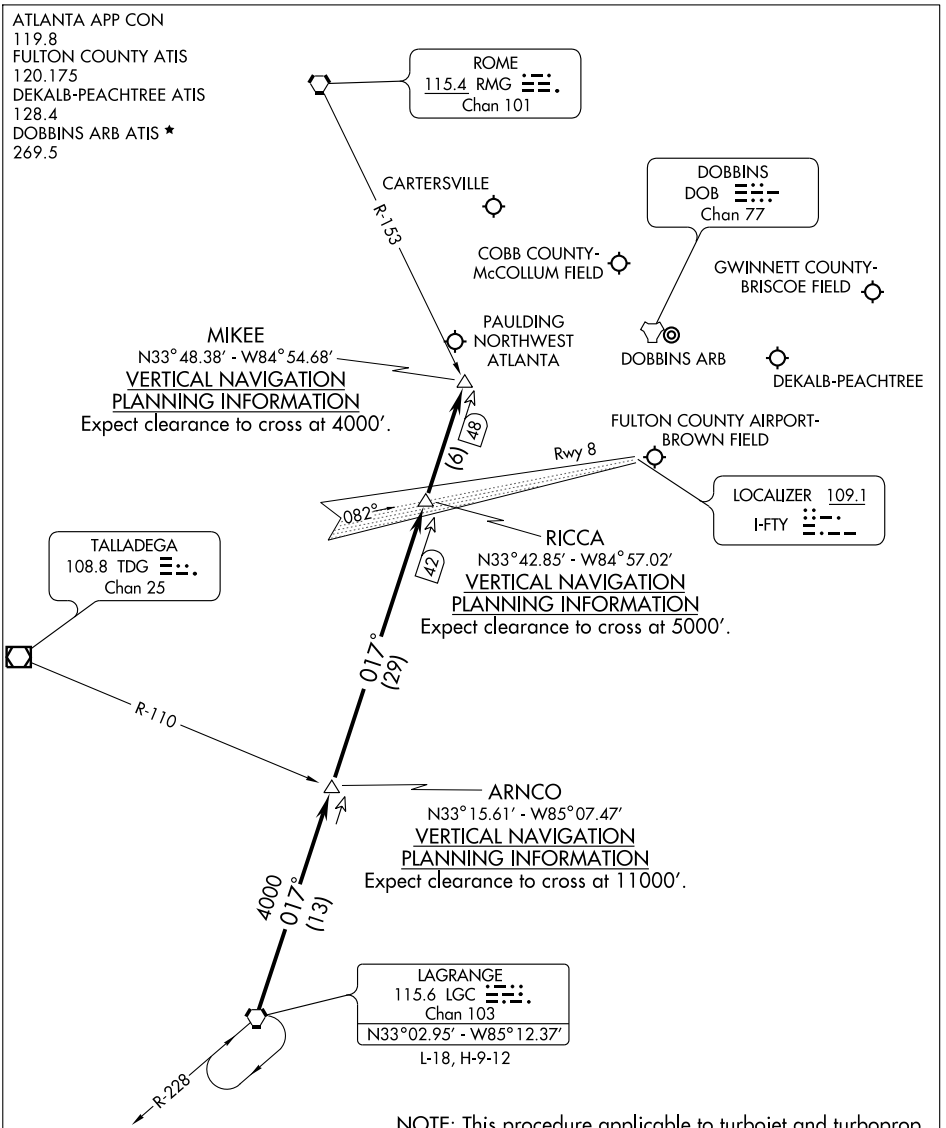
ST-469 (FAA)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3383
268°	TDZE	1003
	Apt Elev	1003

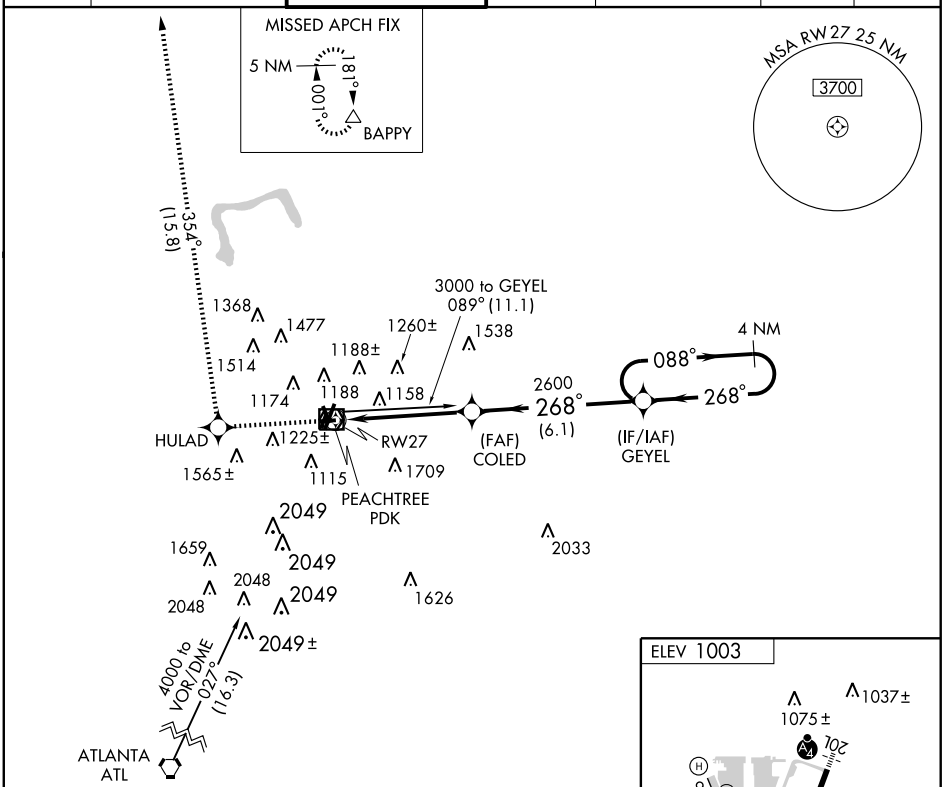
RNAV (GPS) RWY 27

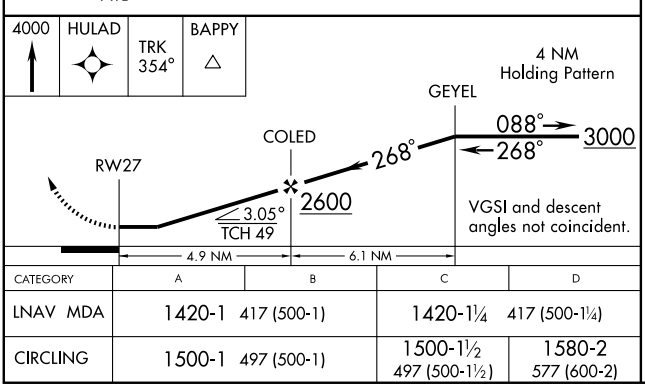
ATLANTA/ DEKALB-PEACHTREE (PDK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. Straight-in minimums NA at night. Circling to Rwys 2L, 9, 16, 20R, 27, 34 NA at night.

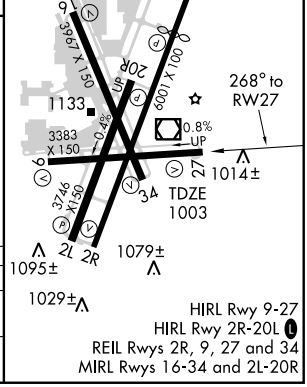
MISSED APPROACH: Climb to 4000 direct HULAD and via 354° track to BAPPY and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* ∗when twr closed	122.95	120.0 L





CATEGORY	A	B	C	D
LNAV MDA	1420-1 417 (500-1)		1420-1¼ 417 (500-1¼)	
CIRCLING	1500-1 497 (500-1)		1500-1½ 497 (500-1½)	1580-2 577 (600-2)



HIRL Rwy 9-27
HIRL Rwy 2R-20L L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
218°	TDZE	991
	Apt Elev	1003

RNAV (GPS) Y RWY 20L

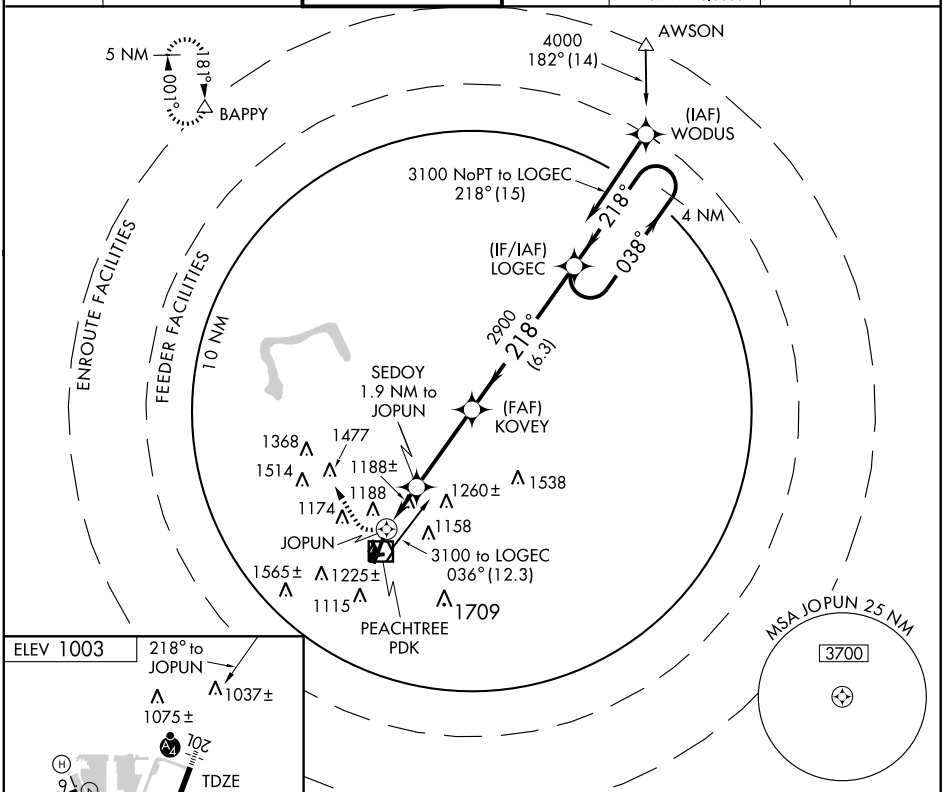
ATLANTA/ DEKALB-PEACHTREE (PDK)

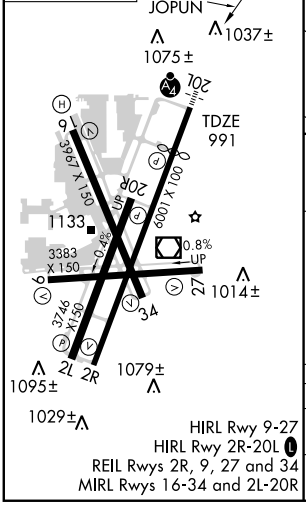
DME/DME RNP-0.3 NA. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Fulton County-Brown Field altimeter setting. Circling to Rwy's 2L, 9, 16, 20R, 27, 34 NA at night. Inoperative table does not apply to Cat C.

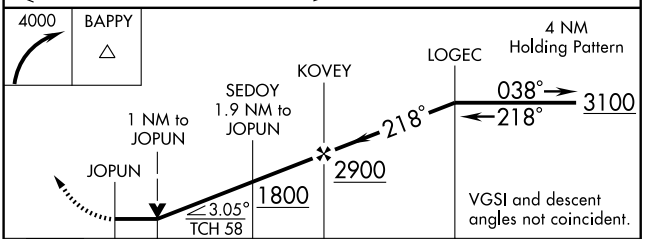
MALSF

MISSED APPROACH: Climbing right turn to 4000 direct BAPPY and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0







CATEGORY	A	B	C	D
LNAV MDA	1500-¾ 509 (500-¾)		1500-1½ 509 (500-1½)	
CIRCLING	1500-1 497 (500-1)		1500-1½ 497 (500-1½)	1580-2 577 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) RWY 2R

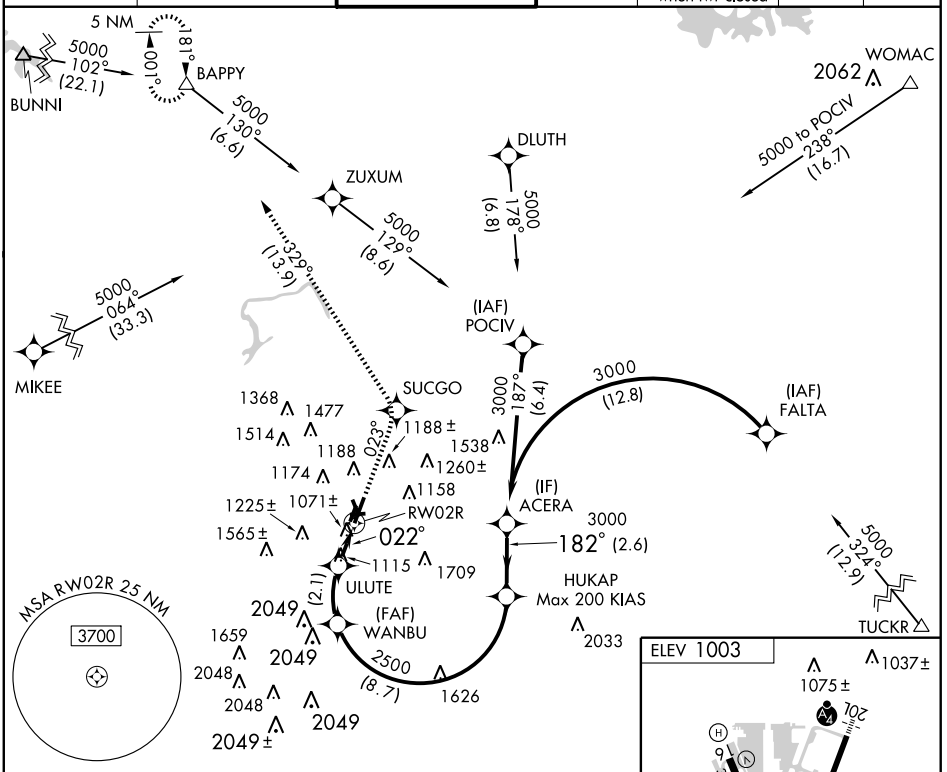
ATLANTA/DEKALB-PEACHTREE (PDK)

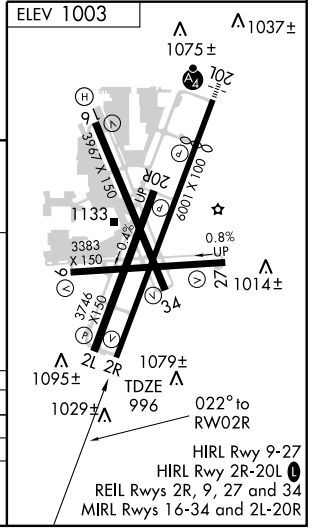
APP CRS	Rwy Idg	6001
022°	TDZE	996
	Apt Elev	1003

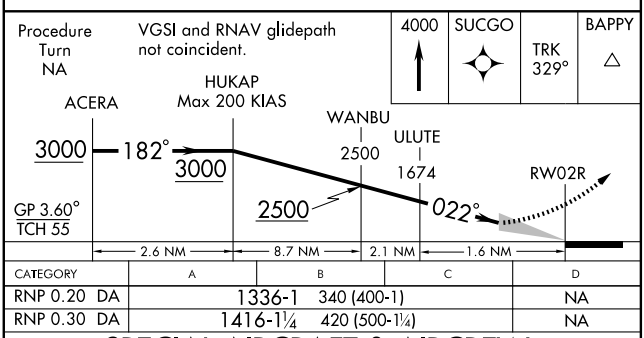
NA — Procedure NA for wingspans greater than 136 ft. RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -8° C (18° F) or above 36° C (98° F).

MISSED APPROACH: Climb to 4000 direct SUCGO and via 329° track to BAPPY and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L







CATEGORY	A	B	C	D
RNP 0.20 DA	1336-1	340 (400-1)		NA
RNP 0.30 DA	1416-1¼	420 (500-1¼)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
203°	TDZE	991
	Apt Elev	1003

RNAV (RNP) Z RWY 20L

ATLANTA/DEKALB-PEACHTREE (PDK)

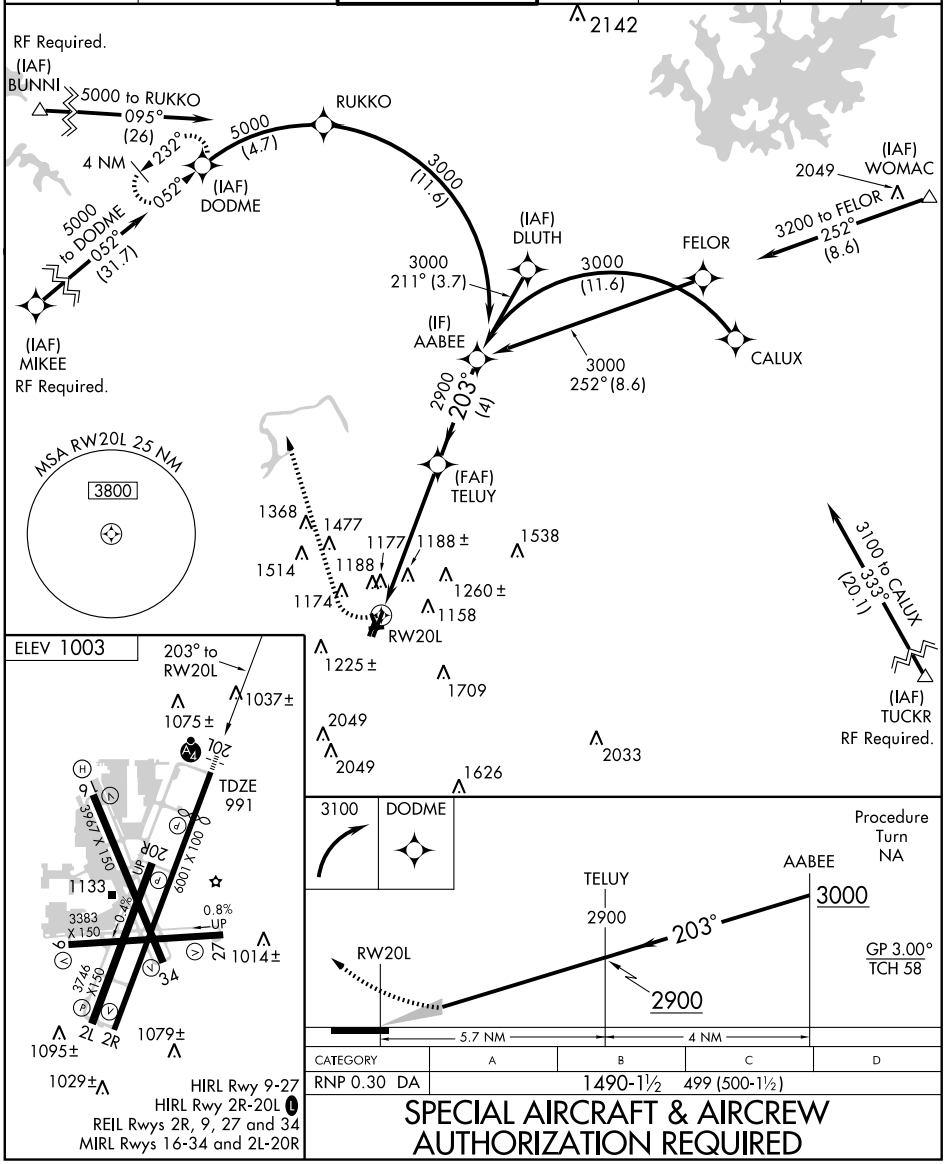
NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (116°F). For inoperative MALSF, increase RNP 0.30 visibility to 1¾.

MALSF

MISSED APPROACH: Climbing right turn to 3100 direct DODME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER ★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L

SE-4, 21 OCT 2010 to 18 NOV 2010

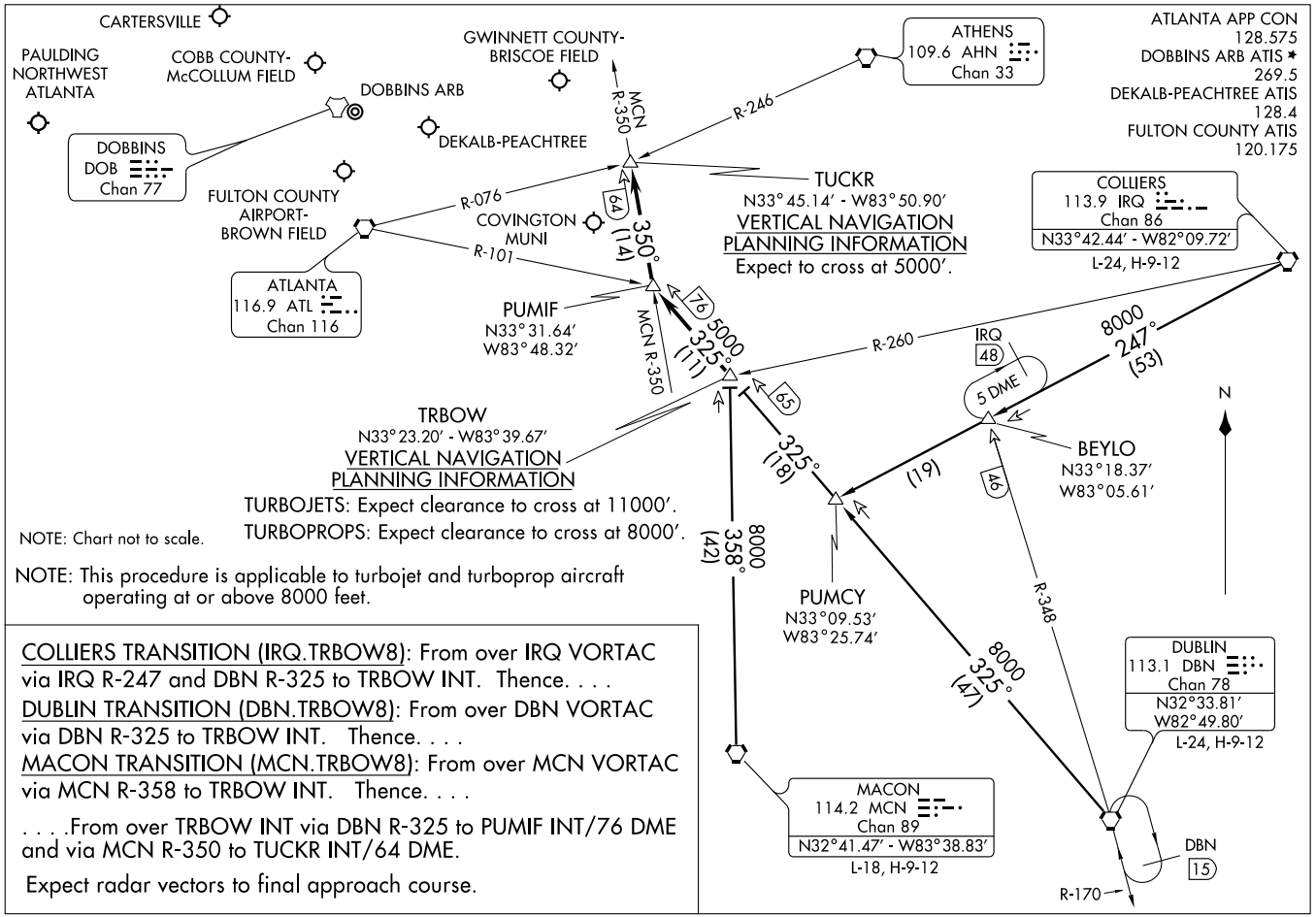


CATEGORY	A	B	C	D
RNP 0.30 DA	1490-1½	499 (500-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TRBOW EIGHT ARRIVAL

(TRBOW.TRBOW8) 10266



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 10266
TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA, GEORGIA

VOR/DME PDK 116.6 Chan 113	APP CRS 196°	Rwy Idg 5001 TDZE 991 Apt Elev 1003

VOR/DME RWY 20L

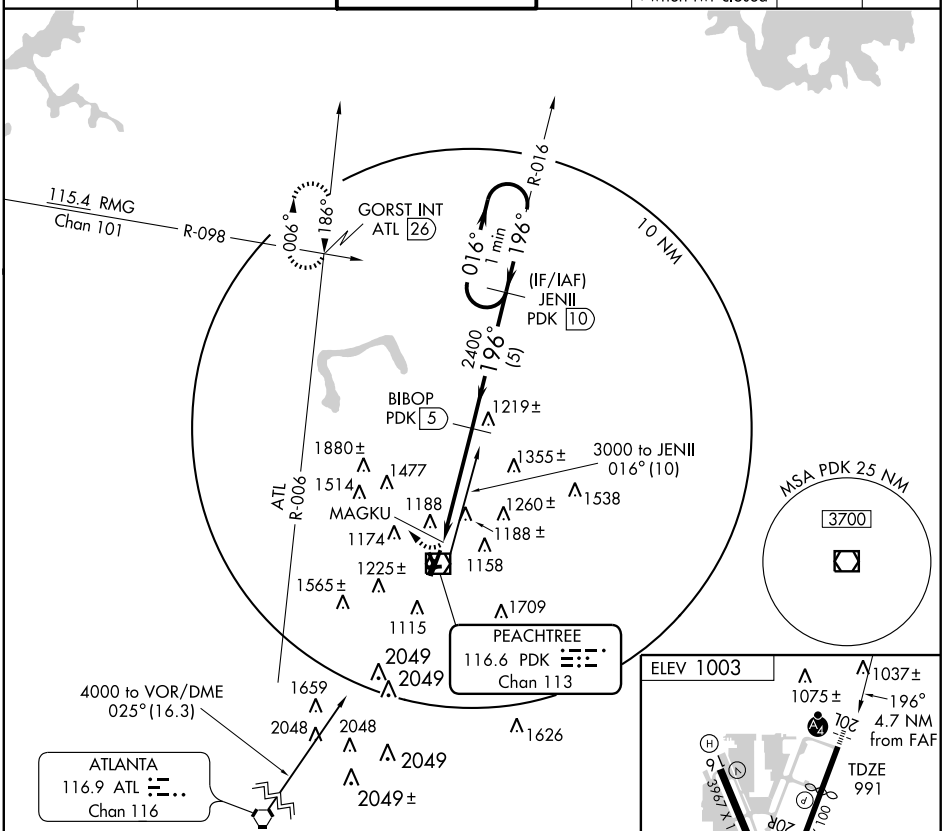
ATLANTA/ DEKALB-PEACHTREE (PDK)

If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 3000 via heading 330° and ATL VORTAC R-006 to GORST Int/ATL 26 DME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L



CATEGORY	A	B	C	D
S-20L	1580-1	589 (600-1)	1580-1½ 589 (600-1½)	1580-1¾ 589 (600-1¾)
CIRCLING	1580-1	577 (600-1)	1580-1½ 577 (600-1½)	1580-2 577 (600-2)

HIRL Rwy 9-27
HIRL Rwy 2R-20L L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME PDK	APP CRS	Rwy Idg	3383
116.6	277°	TDZE	1003
Chan 113		Apt Elev	1003

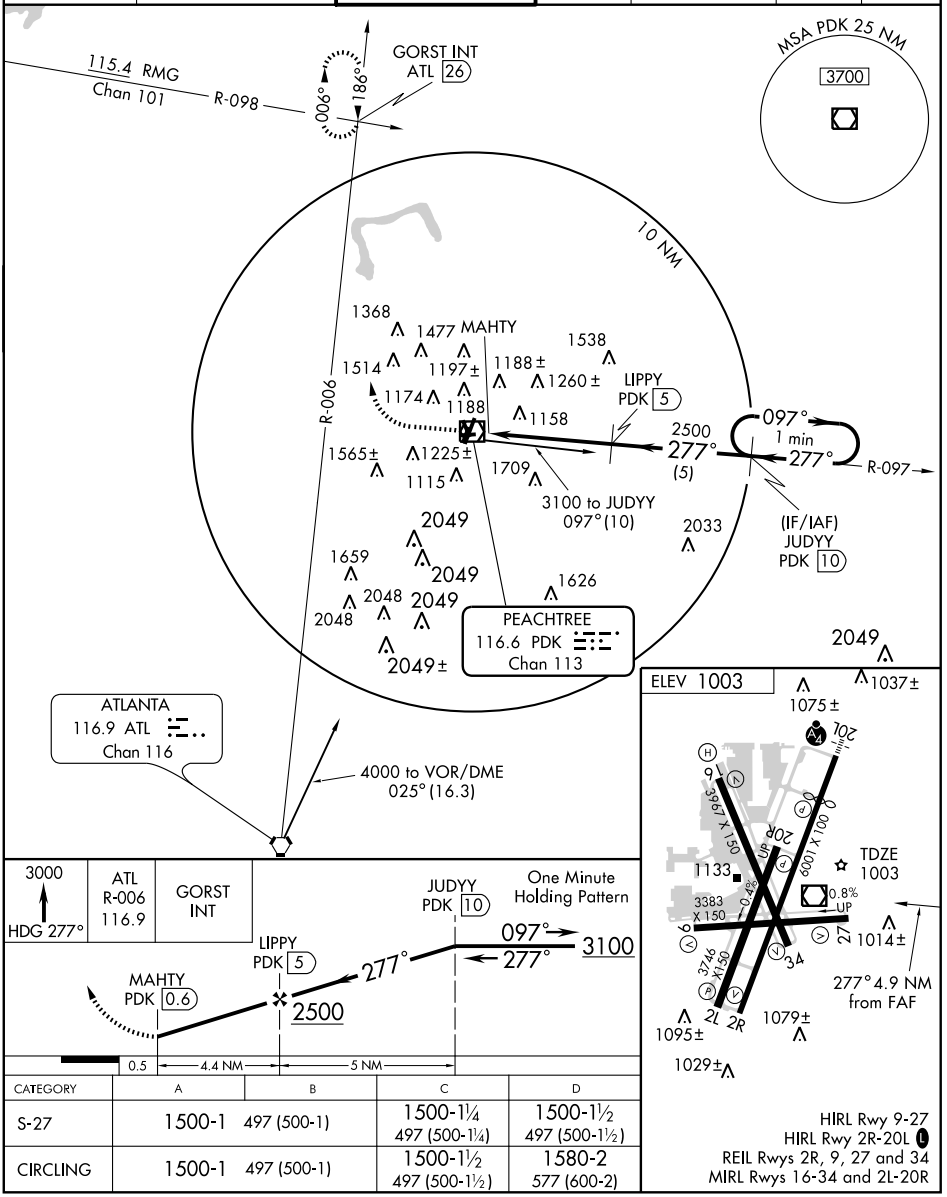
VOR/DME RWY 27

ATLANTA/ DEKALB-PEACHTREE (PDK)

If local altimeter setting not received use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via heading 277° and ATL VORTAC R-006 to GORST Int/ATL 26 DME and hold.

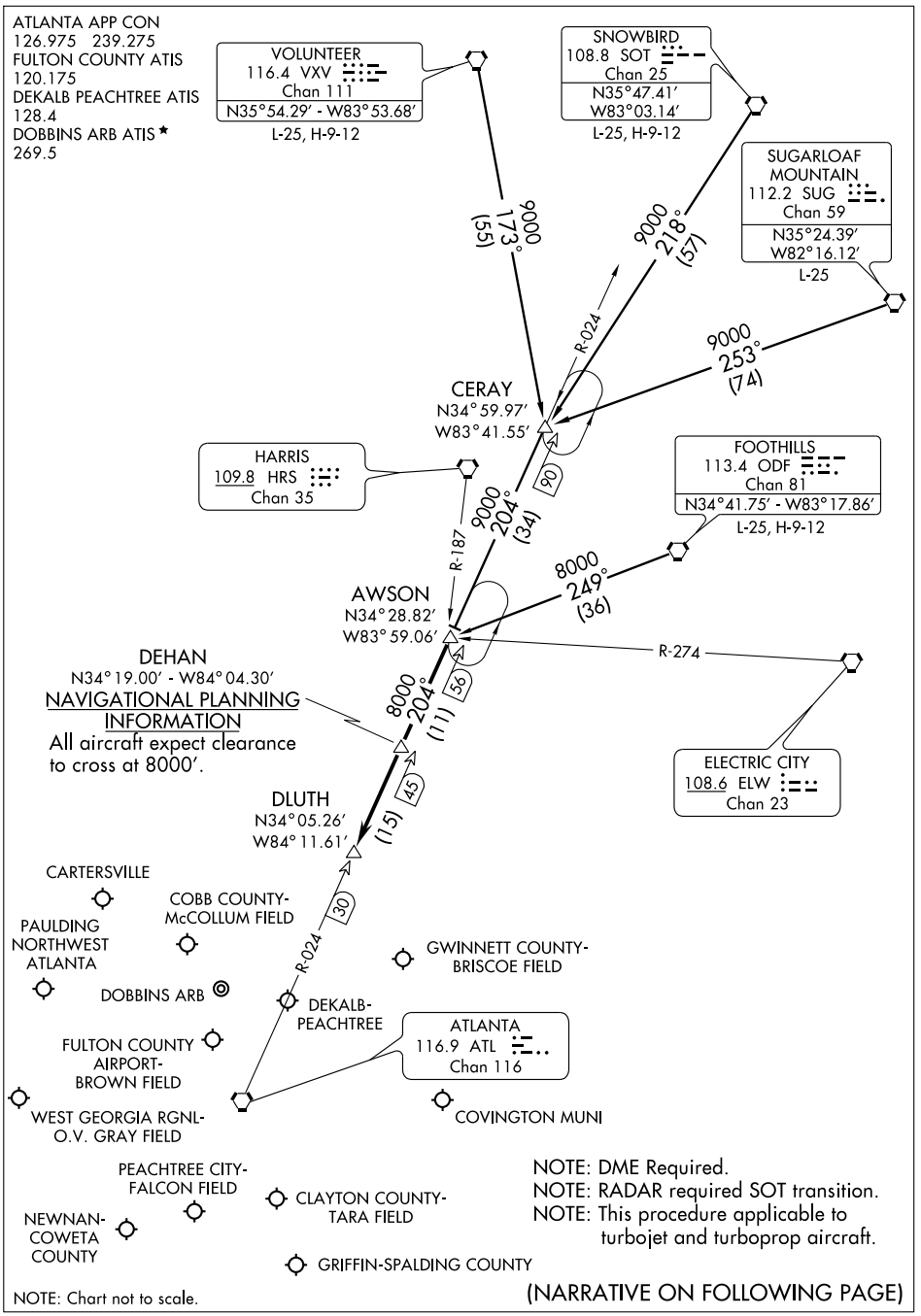
ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L



CATEGORY	A	B	C	D
S-27	1500-1 497 (500-1)		1500-1¼ 497 (500-1¼)	1500-1½ 497 (500-1½)
CIRCLING	1500-1 497 (500-1)		1500-1½ 497 (500-1½)	1580-2 577 (600-2)

HIRL Rwy 9-27
HIRL Rwy 2R-20L L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

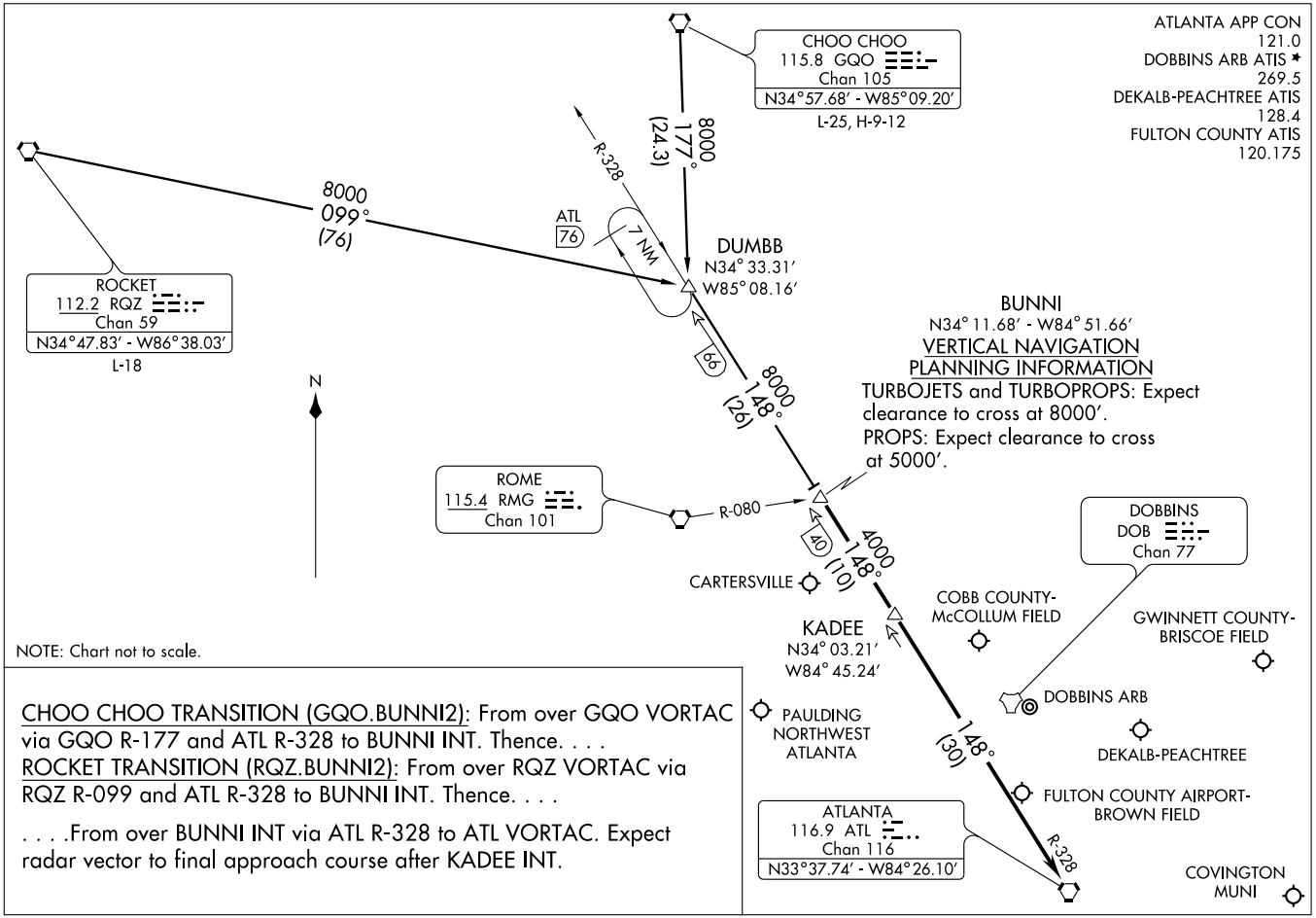
SE-4, 21 OCT 2010 to 18 NOV 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

10266

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA



CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

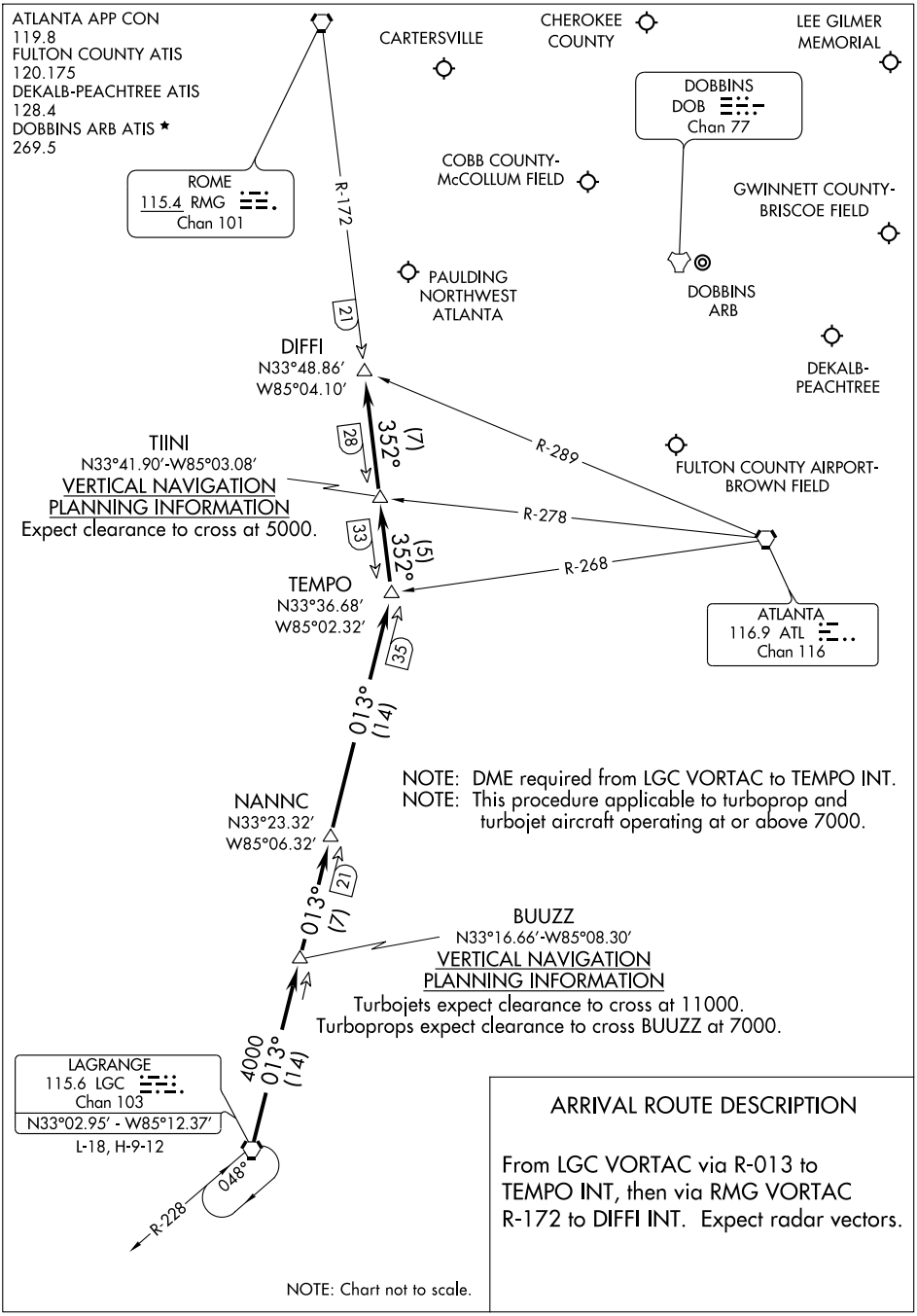
ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to TEMPO INT, then via RMG VORTAC R-172 to DIFFI INT. Expect radar vectors.

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

(DIFFI.DIFFI1) 10266

LOC/DME I-PUJ	APP CRS	Rwy Idg	5505
109.15	311°	TDZE	1283
Chan 28Y		Apt Elev	1289

ILS or LOC/DME RWY 31

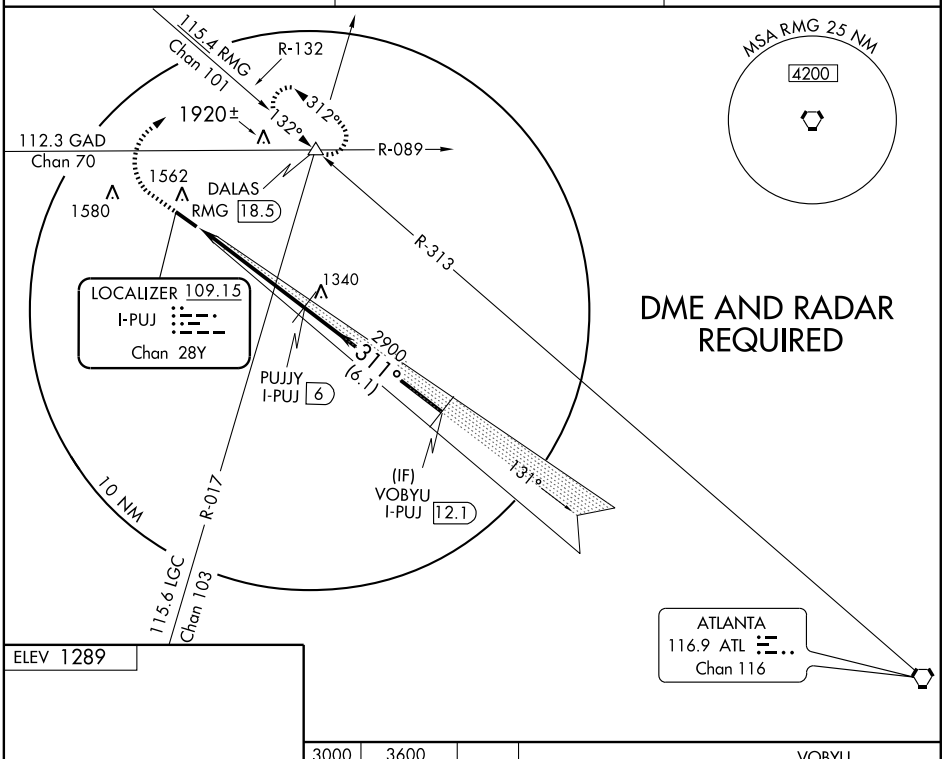
PAULDING NORTHWEST ATLANTA (PUJ)

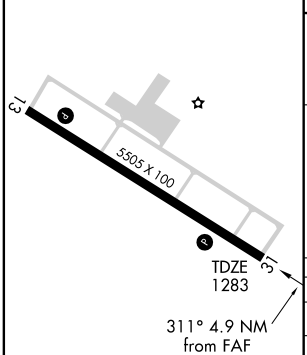
When local altimeter setting not received, use Cartersville altimeter setting and increase all DA/MDAs 120 feet and increase S-ILS visibility all Cats. ¼ mile, increase S-LOC visibility Cat. C and D ½ mile, and Circling Cat. C and D visibility ½ mile.

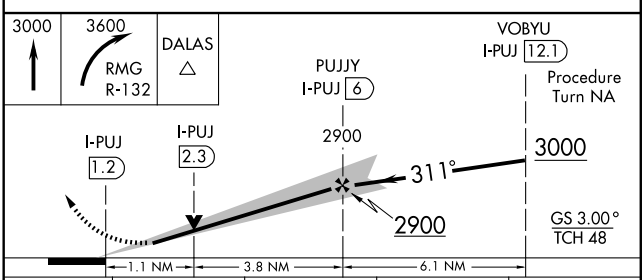
NA

MISSED APPROACH: Climb to 3000 then climbing right turn to 3600 via RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31	1483-¾ 200 (200-¾)			
S-LOC 31	1680-1 397 (400-1)			1680-1¼ 397 (400-1¼)
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

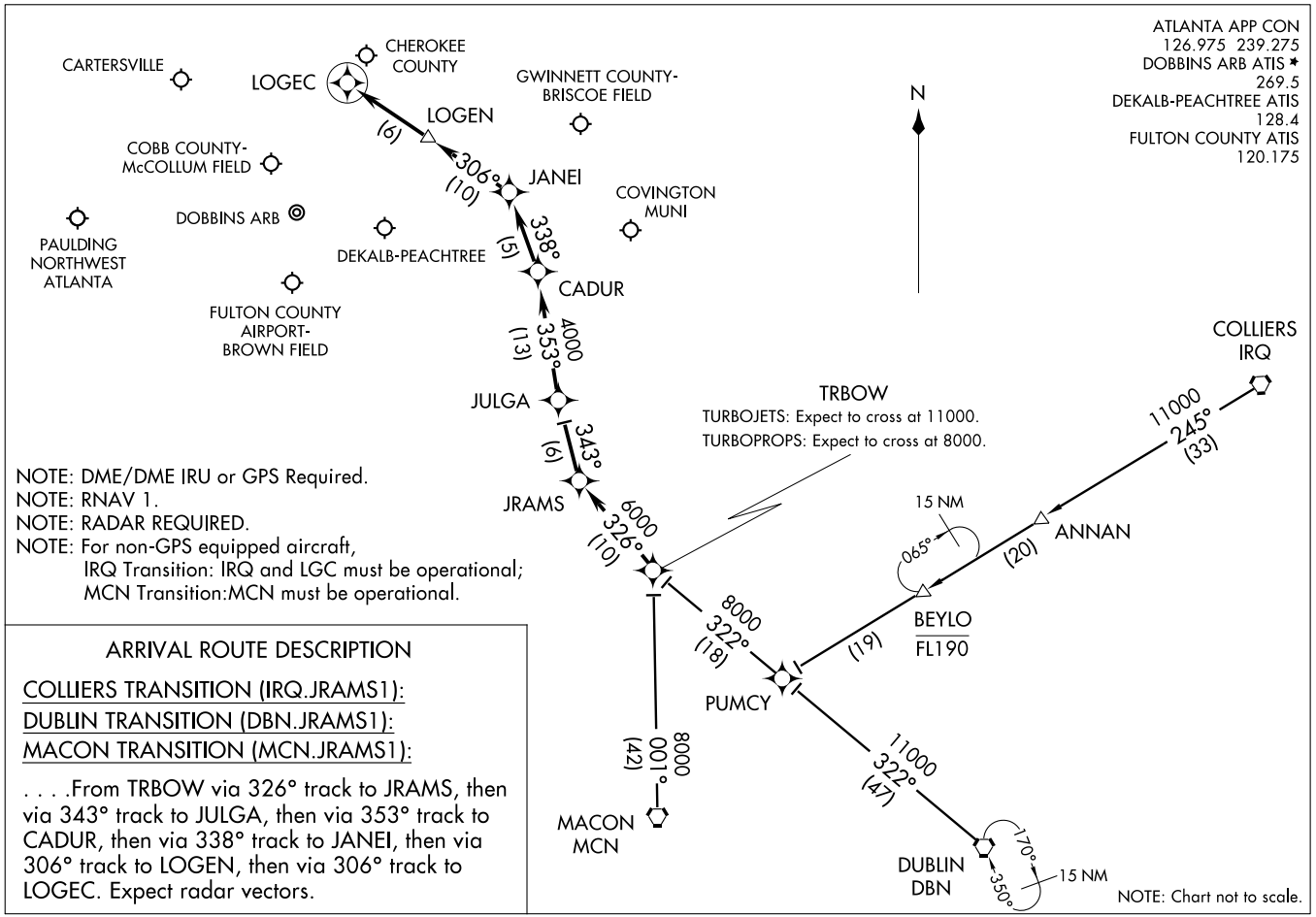
HIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLLIERS TRANSITION (IRQ.JRAMS1):

DUBLIN TRANSITION (DBN.JRAMS1):

MACON TRANSITION (MCN.JRAMS1):

. . . .From TRBOW via 326° track to JRAMS, then via 343° track to JULGA, then via 353° track to CADUR, then via 338° track to JANEI, then via 306° track to LOGEN, then via 306° track to LOGEC. Expect radar vectors.

(JRAMS.JRAMS1) 10266

JRAMS ONE ARRIVAL (RNAV)

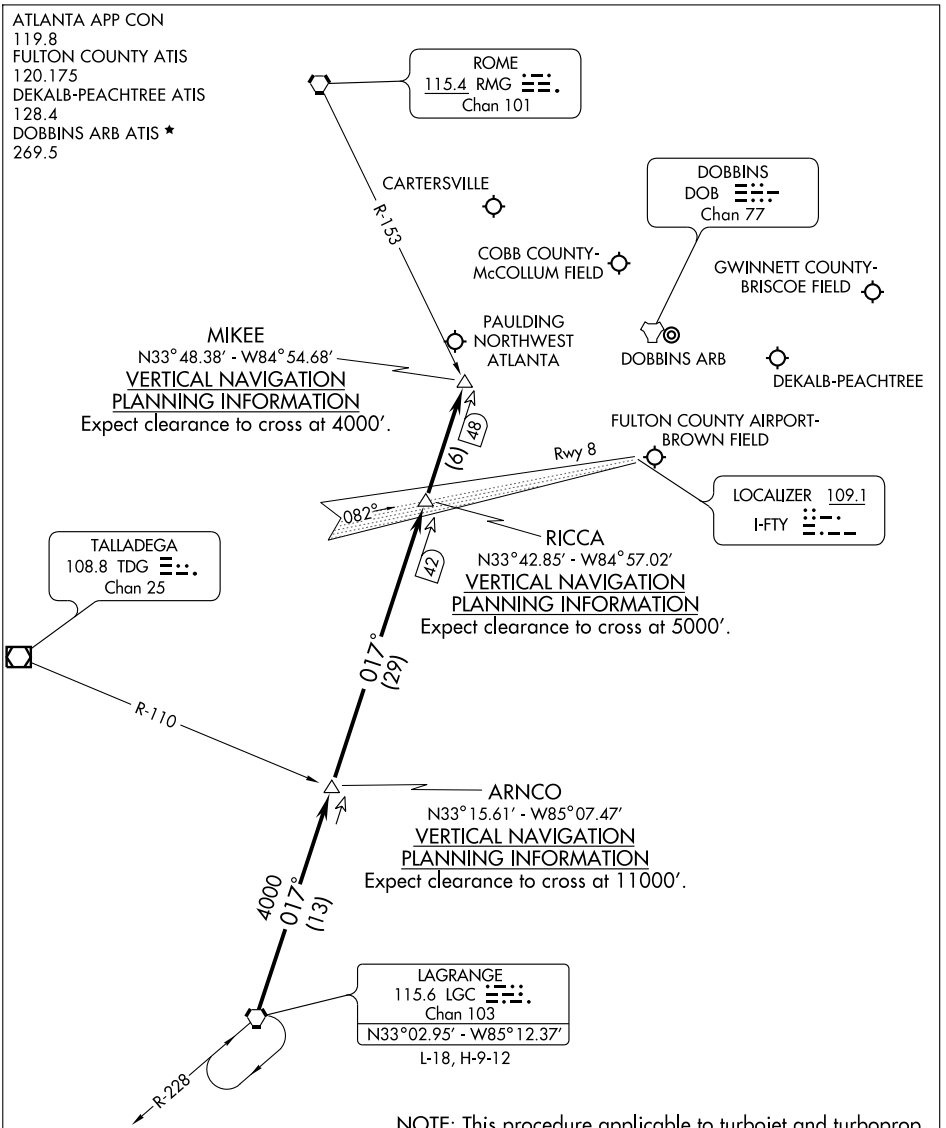
ST-469 (FAA)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

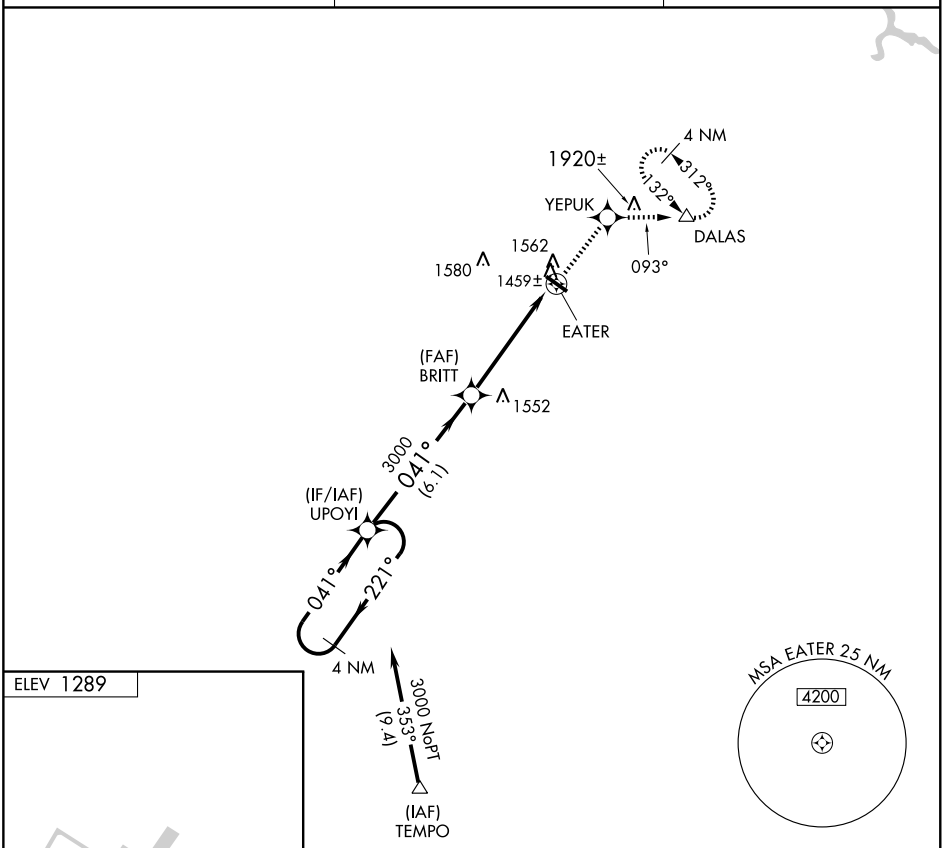
APP CRS	Rwy Idg	N/A
041°	TDZE	N/A
	Apt Elev	1289

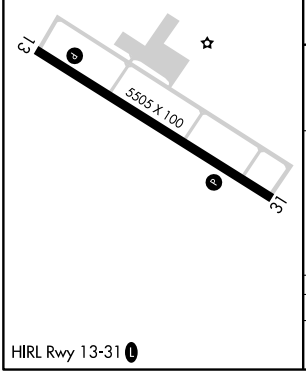
RNAV (GPS)-A

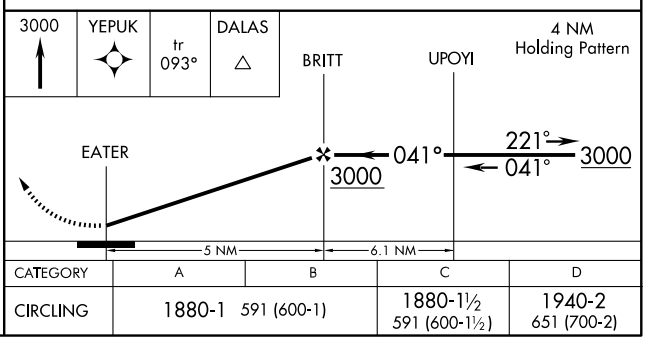
PAULDING NORTHWEST ATLANTA (PUJ)

NA	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet, increase Cat. C and D visibility ½ mile.	MISSED APPROACH: Climb to 3000 direct YEPUK and via 093° track to DALAS and hold.

AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5505
131°	TDZE	1289
	Apt Elev	1289

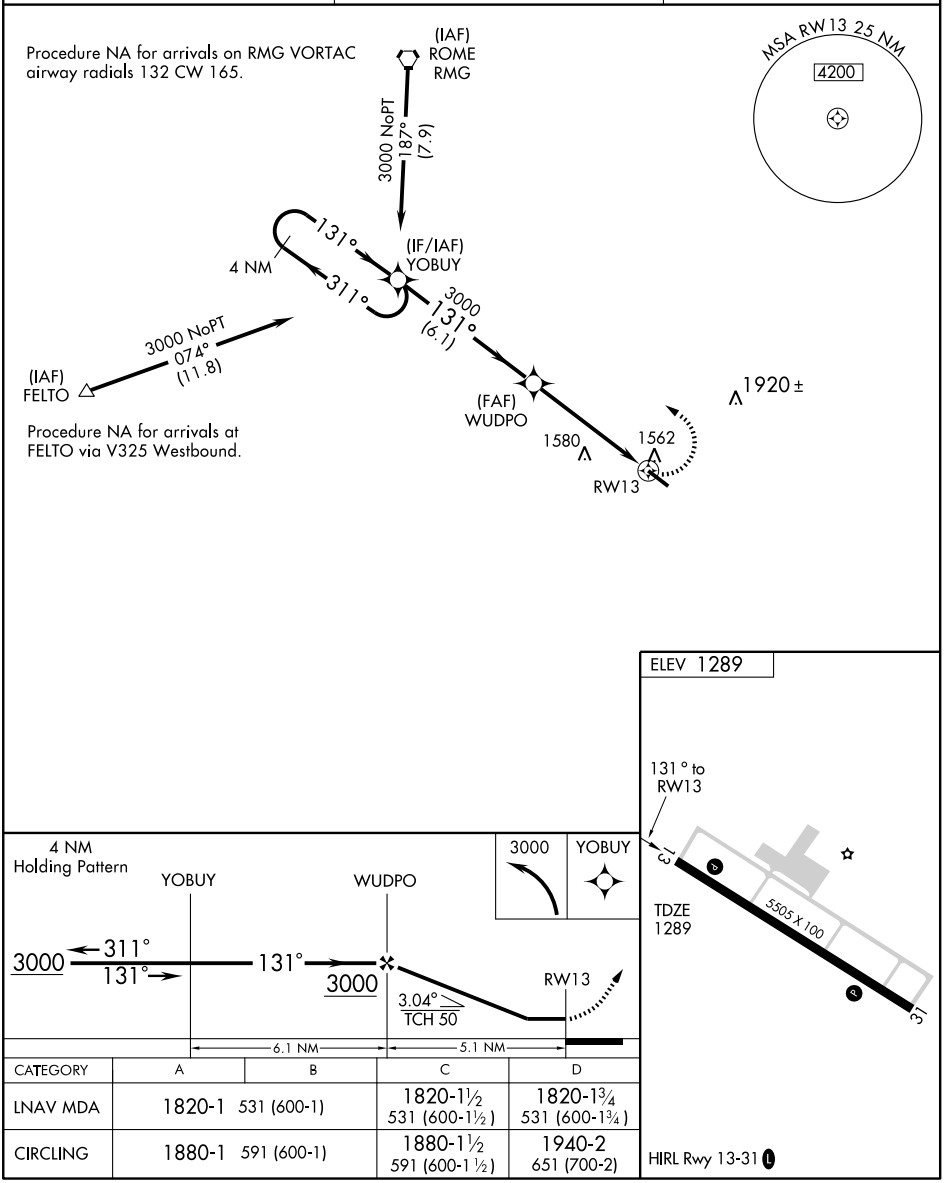
RNAV (GPS) RWY 13

PAULDING NORTHWEST ATLANTA (PUJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet. Increase LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct YOBUY and hold.

AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1820-1¾ 531 (600-1¾)
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

HIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5505
CH 99511	311°	TDZE	1283
W31A		Apt Elev	1289

RNAV (GPS) RWY 31

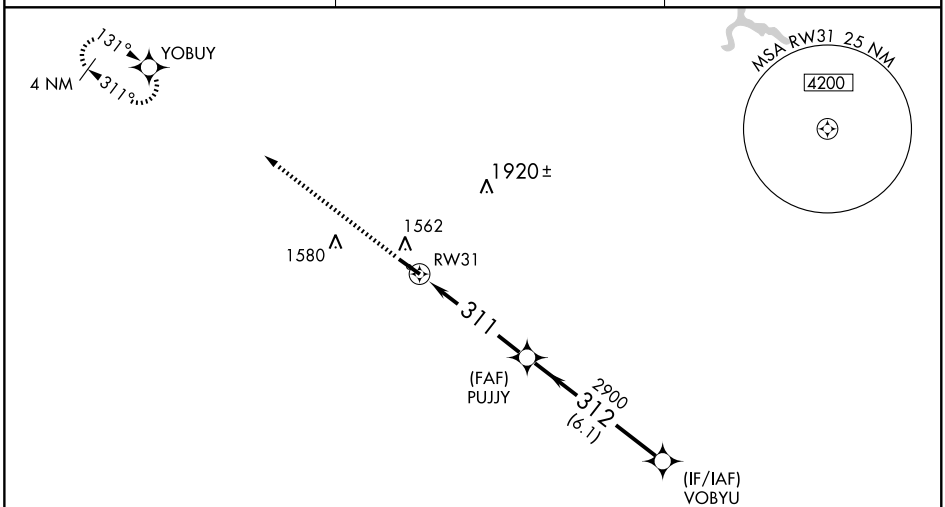
PAULDING NORTHWEST ATLANTA (PUJ)

NA

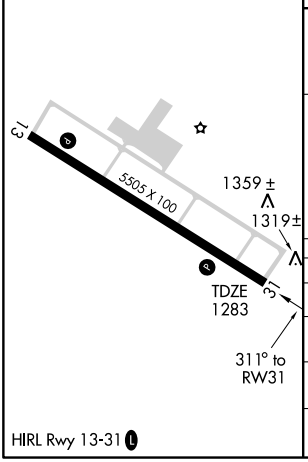
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Cartersville altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile. Baro-VNAV and VDP NA when using Cartersville altimeter setting. DME/DME RNP-0.3 NA.

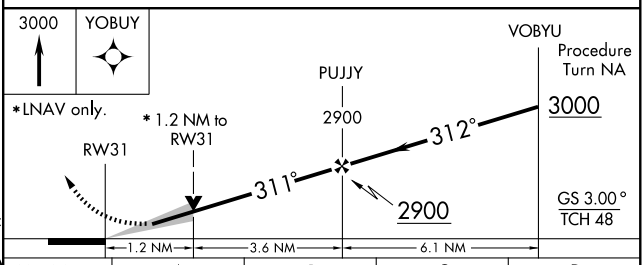
MISSED APPROACH: Climb to 3000 direct YOBUY and hold.

AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF)



RADAR REQUIRED



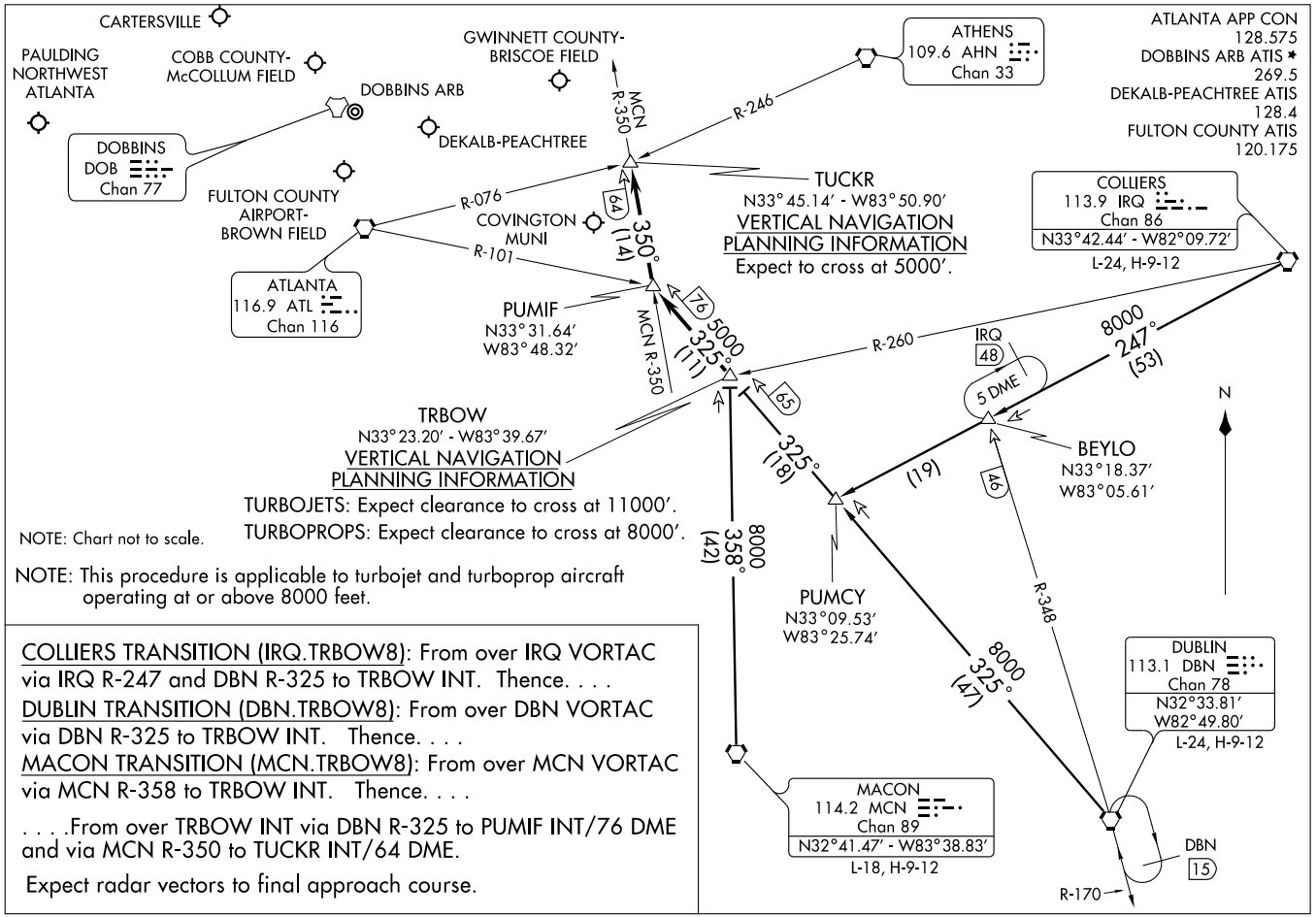


CATEGORY	A	B	C	D
LPV DA	1483-¾ 200 (200-¾)			
LNAV/ VNAV DA	1635-1¼ 352 (400-1¼)			
LNAV MDA	1720-1 437 (500-1)		1720-1¼ 437 (500-1¼)	1720-1½ 437 (500-1½)
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TRBOW EIGHT ARRIVAL

(TRBOW.TRBOW8) 10266



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 10266
TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA, GEORGIA

AIRPORT DIAGRAM

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

AL-6424 (FAA)

ATLANTA, GEORGIA

ATIS
128.125
McCOLLUM TOWER ★
125.9
GND CON
119.0
CLNC DEL
119.0 268.7

D

34°01.5′ N

VAR 4.4° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

34°01.0′ N

CONTROL TOWER
1168

A1 A A2 A A3 A A4 A5 A A6

0.7% UP

27

9

B1 093.2° B2 B B3 6311 X 100 B4 B B5 273.2° B6

ELEV
998

FIELD
ELEV
1041

34°00.5′ N

RWY 09-27
S-30, D-60

34°00.0′ N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

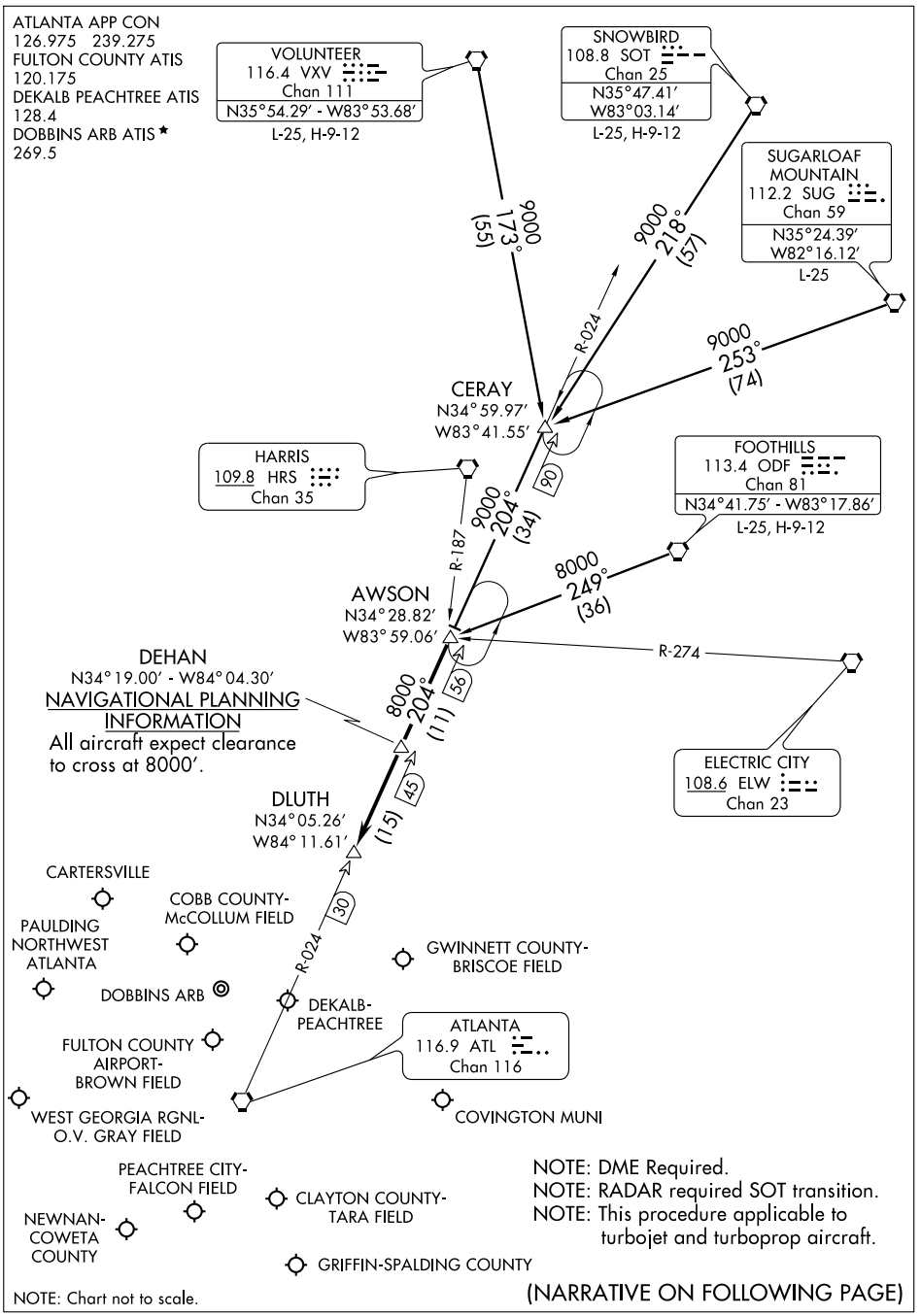
84°36.5′ W 84°36.0′ W 84°35.5′ W

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ATLANTA, GEORGIA

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

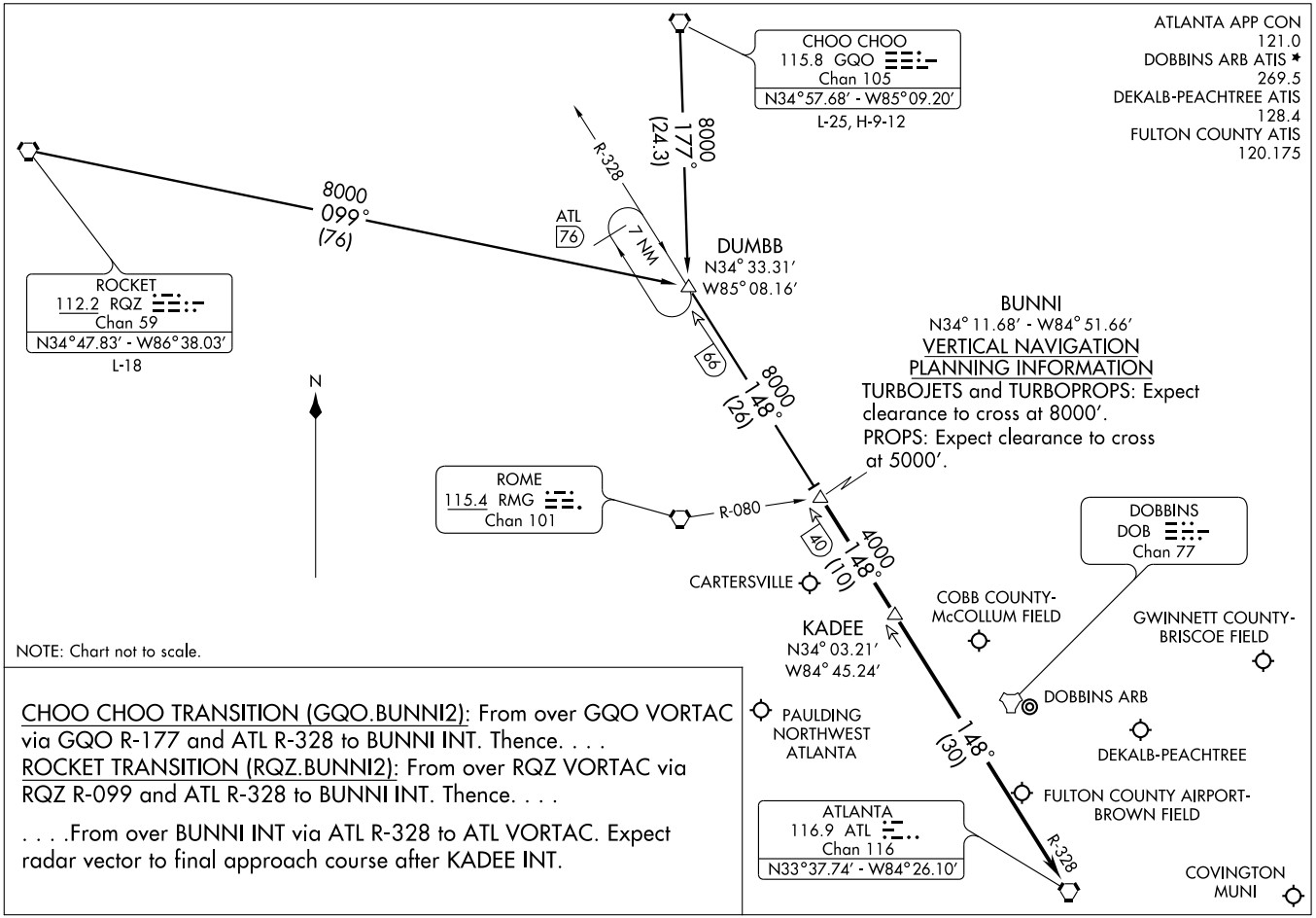
SE-4, 21 OCT 2010 to 18 NOV 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

10266

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA



CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC I-RYY	APP CRS	Rwy Idg	5405
111.9	273°	TDZE	1011
		Apt Elev	1040

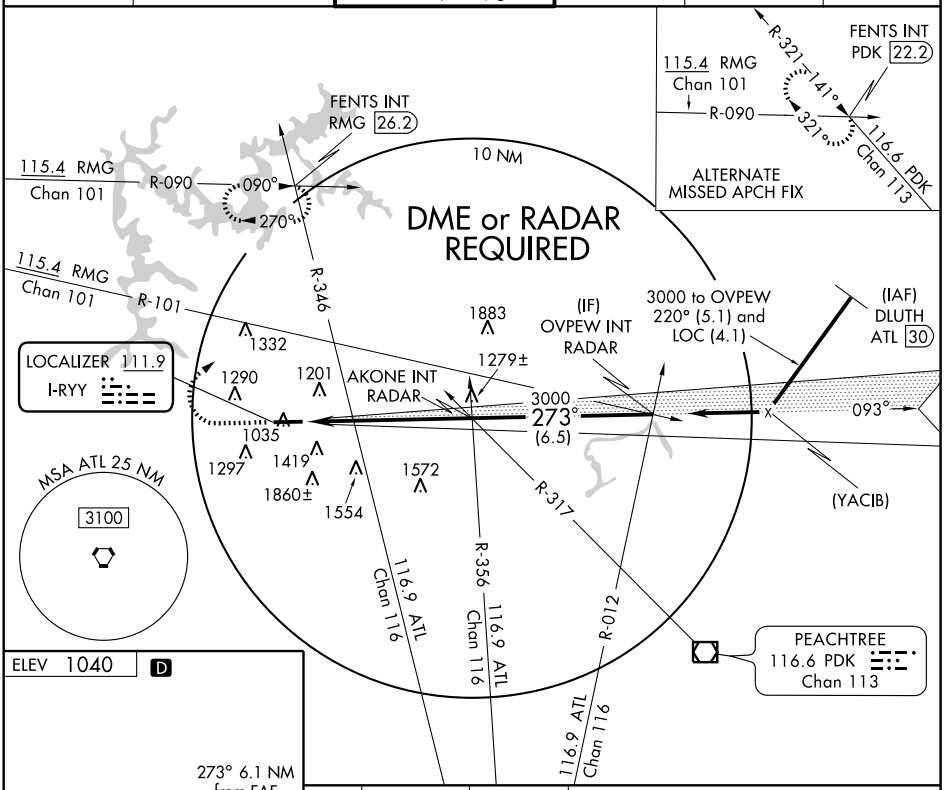
ILS or LOC RWY 27

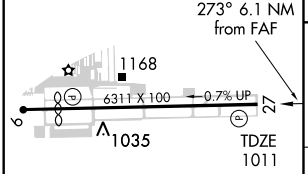
ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

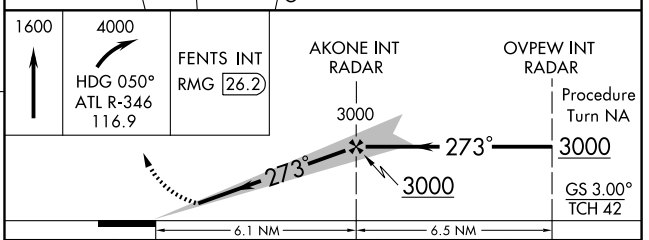
Autopilot coupled approach NA below 2100. When control tower closed GS unusable. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all DA/MDA 60 feet and S-ILS 27 all Cats. and Circling Cat. B and C visibilities ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 050° and ATL R-346 to FENTS Int/RMG 26.2 DME and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7







CATEGORY	A	B	C	D
S-ILS 27	1211-¾ 200 (200-¾)			
S-LOC 27	1540-1 529 (500-1)		1540-1½ 529 (500-1½)	1540-1¾ 529 (500-1¾)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

REIL Rwy 27 L
HIRL Rwy 9-27 L

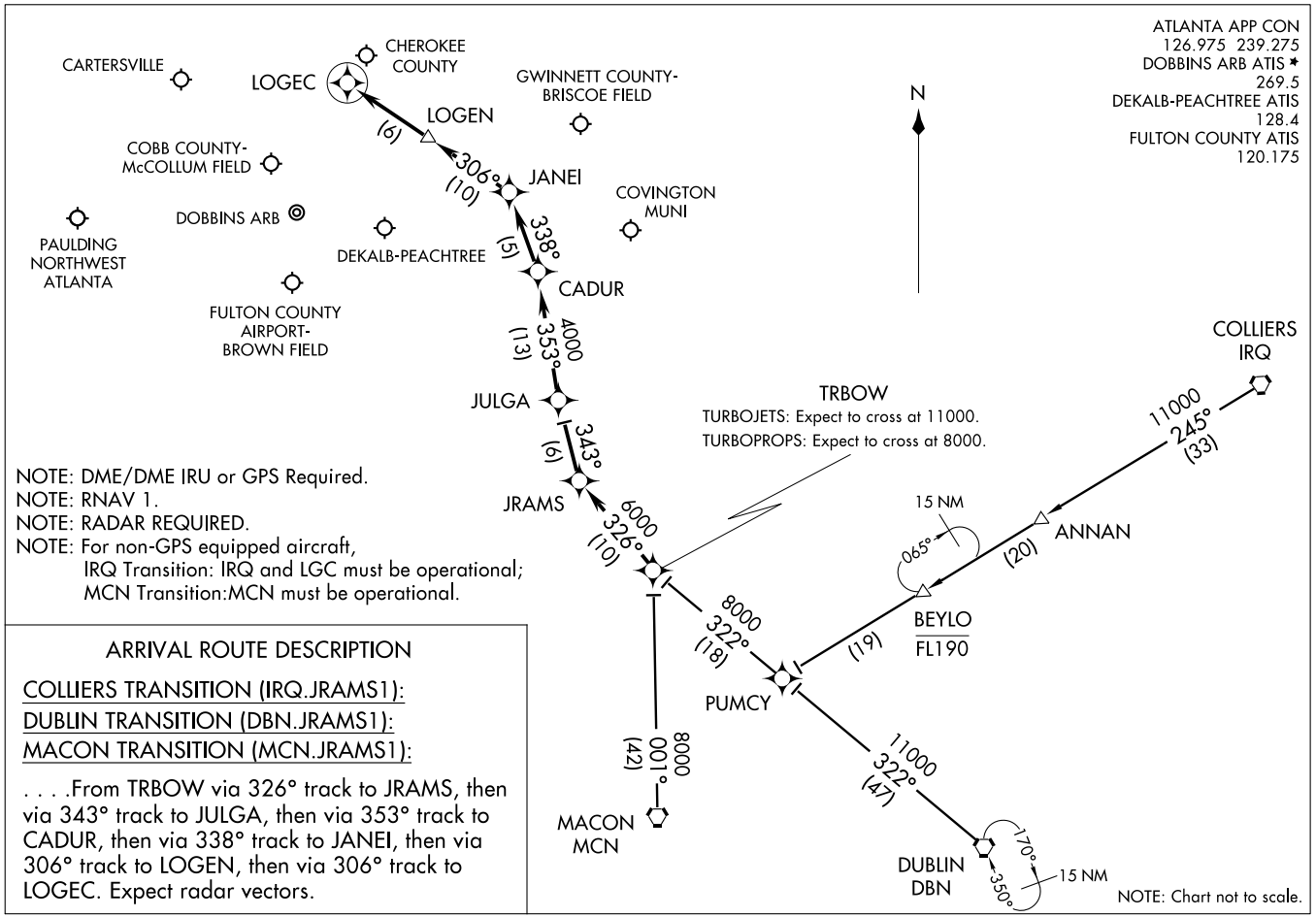
FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLLIERS TRANSITION (IRQ.JRAMS1):

DUBLIN TRANSITION (DBN.JRAMS1):

MACON TRANSITION (MCN.JRAMS1):

. . . .From TRBOW via 326° track to JRAMS, then via 343° track to JULGA, then via 353° track to CADUR, then via 338° track to JANEI, then via 306° track to LOGEN, then via 306° track to LOGEC. Expect radar vectors.

(JRAMS.JRAMS1) 10266

JRAMS ONE ARRIVAL (RNAV)

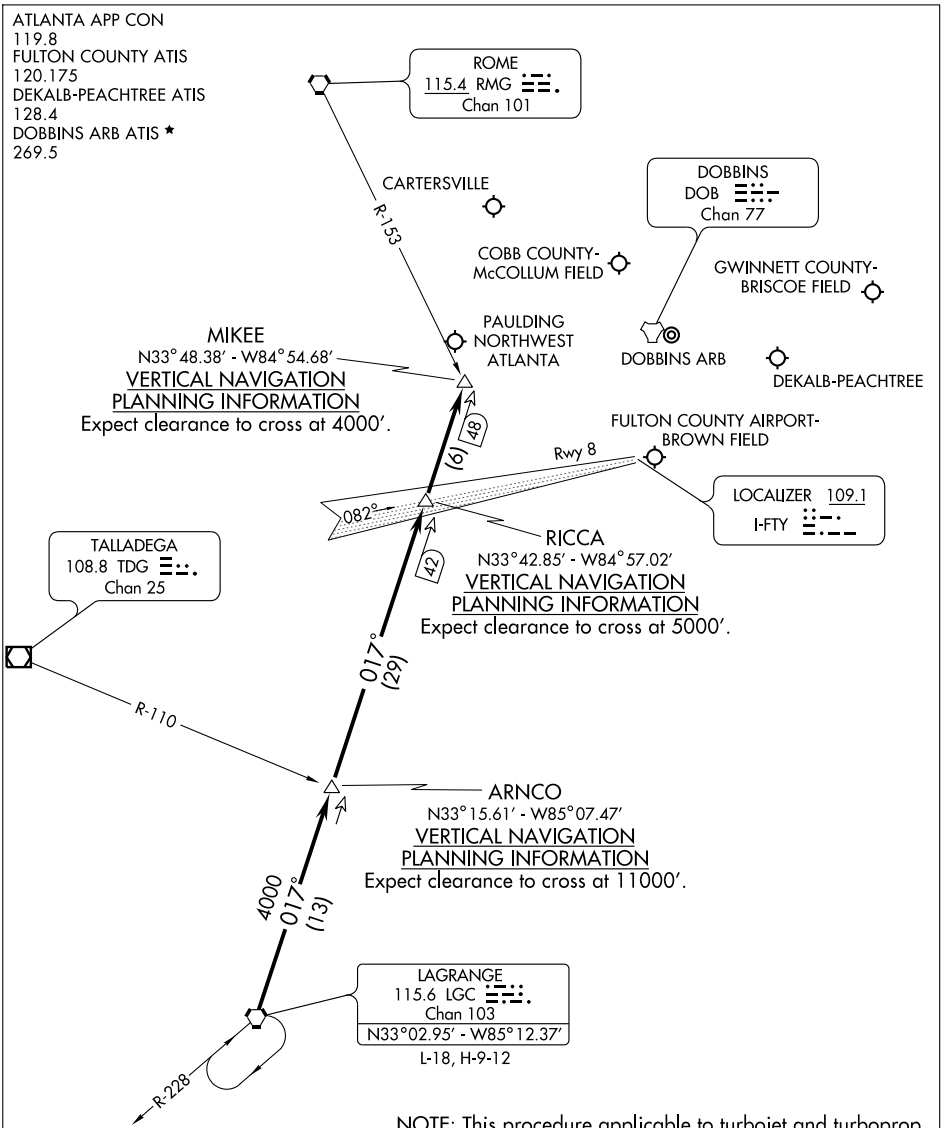
ST-469 (FAA)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5232
093°	TDZE	1028
	Apt Elev	1040

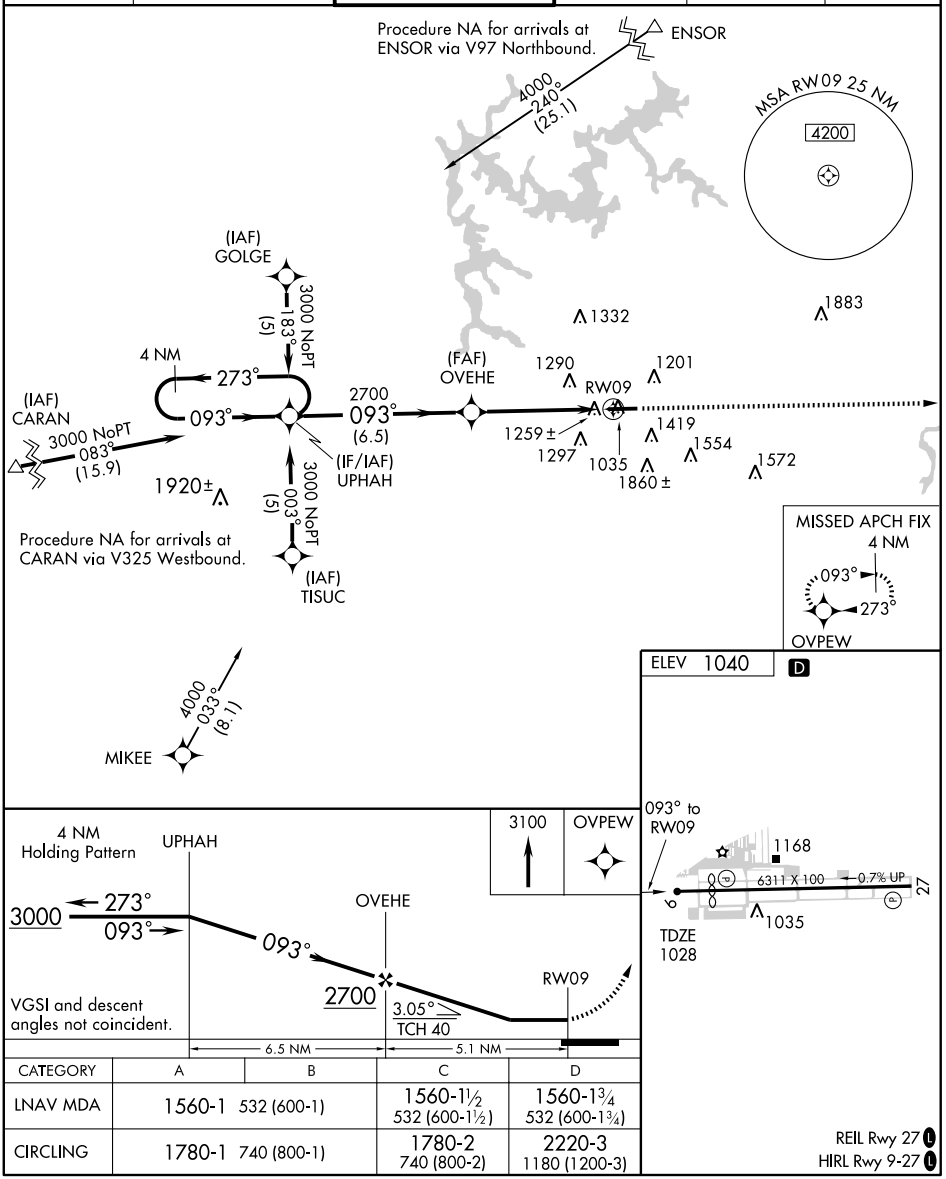
RNAV (GPS) RWY 9

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and Circling Cat. B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct OVPEW and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7



CATEGORY	A	B	C	D
LNAV MDA	1560-1 532 (600-1)		1560-1½ 532 (600-1½)	1560-1¾ 532 (600-1¾)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

REIL Rwy 27 L
HIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5405
CH 97308	273°	TDZE	1011
W27A		Apt Elev	1040

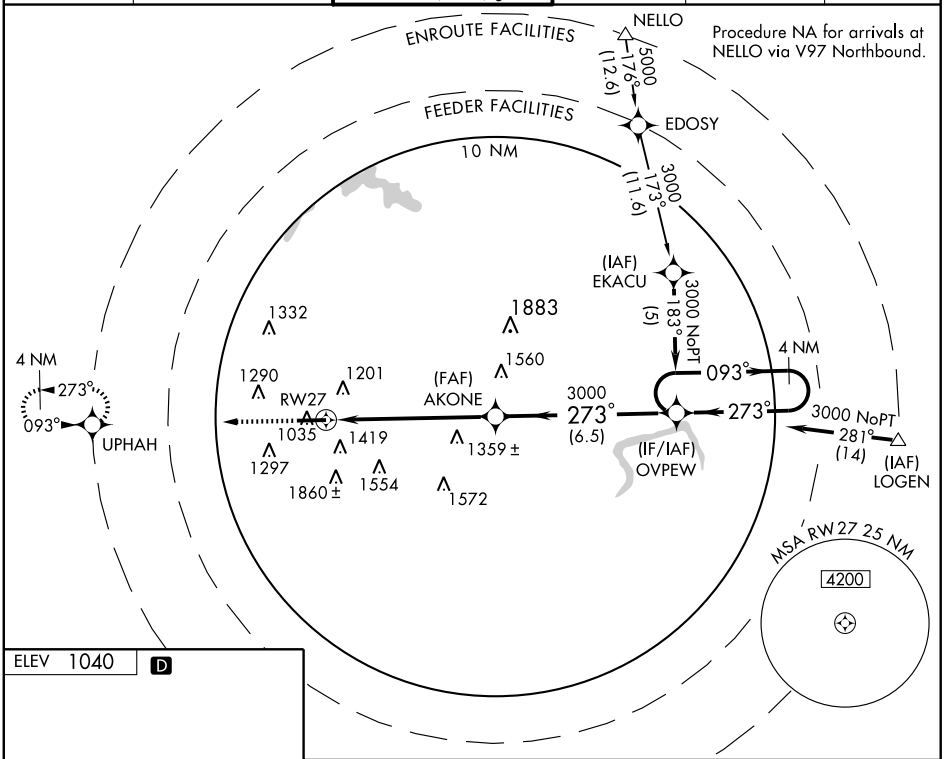
RNAV (GPS) RWY 27

ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

T A NA — DME/DME RNP-0.3 NA. VDP NA when using Hartsfield-Jackson Atlanta Intl altimeter setting. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats. and Circling Cat. B and C visibilities ¼ mile. ∧3128

MISSED APPROACH: Climb to 3000 direct UPHAH and hold.

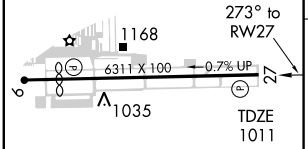
ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7

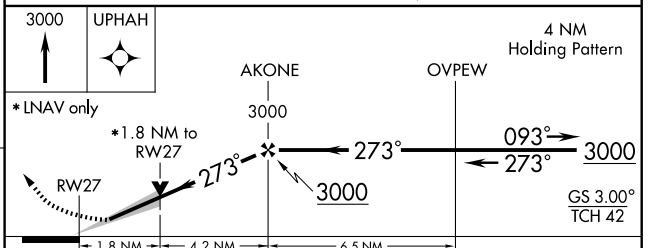


SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1040 D



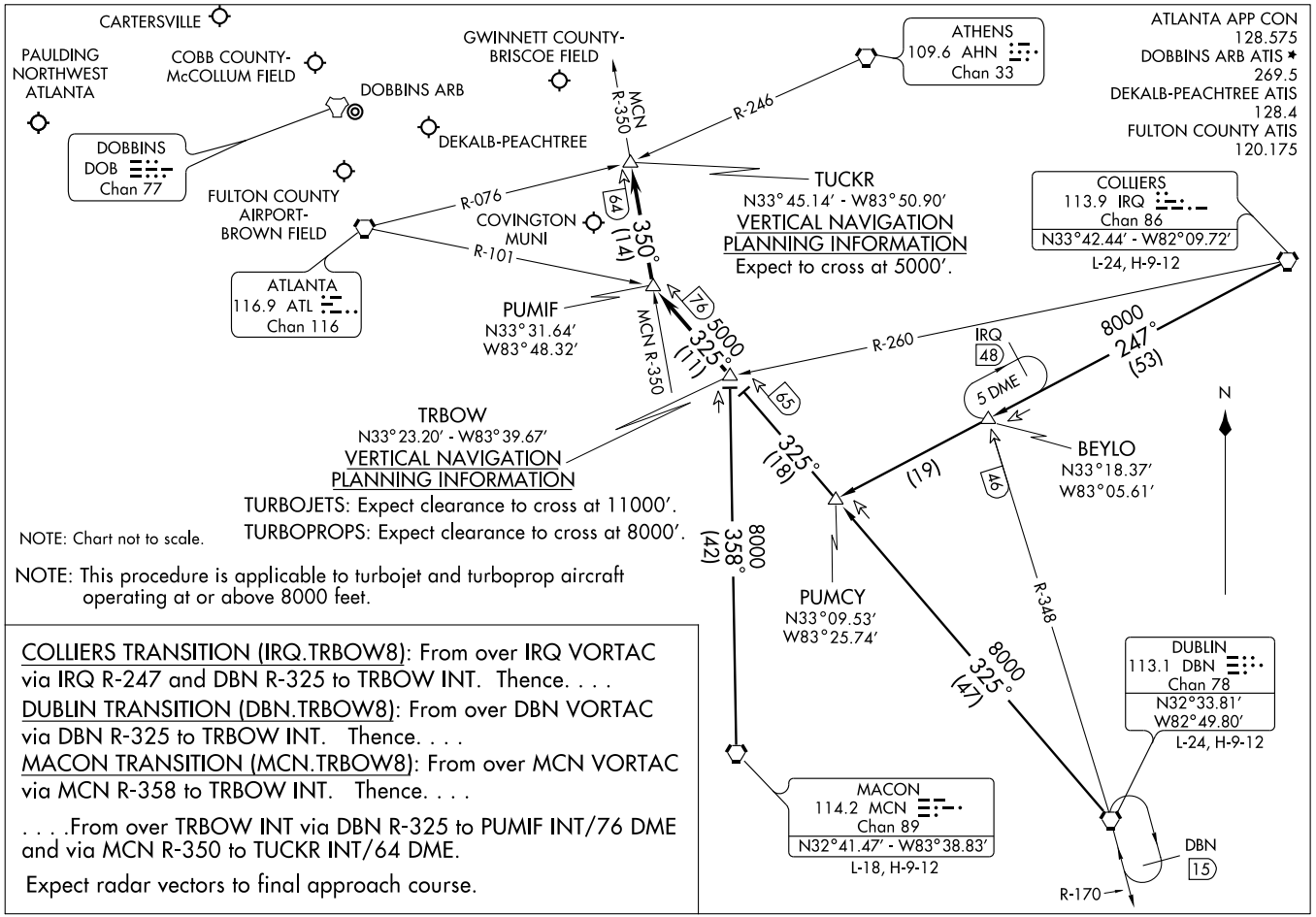


CATEGORY	A	B	C	D
LPV DA	1211-¾ 200 (200-¾)			
LNAV MDA	1620-1 609 (600-1)		1620-1¾ 609 (600-1¾)	1620-2 609 (600-2)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

REIL Rwy 27 L
HIRL Rwy 9-27 L

TRBOW EIGHT ARRIVAL

(TRBOW.TRBOW8) 10266



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 10266
TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA, GEORGIA

VORTAC RMG 115.4 Chan 101	APP CRS 108°	Rwy ldg 5232 TDZE 1028 Apt Elev 1040

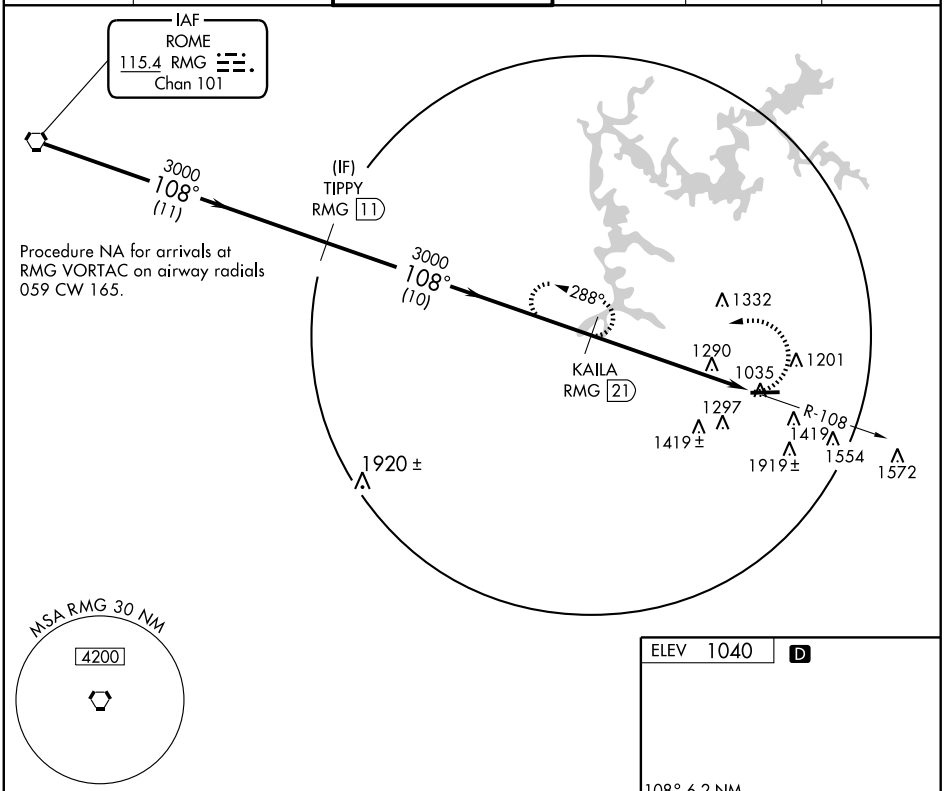
VOR/DME RWY 9

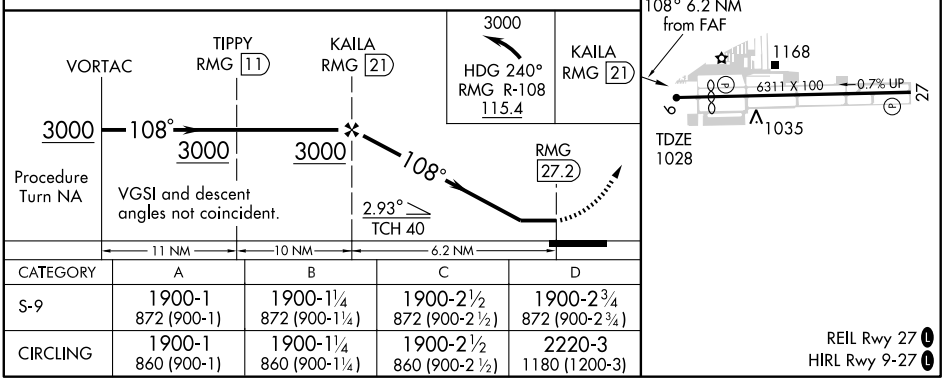
ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and S-9 Cat. A/C/D and Circling Cat. A/C visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via heading 240° and RMG R-108 to KAILA/21 DME and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7





CATEGORY	A	B	C	D
S-9	1900-1 872 (900-1)	1900-1¼ 872 (900-1¼)	1900-2½ 872 (900-2½)	1900-2¾ 872 (900-2¾)
CIRCLING	1900-1 860 (900-1)	1900-1¼ 860 (900-1¼)	1900-2½ 860 (900-2½)	2220-3 1180 (1200-3)

REIL Rwy 27 L
HIRL Rwy 9-27 L

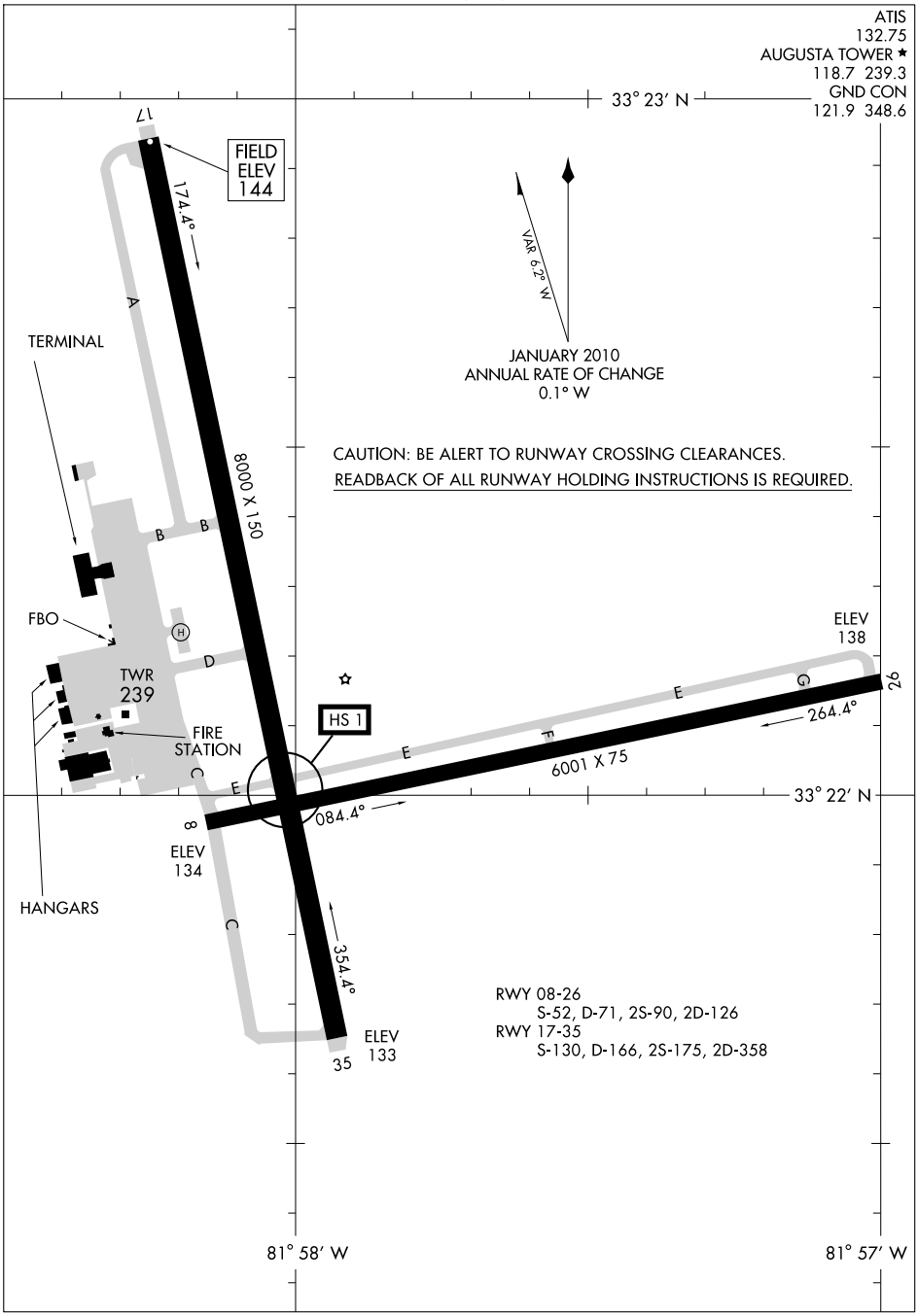
SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AUGUSTA RGNL AT BUSH FIELD (AGS)

AUGUSTA, GEORGIA

AL-27 (FAA)



SE-4, 21 OCT 2010 to 18 NOV 2010

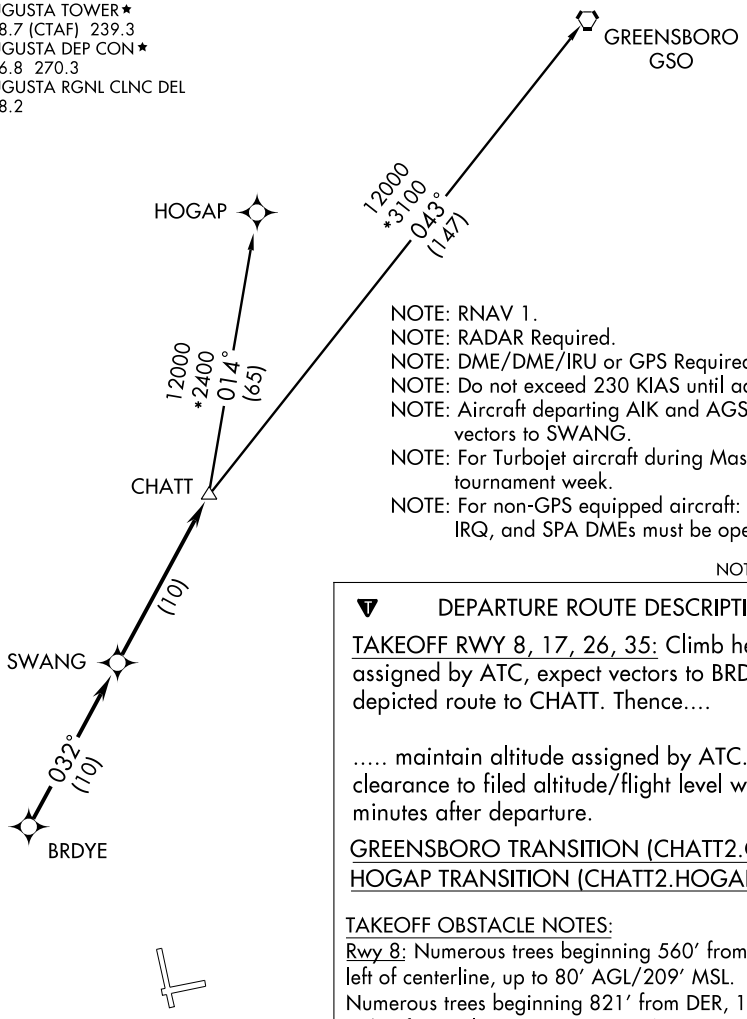
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AUGUSTA, GEORGIA
AUGUSTA RGNL AT BUSH FIELD (AGS)

10266

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.
Rwy 17: Numerous trees beginning 746' from DER, 616 ' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.
Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

TAKEOFF MINIMUMS:
Rwy 17, 35: STANDARD
Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.

SE-4, 21 OCT 2010 to 18 NOV 2010

DOVER TWO DEPARTURE (RNAV)

(DOVER2.DOVER) 09071

AUGUSTA RGNL AT BUSH FIELD (AGS)

AUGUSTA, GEORGIA

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: DBN and IRQ DMEs must be operational.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence....

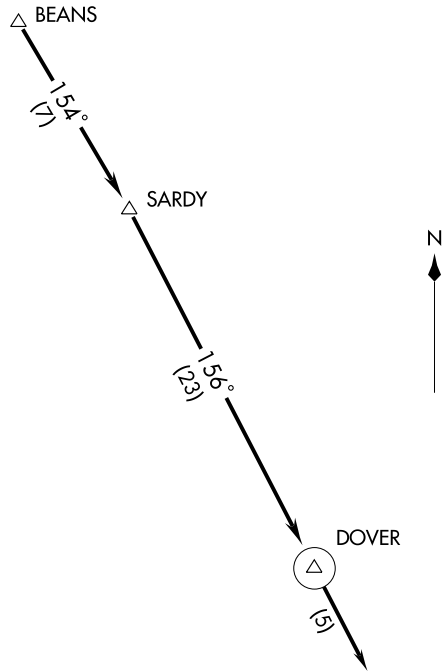
.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.



NOTE: Chart not to scale.

DOVER TWO DEPARTURE (RNAV)
(DOVER2.DOVER) 09071
AUGUSTA RGNL AT BUSH FIELD (AGS)
AUGUSTA, GEORGIA

SL-27 (FAA)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATLANTA, GA		
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	HS 1	Twy C and Twy D at Rwy 08L-26R.
	HS 2	Twy C and Twy D at Rwy 08R-26L.
	HS 3	Twy H at Rwy 08R-26L.
	HS 4	Twy D at Rwy 09L-27R.
AUGUSTA, GA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
MONTGOMERY, AL		
MONTGOMERY RGNL (DANELLY FLD) (MGM)	HS 1	Int of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.
TUSCALOOSA, AL		
TUSCALOOSA RGNL (TLC)	HS 1	Rwy 29 hold just beyond Twy F.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 17

AUGUSTA RGNL AT BUSH FIELD (AGS)

LOC I-MZX	APP CRS	Rwy Idg	8000
111.75	172°	TDZE	145
		Apt Elev	145

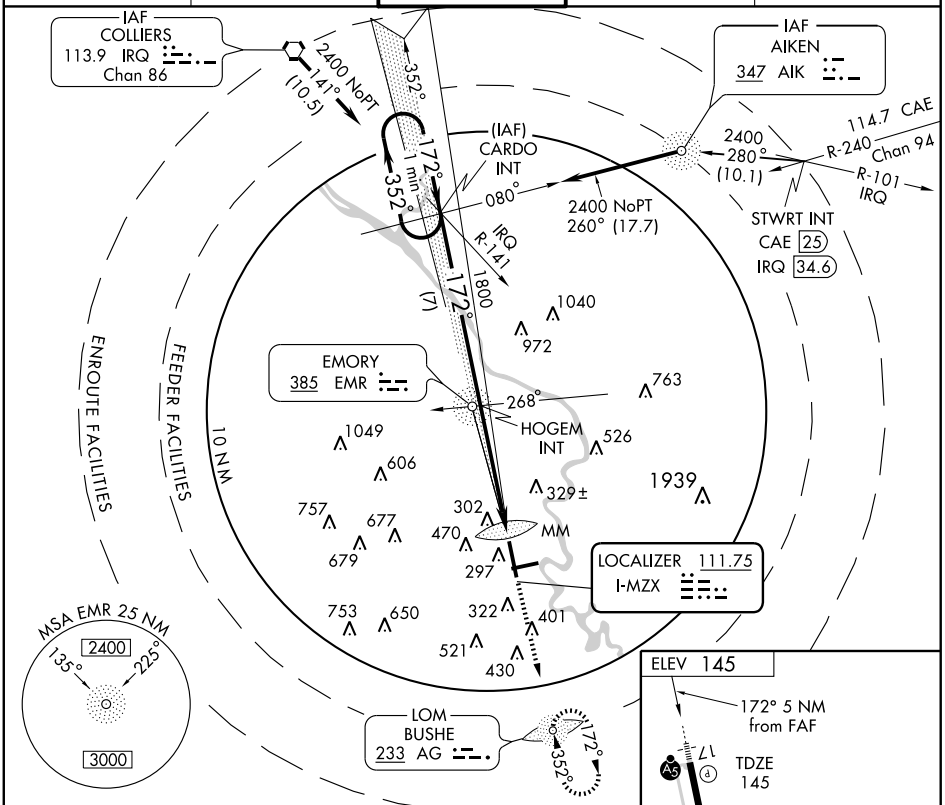
ASR

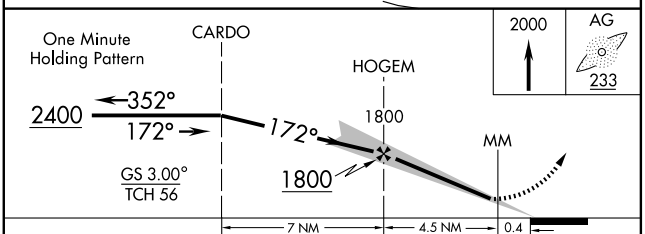
ADF REQUIRED. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

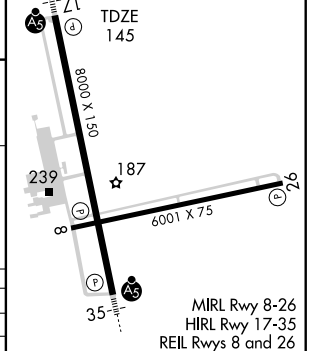
MALSR

MISSED APPROACH: Climb to 2000 direct AG LOM and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 17	* 345/24 200 (200-½)			
S-LOC 17	700/24 555 (600-½)		700/50 555 (600-1)	700/60 555 (600-1¼)
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	780-2 635 (700-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 21 OCT 2010 to 18 NOV 2010

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LOC I-AGS	APP CRS	Rwy Idg	8000
110.5	352°	TDZE	136
		Apt Elev	145

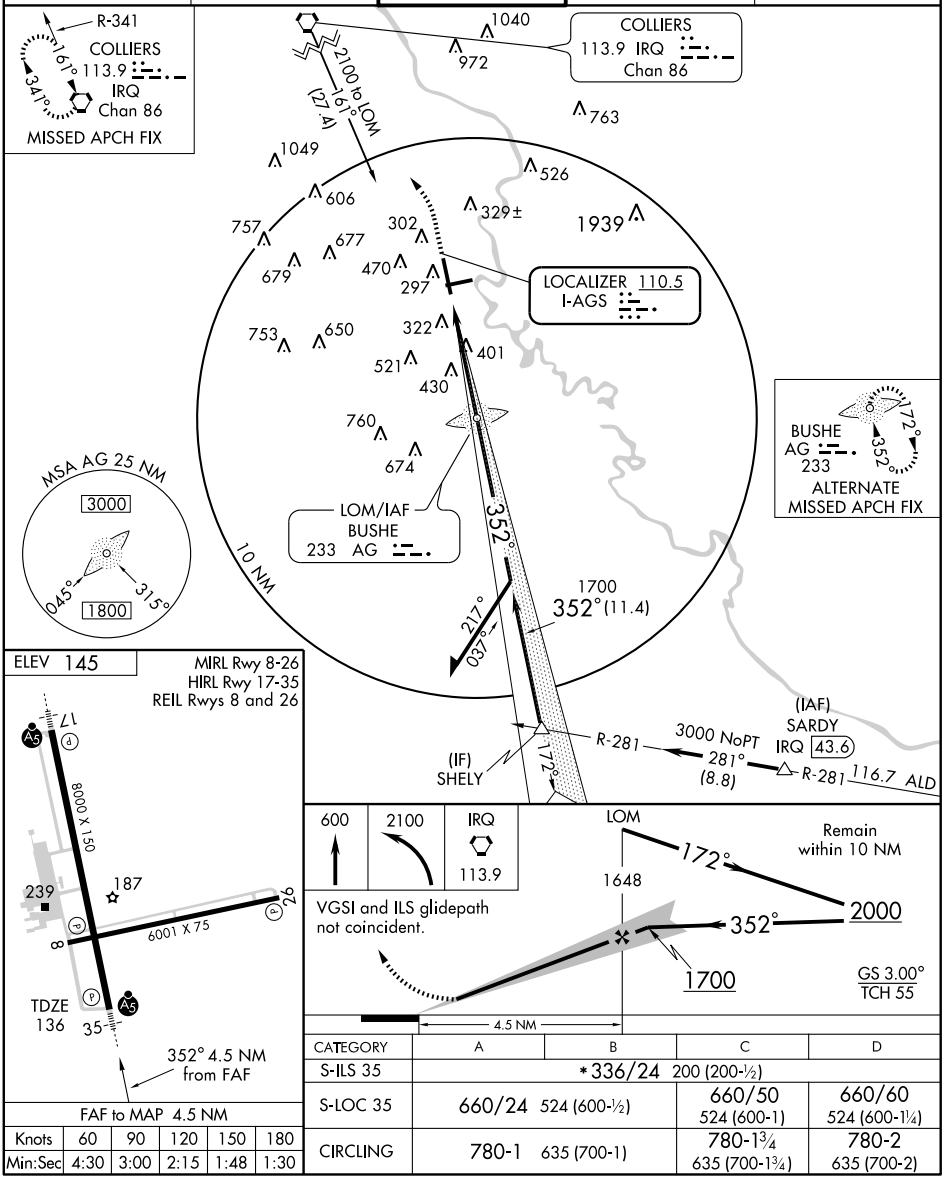
ILS or LOC RWY 35

AUGUSTA RGNL AT BUSH FIELD (AGS)

T A ASR — If local altimeter setting not received, use Daniel Field altimeter setting and increase DA to 391 feet; increase all MDAs 60 feet. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR — MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct IRQ VORTAC and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95



ELEV 145

MIRL Rwy 8-26
HIRL Rwy 17-35
REIL Rwys 8 and 26

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 35	*336/24 200 (200-½)			
S-LOC 35	660/24 524 (600-½)		660/50 524 (600-1)	660/60 524 (600-1¼)
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	780-2 635 (700-2)

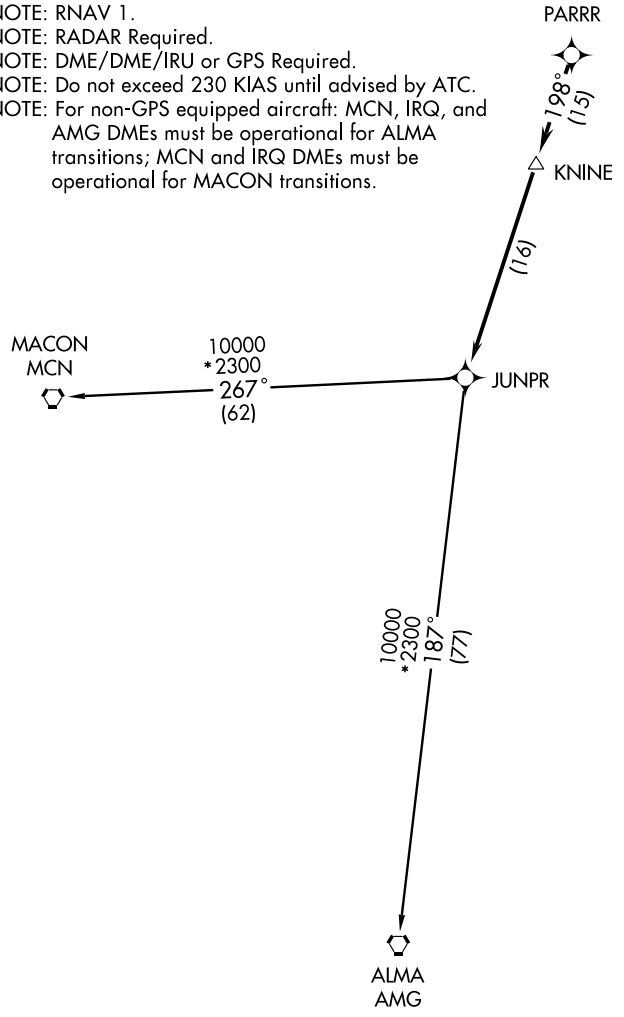
SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

JUNPR TWO DEPARTURE (RNAV)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: MCN, IRQ, and AMG DMEs must be operational for ALMA transitions; MCN and IRQ DMEs must be operational for MACON transitions.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JUNPR TWO DEPARTURE (RNAV)
(JUNPR2.JUNPR) 09071
AUGUSTA, GEORGIA
AUGUSTA RGNL AT BUSH FIELD (AGS)

SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):
MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.
Rwy 17: Numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.
Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351

AUGUSTA RGNL AT BUSH FIELD (AGS)

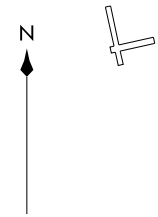
AUGUSTA, GEORGIA

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

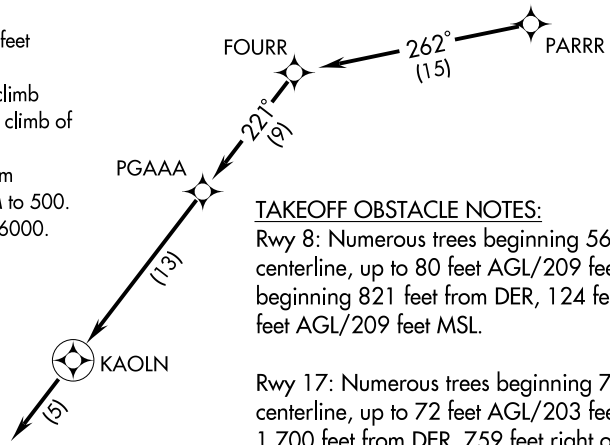


TAKEOFF MINIMUMS:

Rwys 17, 35: Standard. ATC climb of 489 feet per NM to 6000.

Rwy 8: Standard with minimum obstacle climb of 392 feet per NM to 2600. ATC climb of 489 feet per NM to 6000.

Rwy 26: 300-1¾ or Standard with minimum obstacle climb of 323 feet per NM to 500. ATC climb of 489 feet per NM to 6000.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.
NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

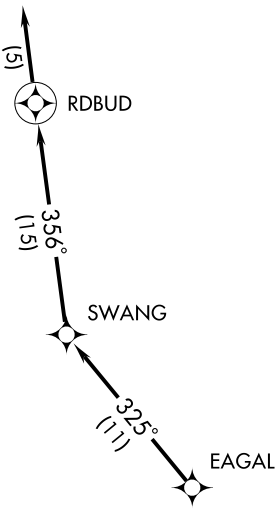
Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Tree 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Tree 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

KAOLN THREE DEPARTURE (RNAV)
(KAOLN3.KAOLN) 09351
AUGUSTA RGNL AT BUSH FIELD (AGS)
AUGUSTA, GEORGIA

SL-27 (FAA)

RDBUD TWO DEPARTURE (RNAV)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft only during Masters golf tournament week.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6001
082°	TDZE	137
	Apt Elev	145

RNAV (GPS) RWY 8

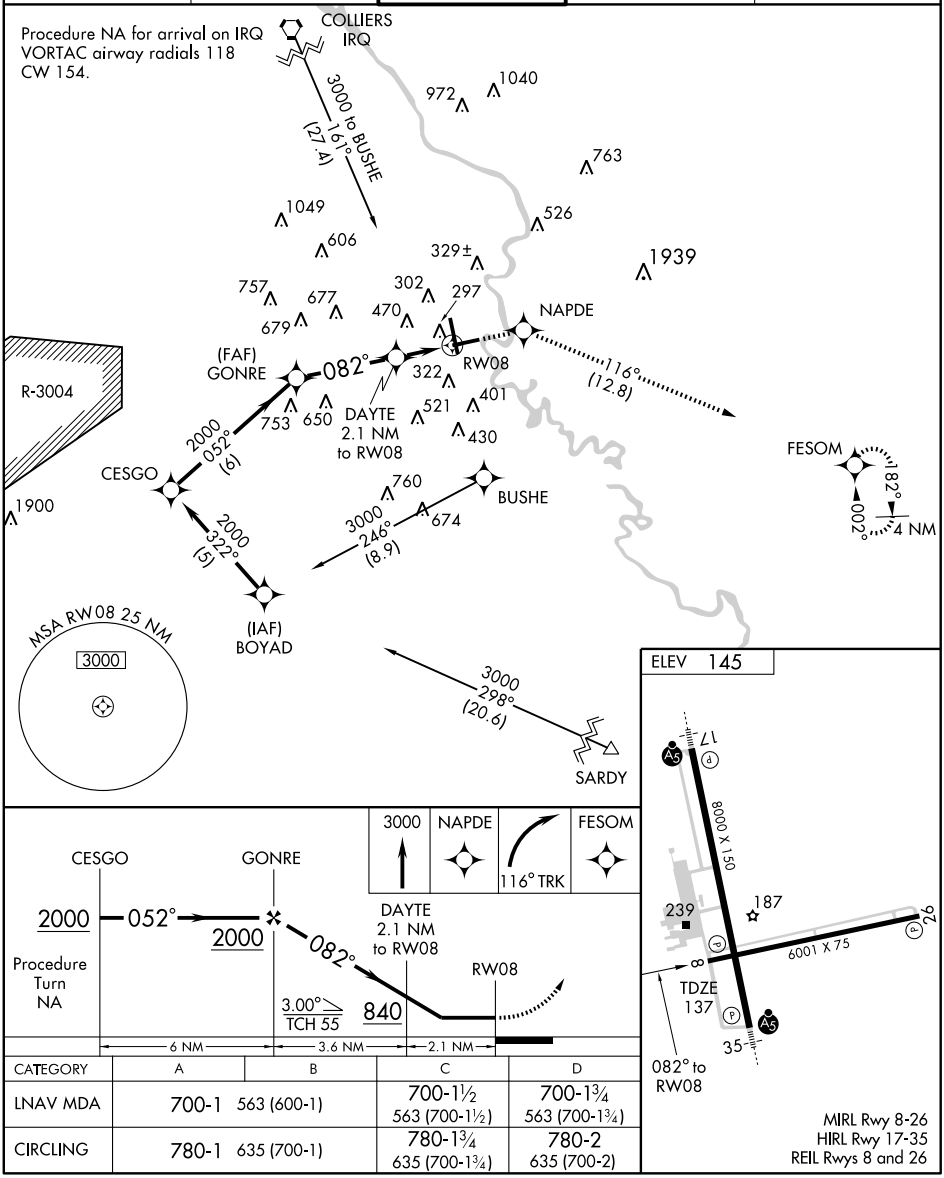
AUGUSTA RGNL AT BUSH FIELD (AGS)

T NA ASR

Straight-in minimums NA at night. Circling to Rwy 8 NA at night. When VGSI inoperative, circling Rwy 26 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct NAPDE WP and climbing right turn via 116° track to FESOM WP and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	700-1	563 (600-1)	700-1½ 563 (700-1½)	700-1¾ 563 (700-1¾)
CIRCLING	780-1	635 (700-1)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 77504	172°	TDZE	145
W17A		Apt Elev	145

RNAV (GPS) RWY 17

AUGUSTA RGNL AT BUSH FIELD (AGS)

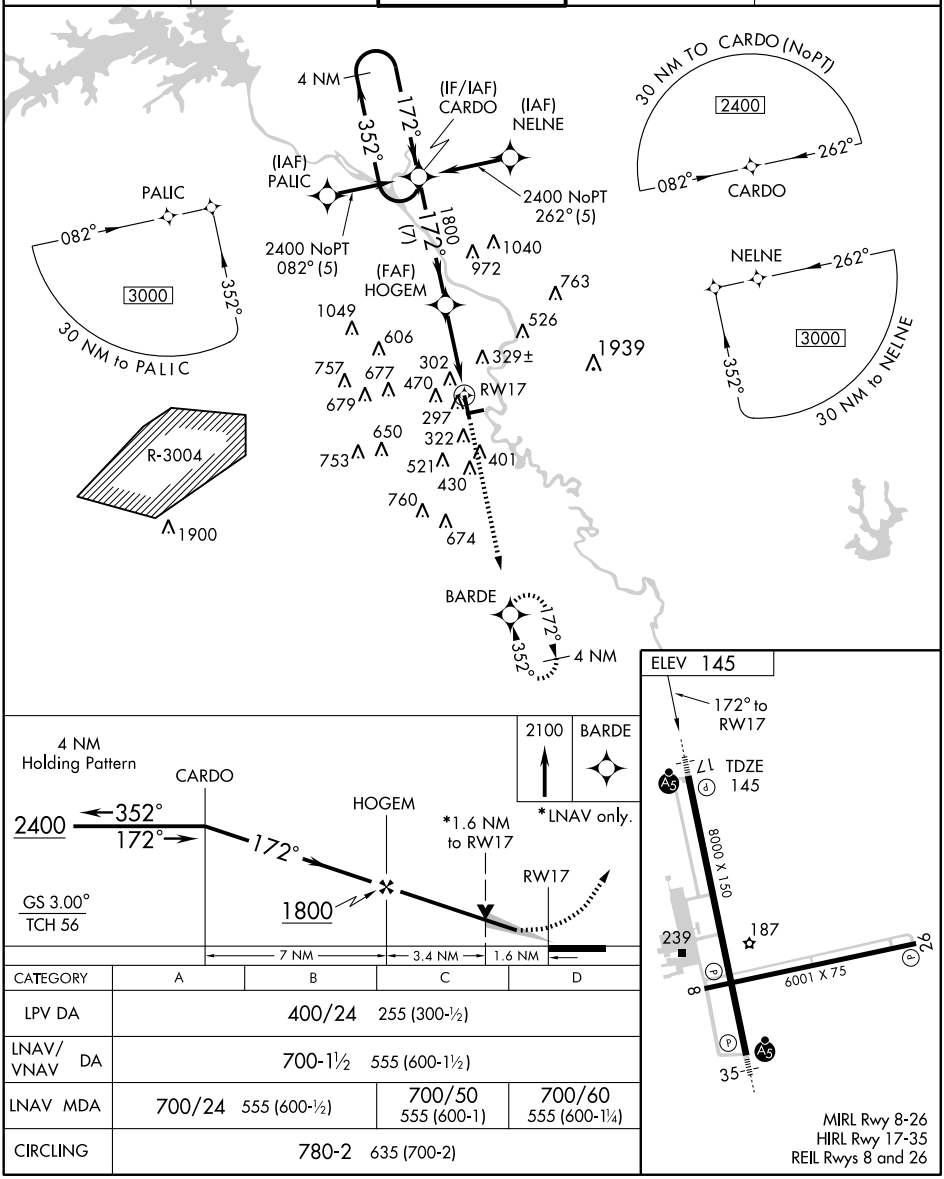
ASR

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F). When VGSI inoperative, circling Rwy 26 NA at night. Circling to Rwy 8 NA at night.

MALSR

MISSED APPROACH: Climb to 2100 direct BARDE and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) Ⓛ 239.3	121.9 348.6	122.95



CATEGORY	A	B	C	D
LPV DA	400/24 255 (300-½)			
LNAV/VNAV DA	700-1½ 555 (600-1½)			
LNAV MDA	700/24 555 (600-½)		700/50 555 (600-1)	700/60 555 (600-1¼)
CIRCLING	780-2 635 (700-2)			

MIRL Rwy 8-26
HIRL Rwy 17-35
REIL Rwys 8 and 26

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

AUGUSTA RGNL AT BUSH FIELD (AGS)

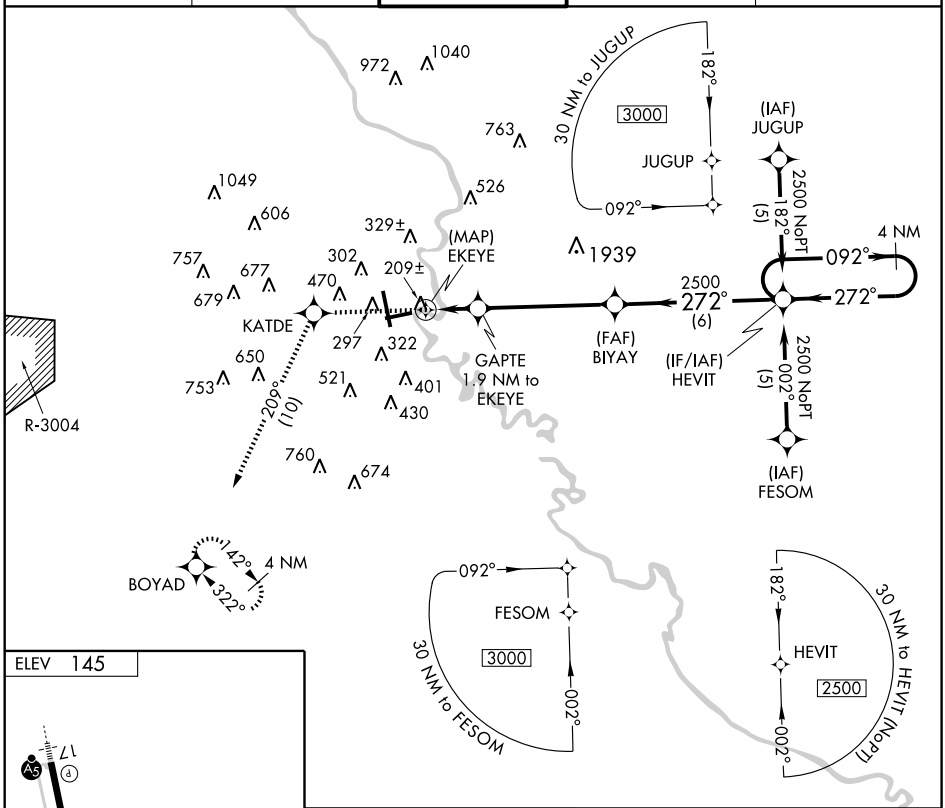
APP CRS	Rwy Idg	6001
272°	TDZE	139
	Apt Elev	145

T NA ASR — When VGSI inoperative, straight-in/circling Rwy 26 procedure NA at night. Circling to Rwy 8 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

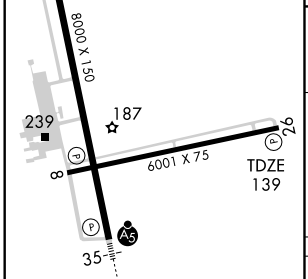
MISSED APPROACH: Climb to 3000 direct KATDE WP and climbing left turn via 209° track to BOYAD WP and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) Ⓛ 239.3	121.9 348.6	122.95

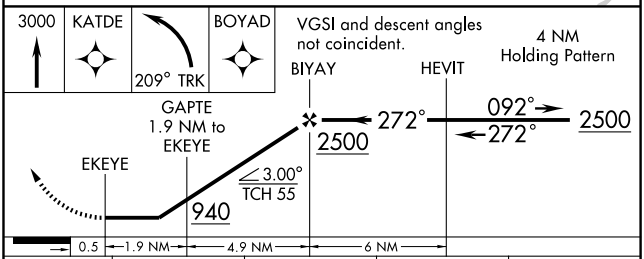
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010



MIRL Rwy 8-26
HIRL Rwy 17-35
REIL Rwys 8 and 26



CATEGORY	A	B	C	D
LNAV MDA	540-1 401 (400-1)		540-1¼ 401 (400-1¼)	
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	780-2 635 (700-2)

WAAS	APP CRS	Rwy Idg	8000
CH 97303	352°	TDZE	136
W35A		Apt Elev	145

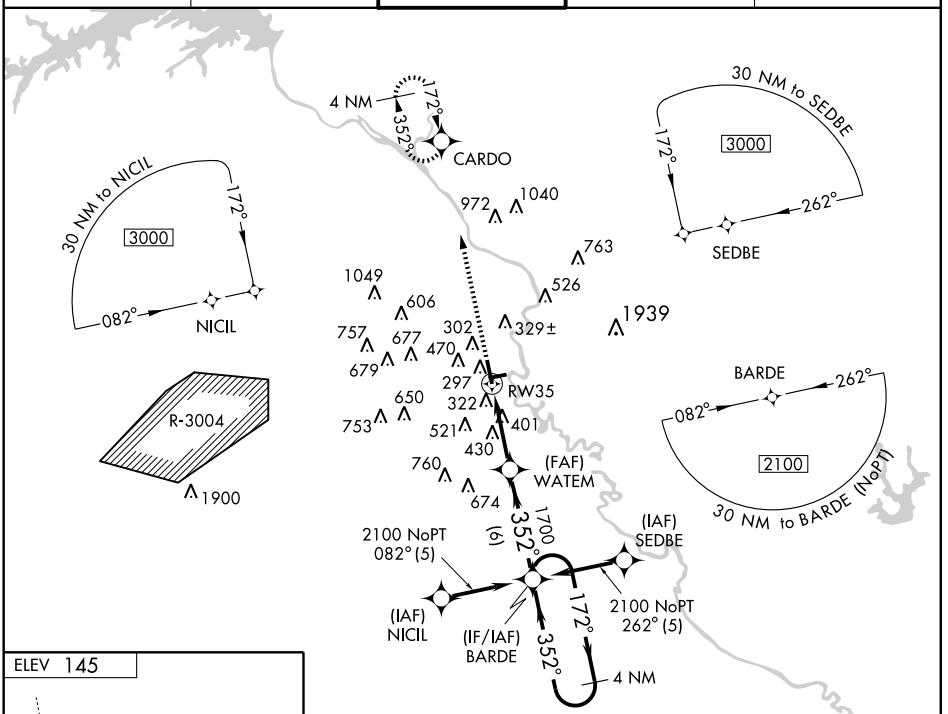
RNAV (GPS) RWY 35

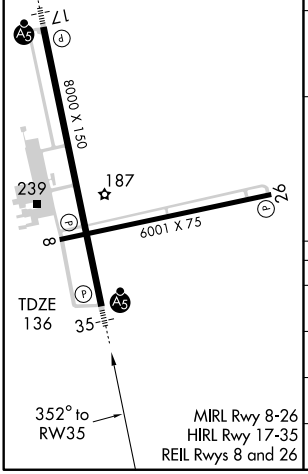
AUGUSTA RGNL AT BUSH FIELD (AGS)

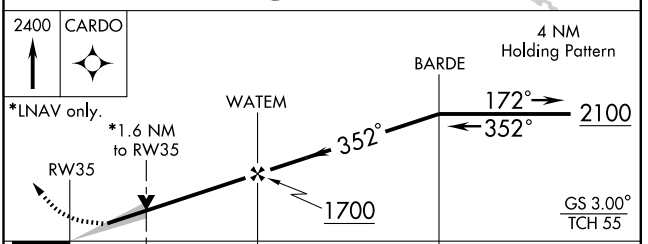
ASR — DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
When VGSI inoperative, circling Rwy 26 NA at night.
Circling to Rwy 8 NA at night.

MALSR — MISSED APPROACH: Climb to 2400 direct CARDO and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	430/24 294 (300-½)			
LNAV/VNAV DA	680-1½ 544 (600-1½)			
LNAV MDA	700/24 564 (600-½)		700/50 564 (600-1)	700/60 564 (600-1¼)
CIRCLING	780-2 635 (700-2)			

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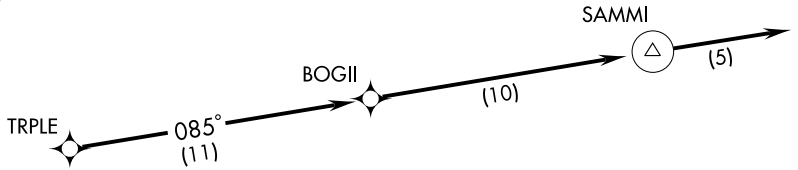
SE-4, 21 OCT 2010 to 18 NOV 2010

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



TAKEOFF MINIMUMS:
Rwy 17, 35: STANDARD.
Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.

NOTE: Chart not to scale.

SE-4, 21 OCT 2010 to 18 NOV 2010

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DEPARTURE ROUTE DESCRIPTION

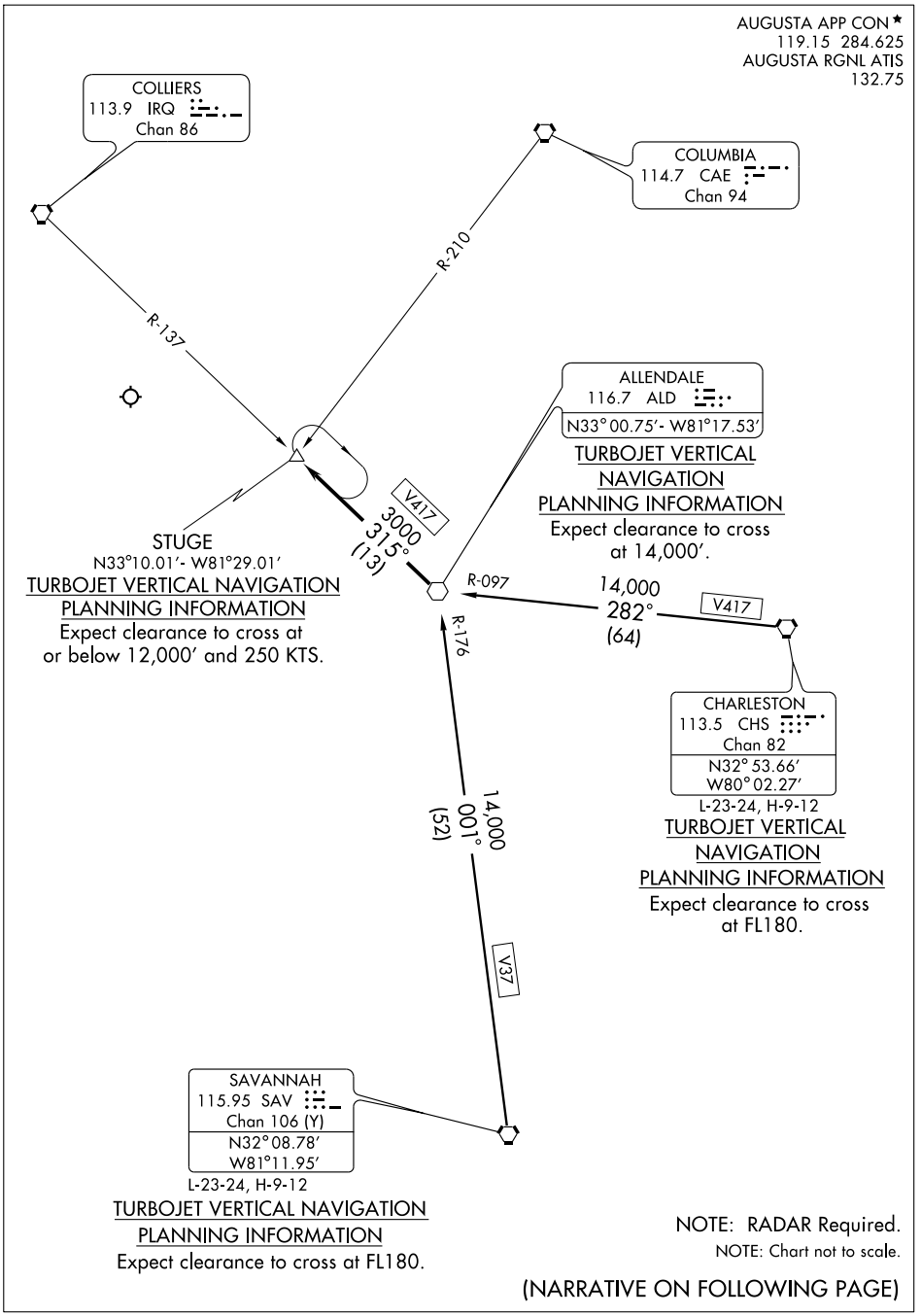
TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560′ from DER, 67′ left of centerline, up to 80′ AGL/209′ MSL. Numerous trees beginning 821′ from DER, 124′ right of centerline, up to 80′ AGL/209′ MSL.
Rwy 17: Numerous trees beginning 746′ from DER, 616 left of centerline, up to 72′ AGL/203′ MSL. Numerous trees beginning 1,700′ from DER, 759′ right of centerline, up to 82′ AGL/216′ MSL.
Rwy 26: Numerous trees beginning 993′ from DER, 295′ left of centerline, up to 85′ AGL/219′ MSL. Light pole and numerous trees beginning 1,016′ from DER, 286′ right of centerline, up to 71′ AGL/205′ MSL. Trees 4,983′ from DER, 1,396′ left of centerline, 100′ AGL/329′ MSL. Trees 1.4 NM from DER, 169′ right of centerline, 112′ AGL/361′ MSL.

STUGE THREE ARRIVAL (STUGE.STUGE3)

SE-4, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

STUGE THREE ARRIVAL (STUGE.STUGE3)

AUGUSTA, GEORGIA
AUGUSTA RGNL AT BUSH FIELD

ARRIVAL DESCRIPTION

CHARLESTON TRANSITION (CHS.STUGE3): From over CHS VORTAC via CHS R-282 and ALD R-097 to ALD VOR. Thence. . . .

SAVANNAH TRANSITION (SAV.STUGE3): From over SAV VORTAC via SAV R-001 and ALD R-176 to ALD VOR. Thence. . . .

. . . .From over ALD VOR via ALD R-315 to STUGE INT, MEA 3000. Expect radar vectors to final approach course.

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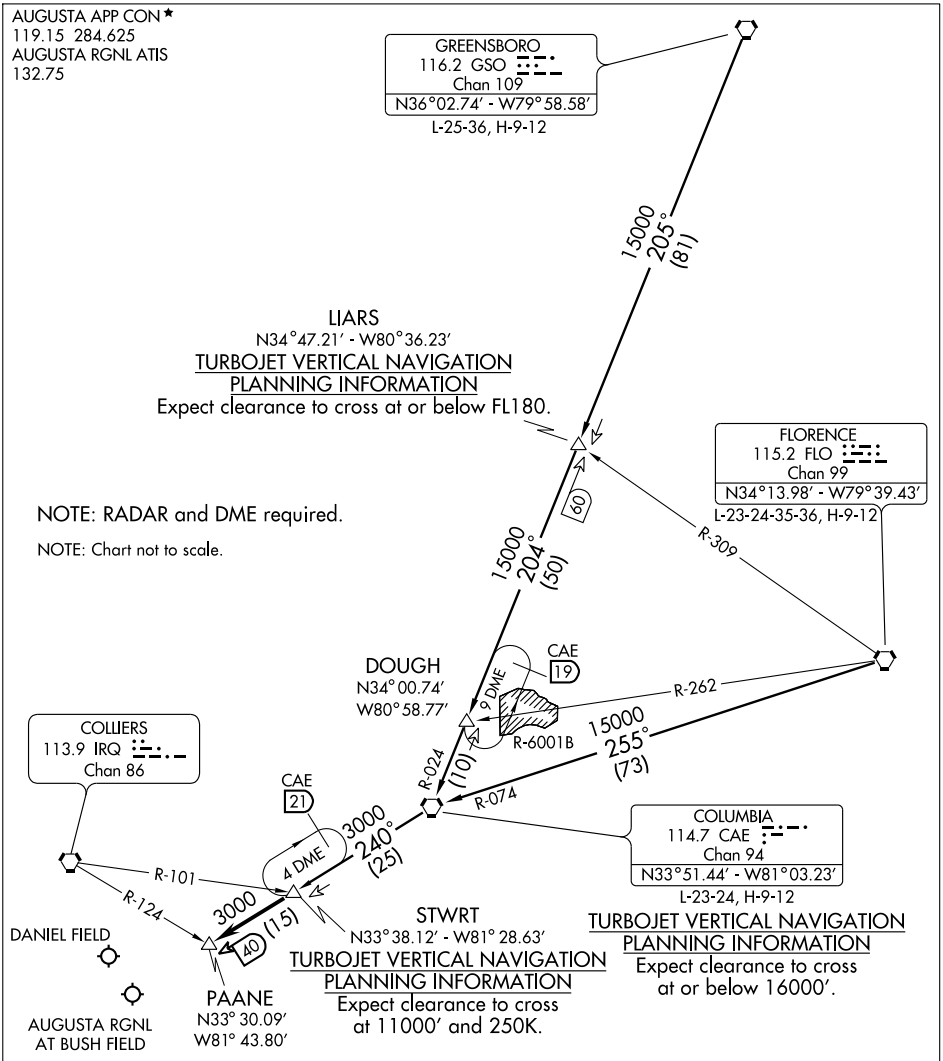
STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA) AUGUSTA, GEORGIA



COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

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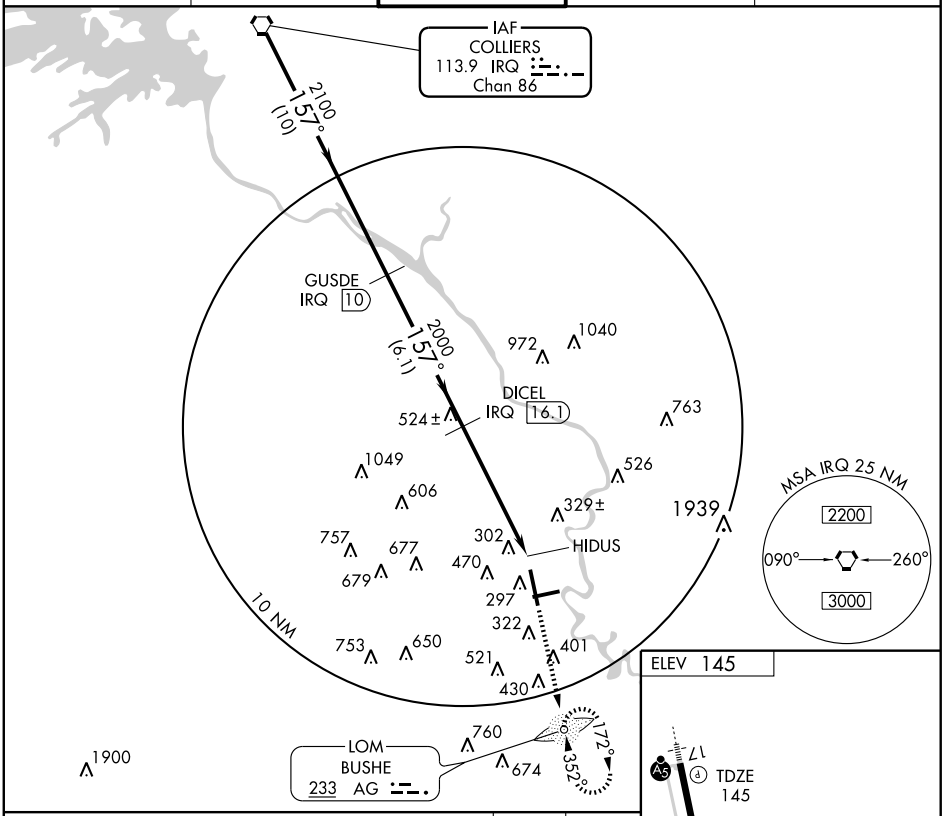
VORTAC IRQ	APP CRS	Rwy Idg	8000
113.9	157°	TDZE	145
Chan 86		Apt Elev	145

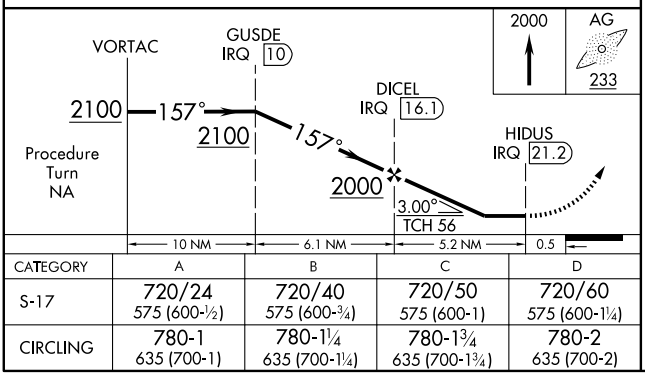
VOR/DME RWY 17

AUGUSTA RGNL AT BUSH FIELD (AGS)

ASR	ADF REQUIRED	MALSR	MISSED APPROACH: Climb to 2000 direct AG LOM and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95





CATEGORY	A	B	C	D
S-17	720/24 575 (600-½)	720/40 575 (600-¾)	720/50 575 (600-1)	720/60 575 (600-1¼)
CIRCLING	780-1 635 (700-1)	780-1¼ 635 (700-1¼)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

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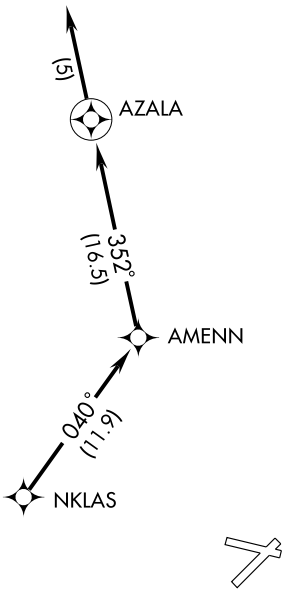
SE-4, 21 OCT 2010 to 18 NOV 2010

AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05



TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD.
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

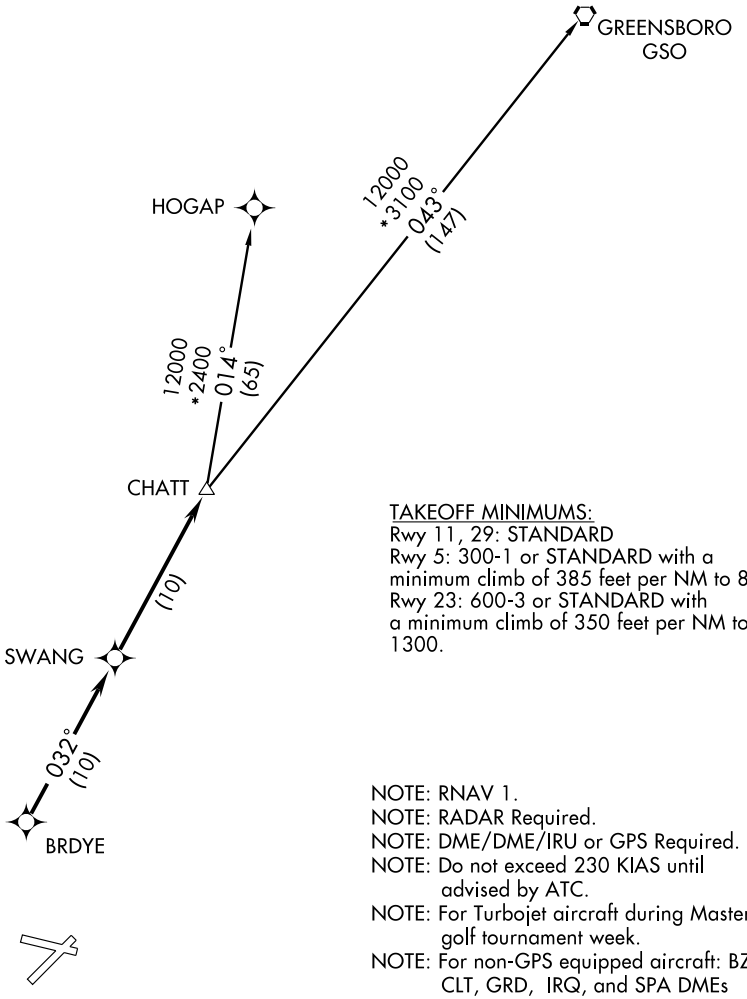
TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 21 OCT 2010 to 18 NOV 2010

CHATT TWO DEPARTURE (RNAV) SL-28 (FAA)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05



TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

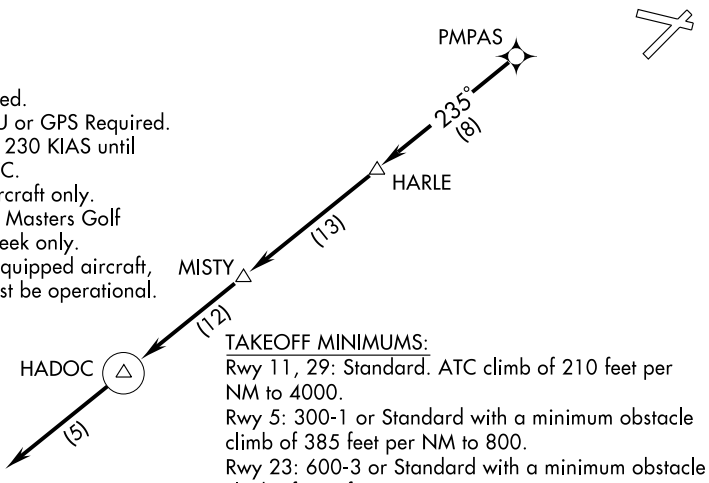
TAKEOFF OBSTACLE NOTES:
Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430 MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.
Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.
Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.
Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline, up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 739' right of centerline, 50' AGL/489' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

MISTY THREE DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For turbojet aircraft only.
NOTE: For use during Masters Golf Tournament week only.
NOTE: For non-GPS equipped aircraft, AHN DME must be operational.



TAKEOFF MINIMUMS:
Rwy 11, 29: Standard. ATC climb of 210 feet per NM to 4000.
Rwy 5: 300-1 or Standard with a minimum obstacle climb of 385 feet per NM to 800.
Rwy 23: 600-3 or Standard with a minimum obstacle climb of 350 feet per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143′ from DER, 260′ right of centerline, 430′ MSL. Building 315′ from DER, 350′ right of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 992′ from DER, 12′ right of centerline, up to 100′ AGL/569′ MSL. Road and vehicle 348′ from DER, on centerline 17′ AGL/446′ MSL. Terrain beginning 178′ from DER, 134′ left of centerline up to 466′ MSL. Building 392′ from DER, 207′ left of centerline, 50′ AGL/489′ MSL. Numerous trees beginning 636′ from DER, 12′ left of centerline, up to 100′ AGL/579′ MSL.

Rwy 11: Hangar 7′ from DER, 493′ right of centerline, 50′ AGL/479′ MSL. Road and vehicle 253′ from DER, on centerline, 17′ AGL/446′ MSL. Numerous trees beginning 449′ from DER, 138′ right of centerline, up to 100′ AGL/529′ MSL. Building 2,232′ from DER, 480′ right of centerline, 106′ AGL/509′ MSL. Terrain beginning 80′ from DER, 146′ left of centerline, up to 430′ MSL. Building 251′ from DER, 531′ left of centerline, 50′ AGL/479′ MSL. Building 483′ from DER, 286′ left of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 564′ from DER, 145′ left of centerline, up to 100′ AGL/529 ′MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437′ right of centerline, 600′AGL/965′ MSL. Numerous trees beginning 164′ from DER, 10′ left of centerline, up to 100′ AGL/459′ MSL. Numerous trees beginning 5′ from DER, 113′ right of centerline, up to 100′ AGL/459′ MSL. Building 279′ from DER, 114′ right of centerline, 50′ AGL/409′ MSL.

Rwy 29: Numerous trees beginning 7′ from DER, 117′ left of centerline, up to 100′ AGL/539′ MSL. Building 311′ from DER, 140′ left of centerline, 50′ AGL/459′ MSL. Road and vehicle 4′ from DER, 229′ right of centerline, 17′ AGL/446′ MSL. Numerous trees beginning 31′ from DER, 3′ right of centerline, up to 100′ AGL/539′ MSL. Building 1,480′ from DER, 793′ right of centerline, 50′ AGL/489′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC, expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB AG	APP CRS	Rwy Idg	N/A
233	342°	TDZE	N/A
		Apt Elev	423

NDB/DME-C

AUGUSTA/ DANIEL FIELD (DNL)

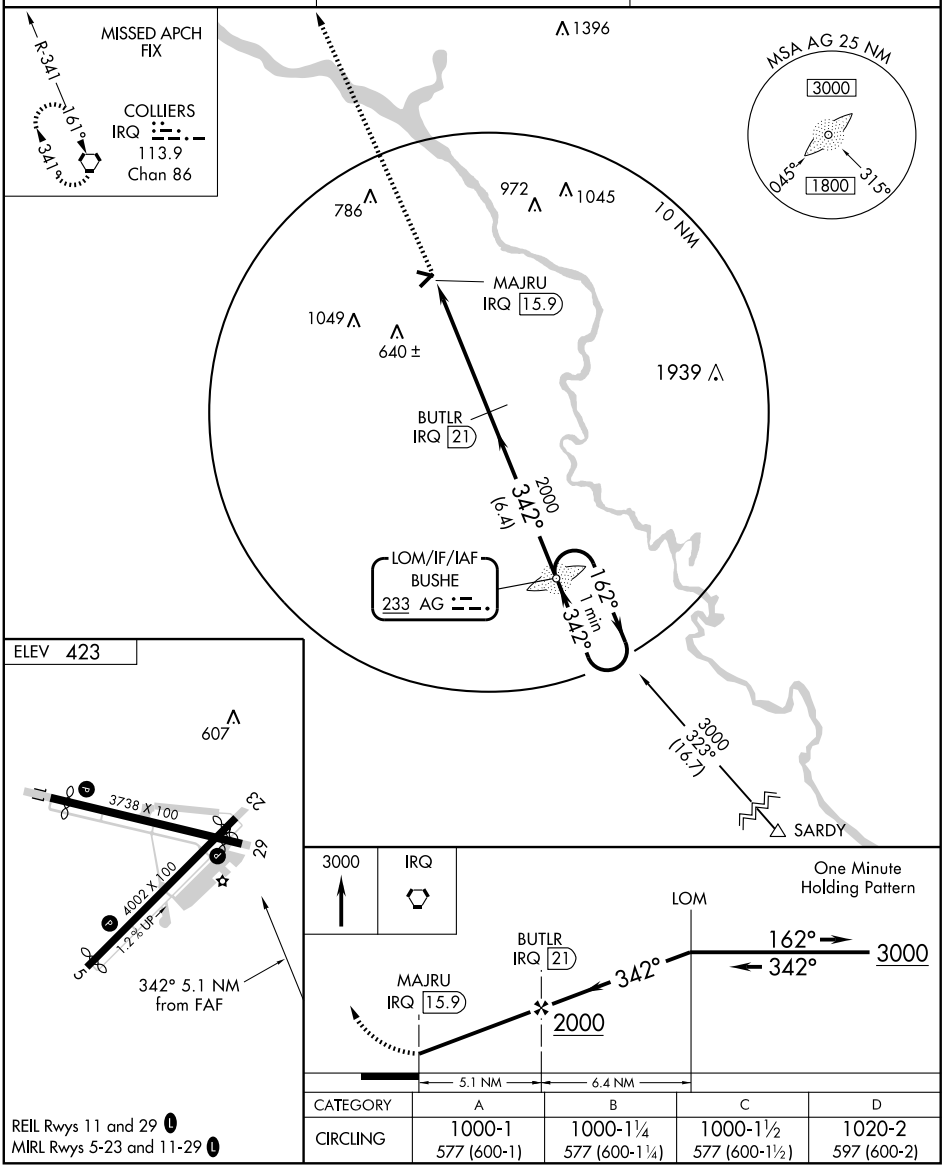
When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 60 feet and increase Cat C visibility ¼ mile. Simultaneous reception of AG LOM and IRQ DME required.

NA

ASR

MISSED APPROACH: Climb to 3000 direct IRQ VORTAC and hold.

ASOS	AUGUSTA APP CON★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1000-1 577 (600-1)	1000-1¼ 577 (600-1¼)	1000-1½ 577 (600-1½)	1020-2 597 (600-2)

REIL Rwys 11 and 29 L

MIRL Rwys 5-23 and 11-29 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB EMR 385	APP CRS 104°	Rwy Idg 3412 TDZE 422 Apt Elev 423

NDB RWY 11

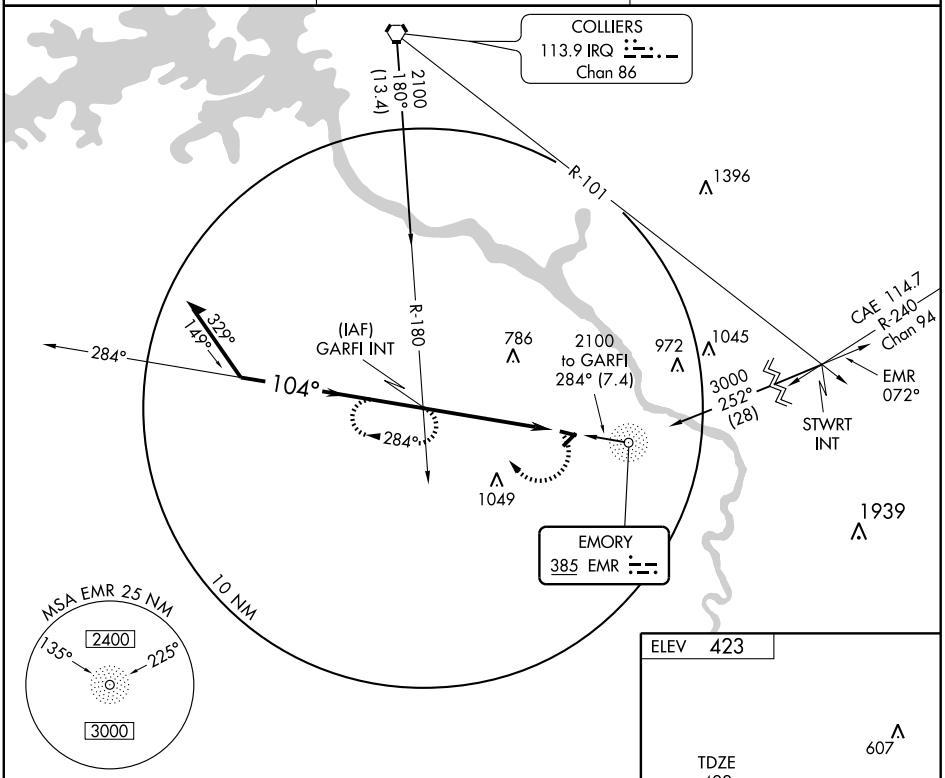
AUGUSTA/ DANIEL FIELD (DNL)

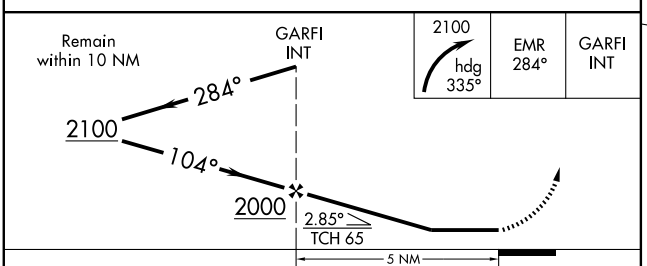
Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 60 feet and increase S-11 and Circling Cats C and D visibility ¼ mile.

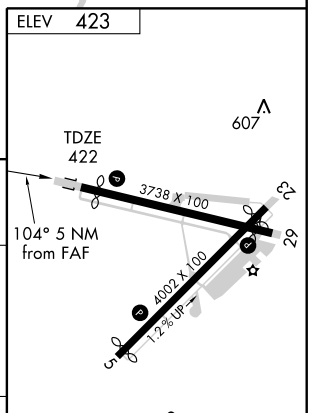
ASR

MISSED APPROACH: Climbing right turn to 2100 heading 335° and EMR 284° bearing to GARFI INT and hold.

ASOS	AUGUSTA APP CON ★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-11	1040-1	618 (700-1)	1040-1¾ 618 (700-1¾)	1040-2 618 (700-2)
CIRCLING	1040-1	617 (700-1)	1040-1¾ 617 (700-1¾)	1040-2 617 (700-2)

REIL Rwys 11 and 29 L
MIRL Rwys 5-23 and 11-29 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 21 OCT 2010 to 18 NOV 2010

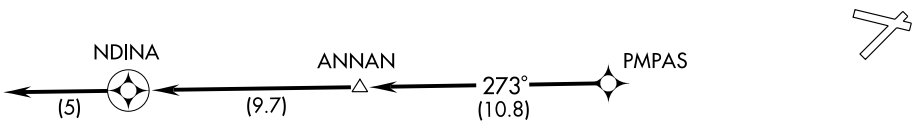
SE-4, 21 OCT 2010 to 18 NOV 2010

NDINA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD.
Rwy 5: 300-1 or STANDARD with minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.



TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

AUGUSTA/ DANIEL FIELD (DNL)

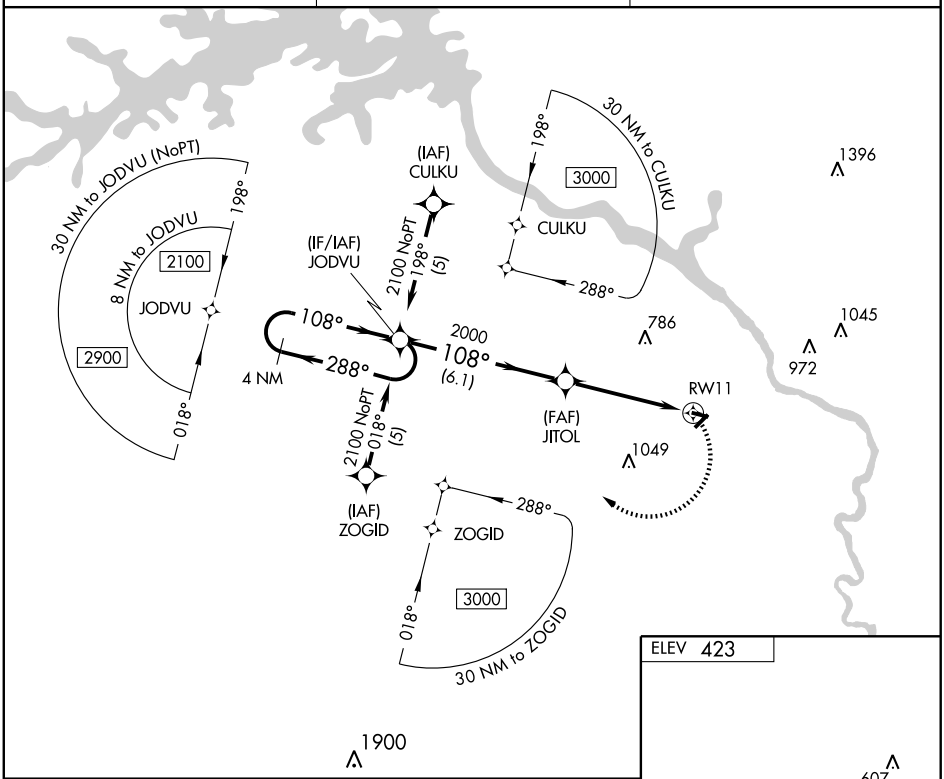
APP CRS	Rwy Idg	3412
108°	TDZE	422
	Apt Elev	423

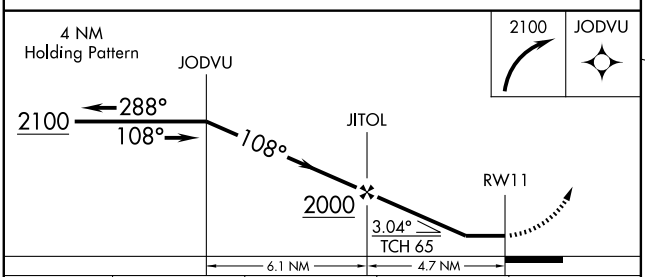
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 60 feet and increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

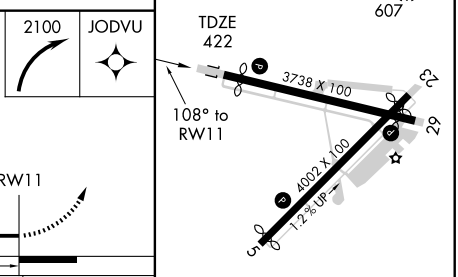
ASR

MISSED APPROACH: Climbing right turn to 2100 direct JODVU and hold.

ASOS	AUGUSTA APP CON ★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1	558 (600-1)	980-1½ 558 (600-1½)	980-1¾ 558 (600-1¾)
CIRCLING	980-1	557 (600-1)	980-1½ 557 (600-1½)	980-2 557 (600-2)

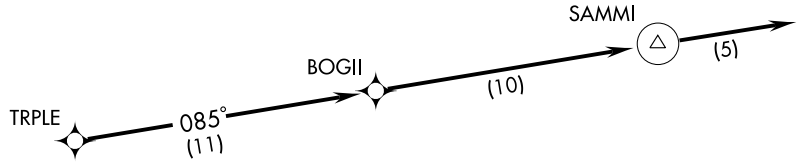
REIL Rwys 11 and 29 L
MIRL Rwys 5-23 and 11-29 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

SAMMI TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD.
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143′ from DER, 260′ right of centerline, 430′ MSL. Building 315′ from DER, 350′ right of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 992′ from DER, 12′ right of centerline, up to 100′ AGL/569′ MSL. Road and vehicle 348′ from DER, on centerline 17′ AGL/446′ MSL. Terrain beginning 178′ from DER, 134′ left of centerline up to 466′ MSL. Building 392′ from DER, 207′ left of centerline, 50′ AGL/489′ MSL. Numerous trees beginning 636′ from DER, 12′ left of centerline, up to 100′ AGL/579′ MSL.

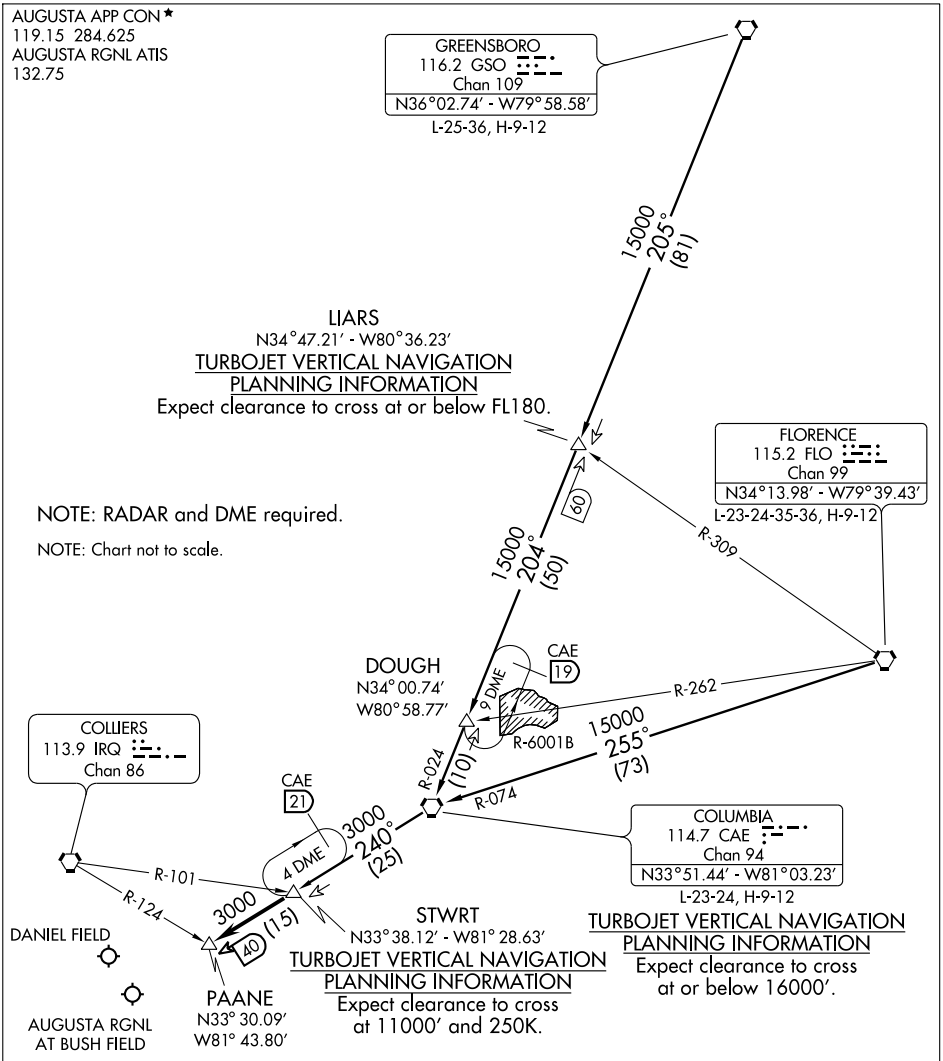
Rwy 11: Hangar 7′ from DER, 493′ right of centerline, 50′ AGL/479′ MSL. Road and vehicle 253′ from DER, on centerline, 17′ AGL/446′ MSL. Numerous trees beginning 449′ from DER, 138′ right of centerline, up to 100′ AGL/529′ MSL. Building 2,232′ from DER, 480′ right of centerline, 106′ AGL/509′ MSL. Terrain beginning 80′ from DER, 146′ left of centerline, up to 430′ MSL. Building 251′ from DER, 531′ left of centerline, 50′ AGL/479′ MSL. Building 483′ from DER, 286′ left of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 564′ from DER, 145′ left of centerline, up to 100′ AGL/529′ MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437′ right of centerline, 600′ AGL/965′ MSL. Numerous trees beginning 164′ from DER, 10′ left of centerline, up to 100′ AGL/459′ MSL. Numerous trees beginning 5′ from DER, 113′ right of centerline, up to 100′ AGL/459′ MSL. Building 279′ from DER, 114′ right of centerline, 50′ AGL/409′ MSL.

Rwy 29: Numerous trees beginning 7′ from DER, 117′ left of centerline up to 100′ AGL/539′ MSL. Building 311′ from DER, 140′ left of centerline, 50′ AGL/459′ MSL. Road and vehicle 4′ from DER, 229′ right of centerline, 17′ AGL/446′ MSL. Numerous trees beginning 31′ from DER, 3′ right of centerline, up to 100′ AGL/539′ MSL. Building 1,480′ from DER, 793′ right of centerline, 50′ AGL/489′ MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA) AUGUSTA, GEORGIA



COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC IRQ	APP CRS	Rwy Idg	N/A
113.9	161°	TDZE	N/A
Chan 86		Apt Elev	423

VOR/DME-B

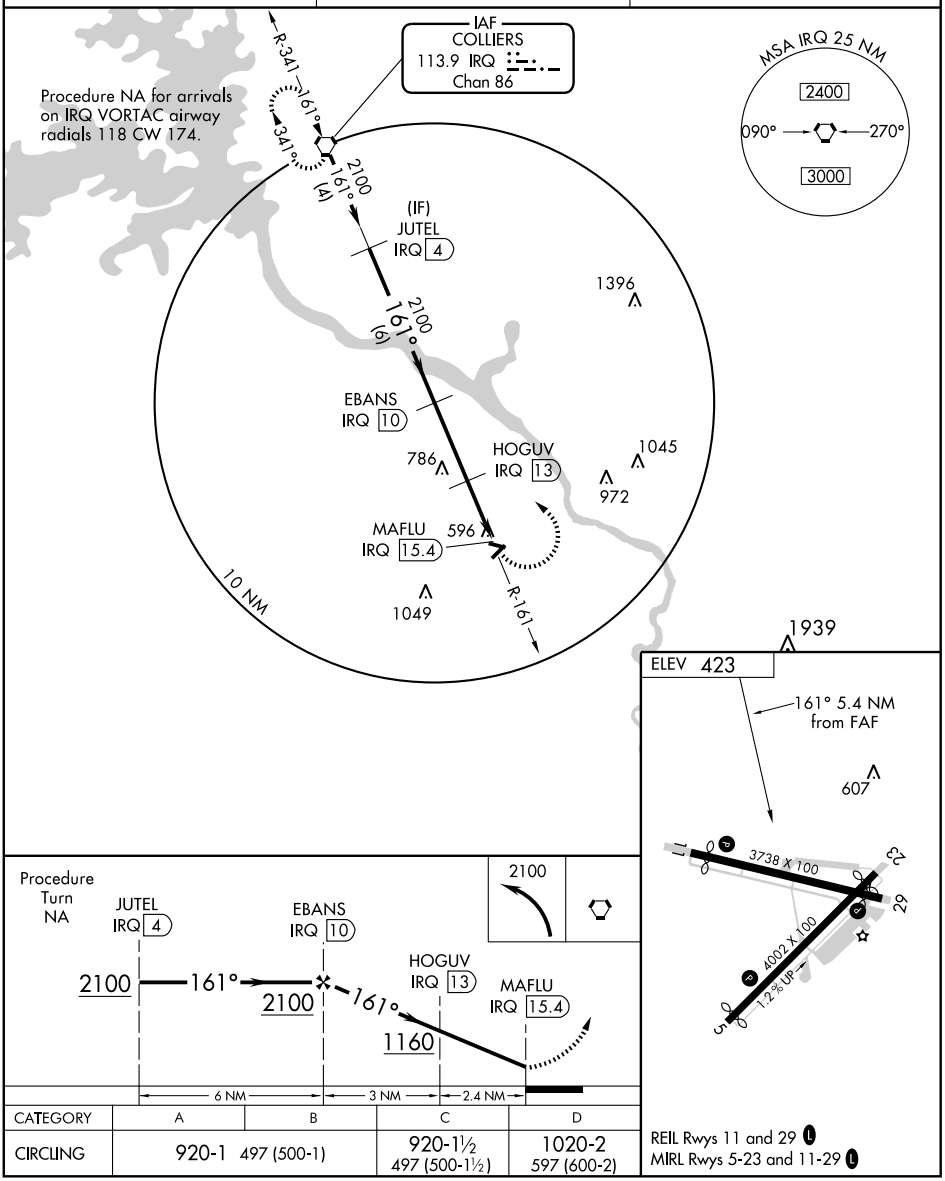
AUGUSTA/ DANIEL FIELD (DNL)

ASR

When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct IRQ VORTAC and hold.

ASOS	AUGUSTA APP CON ★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	920-1 497 (500-1)		920-1½ 497 (500-1½)	1020-2 597 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwys 5-23 and 11-29 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BGE	APP CRS	Rwy Idg	5502
111.35	274°	TDZE	134
		Apt Elev	141

ILS or LOC RWY 27

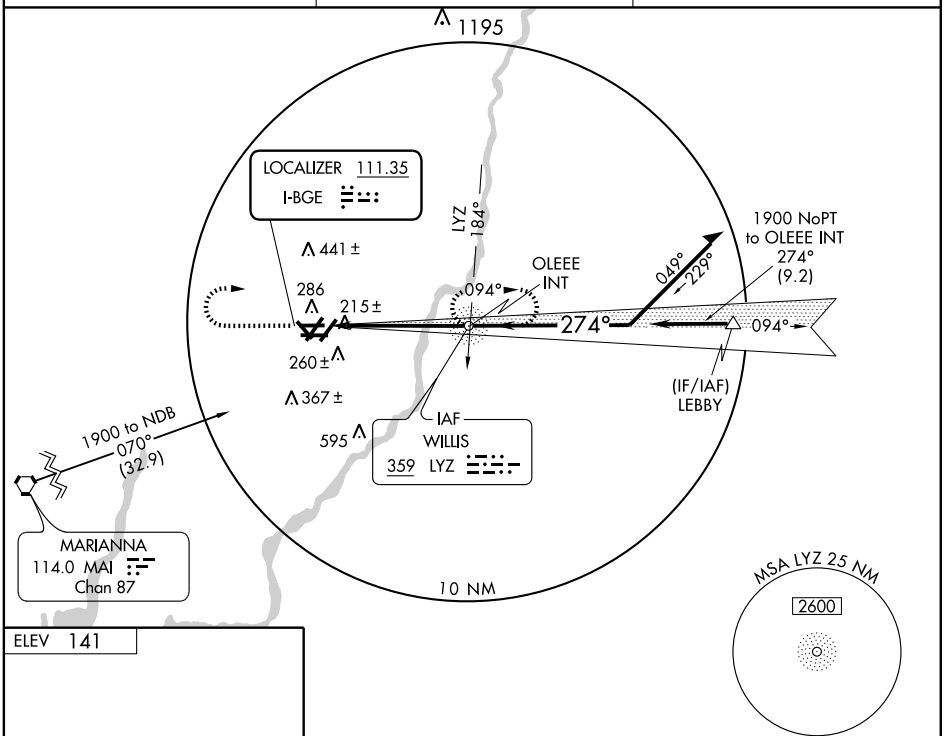
BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

T NA ADF Required. When local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase S-ILS 27 DA to 429 and all MDA 100 feet; increase S-LOC 27 visibility Cat C, D ¼ mile. For inoperative MALSR, when using Tallahassee Rgnl altimeter setting increase S-ILS 27 all Cats visibility 1 mile.

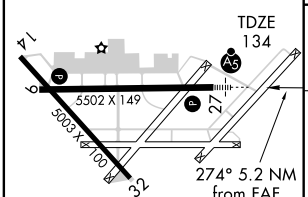
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct LYZ NDB and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L

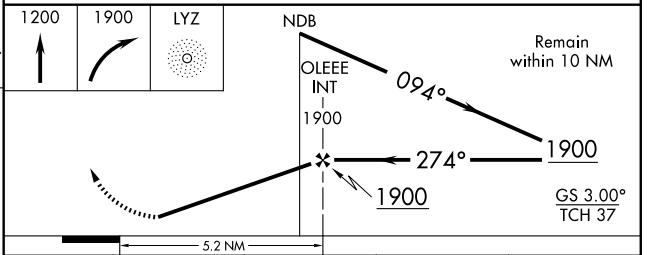


ELEV 141



MIRL Rwy 9-27 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 27	334-½ 200 (200-½)			
S-LOC 27	480-½ 346 (400-½)			480-¾ 346 (400-¾)
CIRCLING	600-1 459 (500-1)		600-1½ 459 (500-1½)	700-2 559 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5502
CH 45915	094°	TDZE	141
W09A		Apt Elev	141

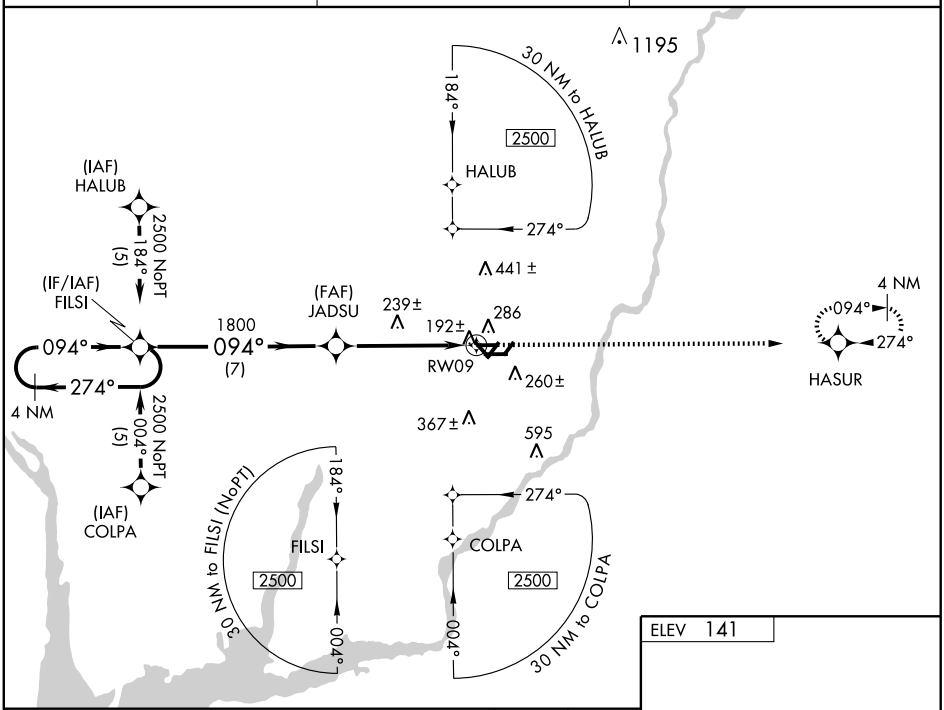
RNAV (GPS) RWY 9

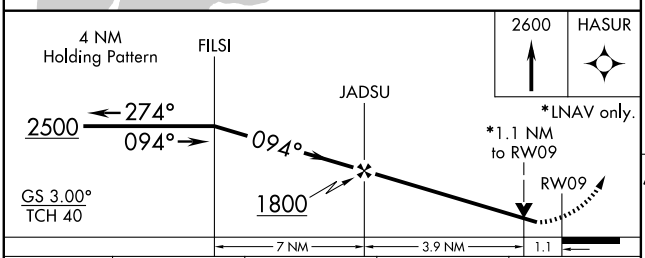
BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

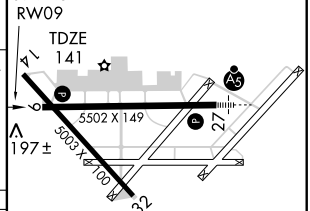
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Tallahassee Rgnl altimeter setting. When local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all DA 95 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct HASUR and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	427-1 286 (300-1)			
LNAV/ VNAV DA	467-1¼ 326 (400-1¼)			
LNAV MDA	540-1 399 (400-1)			540-1¼ 399 (400-1¼)
CIRCLING	600-1 459 (500-1)		600-1½ 459 (500-1½)	700-2 559 (600-2)

MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5502
CH 40315	274°	TDZE	134
W27A		Apt Elev	141

RNAV (GPS) RWY 27

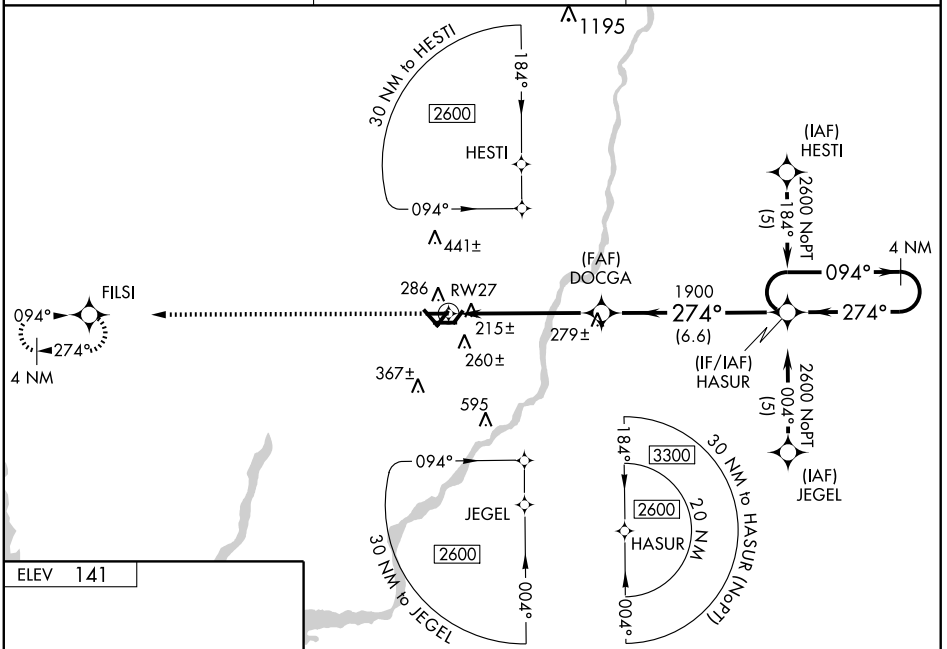
BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK(BGE)

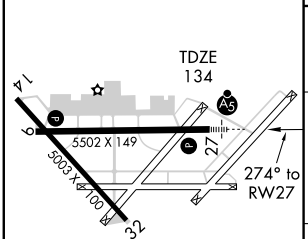
Baro-VNAV NA when using Tallahassee Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tallahassee Rgnl altimeter setting. When local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all DA 95 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Tallahassee Rgnl altimeter setting increase LPV all Cats visibility to 1 mile.

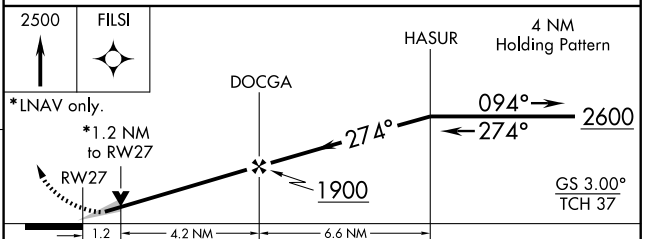
MALSR

MISSED APPROACH: Climb to 2500 direct FILSI and hold.

AWOS	TALLAHASSEE APP CON★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	334-½ 200 (200-½)			
LNAV/VNAV DA	556-1 422 (500-1)			
LNAV MDA	540-½ 406 (400-½)		540-¾ 406 (400-¾)	540-1 406 (400-1)
CIRCLING	600-1 459 (500-1)		600-1½ 459 (500-1½)	700-2 559 (600-2)

MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MAI	APP CRS	Rwy Idg	N/A
114.0	066°	TDZE	N/A
Chan 87		Apt Elev	142

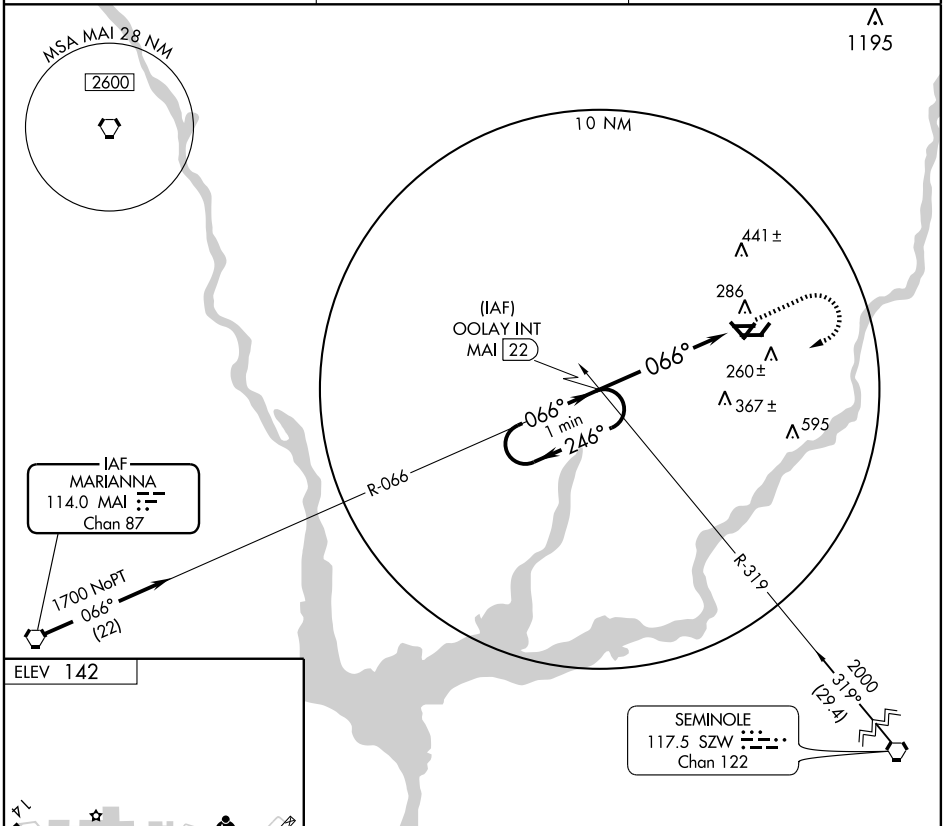
VOR-A

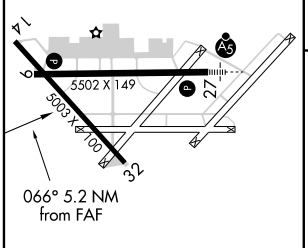
BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

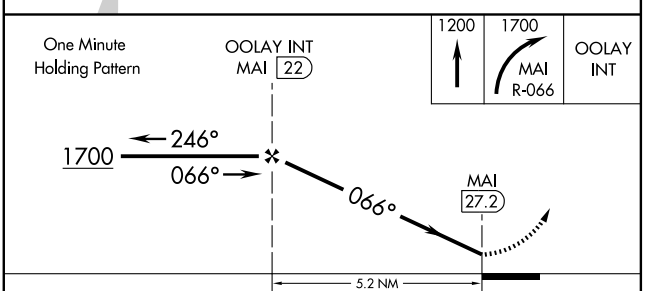
T
NA If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 via MAI R-066 to OOLAY INT/MAI 22 DME and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L







FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	660-1 518 (600-1)	660-1¼ 518 (600-1¼)	660-1½ 518 (600-1½)	700-2 558 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB BHC 376	APP CRS 087°	Rwy Idg 5003 TDZE 201 Apt Elev 201

NDB RWY 8
BAXLEY MUNI (BHC)

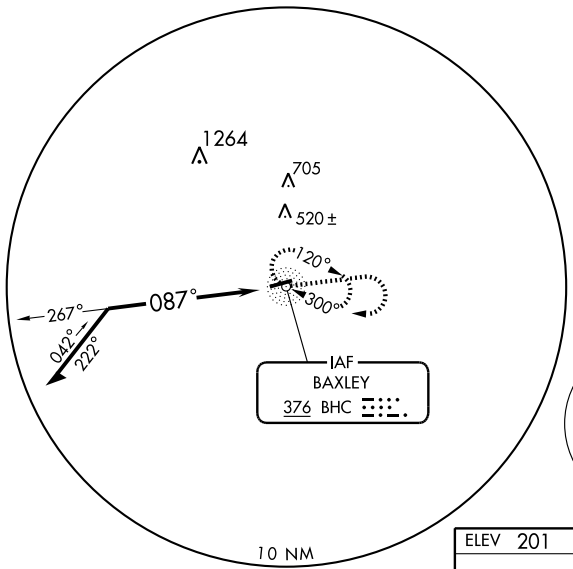
T
A NA

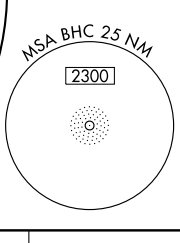
If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet.
Cat. D circling NA North of Rwy 8-26.

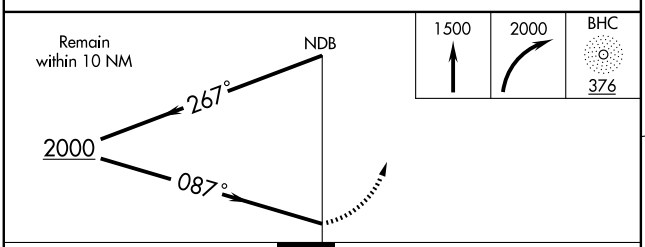
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct BHC NDB and hold.

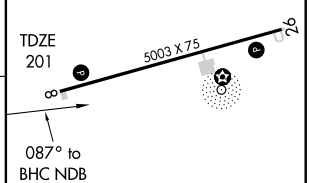
AWOS-A	JACKSONVILLE CENTER	UNICOM
376	132.3 290.4	122.8 (CTAF) L

RADAR REQUIRED









CATEGORY	A	B	C	D
S-8	700-1	499 (500-1)	700-1¼ 499 (500-1¼)	700-1½ 499 (500-1½)
CIRCLING	700-1	499 (500-1)	700-1½ 499 (500-1½)	760-2 559 (600-2)

MIRL Rwy 8-26 L

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5003
079°	TDZE	201
	Apt Elev	201

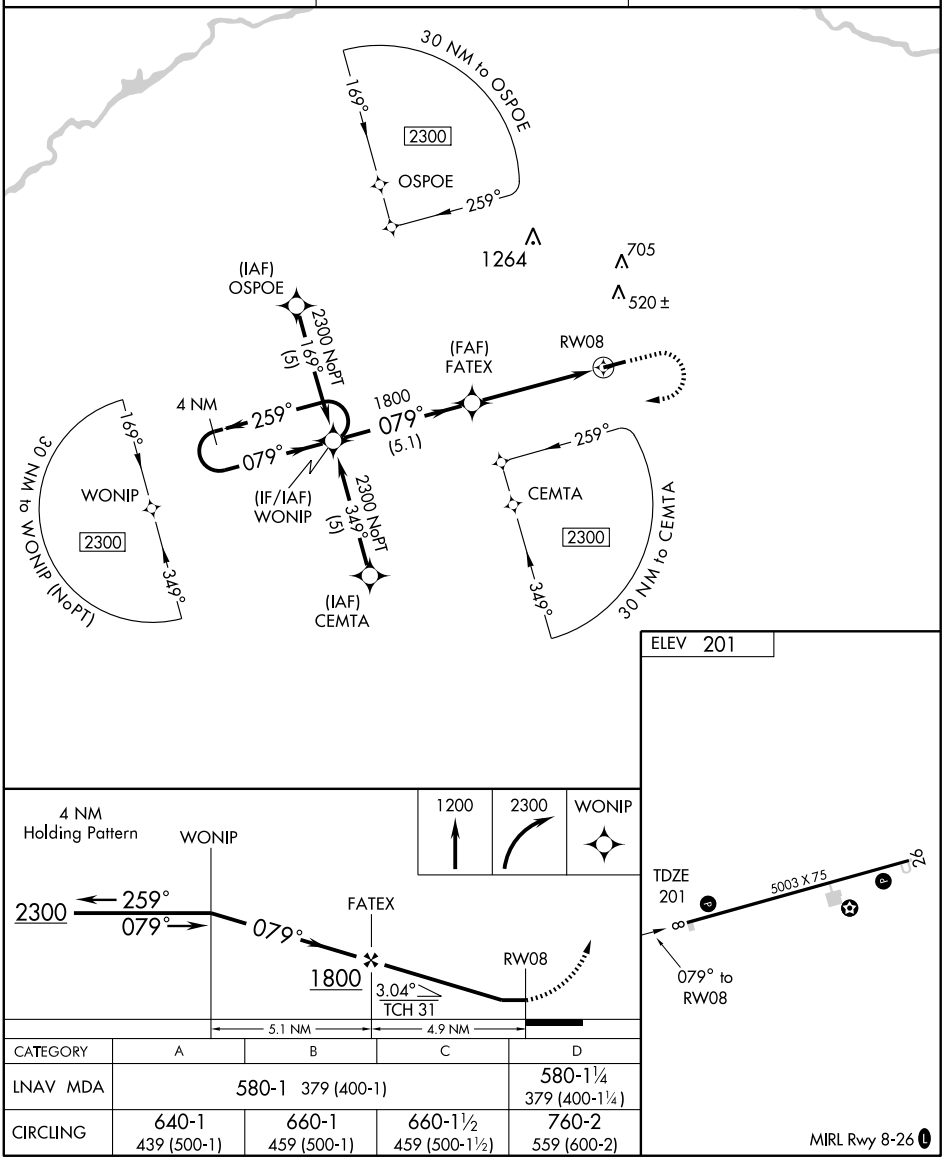
RNAV (GPS) RWY 8

BAXLEY MUNI (BHC)

NA — If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Cat. D circling NA North of Rwy 8-26. DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct WONIP WP and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
376	132.3 290.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 379 (400-1)			580-1¼ 379 (400-1¼)
CIRCLING	640-1 439 (500-1)	660-1 459 (500-1)	660-1½ 459 (500-1½)	760-2 559 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

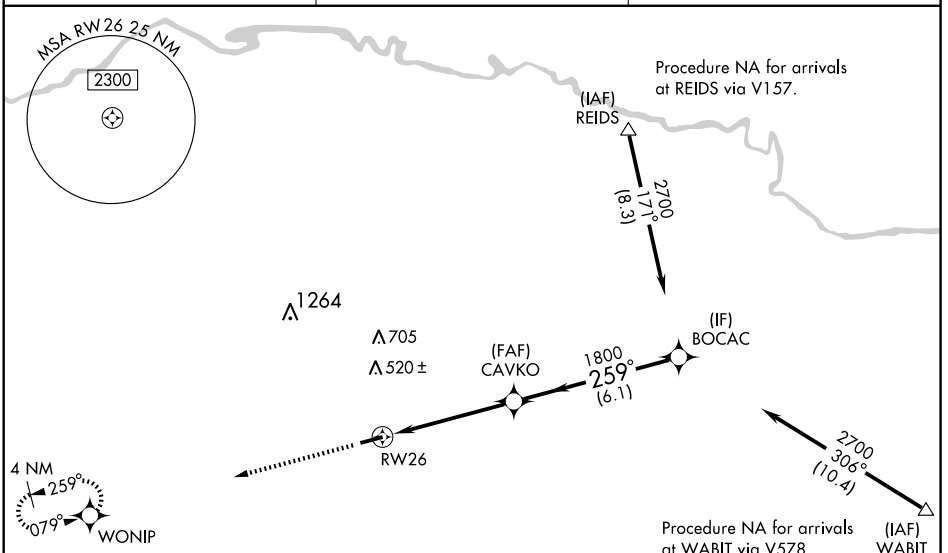
BAXLEY MUNI(BHC)

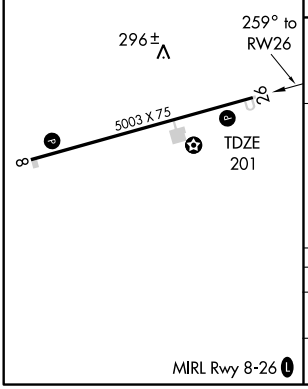
APP CRS	Rwy Idg	5003
259°	TDZE	201
	Apt Elev	201

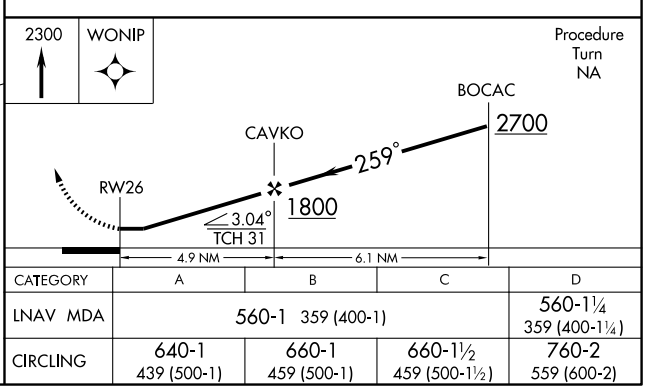
When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Circling NA for Cat. D North of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct WONIP and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
376	132.3 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 359 (400-1)			560-1¼ 359 (400-1¼)
CIRCLING	640-1 439 (500-1)	660-1 459 (500-1)	660-1½ 459 (500-1½)	760-2 559 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BIJ	APP CRS	Rwy Idg	5494
110.35	233°	TDZE	210
		Apt Elev	215

LOC/NDB RWY 23

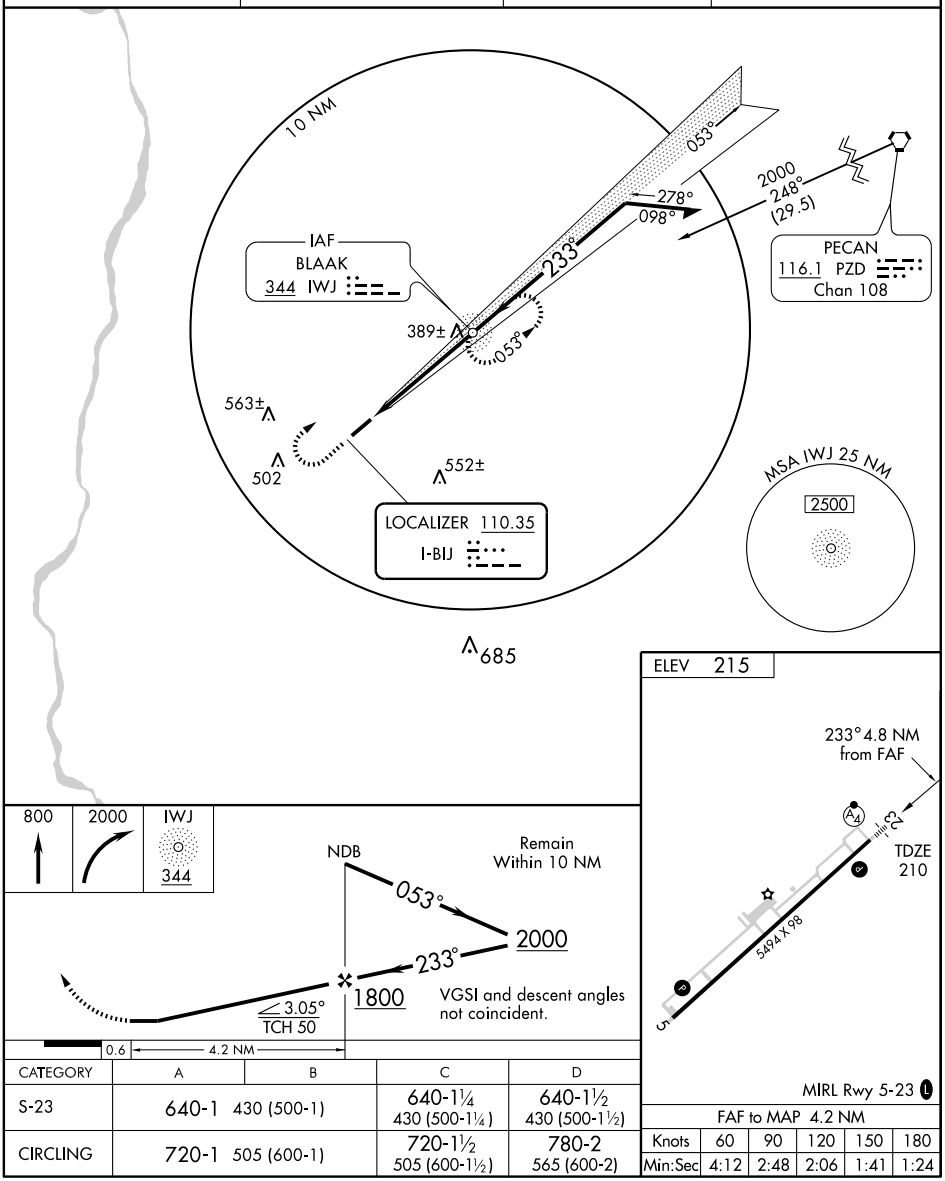
BLAKELY/ EARLY COUNTY (BIJ)

T A NA — When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDAs 80 feet and S-23 Cat C visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct IWJ NDB and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 L



CATEGORY	A	B	C	D
S-23	640-1	430 (500-1)	640-1¼ 430 (500-1¼)	640-1½ 430 (500-1½)
CIRCLING	720-1	505 (600-1)	720-1½ 505 (600-1½)	780-2 565 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5494
053°	TDZE	215
	Apt Elev	215

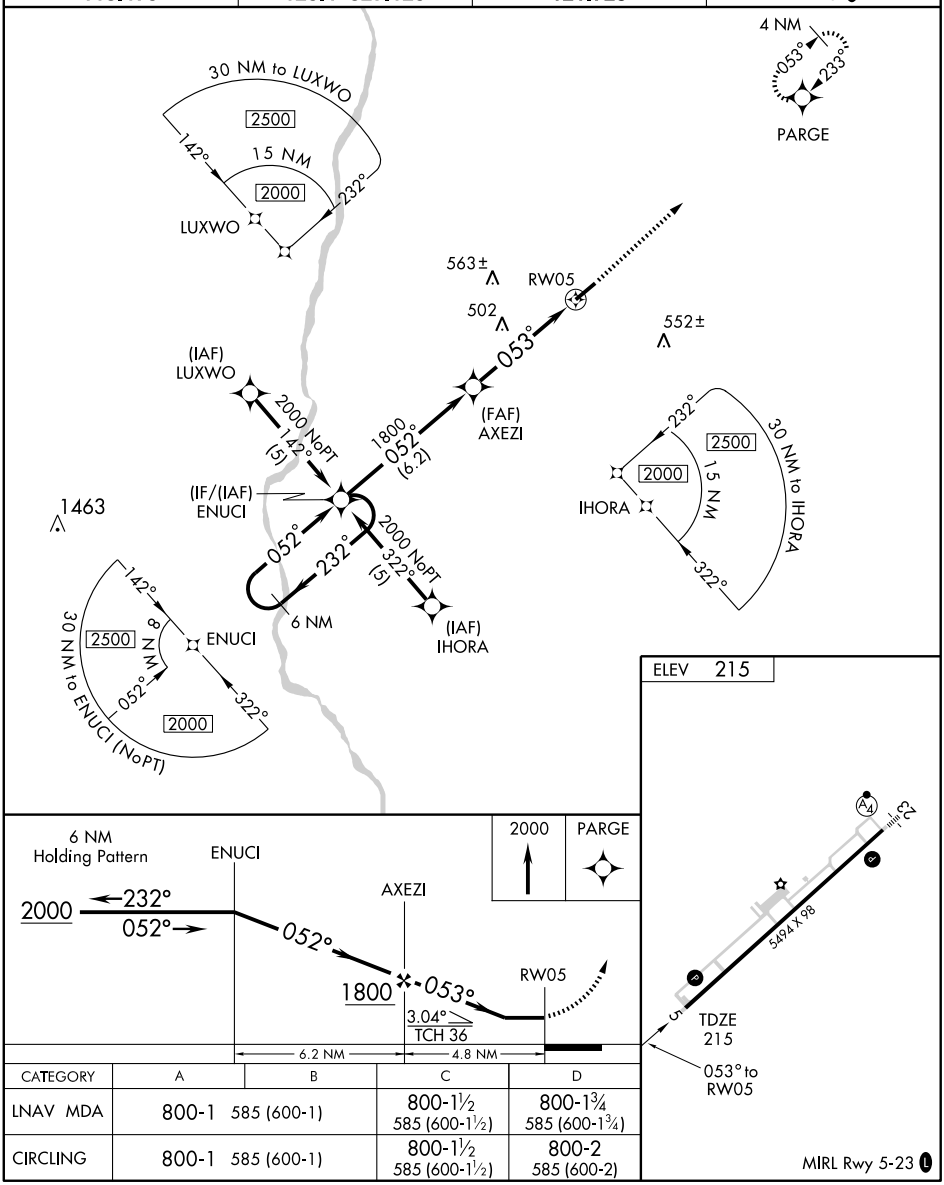
RNAV (GPS) RWY 5

BLAKELY/ EARLY COUNTY (BIJ)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDAs 80 feet and visibility LNAV Cat C and D and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 2000 direct PARGE WP and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	800-1 585 (600-1)		800-1½ 585 (600-1½)	800-1¾ 585 (600-1¾)
CIRCLING	800-1 585 (600-1)		800-1½ 585 (600-1½)	800-2 585 (600-2)

MIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

BLAKELY/ EARLY COUNTY (BIJ)

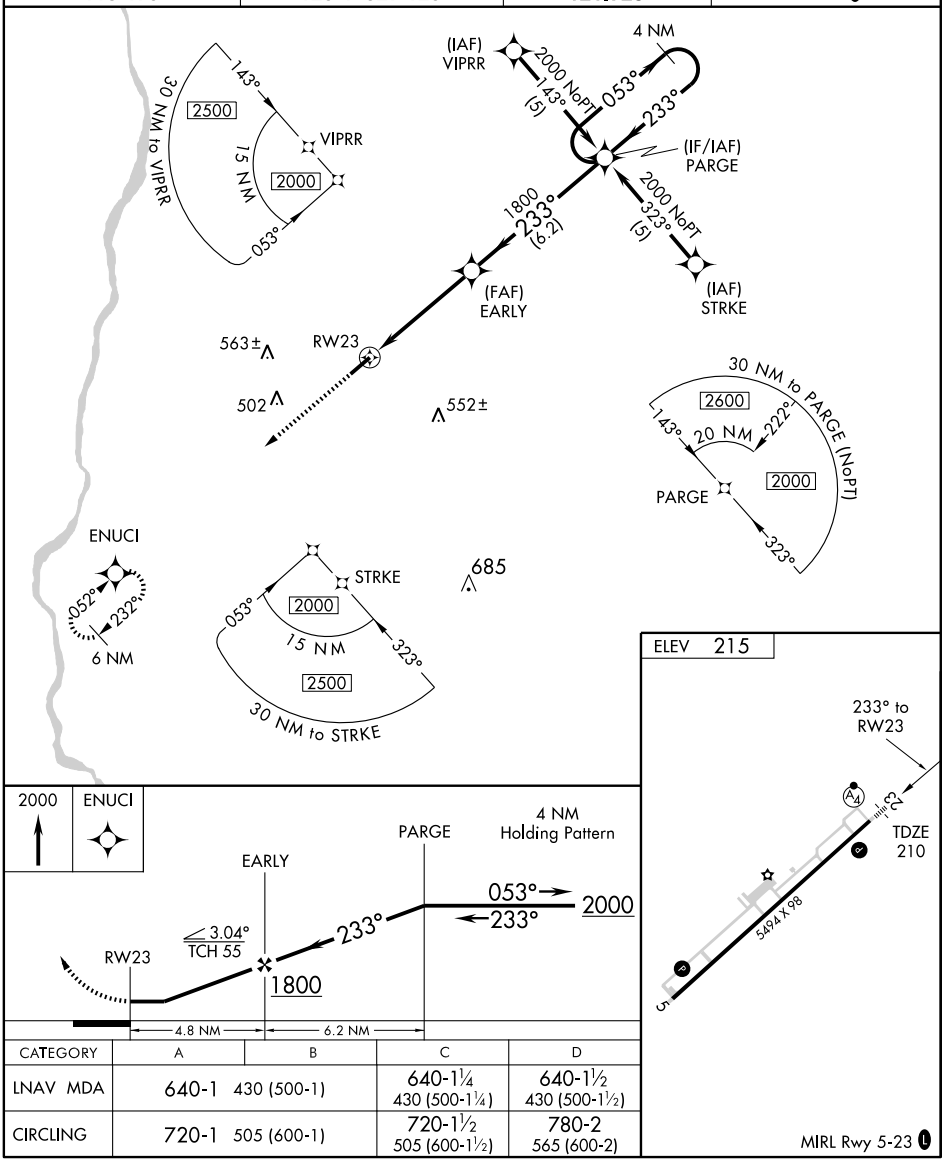
APP CRS	Rwy Idg	5494
233°	TDZE	210
	Apt Elev	215

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. Inoperative table does not apply. When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile.

MALSF

MISSED APPROACH: Climb to 2000 direct ENUCI and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	640-1	430 (500-1)	640-1¼ 430 (500-1¼)	640-1½ 430 (500-1½)
CIRCLING	720-1	505 (600-1)	720-1½ 505 (600-1½)	780-2 565 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BQK	APP CRS	Rwy Idg	8001
108.5	069°	TDZE	26
		Apt Elev	26

ILS or LOC RWY 7

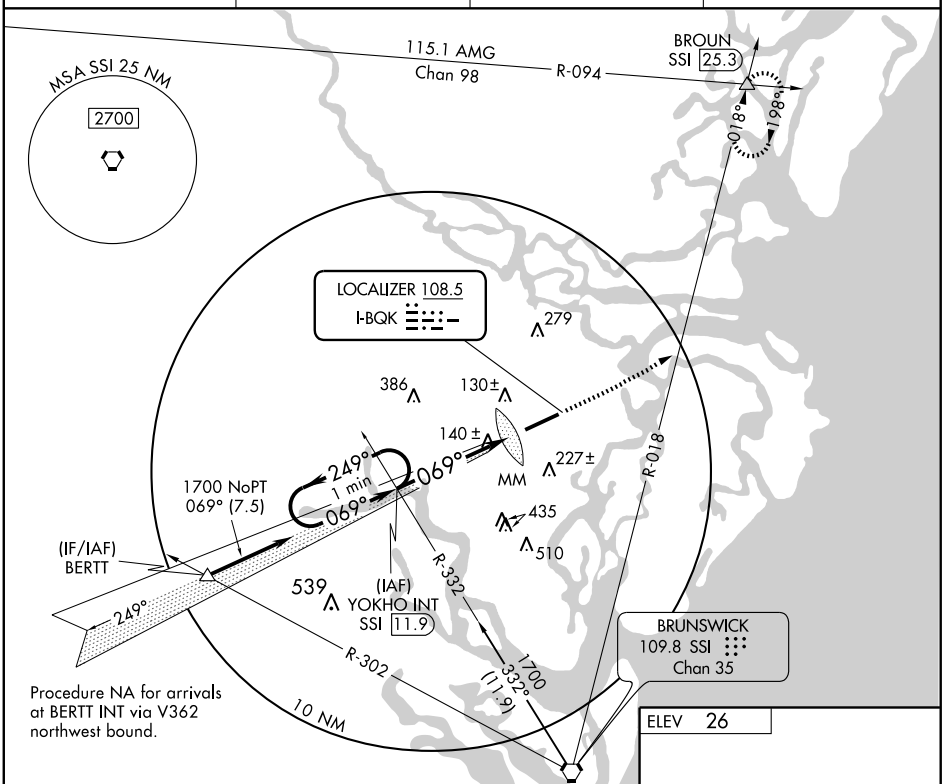
BRUNSWICK GOLDEN ISLES (BQK)

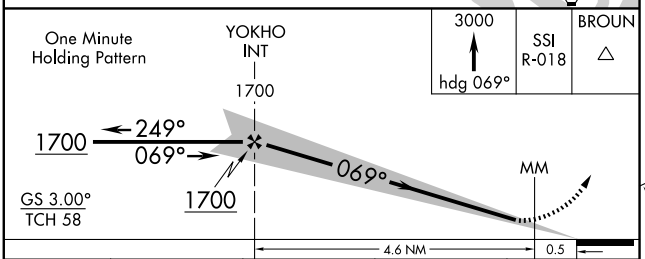
DME Required. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and MDA 20 feet.

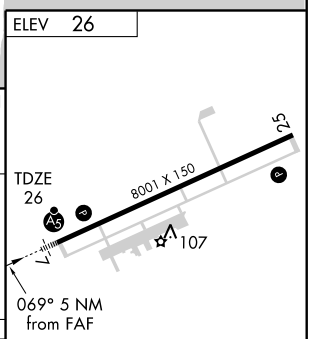
MALSR

MISSED APPROACH: Climb to 3000 via heading 069° and via SSI VORTAC R-018 to BROUN/SSI 25.3 DME and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
124.175	126.75 277.4	126.75 277.4	122.8 (CTAF) L







REIL Rwy 25
HIRL Rwy 7-25 L

CATEGORY	A	B	C	D
S-ILS 7	226-½ 200 (200-½)			
S-LOC 7	400-½ 374 (400-½)			400-¾ 374 (400-¾)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 56501	069°	TDZE	26
W07A		Apt Elev	26

RNAV (GPS) RWY 7

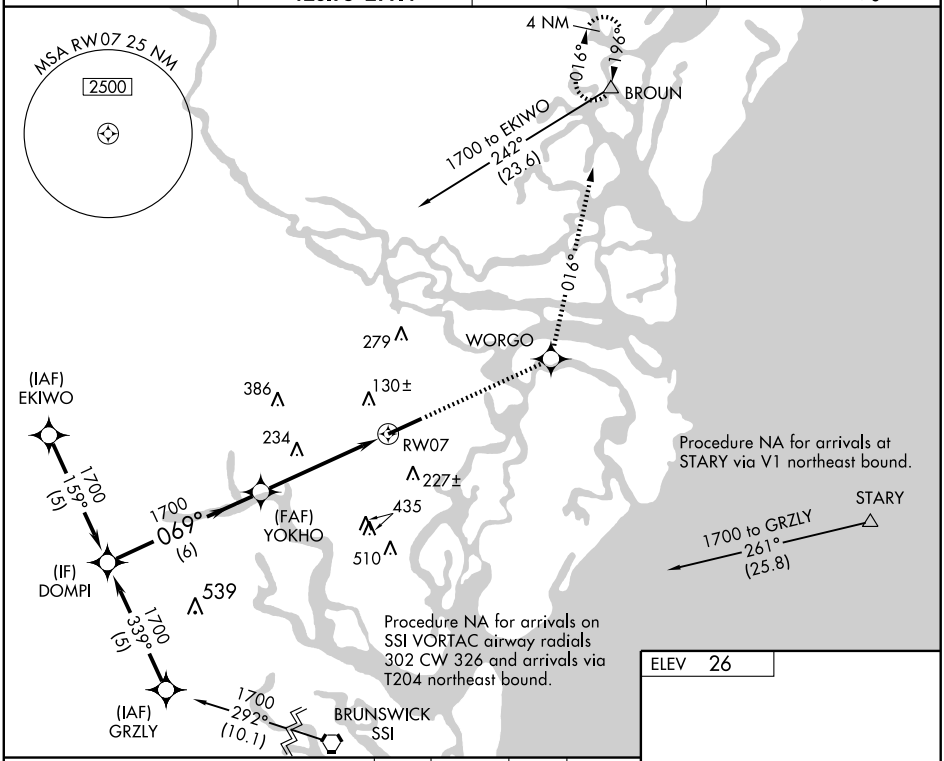
BRUNSWICK GOLDEN ISLES (BQK)

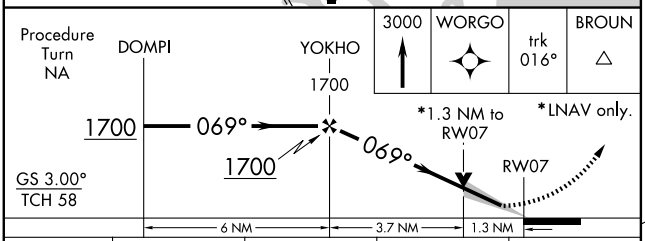
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Malcolm McKinnon altimeter setting. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and all MDA 20 feet.

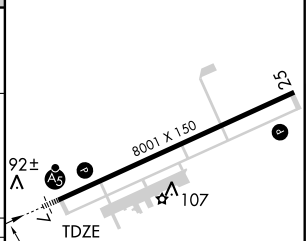
MALSR

MISSED APPROACH: Climb to 3000 direct WORGO and via track 016° to BROUN and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
124.175	126.75 277.4	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	226-½ 200 (200-½)			
LNAV/VNAV DA	384-¾ 358 (400-¾)			
LNAV MDA	500-½ 474 (500-½)		500-¾ 474 (500-¾)	500-1 474 (500-1)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61201 W25A | APP CRS 249° | Rwy Idg 8001 | TDZE 26 | Apt Elev 26

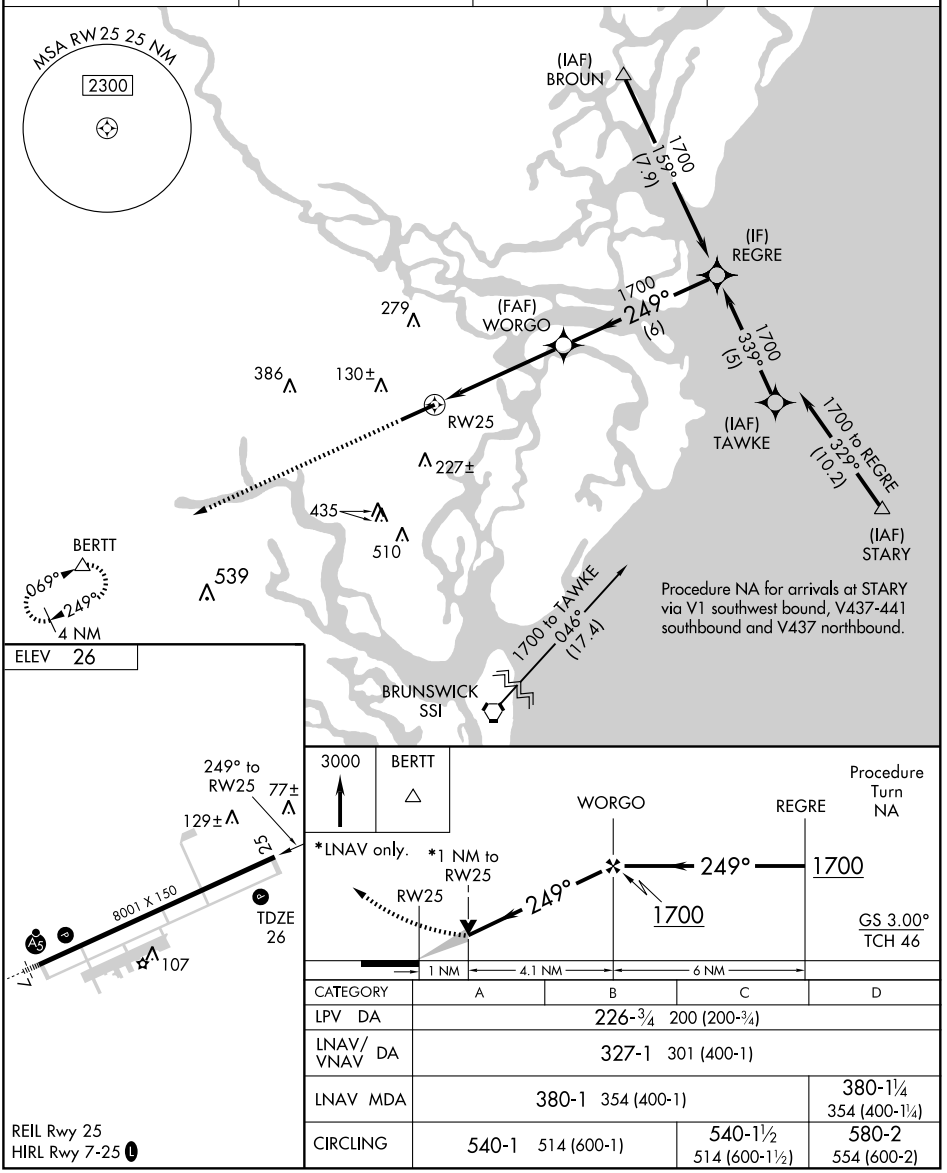
RNAV (GPS) RWY 25

BRUNSWICK GOLDEN ISLES (BQK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and all MDA 20 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Malcolm McKinnon altimeter setting.

MISSED APPROACH: Climb to 3000 direct BERTT and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
124.175	126.75 277.4	126.75 277.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	226-¾ 200 (200-¾)			
LNAV/VNAV DA	327-1 301 (400-1)			
LNAV MDA	380-1 354 (400-1)			380-1¼ 354 (400-1¼)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SSI 109.8 Chan 35	APP CRS 359°	Rwy Idg N/A TDZE N/A Apt Elev 26

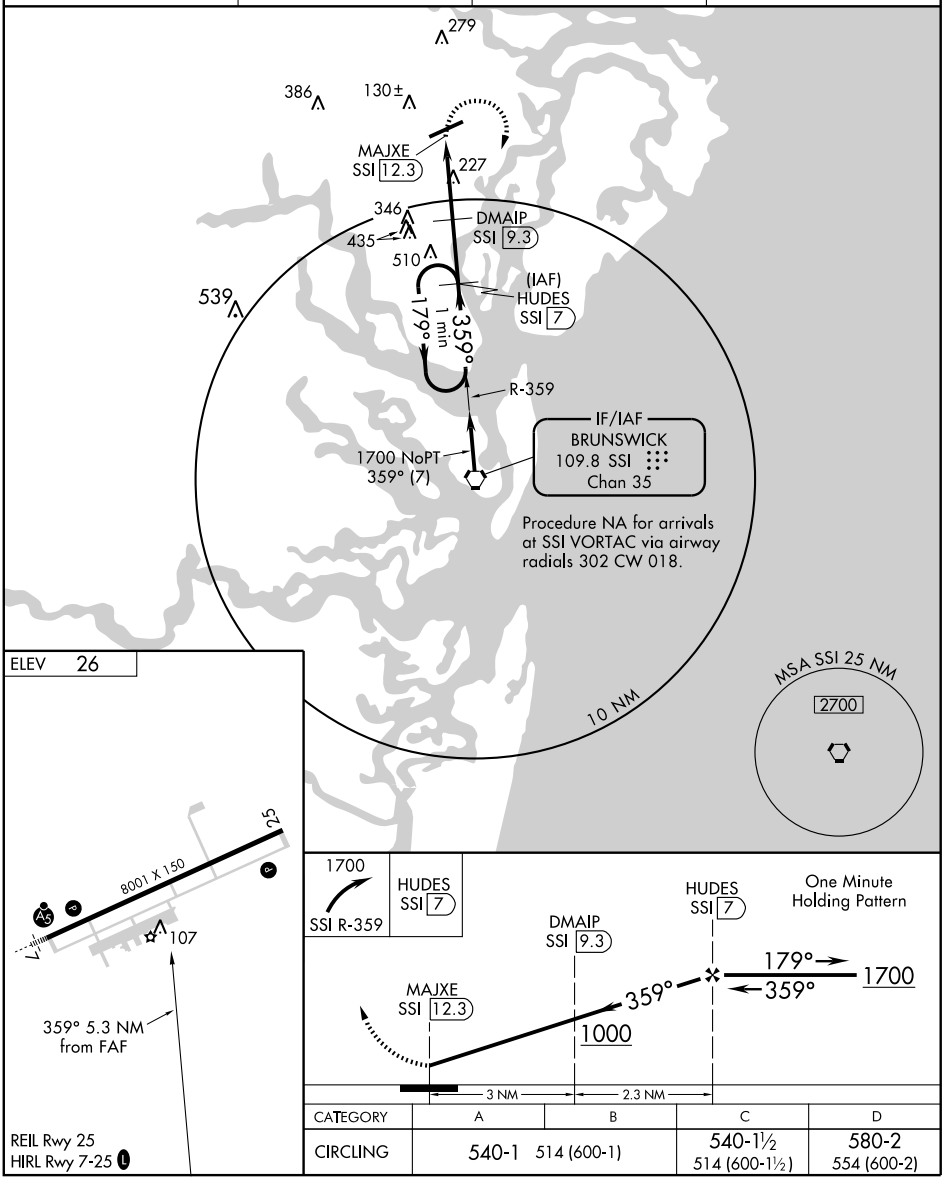
VOR/DME-B

BRUNSWICK GOLDEN ISLES (BQK)

When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 1700 via SSI VORTAC R-359 to HUDES/7 DME and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
124.175	126.75 277.4	126.75 277.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4798
041°	TDZE	16
	Apt Elev	19

RNAV (GPS) RWY 4

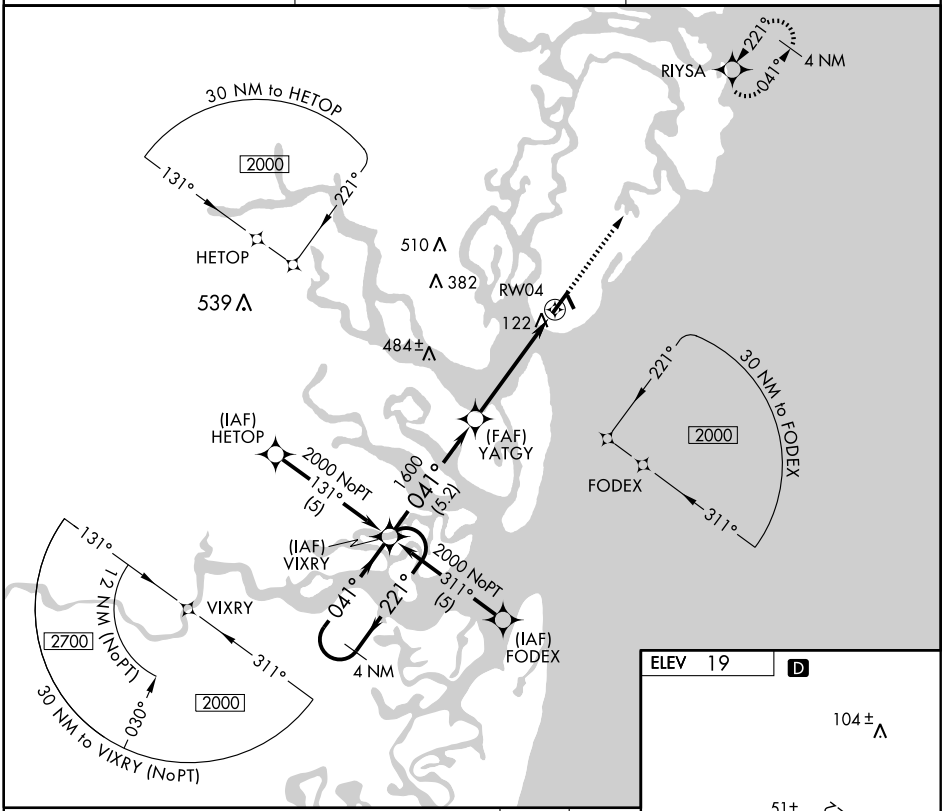
BRUNSWICK / MALCOLM McKINNON (SSI)

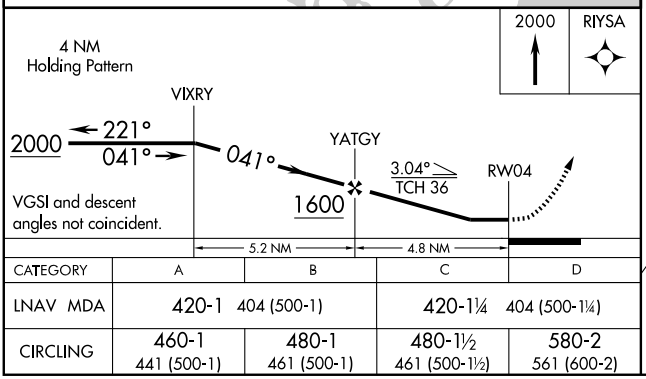
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDAs 100 feet.

NA

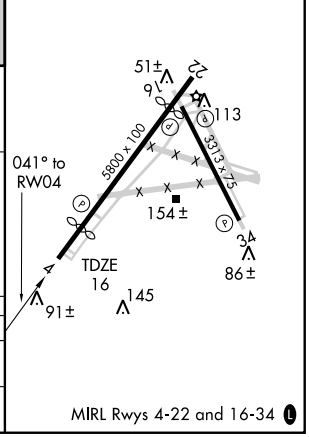
MISSED APPROACH: Climb to 2000 direct RIYSA WP and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
120.025	126.75 277.4	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4671
221°	TDZE	17
	Apt Elev	19

RNAV (GPS) RWY 22

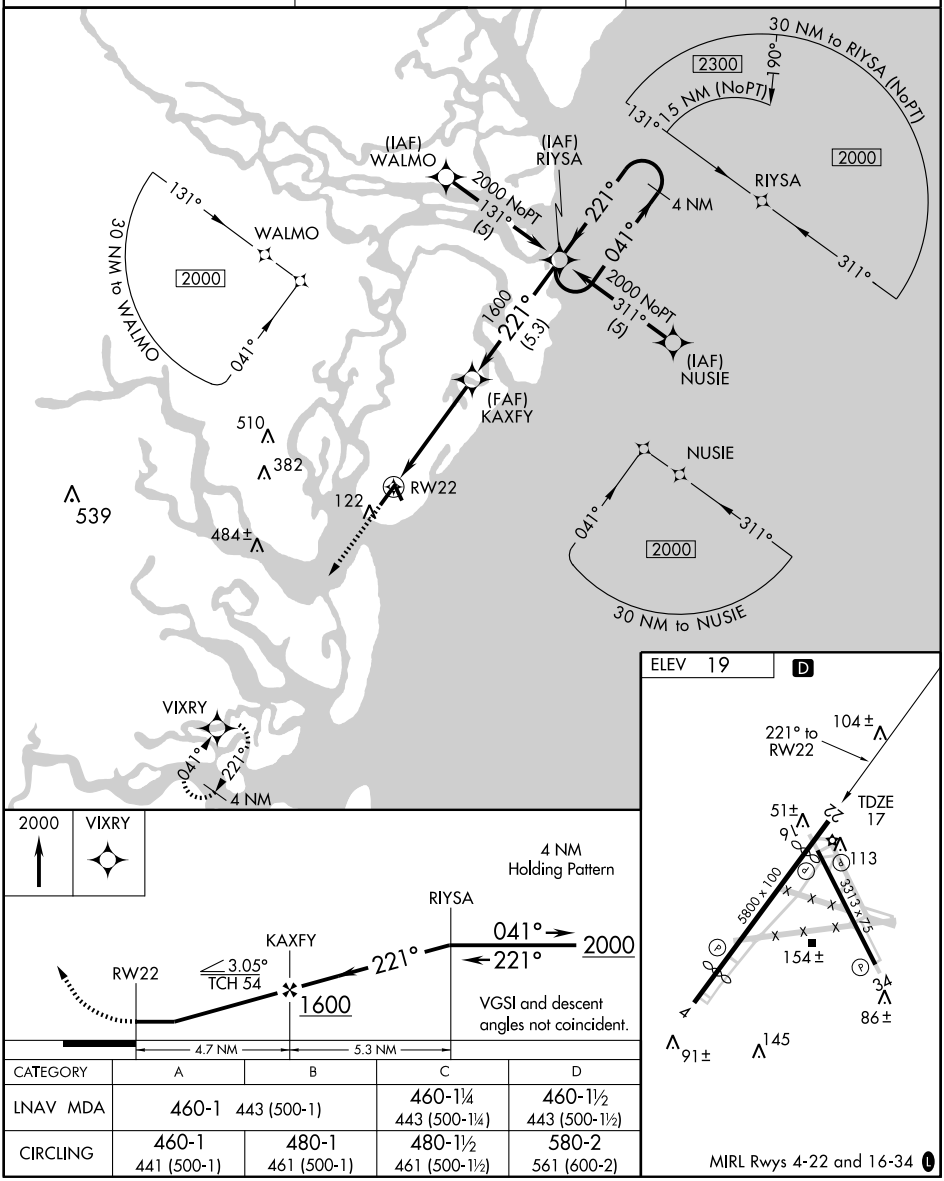
BRUNSWICK / MALCOLM McKINNON (SSI)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDAs 100 feet.

NA

MISSED APPROACH: Climb to 2000 direct VIXRY WP and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
120.025	126.75 277.4	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SSI 109.8 Chan 35	APP CRS 027°	Rwy Idg 4798 TDZE 16 Apt Elev 19

VOR RWY 4

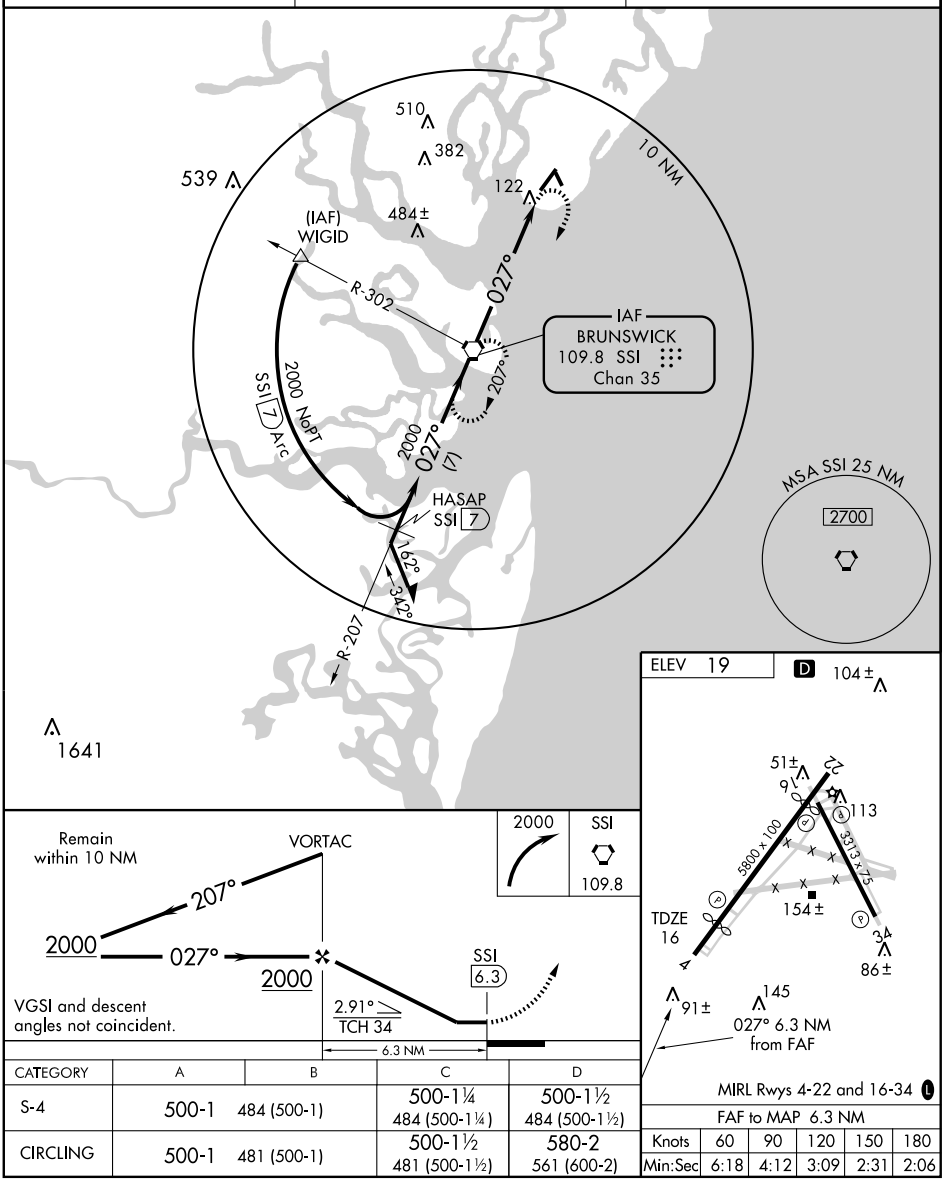
BRUNSWICK / MALCOLM McKINNON (SSI)

If local altimeter setting not received, use Jacksonville Intl altimeter setting and increaseall MDAs 100 ft.

MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
120.025	126.75 277.4	123.05 (CTAF) L

SE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-4	500-1	484 (500-1)	500-1¼ 484 (500-1¼)	500-1½ 484 (500-1½)
CIRCLING	500-1	481 (500-1)	500-1½ 481 (500-1½)	580-2 561 (600-2)

MIRL Rwys 4-22 and 16-34 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

RNAV (GPS) RWY 18

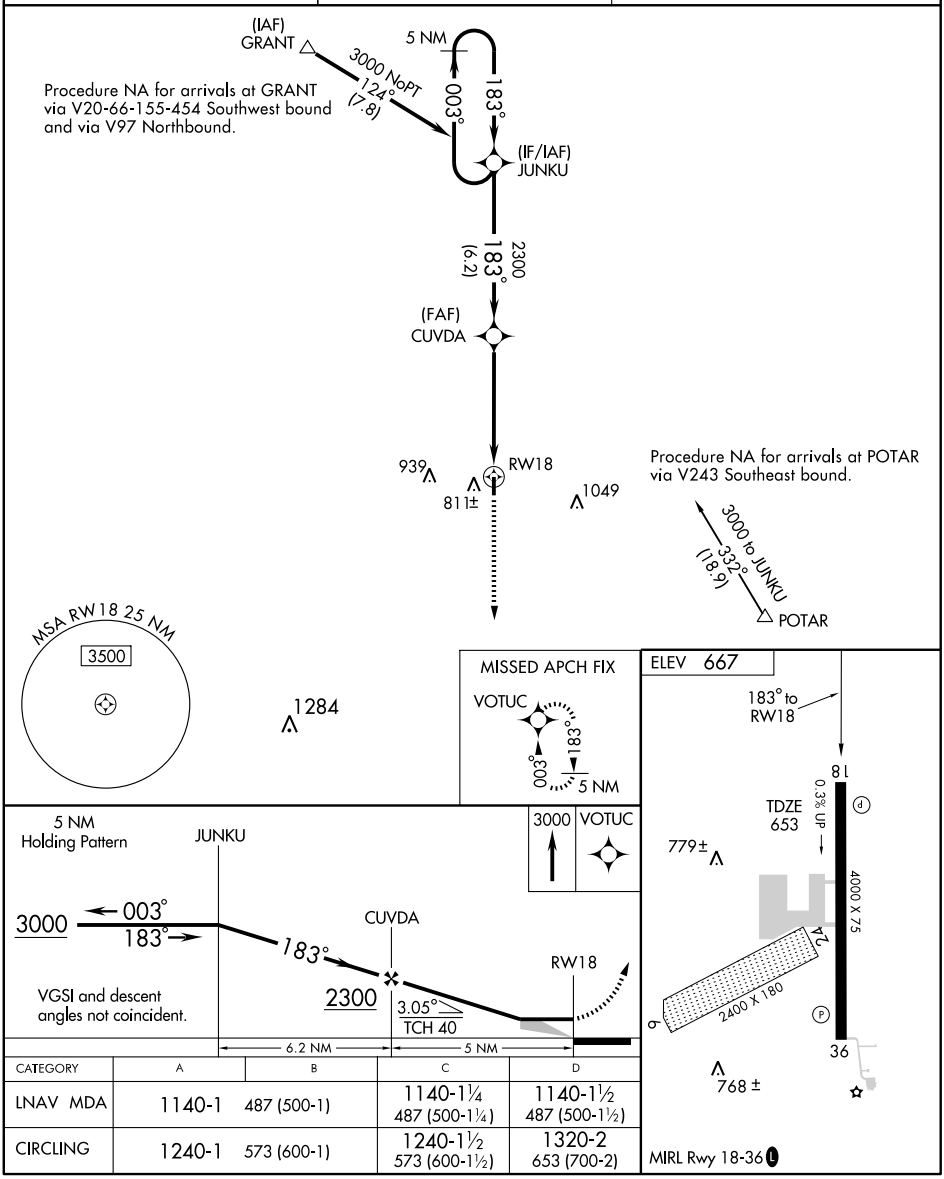
BUTLER MUNI (6A1)

APP CRS	Rwy Idg	4000
183°	TDZE	653
	Apt Elev	667

NA — Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct VOTUC and hold.

THOMASTON AWOS-3	ATLANTA APP CON	CTAF
133.975	124.2 279.6	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1140-1	487 (500-1)	1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

BUTLER MUNI (6A1)

APP CRS	Rwy Idg	4000
003°	TDZE	653
	Apt Elev	667

NA — Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct JUNKU and hold.

THOMASTON AWOS-3	ATLANTA APP CON	CTAF
133.975	124.2 279.6	122.9 L

MISSED APCH FIX
5 NM 183° 003° JUNKU

Procedure NA for arrivals at PRATZ via V243 Northwest bound and via V97 Northbound.

PRATZ
3000 to VOTUC
162° (16.9)
939
811±
RW36
1049
789±
(FAF) PEYLI
2300
003° (6.1)
1284
(IF/IAF) VOTUC
183°
003°
5 NM

MSA RW36 25 NM
3500

Procedure NA for arrivals at PHYLL via V243 Southeast bound.
(IAF) PHYLL
3000 NoPT
272° (20.6)

ELEV 667
18
0.3% UP
4000 X 75
24
2400 X 180
9
36
TDZE 653
768 ±
003° to RW36
MIRL Rwy 18-36 L

3000 JUNKU
5 NM Holding Pattern
VOTUC
PEYLI
183°
003°
3000
RW36
003°
3.05°
TCH 40
2300
5 NM
6.1 NM
VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1200-1	547 (600-1)	1200-1½ 547 (600-1½)	1200-1¾ 547 (600-1¾)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB CYR 338	APP CRS 134°	Rwy Idg 4000 TDZE 264 Apt Elev 264

NDB RWY 13

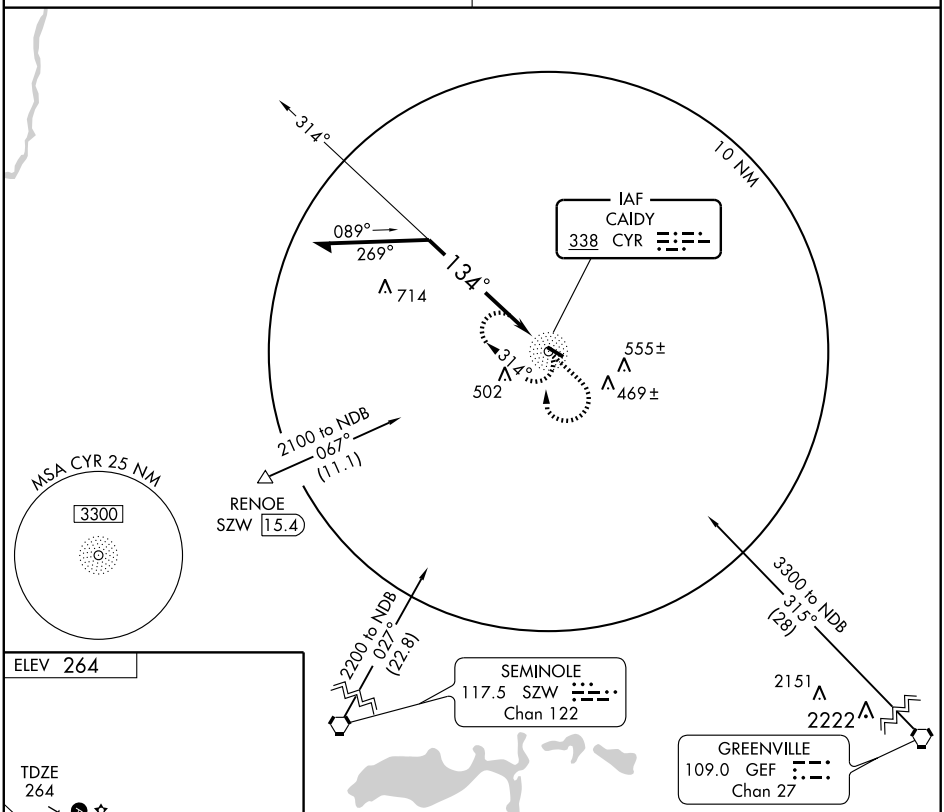
CAIRO-GRADY COUNTY (7ØJ)

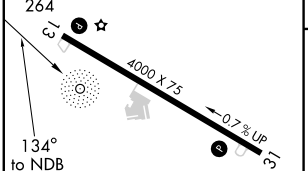
T
NA Use Moultrie altimeter setting, when not received use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility ¼ mile Cats. C and D.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CYR NDB and hold, continue climb-in-hold to 3000.

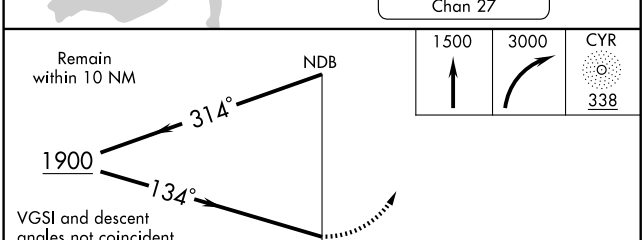
TALLAHASSEE APP CON ★
128.7 254.3

UNICOM
122.7 (CTAF) L





MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-13	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)
CIRCLING	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
122°	TDZE	264
	Apt Elev	264

RNAV (GPS) RWY 13

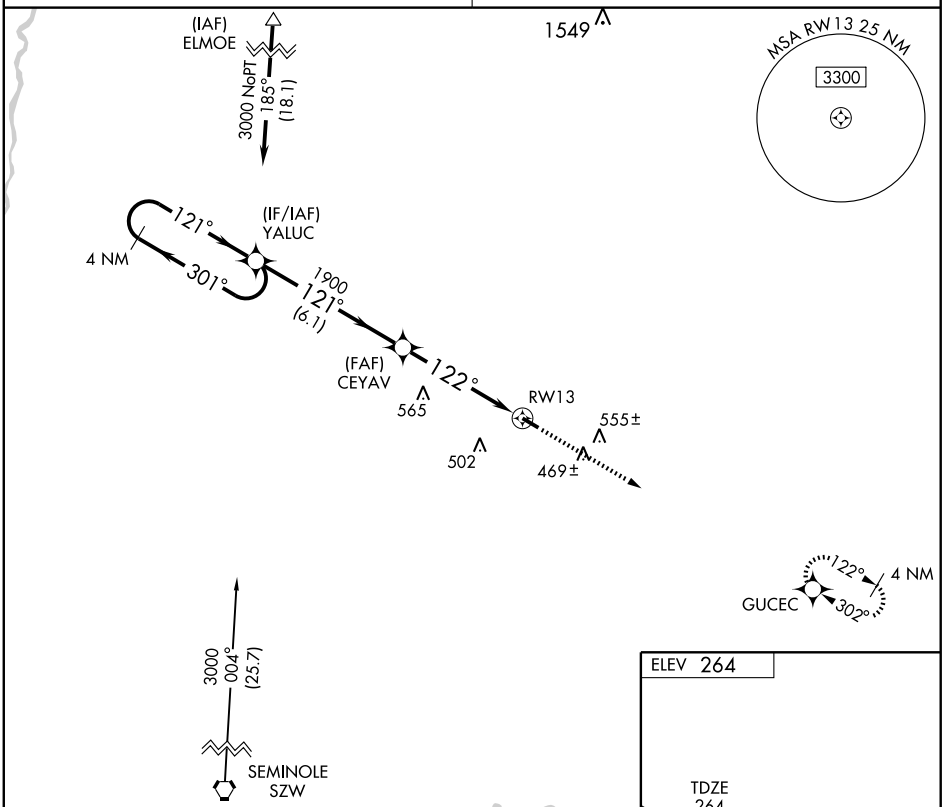
CAIRO-GRADY COUNTY (7ØJ)

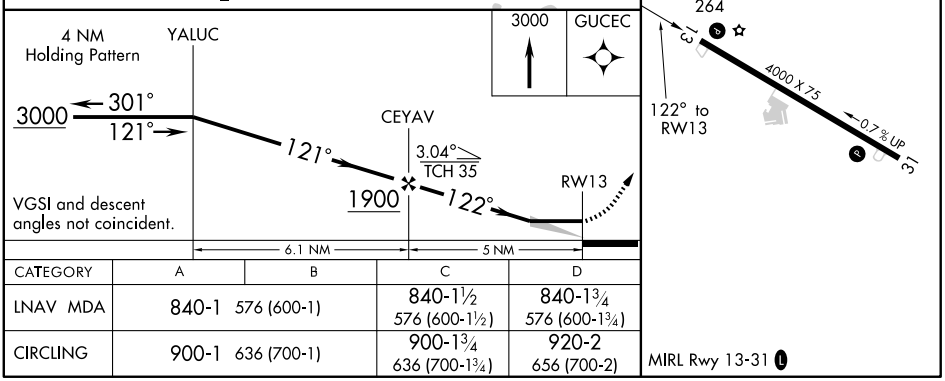
DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct GUCEC and hold.

TALLAHASSEE APP CON ★	UNICOM
128.7 254.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	840-1 576 (600-1)		840-1½ 576 (600-1½)	840-1¾ 576 (600-1¾)
CIRCLING	900-1 636 (700-1)		900-1¾ 636 (700-1¾)	920-2 656 (700-2)

MIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

CAIRO-GRADY COUNTY (7ØJ)

APP CRS	Rwy Idg	4000
302°	TDZE	264
	Apt Elev	264

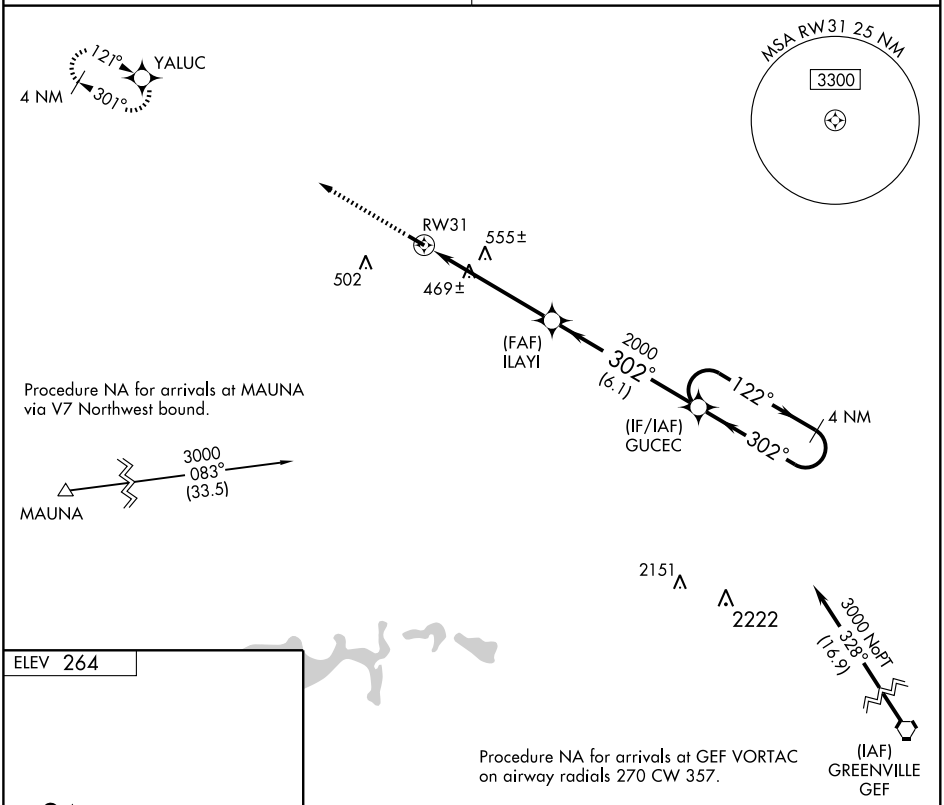
DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

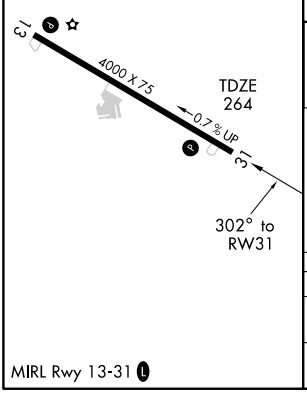
NA

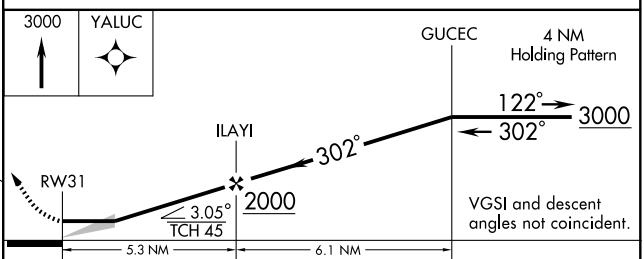
MISSED APPROACH: Climb to 3000 direct YALUC and hold.

TALLAHASSEE APP CON ★
128.7 254.3

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1 596 (600-1)		860-1½ 596 (600-1½)	860-1¾ 596 (600-1¾)
CIRCLING	900-1 636 (700-1)		900-1¾ 636 (700-1¾)	920-2 656 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-CZL	APP CRS	Rwy Idg	5000
110.7	350°	TDZE	642
		Apt Elev	642

LOC RWY 35

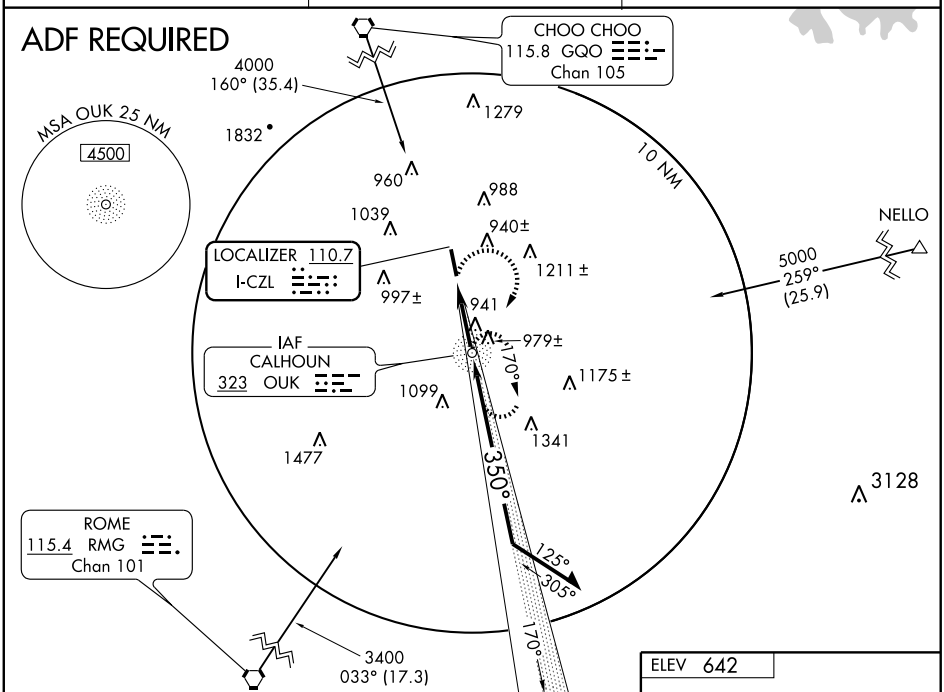
CALHOUN/TOM B. DAVID FIELD (CZL)

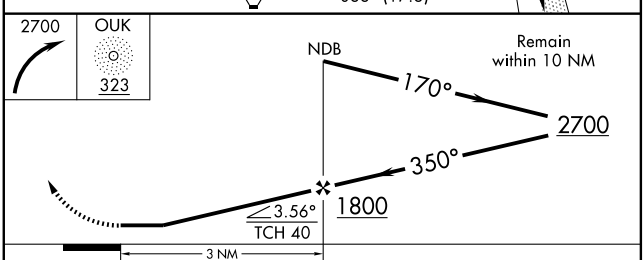
T NA — Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting.

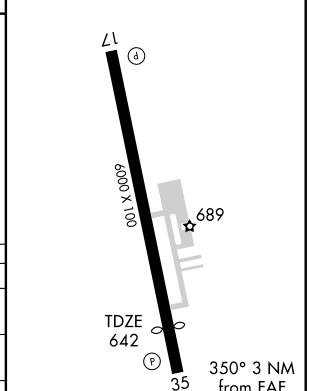
MISSED APPROACH: Climbing right turn to 2700 direct OUK NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.975	133.8 353.7	122.8 (CTAF) L

SE-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-35	1240-1	598 (600-1)	1240-1½ 598 (600-1½)	1240-1¾ 598 (600-1¾)
CIRCLING	1340-1	698 (700-1)	1340-2 698 (700-2)	1520-2¾ 878 (900-2¾)
ROME ALTIMETER SETTING MINIMUMS				
S-35	1280-1	638 (700-1)	1280-1¾ 638 (700-1¾)	1280-2 638 (700-2)
CIRCLING	1380-1	738 (800-1)	1380-2 738 (800-2)	1560-3 918 (1000-3)

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

APP CRS	Rwy Idg	6000
170°	TDZE	638
	Apt Elev	651

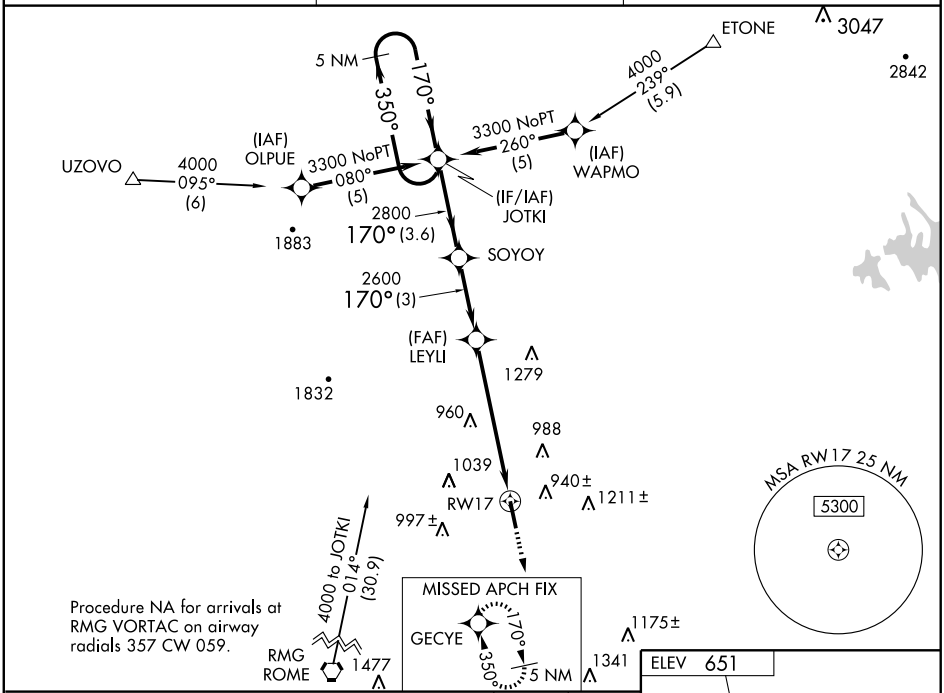
RNAV (GPS) RWY 17

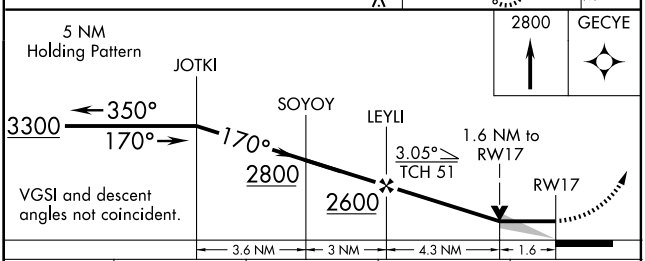
CALHOUN/TOM B. DAVID FIELD (CZL)

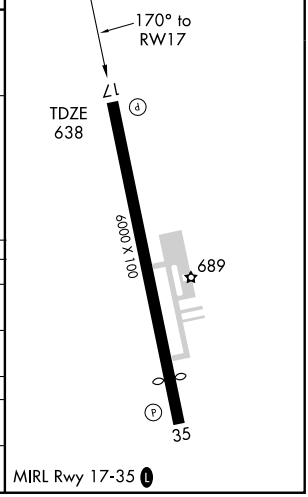
T NA — DME/DME RNP-0.3 NA. Obtain local altimeter on CTAF; if not received use Rome altimeter setting. VDP NA with Rome altimeter setting.

MISSED APPROACH: Climb to 2800 direct GECYE and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.975	133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 742 (800-1)	1380-1¼ 742 (800-1¼)	1380-2¼ 742 (800-2¼)	1380-2½ 742 (800-2½)
CIRCLING	1380-1 729 (800-1)	1380-1¼ 729 (800-1¼)	1380-2¼ 729 (800-2¼)	1420-2½ 769 (800-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 902 (900-1¼)		1540-2¾ 902 (900-2¾)	1540-3 902 (900-3)
CIRCLING	1540-1¼ 889 (900-1¼)		1540-2¾ 889 (900-2¾)	1580-3 929 (1000-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
350°	TDZE	651
	Apt Elev	651

RNAV (GPS) RWY 35

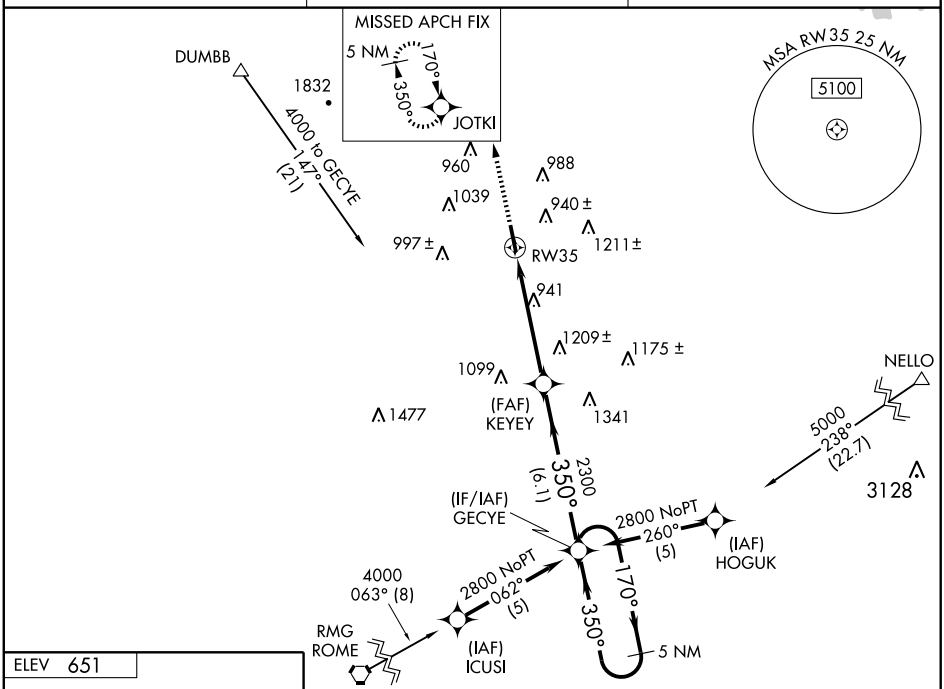
CALHOUN/TOM B. DAVID FIELD (CZL)

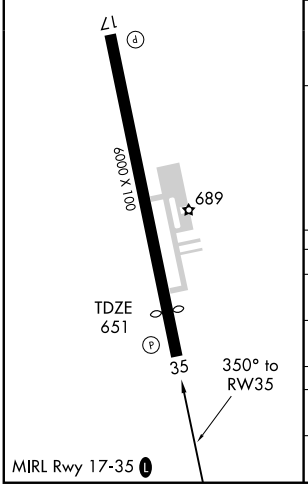
T
NA

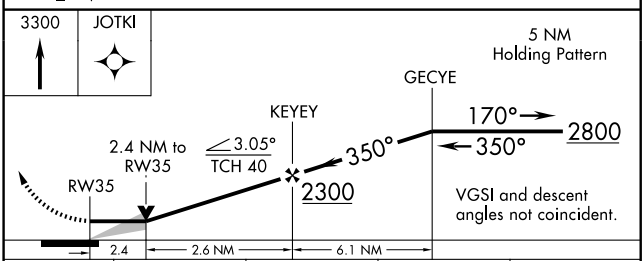
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting. VDP NA with Rome altimeter setting.

MISSED APPROACH: Climb to 3300 direct JOTKI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.975	133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
CIRCLING	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3	969 (1000-3)
CIRCLING	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3	969 (1000-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB CXU 369	APP CRS 077°	Rwy Idg 5003 TDZE 170 Apt Elev 176

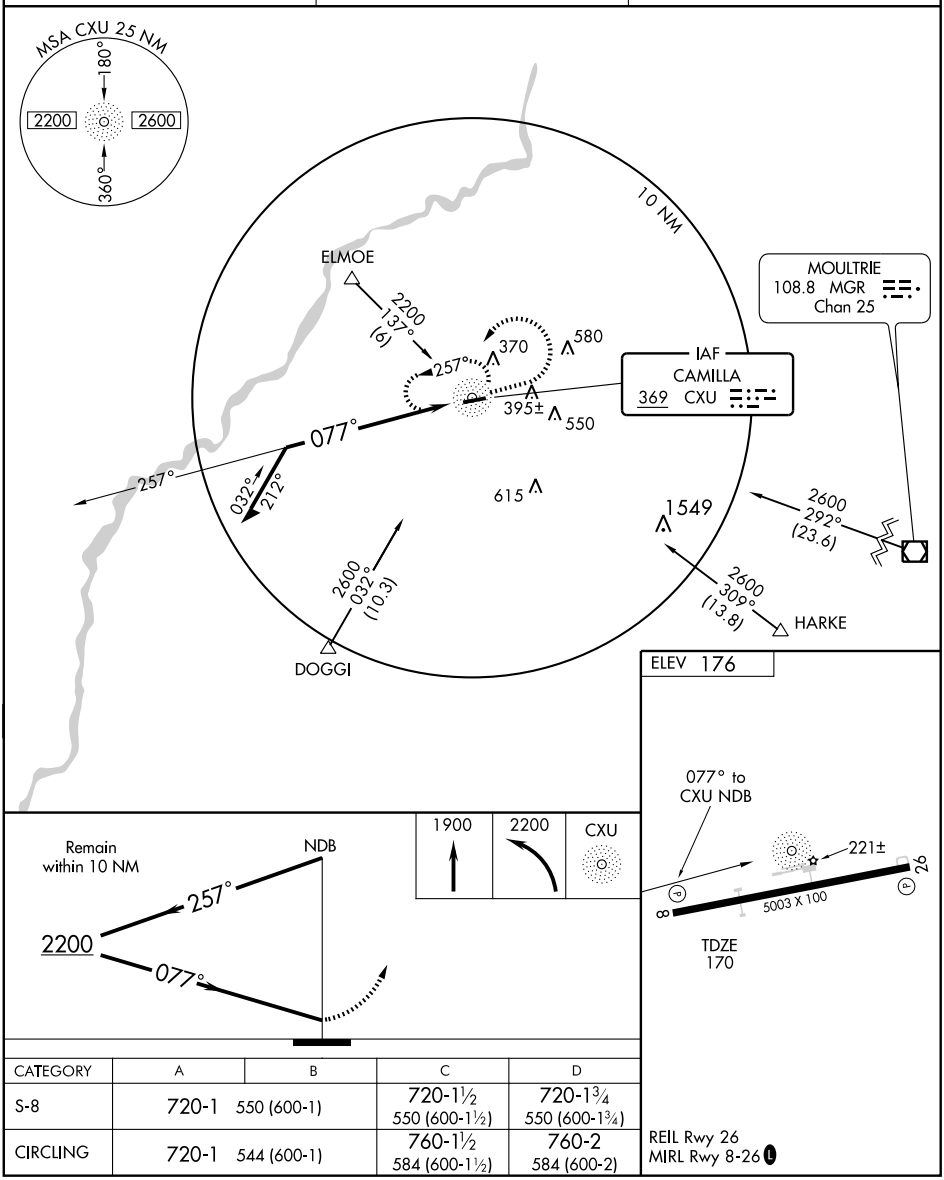
NDB RWY 8

CAMILLA-MITCHELL COUNTY (CXU)

T
A NA — When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 60 feet, increase S-8 Cats. C and D visibility ¼ mile and Circling Cat. C¼ mile.

MISSED APPROACH: Climb to 1900 then climbing left turn to 2200 direct CXU NDB and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
369	125.75 226.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-8	720-1	550 (600-1)	720-1½ 550 (600-1½)	720-1¾ 550 (600-1¾)
CIRCLING	720-1	544 (600-1)	760-1½ 584 (600-1½)	760-2 584 (600-2)

REIL Rwy 26
MIRL Rwy 8-26 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 8

CAMILLA-MITCHELL COUNTY (CXU)

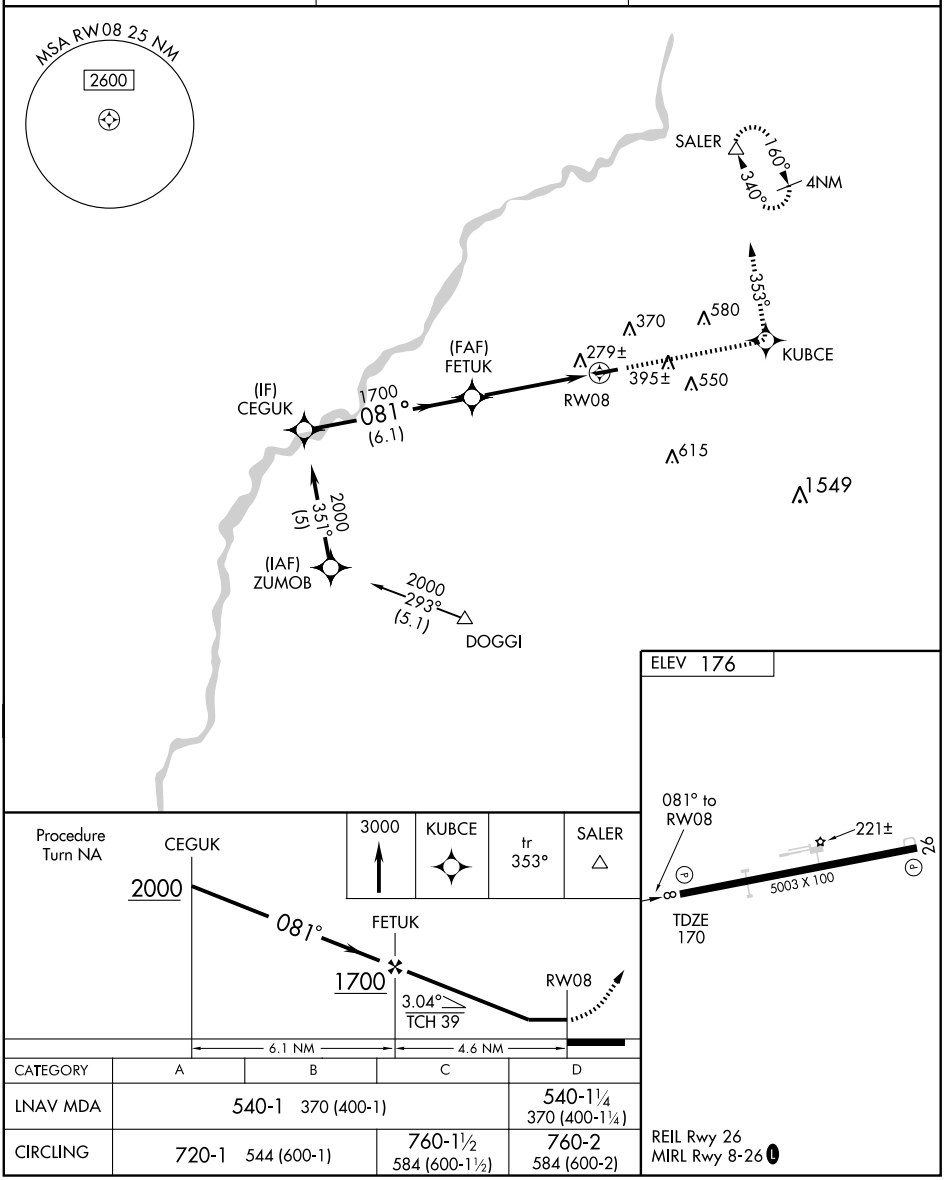
APP CRS	Rwy Idg	5003
081°	TDZE	170
	Apt Elev	176

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KUBCE and via 353° track to SALER and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
369	125.75 226.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	540-1 370 (400-1)			540-1¼ 370 (400-1¼)
CIRCLING	720-1 544 (600-1)		760-1½ 584 (600-1½)	760-2 584 (600-2)

REIL Rwy 26
MIRL Rwy 8-26 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

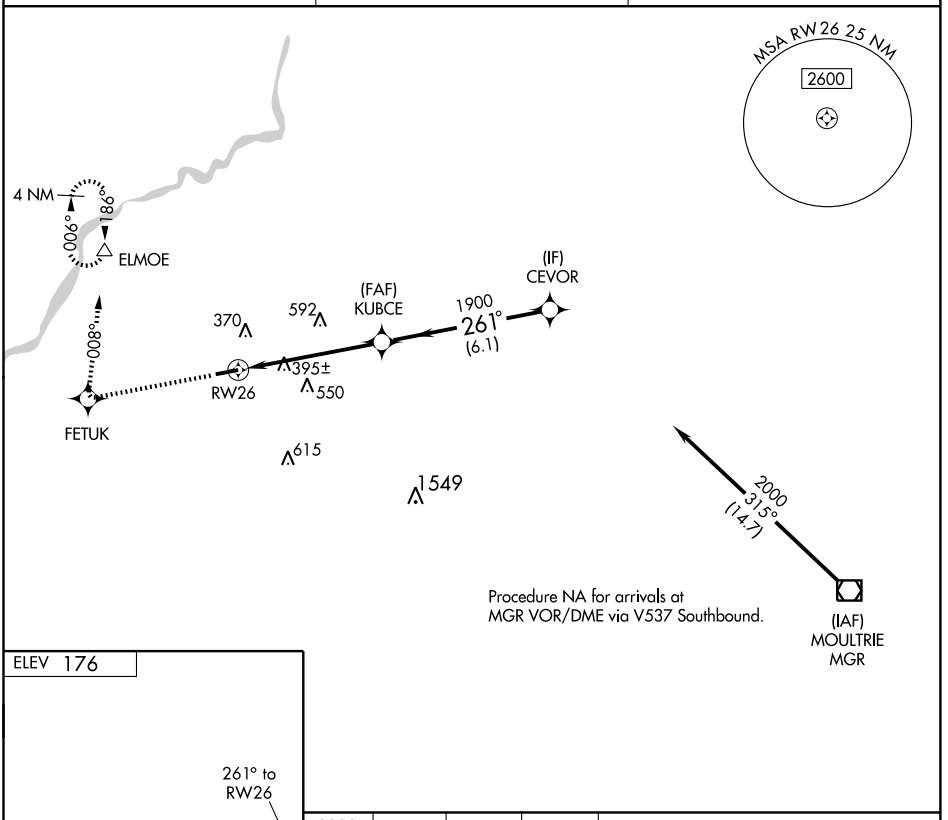
APP CRS	Rwy Idg	5003
261°	TDZE	176
	Apt Elev	176

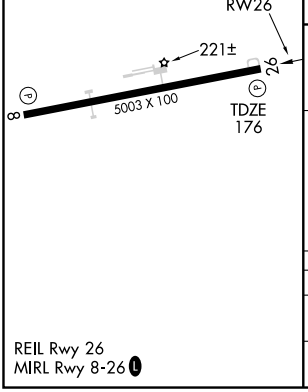
RNAV (GPS) RWY 26
CAMILLA-MITCHELL COUNTY (CXU)

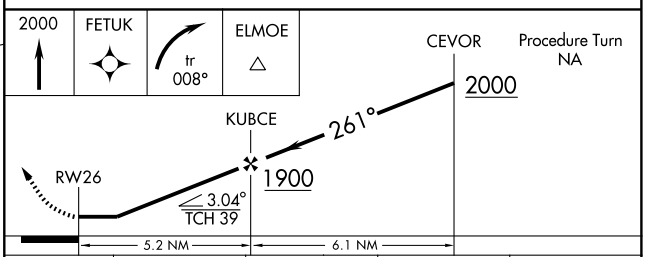
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cats. B/C/D ¼ mile.

MISSED APPROACH: Climb to 2000 direct FETUK and right turn via 008°track to ELMOE and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
369	125.75 226.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)
CIRCLING	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)

REIL Rwy 26
MIRL Rwy 8-26 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 69308	077°	TDZE	852
W08A		Apt Elev	890

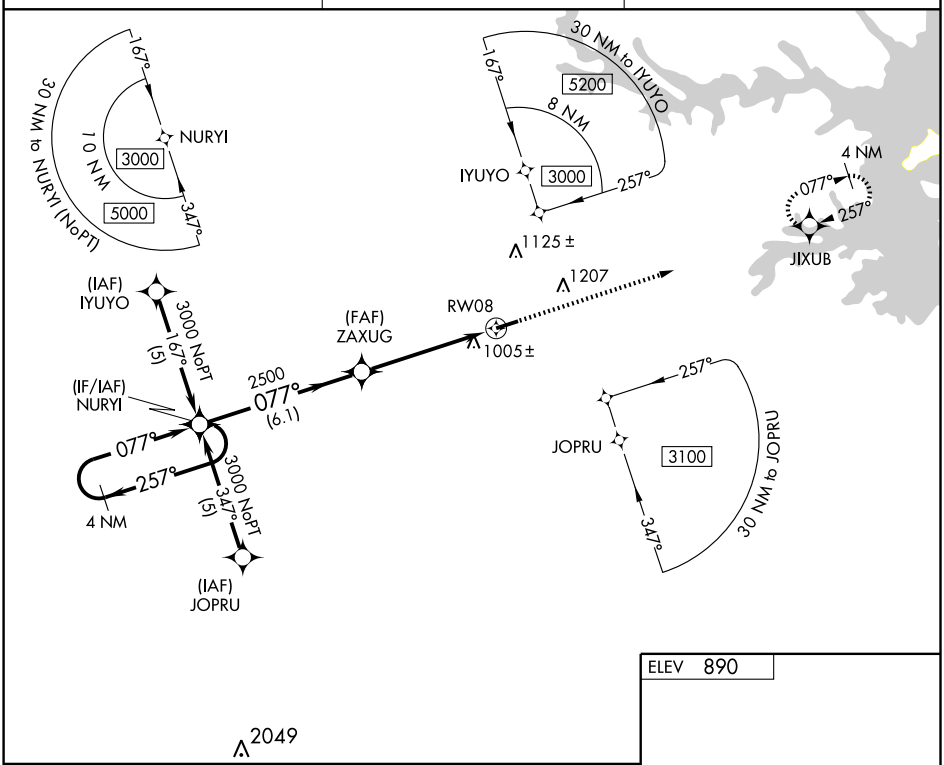
RNAV (GPS) RWY 8

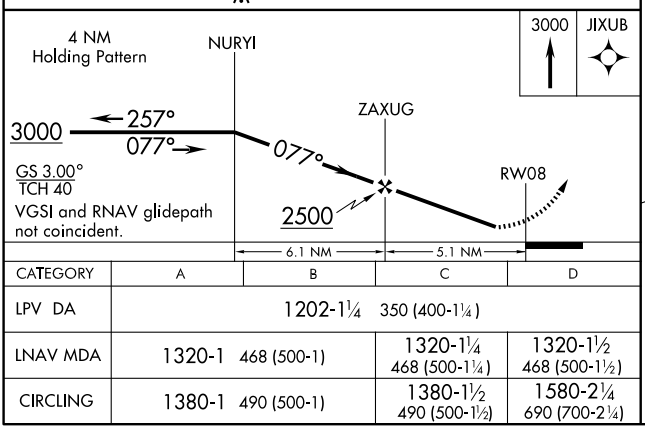
CANON/ FRANKLIN COUNTY (18A)

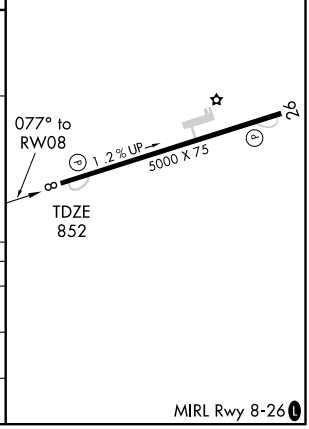
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all DA/MDA 20 feet, increase LPV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JIXUB and hold.

AWOS-3	ATLANTA CENTER★	CTAF
118.625	127.5 316.05	122.9







CATEGORY	A	B	C	D
LPV DA	1202-1¼ 350 (400-1¼)			
LNAV MDA	1320-1 468 (500-1)		1320-1¼ 468 (500-1¼)	1320-1½ 468 (500-1½)
CIRCLING	1380-1 490 (500-1)		1380-1½ 490 (500-1½)	1580-2¼ 690 (700-2¼)

MIRL Rwy 8-26 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
257°	TDZE	890
	Apt Elev	890

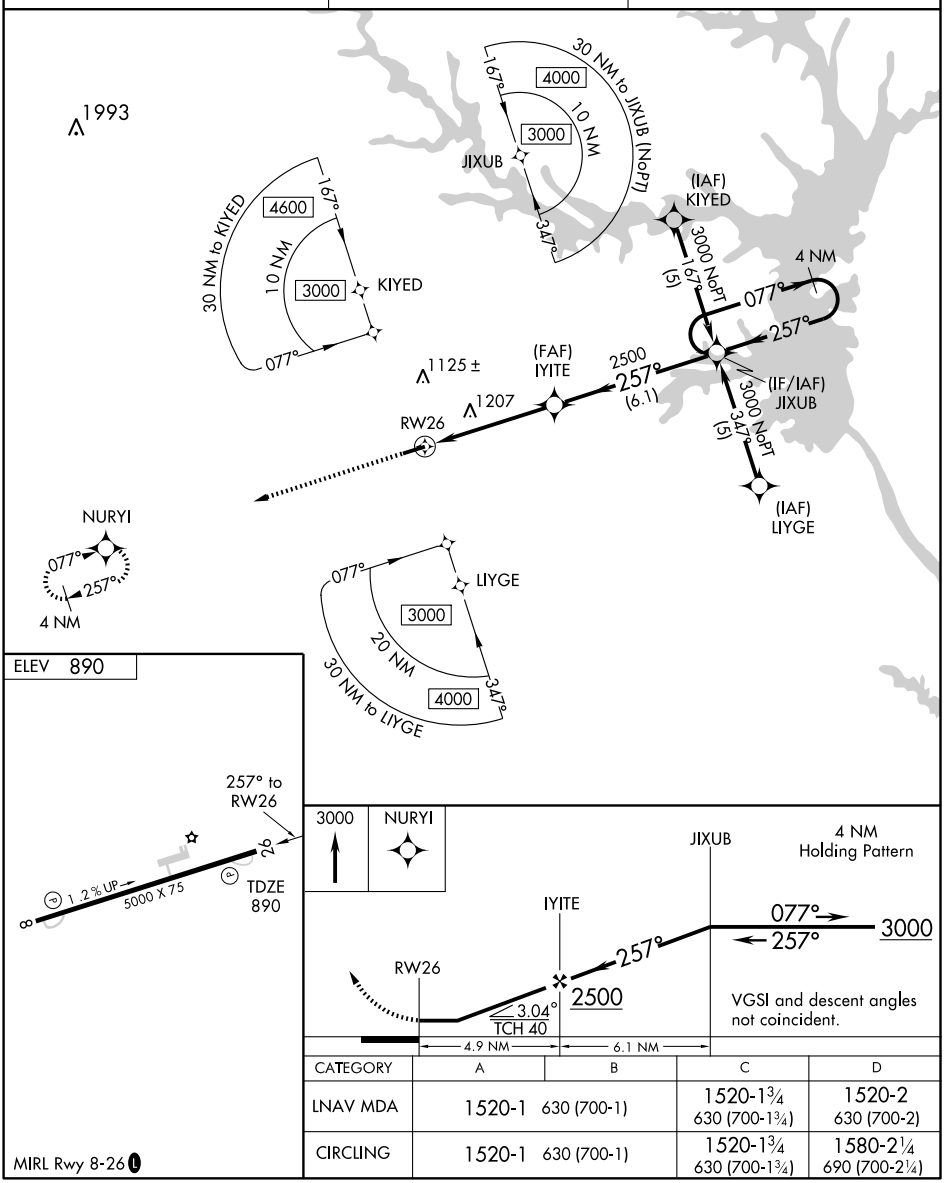
RNAV (GPS) RWY 26

CANON/ FRANKLIN COUNTY (18A)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct NURYI and hold.

AWOS-3	ATLANTA CENTER★	CTAF
118.625	127.5 316.05	122.9



CATEGORY	A	B	C	D
LNAV MDA	1520-1 630 (700-1)		1520-1¾ 630 (700-1¾)	1520-2 630 (700-2)
CIRCLING	1520-1 630 (700-1)		1520-1¾ 630 (700-1¾)	1580-2¼ 690 (700-2¼)

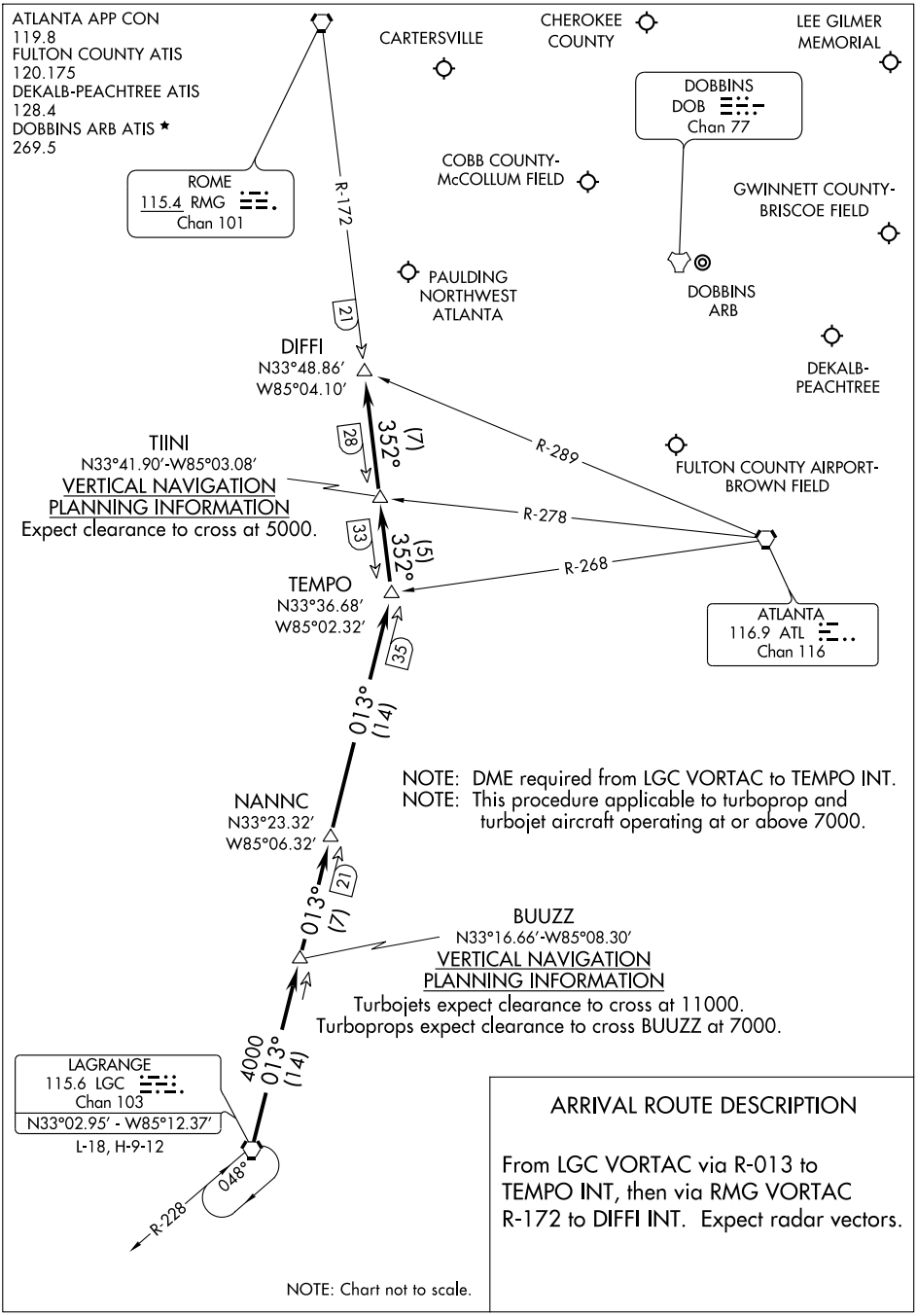
MIRL Rwy 8-26 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to TEMPO INT, then via RMG VORTAC R-172 to DIFFI INT. Expect radar vectors.

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

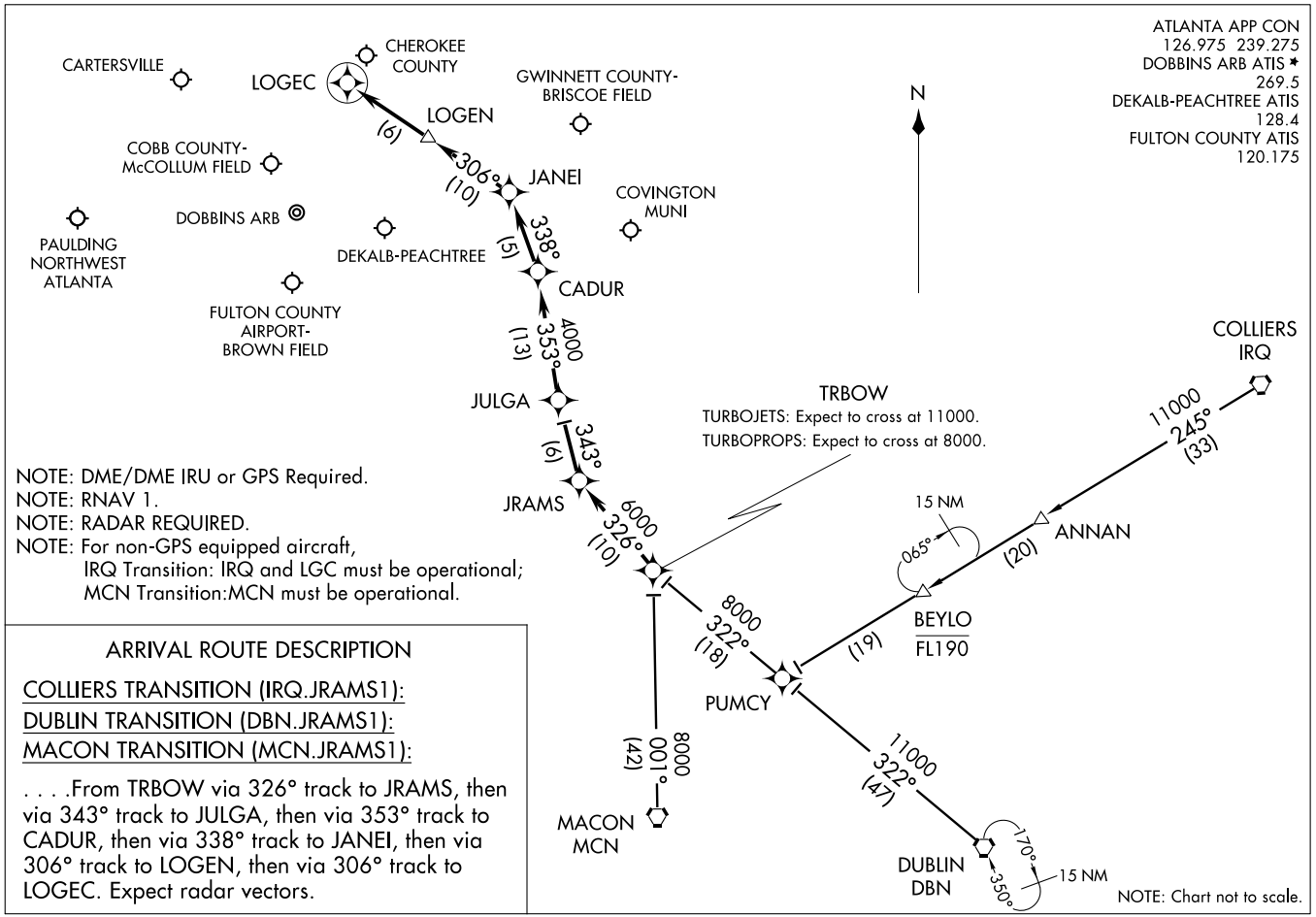
ATLANTA, GEORGIA

(DIFFI.DIFFI1) 10266

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLLIERS TRANSITION (IRQ.JRAMS1):

DUBLIN TRANSITION (DBN.JRAMS1):

MACON TRANSITION (MCN.JRAMS1):

. . . .From TRBOW via 326° track to JRAMS, then via 343° track to JULGA, then via 353° track to CADUR, then via 338° track to JANEI, then via 306° track to LOGEN, then via 306° track to LOGEC. Expect radar vectors.

(JRAMS.JRAMS1) 10266

JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA

NDB DJD	APP CRS		
415	046°	Rwy Idg	3414
		TDZE	1219
		Apt Elev	1219

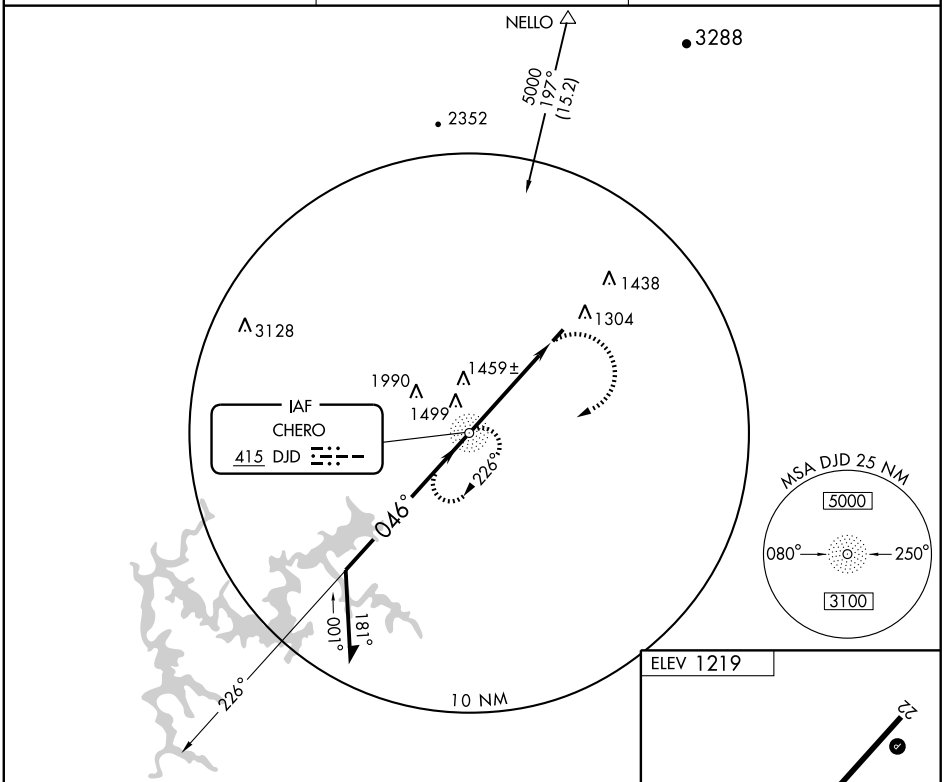
NDB RWY 4

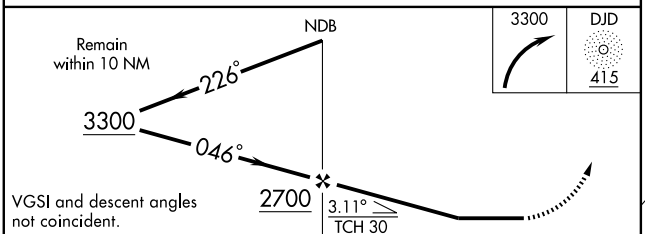
CANTON/ CHEROKEE COUNTY (47A)

T NA — When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet, and all Cat. C visibilities ¼ mile.

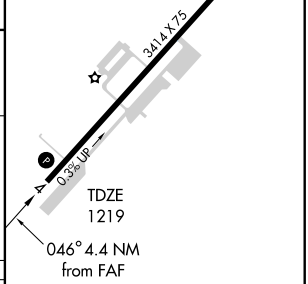
MISSED APPROACH: Climbing right turn to 3300 direct DJD NDB and hold.

AWOS-3	ATLANTA APP CON	UNICOM
119.825	121.0 268.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-4	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA
CIRCLING	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA



MIRL Rwy 4-22 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3414
CH 56605	046°	TDZE	1219
W04A		Apt Elev	1219

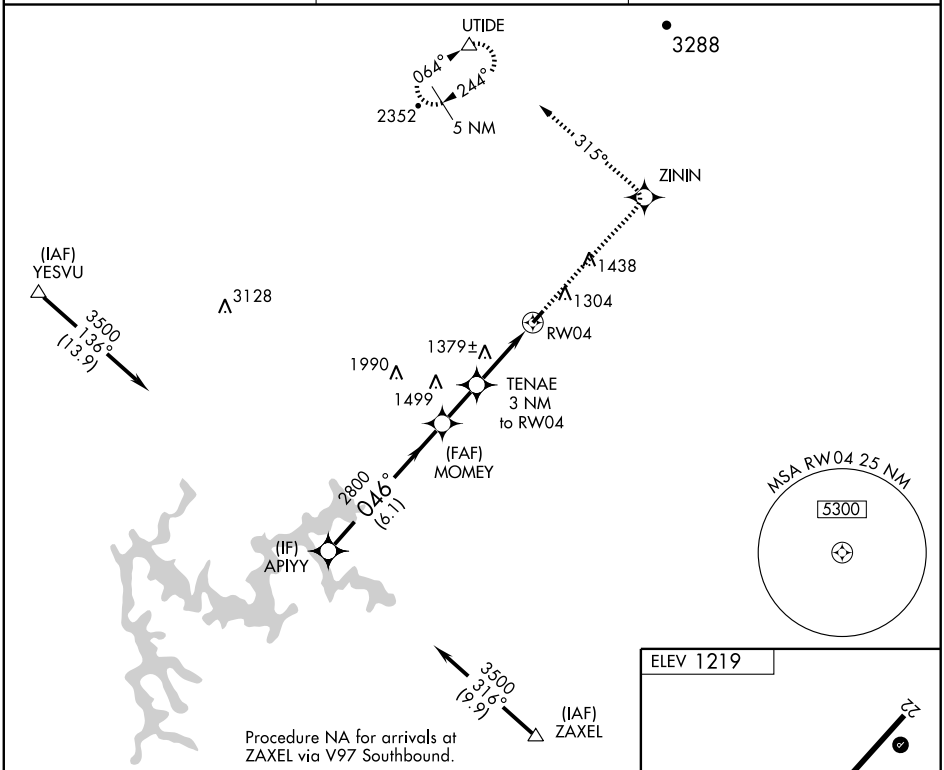
RNAV (GPS) RWY 4

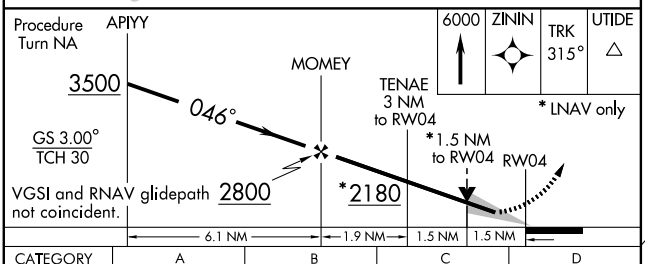
CANTON/ CHEROKEE COUNTY (47A)

DME/DME RNP-0.3 NA. VDP NA when using Marietta alimeter setting. When local altimeter setting not received, use Marietta altimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile and LNAV Cat C ¼ mile.

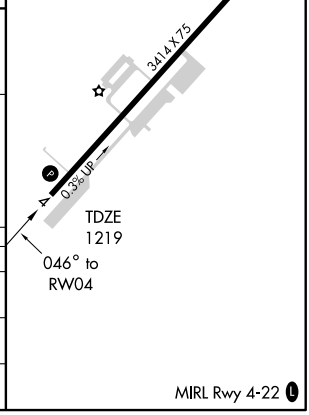
MISSED APPROACH: Climb to 6000 direct ZININ and via 315° track to UTIDE and hold, continue climb-in-hold to 6000.

AWOS-3	ATLANTA APP CON	UNICOM
119.825	121.0 268.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1469-1 250 (300-1)			NA
LNAV MDA	1640-1 421 (500-1)		1640-1¼ 421 (500-1¼)	NA
CIRCLING	1720-1 501 (600-1)		1720-1½ 501 (600-1½)	NA



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3414
226°	TDZE	1219
	Apt Elev	1219

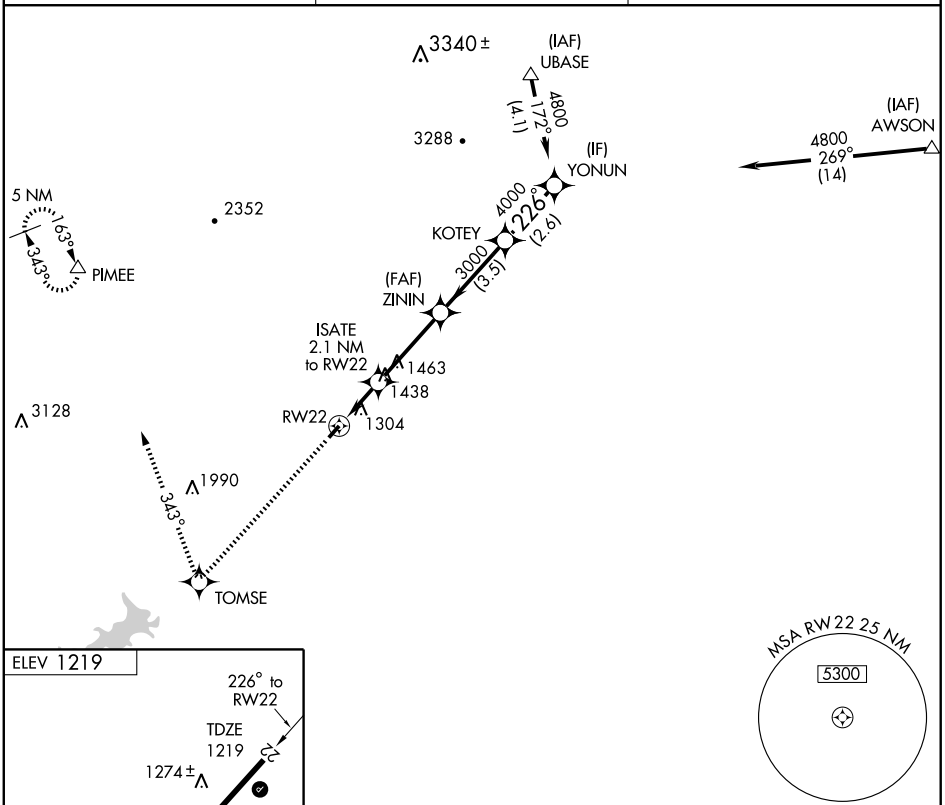
RNAV (GPS) RWY 22

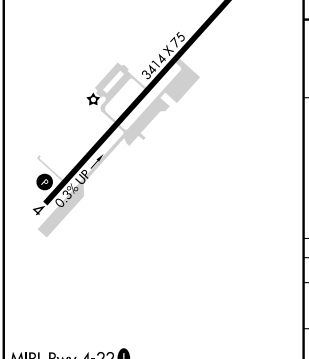
CANTON/ CHEROKEE COUNTY (47A)

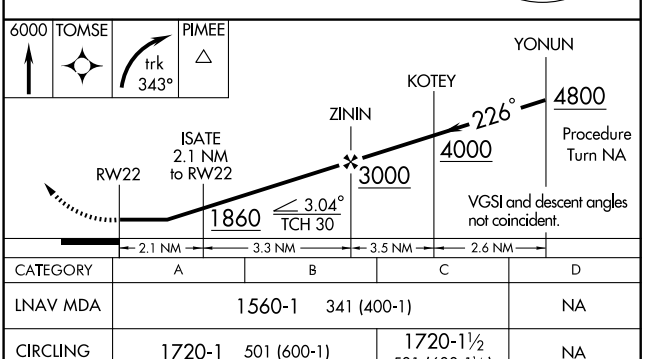
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 6000 direct TOMSE and right turn on track 343° to PIMEE and hold, continue climb-in-hold to 6000.

AWOS-3	ATLANTA APP CON	UNICOM
119.825	121.0 268.7	123.0 (CTAF) L





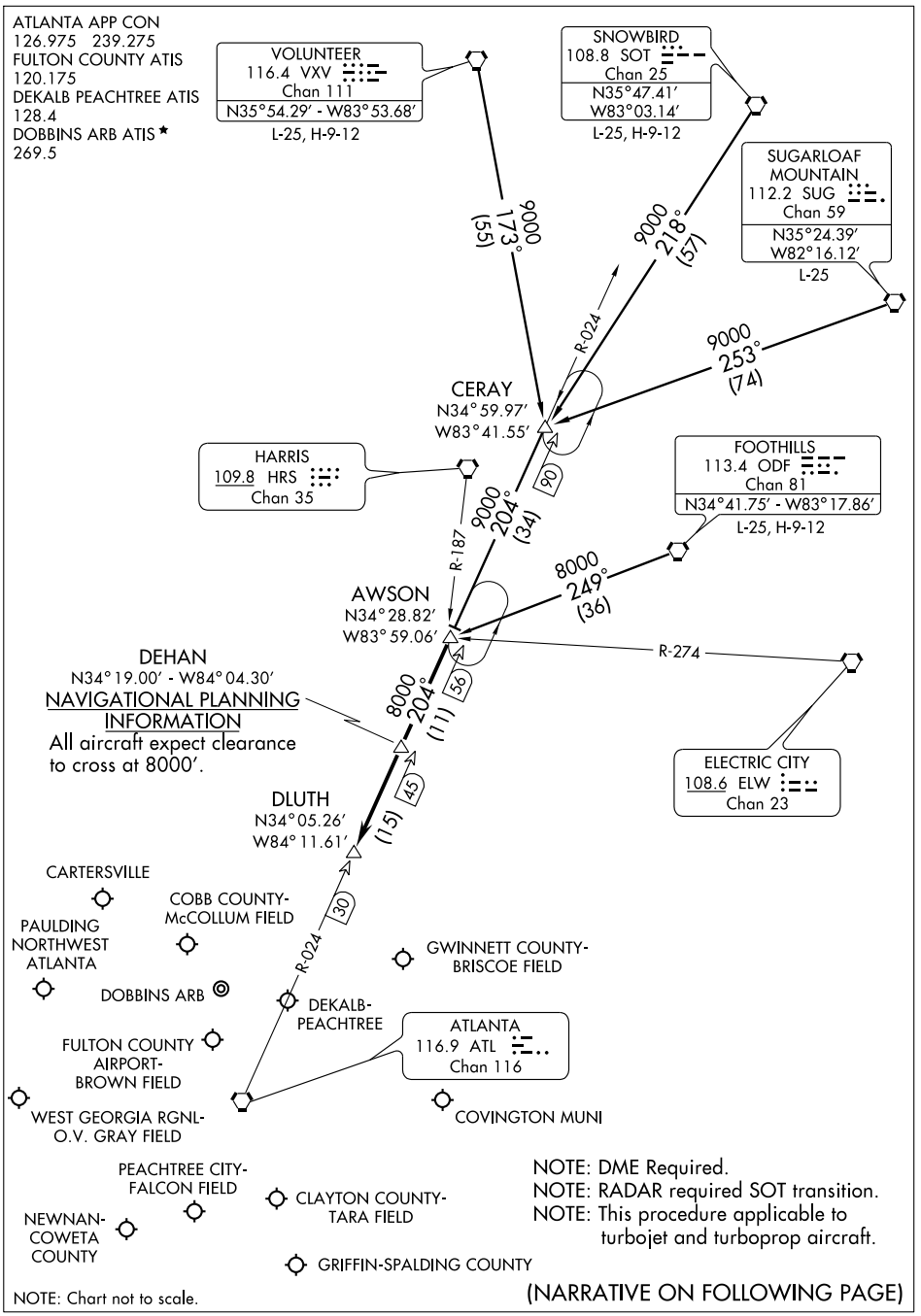


CATEGORY	A	B	C	D
LNAV MDA	1560-1	341 (400-1)		NA
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA

MIRL Rwy 4-22 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-CTJ	APP CRS	Rwy Idg	5503
111.7	348°	TDZE	1140
		Apt Elev	1161

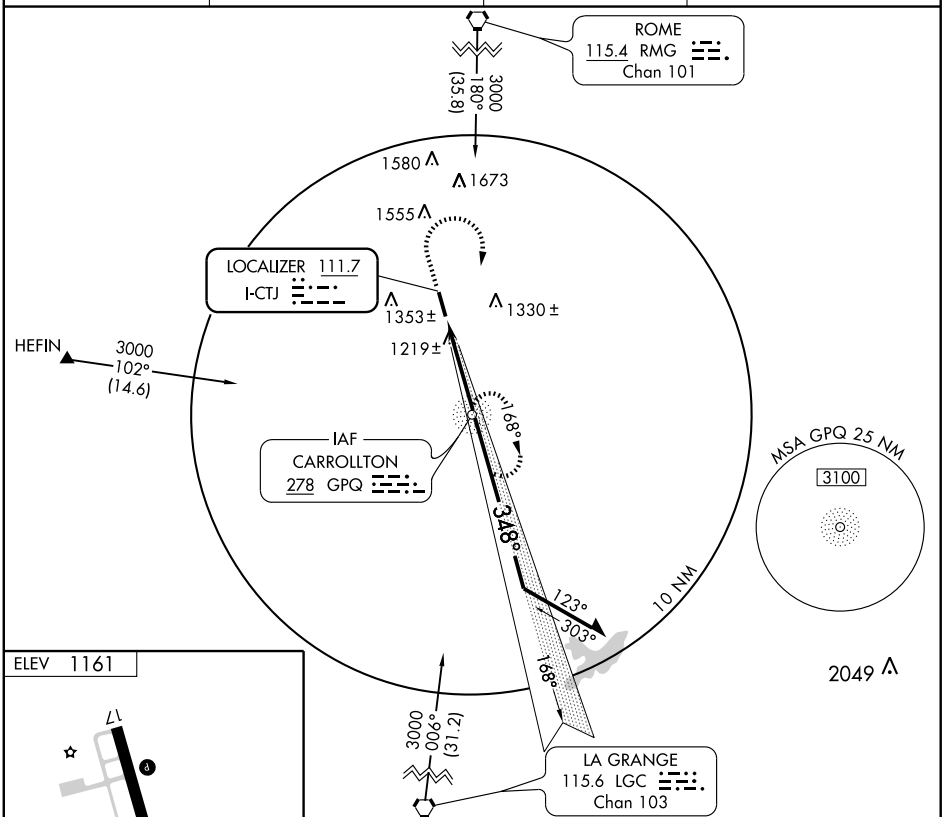
ILS or LOC/NDB RWY 35

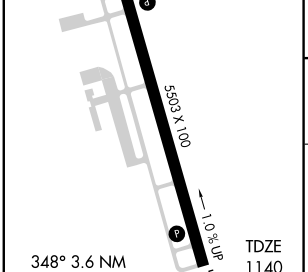
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

T
A NA — If local altimeter setting not received, use Newnan altimeter setting and increase DA to 1430 feet; increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct GPQ NDB and hold.

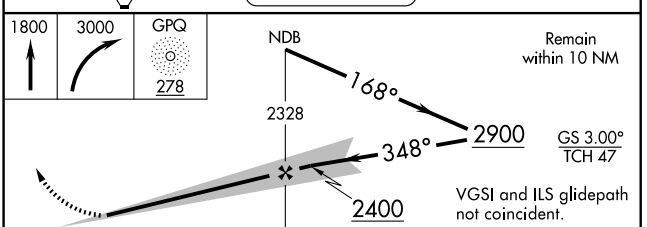
AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.175	121.0 268.7	121.6	122.7 (CTAF) L





FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 35	1340-¾ 200 (200-¾)			
S-LOC 35	1480-1 340 (400-1)			
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1½ 519 (600-1½)	1720-2 559 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5503
168°	TDZE	1164
	Apt Elev	1165

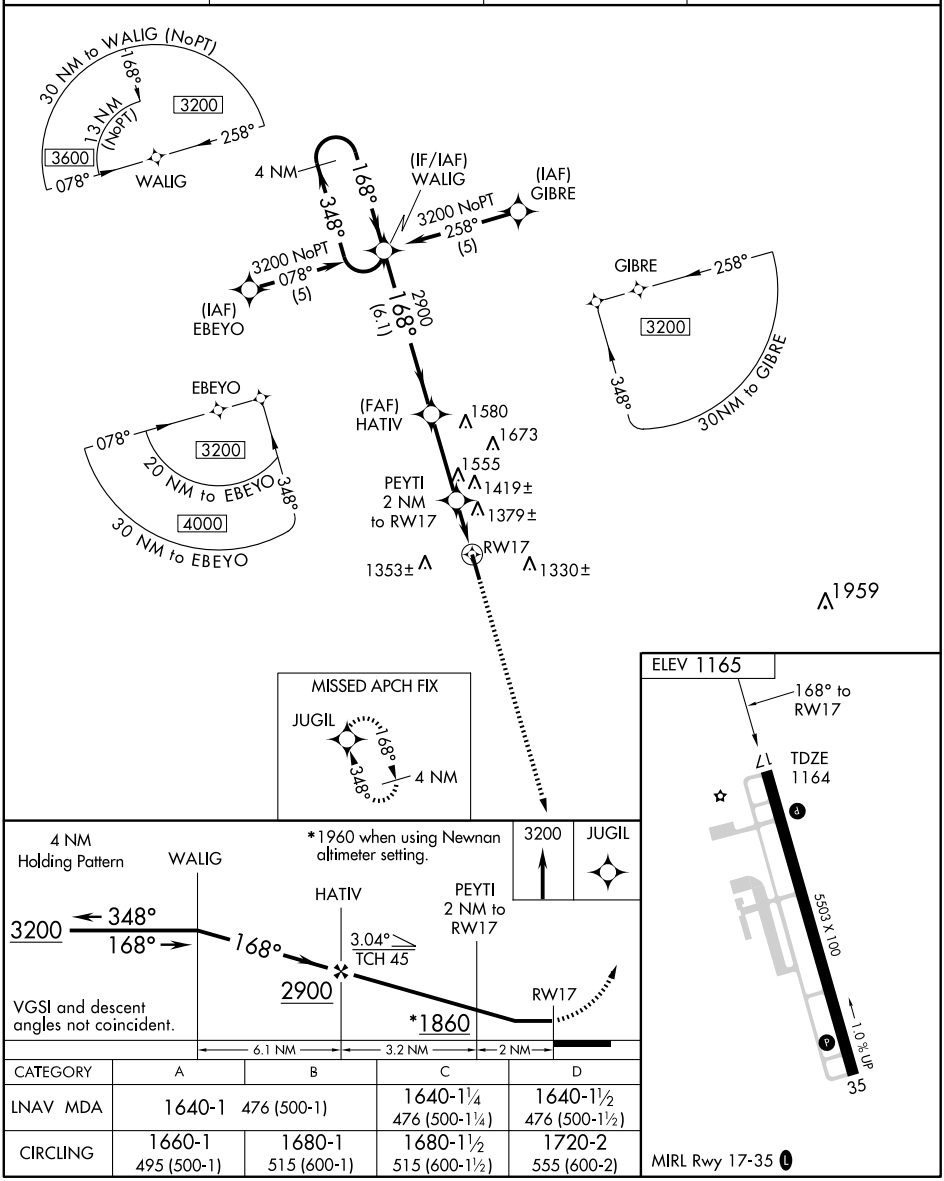
RNAV (GPS) RWY 17

CARROLLTON/ WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

When local altimeter setting not received, use Newnan altimeter setting and increase all MDA 100 feet and visibility LNAV Cat C/D and Circling Cat C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct JUGIL and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.175	121.0 268.7	121.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1 476 (500-1)		1640-1¼ 476 (500-1¼)	1640-1½ 476 (500-1½)
CIRCLING	1660-1 495 (500-1)	1680-1 515 (600-1)	1680-1½ 515 (600-1½)	1720-2 555 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS Chan **60907** **W35A**	APP CRS **348°**	Rwy Idg **5503** TDZE **1140** Apt Elev **1161**

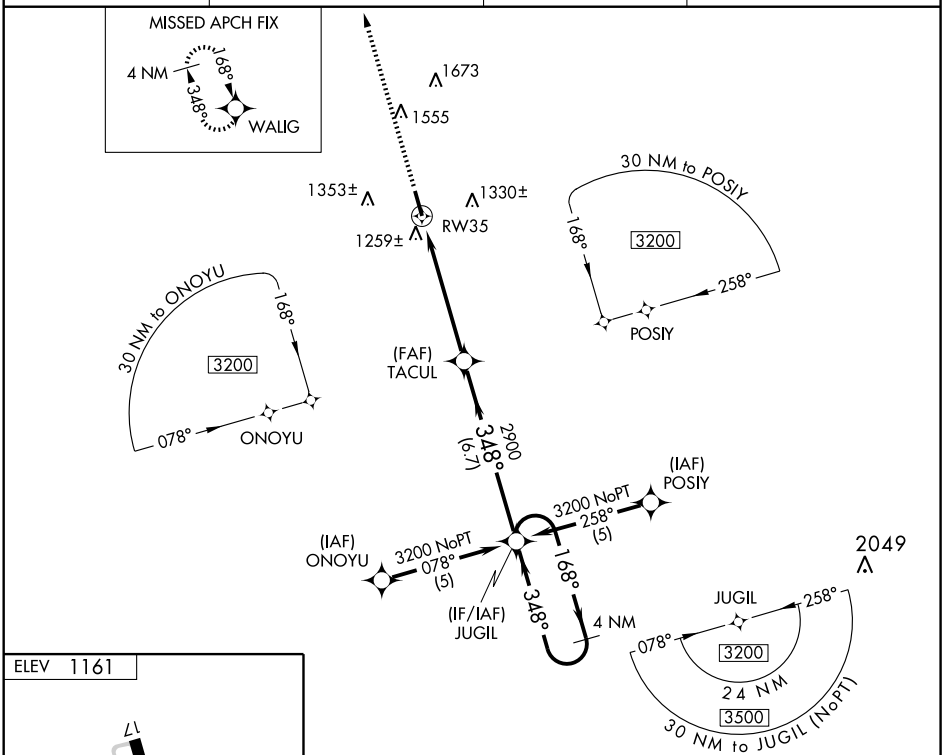
RNAV (GPS) RWY 35

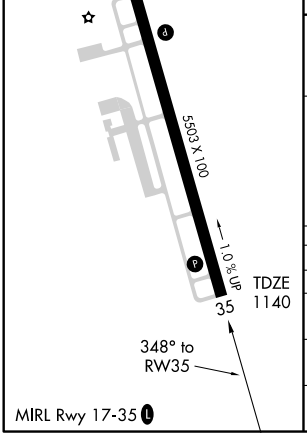
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

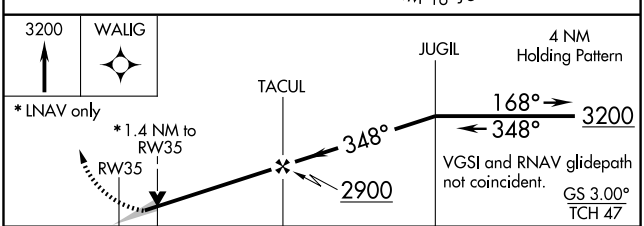
If local altimeter setting not received, use Newnan altimeter setting and increase DA to 1480 feet; increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Newnan altimeter setting.

MISSED APPROACH: Climb to 3200 direct WALIG and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.175	**121.0 268.7**	**121.6**	**122.7** (CTAF) L

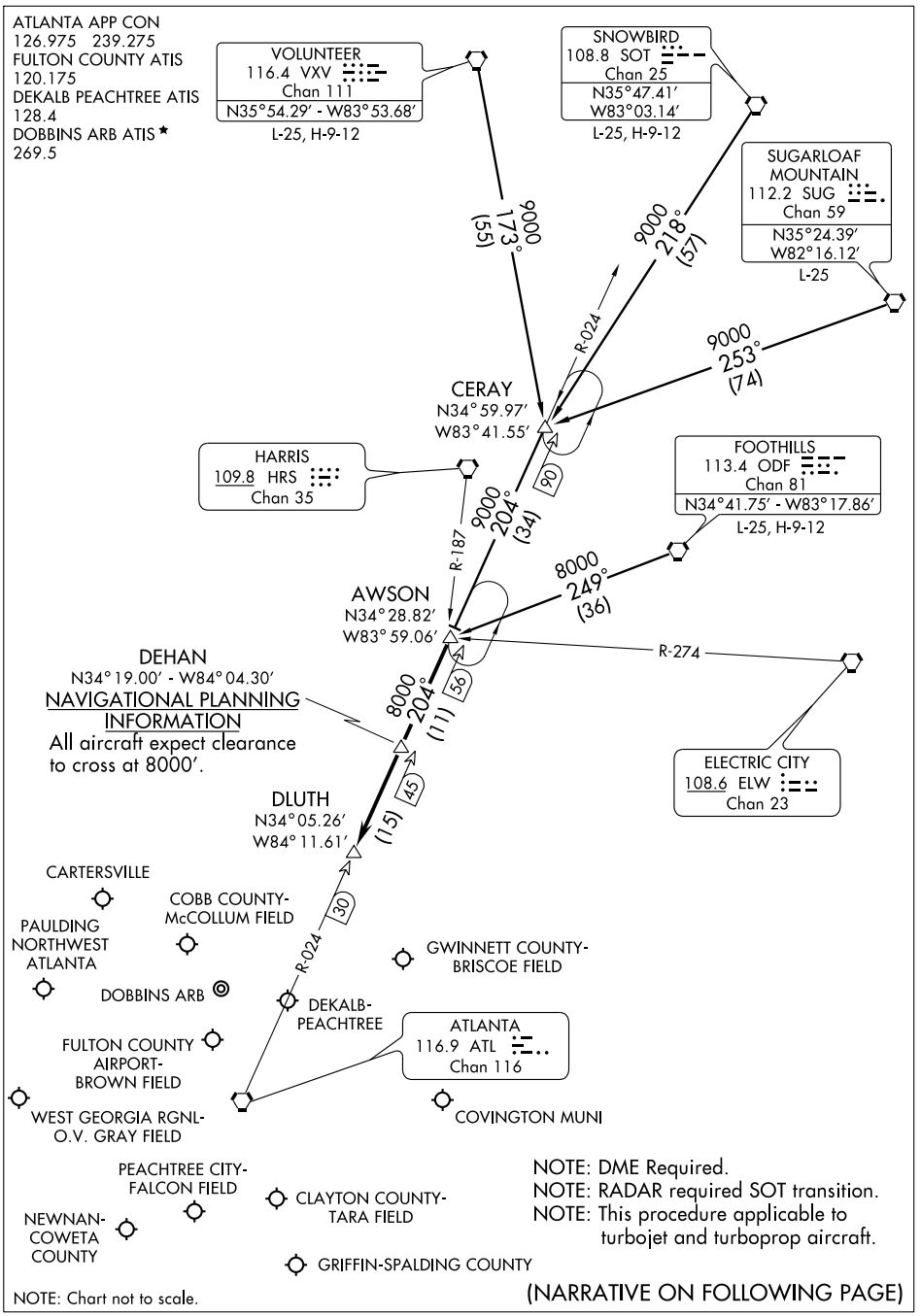






CATEGORY	A	B	C	D
LPV DA	1390-1 250 (300-1)			
LNAV/ VNAV DA	NA			
LNAV MDA	1580-1 440 (500-1)		1580-1¼ 440 (500-1¼)	1580-1½ 440 (500-1½)
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1½ 519 (600-1½)	1720-2 559 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

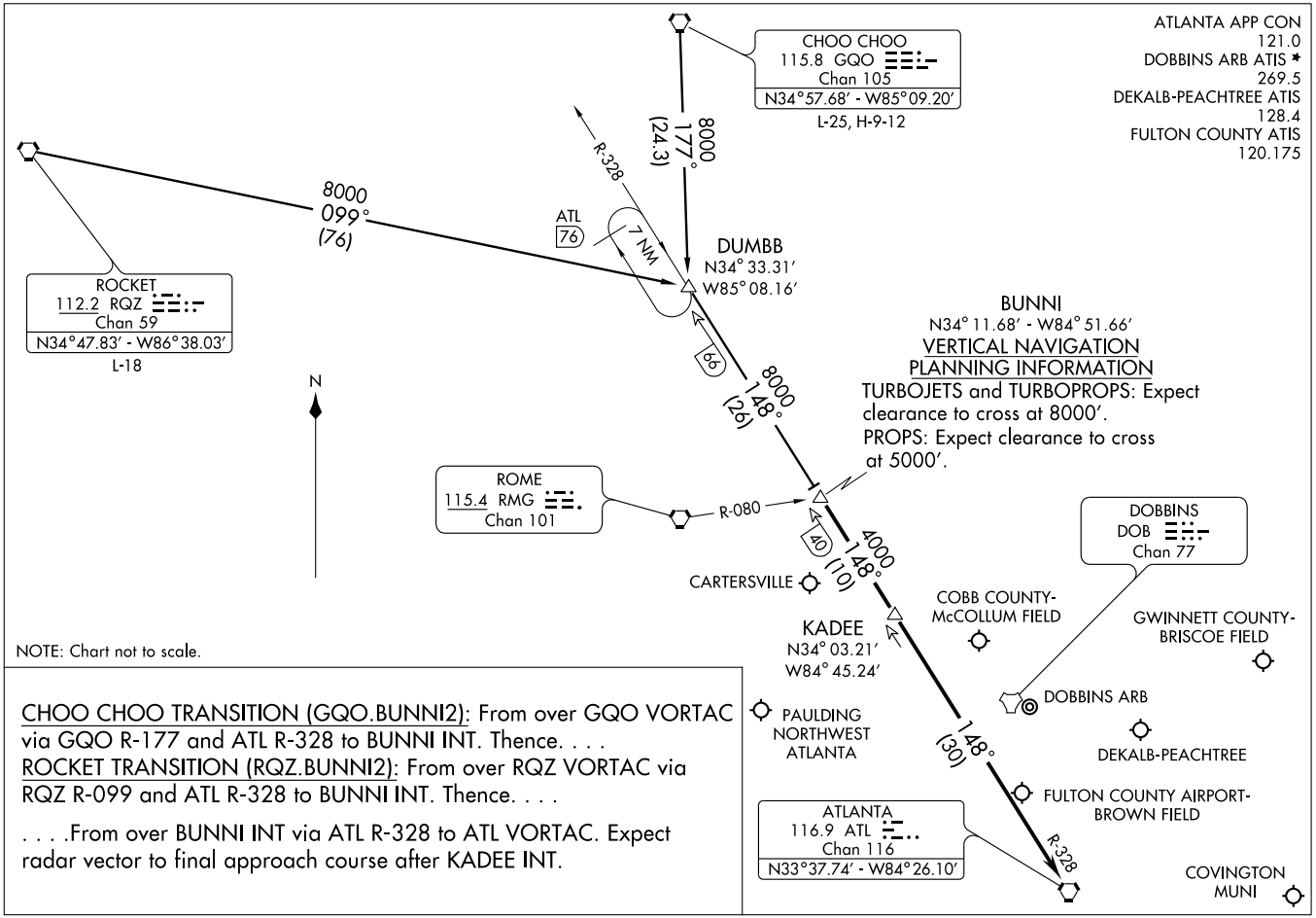
SE-4, 21 OCT 2010 to 18 NOV 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

10266

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA



CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

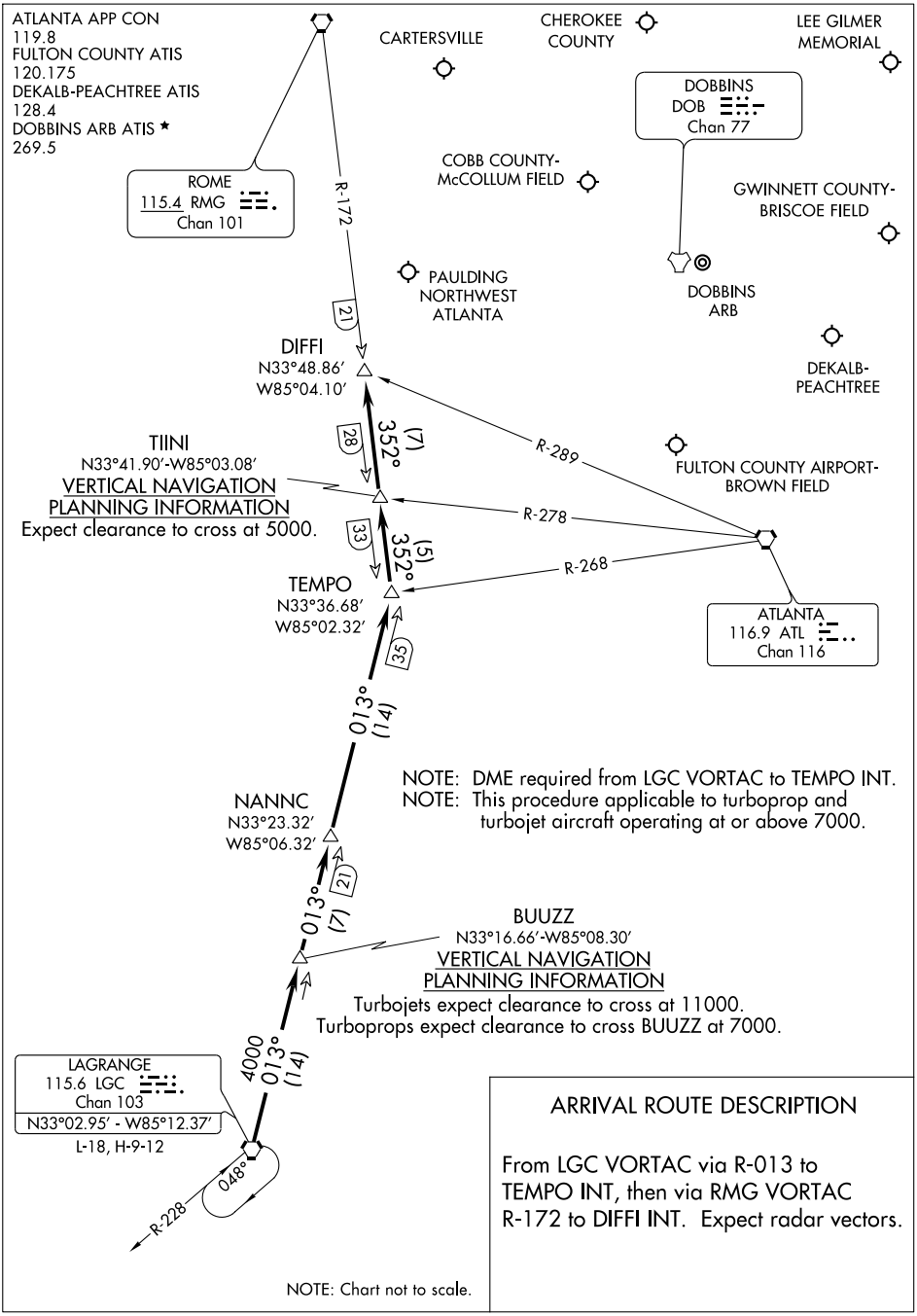
ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to TEMPO INT, then via RMG VORTAC R-172 to DIFFI INT. Expect radar vectors.

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

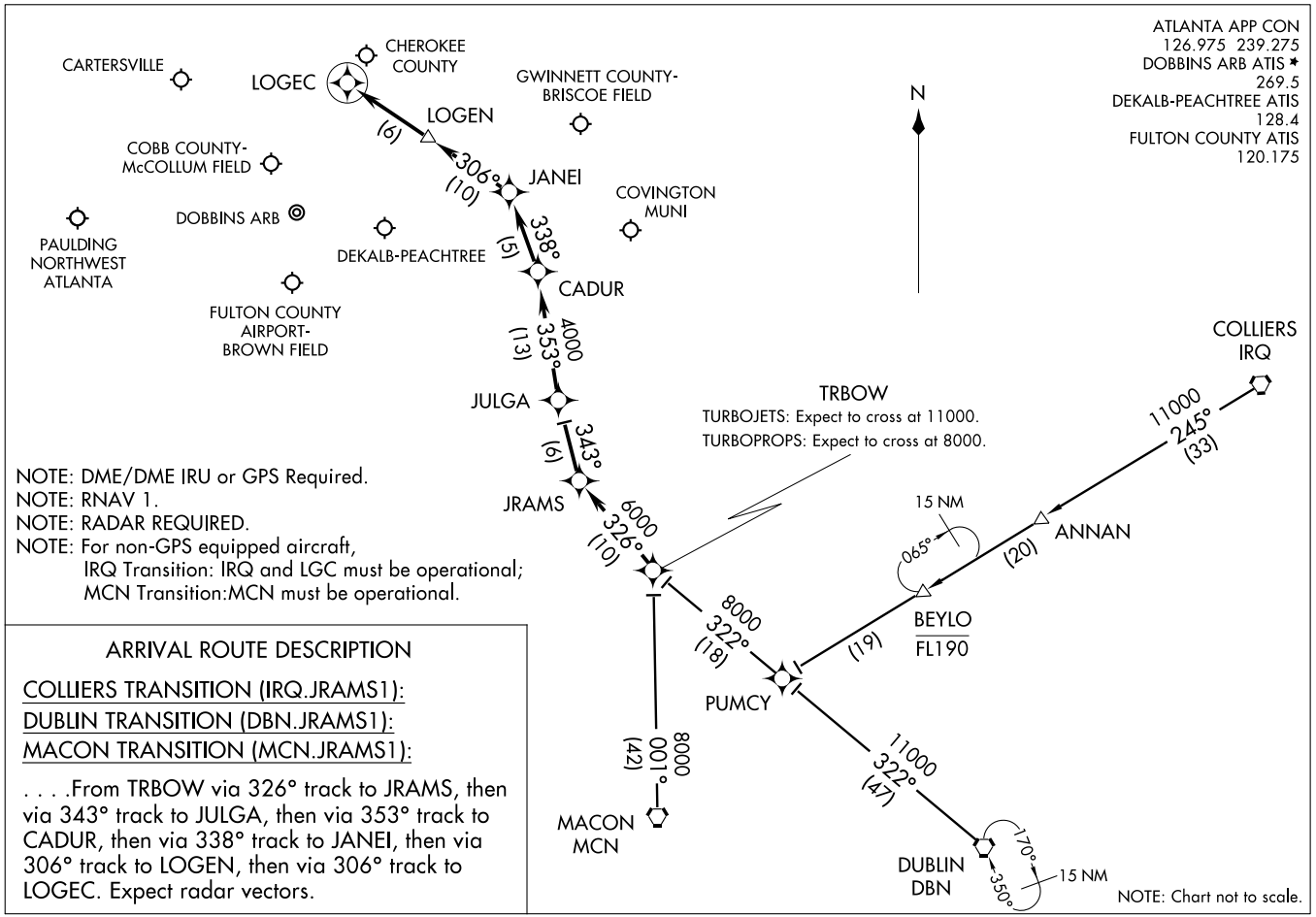
ATLANTA, GEORGIA

(DIFFI.DIFFI1) 10266

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLLIERS TRANSITION (IRQ.JRAMS1):

DUBLIN TRANSITION (DBN.JRAMS1):

MACON TRANSITION (MCN.JRAMS1):

. . . .From TRBOW via 326° track to JRAMS, then via 343° track to JULGA, then via 353° track to CADUR, then via 338° track to JANEI, then via 306° track to LOGEN, then via 306° track to LOGEC. Expect radar vectors.

(JRAMS.JRAMS1) 10266

JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA

LOC/DME I-VPC	APP CRS	Rwy Idg	5760
110.35	187°	TDZE	749
Chan 40 (Y)		Apt Elev	759

LOC RWY 19
CARTERSVILLE (VPC)

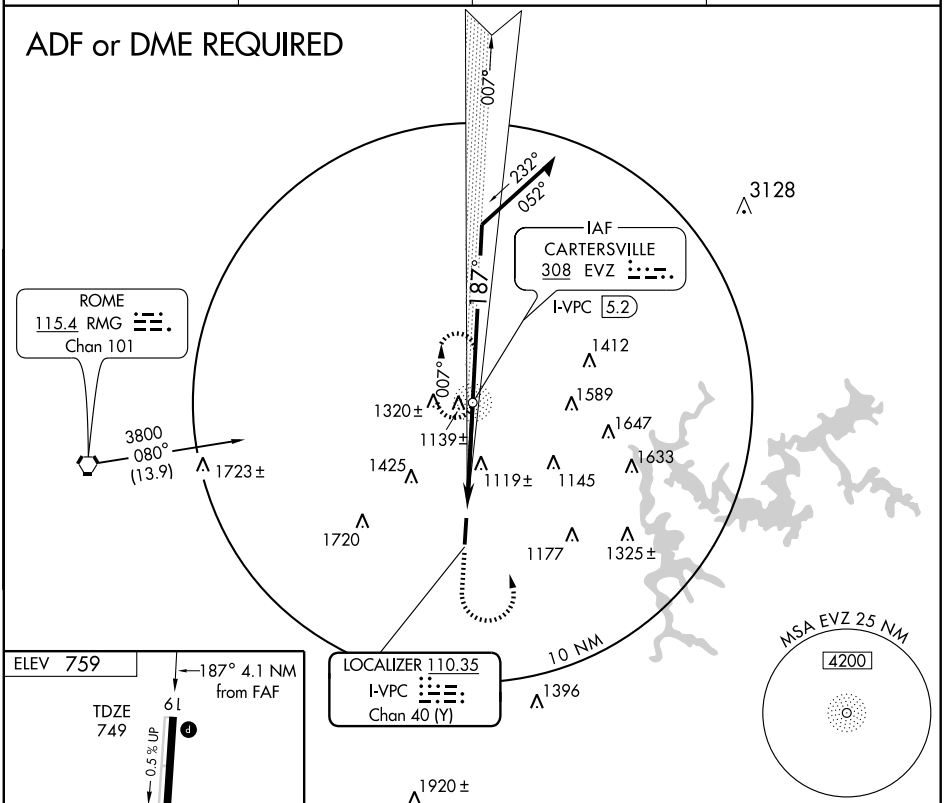
ADF Required.
If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet.

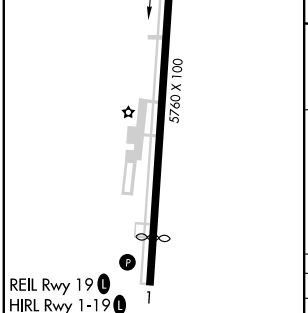
MISSED APPROACH: Climb to 2000 then climbing left turn to 3400 direct EVZ NDB and hold, continue climb-in-hold to 3400.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF)

SE-4, 21 OCT 2010 to 18 NOV 2010

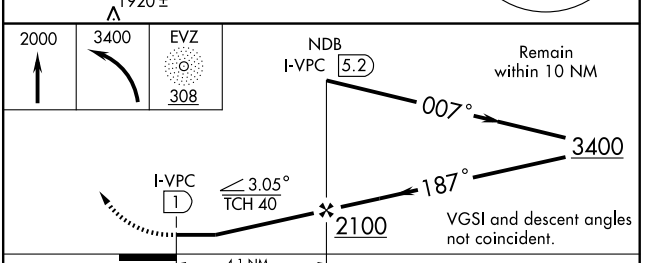
ADF or DME REQUIRED





FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

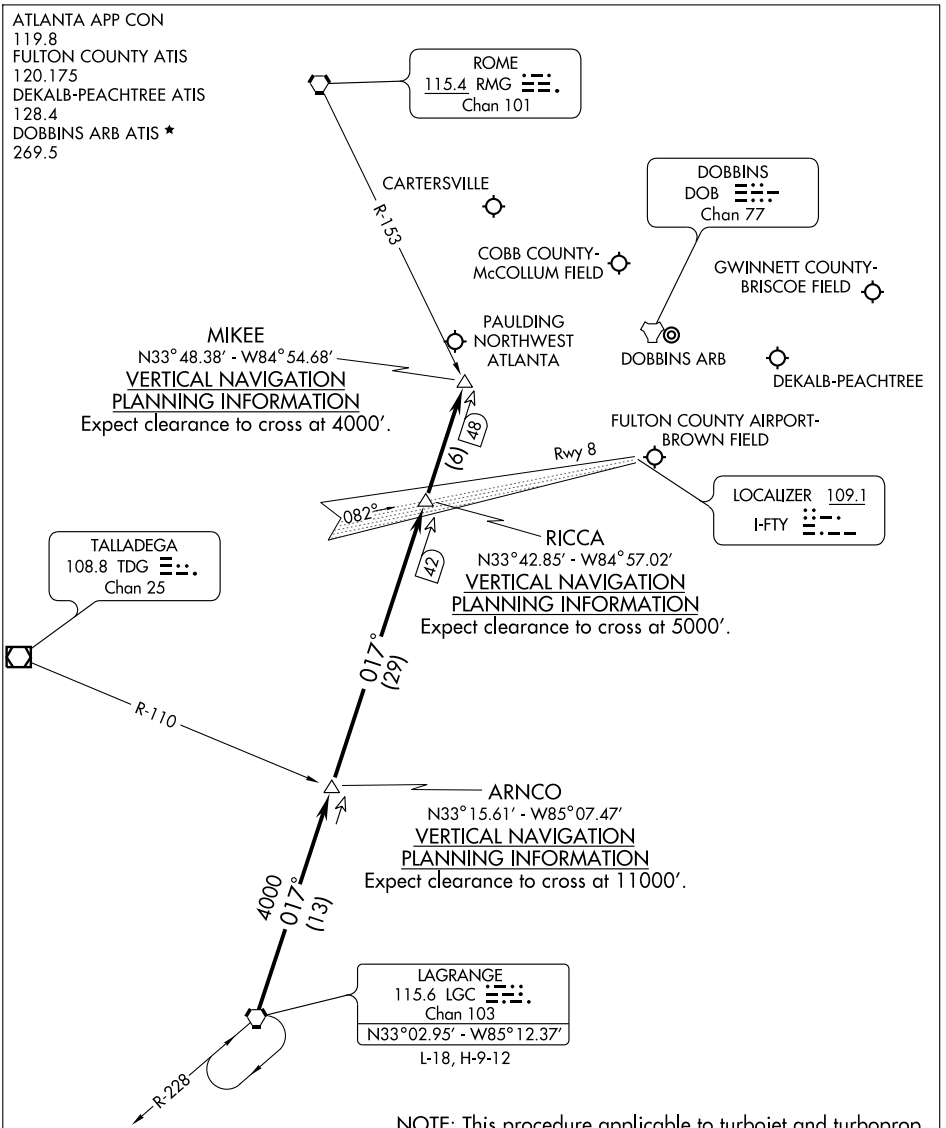


CATEGORY	A	B	C	D
S-19	1280-1 531 (600-1)		1280-1½ 531 (600-1½)	1280-1¾ 531 (600-1¾)
CIRCLING	1340-1 581 (600-1)	1440-1 681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

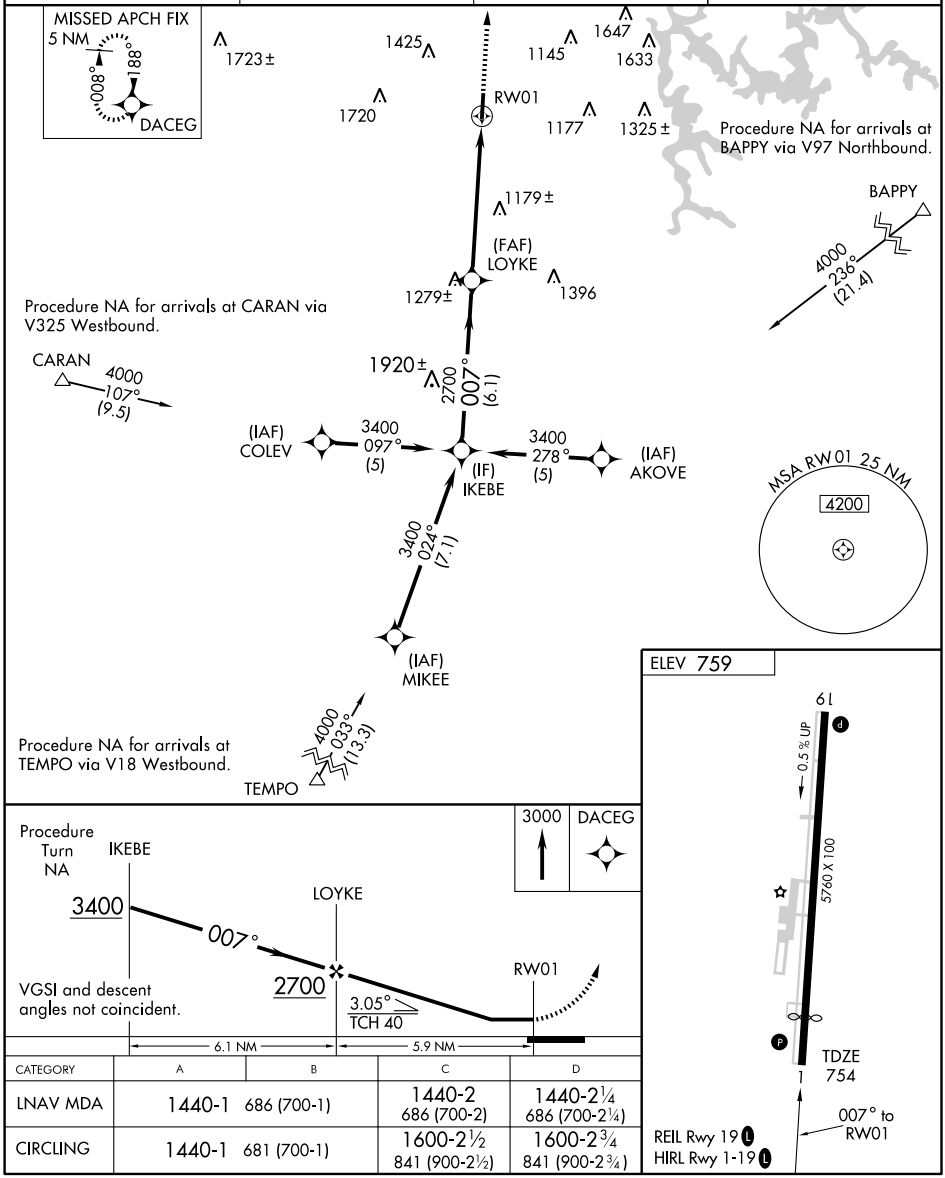
CARTERSVILLE (VPC)

APP CRS		
007°	Rwy Idg	5020
	TDZE	754
	Apt Elev	759

When VGSI inop, straight-in/circling Rwy 1 procedure NA at night. If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct DACEG and hold.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	686 (700-1)	1440-2 686 (700-2)	1440-2¼ 686 (700-2¼)
CIRCLING	1440-1	681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

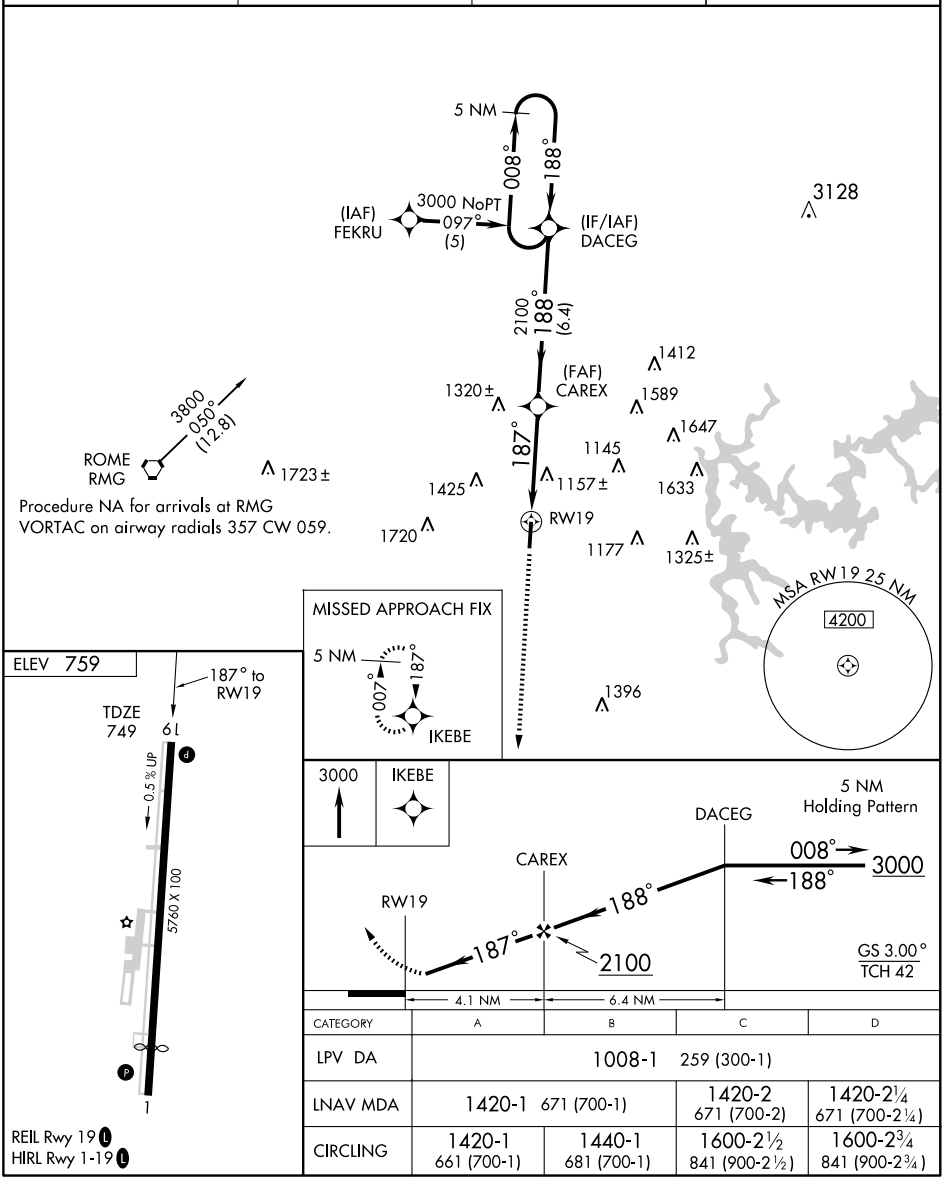
WAAS CH 58005 W19A	APP CRS 187°	Rwy Idg 5760 TDZE 749 Apt Elev 759

RNAV (GPS) RWY 19
CARTERSVILLE (VPC)

If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all DAs/MDAs 80 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct IKEBE and hold.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF) L

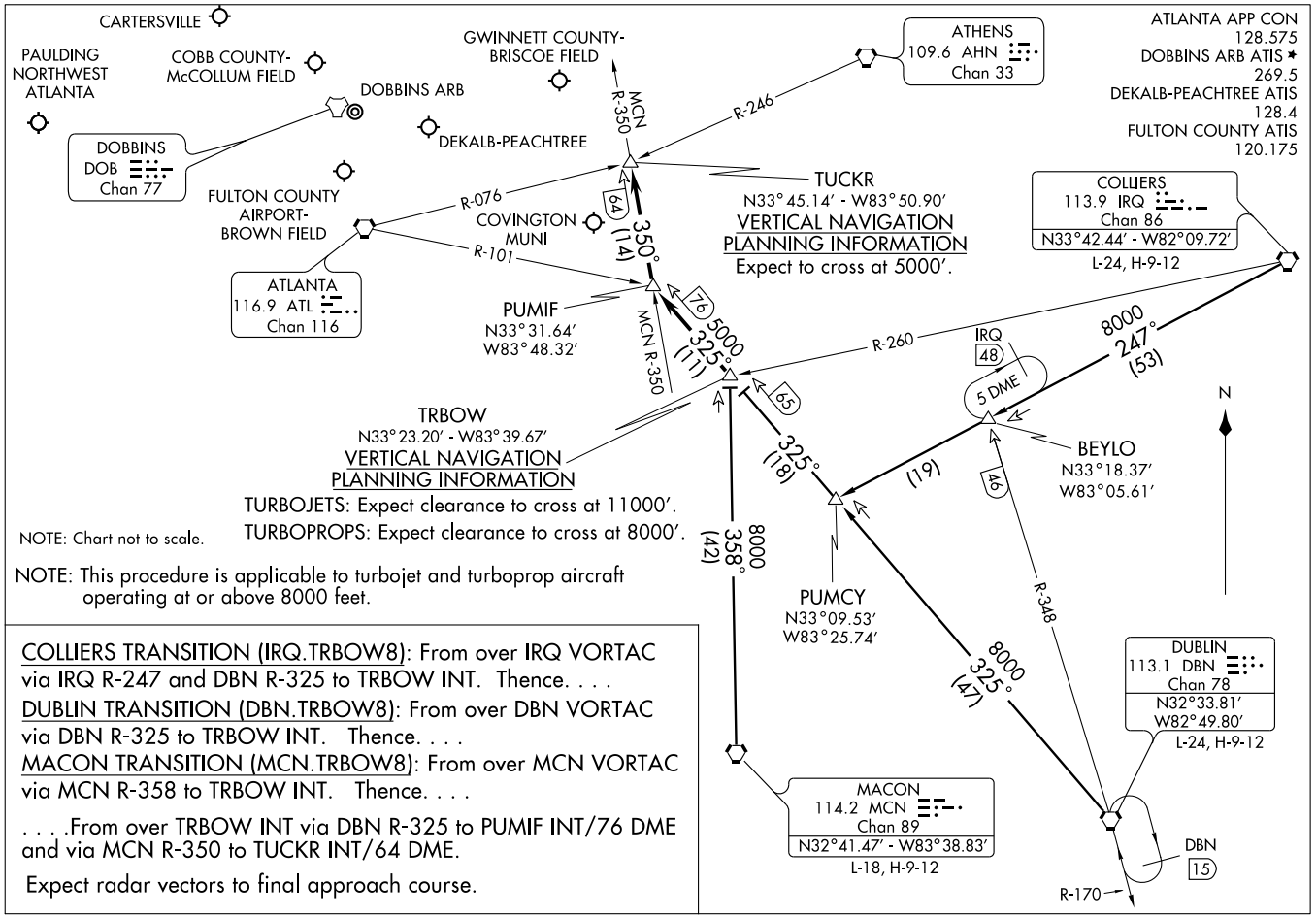


CATEGORY	A	B	C	D
LPV DA	1008-1 259 (300-1)			
LNAV MDA	1420-1 671 (700-1)		1420-2 671 (700-2)	1420-2¼ 671 (700-2¼)
CIRCLING	1420-1 661 (700-1)	1440-1 681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TRBOW EIGHT ARRIVAL

(TRBOW.TRBOW8) 10266



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 10266
TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA, GEORGIA

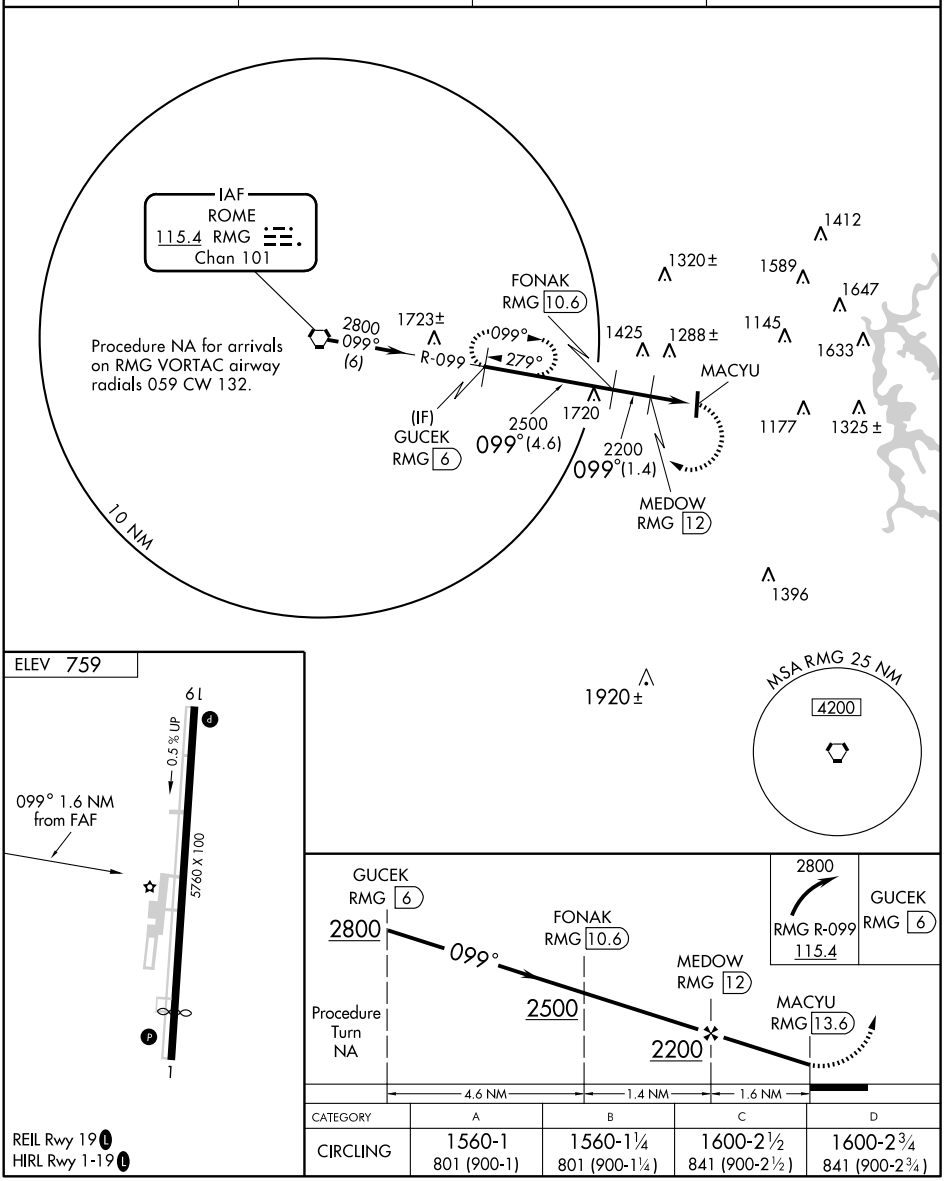
VORTAC RMG 115.4 Chan 101	APP CRS 099°	Rwy Idg N/A TDZE N/A Apt Elev 759

VOR/DME-A
CARTERSVILLE (VPC)

If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2800 via RMG R-099 to GUCEK/6 DME and hold.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1560-1 801 (900-1)	1560-1¼ 801 (900-1¼)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RMG	APP CRS	Rwy Idg	4004
115.4	097°	TDZE	973
Chan 101		Apt Elev	973

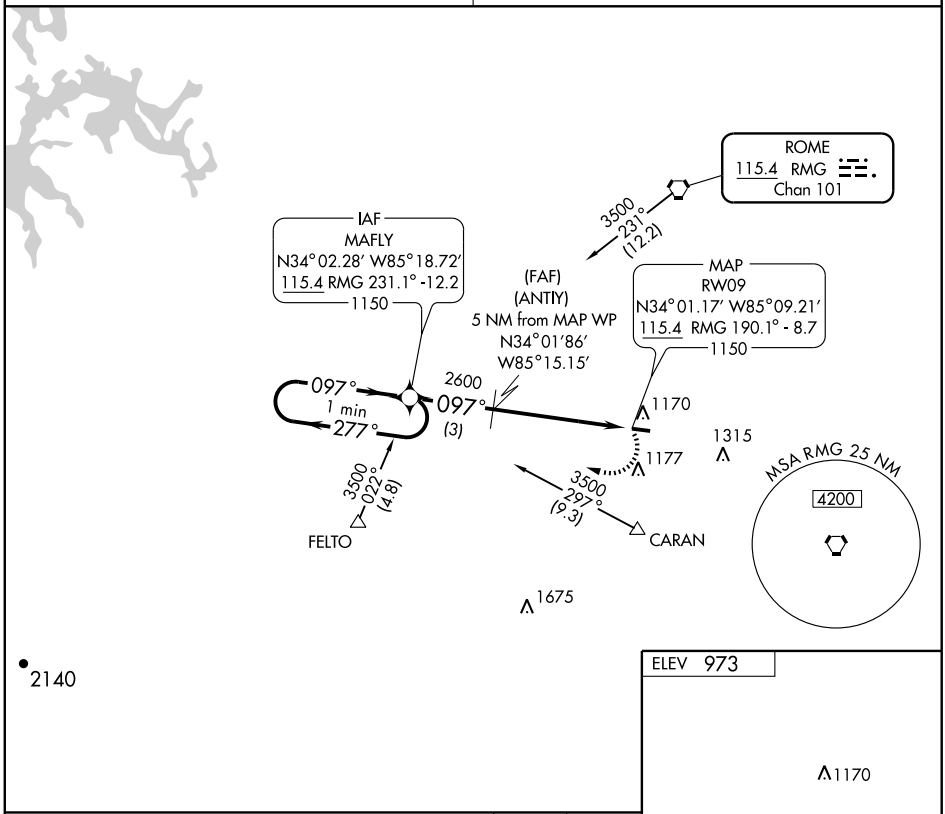
VOR/DME RNAV or GPS RWY 9

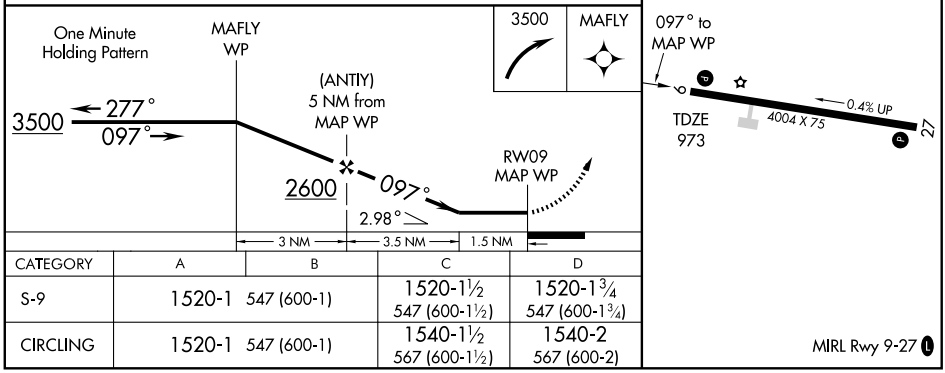
CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

T
A NA — Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3500 direct MAFLY WP and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1520-1	547 (600-1)	1520-1½ 547 (600-1½)	1520-1¾ 547 (600-1¾)
CIRCLING	1520-1	547 (600-1)	1540-1½ 567 (600-1½)	1540-2 567 (600-2)

MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RMG 115.4 Chan 101	APP CRS 277°	Rwy Idg 4004 TDZE 973 Apt Elev 973

VOR/DME RNAV or GPS RWY 27

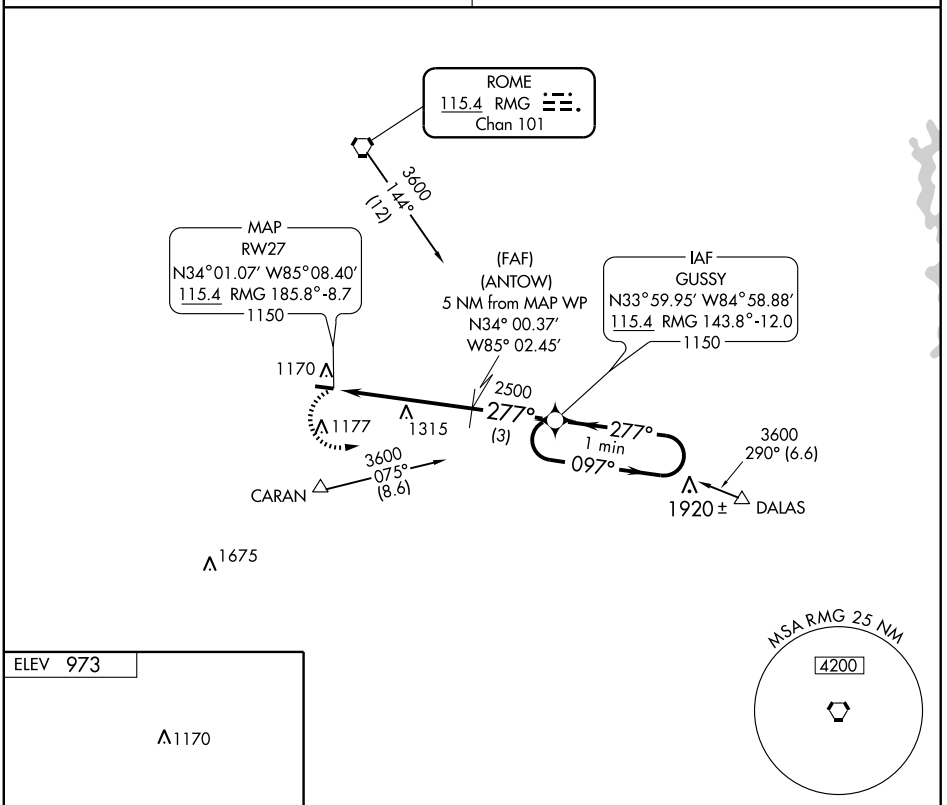
CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

NA

MISSED APPROACH: Climbing left turn to 2900 direct GUSSY WP and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-27	1560-1 587 (600-1)		1560-1½ 587 (600-1½)	1560-1¾ 587 (600-1¾)
CIRCLING	1560-1 587 (600-1)		1560-1½ 587 (600-1½)	1560-2 587 (600-2)

MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RMG 115.4 Chan 101	APP CRS 188°	Rwy Idg N/A TDZE N/A Apt Elev 973

VOR or GPS-A

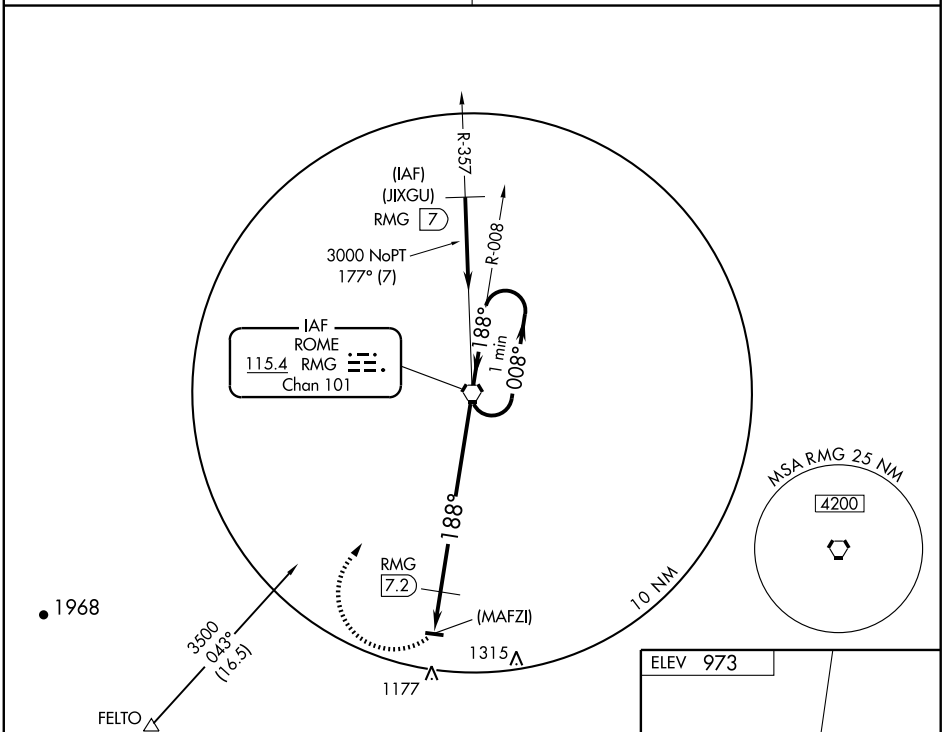
CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

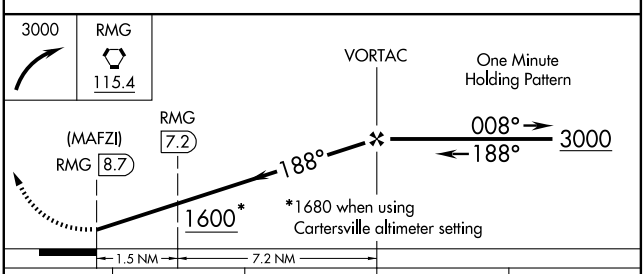
Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

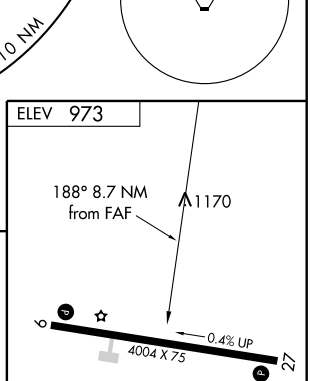
NA

MISSED APPROACH: Climbing right turn to 3000 direct RMG VORTAC and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	122.8 (CTAF) L







MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	1600-1 627 (700-1)		1600-1¾ 627 (700-1¾)	1600-2 627 (700-2)
DME MINIMUMS				
CIRCLING	1520-1 547 (600-1)		1540-1½ 567 (600-1½)	1540-2 567 (600-2)

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB CWV 395	APP CRS 108°	Rwy Idg 5012 TDZE 112 Apt Elev 112

NDB RWY 9

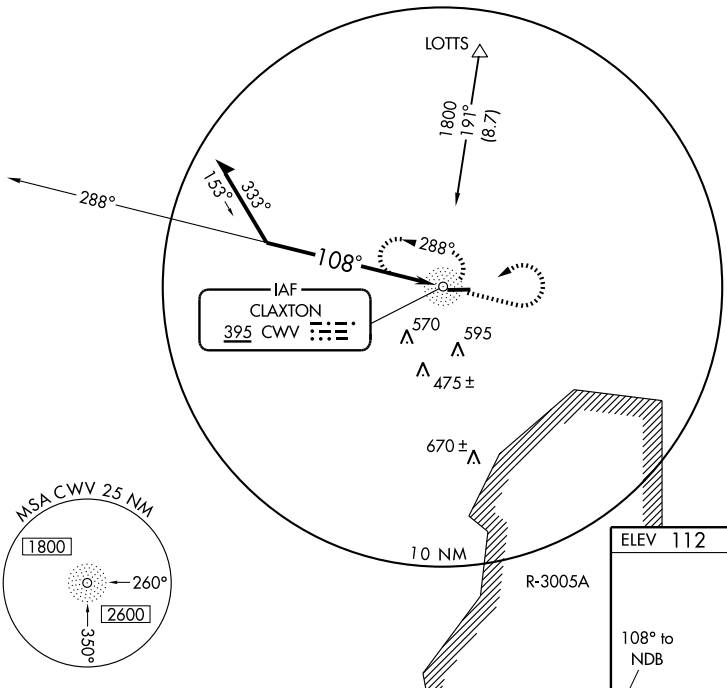
CLAXTON-EVANS COUNTY (CWV)

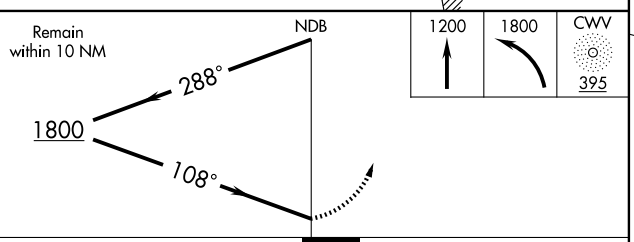
If local altimeter setting not received, use Savannah Intl altimeter setting and increase all MDAs 100 feet.

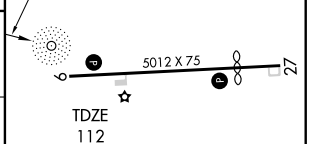
NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 1800 direct CWV NDB and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
120.075	120.85 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	720-1	608 (700-1)	720-1¾ 608 (700-1¾)	720-2 608 (700-2)
CIRCLING	720-1	608 (700-1)	720-1¾ 608 (700-1¾)	840-2¼ 728 (800-2¼)

MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45914 W09A	APP CRS 093°	Rwy Idg 5012 TDZE 112 Apt Elev 112

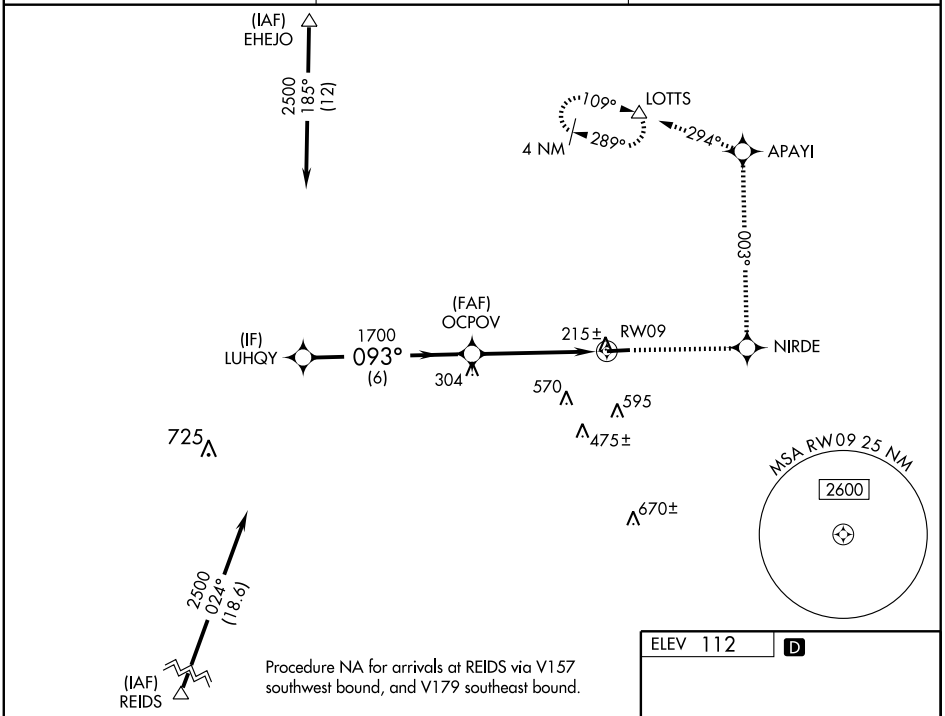
RNAV (GPS) RWY 9

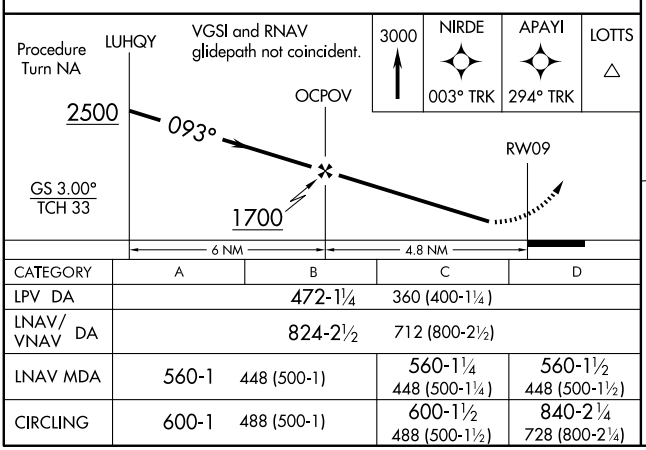
CLAXTON-EVANS COUNTY (CWV)

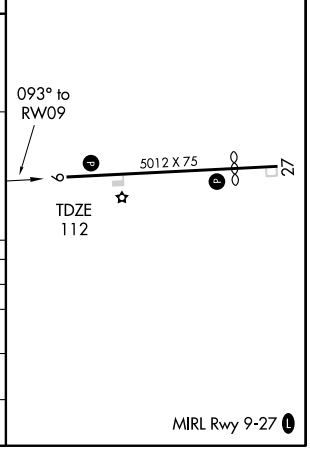
Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NIRDE and via track 003° to APAYI and via track 294° to LOTTS and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
120.075	120.85 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		472-1¼	360 (400-1¼)	
LNAV/VNAV DA		824-2½	712 (800-2½)	
LNAV MDA	560-1 448 (500-1)		560-1¼ 448 (500-1¼)	560-1½ 448 (500-1½)
CIRCLING	600-1 488 (500-1)		600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 87114 W27A	APP CRS 273°	Rwy Idg 4012 TDZE 111 Apt Elev 112

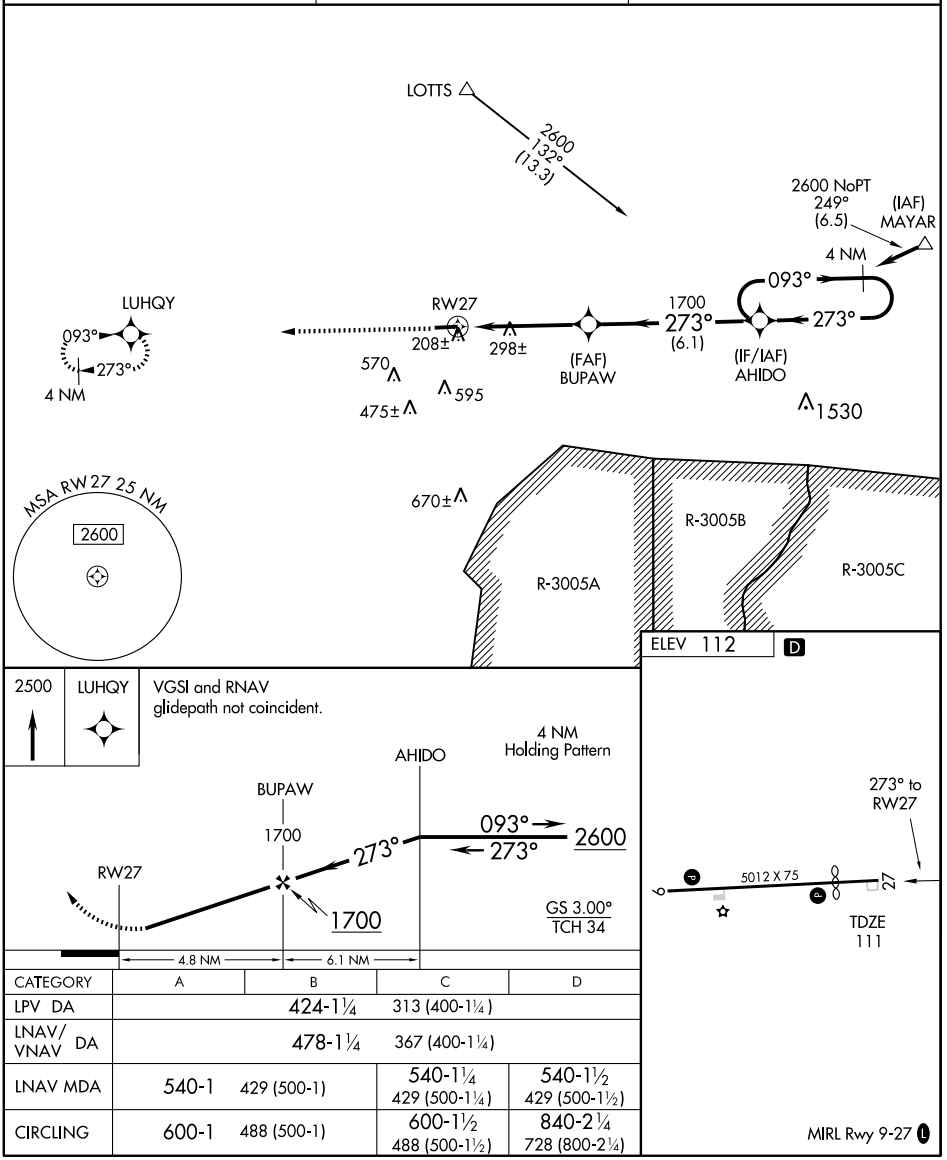
RNAV (GPS) RWY 27

CLAXTON-EVANS COUNTY (CWV)

Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV all Cats and LNAV Cats C/D visibilities ¼ mile and LNAV/VNAV all Cats and Circling Cat D visibilities ½ mile.

MISSED APPROACH: Climb to 2500 direct LUHQY and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
120.075	120.85 322.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		424-1¼	313 (400-1¼)	
LNAV/ VNAV DA		478-1¼	367 (400-1¼)	
LNAV MDA	540-1	429 (500-1)	540-1¼ 429 (500-1¼)	540-1½ 429 (500-1½)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)

MIRL Rwy 9-27 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

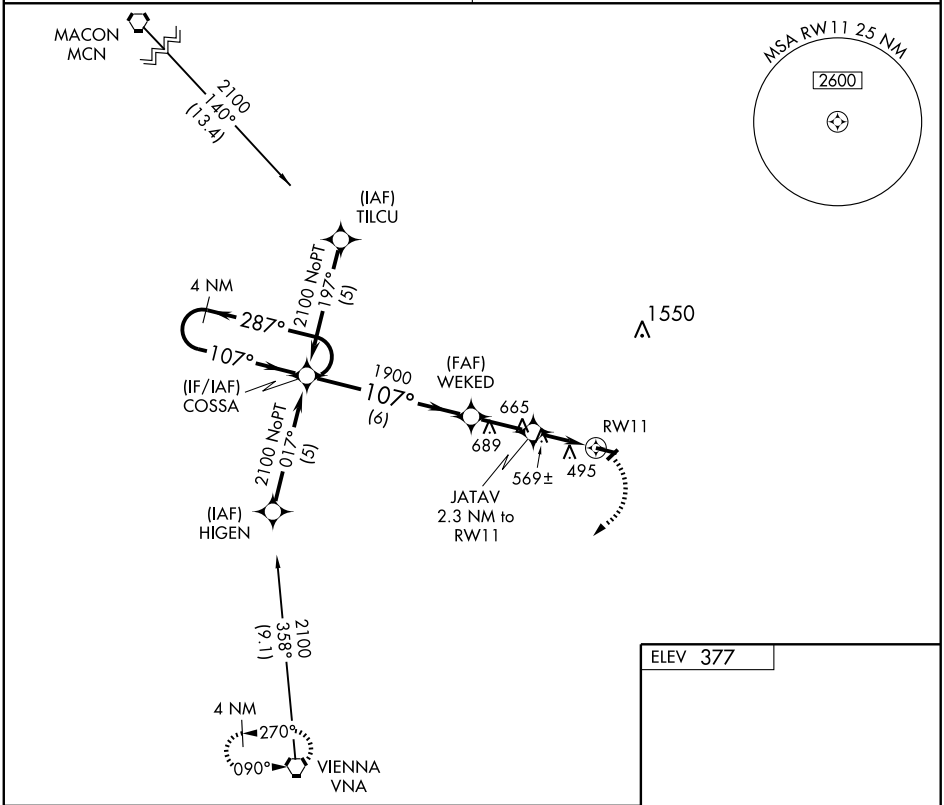
COCHRAN (48A)

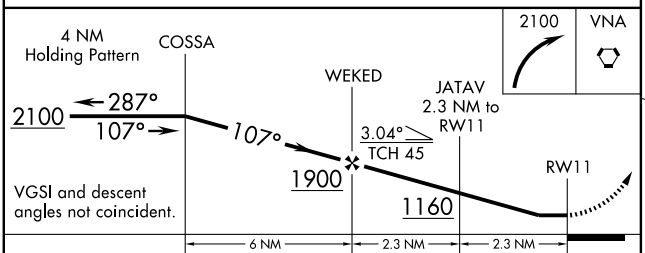
APP CRS	Rwy ldg	4401
107°	TDZE	377
	Apt Elev	377

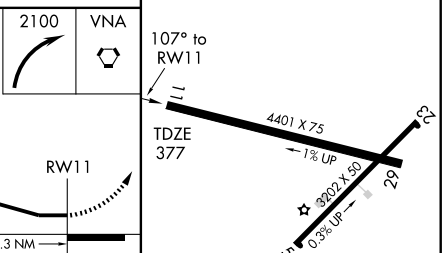
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2100 direct VNA VORTAC and hold.

ATLANTA APP CON★	UNICOM
124.2 279.6	122.8 (CTAF) L







ELEV 377

CATEGORY	A	B	C	D
LNAV MDA	880-1 503 (600-1)		880-1½ 503 (600-1½)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA

MIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86319 W29A | APP CRS 287° | Rwy Idg 4401 | TDZE 358 | Apt Elev 377

RNAV (GPS) RWY 29

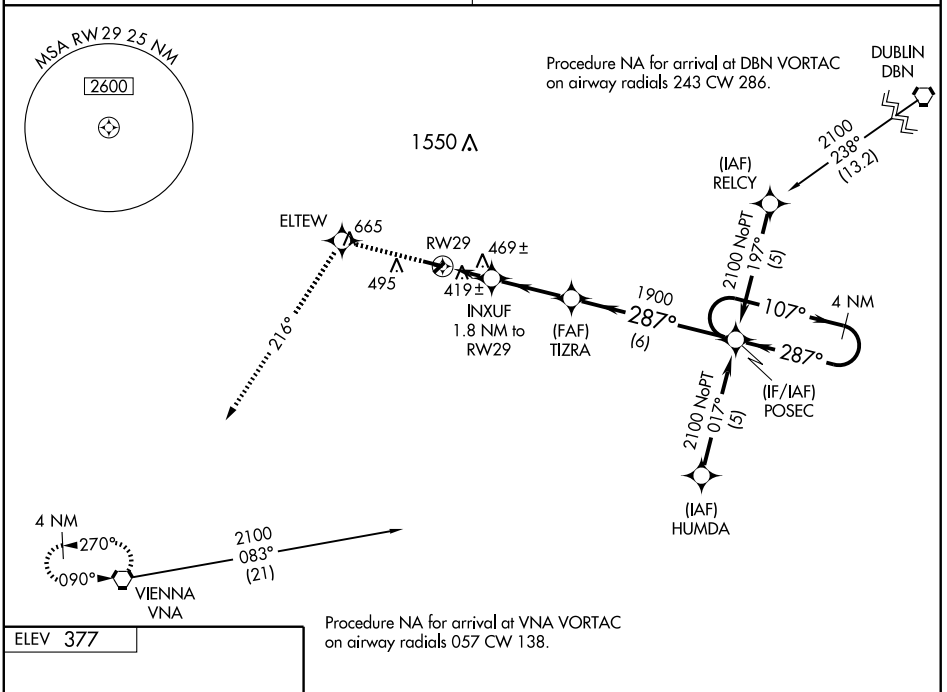
COCHRAN (48A)

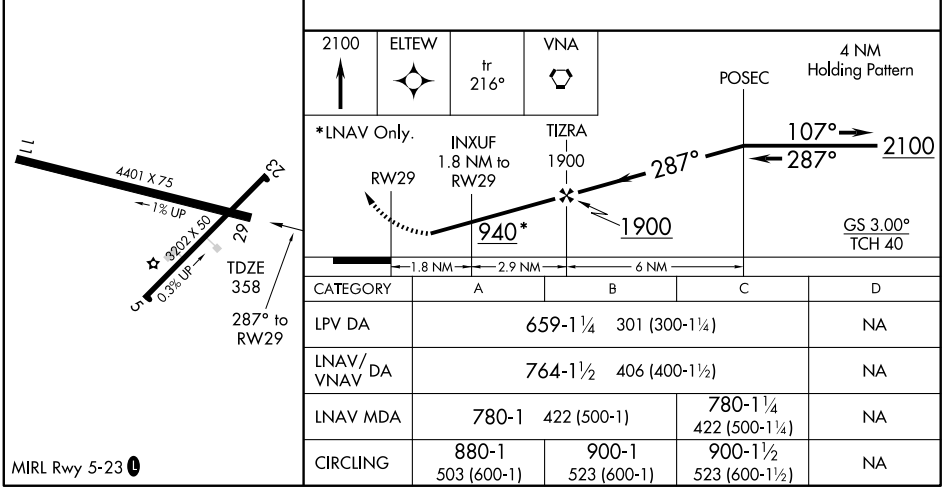
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2100 direct ELTEW and on track 216° to VNA VORTAC and hold.

ATLANTA APP CON* 124.2 279.6

UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	659-1¼ 301 (300-1¼)			NA
LNAV/VNAV DA	764-1½ 406 (400-1½)			NA
LNAV MDA	780-1 422 (500-1)		780-1¼ 422 (500-1¼)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC VNA	APP CRS	Rwy Idg	3202
116.5	044°	TDZE	336
Chan 112		Apt Elev	377

VOR/DME RWY 5
COCHRAN (48A)

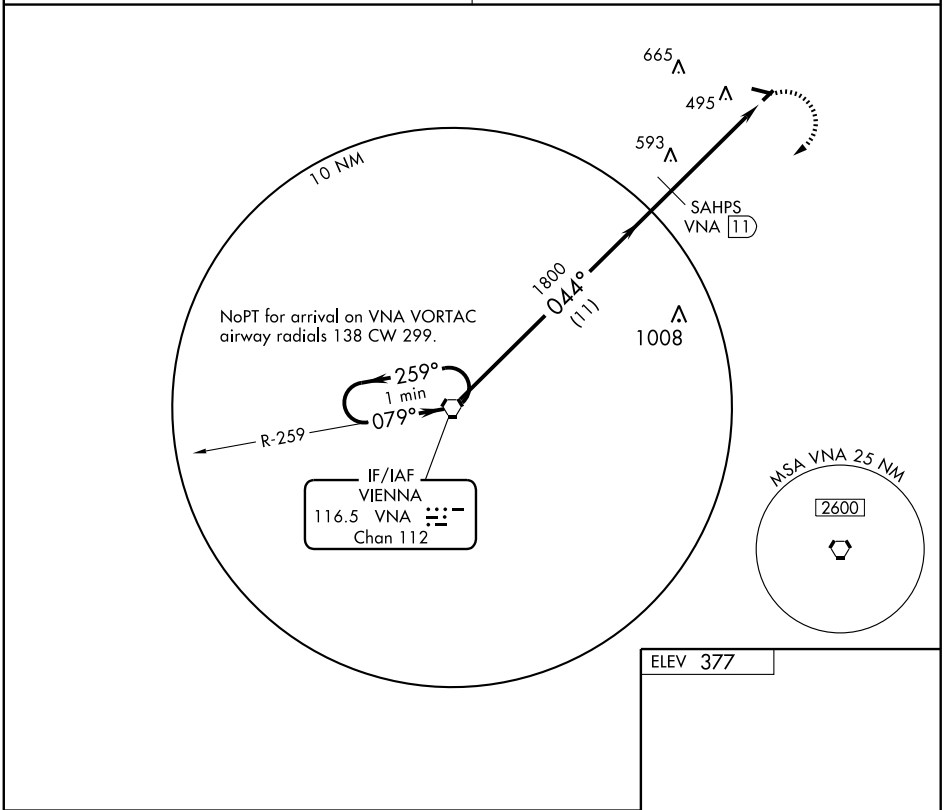
Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

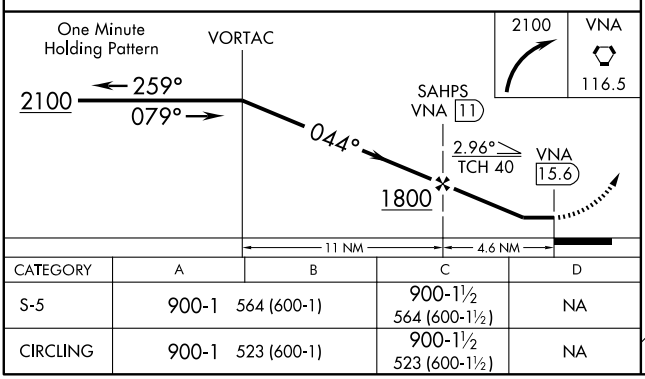
NA

MISSED APPROACH: Climbing right turn to 2100 direct VNA VORTAC and hold.

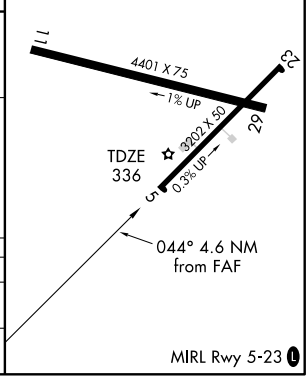
ATLANTA APP CON★
124.2 279.6

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-5	900-1	564 (600-1)	900-1½ 564 (600-1½)	NA
CIRCLING	900-1	523 (600-1)	900-1½ 523 (600-1½)	NA



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-636 (FAA)

COLUMBUS METROPOLITAN (CSG)
COLUMBUS, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS, GEORGIA
COLUMBUS METROPOLITAN (CSG)

10266

LOC I-CSG	APP CRS	Rwy Idg	6997
110.3	056°	TDZE	380
		Apt Elev	397

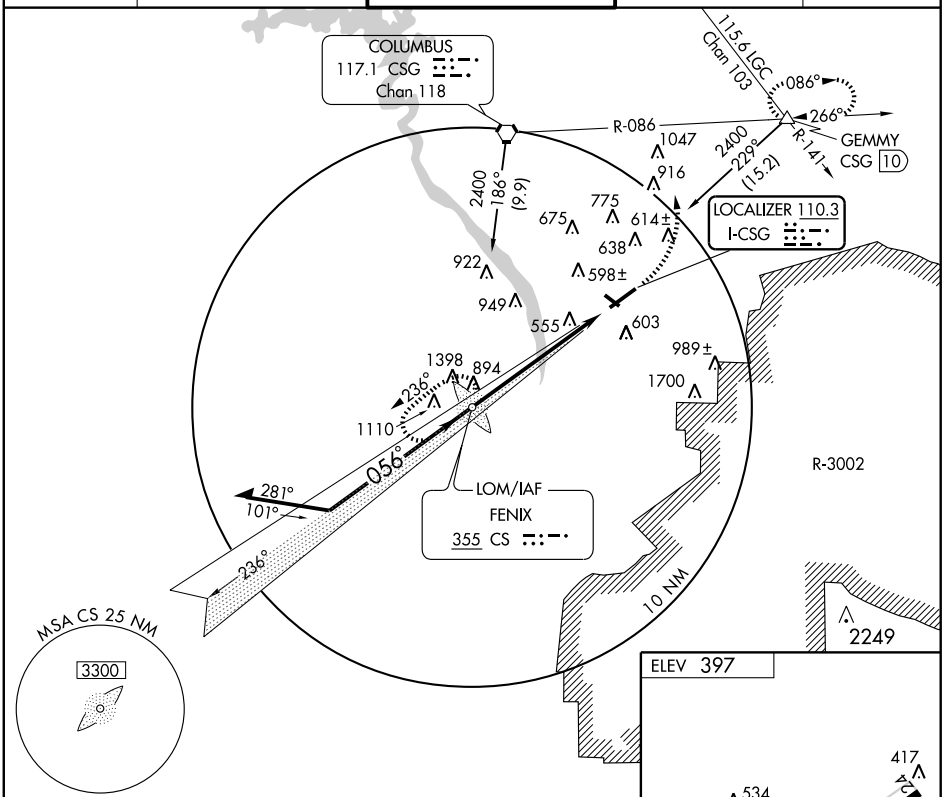
ILS or LOC RWY 6
COLUMBUS METROPOLITAN (CSG)

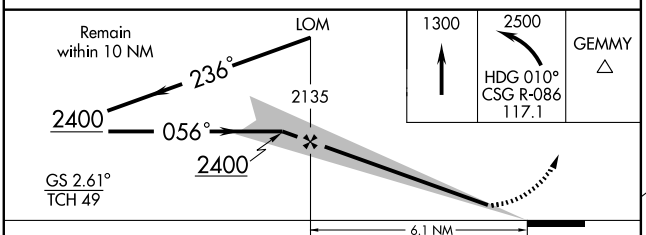
ADF or RADAR REQUIRED
Glide slope unseable for coupled approaches below 780 MSL.

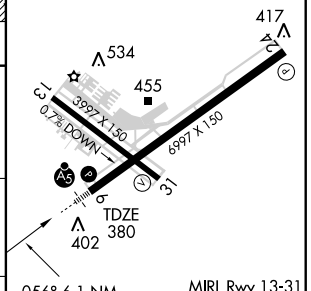
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 2500 via heading 010° and CSG R-086 to GEMMY Int/CSG 10 DME and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







MIRL Rwy 13-31
HIRL Rwy 6-24 L
REIL Rwy 24 L
REIL Rwys 13 and 31

CATEGORY	A	B	C	D
S-ILS 6		580/24 200 (200-½)		
S-LOC 6	980/24 600 (600-½)		980/50 600 (600-1)	980/60 600 (600-1¼)
CIRCLING	980-1 583 (600-1)		980-1½ 583 (600-1½)	980-2 583 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6997
CH 40001	056°	TDZE	380
W06A		Apt Elev	397

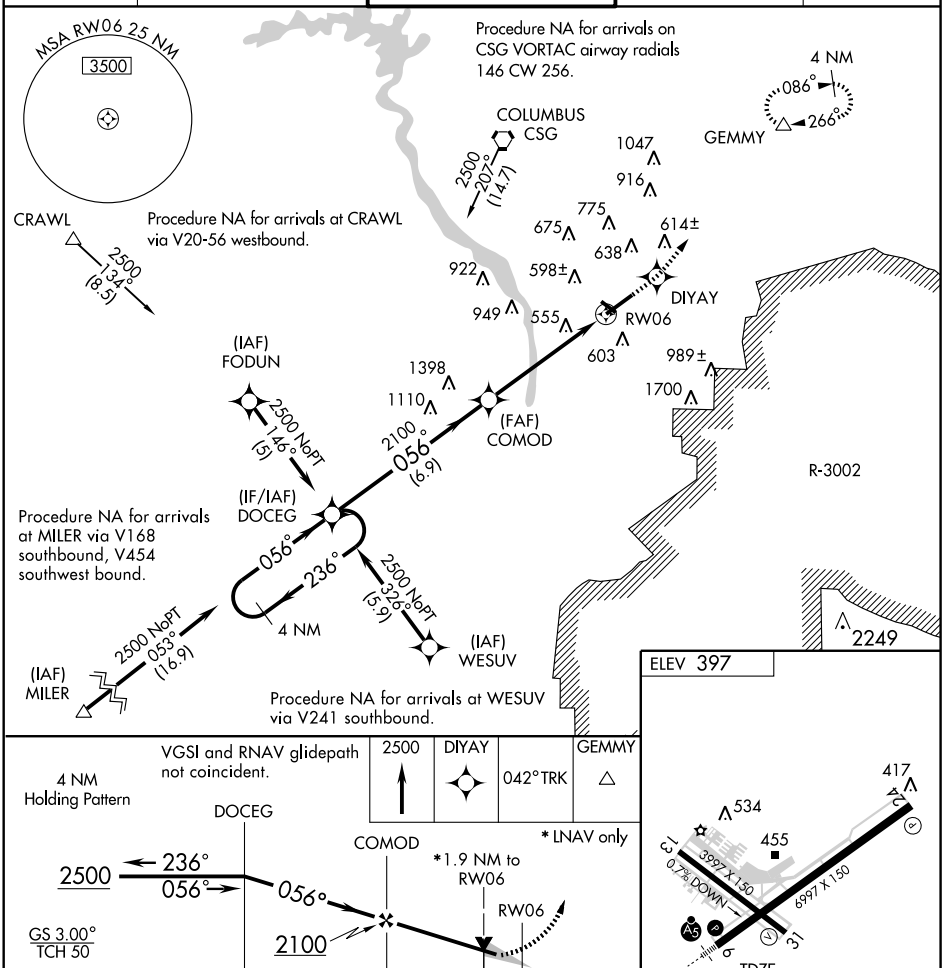
RNAV (GPS) RWY 6
COLUMBUS METROPOLITAN (CSG)

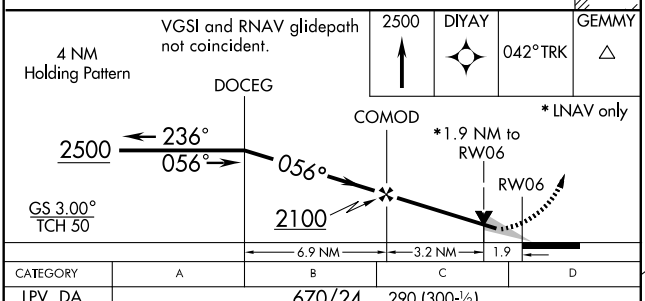
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 13 NA at night. When VGSI inop, Circling Rwy 24, 31 NA at night.

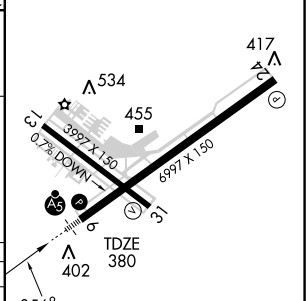
MALSR

MISSED APPROACH: Climb to 2500 direct DIYAY and via 042° track to GEMMY WP and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA		670/24	290 (300-½)	
LNAV/ VNAV DA		900/60	520 (600-1¼)	
LNAV MDA	960/24	580 (600-½)	960/50 580 (600-1)	960/60 580 (600-1¼)
CIRCLING		960-1¾ 563 (600-1¾)		960-2 563 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L
MIRL Rwy 13-31
REIL Rwys 13 and 31

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

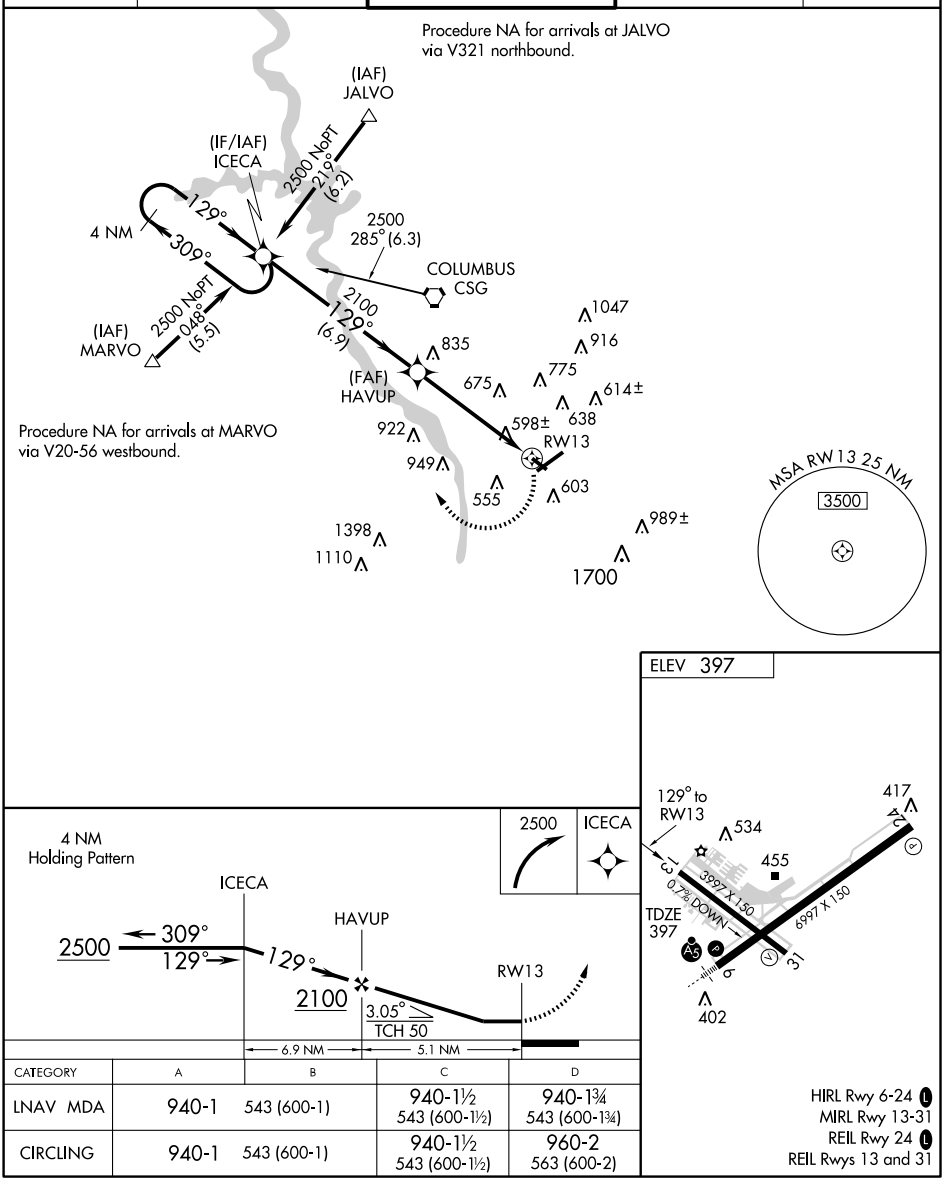
APP CRS	Rwy Idg	3997
129°	TDZE	397
	Apt Elev	397

RNAV (GPS) RWY 13
COLUMBUS METROPOLITAN (CSG)

DME/DME RNP-0.3 NA. Procedure NA at night.
When VGSI inop, Circling Rwy 24, 31 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct ICECA and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	940-1	543 (600-1)	940-1½ 543 (600-1½)	940-1¾ 543 (600-1¾)
CIRCLING	940-1	543 (600-1)	940-1½ 543 (600-1½)	960-2 563 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 13-31
REIL Rwy 24 L
REIL Rwys 13 and 31

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

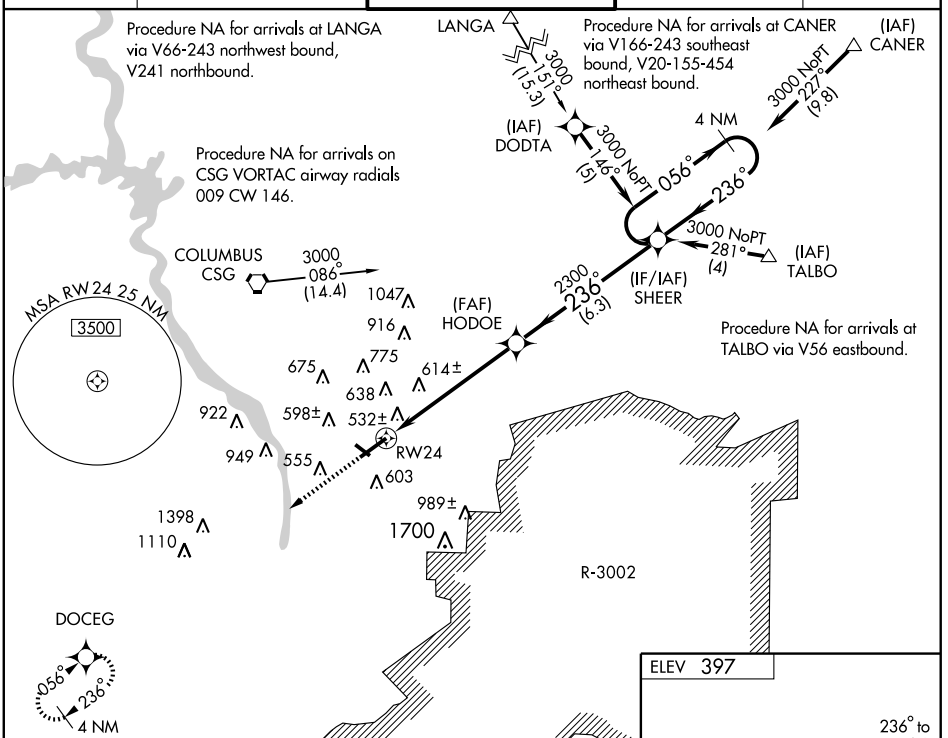
WAAS CH 45501 W24A	APP CRS 236°	Rwy Idg 6997 TDZE 391 Apt Elev 397

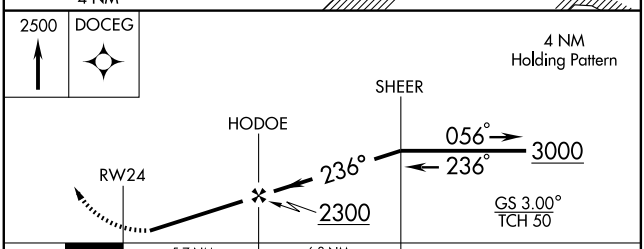
RNAV (GPS) RWY 24
COLUMBUS METROPOLITAN (CSG)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. When VGSI inop, Circling Rwy 31 NA at night. Circling to Rwy 13 NA at night.

MISSED APPROACH: Climb to 2500 direct DOCEG and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	740-1¼ 349 (400-1¼)			
LNAV/ VNAV DA	920-1¾ 529 (600-1¾)			
LNAV MDA	940-1 549 (600-1)		940-1½ 549 (600-1½)	940-1¾ 549 (600-1¾)
CIRCLING	940-1¾ 543 (600-1¾)			960-2 563 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L
MIRL Rwy 13-31
REIL Rwys 13 and 31

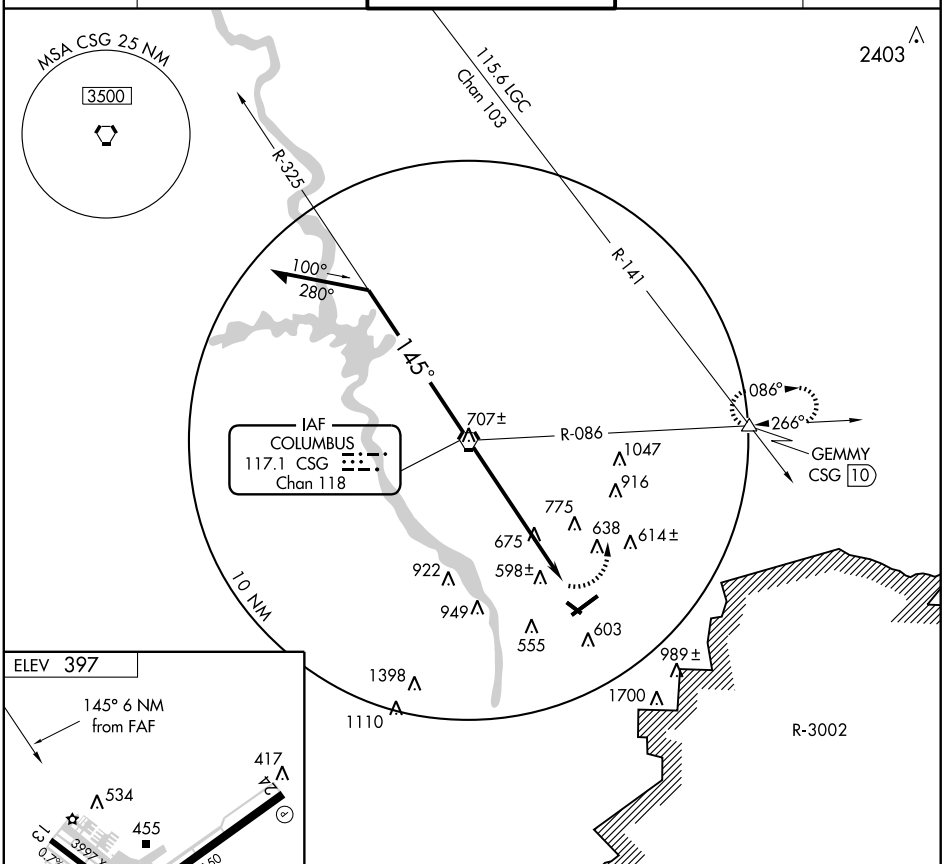
SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

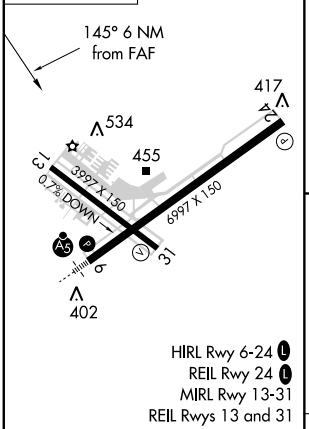
VORTAC CSG	APP CRS	Rwy Idg	N/A
117.1	145°	TDZE	N/A
Chan 118		Apt Elev	397

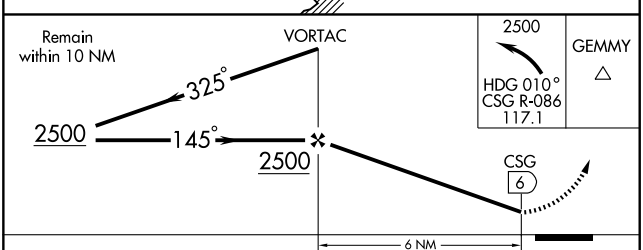
VOR-A
COLUMBUS METROPOLITAN (CSG)

MISSED APPROACH: Climbing left turn to 2500 via heading 010° and CSG VORTAC R-086 to GEMMY Int and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	980-1	583 (600-1)	980-1½	980-2
			583 (600-1½)	583 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-CKF	APP CRS	Rwy Idg	5001
108.9	099°	TDZE	305
		Apt Elev	310

LOC RWY 10

CORDELE/CRISP COUNTY-CORDELE (CKF)

T NA Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L

SE-4, 21 OCT 2010 to 18 NOV 2010

ADF REQUIRED

VIENNA 116.5 VNA Chan 112

046° 226° R-046

2000 234° (22.7)

880

LILLY

2000 142° (10.7)

IAF CONEY 400 OHY

LOCALIZER 108.9 I-CKF

279° 099° 054° 234°

650± 503 808± 823

MSA OHY 25 NM 2300

2000 049° (30.1)

10 NM

PECAN 116.1 PZD Chan 108

ELEV 310

TDZE 305

5006 X 100

5001 X 150

10 5 23 28

099° 4.2 NM from FAF

Remain within 10 NM

NDB

279°

2000

099°

3.53° TCH 42

1900

4.2 NM

VGSI and descent angles not coincident.

2000 VNA 116.5

REIL Rwy 10 L

MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	680-1 375 (400-1)			680-1¼ 375 (400-1¼)
CIRCLING	820-1 510 (600-1)		960-1¾ 650 (700-1¾)	960-2 650 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NDB OHY	APP CRS	Rwy Idg	5001
400	100°	TDZE	308
		Apt Elev	310

NDB RWY 10

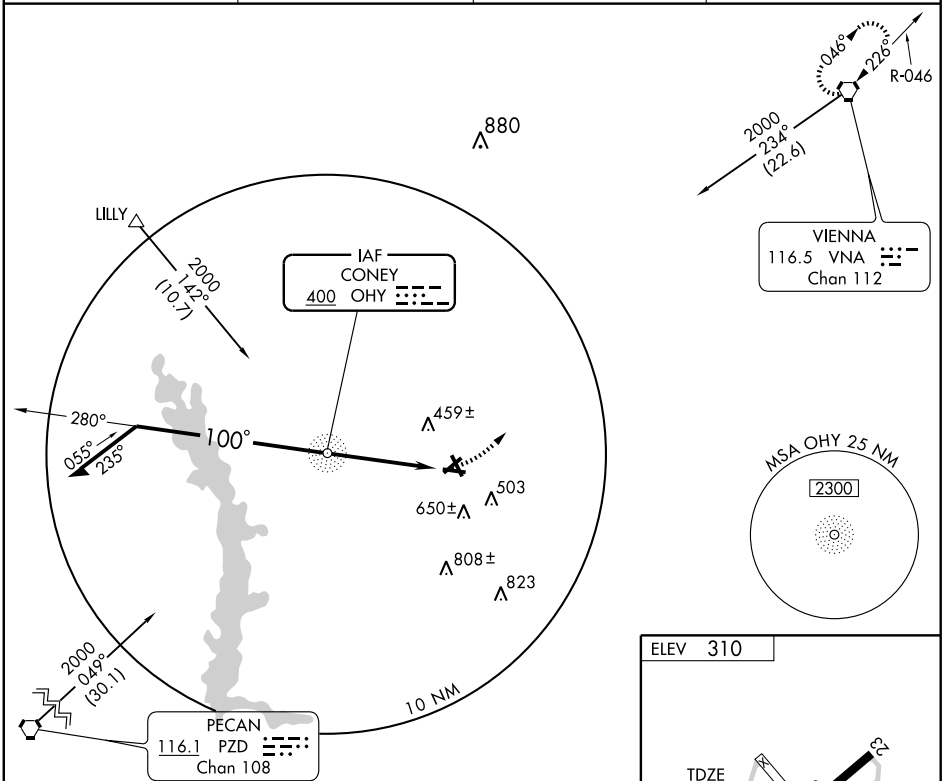
CORDELE/CRISP COUNTY-CORDELE (CKF)

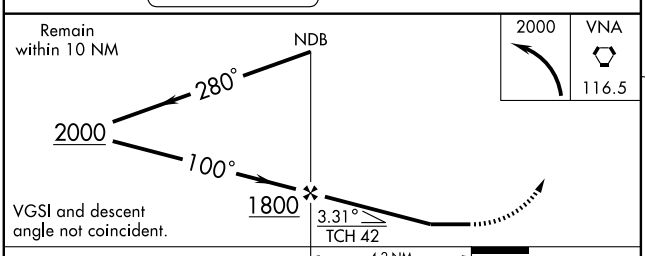
When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-10 Cats C and D visibility ¼ mile, circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA. Inoperative table does not apply.

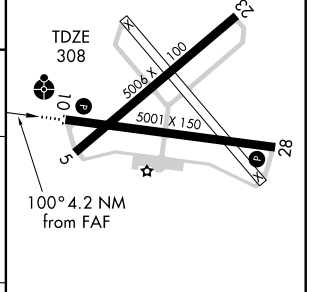
ODALS

MISSED APPROACH: Climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
S-10	760-1 452 (500-1)		760-1¼ 452 (500-1¼)	760-1½ 452 (500-1½)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)

REIL Rwy 10 L
MIRL Rwy 10-28 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS Ch **40106** **W05A**	APP CRS **052°**	Rwy Idg **5006** TDZE **310** Apt Elev **310**

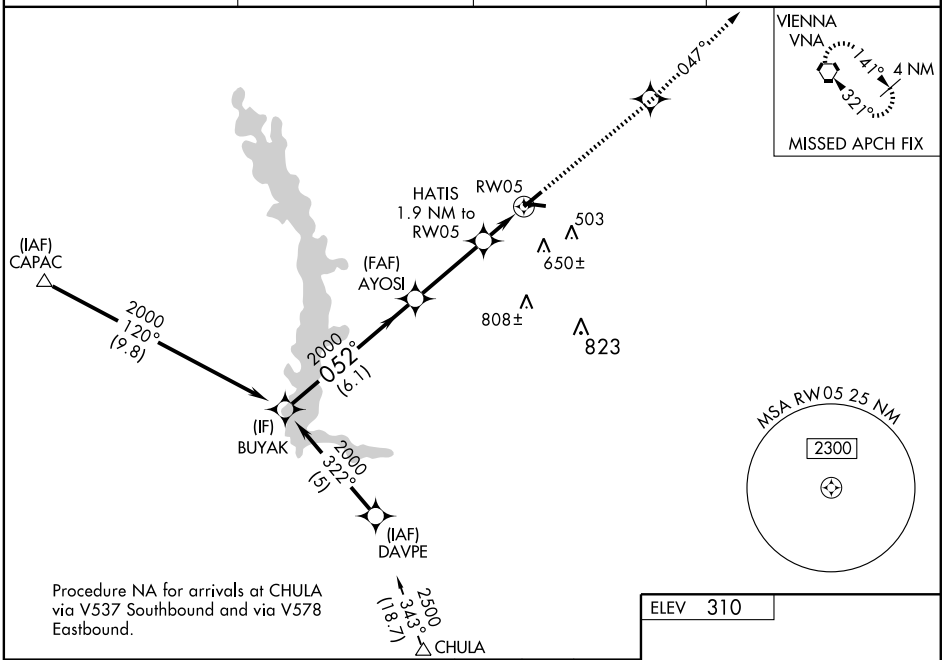
RNAV (GPS) RWY 5

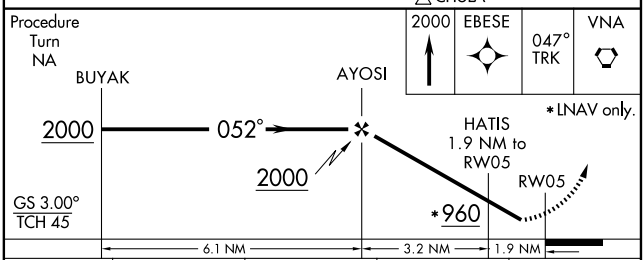
CORDELE / CRISP COUNTY-CORDELE (CKF)

When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet, all MDAs 100 feet, and LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cats C and D visibilities ¼ mile, Circling visibility Cat. C ¼ mile, Cat. D ½ mile. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. Baro-VNAV NA when using Albany altimeter setting. Straight-in minimums NA at night.

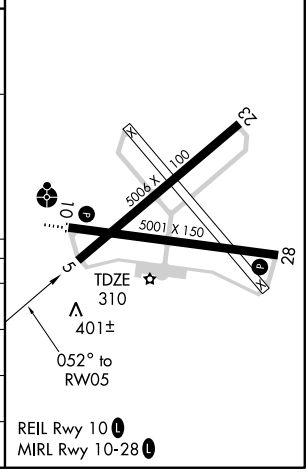
MISSED APPROACH: Climb to 2000 direct EBESE and via 047° track to VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	**125.75 226.8**	**121.725**	**123.050** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	623-1 313 (400-1)			
LNAV/VNAV DA	661-1¼ 351 (400-1¼)			
LNAV MDA	660-1 350 (400-1)			660-1¼ 350 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
Ch 57905	099°	TDZE	308
W10A		Apt Elev	310

RNAV (GPS) RWY 10

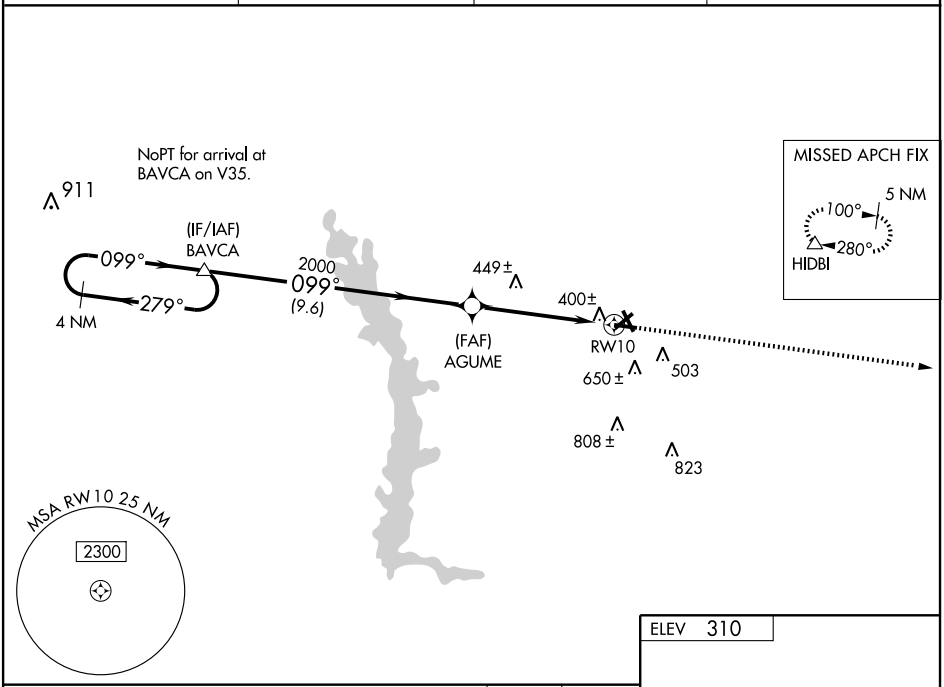
CORDELE / CRISP COUNTY-CORDELE (CKF)

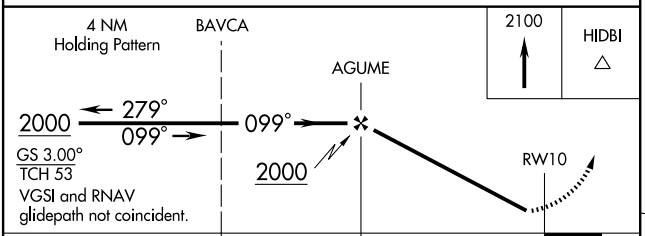
Inoperative table does not apply. Baro-VNAV NA when using Albany altimeter setting. If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

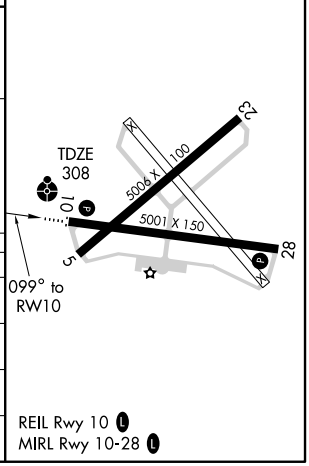
ODALS

MISSED APPROACH: Climb to 2100 direct HIDBI and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	635-1¼ 327 (400-1¼)			
LNAV/ VNAV DA	688-1¼ 380 (400-1¼)			
LNAV MDA	700-1 392 (400-1)			700-1¼ 392 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS Ch **90206** **W23A**	APP CRS **232°**	Rwy Idg **5006** TDZE **308** Apt Elev **310**

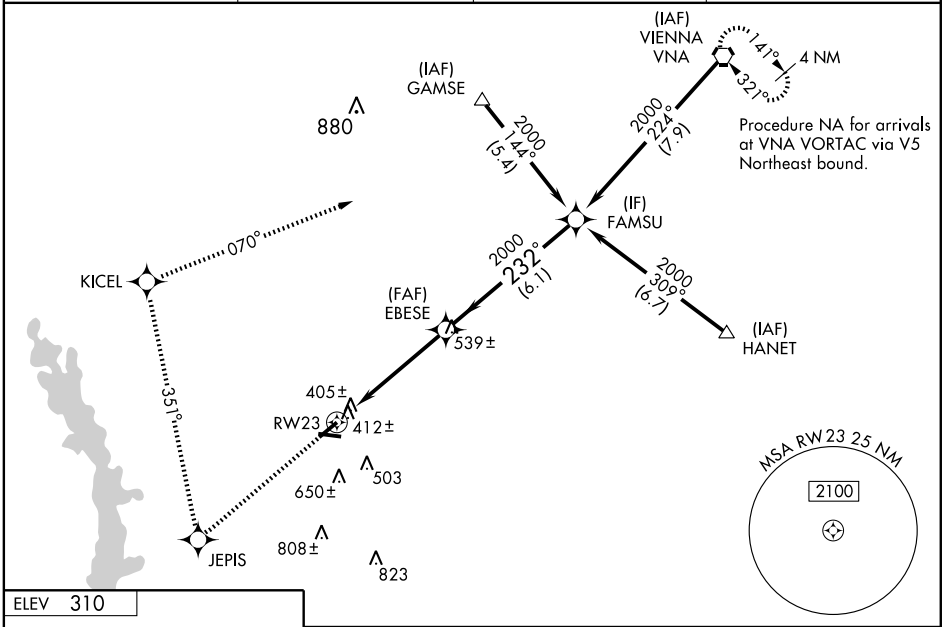
RNAV (GPS) RWY 23

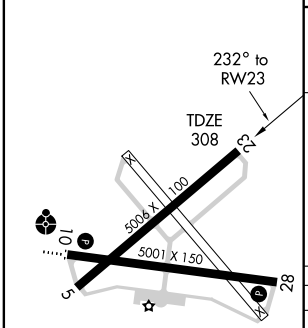
CORDELE / CRISP COUNTY-CORDELE (CKF)

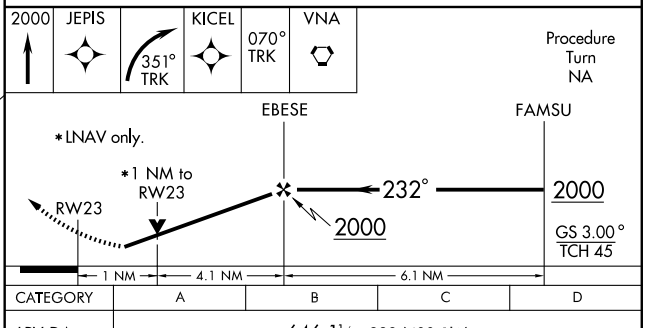
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet and all MDAs 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat. C visibilities ¼ mile, Circling Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000 direct JEPIS and right turn via 351° track to to KICEL and via 070° track to VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	**125.75 226.8**	**121.725**	**123.050** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	646-1¼ 338 (400-1¼)			
LNAV/ VNAV DA	690-1¼ 382 (400-1¼)			
LNAV MDA	680-1 372 (400-1)			680-1¼ 372 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

REIL Rwy 10 L
MIRL Rwy 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
Ch 99305	280°	TDZE	309
W28A		Apt Elev	310

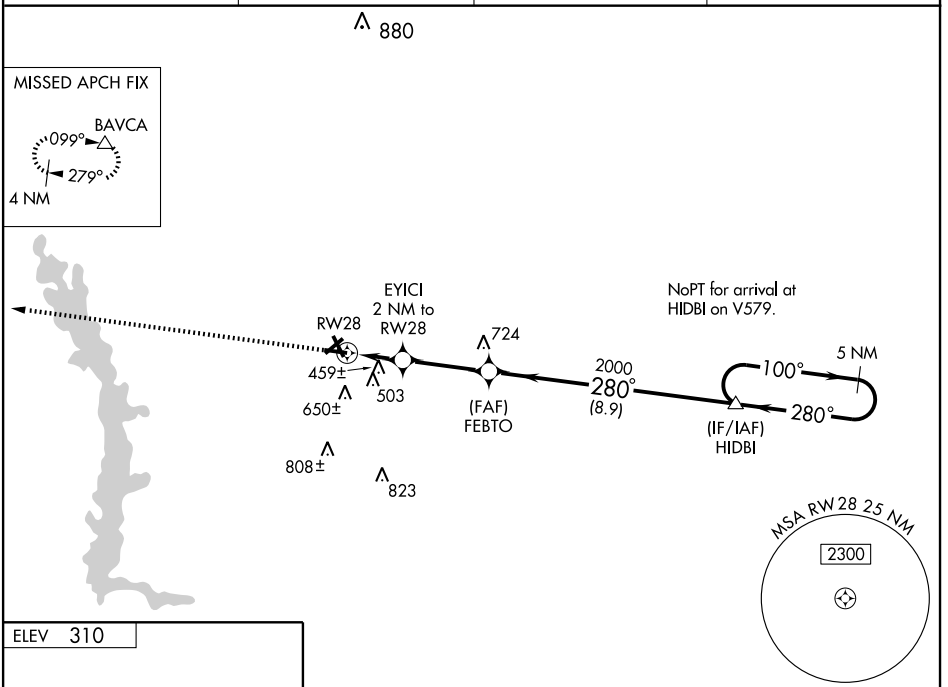
RNAV (GPS) RWY 28

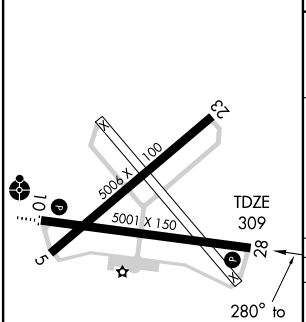
CORDELE / CRISP COUNTY-CORDELE (CKF)

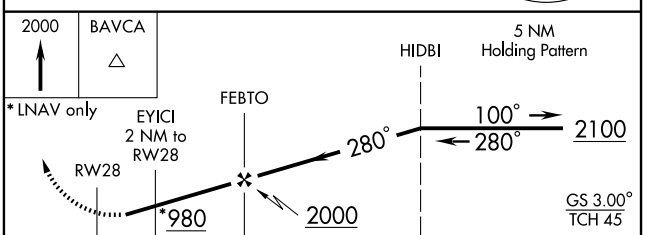
If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000 direct BAVCA and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	679-1¼ 370 (400-1¼)			
LNAV/ VNAV DA	851-2 542 (600-2)			
LNAV MDA	720-1 411 (500-1)		720-1¼ 411 (500-1¼)	
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC VNA	APP CRS	Rwy Idg	5006
116.5	226°	TDZE	308
Chan 112		Apt Elev	310

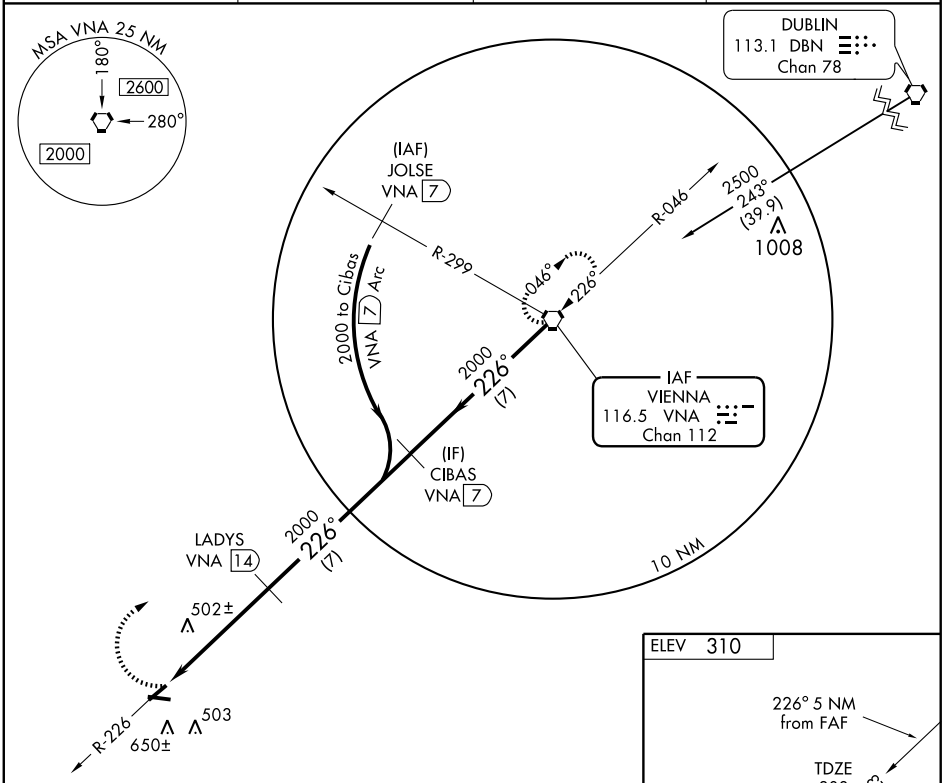
VOR/DME RWY 23

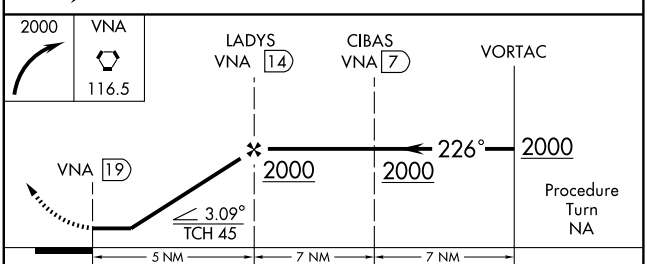
CORDELE/ CRISP COUNTY-CORDELE (CKF)

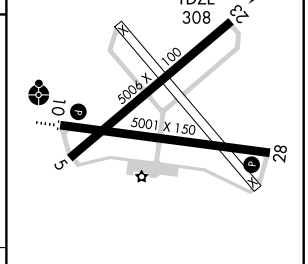
Straight-in minimums NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-23 Cats. C and D visibility ¼ mile Circling visibility Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH: Climbing right turn to 2000 direct VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
S-23	820-1	512 (600-1)	820-1½ 512 (600-1½)	820-1¾ 512 (600-1¾)
CIRCLING	820-1	510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)

REIL Rwy 10 L
MIRL Rwy 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB AJR 347	APP CRS 066°	Rwy Idg 4111 TDZE 1446 Apt Elev 1448

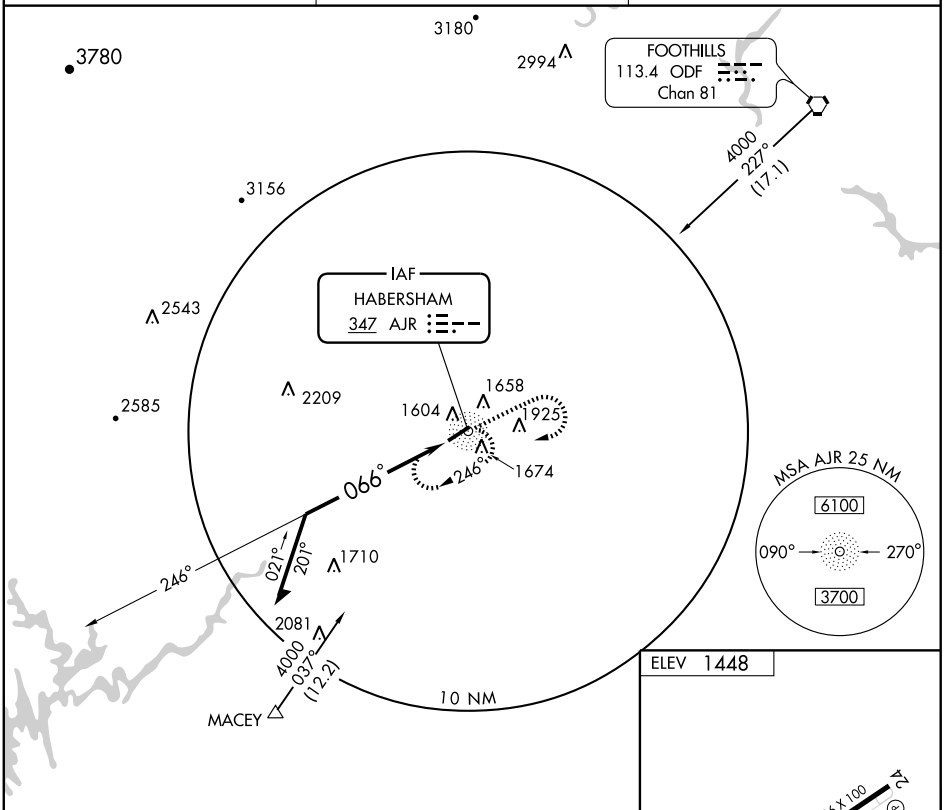
NDB RWY 6

CORNELIA/HABERSHAM COUNTY (AJR)

T NA When local altimeter setting not received, use Gainsville altimeter setting and increase all MDA 80 feet; increase S-6 and Circling Cats A and C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AJR NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-6	2280-1 834 (900-1)	2280-1¼ 834 (900-1¼)	2280-2½ 834 (900-2½)	NA
CIRCLING	2280-1 832 (900-1)	2280-1¼ 832 (900-1¼)	2280-2½ 832 (900-2½)	NA

MIRL Rwy 6-24 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4111
059°	TDZE	1446
	Apt Elev	1448

RNAV (GPS) RWY 6

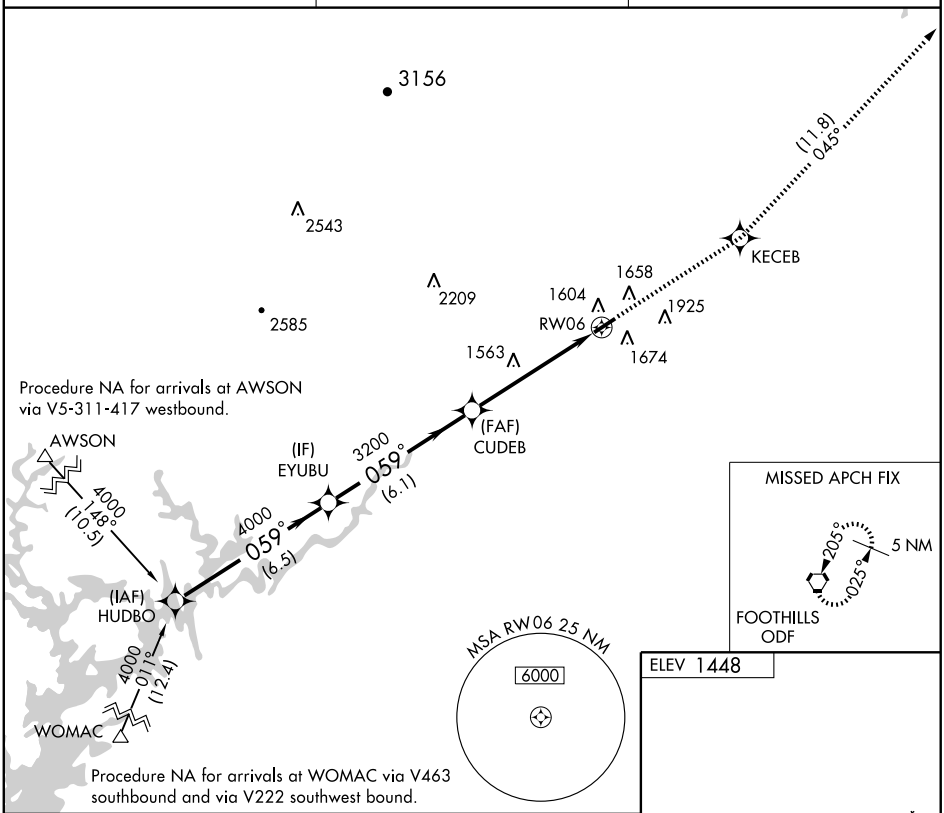
CORNELIA/ HABERSHAM COUNTY (AJR)

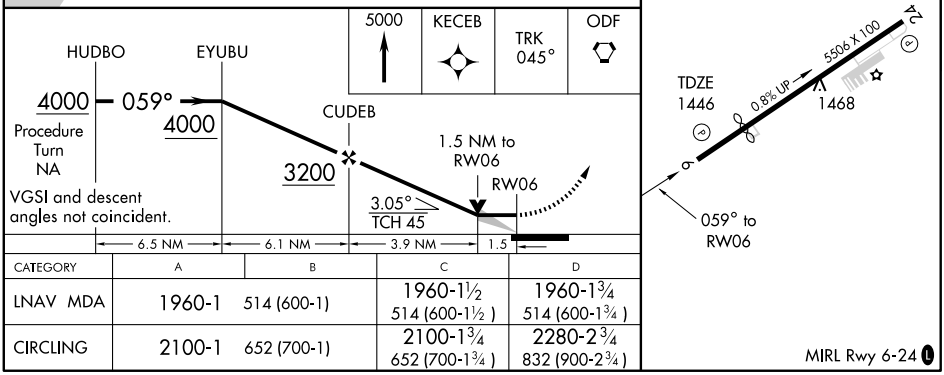
NA

If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Lee Gilmer Memorial altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct KECEB and via 045° track to ODF VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1960-1	514 (600-1)	1960-1½ 514 (600-1½)	1960-1¾ 514 (600-1¾)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5506
239°	TDZE	1448
	Apt Elev	1448

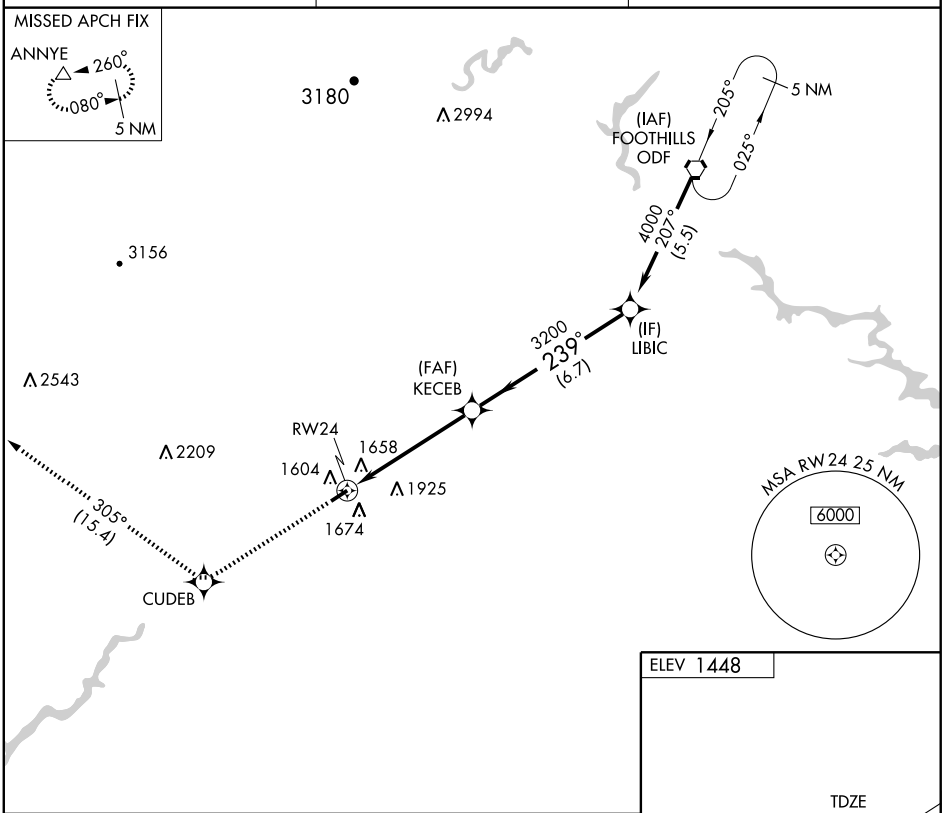
RNAV (GPS) RWY 24

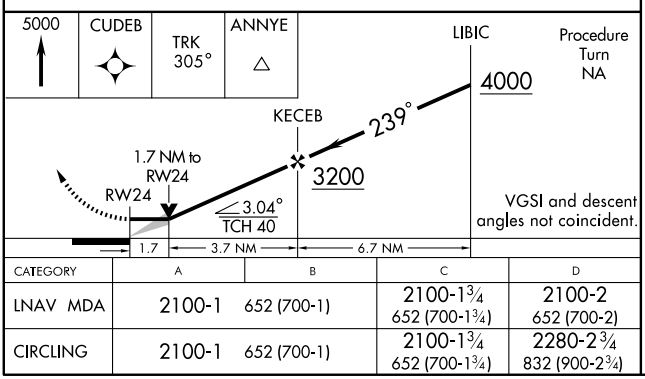
CORNELIA/ HABERSHAM COUNTY (AJR)

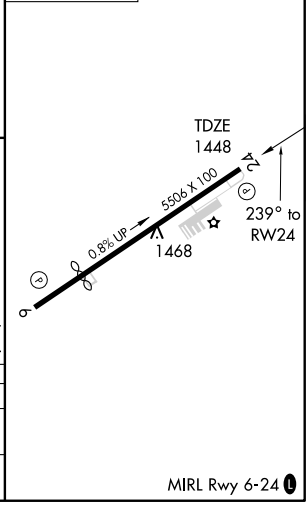
T NA — If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Lee Gilmer Memorial altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct CUDEB and via 305° track to ANNYE and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2100-2 652 (700-2)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC ODF	APP CRS	Rwy Idg	4111
113.4	048°	TDZE	1446
Chan 81		Apt Elev	1448

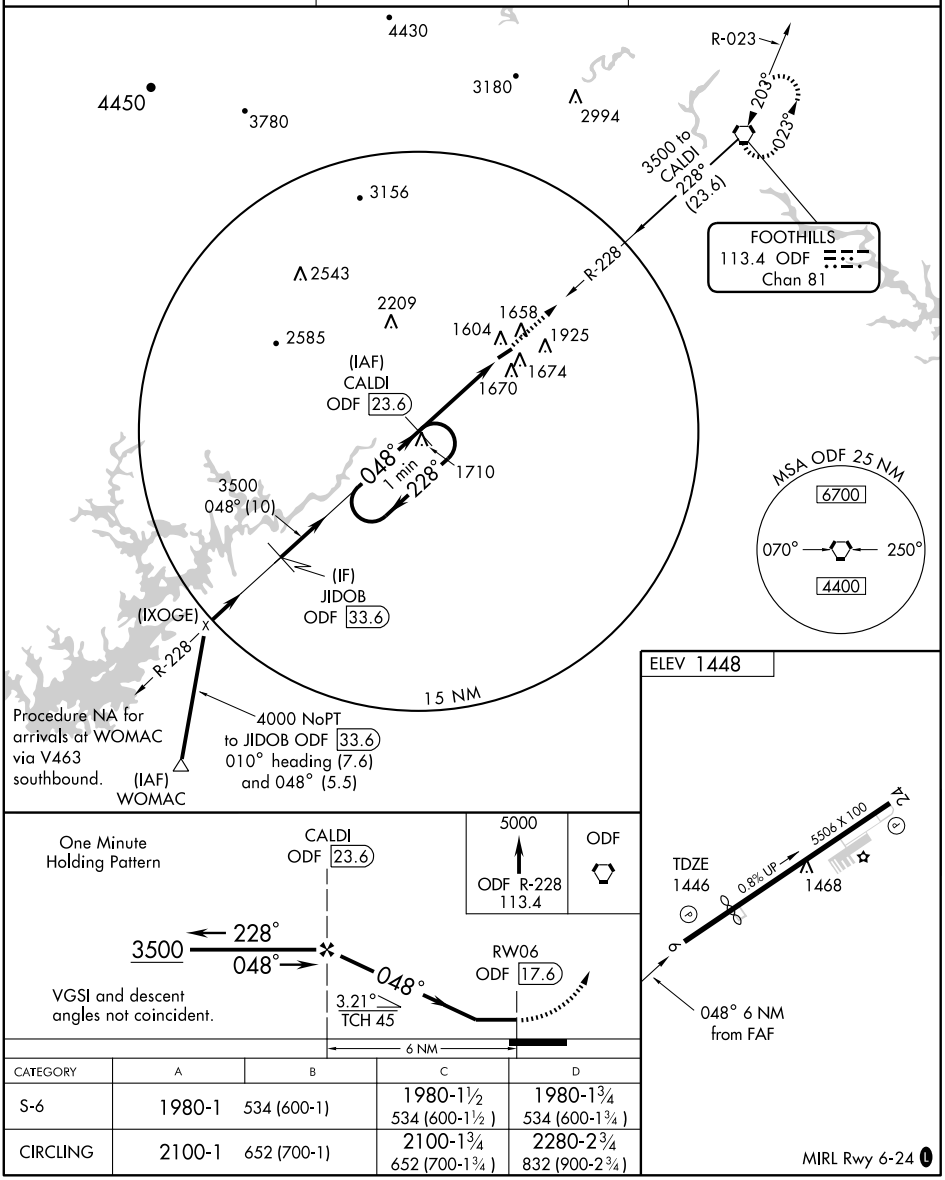
VOR/DME RWY 6

CORNELIA/ HABERSHAM COUNTY (AJR)

NA — If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 5000 via ODF R-228 to ODF VORTAC and hold.

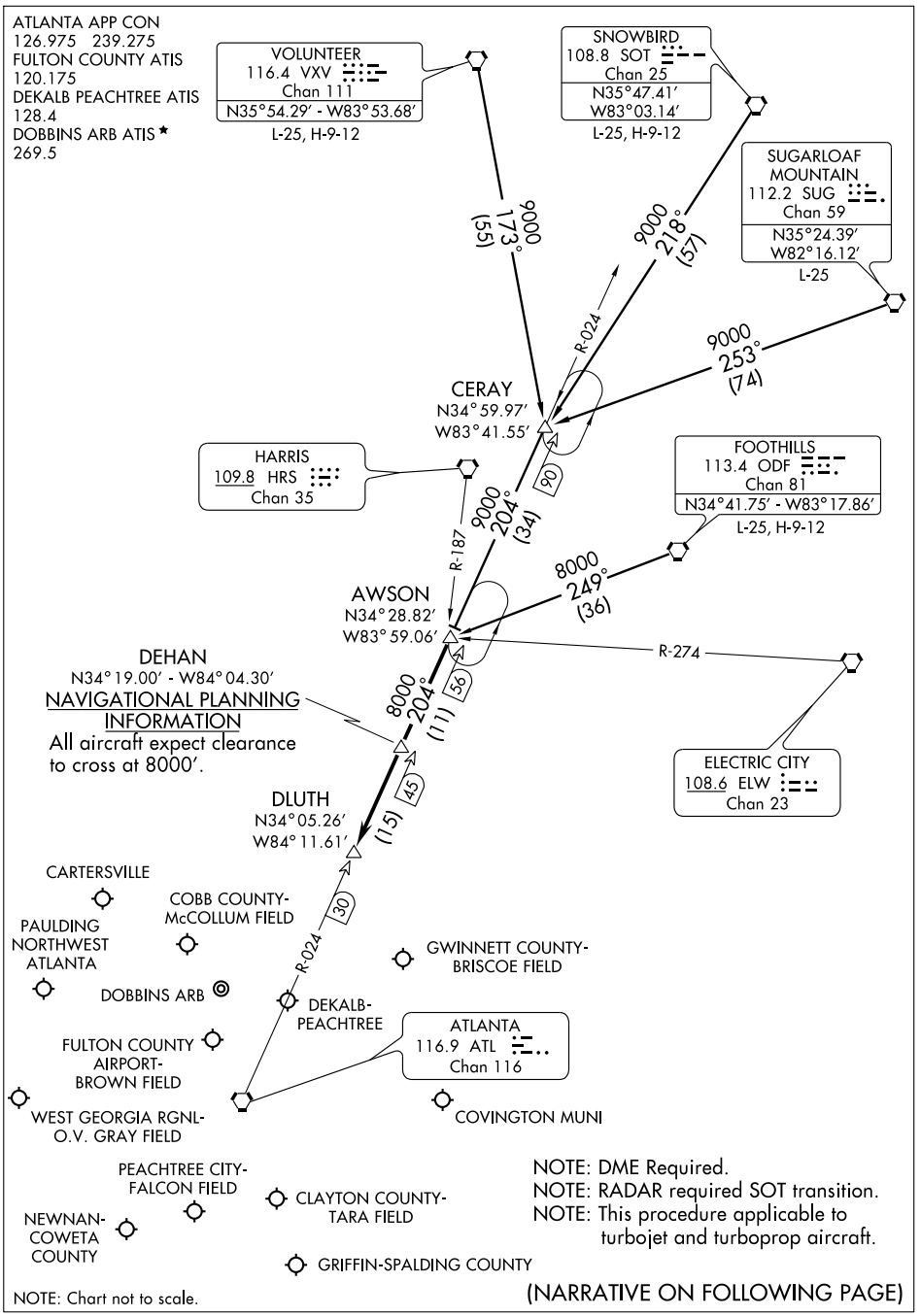
AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-6	1980-1	534 (600-1)	1980-1½ 534 (600-1½)	1980-1¾ 534 (600-1¾)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

MIRL Rwy 6-24 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

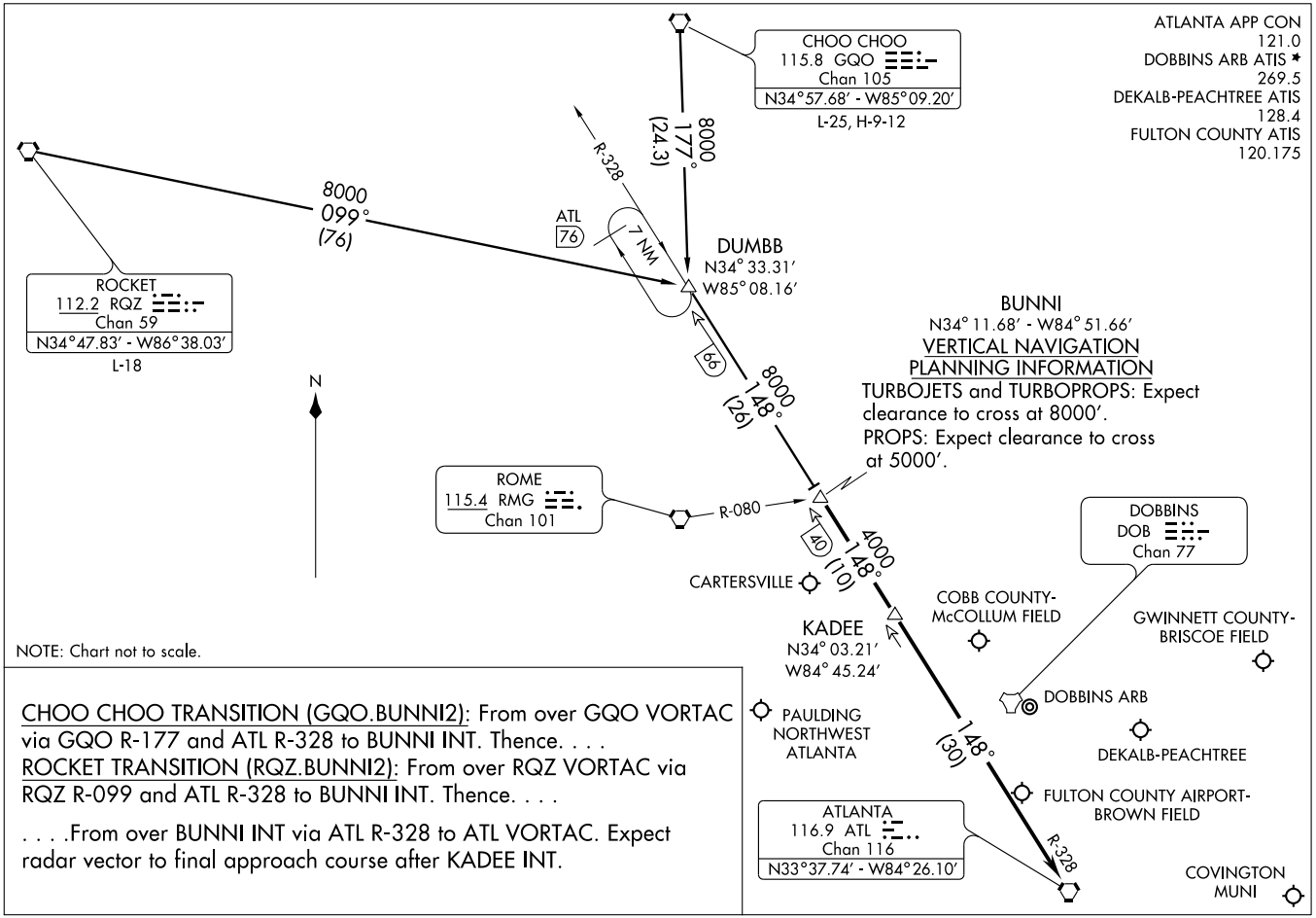
SE-4, 21 OCT 2010 to 18 NOV 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

10266

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA



CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

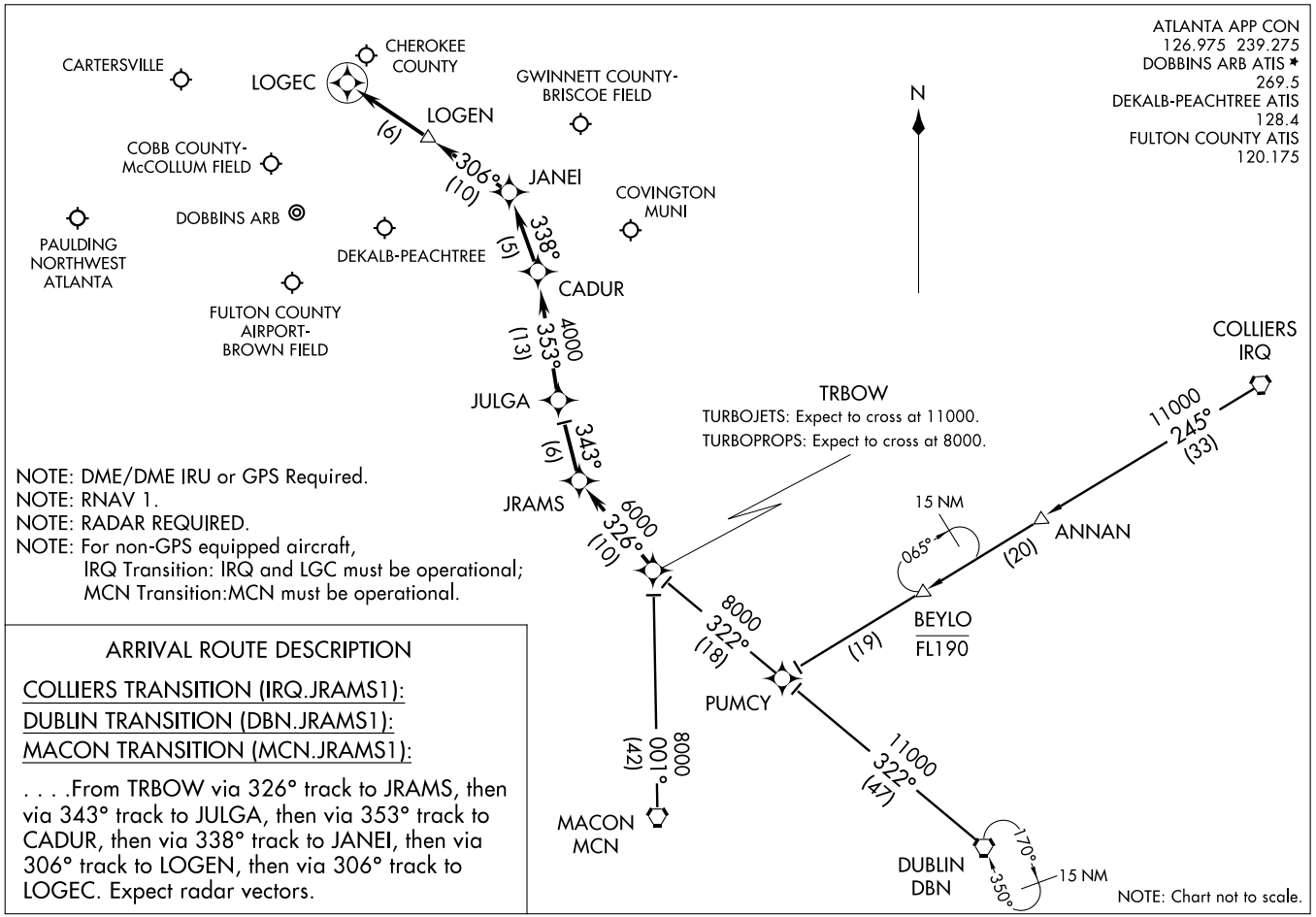
ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLLIERS TRANSITION (IRQ.JRAMS1):

DUBLIN TRANSITION (DBN.JRAMS1):

MACON TRANSITION (MCN.JRAMS1):

. . . .From TRBOW via 326° track to JRAMS, then via 343° track to JULGA, then via 353° track to CADUR, then via 338° track to JANEI, then via 306° track to LOGEN, then via 306° track to LOGEC. Expect radar vectors.

(JRAMS.JRAMS1) 10266

JRAMS ONE ARRIVAL (RNAV)

ST-469 (FAA)

ATLANTA, GEORGIA

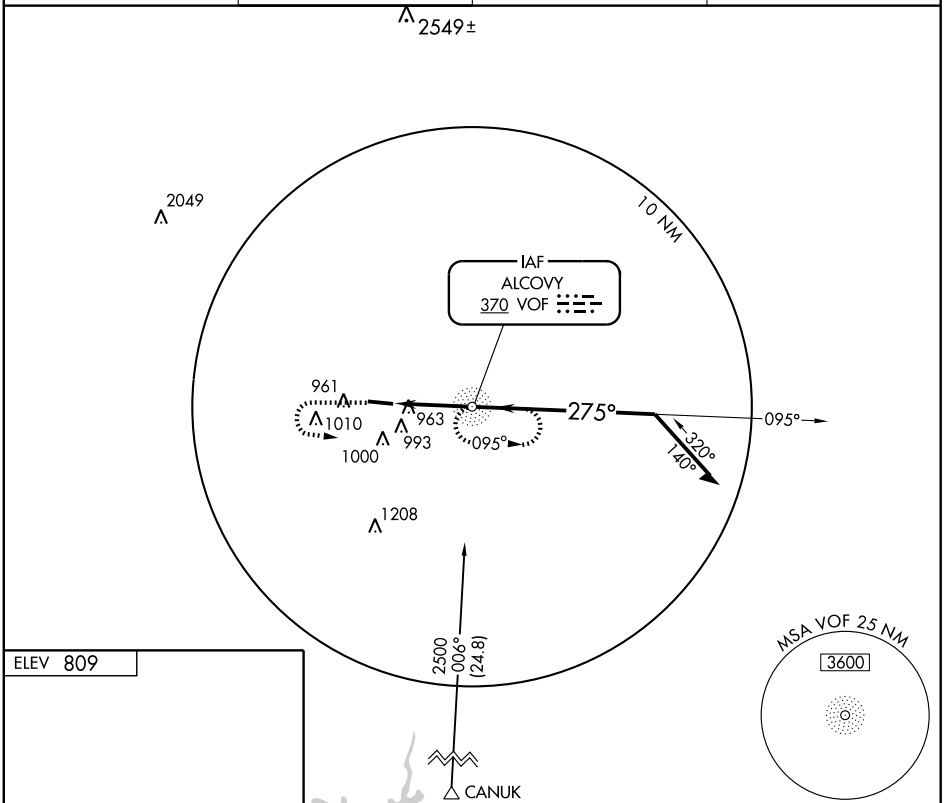
NDB VOF	APP CRS	Rwy Idg	5500
370	275°	TDZE	809
		Apt Elev	809

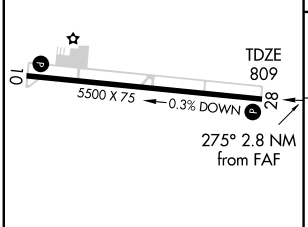
NDB RWY 28
COVINGTON MUNI (9A1)

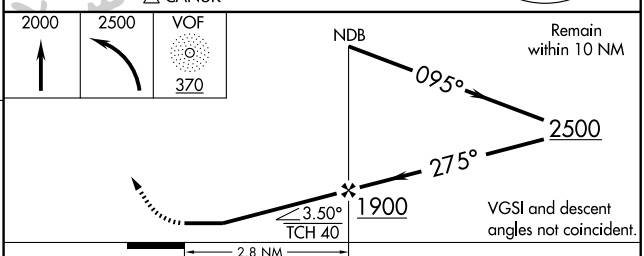
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and S-28 Cats. C and D and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct VOF NDB and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

CATEGORY	A	B	C	D
S-28	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-1¾ 551 (600-1¾)
CIRCLING	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

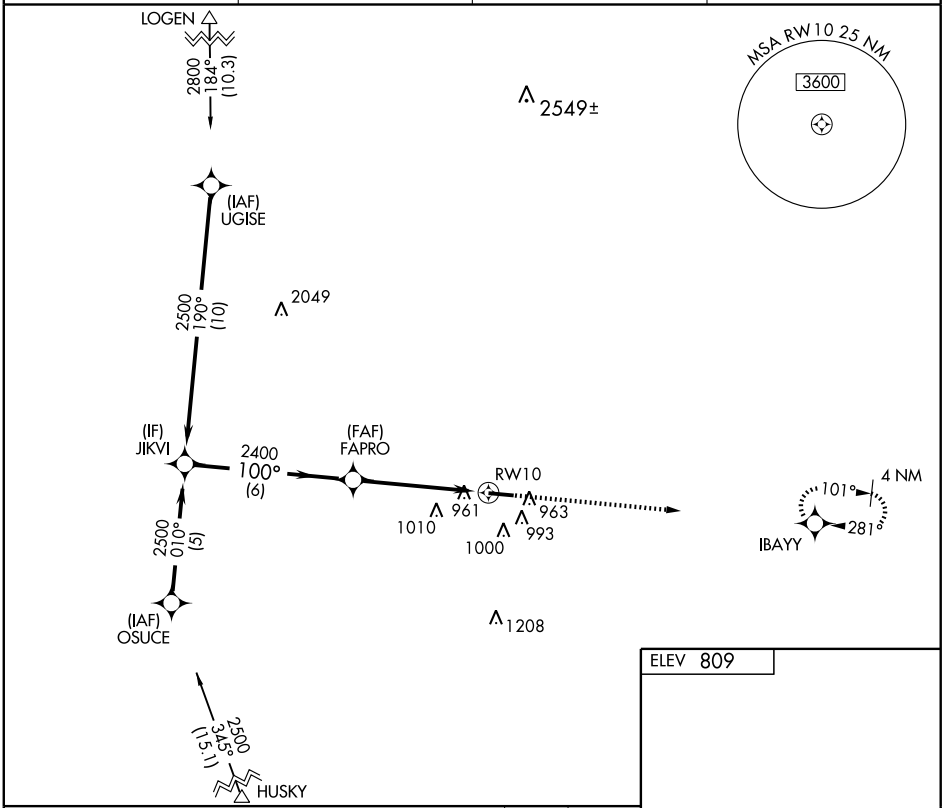
COVINGTON MUNI (9A1)

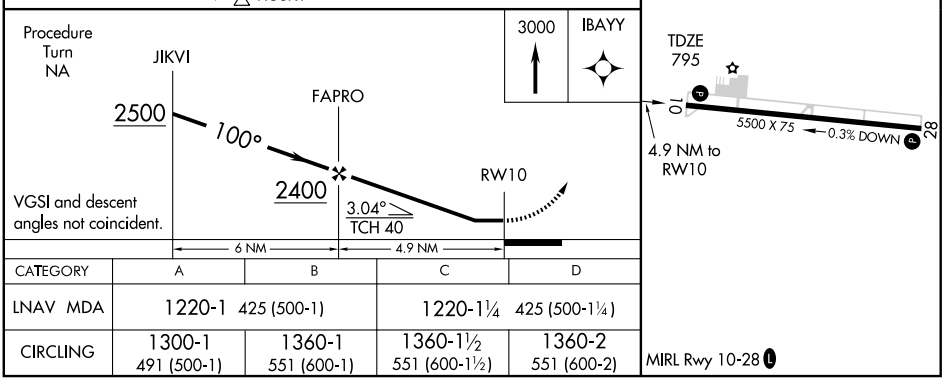
APP CRS	Rwy Idg	5500
100°	TDZE	795
	Apt Elev	809

T NA When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and LNAV Cat. C visibility ¼ mile, Cat. D visibility ½ mile, and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct IBAYY and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1220-1 425 (500-1)		1220-1¼ 425 (500-1¼)	
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72710 W28A	APP CRS 281°	Rwy Idg 5500 TDZE 809 Apt Elev 809

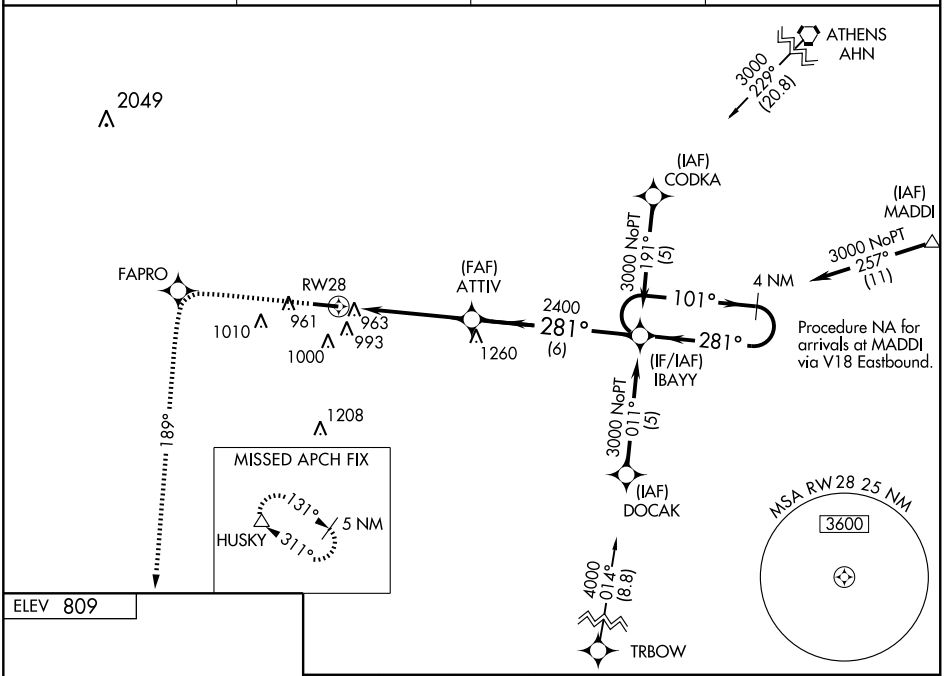
RNAV (GPS) RWY 28
COVINGTON MUNI (9A1)

V A NA

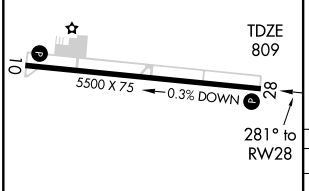
Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 85 ft, all MDA 100 ft, LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. VDP NA when using Lawrenceville altimeter setting.

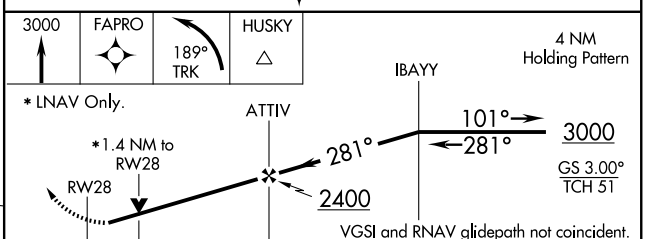
MISSED APPROACH: Climb to 3000 direct FAPRO and left turn via 189° track to HUSKY and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L



ELEV 809





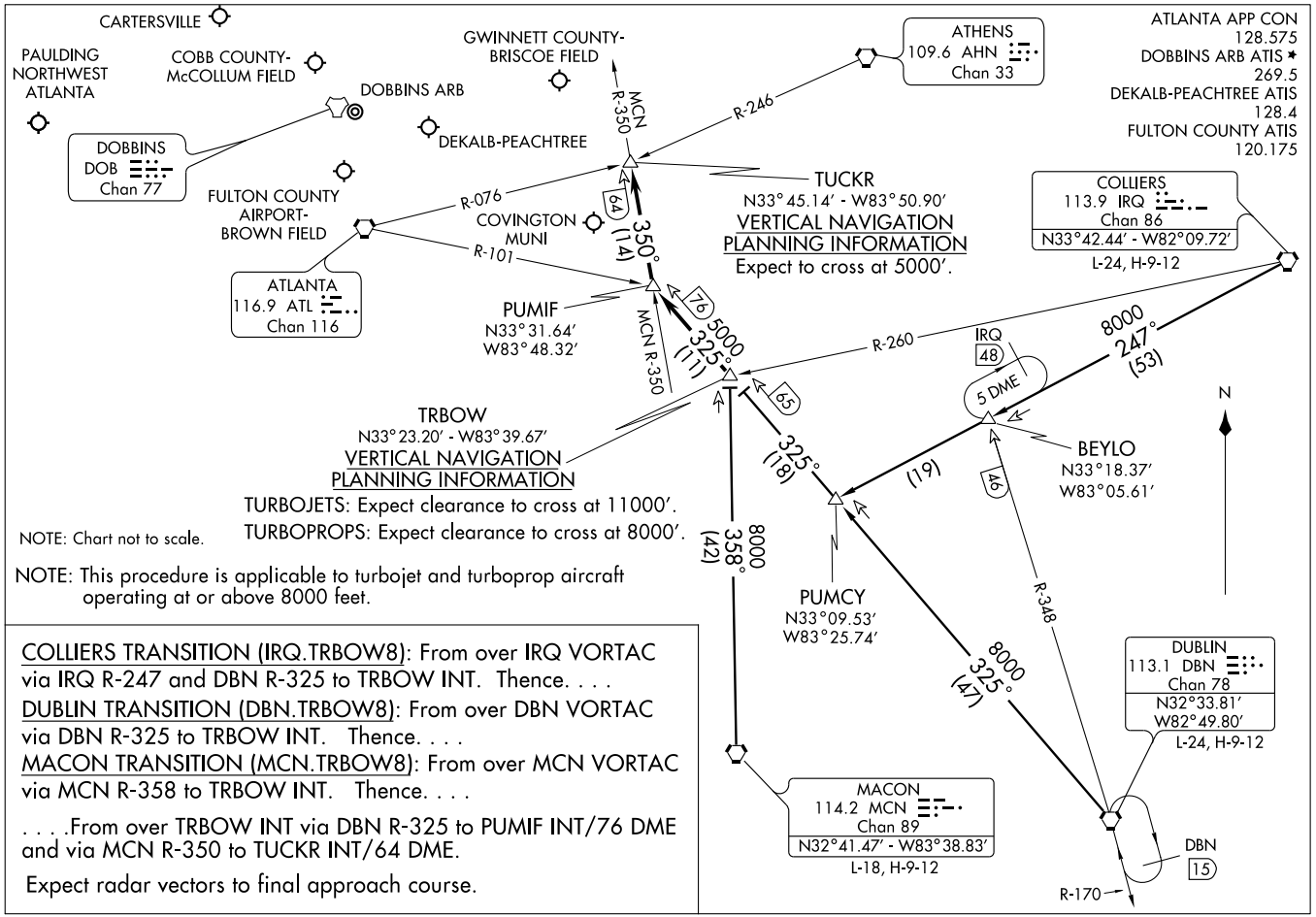
CATEGORY	A	B	C	D
LPV DA	1118-1 309 (400-1)			
LNAV/VNAV DA	1263-1½ 454 (500-1½)			
LNAV MDA	1280-1 471 (500-1)		1280-1¼ 471 (500-1¼)	1280-1½ 471 (500-1½)
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010

TRBOW EIGHT ARRIVAL

(TRBOW.TRBOW8) 10266



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 10266
TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA, GEORGIA

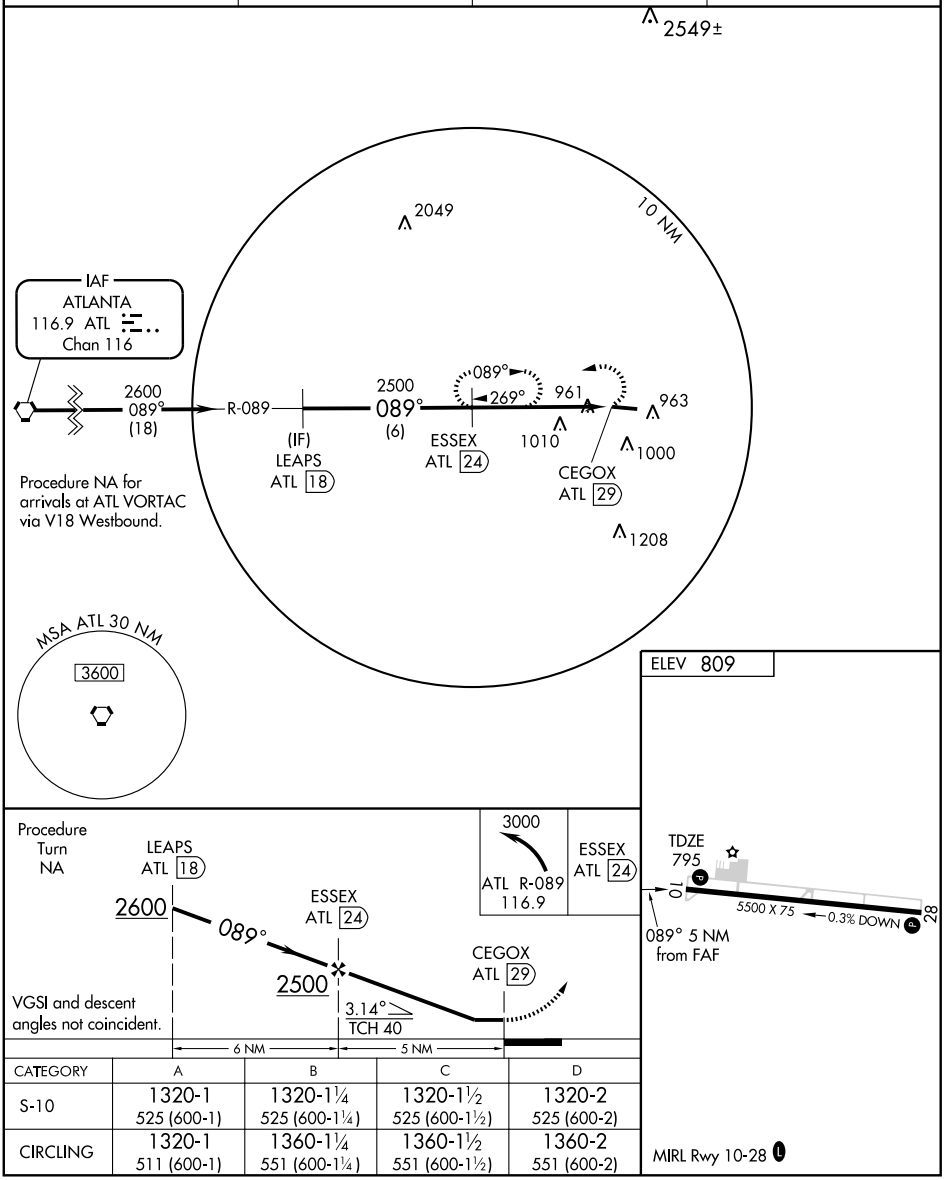
VORTAC ATL 116.9 Chan 116	APP CRS 089°	Rwy Idg 5500 TDZE 795 Apt Elev 809

VOR/DME RWY 10
COVINGTON MUNI (9A1)

T
NA — When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 feet and Cat. C visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 via ATL R-089 to ESSEX/ATL 24 DME and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-10	1320-1 525 (600-1)	1320-1¼ 525 (600-1¼)	1320-1½ 525 (600-1½)	1320-2 525 (600-2)
CIRCLING	1320-1 511 (600-1)	1360-1¼ 551 (600-1¼)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 14

DALTON MUNI (DNN)

LOC I-DNN	APP CRS	Rwy Idg	5495
110.9	140°	TDZE	709
		Apt Elev	709

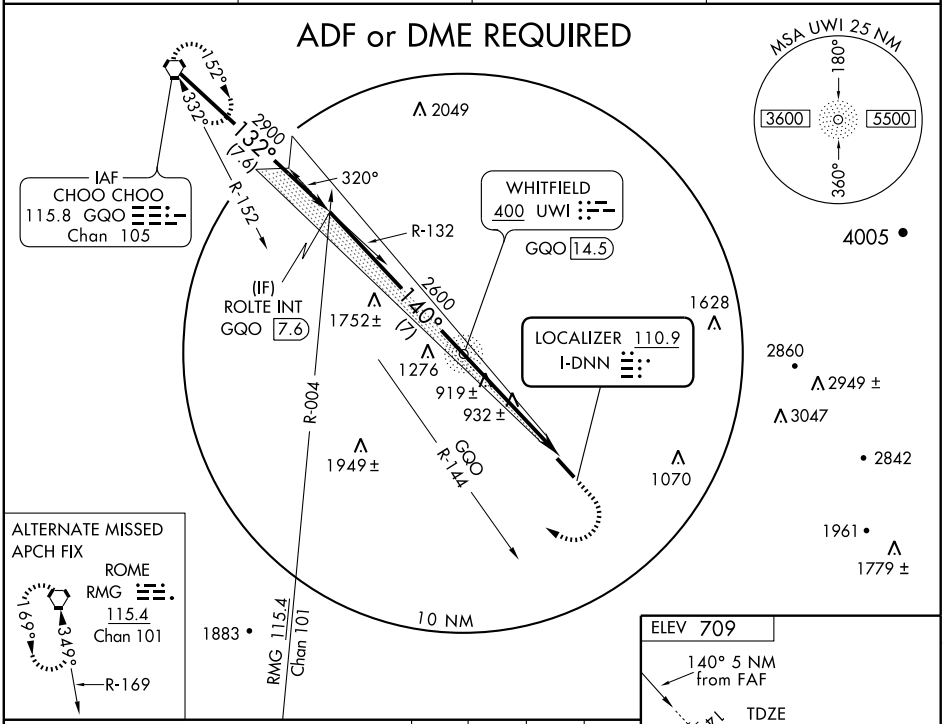
When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet and S-LOC 14 Cats C/D and Circling Cat C visibilities ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via heading 300° and GQO R-144 to GQO VORTAC and hold.

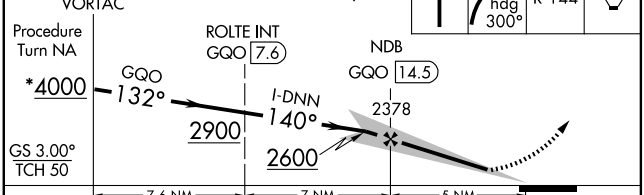
AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975 (CTAF) L

ADF or DME REQUIRED

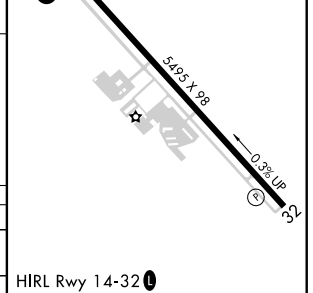


VGSI and ILS glidepath not coincident.
* 2900 when directed by ATC.

1700	3100	GQO R-144	GQO
	hdg 300°		



CATEGORY	A	B	C	D
S-ILS 14	960-¾ 251 (300-¾)			
S-LOC 14	1240-1 531 (600-1)		1240-1½ 531 (600-1½)	1240-1¾ 531 (600-1¾)
CIRCLING	1240-1 531 (600-1)		1240-1½ 531 (600-1½)	1260-2 551 (600-2)



HIRL Rwy 14-32 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5495
CH 65801 W14A	140°	TDZE 709
		Apt Elev 709

RNAV (GPS) RWY 14

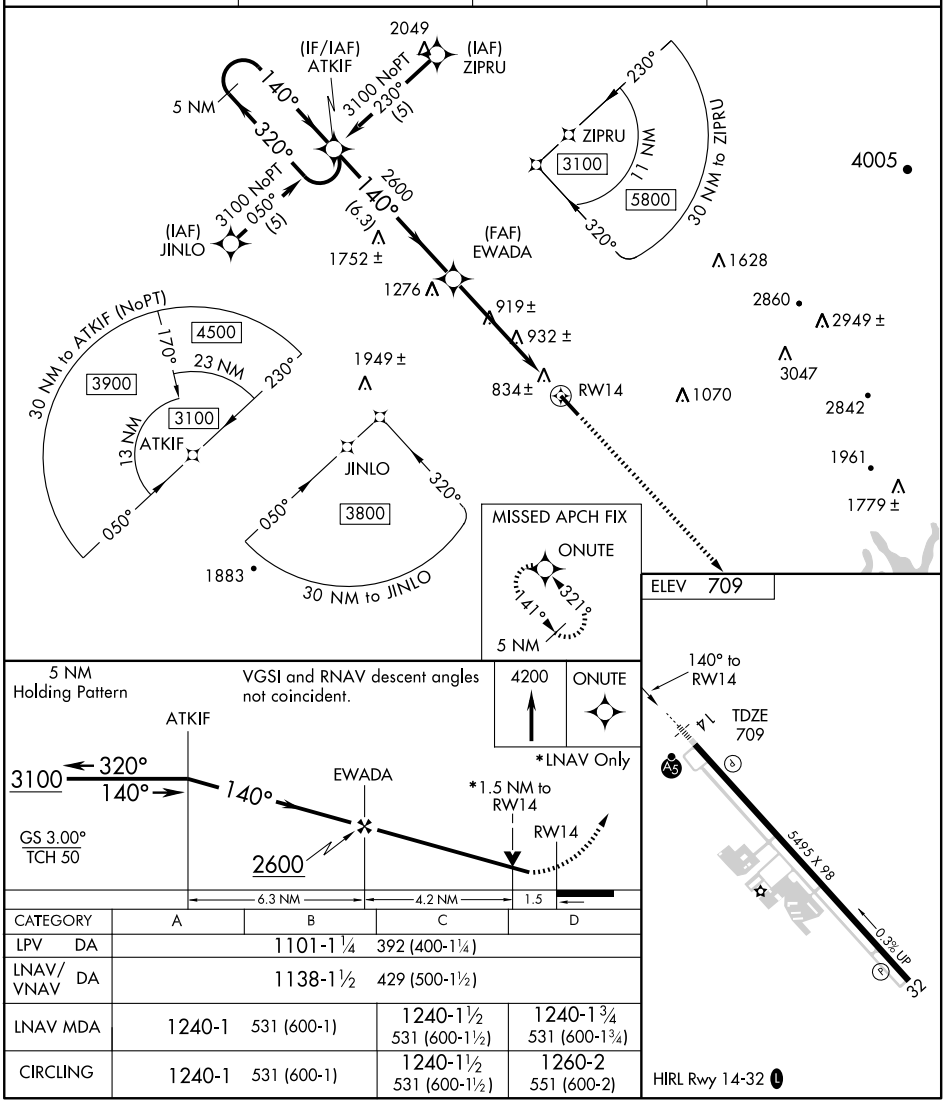
DALTON MUNI (DNN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lovell Field, Chattanooga, TN altimeter setting. When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase visibility LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C ¼ mile. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 4200 direct ONUTE and hold.

AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975 (CTAF)



CATEGORY	A	B	C	D
LPV DA		1101-1¼	392 (400-1¼)	
LNAV/VNAV DA		1138-1½	429 (500-1½)	
LNAV MDA	1240-1	531 (600-1)	1240-1½ 531 (600-1½)	1240-1¾ 531 (600-1¾)
CIRCLING	1240-1	531 (600-1)	1240-1½ 531 (600-1½)	1260-2 551 (600-2)

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RNAV (GPS) RWY 32

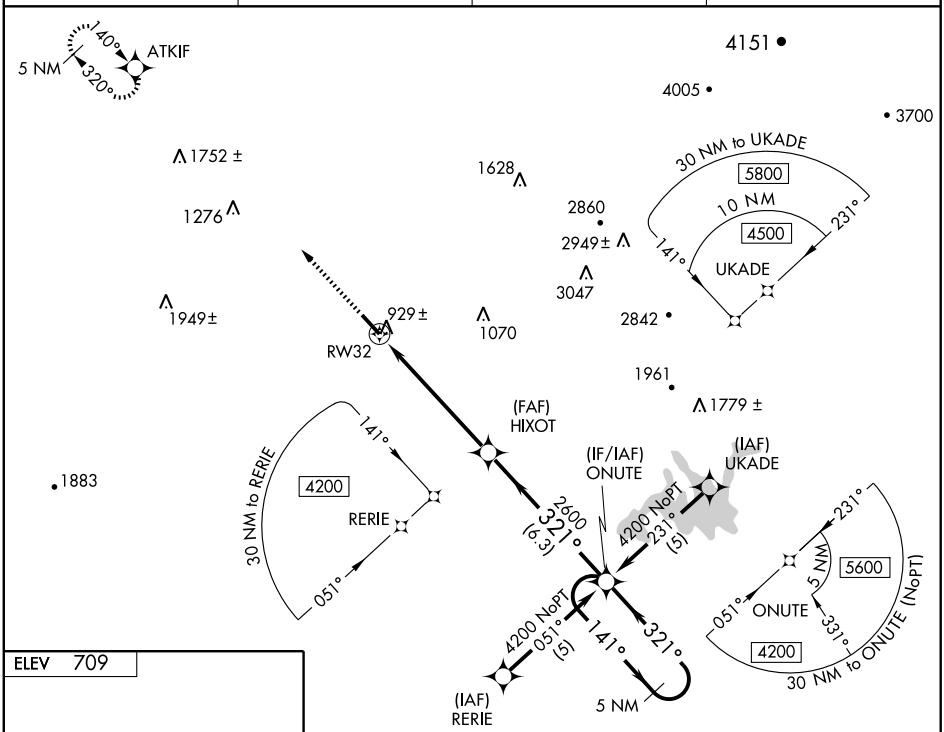
DALTON MUNI (DNN)

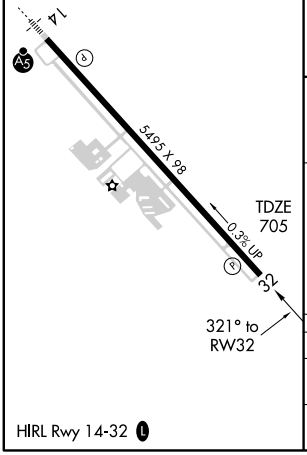
APP CRS	Rwy Idg	5495
321°	TDZE	705
	Apt Elev	709

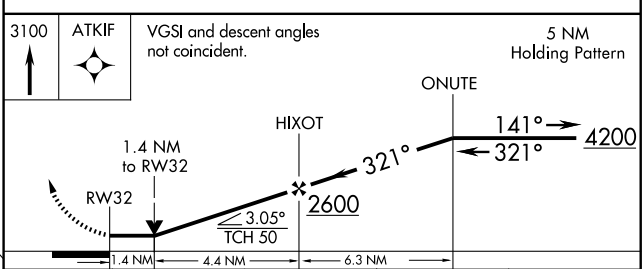
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all MDA 80 feet and LNAV Cat C and D, and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct ATKIF and hold.

AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1	475 (500-1)	1180-1¼ 475 (500-1¼)	1180-1½ 475 (500-1½)
CIRCLING	1240-1	531 (600-1)	1240-1½ 531 (600-1½)	1260-2 551 (600-2)

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VORTAC PZD	APP CRS	Rwy Idg 4510
116.1	311°	TDZE 321
Chan 108		Apt Elev 333

VOR/DME RWY 31
DAWSON MUNI (16J)

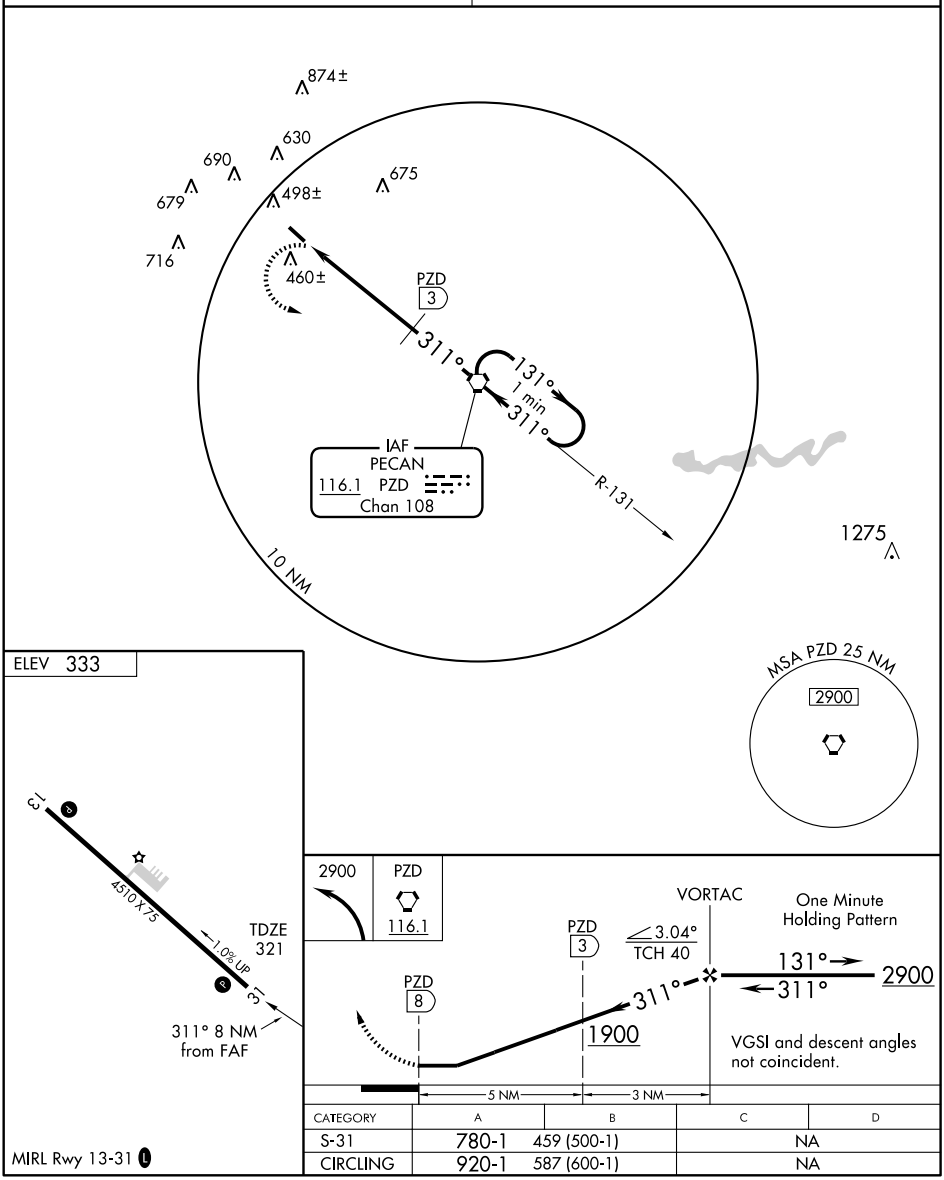
T
NA

Use Albany altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.

JACKSONVILLE CENTER
125.75 226.8

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	780-1	459 (500-1)	NA	
CIRCLING	920-1	587 (600-1)	NA	

SE-4, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 18

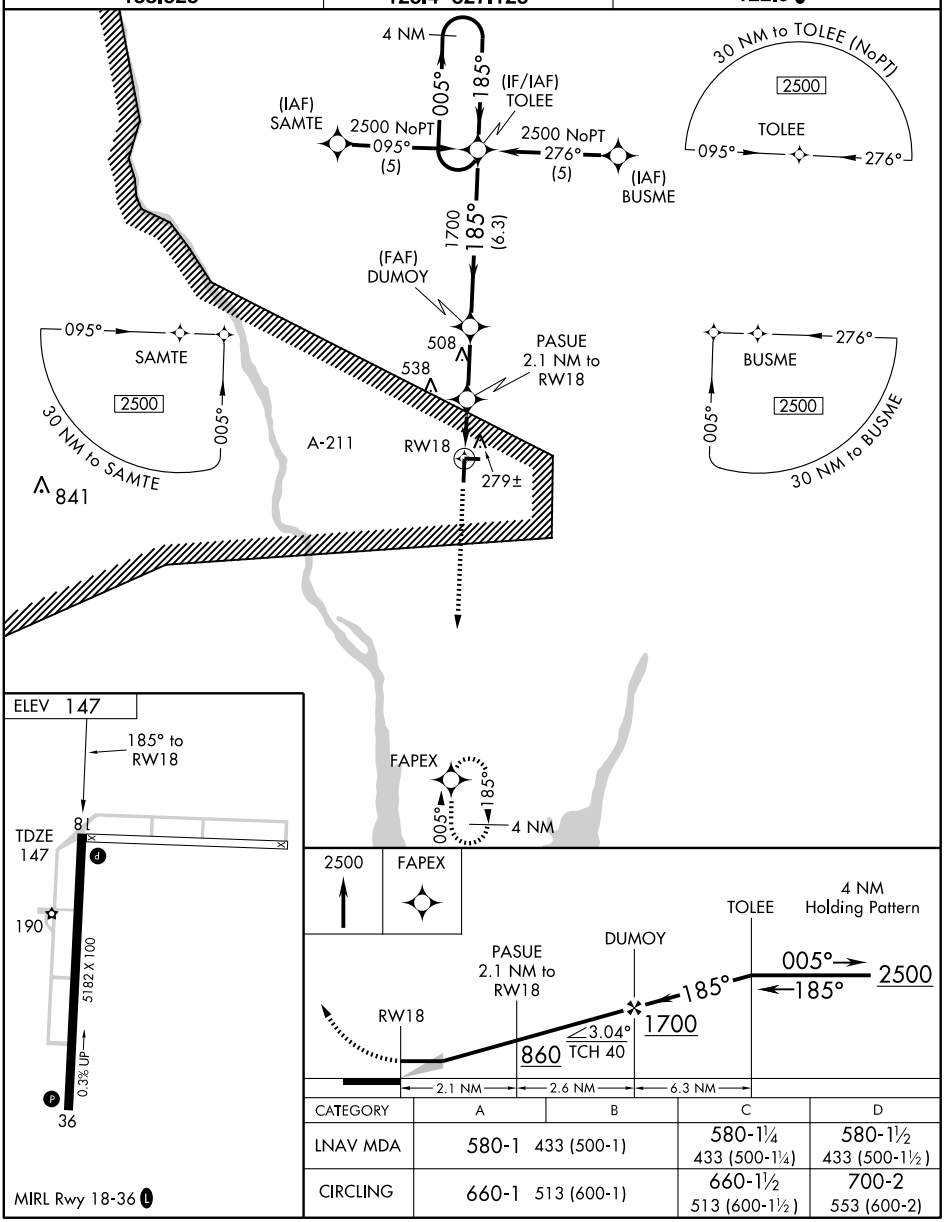
DONALSONVILLE MUNI (17J)

APP CRS	Rwy Idg	5182
185°	TDZE	147
	Apt Elev	147

T NA — Use Marianna Muni altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct FAPEX WP and hold.

MARIANNA ASOS	CAIRNS APP CON ★	CTAF
133.525	125.4 327.125	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	580-1 433 (500-1)		580-1¼ 433 (500-1¼)	580-1½ 433 (500-1½)
CIRCLING	660-1 513 (600-1)		660-1½ 513 (600-1½)	700-2 553 (600-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5182
005°	TDZE	141
	Apt Elev	147

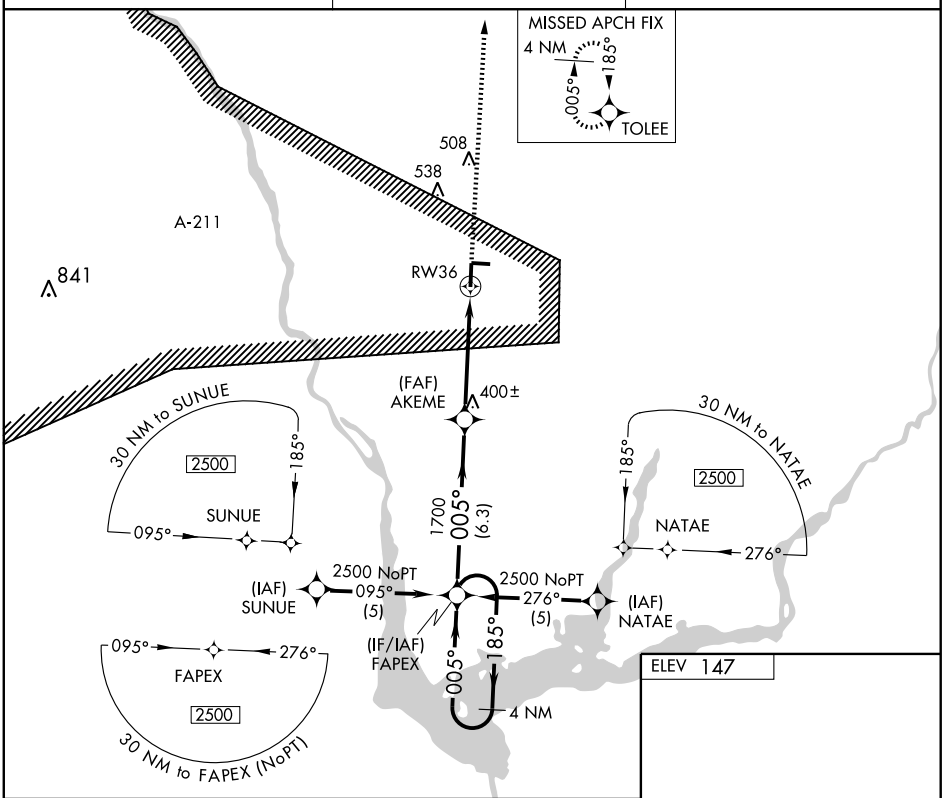
RNAV (GPS) RWY 36
DONALSONVILLE MUNI (17J)

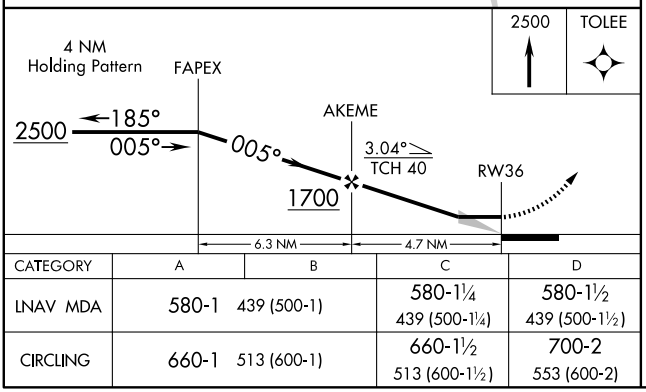
Use Marianna Muni altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

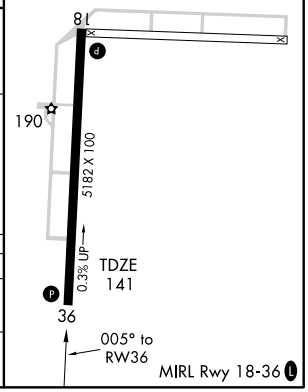
NA

MISSED APPROACH: Climb to 2500 direct TOLEE WP and hold.

MARIANNA ASOS	CAIRNS APP CON ★	CTAF
133.525	125.4 327.125	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	580-1	439 (500-1)	580-1¼ 439 (500-1¼)	580-1½ 439 (500-1½)
CIRCLING	660-1	513 (600-1)	660-1½ 513 (600-1½)	700-2 553 (600-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MAI 114.0 Chan 87	APP CRS 044°	Rwy Idg N/A TDZE N/A Apt Elev 147

VOR/DME-A

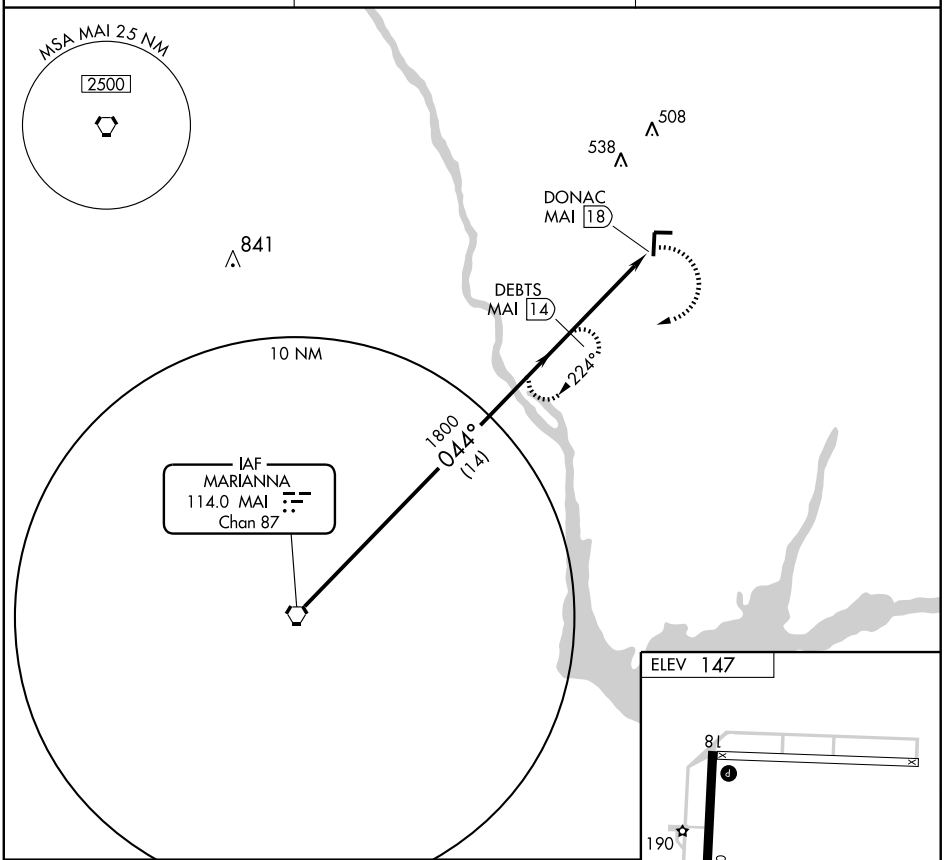
DONALSONVILLE MUNI (17J)

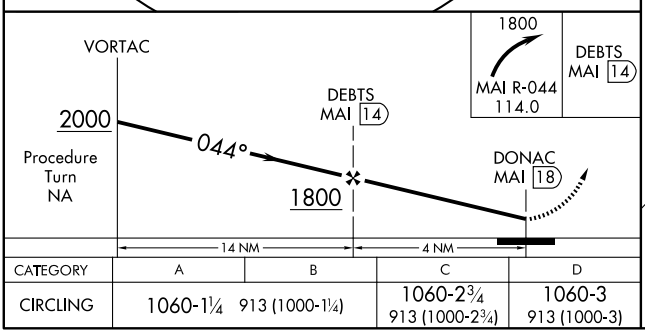
Use Marianna, FL altimeter setting.

NA

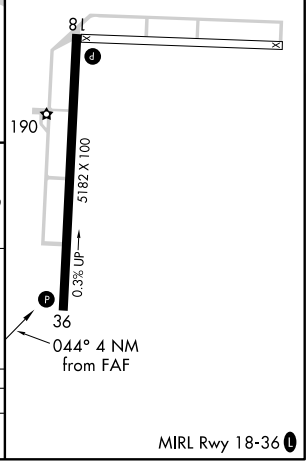
MISSED APPROACH: Climbing right turn to 1800 via MAI R-044 to DEBTS 14 DME and hold.

MARIANNA ASOS	CAIRNS APP CON ★	CTAF
133.525	125.4 327.125	122.9 L





CATEGORY	A	B	C	D
CIRCLING	1060-1¼ 913 (1000-1¼)		1060-2¾ 913 (1000-2¾)	1060-3 913 (1000-3)



MIRL Rwy 18-36 L

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-DQH	APP CRS	Rwy Idg	6000
108.7	040°	TDZE	253
		Apt Elev	257

ILS or LOC RWY 4

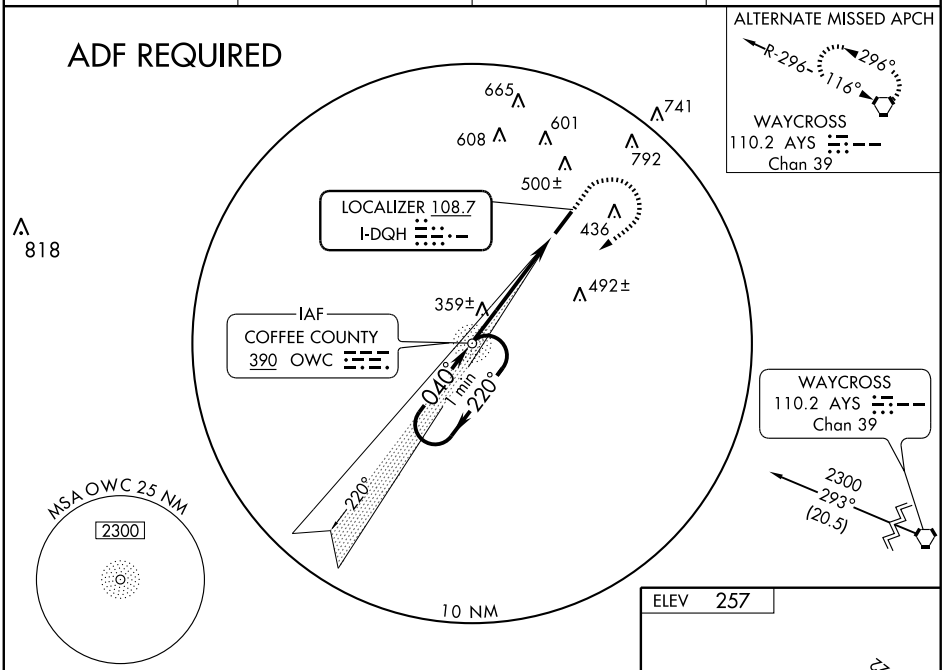
DOUGLAS MUNI (DQH)

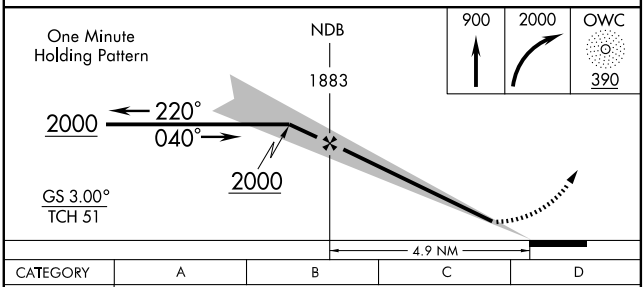
ADF Required. When local altimeter setting not received, use Alma altimeter setting and increase all DA/MDAs 60 feet and increase visibility Circling Cat C ¼ mile. NA Inoperative table does not apply to S-ILS 4. For inoperative MALSR increase S-LOC 4 Cats A/B/C visibility to 1 mile. For inoperative MALSR, when using Alma altimeter setting increase S-LOC 4 Cats A/B/C visibility to 1 mile. Visibility reduction by helicopters NA.

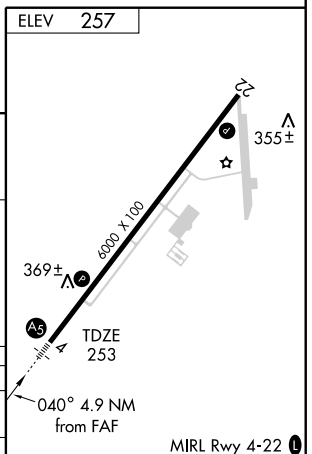
MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct OWC NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.075	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	503-¾ 250 (300-¾)			
S-LOC 4	620-¾ 367 (400-¾)			
CIRCLING	720-1 463 (500-1)		800-1½ 543 (600-1½)	820-2 563 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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RNAV (GPS) RWY 4

DOUGLAS MUNI (DQH)

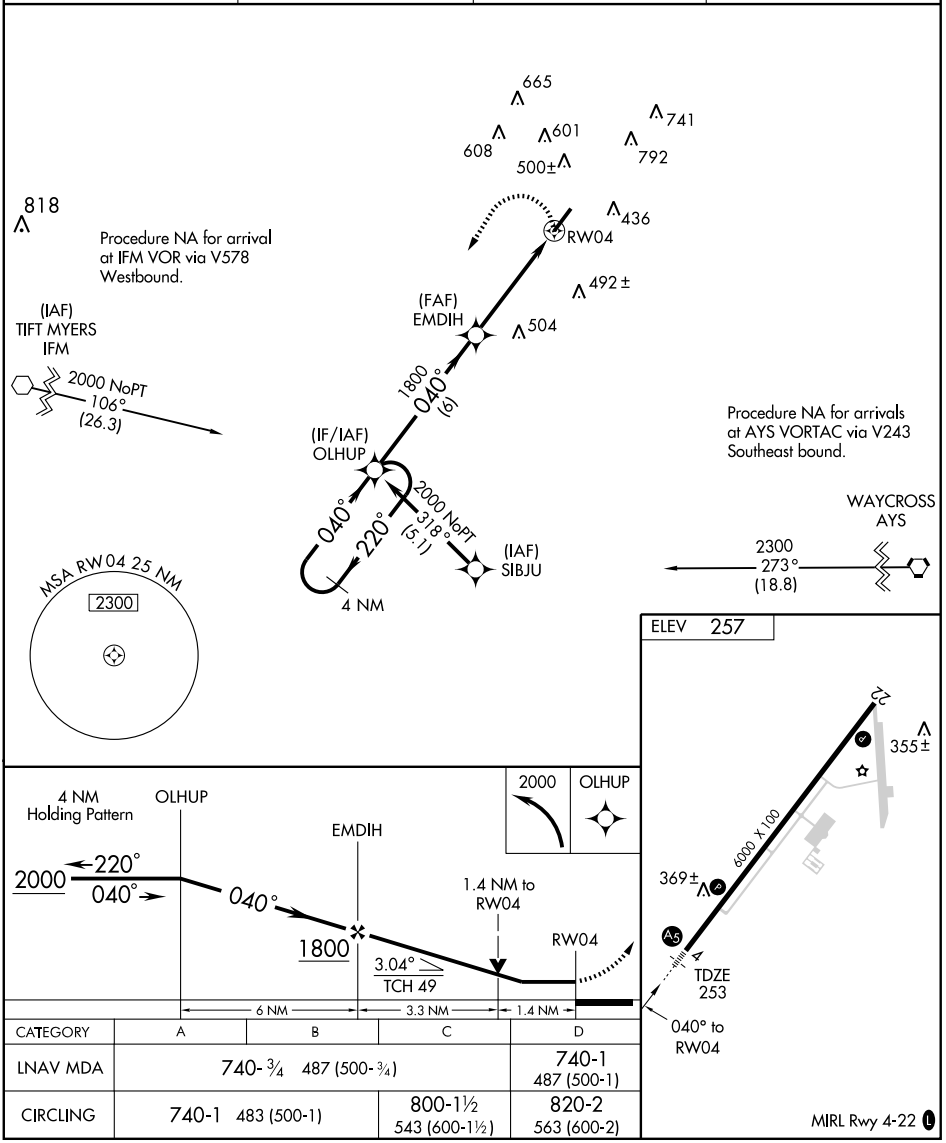
APP CRS	Rwy Idg	6000
040°	TDZE	253
	Apt Elev	257

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAS 60 feet, and increase LNAV Cats C and D and Circling Cat. C visibility ¼ mile. VDP NA when using Alma altimeter setting. Visibility reduction by helicopters NA. For inoperative MALSR increase visibility LNAV Cat A and B to 1 mile.

MALSR (A5)

MISSED APPROACH: Climbing left turn to 2000 direct OLHUP and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.075	132.3 290.4	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	740-¾ 487 (500-¾)			740-1 487 (500-1)
CIRCLING	740-1 483 (500-1)		800-1½ 543 (600-1½)	820-2 563 (600-2)

MIRL Rwy 4-22 L

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SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

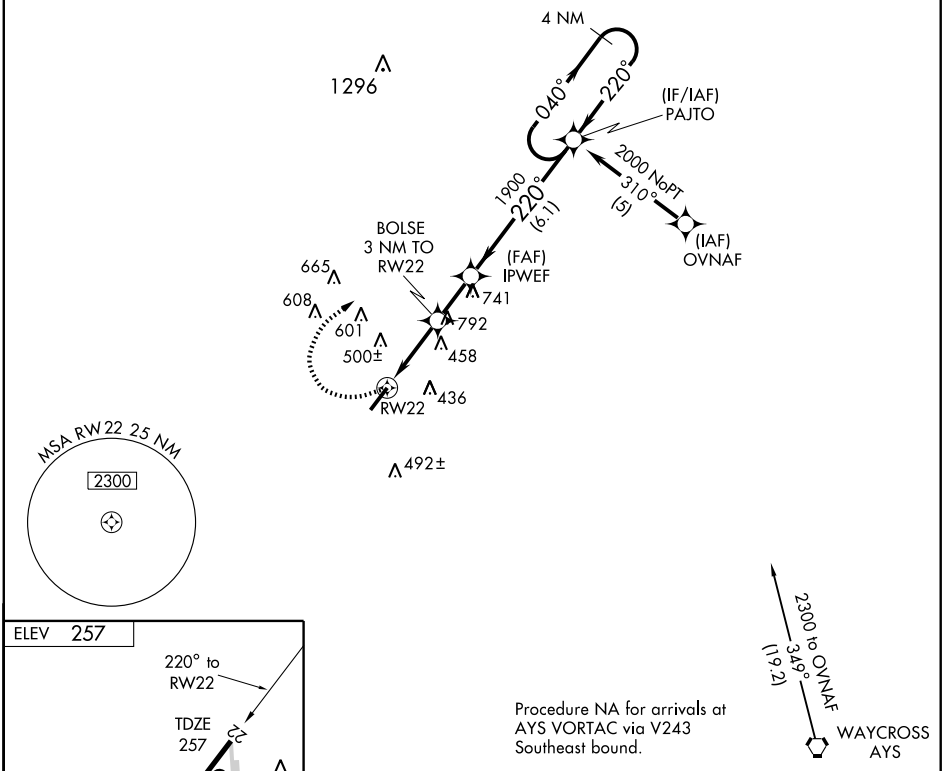
DOUGLAS MUNI (DQH)

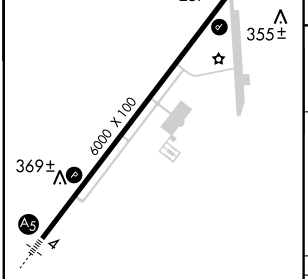
APP CRS	Rwy Idg	6000
220°	TDZE	257
	Apt Elev	257

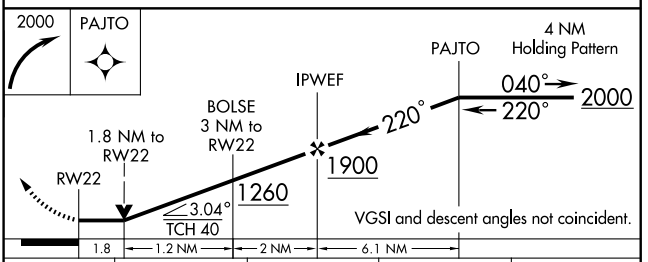
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 60 feet, and increase LNAV Cat D and Circling Cat C visibility ¼ mile. VDP NA when using Alma altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct PAJTO and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.075	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 503 (600-1)		760-1½ 503 (600-1½)	
CIRCLING	760-1 503 (600-1)		800-1½ 543 (600-1½)	820-2 563 (600-2)

MIRL Rwy 4-22 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DBN	APP CRS	Rwy Idg	6002
109.1	020°	TDZE	298
Chan 28		Apt Elev	309

ILS or LOC RWY 2

DUBLIN/ W.H. "BUD" BARRON (DBN)

When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs/MDAs 100 feet, S-LOC 2 Cats C and D visibility ¼ mile and circling Cat. D visiblility ½ mile. For inoperative MALSR when using Vidalia altimeter setting increase S-ILS 2 all Cats visibility ½ mile. VDP NA when using Vidalia altimeter setting. ADF or DME Required.

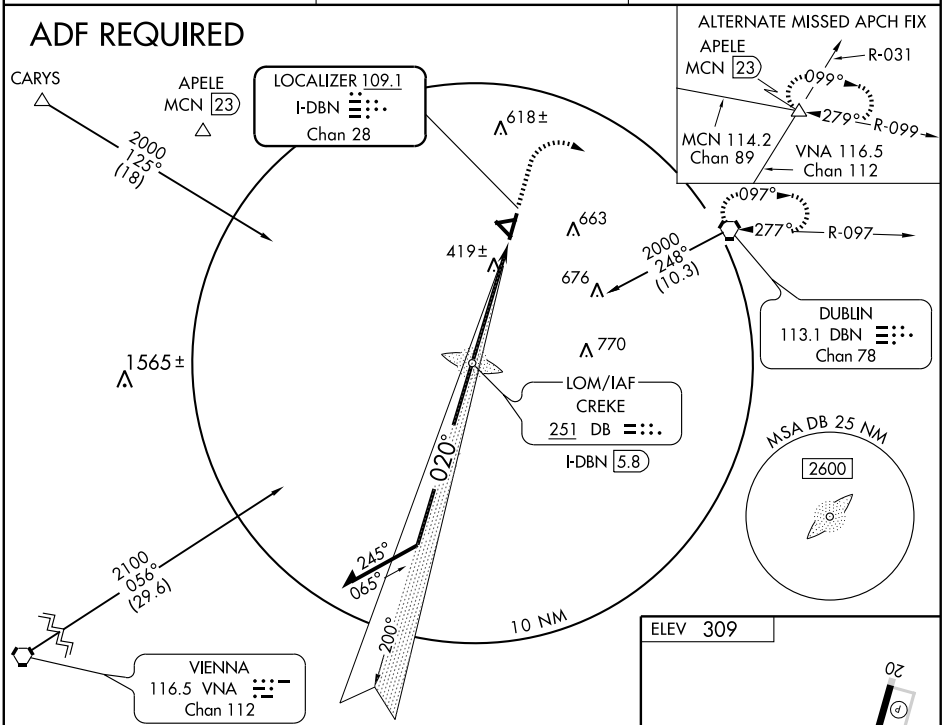
NA

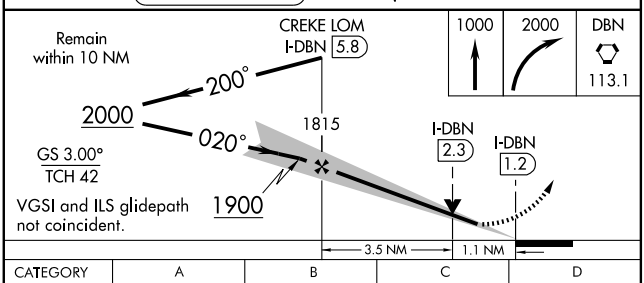
MALSR

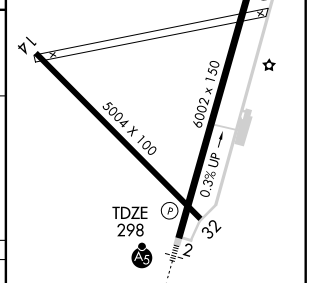
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 2	498-½ 200 (200-½)			
S-LOC 2	680-½ 382 (400-½)			680-¾ 382 (400-¾)
CIRCLING	760-1 451 (500-1)		780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6002
020°	TDZE	298
	Apt Elev	309

RNAV (GPS) RWY 2

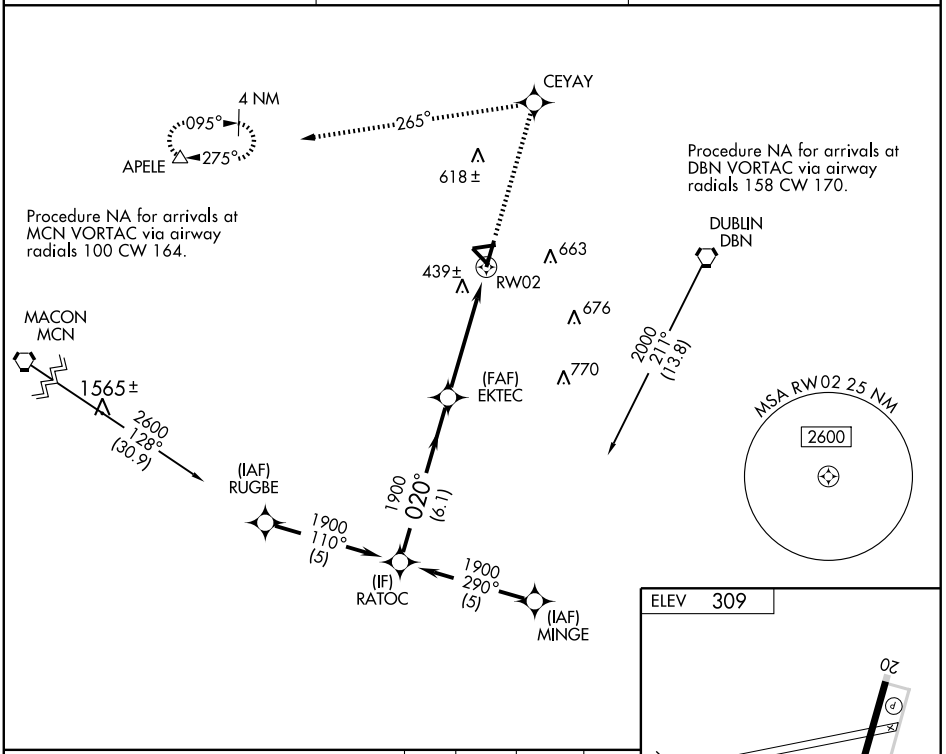
DUBLIN/ W.H. "BUD" BARRON (DBN)

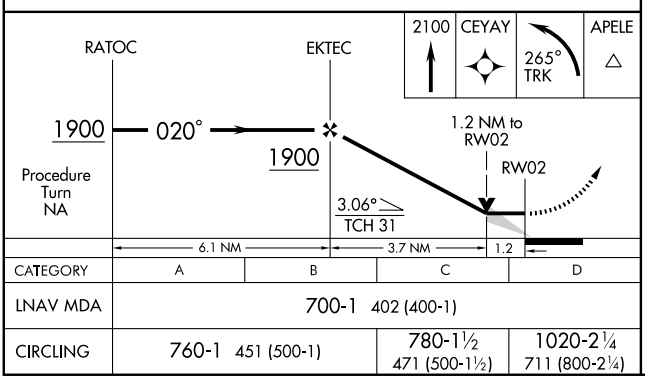
When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and circling Cat. D visibility ½ mile. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV visibility Cats C and D ¼ mile. When using Vidalia altimeter setting: inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV visibility Cats C and D ½ mile. VDP NA when using Vidalia altimeter setting.

MALSR

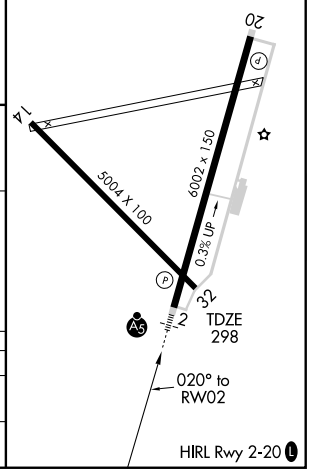
MISSED APPROACH: Climb to 2100 direct CEYAY and left turn via 265° track to APELE and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700-1 402 (400-1)			
CIRCLING	760-1 451 (500-1)		780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

DUBLIN/ W.H. "BUD" BARRON (DBN)

APP CRS	Rwy Idg	6002
200°	TDZE	309
	Apt Elev	309

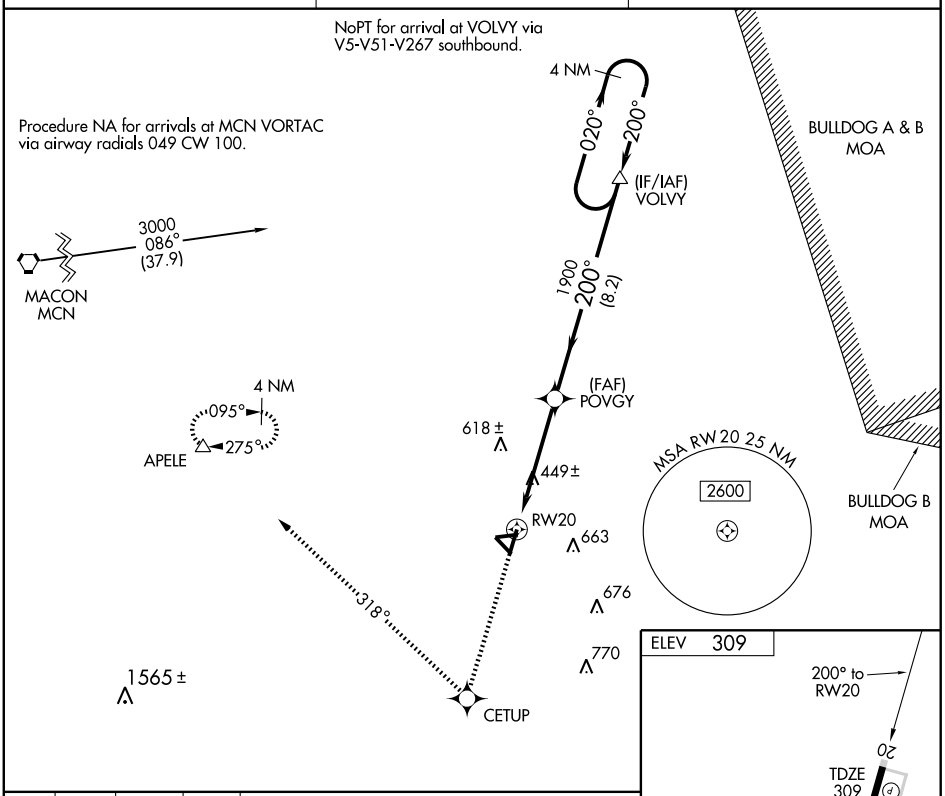
When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility ¼ mile, and circling Cat. D visibility ½ mile. Visiblity reduction by helicopters NA. VDP NA with Vidalia altimeter setting. DME/DME RNP-0.3 NA.

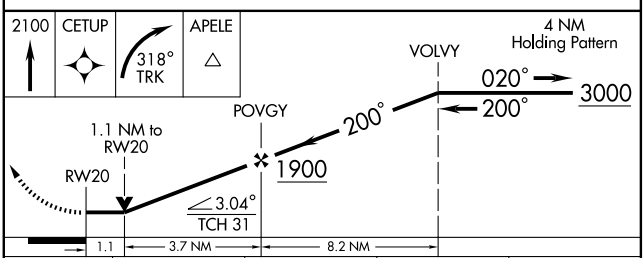
MISSED APPROACH: Climb to 2100 direct CETUP and right turn via 318° track to APELE and hold.

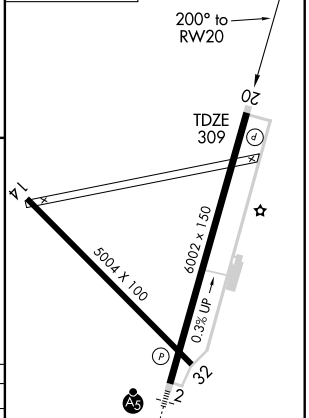
AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L

NoPT for arrival at VOLVY via V5-V51-V267 southbound.

Procedure NA for arrivals at MCN VORTAC via airway radials 049 CW 100.







CATEGORY	A	B	C	D
LNAV MDA	700-1 391 (400-1)			700-1¼ 391 (400-1¼)
CIRCLING	760-1 451 (500-1)		780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)

HIRL Rwy 2-20 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC DBN 113.1 Chan 78	APP CRS 275°	Rwy Idg N/A TDZE N/A Apt Elev 309

VOR-A

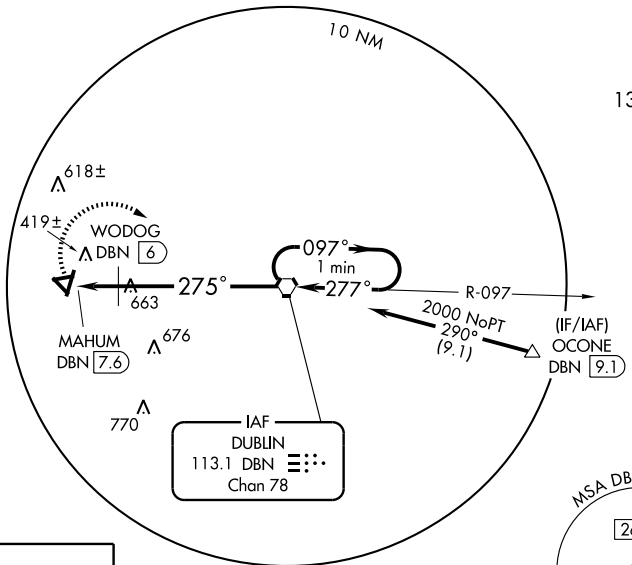
DUBLIN/ W.H. "BUD" BARRON (DBN)

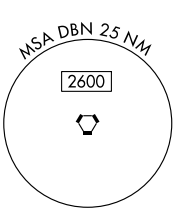
When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and Cat. C and D visibility ¼ mile. WODOG fix minima increase Cat. D visibility ½ mile.

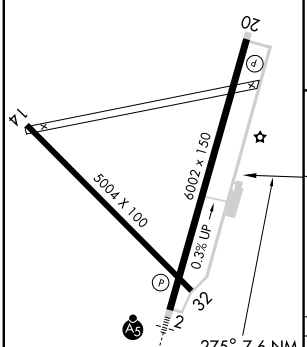
MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L

Procedure NA for arrivals at OCONE via V70 northeast bound.

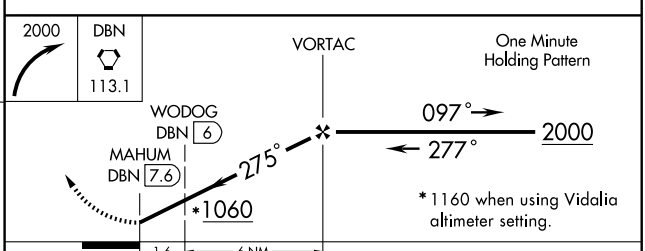






HIRL Rwy 2-20 L

FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D
CIRCLING	1060-1 751 (800-1)	1060-1¼ 751 (800-1¼)	1060-2¼ 751 (800-2¼)	1060-2½ 751 (800-2½)
WODOG FIX MINIMA				
CIRCLING	760-1 451 (500-1)		780-1½ 471 (800-1½)	1020-2¼ 711 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
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LOC I-HUV	APP CRS	Rwy Idg	6506
109.55	019°	TDZE	300
		Apt Elev	304

ILS or LOC RWY 2

EASTMAN/ HEART OF GEORGIA REGIONAL (EZM)

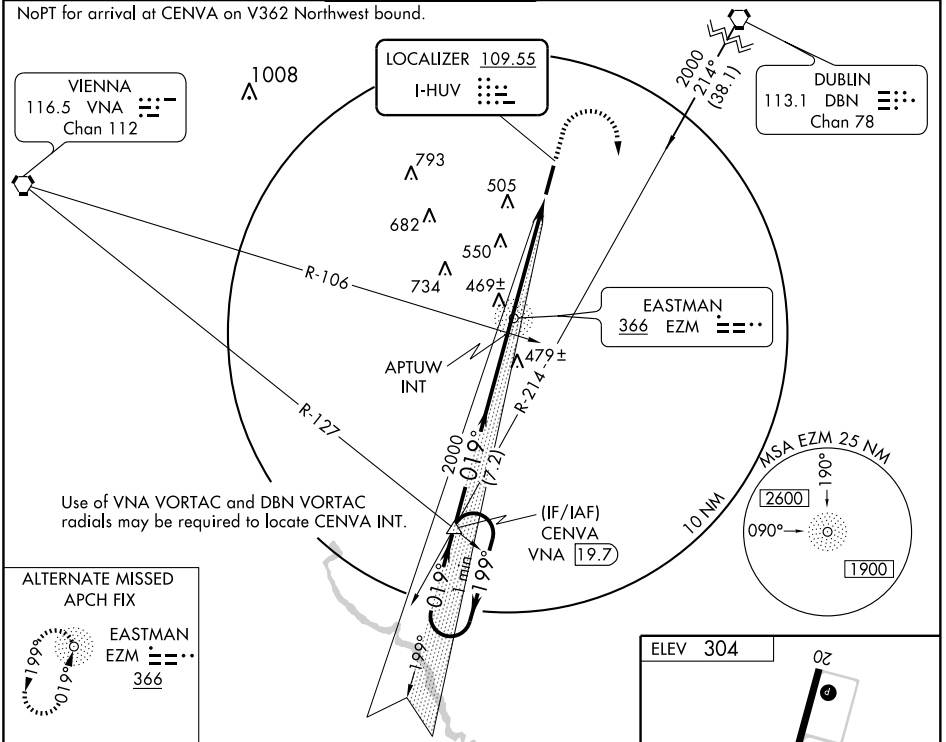
When local altimeter setting not received, use Dublin altimeter setting and increase DA to 552 feet and all MDAs 60 feet and S-LOC 2 Cat. D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 180° and DBN VORTAC R-214 to CENVA Int/19.7 DME and hold.

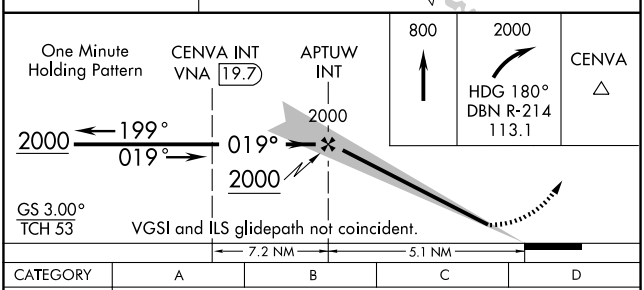
ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0

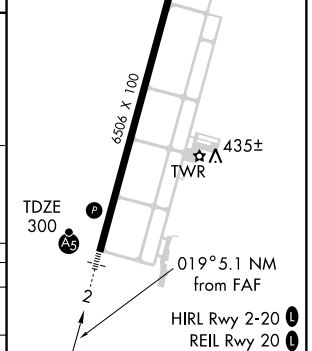
NoPT for arrival at CENVA on V362 Northwest bound.



ALTERNATE MISSED APCH FIX

EASTMAN
EZM
366





CATEGORY	A	B	C	D
S-ILS 2	500-½ 200 (200-½)			
S-LOC 2	720-½ 420 (500-½)		720-¾ 420 (500-¾)	
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB EZM	APP CRS	Rwy Idg	6506
366	019°	TDZE	300
		Apt Elev	304

NDB RWY 2

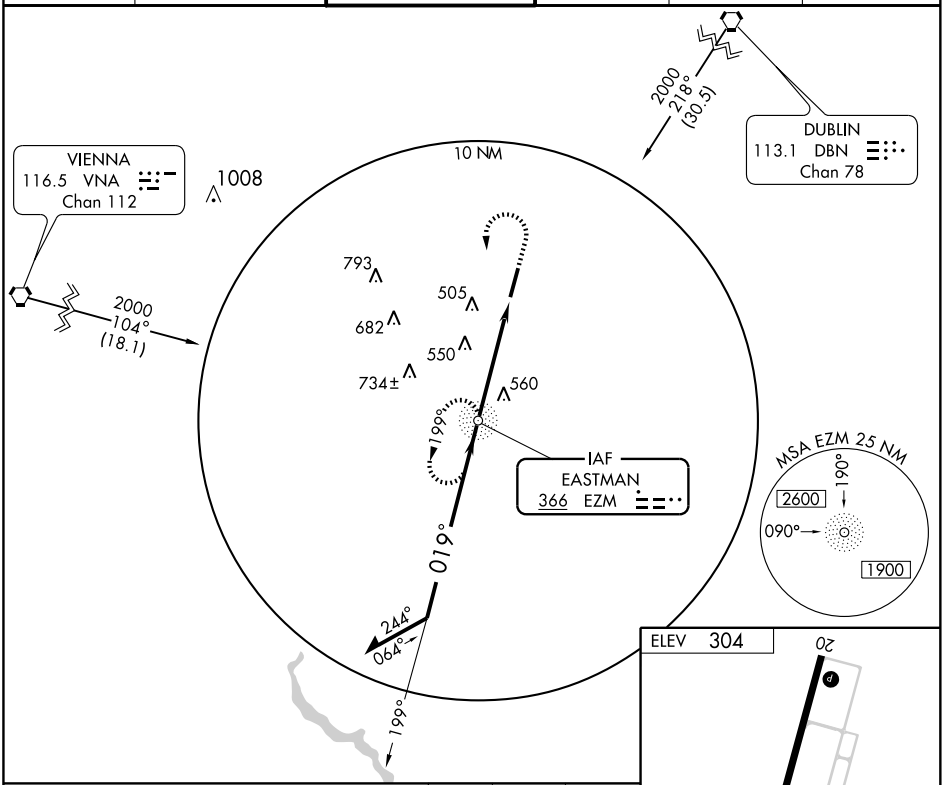
EASTMAN/HEART OF GEORGIA RGNL (EZM)

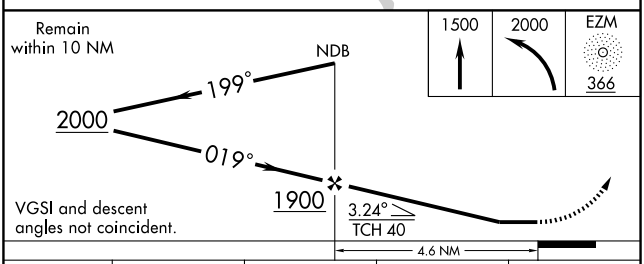
T NA — When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet and S-2 Cats C and D visibility ¼ mile, Circling Cat. C visibility ¼ mile.

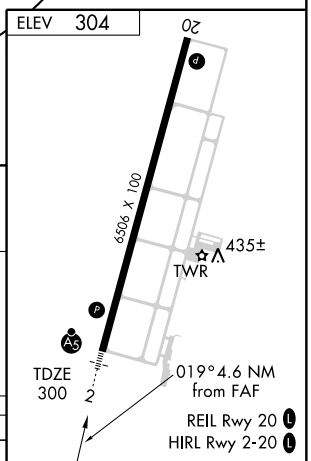
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct EZM NDB and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0







CATEGORY	A	B	C	D
S-2	900-¾ 600 (600-¾)		900-1 600 (600-1)	900-1½ 600 (600-1½)
CIRCLING	900-1 596 (600-1)		900-1½ 596 (600-1½)	900-2 596 (600-2)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6506
CH 82104	019°	TDZE 300
W02A		Apt Elev 304

RNAV (GPS) RWY 2

EASTMAN/ HEART OF GEORGIA RGNL (EZM)

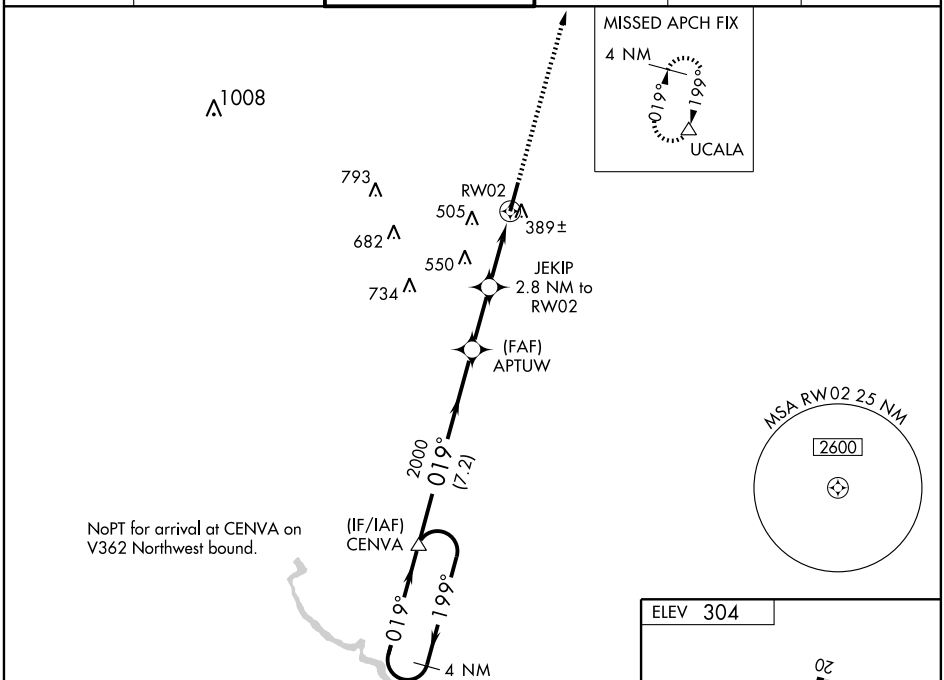
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Dublin altimeter setting. For inoperative MALSR, increase LPV all Cats visibility ½ mile when using Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting and increase all DAs/MDAs 60 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat. C and D visibilities ¼ mile.

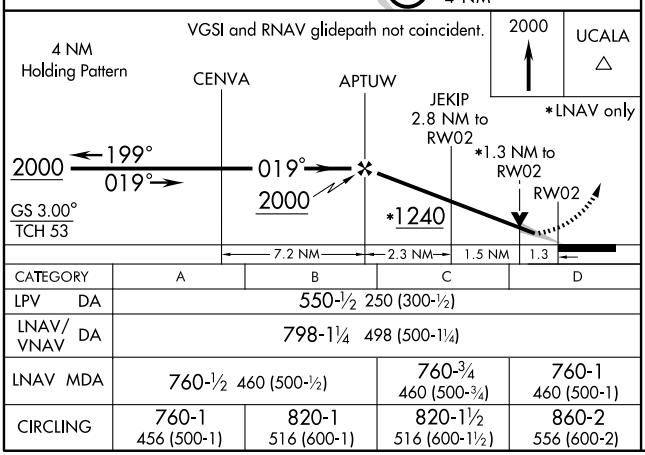
NA

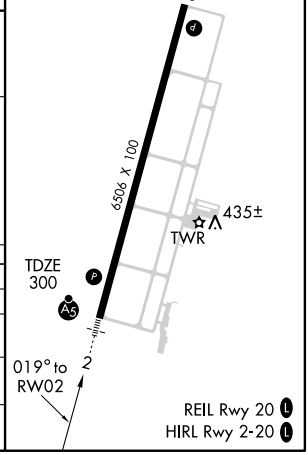
MALSR

MISSED APPROACH: Climb to 2000 direct UCALA and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0







CATEGORY	A	B	C	D
LPV DA	550-½ 250 (300-½)			
LNAV/ VNAV DA	798-1¼ 498 (500-1¼)			
LNAV MDA	760-½ 460 (500-½)		760-¾ 460 (500-¾)	760-1 460 (500-1)
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6506
199°	TDZE	304
	Apt Elev	304

RNAV (GPS) RWY 20

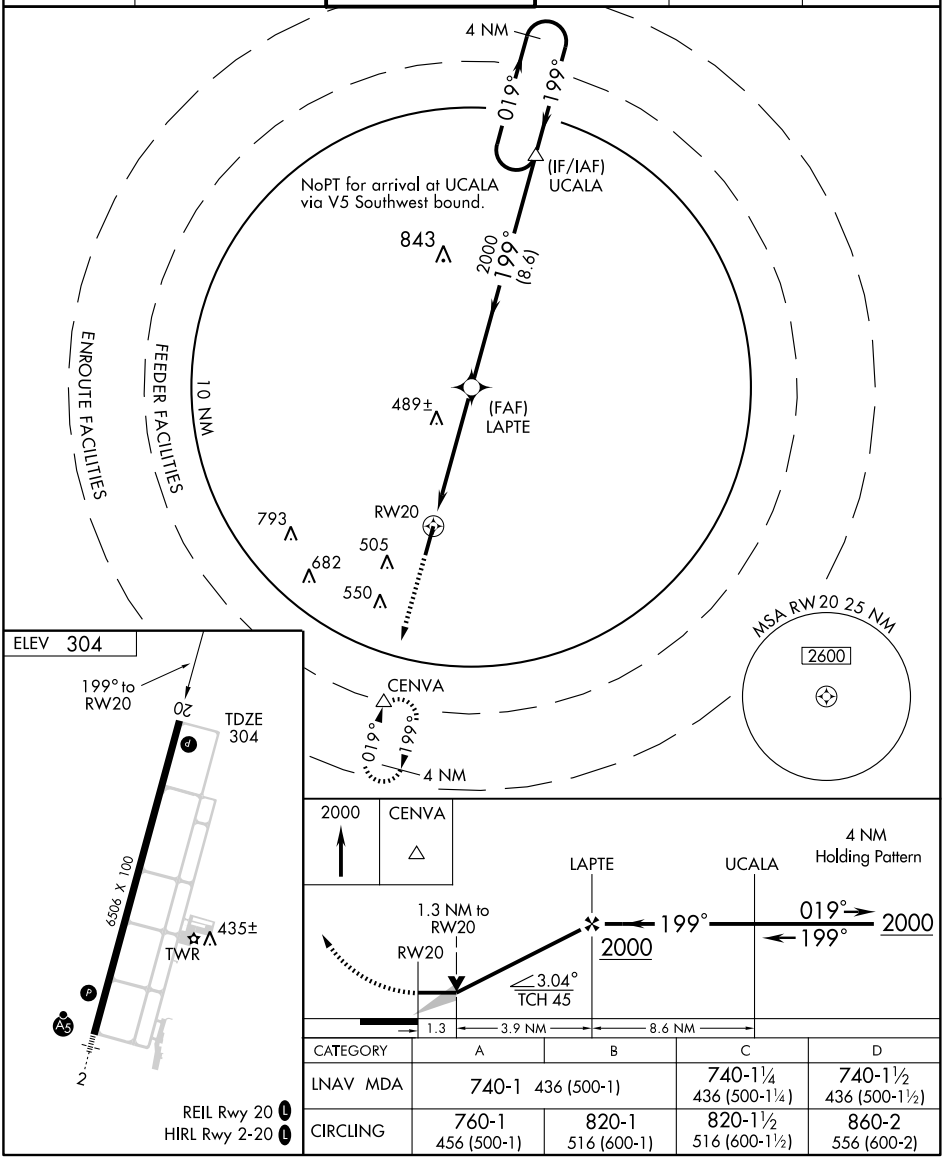
EASTMAN/HEART OF GEORGIA RGNL (EZM)

When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet.
VDP NA when using Dublin altimeter setting.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2000 direct CENVA and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0



CATEGORY	A	B	C	D
LNAV MDA	740-1 436 (500-1)		740-1¼ 436 (500-1¼)	740-1½ 436 (500-1½)
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

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VORTAC VNA	APP CRS	Rwy Idg	N/A
116.5	088°	TDZE	N/A
Chan 112		Apt Elev	304

VOR/DME-A

EASTMAN/HEART OF GEORGIA RGNL (EZM)

When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct VNA VORTAC and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0

1565 ±

MSA VNA 25 NM
180°
2600
280°
2000

IAF
VIENNA
116.5 VNA
Chan 112

R-269
089°
1 min
269°
2100
088°
(7)
CIDKO
VNA 7
2000
088°
(8)
APULE
VNA 15
793
682
600 ±
734 ±
505
550
MACUD
VNA 18.6

NoPT for arrivals on VNA VORTAC airway radials 178 CW 344

10 NM

ELEV 304

088° 3.6 NM from FAF

6506 X 100

435±
TWR

REIL Rwy 20 L
HIRL Rwy 2-20 L

One Minute Holding Pattern

VORTAC
CIDKO VNA 7
APULE VNA 15
MACUD VNA 18.6
2100
268°
088°
2100
088°
2000

2100 VNA 116.5

7 NM 8 NM 3.6 NM

CATEGORY	A	B	C	D
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

Knots	60	90	120	150	180
Min:Sec					

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SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
104°	TDZE	600
	Apt Elev	603

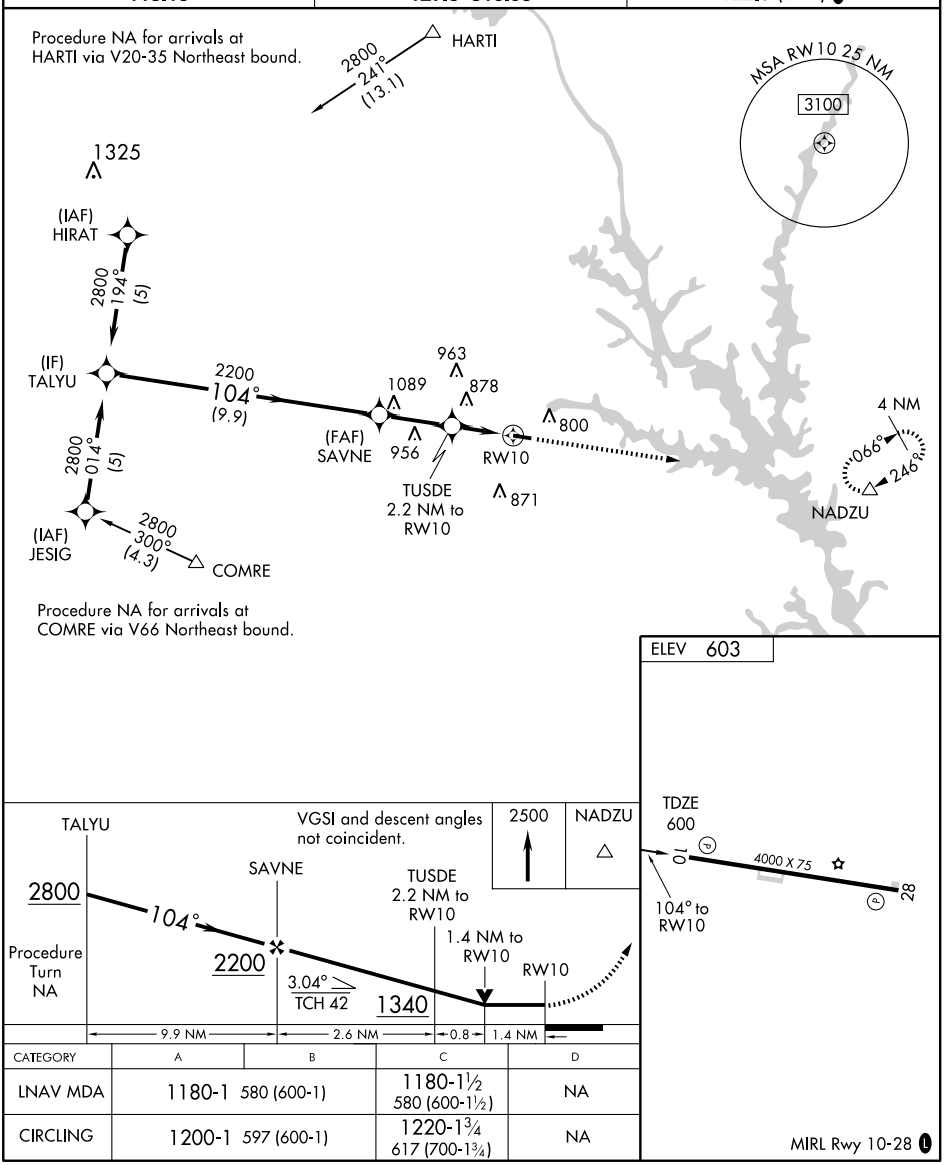
RNAV (GPS) RWY 10

ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet, LNAV Cat. C visibility ½ mile and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct NADZU and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1180-1 580 (600-1)		1180-1½ 580 (600-1½)	NA
CIRCLING	1200-1 597 (600-1)		1220-1¾ 617 (700-1¾)	NA

MIRL Rwy 10-28 (L)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4000
284°	TDZE	603
	Apt Elev	603

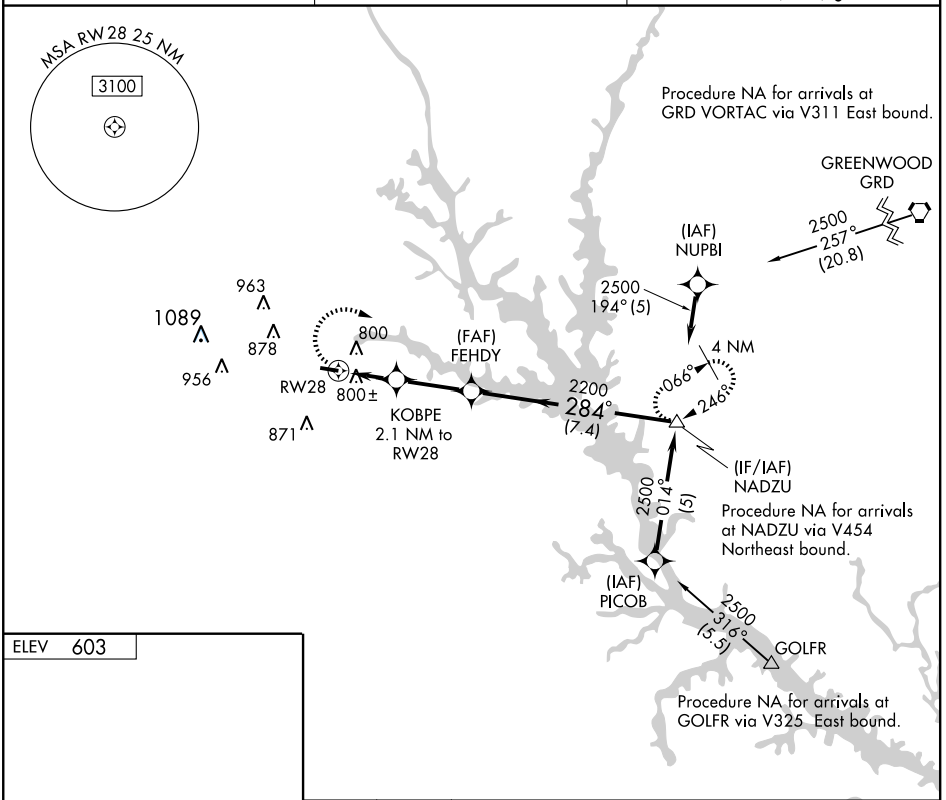
RNAV (GPS) RWY 28

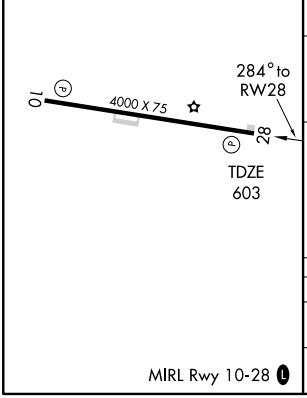
ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

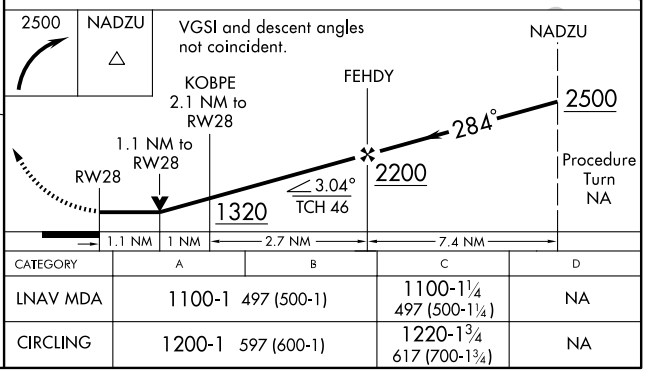
When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet and LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct NADZU and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 497 (500-1)		1100-1¼ 497 (500-1¼)	NA
CIRCLING	1200-1 597 (600-1)		1220-1¾ 617 (700-1¾)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC AHN	APP CRS	Rwy Idg	4000
109.6	070°	TDZE	600
Chan 33		Apt Elev	603

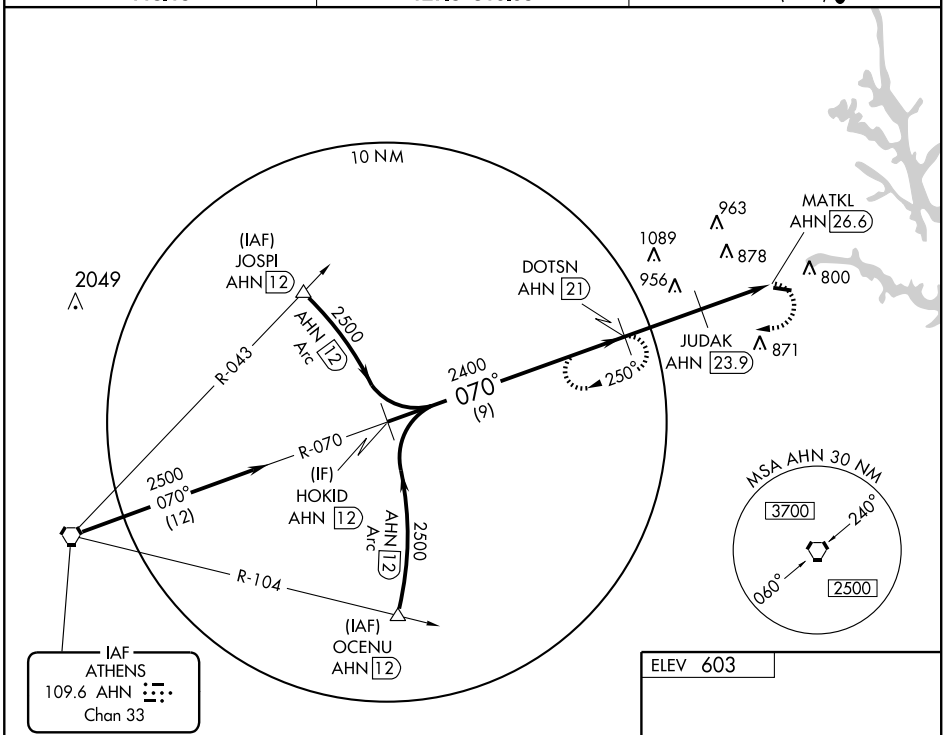
VOR/DME RWY 10

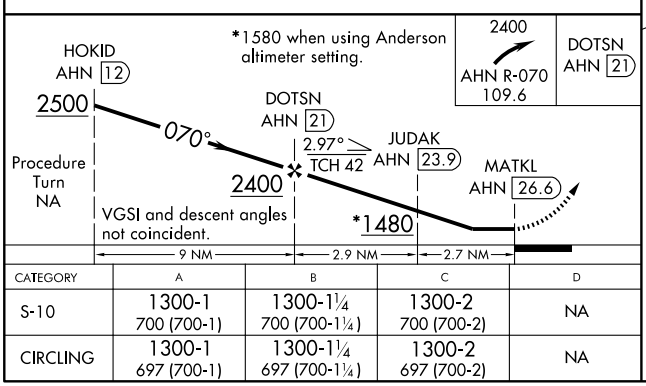
ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

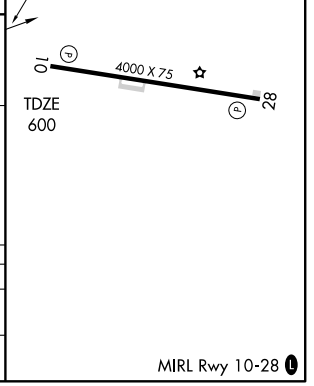
When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet, S-10 and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2400 via AHN R-070 to DOTSN/AHN 21 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	1300-1 700 (700-1)	1300-1¼ 700 (700-1¼)	1300-2 700 (700-2)	NA
CIRCLING	1300-1 697 (700-1)	1300-1¼ 697 (700-1¼)	1300-2 697 (700-2)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-FQR	APP CRS	Rwy Idg	5002
111.1	015°	TDZE	361
		Apt Elev	365

LOC RWY 1

FITZGERALD MUNI (FZG)

ADF required.
Visibility reduction by helicopters NA.
Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 direct SUR NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.625	132.3 290.4	121.725	123.0 (CTAF)

ADF REQUIRED

MSA SUR 25 NM
2500

VIENNA
116.5 VNA
Chan 112

2000
163°
(37.5)

792
518

LOCALIZER 111.1
I-FQR

195°

IAF
FITZGERALD
362 SUR

015°

240°
060°

TIFT MYERS
112.5 IFM

933

2000
044°
(15)

195°

10 NM

ELEV 365

61

5

2984 X 300

5000 X 98

0.8% UP

TDZE
361

015° 3.9 NM
from FAF

MIRL Rwy 1-19 (L)

Remain within 10 NM

NDB

195°

2000

015°

1700

3.17°
TCH 40

3.9 NM

VGSI and descent angles not coincident.

800	2000	SUR
↑	↱	◎

CATEGORY	A	B	C	D
S-1	740-1	379 (400-1)		740-1¼ 379 (400-1¼)
CIRCLING	880-1	515 (600-1)	880-1½ 515 (600-1½)	920-2 555 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB SUR	APP CRS	Rwy Idg	5002
362	015°	TDZE	365
		Apt Elev	365

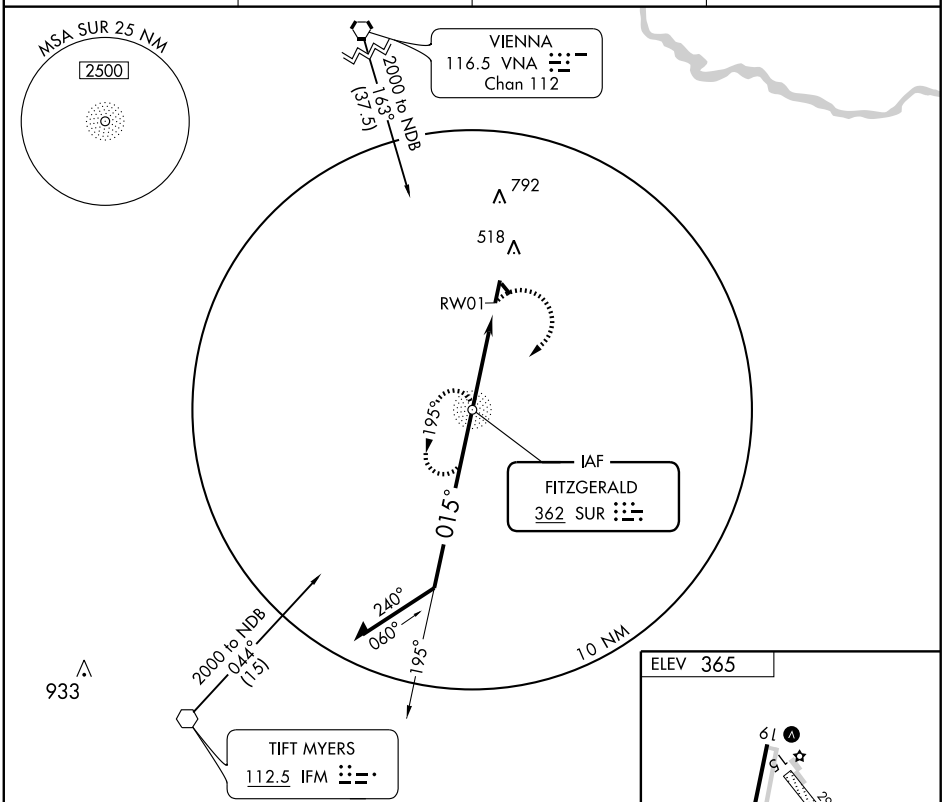
NDB or GPS RWY 1
FITZGERALD MUNI (FZG)

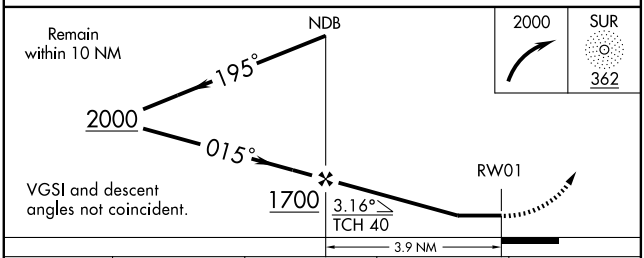
T NA — Obtain local altimeter setting on AWOS. Visibility reduction by helicopters NA. Inoperative table does not apply.

ODALS

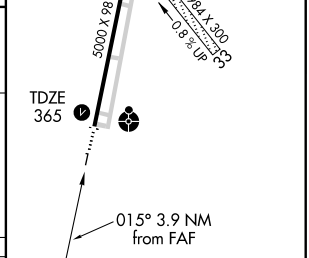
MISSED APPROACH: Climbing right turn to 2000 direct SUR NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.625	132.3 290.4	121.725	123.0 (CTAF) L



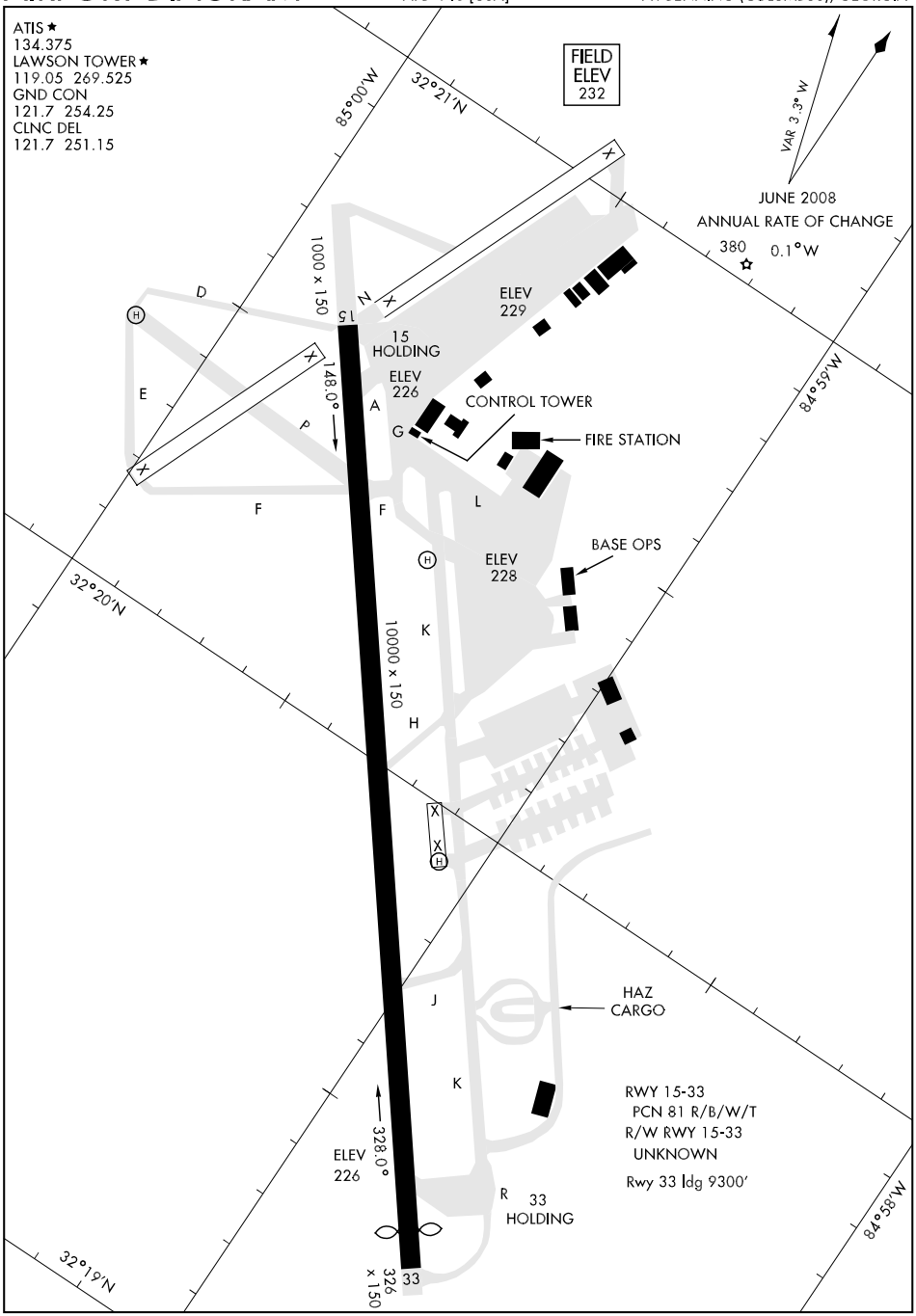


CATEGORY	A	B	C	D
S-1	780-1 415 (500-1)		780-1¼ 415 (500-1¼)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 33

LOC I-LSF	APCH CRS	Rwy ldg 9300 TDZE 226 Arpt Elev 232
110.7	327°	

AL-146 [USA]

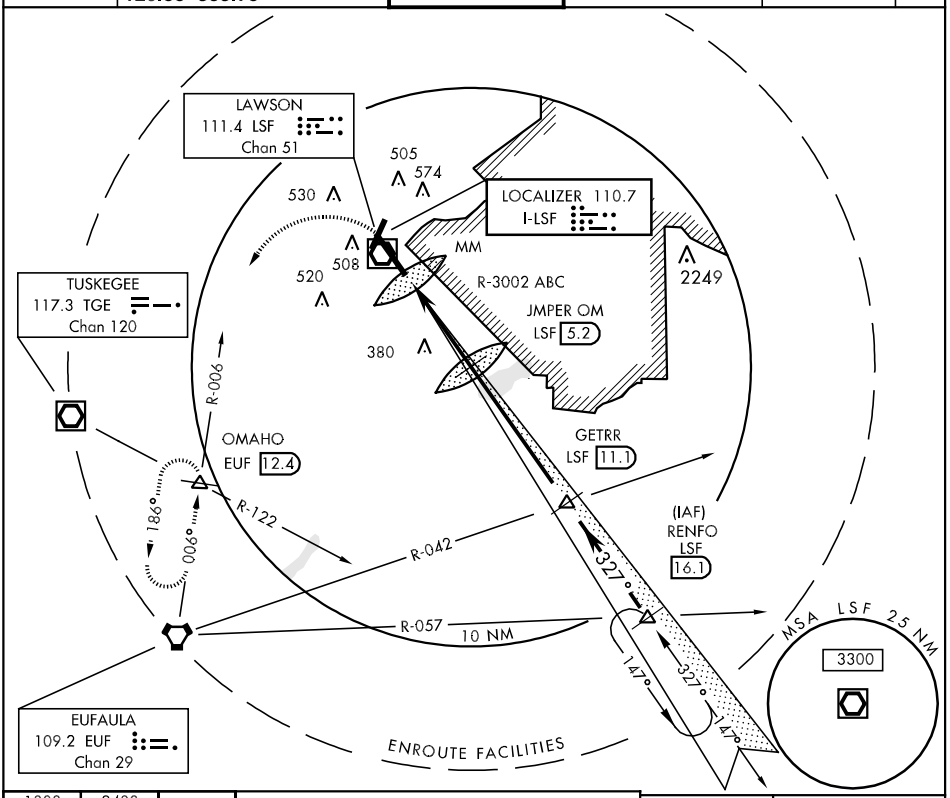
LAWSON AAF (KLSF)

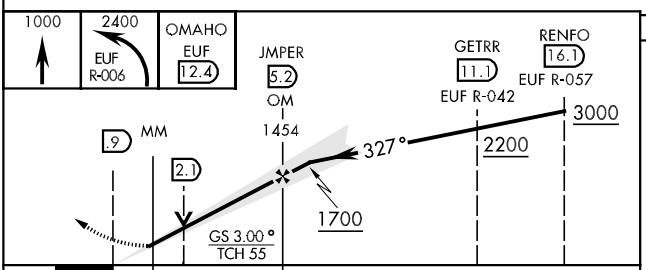
▼ ✱ Circling not authorized E of Rwy 15-33.
▲ NA when twr clsd.

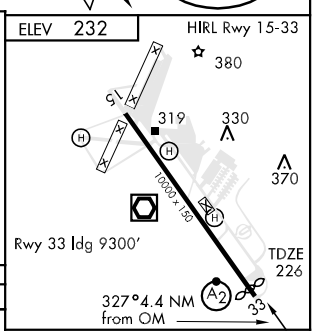
SALSF (A2)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 via EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ✱	ATLANTA APP CON	LAWSON TOWER ✱	GND CON	CLNC DEL	ASR/PAR
134.375	125.5 323.1 blw 7000 126.55 353.75 7000 and abv	119.05 269.525	121.7 254.25	121.7 251.15	







CATEGORY	A	B	C	D
S-ILS 33	426/24 200 (200-½)		426/40 200 (200-¾)	
S-LOC 33	640/40 414 (500-¾)		640/50 414 (500-1)	
CIRCLING ✱	820-1 588 (600-1)		840-1¾ 608 (700-1¾)	880-2 648 (700-2)

LOC FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

APCH CRS	Rwy ldg	10,000
147°	TDZE	226
	Arpt Elev	232

AL-146 [USA]

LAWSON AAF (KLSF)

* Circling not authorized E of Rwy 15-33.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct JEDOM and hold.

ATIS ★	ATLANTA APP CON	LAWSON TOWER ★	GND CON	CLNC DEL	ASR/ PAR
134.375	125.5 323.1 blw 7000 126.55 353.75 7000 and abv	119.05 269.525	121.7 254.25	121.7 251.15	

Procedure NA for arrival at CSG VORTAC via V454 northeast bound.

IAF COLUMBUS 117.1 CSG Chan 118

673

617

2200 222° (8.8)

1069

730

TUSKEGEE

634

(IAF) JEDOM

(IF) OPROE

2200 091° (21.4)

087° 267°

2200 087° (6)

2100 147° (6)

1398

1119

846

1704

(FAF) GOPDE

147°

729

618

PIMDE

661

569

322

509

455

RW15

R3002 A,B,C

2258

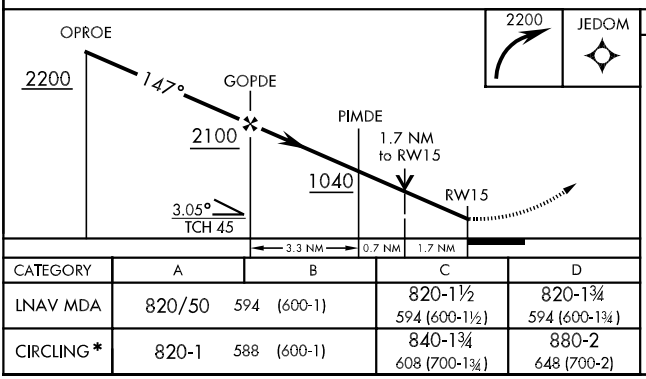
1000

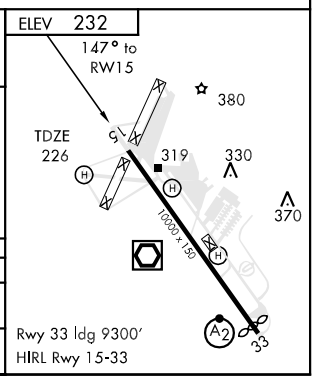
MSA RW15 25 NM

3300

2200 352° (33)

EUFAULA





CATEGORY	A	B	C	D
LNAV MDA	820/50 594 (600-1)		820-1½ 594 (600-1½)	820-1¾ 594 (600-1¾)
CIRCLING *	820-1 588 (600-1)		840-1¾ 608 (700-1¾)	880-2 648 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

APCH CRS	Rwy Idg	9300
327°	TDZE	226
	Arpt Elev	232

AL-146 [USA]

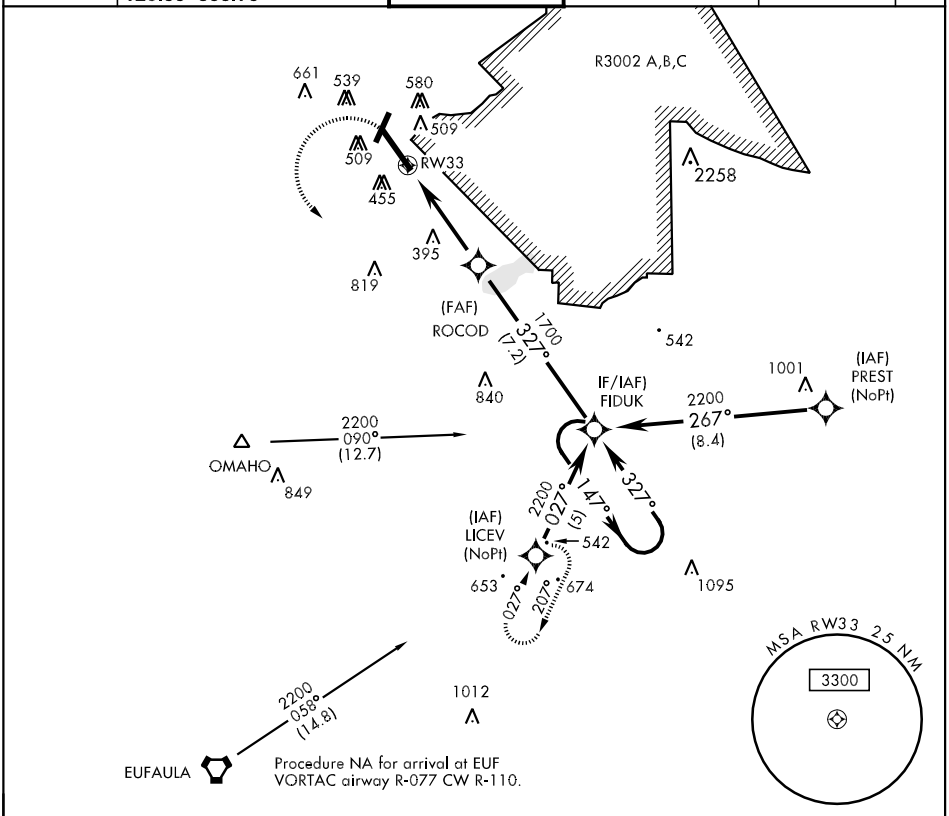
LAWSON AAF (KLSF)

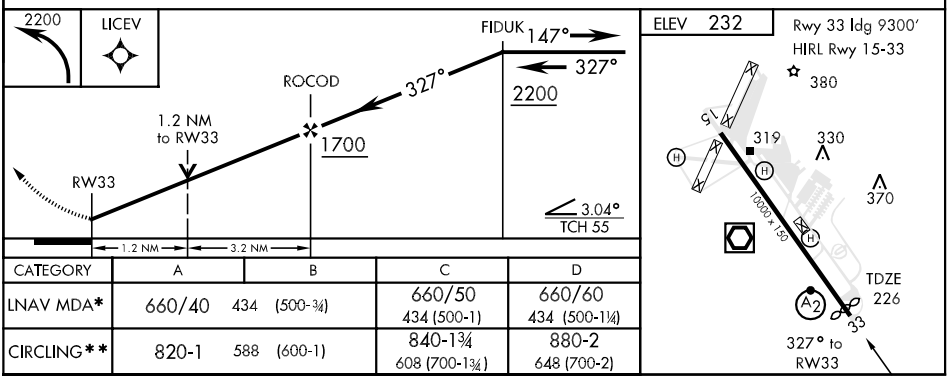
*When ALS inop, increase CAT D vis to 1½ miles.
**Circling not authorized E of Rwy 15-33.
DME/DME RNP-0.3 NA.

SALSF

MISSED APPROACH: Climbing left turn to 2200 direct LICEV and hold.

ATIS ★	ATLANTA APP CON	LAWSON TOWER ★	GND CON	CLNC DEL	ASR/PAR
134.375	125.5 323.1 blw 7000 126.55 353.75 7000 and abv	119.05 269.525	121.7 254.25	121.7 251.15	





CATEGORY	A	B	C	D
LNAV MDA*	660/40	434 (500-¾)	660/50 434 (500-1)	660/60 434 (500-1¼)
CIRCLING**	820-1	588 (600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)

RNAV (GPS) RWY 33

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME LSF	APCH CRS	Rwy ldg	N/A
111.4 Chan 51	028°	TDZE	N/A
		Arpt Elev	232

AL-146 [USA]

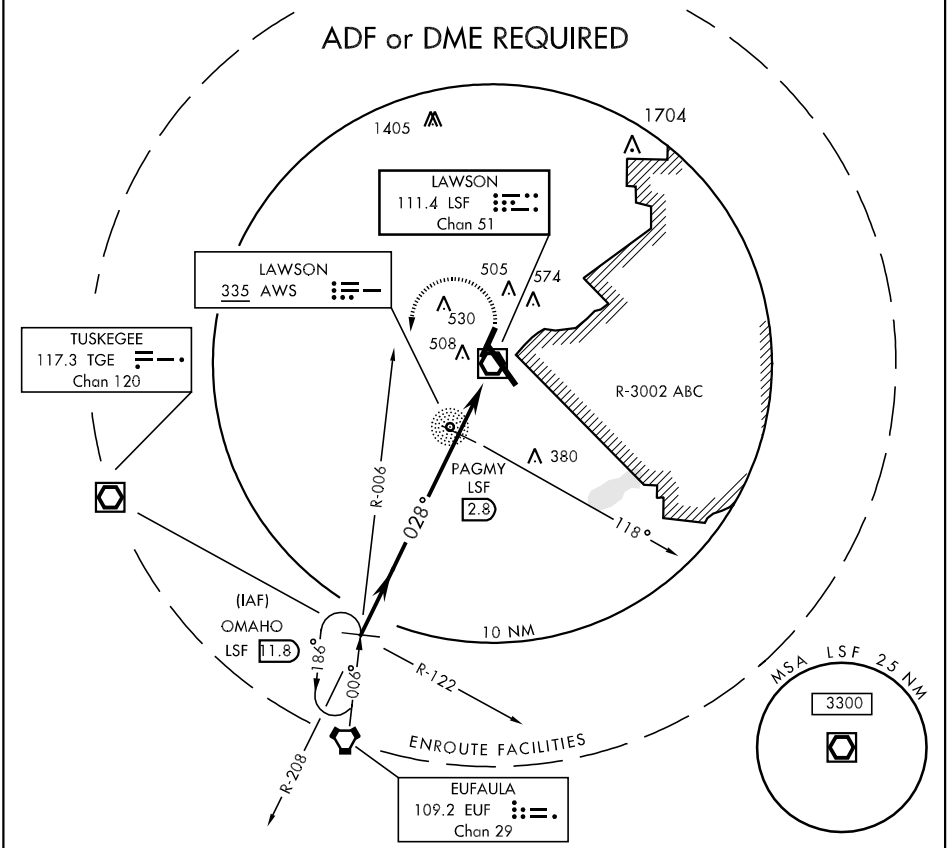
LAWSON AAF (KLSF)

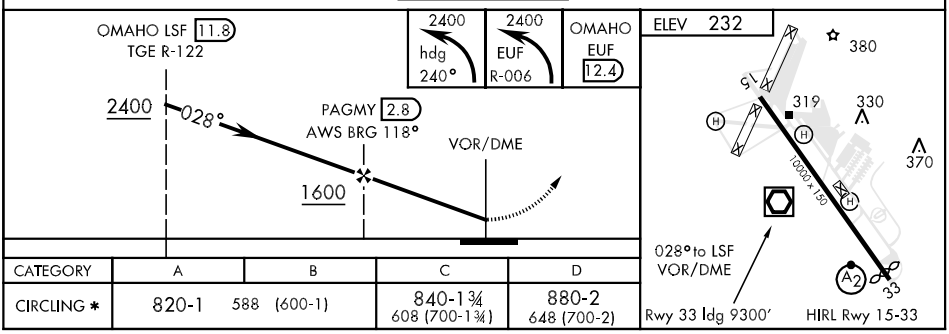
* Circling not authorized E of Rwy 15-33.

NA when tower closed.

MISSED APPROACH: Climbing left turn to 2400 via heading 240° and EUF VORTAC R-006 to OMAHO INT/EUF 12.4 and hold.

ATIS *	ATLANTA APP CON		LAWSON TOWER *	GND CON	CLNC DEL	ASR/ PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				





CATEGORY	A	B	C	D
CIRCLING *	820-1	588 (600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 15

VOR/DME LSF	APCH CRS	Rwy ldg 10000
111.4	158°	TDZE 226
Chan 51		Arpt Elev 232

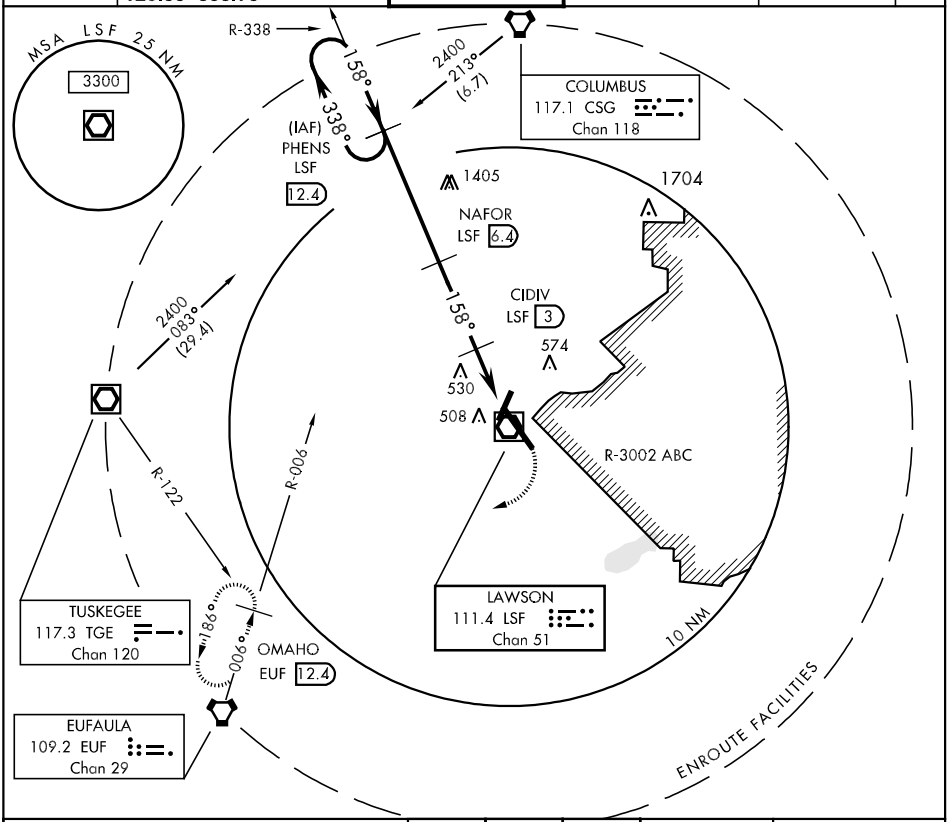
AL-146 [USA]

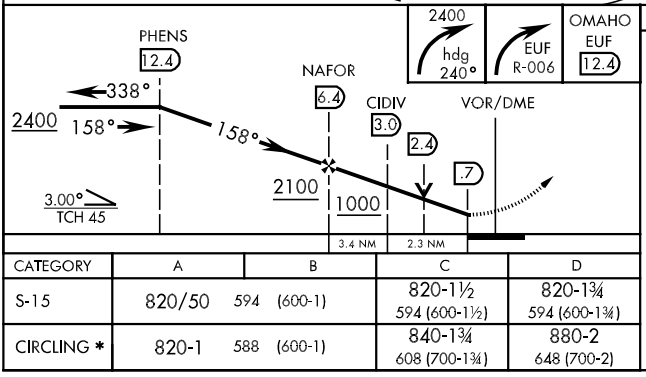
LAWSON AAF (KLSF)

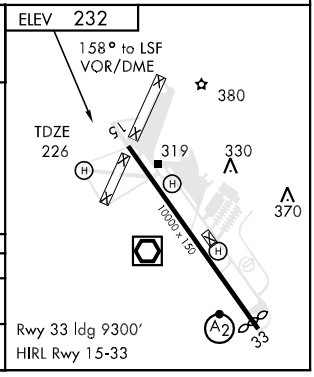
* Circling not authorized E of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 2400 via heading 240° and EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS *	ATLANTA APP CON	LAWSON TOWER *	GND CON	CLNC DEL	ASR/ PAR
134.375	125.5 323.1 blw 7000 126.55 353.75 7000 and abv	119.05 269.525	121.7 254.25	121.7 251.15	







CATEGORY	A	B	C	D
S-15	820/50	594 (600-1)	820-1½ 594 (600-1½)	820-1¾ 594 (600-1¾)
CIRCLING *	820-1	588 (600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5170 (FAA)

FORT STEWART(HINESVILLE), GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

ATIS
118.475
WRIGHT TOWER★
126.25 269.275
GND CON
121.7 273.575

FIELD ELEV 45

31°54′N

VAR 6.2° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

ELEV 37

15L

146.8°

ELEV 33

2AR

236.8°

15R

236.7°

2AL

146.7°

5007 X 100

2610 X 100

5002 X 150

2520 X 100

ELEV 38

ELEV 38

TRANSIENT RAMP

0.3% UP

ELEV 42

19

056.8°

ELEV 41

9L

056.7°

C

B

A

ELEV 31

13

326.7°

326.8°

ELEV 33

33R

HANGAR

FIRE STATION

TWR 176

BASE OPS

FBO

31°53′N

RWY 06L-24R
PCN 30 F/A/W/T
RWY 06R-24L
PCN 12 F/A/W/T
RWY 15L-33R
PCN 15 F/A/W/T
RWY 15R-33L
PCN 18 F/A/W/T

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81°34′N

81°33′N

AIRPORT DIAGRAM

FORT STEWART(HINESVILLE), GEORGIA

10210 FORT STEWART(HINESVILLE)/ WRIGHT AAF(FORT STEWART)/MIDCOAST RGNL(LHW)

NDB MOQ	APP CRS	Rwy Idg	5002
263	329°	TDZE	40
		Apt Elev	46

NDB RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

Inoperative table does not apply to ODALS Rwy 33R.
Circling NA east of Rwy 15L/33R.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet, S-33R Cat. C/D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. NA when R3005C/D or R3007C is active and LHW tower is closed.

ODALS

MISSED APPROACH: Climbing right turn to 2100 direct MOQ NDB and hold, continue climb in hold to 2100.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) L 269.275	121.7 273.575

RADAR REQUIRED

R-3005C R-3005D R-3005B R-3005E

MSA MOQ 25 NM 2600

198 204 300 149± 247± 319

IAF MC INTOSH 263 MOQ 515

149° 329° 194° 014°

3000 265° (11.1) JANIE

3000 074° (27.2) WABIT

3000 307° (15.5) HARPS SSI 39.6

10 NM

R-3007C R-3007D 1228

ELEV 46

15L 33R 15R 33L 24L 06R 24R 06L

5007 X 100 2610 X 100 2520 X 100 0.3% UP 5002 X 150

TWR 176 TDZE 40

HIRL Rwy 15L
HIRL Rwy 24R
HIRL Rwy 6L L
HIRL Rwy 33R L

329° 3.9 NM from FAF

2100 MOQ

NDB Remain within 10 NM

149° 329° 2300 1500

3.43° TCH 65

VGSI and descent angles not coincident.

3.9 NM

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-33R	500-1 460 (500-1)		500-1¼ 460 (500-1¼)	500-1½ 460 (500-1½)
CIRCLING	560-1 514 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5007
055°	TDZE	45
	Apt Elev	46

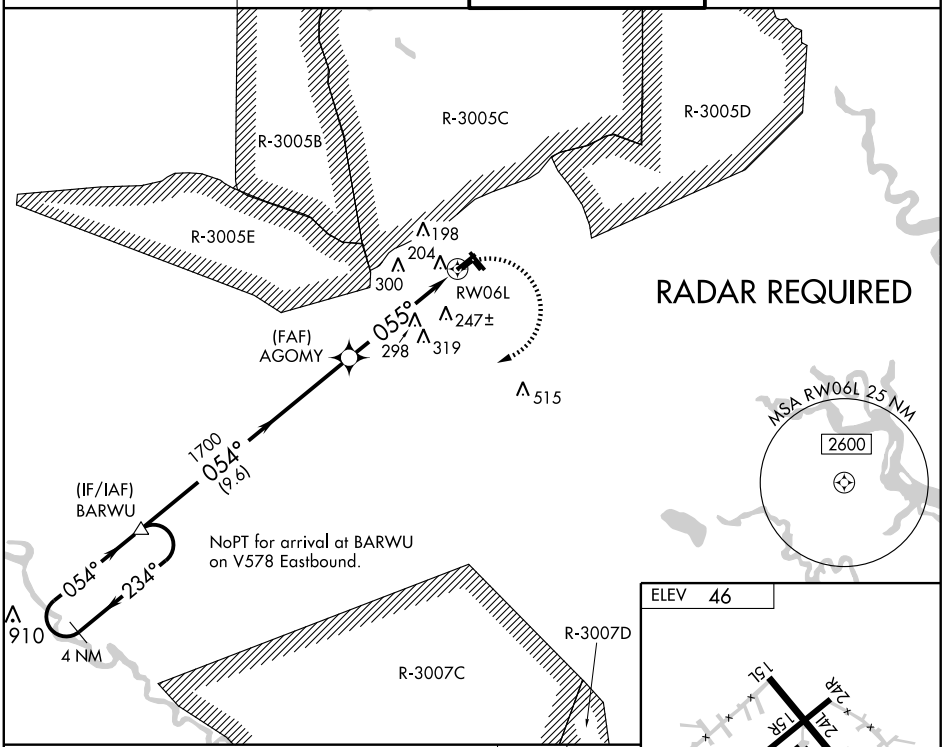
RNAV (GPS) RWY 6L

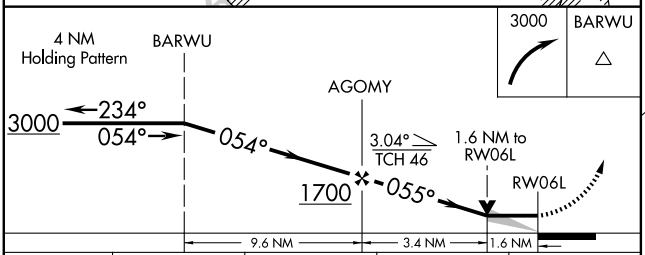
WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

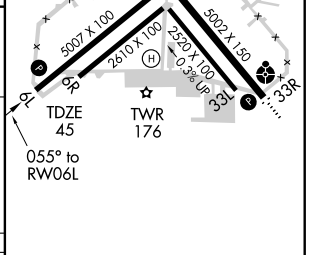
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile.
Circling NA northeast of Rwy 15L/33R.
VDP NA using Savannah altimeter setting.
NA when R3005C/D or R3007C is active and LHW tower is closed.

MISSED APPROACH: Climbing right turn to 3000 direct BARWU and hold.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) L 269.275	121.7 273.575







CATEGORY	A	B	C	D
LNAV MDA	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)
CIRCLING	600-1 554 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

HIRL Rwy 15L
HIRL Rwy 24R
HIRL Rwy 6L L
HIRL Rwy 33R L

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
325°	TDZE	40
	Apt Elev	46

RNAV (GPS) RWY 33R

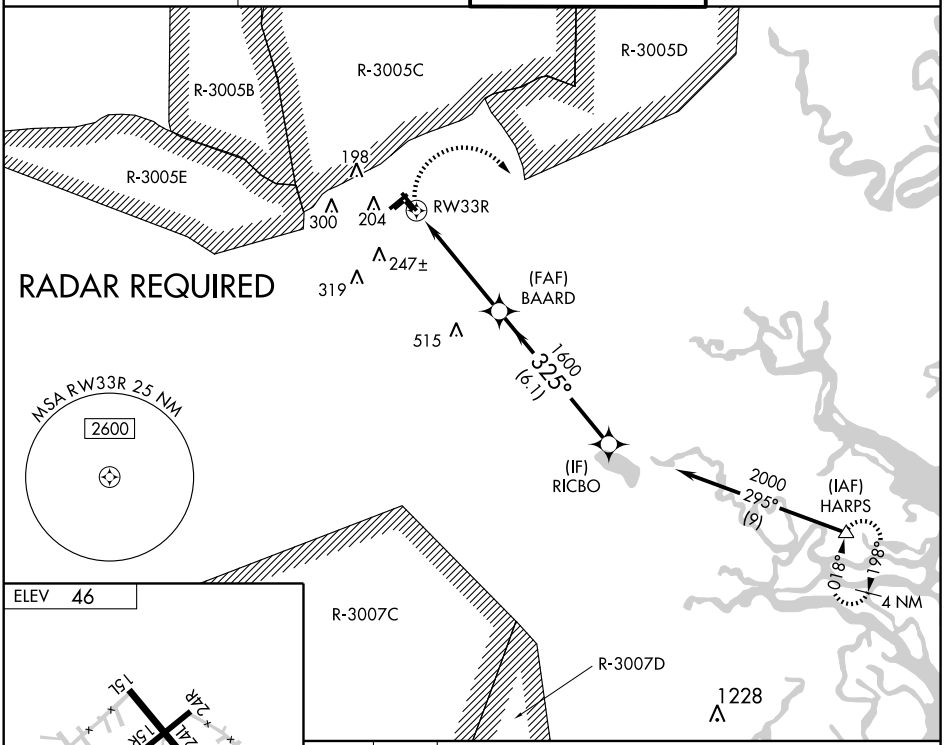
WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

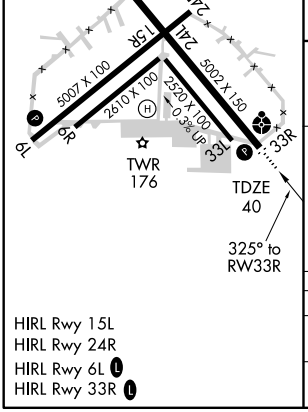
Inoperative table does not apply to ODALS Rwy 33R.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile.
Circling NA northeast of Rwy 15L/33R.
NA when R3005C/D is active and LHW tower is closed.

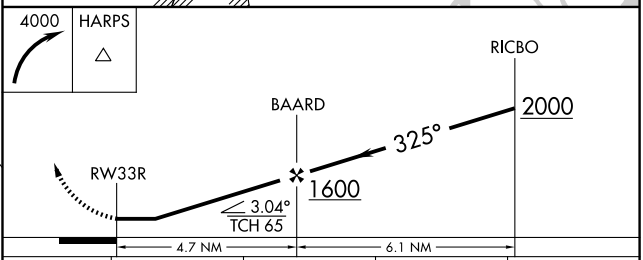
ODALS

MISSED APPROACH: Climbing right turn to 4000 direct HARPS and hold.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) L 269.275	121.7 273.575







HIRL Rwy 15L
HIRL Rwy 24R
HIRL Rwy 6L L
HIRL Rwy 33R L

CATEGORY	A	B	C	D
LNAV MDA	480-1 440 (500-1)		480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	560-1 514 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GVL	APP CRS	Rwy Idg	5500
110.55	044°	TDZE	1276
Chan 42 (Y)		Apt Elev	1276

ILS or LOC/DME RWY 5

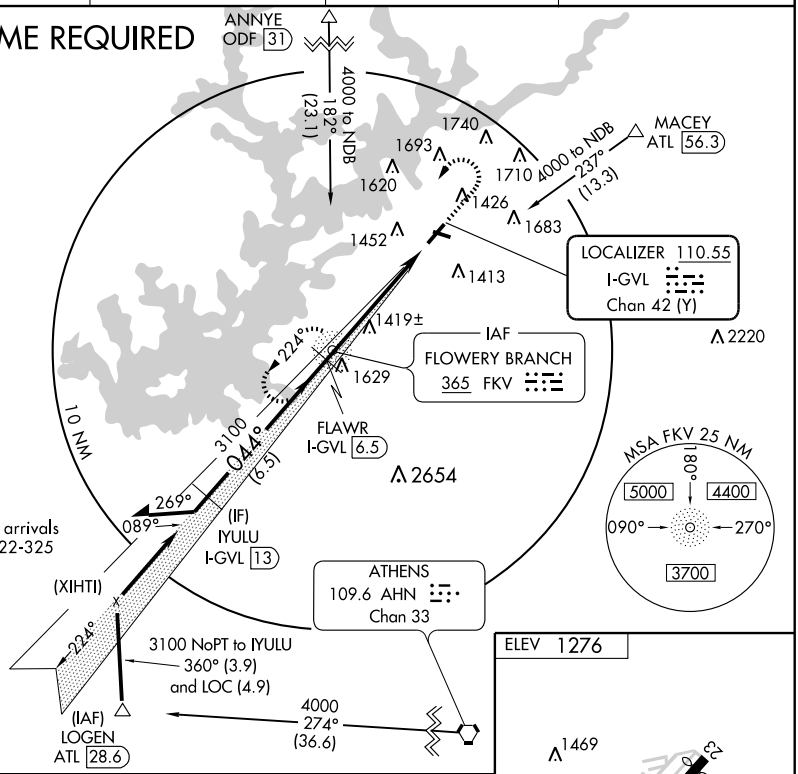
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

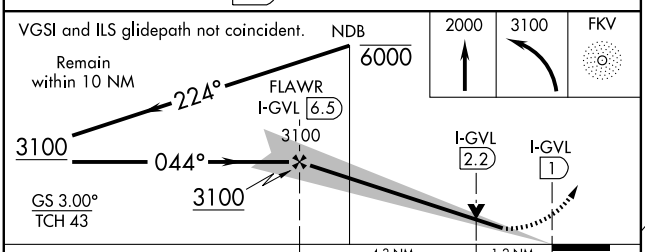
ADF Required. VDP NA when using Jefferson altimeter setting. When local altimeter setting not received use Jefferson altimeter setting; increase all DA to 1556 feet and all visibilities ¼ mile; increase all MDA 80 feet and S-LOC 5 Cat D visibility ¼ mile and Circling Cats C and D visibility ¼ mile.

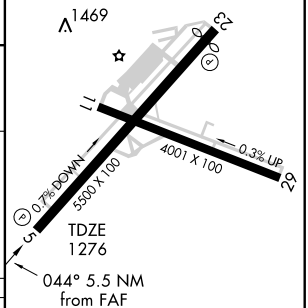
MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct FKV NDB and hold.

ASOS	ATLANTA APP CON★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L

ADF or DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	1476-¾ 200 (200-¾)			
S-LOC 5	1680-1 404 (500-1)		1680-1¼ 404 (500-1¼)	
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)

REIL Rwy 5 L
HIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB FKV 365	APP CRS 045°	Rwy Idg 5500 TDZE 1276 Apt Elev 1276

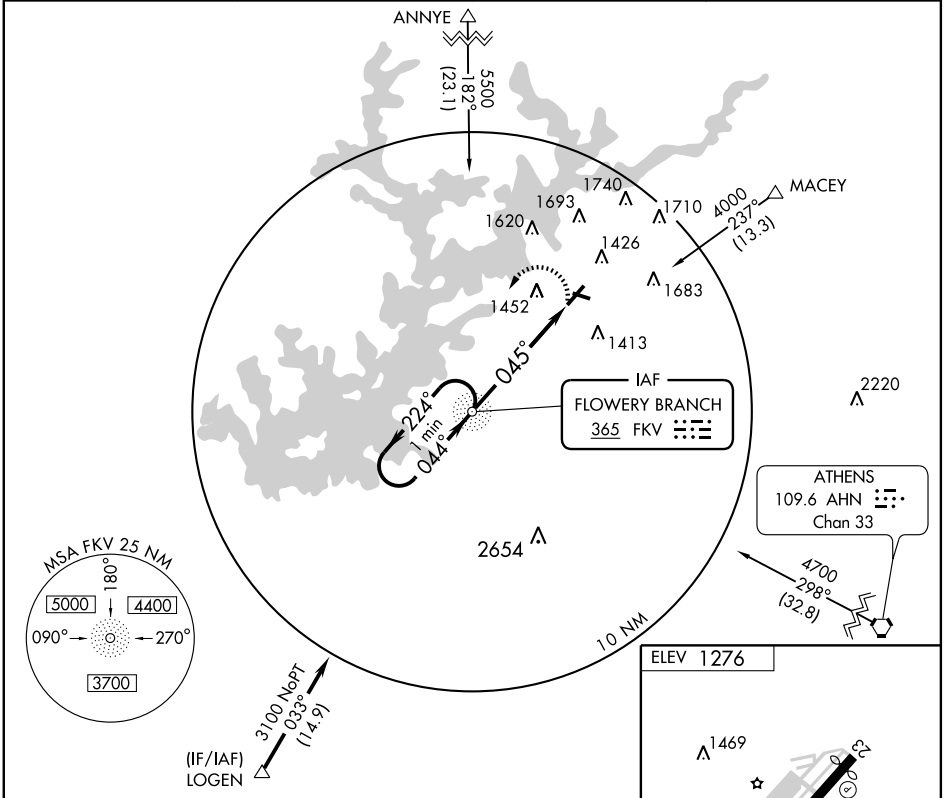
NDB RWY 5

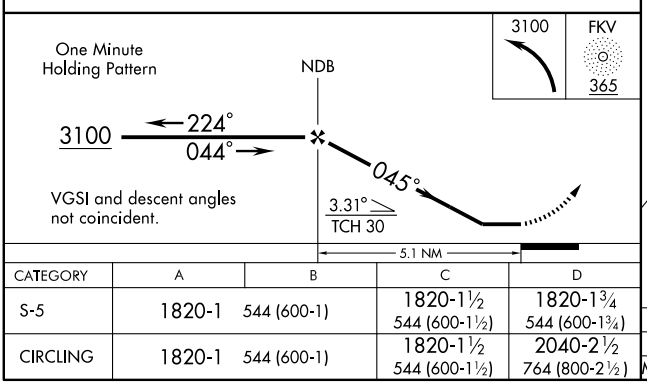
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

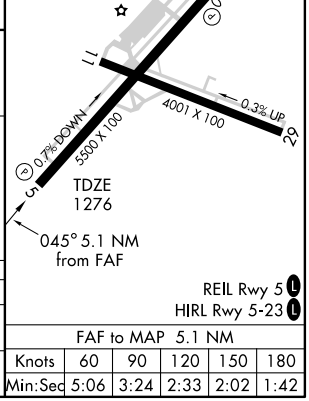
If local altimeter setting not received, use Jefferson altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 direct FKV NDB and hold.

ASOS	ATLANTA APP CON★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-5	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	1820-1¾ 544 (600-1¾)
CIRCLING	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	2040-2½ 764 (800-2½)

REIL Rwy 5 L
HIRL Rwy 5-23 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42605 W05A	APP CRS 044°	Rwy Idg 5500 TDZE 1276 Apt Elev 1276

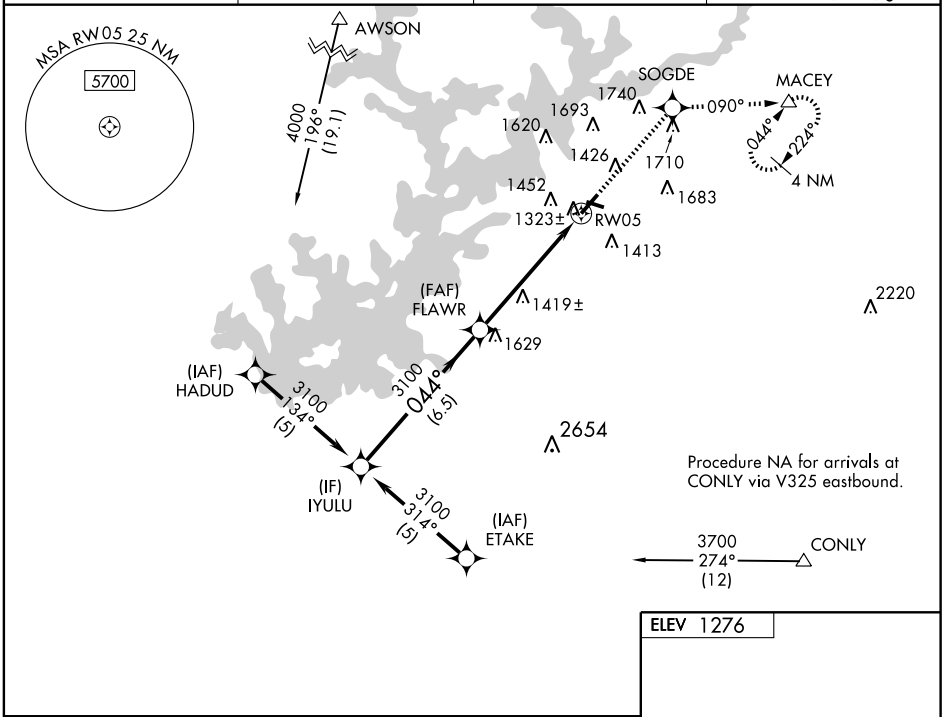
RNAV (GPS) RWY 5

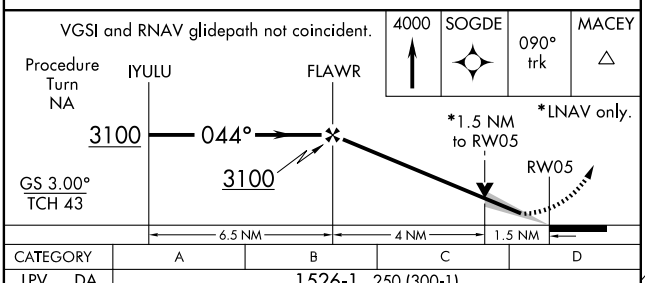
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jefferson altimeter setting and increase all DA/MDA 80 feet, LPV and LNAV/VNAV all Cats visibilities ¼ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Jefferson altimeter setting.

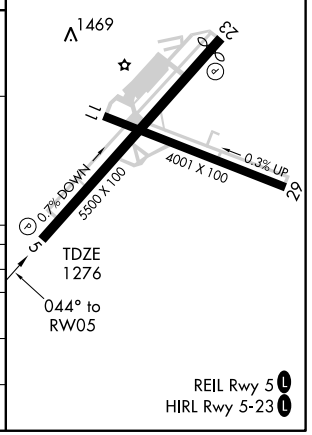
MISSED APPROACH: Climb to 4000 direct SOGDE and via 090° track to MACEY and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA APP CON ★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1526-1 250 (300-1)			
LNAV/VNAV DA	1761-1¾ 485 (500-1¾)			
LNAV MDA	1780-1 504 (600-1)		1780-1½ 504 (600-1½)	
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77605 W23A	APP CRS 224°	Rwy Idg 5100 TDZE 1272 Apt Elev 1276

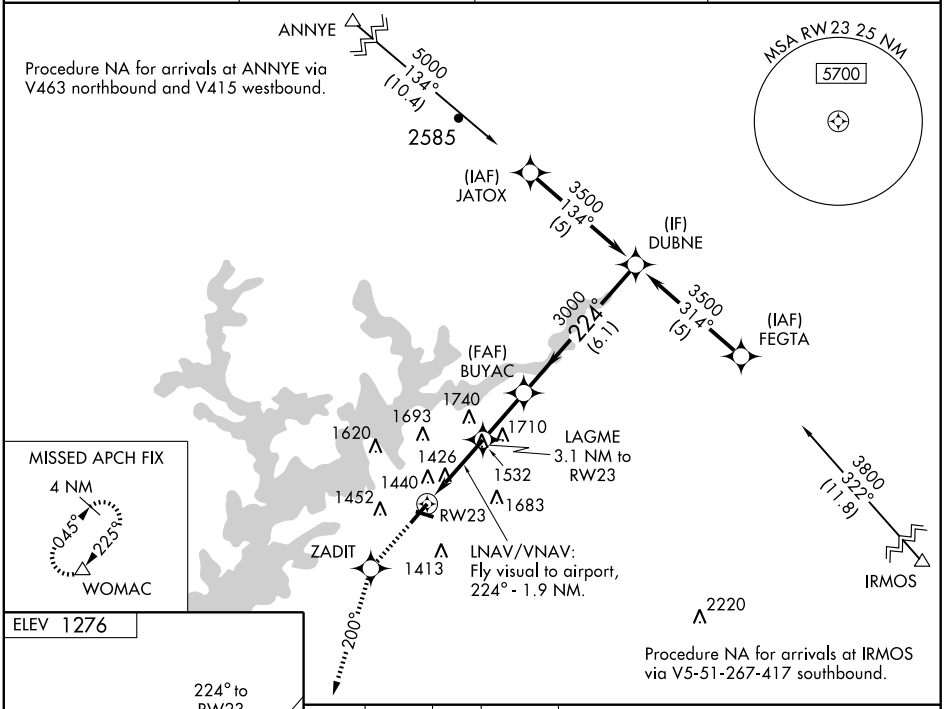
RNAV (GPS) RWY 23

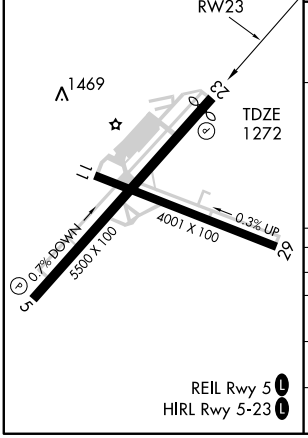
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

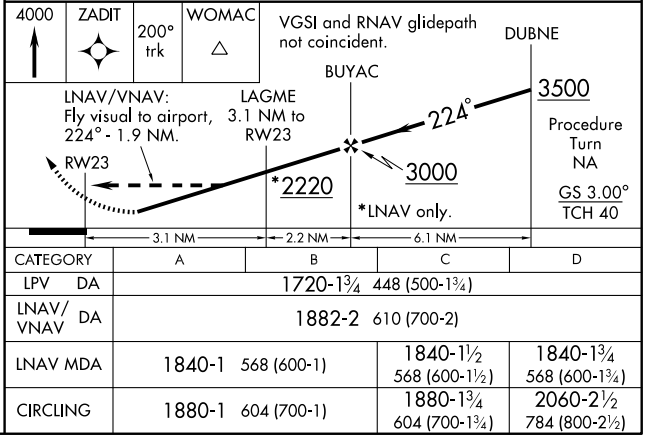
LNAV/VNAV NA when using Jefferson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Jefferson altimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile, LNAV Cats C and D ¼ mile and Circling Cats C and D ¼ mile.

MISSED APPROACH: Climb to 4000 direct ZADIT and via 200° track to WOMAC and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA APP CON ★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1720-1¾ 448 (500-1¾)			
LNAV/VNAV DA	1882-2 610 (700-2)			
LNAV MDA	1840-1 568 (600-1)		1840-1½ 568 (600-1½)	1840-1¾ 568 (600-1¾)
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VVM	APP CRS	Rwy Idg	5500
110.9	249°	TDZE	689
Chan 46		Apt Elev	689

LOC RWY 25

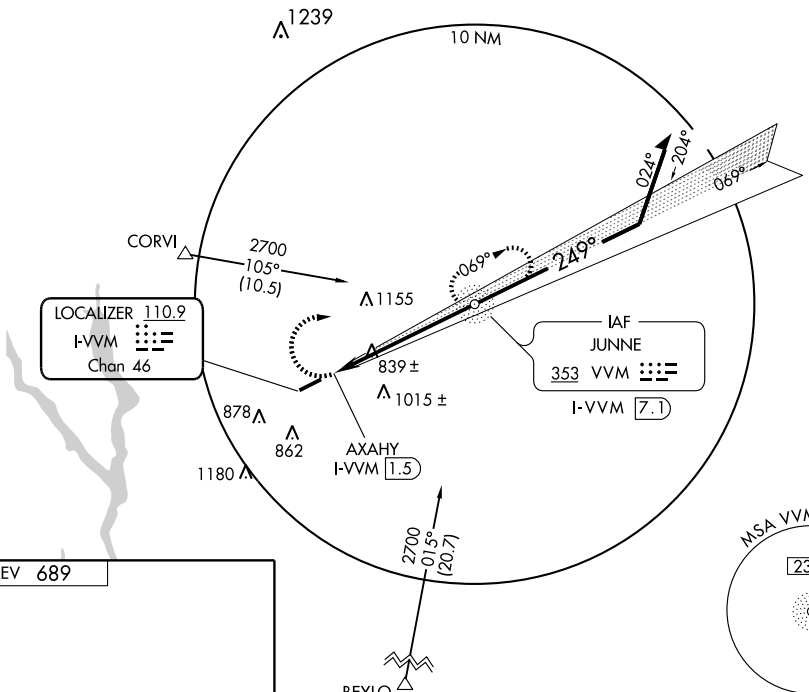
GREENSBORO/ GREENE COUNTY RGNL (3J7)

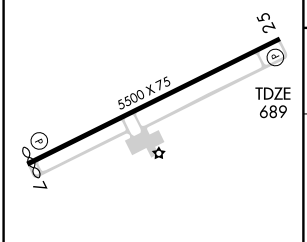
Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet and increase S-25 Cat D visibility and Circlinig Cat C visibility ¼ mile. Localizer unusable ½ mile inbound.

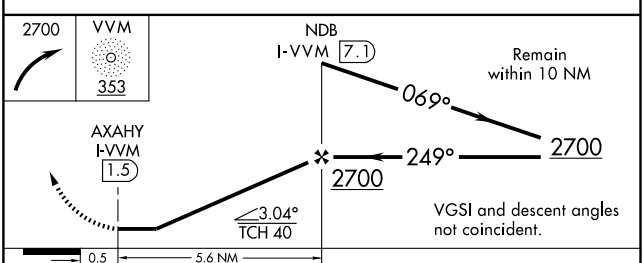
MISSED APPROACH: Climbing right turn to 2700 direct VVM NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L

ADF REQUIRED







MIRL Rwy 7-25 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-25	1100-1 411 (500-1)		1100-1¼ 411 (500-1¼)	
CIRCLING	1220-1 531 (600-1)		1220-1½ 531 (600-1½)	1240-2 551 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5400
069°	TDZE	678
	Apt Elev	689

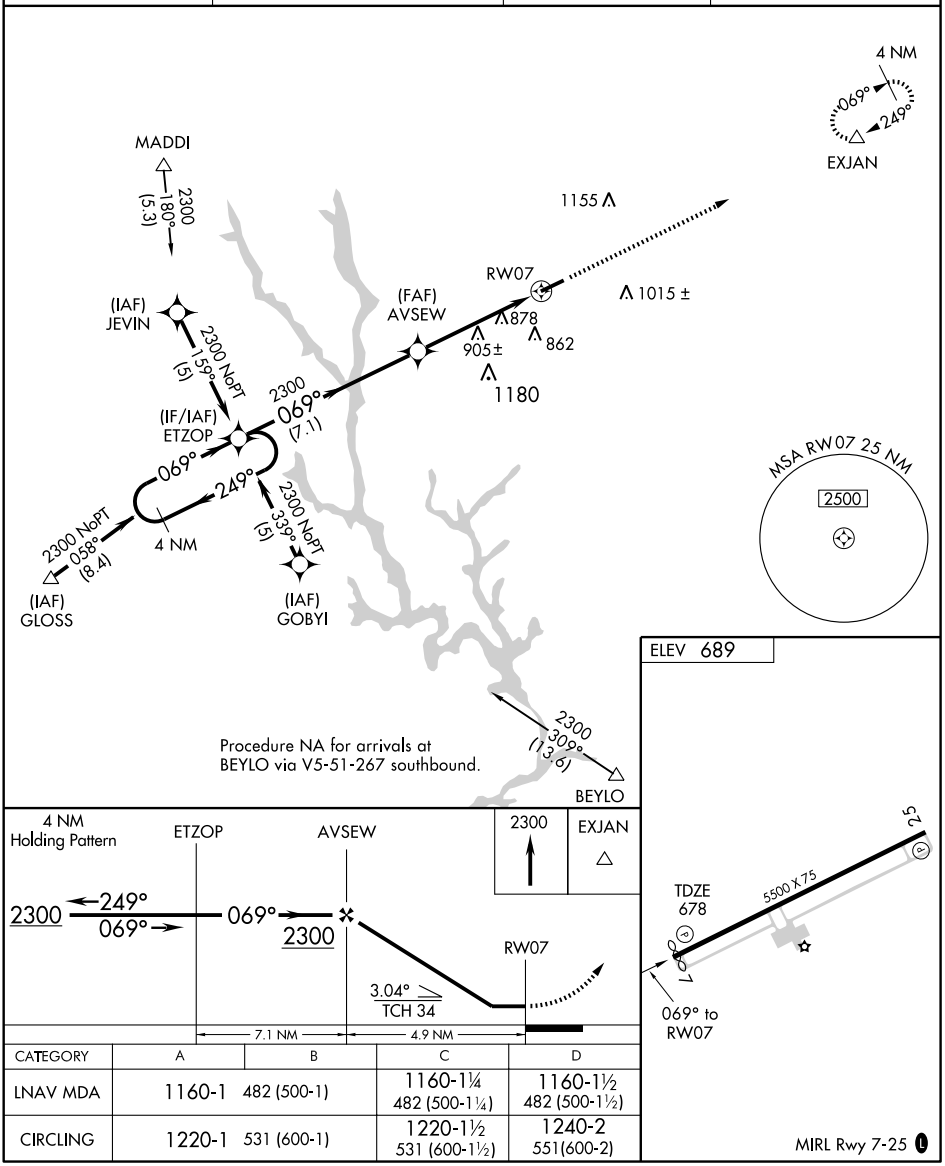
RNAV (GPS) RWY 7

GREENSBORO/ GREENE COUNTY RGNL (3J7)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct EXJAN and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1160-1 482 (500-1)		1160-1¼ 482 (500-1¼)	1160-1½ 482 (500-1½)
CIRCLING	1220-1 531 (600-1)		1220-1½ 531 (600-1½)	1240-2 551(600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 70616	249°	TDZE	689
W25A		Apt Elev	689

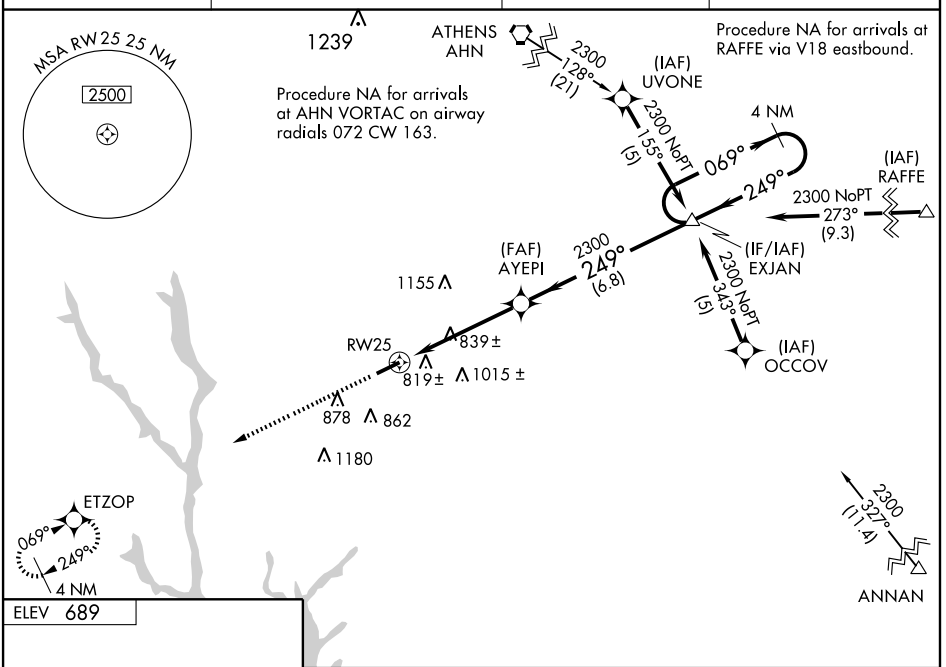
RNAV (GPS) RWY 25

GREENSBORO/ GREENE COUNTY RGNL (3J7)

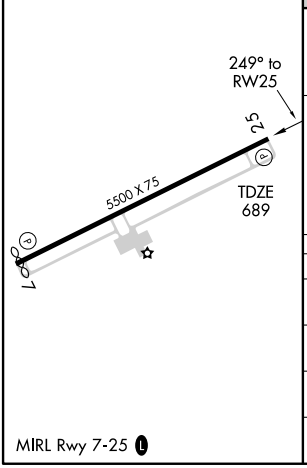
Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Athens altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct ETZOP and hold.

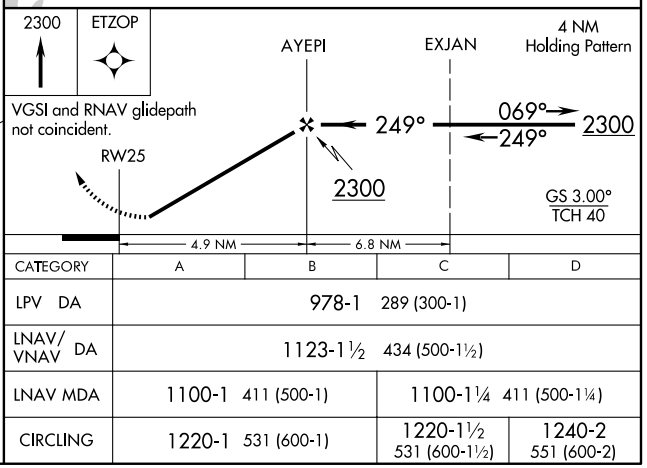
AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L



ELEV 689



MIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LPV DA	978-1 289 (300-1)			
LNAV/VNAV DA	1123-1½ 434 (500-1½)			
LNAV MDA	1100-1 411 (500-1)		1100-1¼ 411 (500-1¼)	
CIRCLING	1220-1 531 (600-1)		1220-1½ 531 (600-1½)	1240-2 551 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC AHN 109.6 Chan 33	APP CRS 156°	Rwy Idg N/A TDZE N/A Apt Elev 689

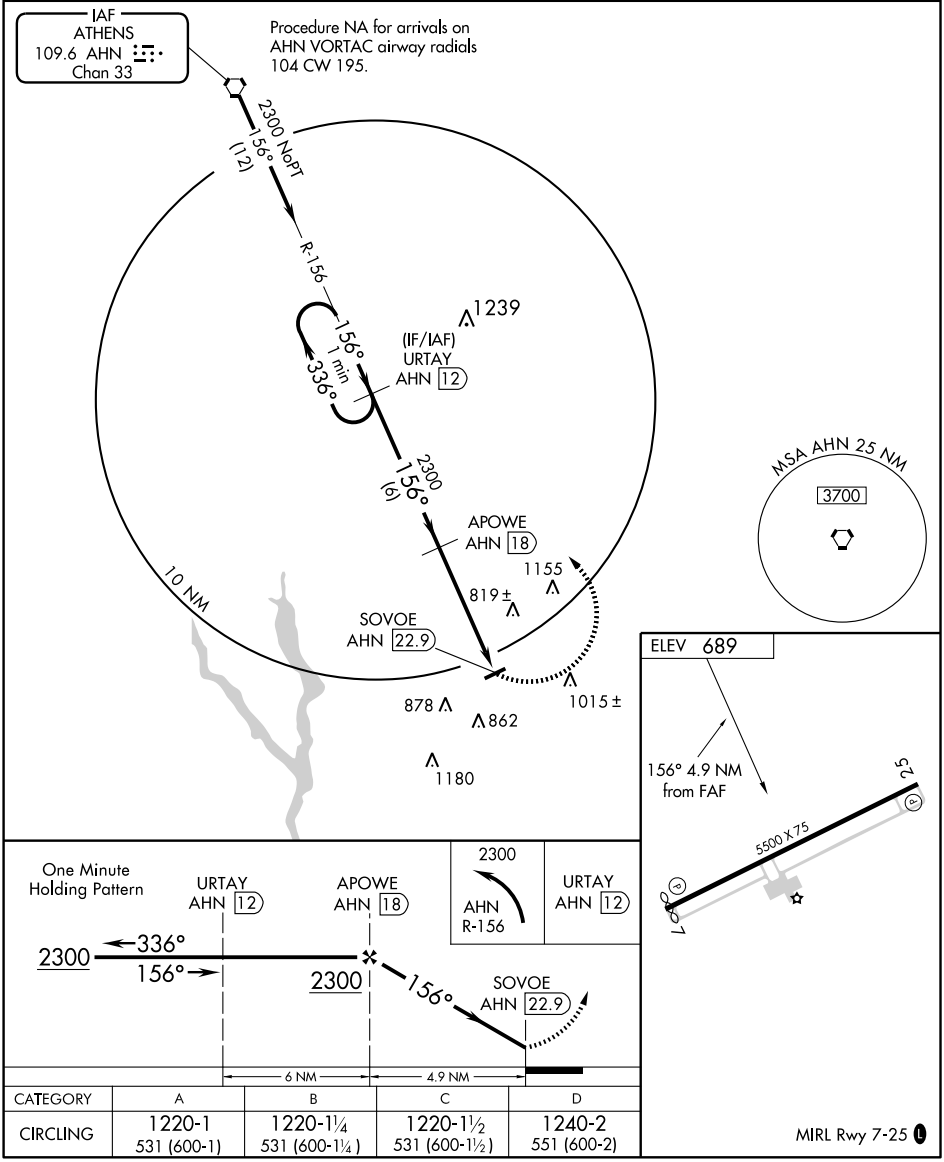
VOR/DME-B

GREENSBORO/GREENE COUNTY RGNL (3J7)

T A Visibility reduction by helicopters NA. When local altimeter setting not received use Athens altimeter setting and increase all MDA 80 feet and Circling Cat C visibility ¼ mile.

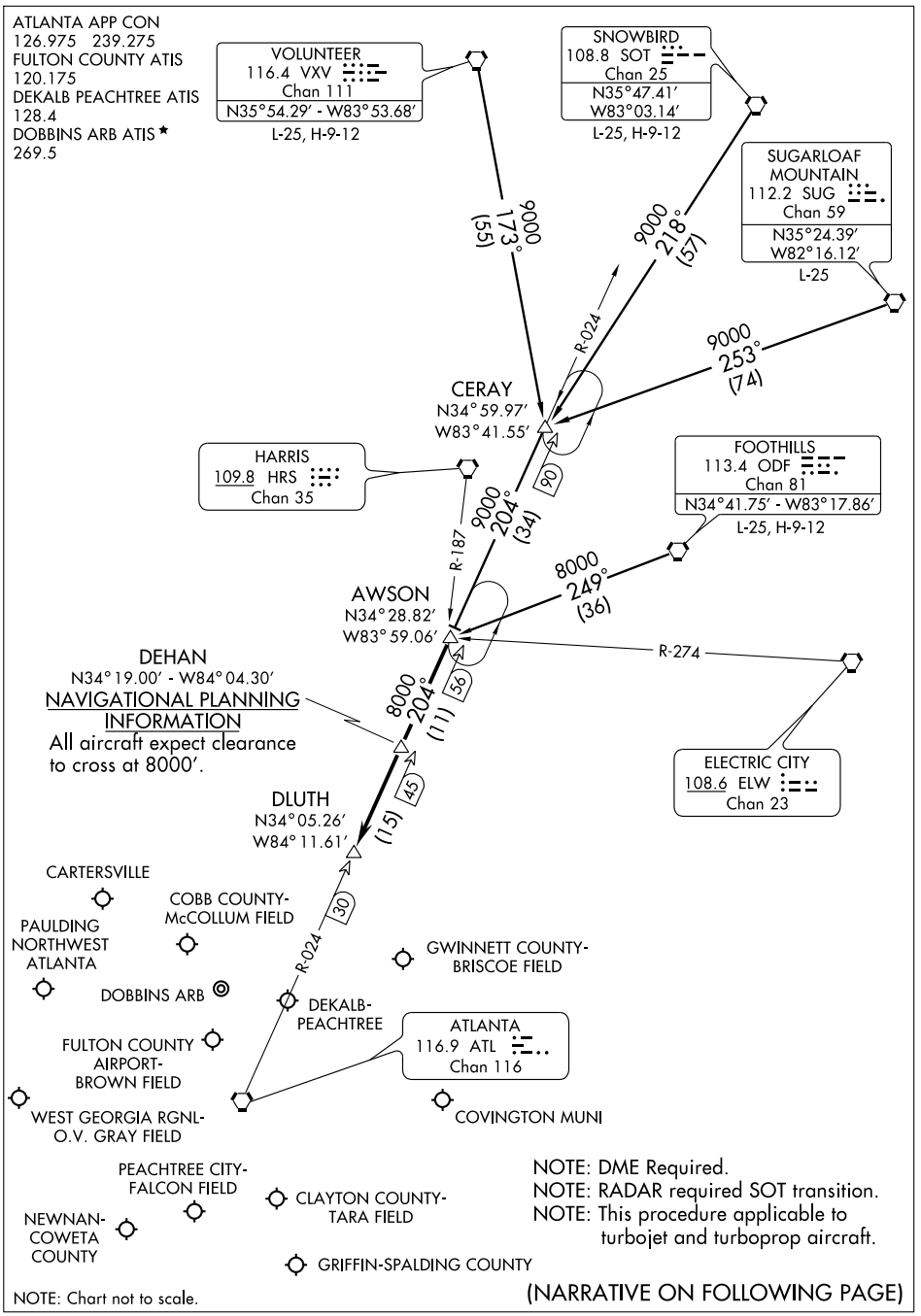
MISSED APPROACH: Climbing left turn to 2300 via AHN VORTAC R-156 to URTAY/AHN 12 DME and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1220-1 531 (600-1)	1220-1¼ 531 (600-1¼)	1220-1½ 531 (600-1½)	1240-2 551 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3501
141°	TDZE	958
	Apt Elev	958

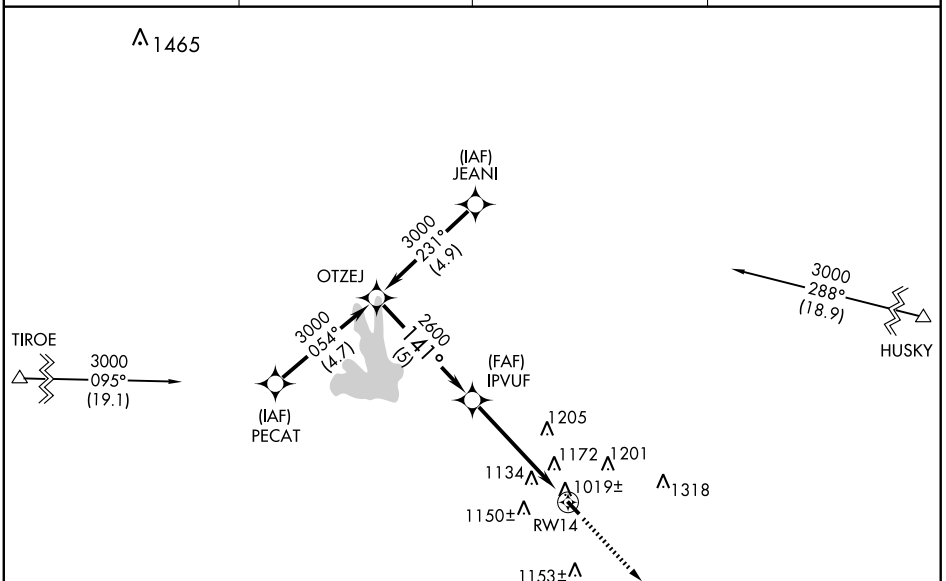
GPS RWY 14

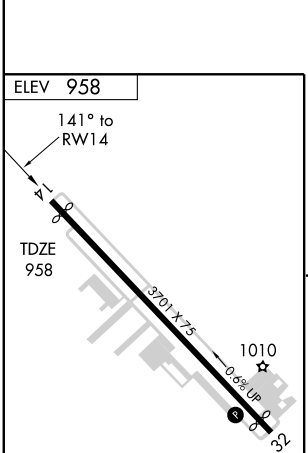
GRIFFIN-SPALDING COUNTY (6A2)

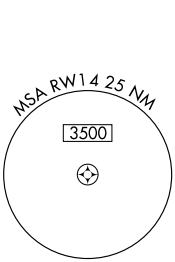
NA Visibility reduction by helicopters NA.

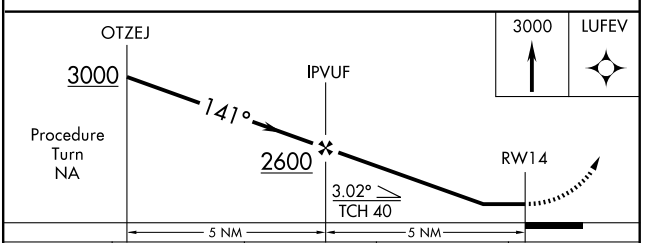
MISSED APPROACH: Climb to 3000 direct LUFEV WP and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
119.750	128.575	128.575 381.65	123.075 (CTAF) L









CATEGORY	A	B	C	D
S-14	1440-1	482 (500-1)	NA	
CIRCLING	1440-1 482 (500-1)	1560-1 602 (700-1)	NA	

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3501
321°	TDZE	954
	Apt Elev	958

GPS RWY 32

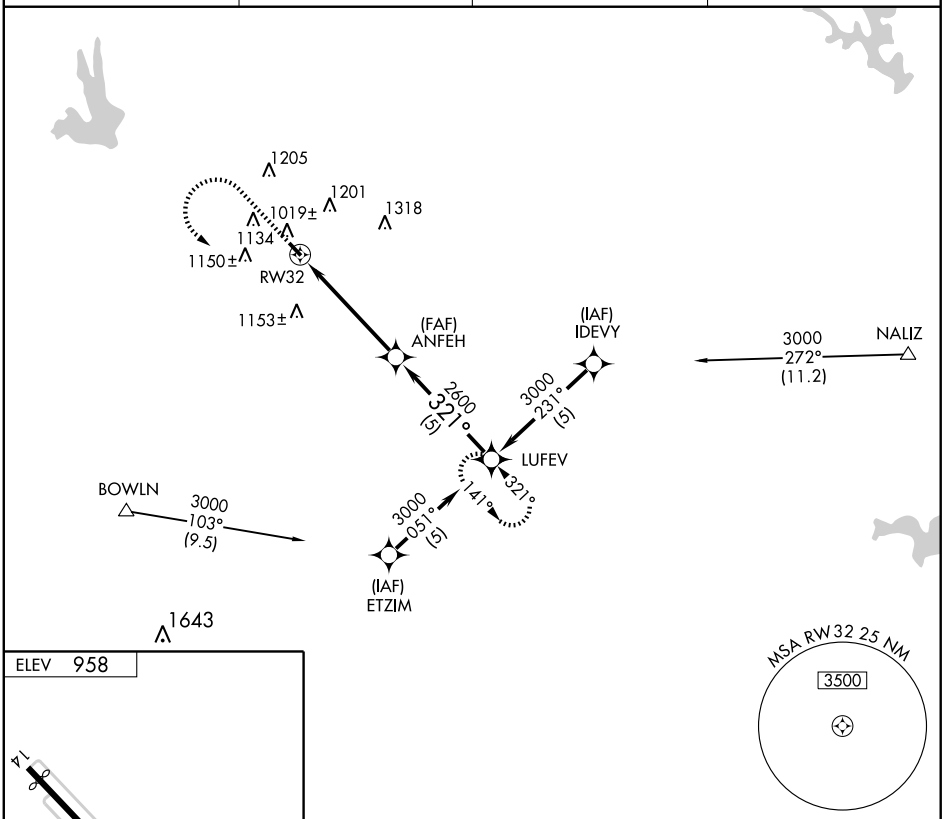
GRIFFIN-SPALDING COUNTY (6A2)

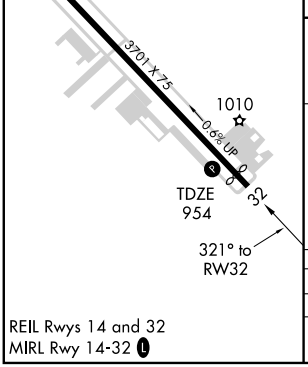
NA — Visibility reduction by helicopters NA.

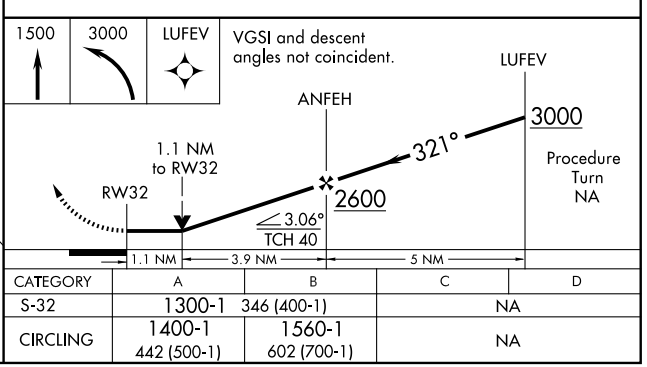
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct LUFEV WP and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
119.750	128.575	128.575 381.65	123.075 (CTAF) L

SE-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-32	1300-1 346 (400-1)		NA	
CIRCLING	1400-1 442 (500-1)	1560-1 602 (700-1)	NA	

NDB JHH 412	APP CRS 321°	Rwy Idg 3501 TDZE 956 Apt Elev 958

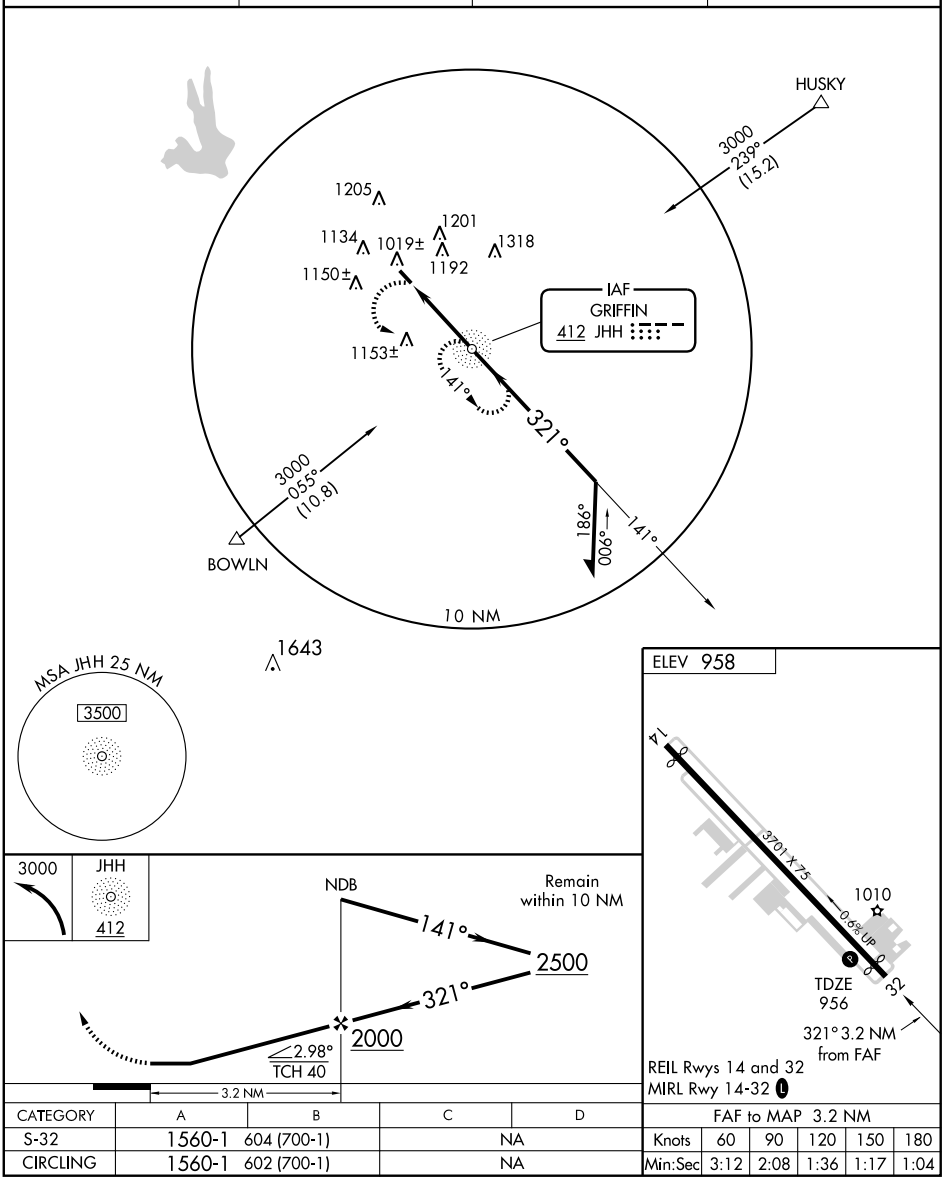
NDB RWY 32

GRIFFIN-SPALDING COUNTY (6A2)

NA

MISSED APPROACH: Climbing left turn to 3000 direct JHH NDB and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
119.750	128.575	128.575 381.65	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-32	1560-1	604 (700-1)	NA	
CIRCLING	1560-1	602 (700-1)	NA	

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4503
057°	TDZE	861
	Apt Elev	874

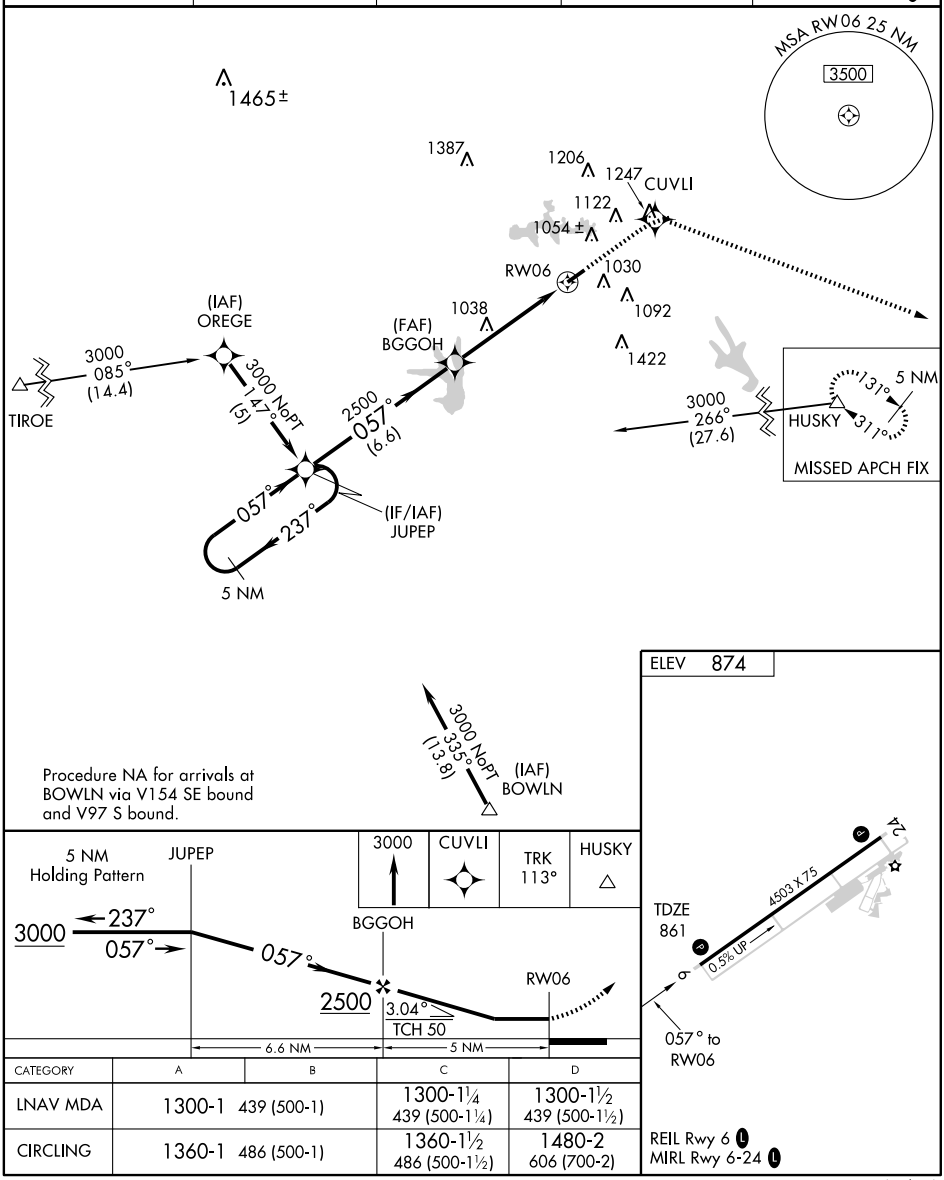
RNAV (GPS) RWY 6

HAMPTON/ CLAYTON COUNTY-TARA FIELD (4A7)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night. If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct CUVLI and via 113°Track to HUSKY and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	GCO	UNICOM
124.825	128.575	128.575 381.65	121.725	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1	439 (500-1)	1300-1¼ 439 (500-1¼)	1300-1½ 439 (500-1½)
CIRCLING	1360-1	486 (500-1)	1360-1½ 486 (500-1½)	1480-2 606 (700-2)

REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4503
237°	TDZE	874
	Apt Elev	874

RNAV (GPS) RWY 24

HAMPTON/ CLAYTON COUNTY-TARA FIELD (4A7)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct JUPEP and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	GCO	UNICOM
124.825	128.575	128.575 381.65	121.725	122.725 (CTAF) L

SE-4, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at MEGGN via V18 E bound.

(IF) YEBUT

2700 238° (6.2)

237°

(FAF) HAMPP

CUVLI 3.1 NM to RW24

RW24

1206 1247 1122 1054± 1030 1092 1422

MEGGN

3000 222° (16.1)

3000 285° (16.3)

(IAF) SUYBO

3000 326° (13.1)

(IAF) HUSKY

MISSED APCH FIX

JUPEP

057° 237° 5 NM

MSA RW 24 25 NM

3500

ELEV 874

237° to RW24

TDZE 874

4503 X 75

0.5% UP

REIL Rwy 6 L

MIRL Rwy 6-24 L

3000 JUPEP

YEBUT 3000

CUVLI 3.1 NM to RW24

HAMPP

238°

RW24

237°

1900

3.05° TCH 50

2700

VGSI and descent angles not coincident.

Procedure Turn NA

3.1 NM 2.4 NM 6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	1420-1¾ 546 (600-1¾)
CIRCLING	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	1480-2 606 (700-2)

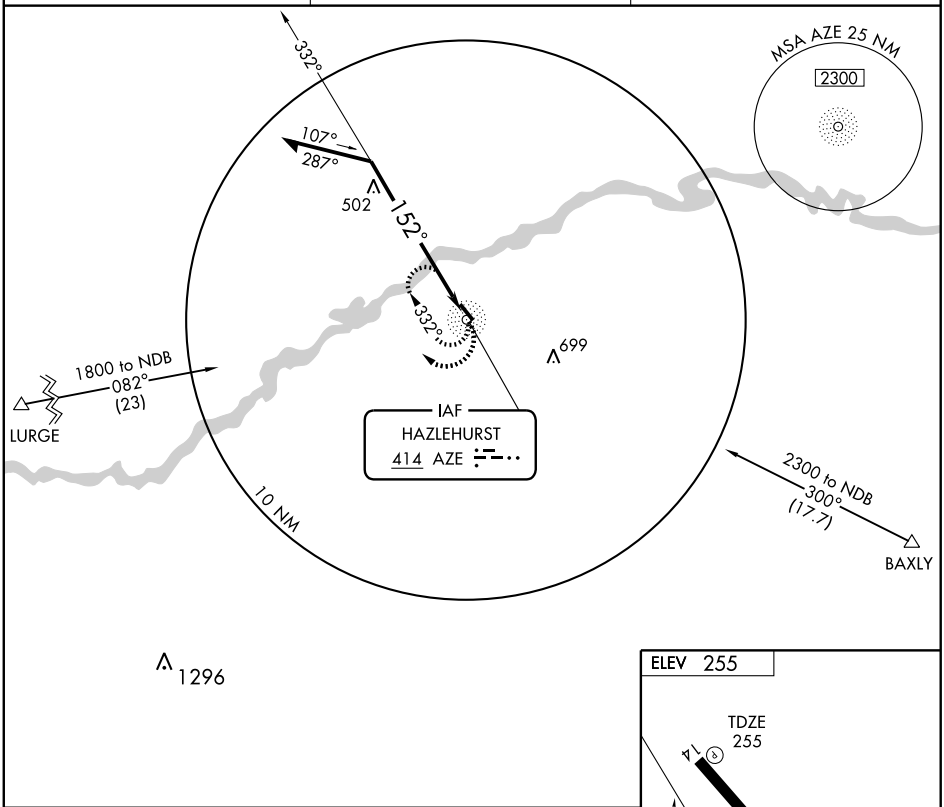
NDB AZE 414	APP CRS 152°	Rwy Idg 4508 TDZE 255 Apt Elev 255

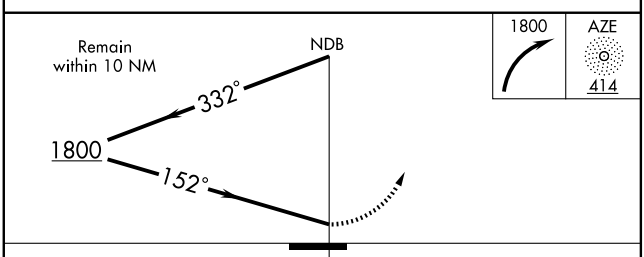
NDB RWY 14
HAZLEHURST (AZE)

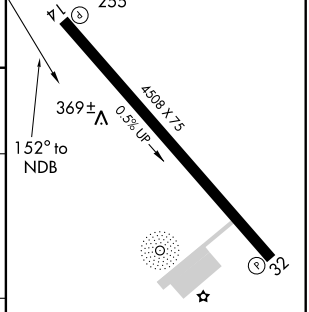
T A NA Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 1800 in AZE NDB holding pattern.

VIDALIA AWOS-3	JACKSONVILLE CENTER	UNICOM
119.925	132.3 290.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-14	960-1	705 (800-1)	960-2 705 (800-2)	960-2¼ 705 (800-2¼)
CIRCLING	960-1	705 (800-1)	960-2 705 (800-2)	960-2¼ 705 (800-2¼)

REIL Rwys 14 and 32
MIRL Rwy 14-32

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

HAZLEHURST (AZE)

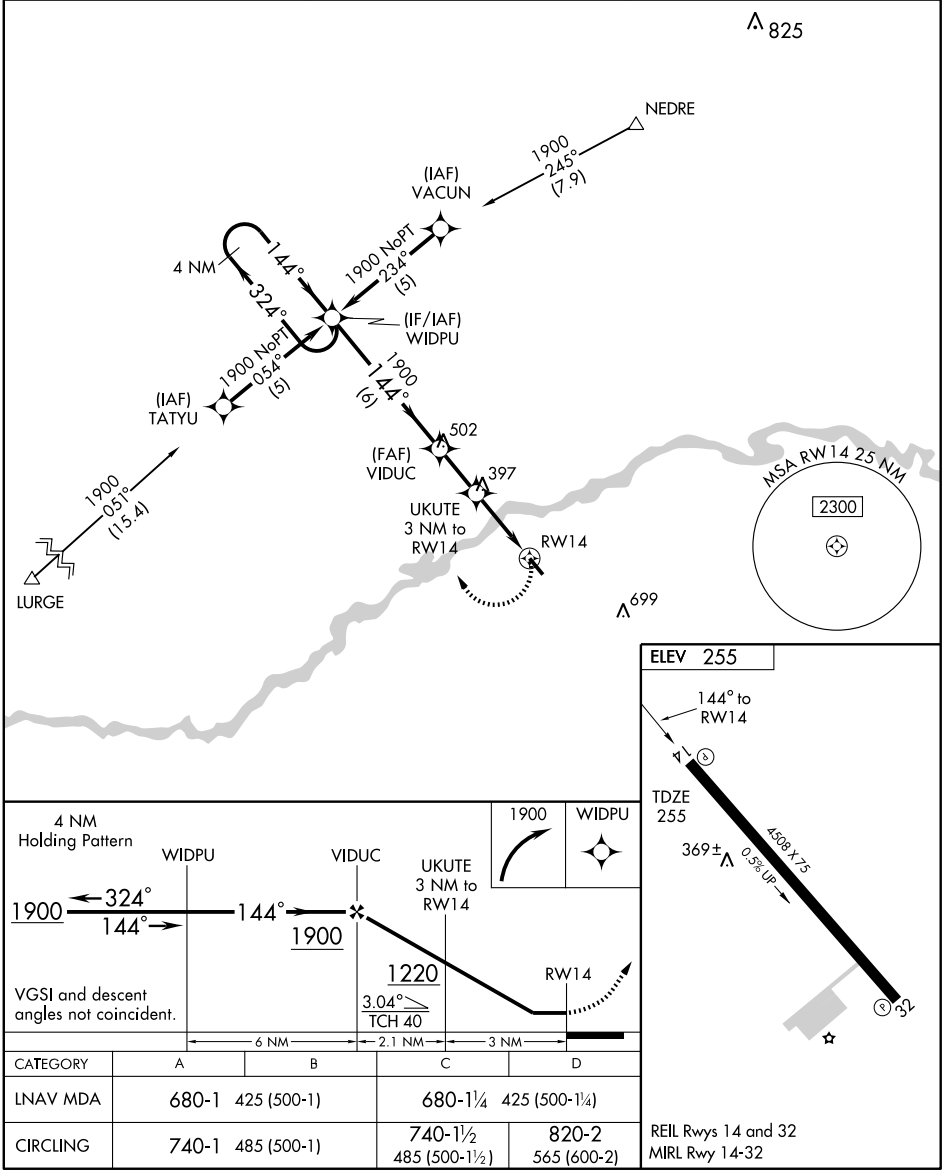
APP CRS	Rwy Idg	4508
144°	TDZE	255
	Apt Elev	255

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 1900 direct WIDPU and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	UNICOM
119.925	132.3 290.4	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	680-1 425 (500-1)		680-1¼ 425 (500-1¼)	
CIRCLING	740-1 485 (500-1)		740-1½ 485 (500-1½)	820-2 565 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32

SE-4, 21 OCT 2010 to 18 NOV 2010

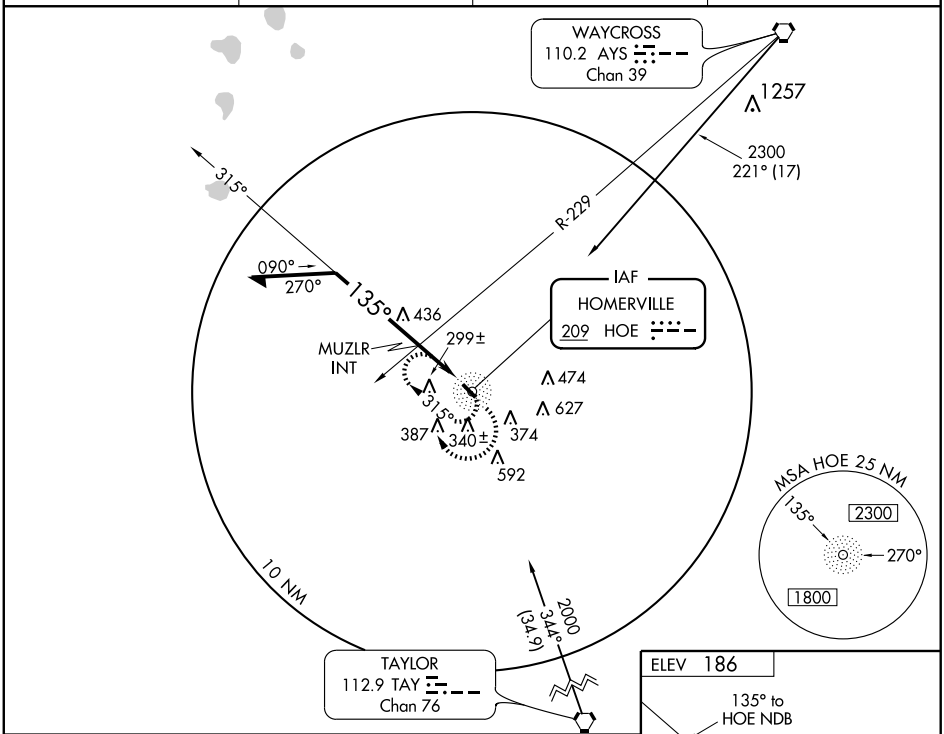
NDB HOE	APP CRS	Rwy Idg	4000
209	135°	TDZE	186
		Apt Elev	186

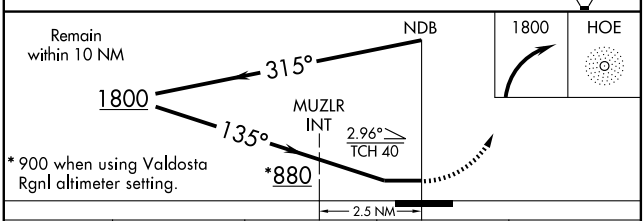
NDB RWY 14
HOMERVILLE (HOE)

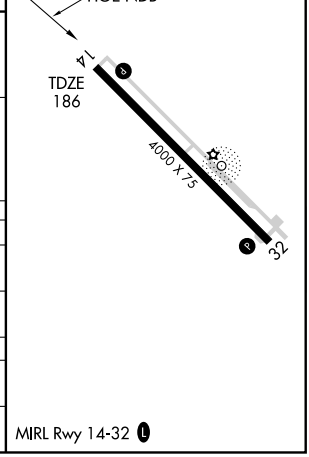
NA — Visibility reduction by helicopters NA. Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 1800 in HOE NDB holding pattern.

AWOS-3	WAYCROSS AWOS-3	VALDOSTA APP CON★	CTAF
118.725	118.575	126.6 285.6	122.9 (L)







CATEGORY	A	B	C	D
S-14	880-1	694 (700-1)	880-2 694 (700-2)	880-2¼ 694 (700-2¼)
CIRCLING	880-1	694 (700-1)	880-2 694 (700-2)	880-2¼ 694 (700-2¼)
MUZLR FIX MINIMUMS				
S-14	660-1	474 (500-1)	660-1¼ 474 (500-1¼)	660-1½ 474 (500-1½)
CIRCLING	760-1	574 (600-1)	800-1¾ 614 (700-1¾)	800-2 614 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 69518	138°	TDZE	186
W14A		Apt Elev	186

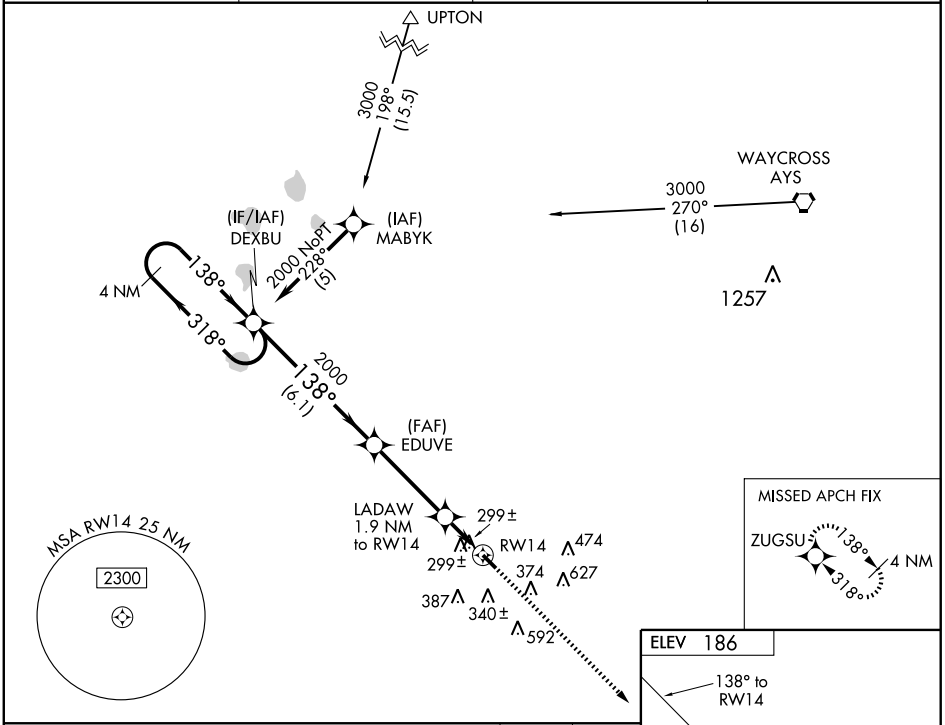
RNAV (GPS) RWY 14

HOMERVILLE (HOE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all DA 14 feet and all MDA 20 feet and increase LPV all Cats visibility ¼ mile. Baro-VNAV NA.

MISSED APPROACH: Climb to 2000 direct ZUGSU and hold.

AWOS-3	WAYCROSS AWOS-3	VALDOSTA APP CON★	CTAF
118.725	118.575	126.6 285.6	122.9 L



CATEGORY	A	B	C	D
LPV DA	495-1	309 (400-1)		
LNAV/VNAV DA	659-1¾	473 (500-1¾)		
LNAV MDA	620-1 434 (500-1)		620-1¼ 434 (500-1¼)	620-1½ 434 (500-1½)
CIRCLING	760-1 574 (600-1)		800-1¾ 614 (700-1¾)	800-2 614 (700-2)

MIRL Rwy 14-32 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

HOMERVILLE (HOE)

WAAS CH 61318 W32A	APP CRS 318°	Rwy Idg 4000 TDZE 186 Apt Elev 186

T NA

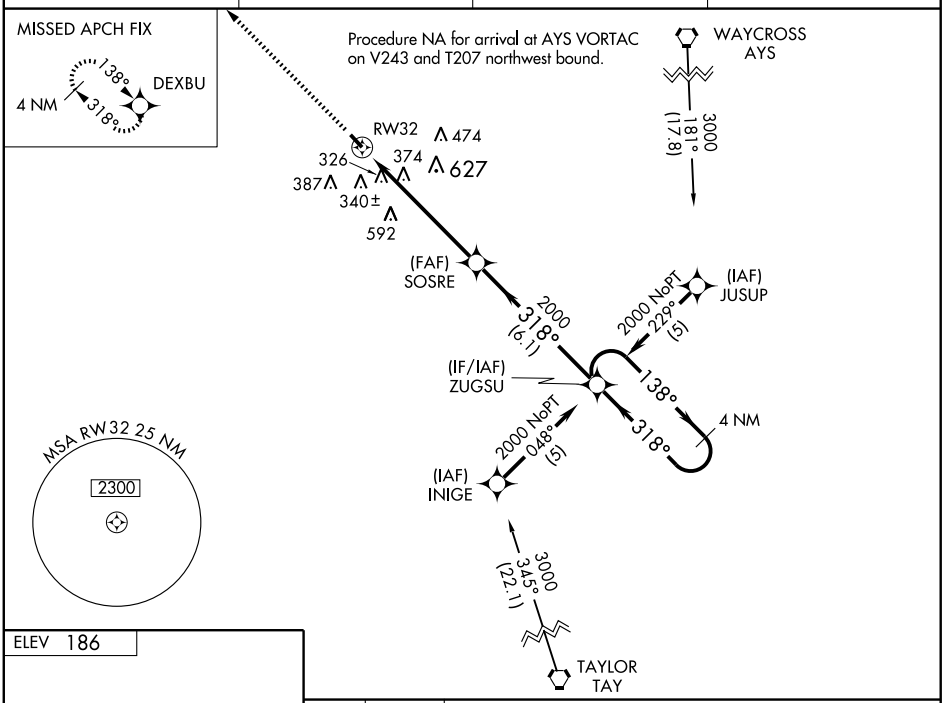
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all DA 14 feet and all MDA 20 feet. Baro-VNAV NA.

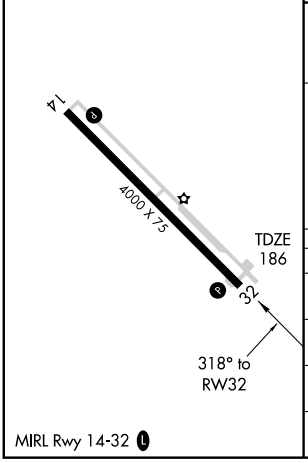
MISSED APPROACH: Climb to 2000 direct DEXBU and hold.

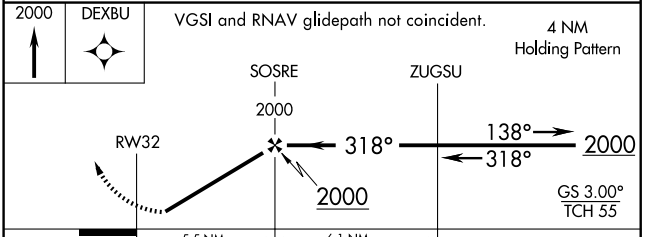
AWOS-3	WAYCROSS AWOS-3	VALDOSTA APP CON*	CTAF
118.725	118.575	126.6 285.6	122.9 L

MISSED APCH FIX

Procedure NA for arrival at AYS VORTAC on V243 and T207 northwest bound.







CATEGORY	A	B	C	D
LPV DA	529-1¼ 343 (400-1¼)			
LNAV/VNAV DA	729-2 543 (600-2)			
LNAV MDA	800-1 614 (700-1)		800-1¾ 614 (700-1¾)	800-2 614 (700-2)
CIRCLING	800-1 614 (700-1)		800-1¾ 614 (700-1¾)	800-2 614 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

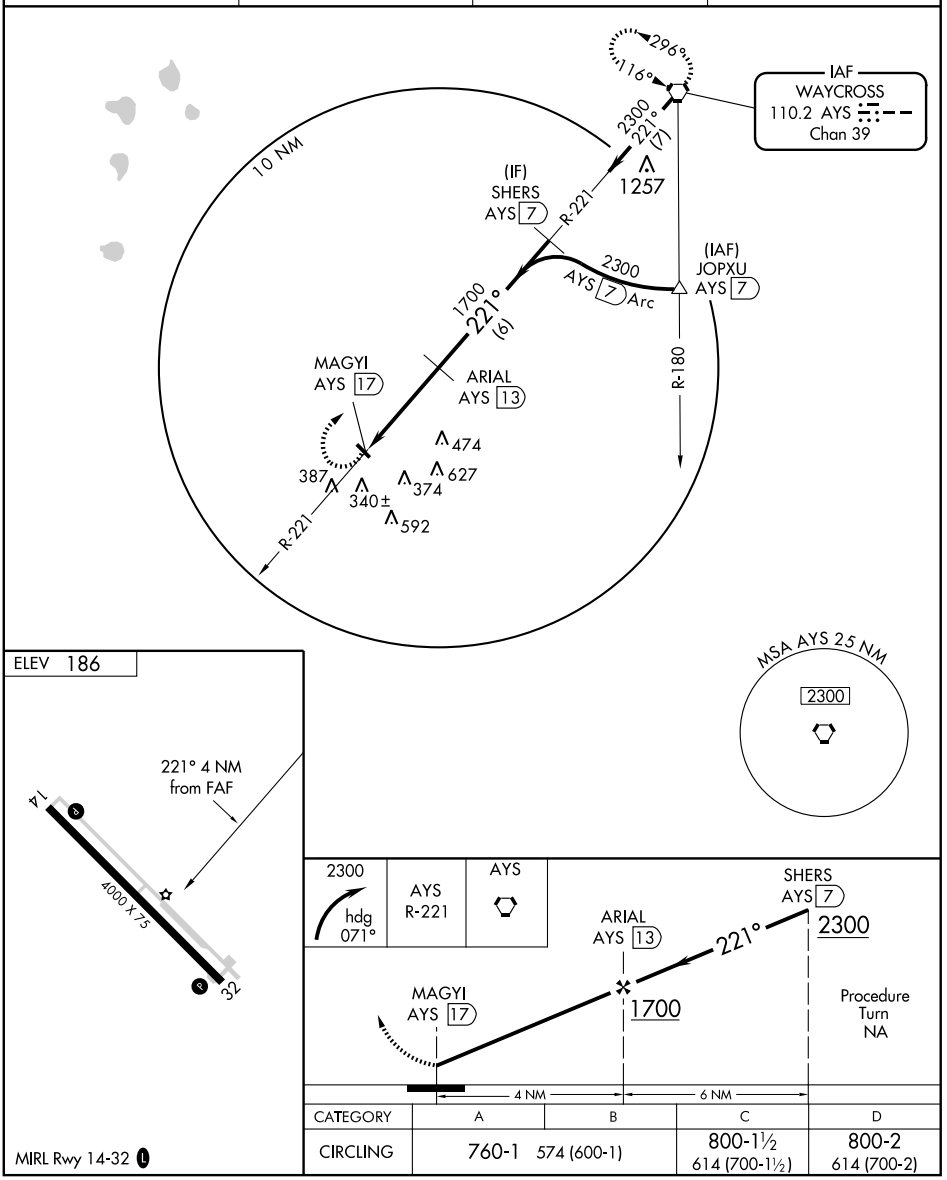
VORTAC AYS 110.2 Chan 39	APP CRS 221°	Rwy Idg N/A TDZE N/A Apt Elev 186

VOR/DME-A
HOMERVILLE (HOE)

T NA Use Waycross altimeter setting; when not received, use Valdosta Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2300 heading 071° and AYS R-221 to AYS VORTAC and hold.

AWOS-3	WAYCROSS AWOS-3	VALDOSTA APP CON★	CTAF
118.725	118.575	126.6 285.6	122.9 L



CATEGORY	A	B	C	D
CIRCLING	760-1 574 (600-1)		800-1½ 614 (700-1½)	800-2 614 (700-2)

MIRL Rwy 14-32 L

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 82005	163°	TDZE	1515
W16A		Apt Elev	1535

RNAV (GPS) RWY 16

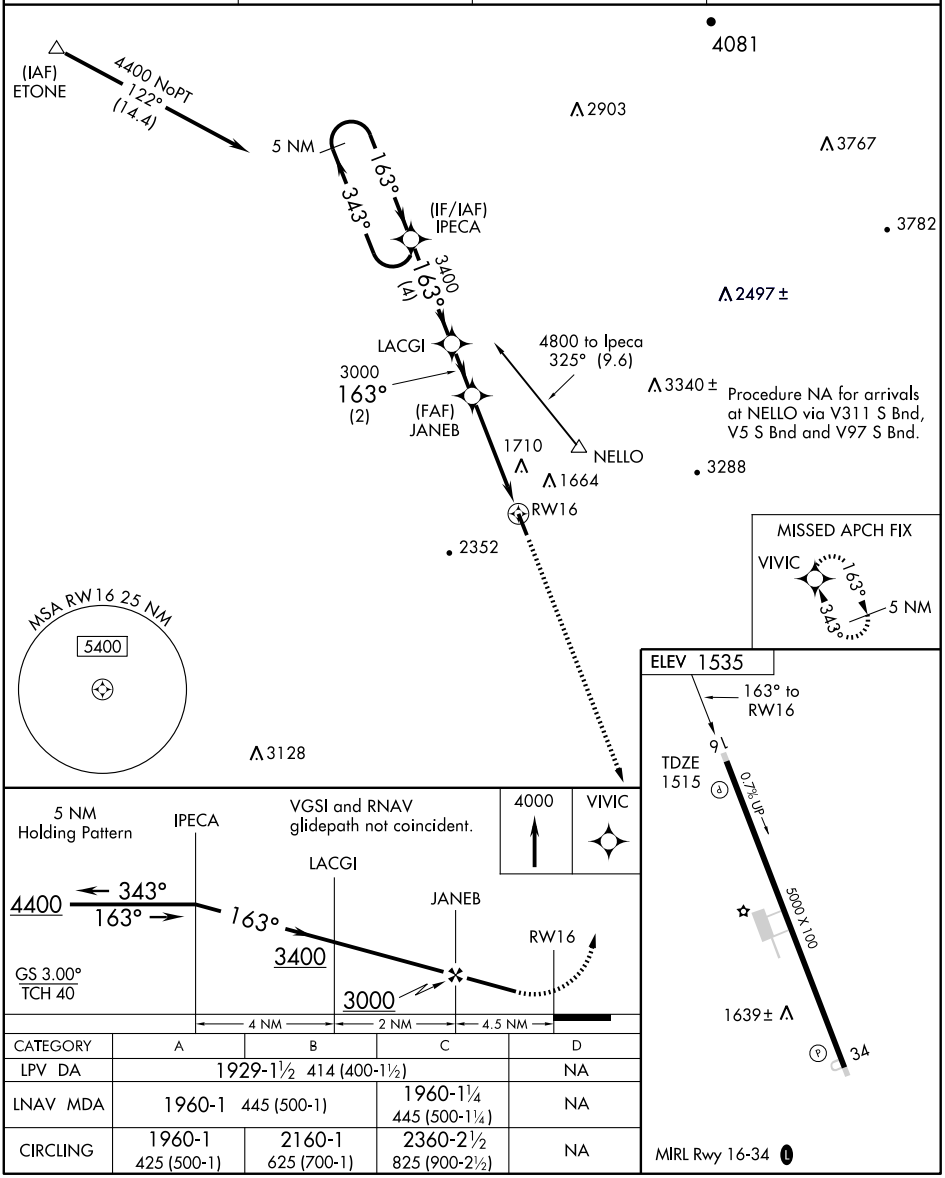
JASPER/PICKENS COUNTY (JZP)

If local altimeter setting not received, use Cobb County-Mc Collum Field altimeter setting and increase all DAs/MDAs 140 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 4000 direct VIVIC and hold.

AWOS-A	ATLANTA CENTER	GCO	UNICOM
285	133.1 290.8	121.725	122.725 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1929-1½ 414 (400-1½)			NA
LNAV MDA	1960-1 445 (500-1)		1960-1¼ 445 (500-1¼)	NA
CIRCLING	1960-1 425 (500-1)	2160-1 625 (700-1)	2360-2½ 825 (900-2½)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77705	343°	TDZE	1535
W34A		Apt Elev	1535

RNAV (GPS) RWY 34

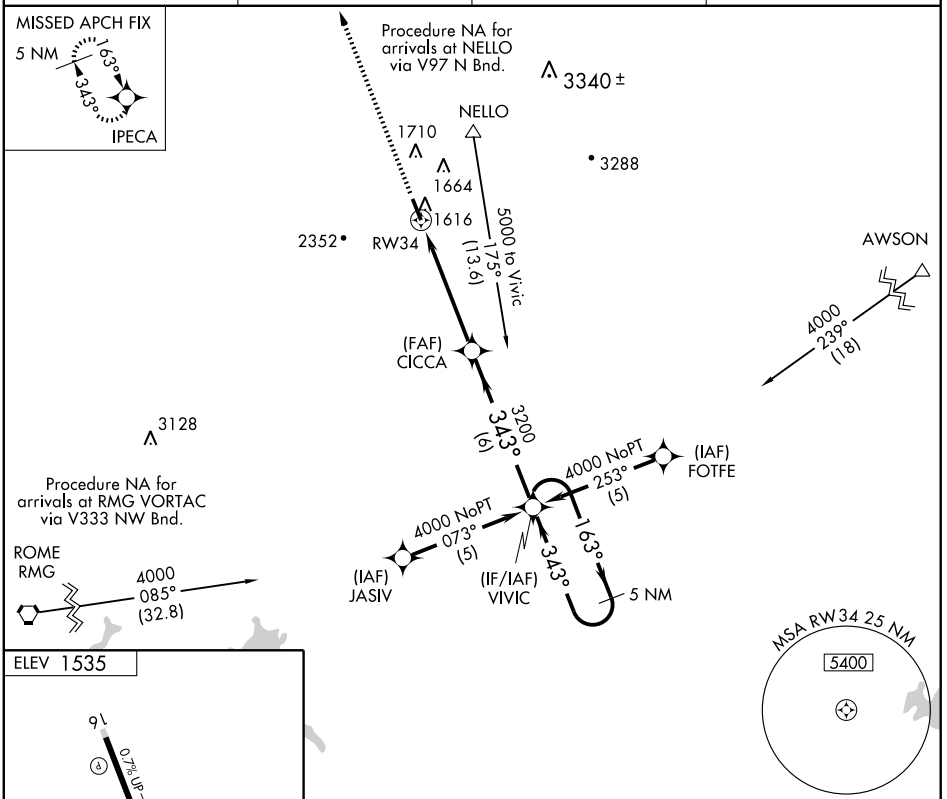
JASPER/PICKENS COUNTY (JZP)

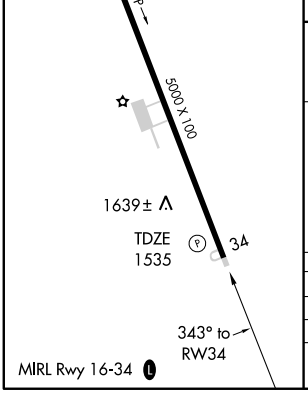
NA

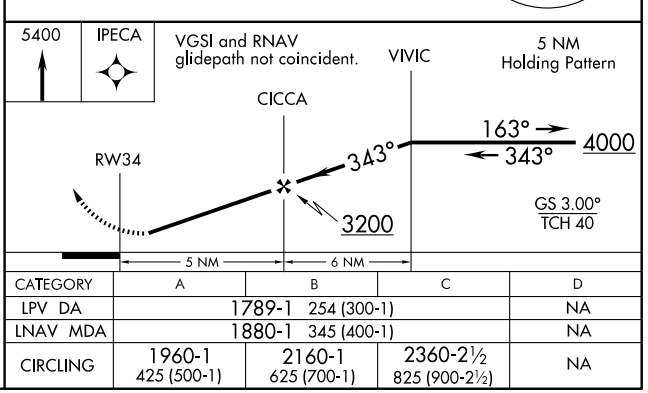
If local altimeter setting not received, use Cobb County-McCollum Field altimeter setting and increase all LPV DAs to 1922/MDAs 140 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5400 direct IPECA and hold, continue climb-in-hold to 5400.

AWOS-A	ATLANTA CENTER	GCO	UNICOM
285	133.1 290.8	121.725	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1789-1 254 (300-1)			NA
LNAV MDA	1880-1 345 (400-1)			NA
CIRCLING	1960-1 425 (500-1)	2160-1 625 (700-1)	2360-2½ 825 (900-2½)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5210
168°	TDZE	943
	Apt Elev	951

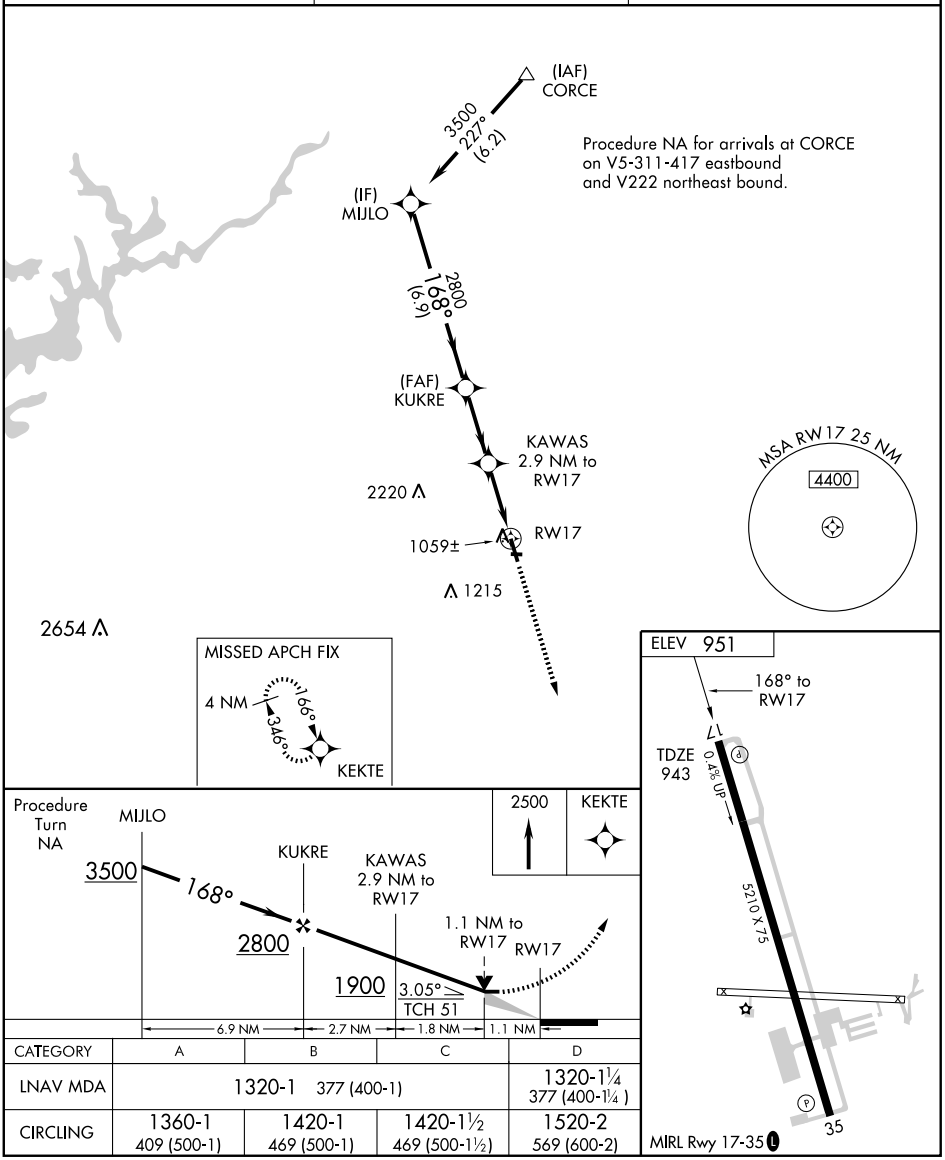
RNAV (GPS) RWY 17

JEFFERSON/ JACKSON COUNTY (19A)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 40 feet, increase LNAV Cat C visibility ¼ mile. VDP NA with Winder altimeter setting.

MISSED APPROACH: Climb to 2500 direct KEKTE and hold.

ASOS	ATLANTA APP CON ★	UNICOM
118.125	127.5 316.05	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1320-1 377 (400-1)			1320-1¼ 377 (400-1¼)
CIRCLING	1360-1 409 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5210
CH 82704	348°	TDZE 950
W35A		Apt Elev 951

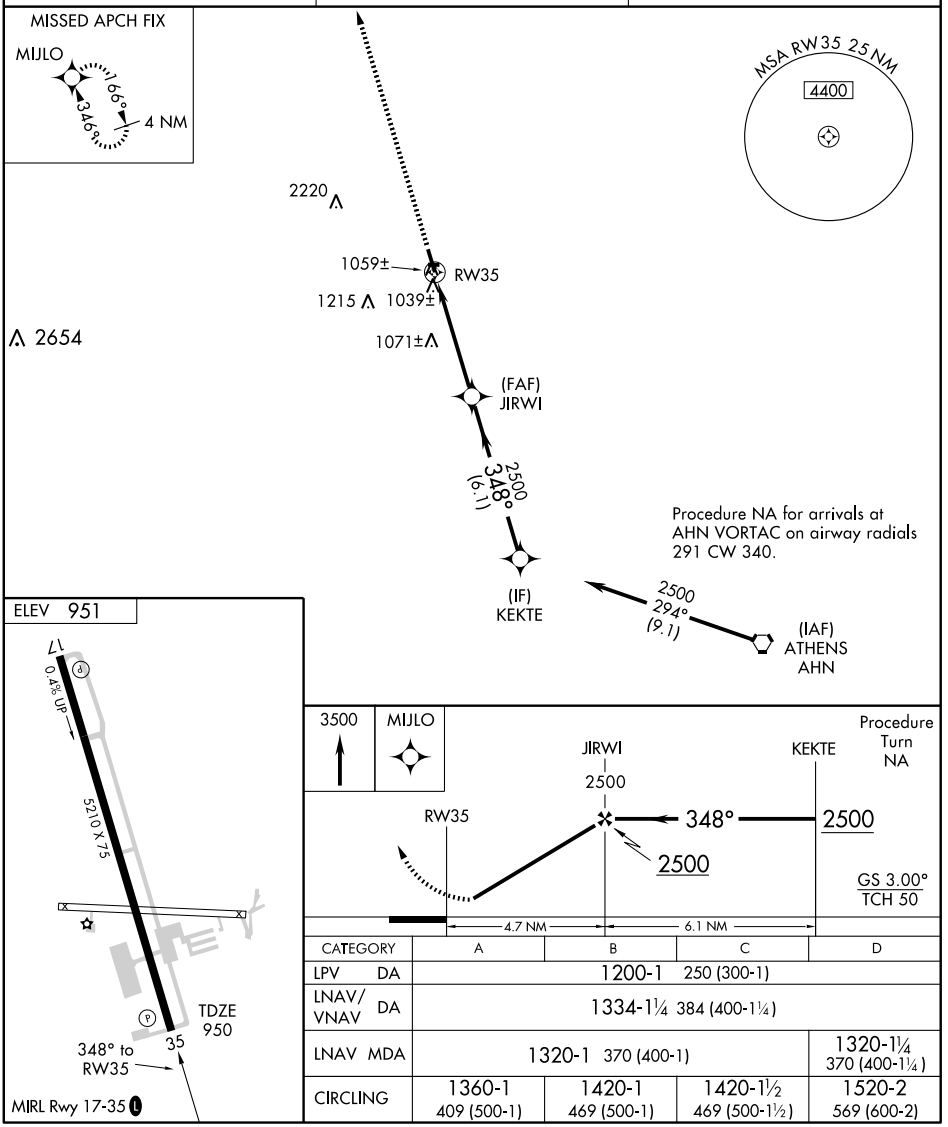
RNAV (GPS) RWY 35

JEFFERSON/ JACKSON COUNTY (19A)

NA Baro-VNAV NA when using Winder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct MIJLO and hold.

ASOS	ATLANTA APP CON ★	UNICOM
118.125	127.5 316.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1200-1 250 (300-1)			
LNAV/ VNAV DA	1334-1¼ 384 (400-1¼)			
LNAV MDA	1320-1 370 (400-1)			1320-1¼ 370 (400-1¼)
CIRCLING	1360-1 409 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

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VORTAC AHN	APP CRS	Rwy Idg 5210
109.6	319°	TDZE 950
Chan 33		Apt Elev 951

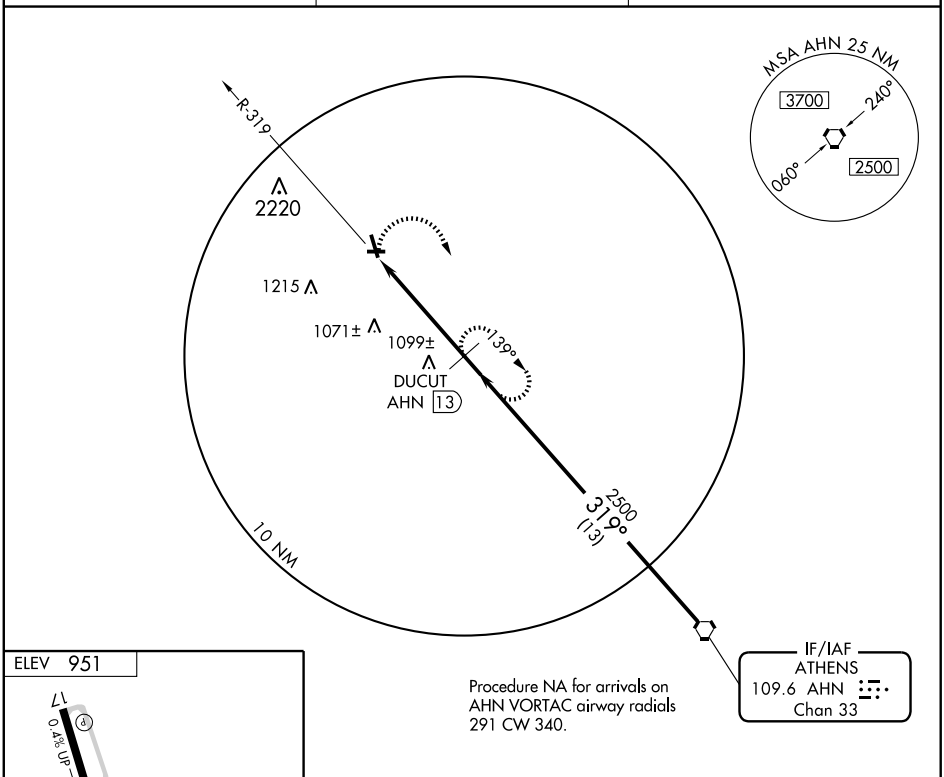
VOR/DME RWY 35

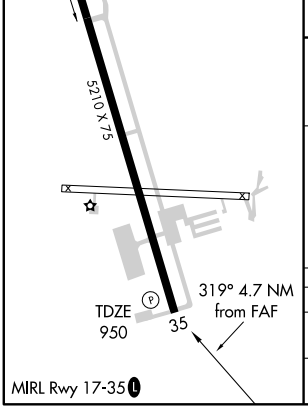
JEFFERSON/JACKSON COUNTY (19A)

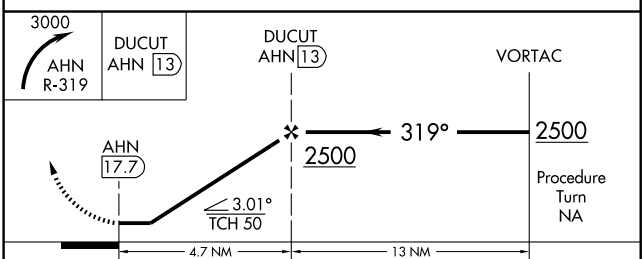
T
A NA Visibility reduction by helicopters NA.
When local altimeter setting not received, use
Winder altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 on AHN VORTAC R-319 to DUCUT/ AHN 13 DME and hold.

ASOS	ATLANTA APP CON ★	UNICOM
118.125	127.5 316.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1380-1 430 (500-1)		1380-1¼ 430 (500-1¼)	1380-1½ 430 (500-1½)
CIRCLING	1380-1 429 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

JEKYLL ISLAND (09J)

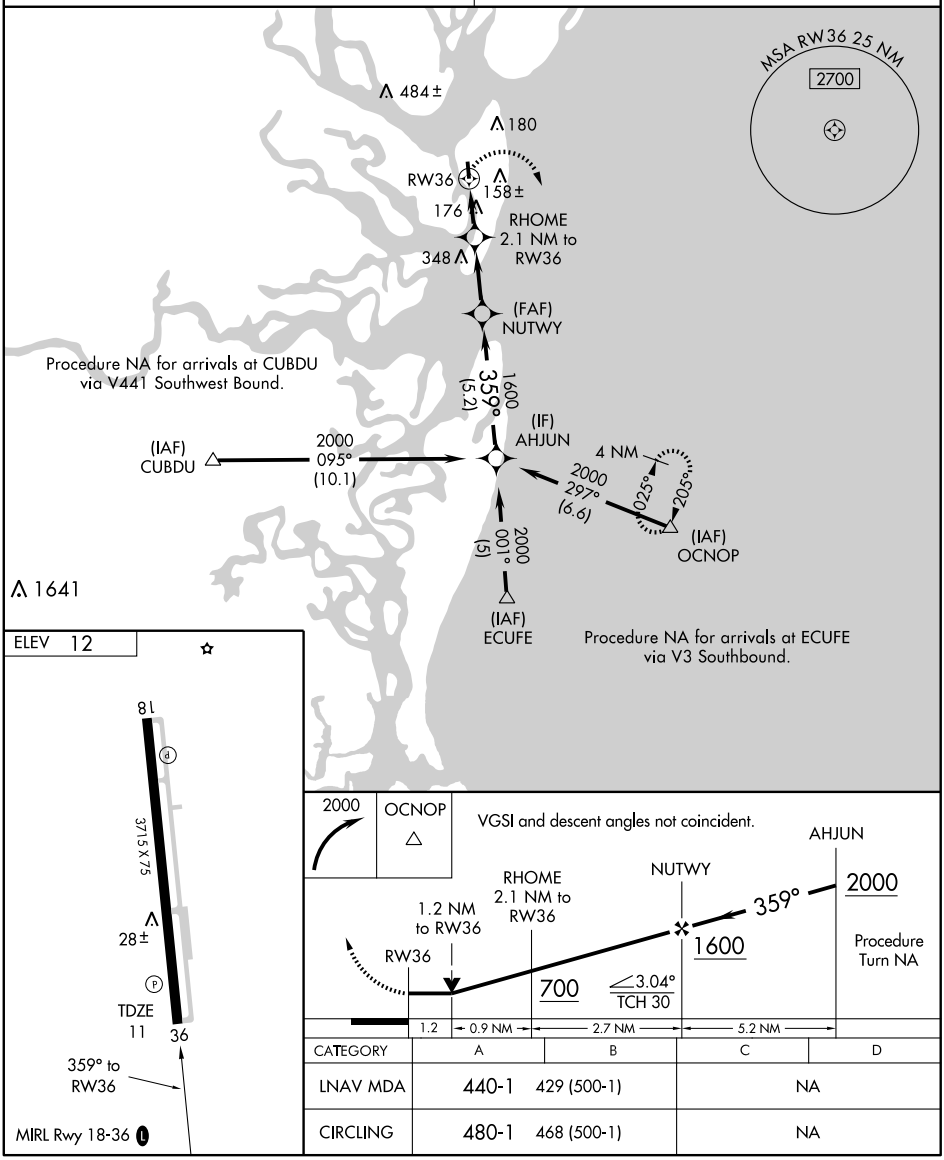
APP CRS	Rwy Idg	3715
359°	TDZE	11
	Apt Elev	12

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Brunswick/Malcolm McKinnon altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase all MDA 100 feet. VDP NA when using Jacksonville Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2000 direct OCNOP and hold. When authorized by ATC, climb-in-hold to 4000.

JACKSONVILLE CENTER	UNICOM
126.75 277.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	440-1	429 (500-1)	NA	
CIRCLING	480-1	468 (500-1)	NA	

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SSI	APP CRS	Rwy Idg	N/A
109.8	037°	TDZE	N/A
Chan 35		Apt Elev	12

VOR-A

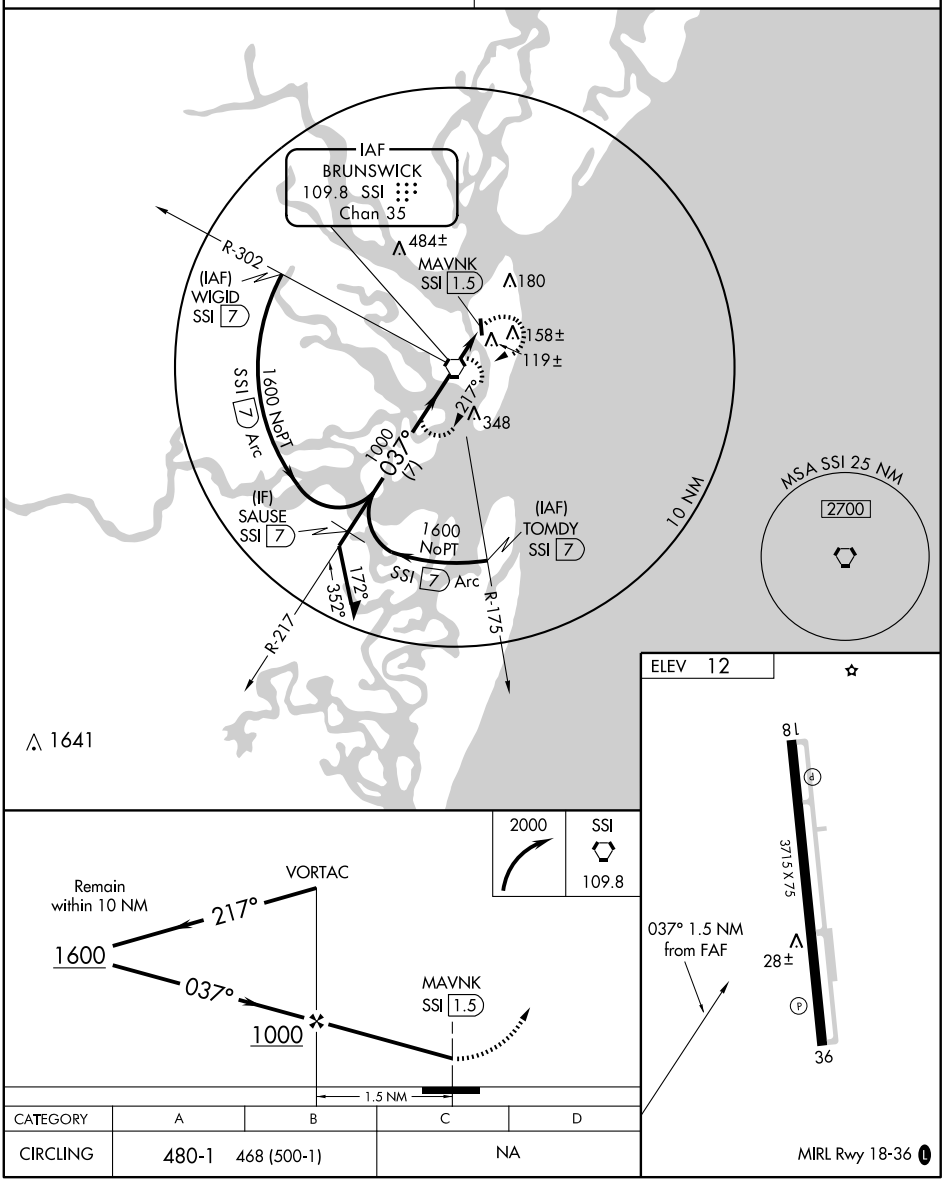
JEKYLL ISLAND (09J)

NA

Use Brunswick/Malcolm McKinnon altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold, continue climb-in-hold to 2000.

JACKSONVILLE CENTER	UNICOM
126.75 277.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	480-1	468 (500-1)	NA	

MIRL Rwy 18-36 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB RWY 11

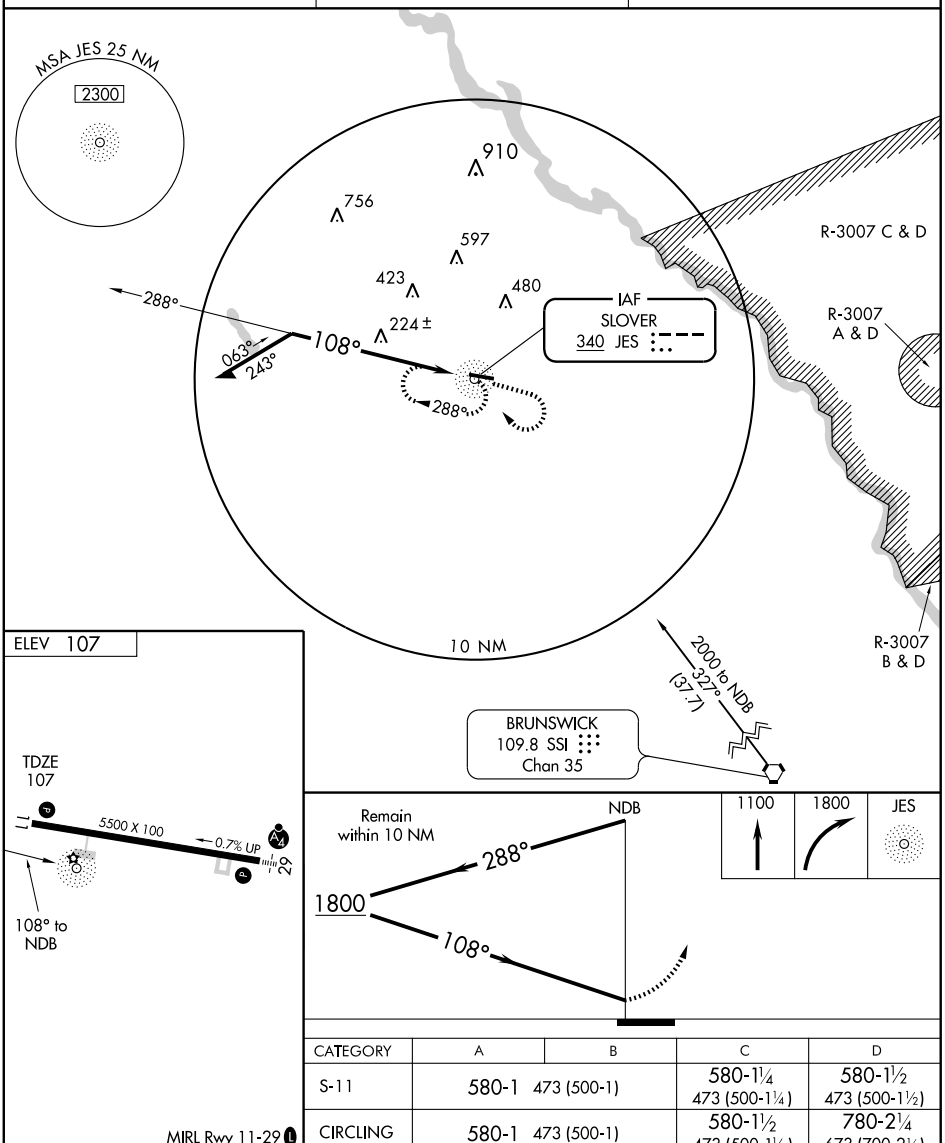
JESUP-WAYNE COUNTY (JES)

NDB JES	APP CRS	Rwy Idg	5500
340	108°	TDZE	107
		Apt Elev	107

Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-11 Cat C and D and Circling Cat D visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

AWOS-3	JACKSONVILLE CENTER	UNICOM
118.125	126.75 277.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-11	580-1 473 (500-1)		580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	780-2¼ 673 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB RWY 29

JESUP-WAYNE COUNTY (JES)

NDB JES 340	APP CRS 276°	Rwy Idg 5500 TDZE 96 Apt Elev 107

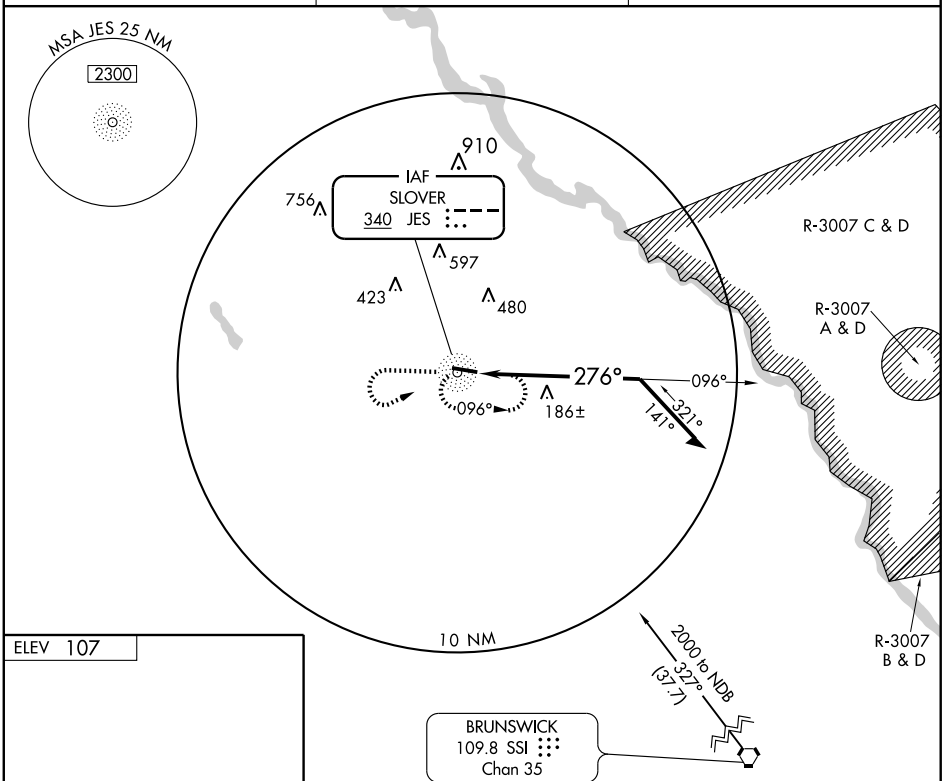
Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-29 Cat C and D visibility ¼ mile, and Circling Cat D visibility ½ mile. Inoperative table does not apply to S-29 Cat C.

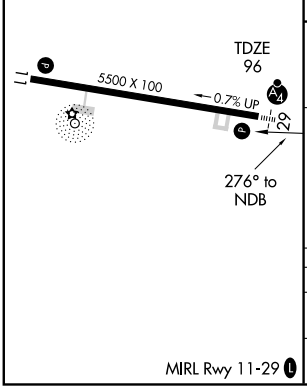
NA

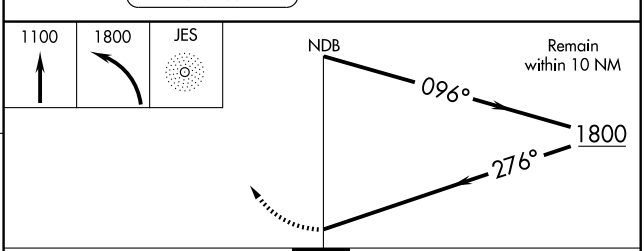
MALSF

MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

AWOS-3	JACKSONVILLE CENTER	UNICOM
118.125	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	540-¾ 444 (500-¾)		540-1¼ 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	540-1 433 (500-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	780-2¼ 673 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 77815	103°	TDZE	107
W11A		Apt Elev	107

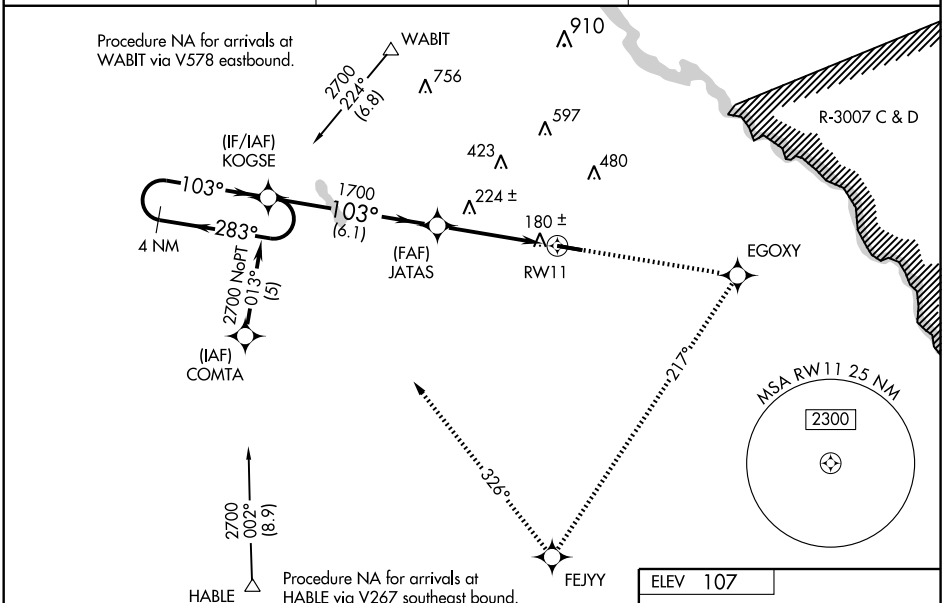
RNAV (GPS) RWY 11

JESUP-WAYNE COUNTY (JES)

▼ Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting.
▲ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 583, LNAV/VNAV DA to 594, and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility ½ mile and LNAV/VNAV Cats visibility ¼ mile. VDP NA when using Savannah/Hilton Head Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct EGOXY and right turn via track 217° to FEJYY and right turn via track 326° to KOGSE and hold.

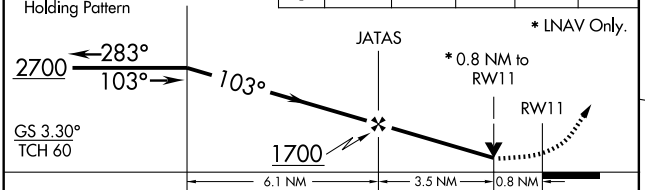
AWOS-3	JACKSONVILLE CENTER	UNICOM
118.125	126.75 277.4	122.8 (CTAF) L



SE-4, 21 OCT 2010 to 18 NOV 2010

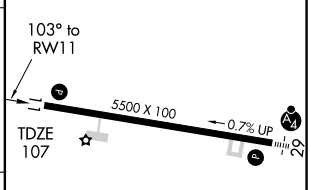
VGSI and RNAV glidepath not coincident.

2700	EGOXY	tr 217°	FEJYY	tr 326°	KOGSE



* LNAV Only.

CATEGORY	A	B	C	D
LPV DA	462-1 355 (400-1)			NA
LNAV/VNAV DA	473-1¼ 366 (400-1¼)			NA
LNAV MDA	480-1 373 (400-1)			NA
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	NA



MIRL Rwy 11-29 L

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 53615	284°	TDZE	96
W29A		Apt Elev	107

RNAV (GPS) RWY 29

JESUP-WAYNE COUNTY (JES)

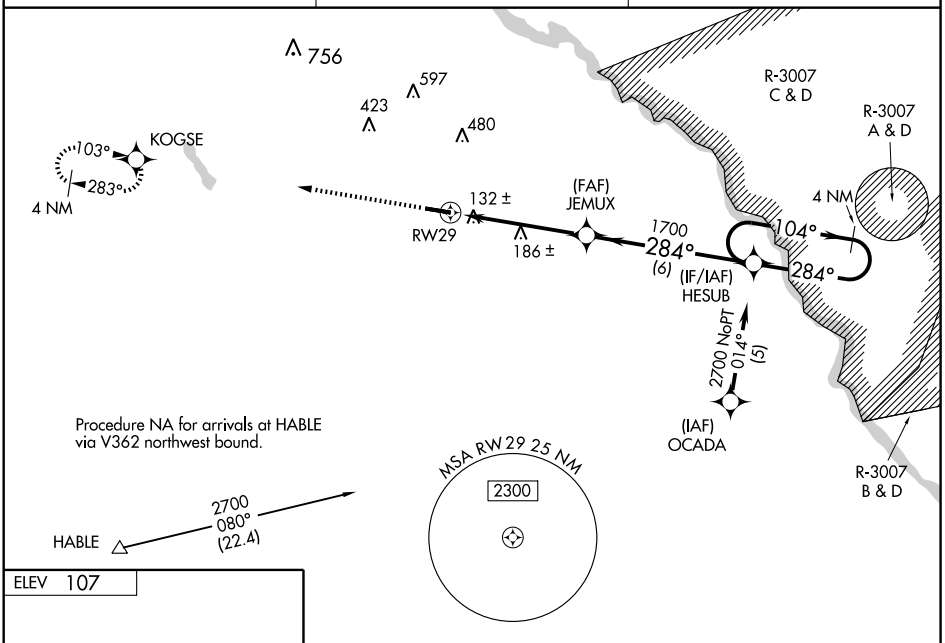
Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 485, LNAV/VNAV DA to 542, and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply.

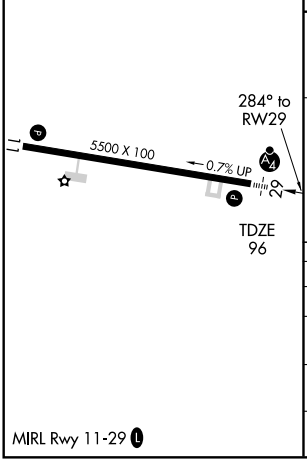
NA

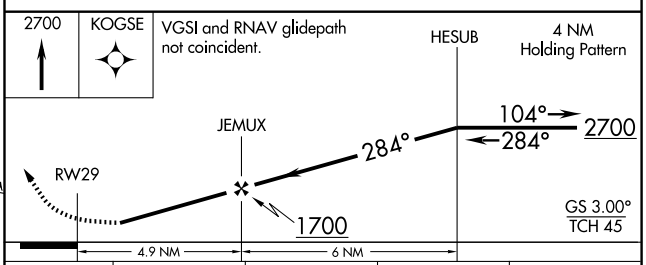
MALSF

MISSED APPROACH: Climb to 2700 direct KOGSE and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
118.125	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	364-1 268 (300-1)			
LNAV/VNAV DA	421-1¼ 325 (400-1¼)			
LNAV MDA	440-1 344 (400-1)			440-1¼ 344 (400-1¼)
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	780-2¼ 673 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5350
022°	TDZE	773
	Apt Elev	777

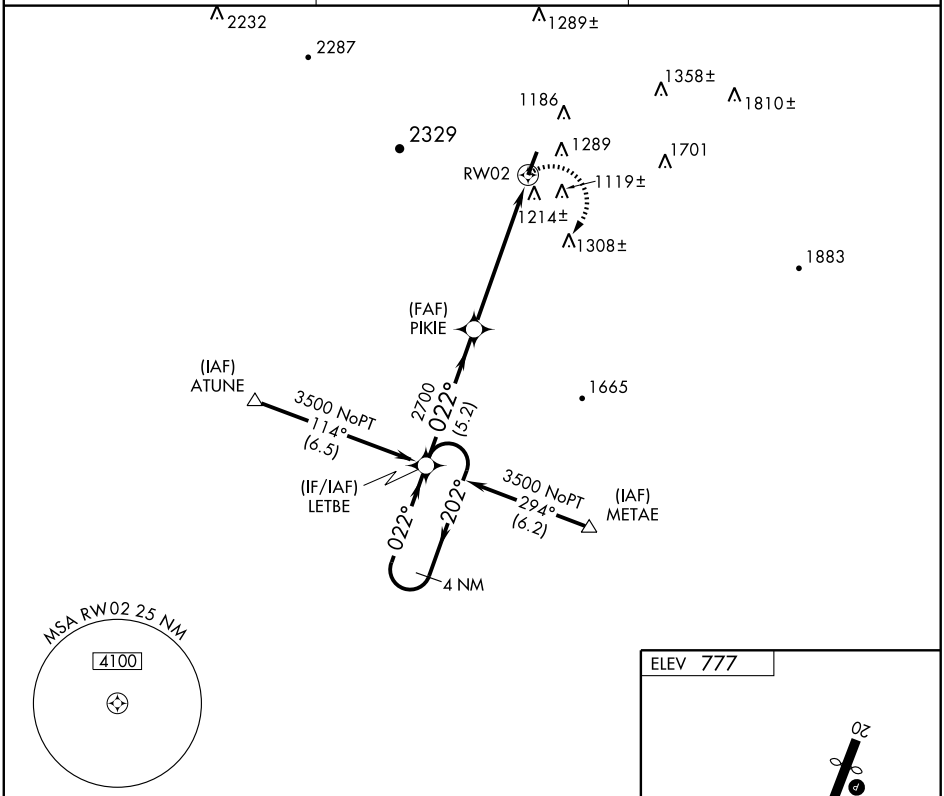
RNAV (GPS) RWY 2

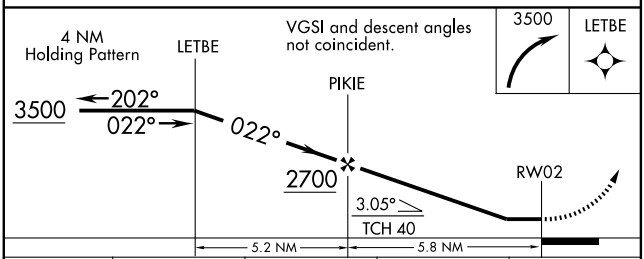
LAFAYETTE/BARWICK LAFAYETTE (9A5)

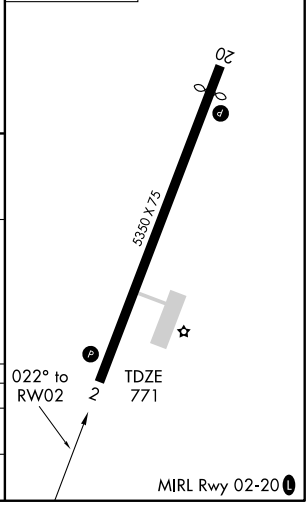
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN. Lovell Field altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 3500 direct LETBE and hold.

ASOS	CHATTANOOGA APP CON ★	UNICOM
119.775	125.1 379.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 707 (800-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4900
203°	TDZE	777
	Apt Elev	777

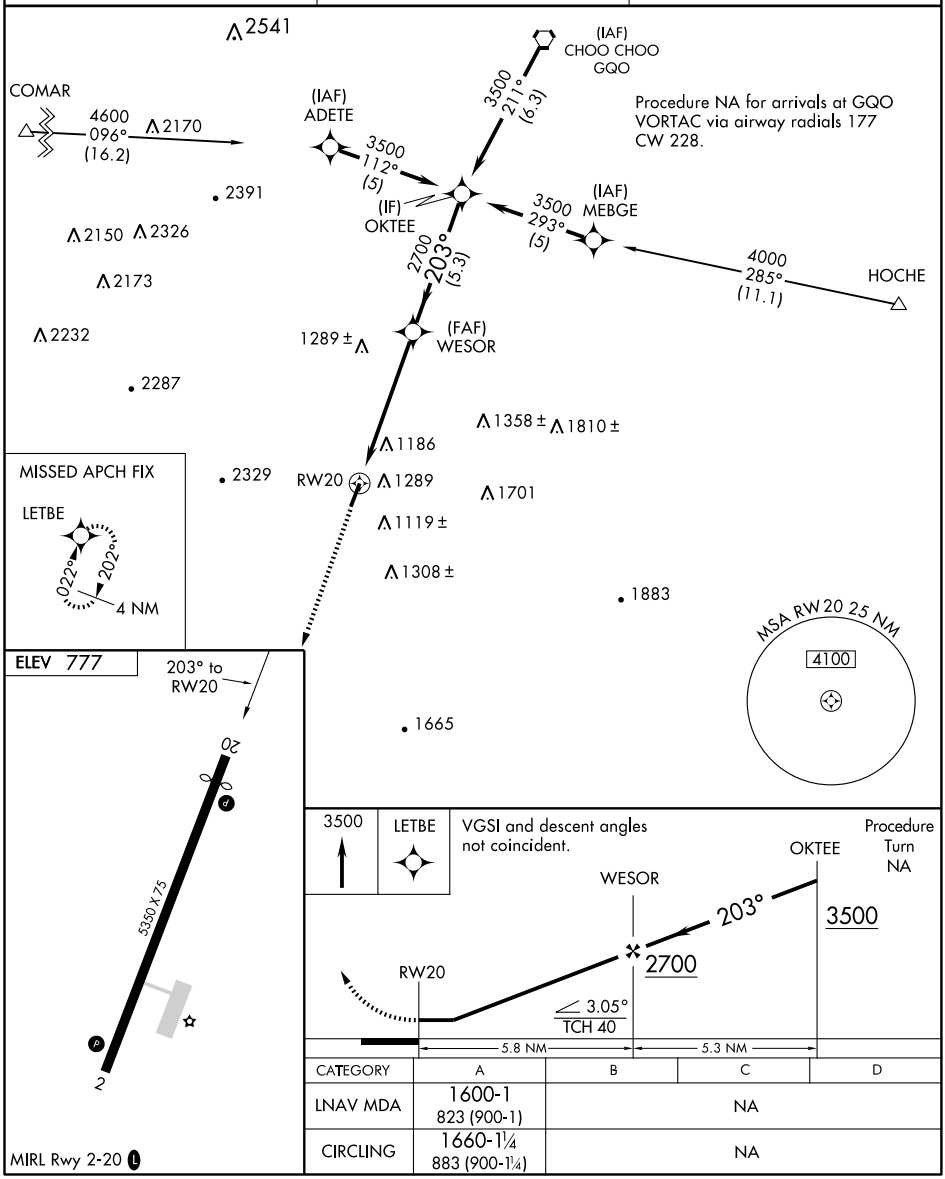
RNAV (GPS) RWY 20

LAFAYETTE/BARWICK LAFAYETTE (9A5)

T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN, Lovell Field altimeter setting and increase all MDA 80 feet, and LNAV visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct LETBE and hold.

ASOS	CHATTANOOGA APP CON ★	UNICOM
119.775	125.1 379.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1600-1 823 (900-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		

MIRL Rwy 2-20 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-GNK	APP CRS	Rwy Idg	5600
110.9	311°	TDZE	681
		Apt Elev	694

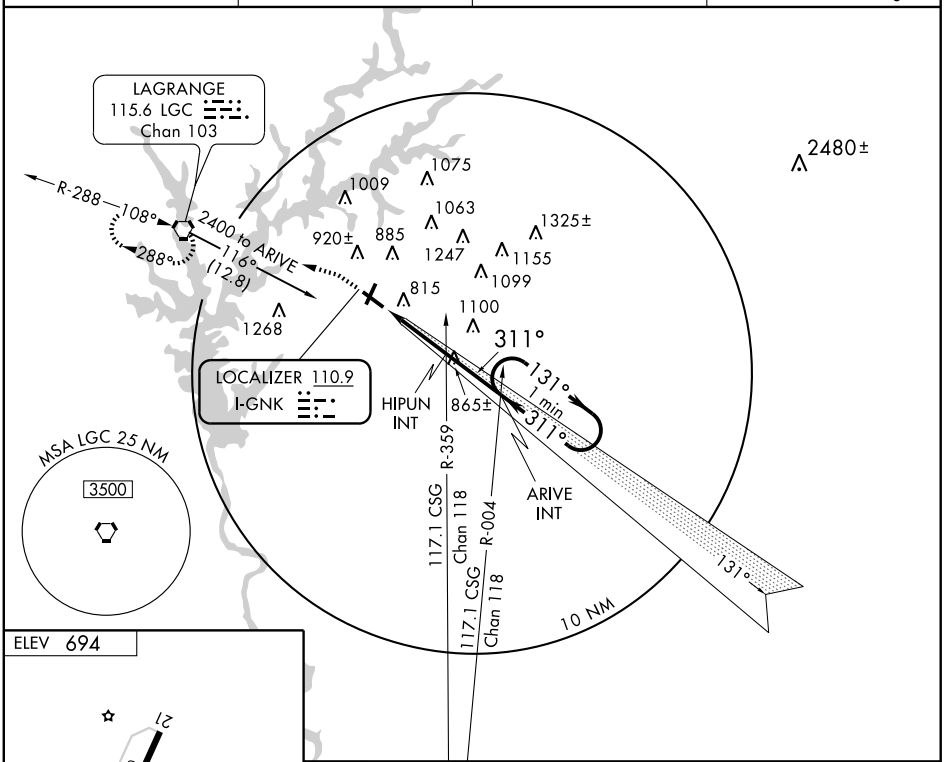
ILS or LOC RWY 31
LAGRANGE-CALLAWAY (LGC)

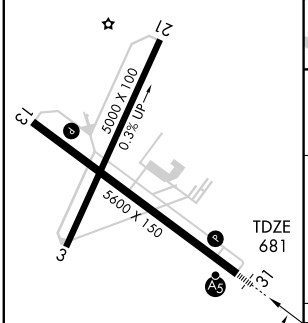
When local altimeter setting not received use Columbus altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase S-ILS 31 all Cats, S-LOC 31 Cat C and D, Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile. When using Columbus altimeter setting; for inoperative MALSR, increase S-ILS 31 all Cats visibility to 1¼ mile.

MALSR

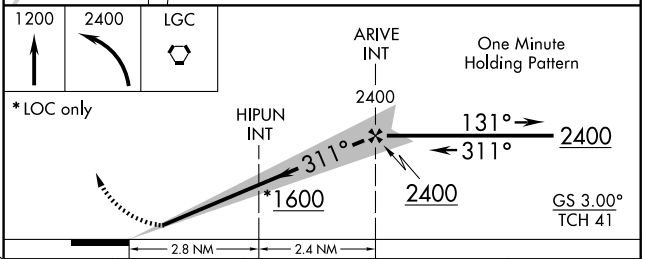
MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct LGC VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF)





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 31	881-½ 200 (200-½)			
S-LOC 31	1120-½ 439 (500-½)		1120-¾ 439 (500-¾)	1120-1 439 (500-1)
CIRCLING	1280-1 586 (600-1)		1280-1½ 586 (600-1½)	1280-2 586 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53616 W03A | APP CRS 028° | Rwy Idg 5000 TDZE 684 Apt Elev 694

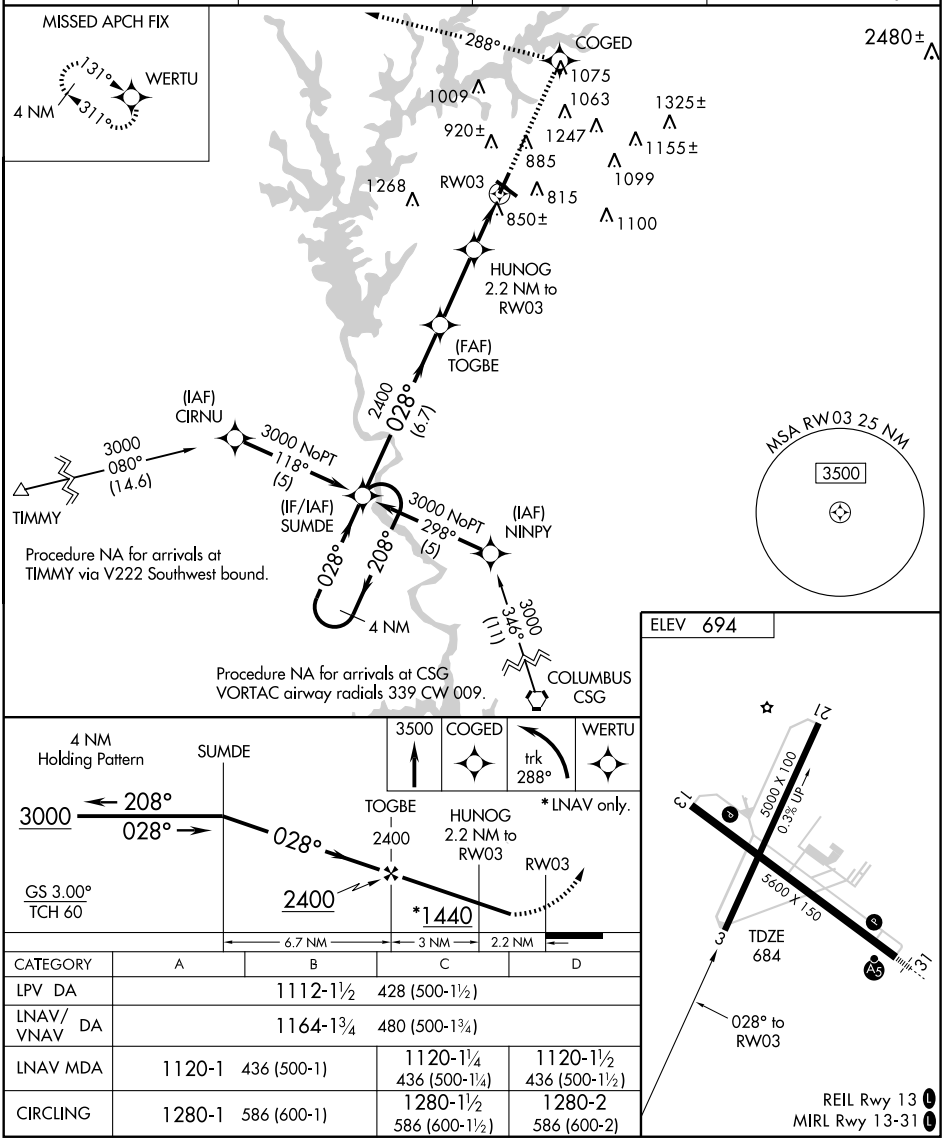
RNAV (GPS) RWY 3

LAGRANGE-CALLAWAY (LGC)

Baro-VNAV NA when using Columbus altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct COGED and left turn via track 288° to WERTU and hold.

AWOS-3	ATLANTA APP CON*	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1112-1½ 428 (500-1½)			
LNAV/VNAV DA	1164-1¾ 480 (500-1¾)			
LNAV MDA	1120-1 436 (500-1)		1120-1¼ 436 (500-1¼)	1120-1½ 436 (500-1½)
CIRCLING	1280-1 586 (600-1)		1280-1½ 586 (600-1½)	1280-2 586 (600-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40416 W13A	APP CRS 131°	Rwy Idg 5600 TDZE 681 Apt Elev 694

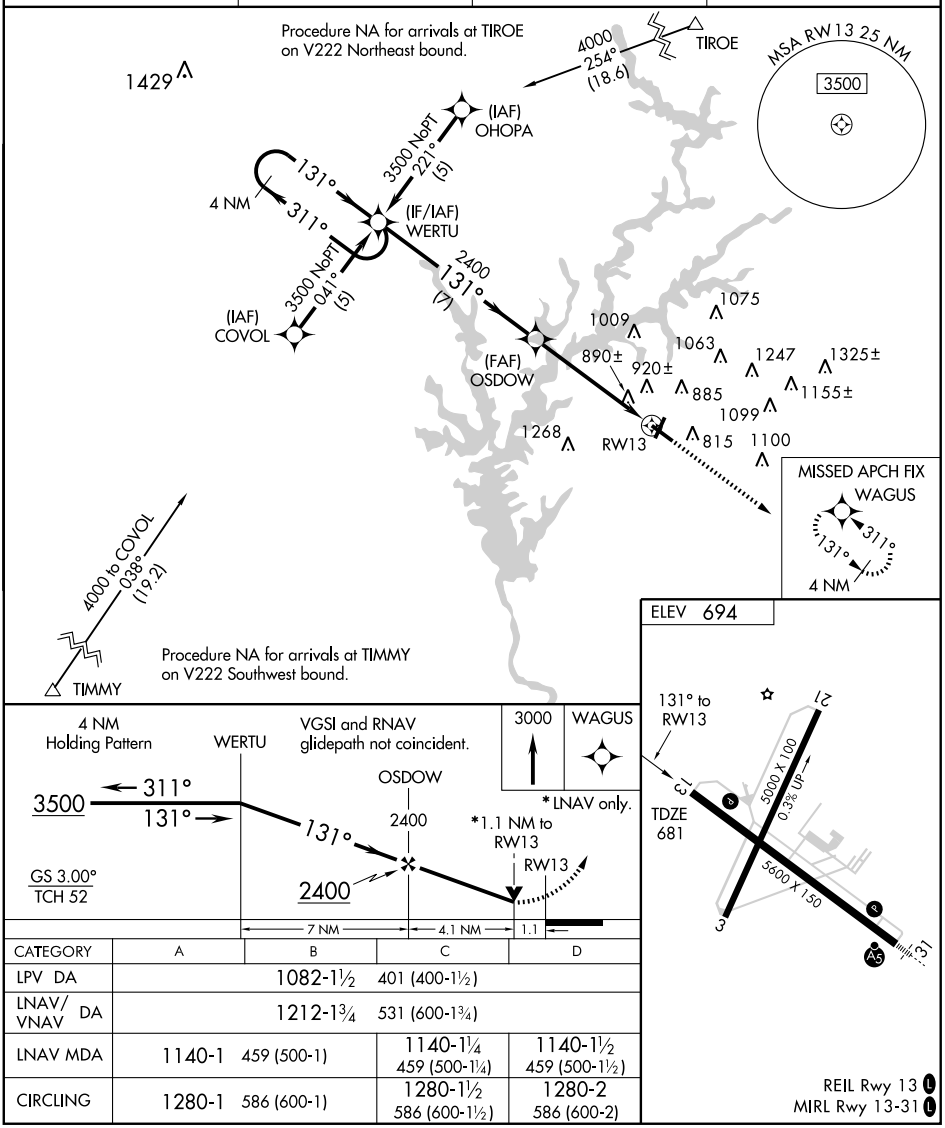
RNAV (GPS) RWY 13

LAGRANGE-CALLAWAY (LGC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Columbus altimeter setting. When local altimeter setting not received, use Columbus altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAGUS and hold.

AWOS-3	ATLANTA APP CON *	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		1082-1½ 401 (400-1½)		
LNAV/VNAV DA		1212-1¾ 531 (600-1¾)		
LNAV MDA	1140-1 459 (500-1)		1140-1¼ 459 (500-1¼)	1140-1½ 459 (500-1½)
CIRCLING	1280-1 586 (600-1)		1280-1½ 586 (600-1½)	1280-2 586 (600-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5600
CH 82616	311°	TDZE	681
W31A		Apt Elev	694

RNAV (GPS) RWY 31

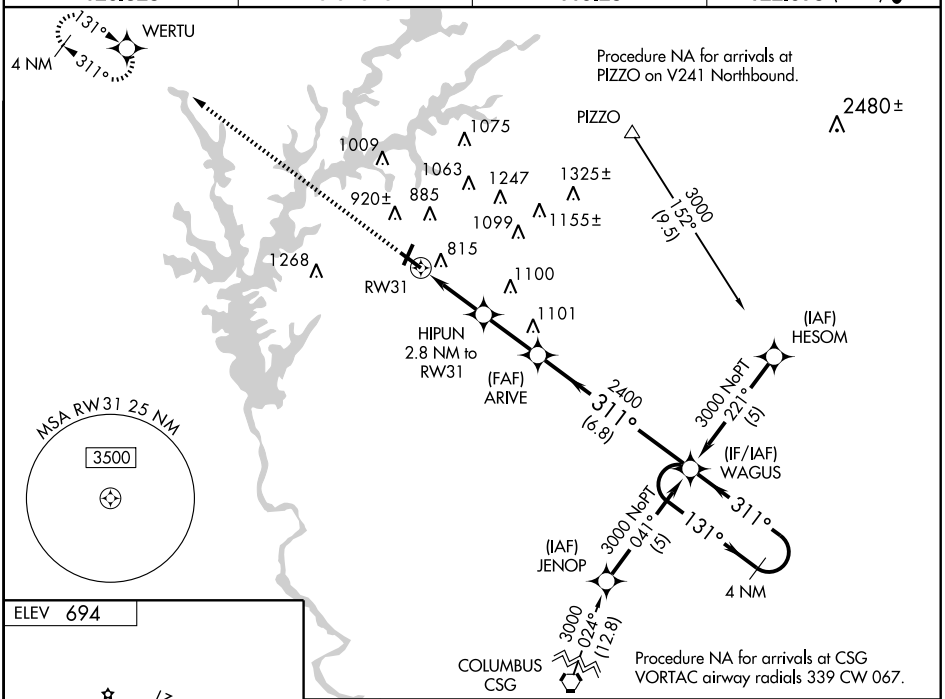
LAGRANGE-CALLAWAY (LGC)

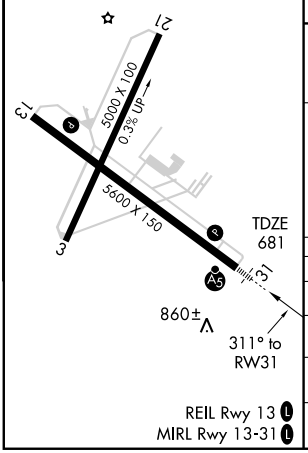
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Columbus altimeter setting. When local altimeter setting not received, use Columbus altimeter setting and increase DA 112 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C/D visibility ¼ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. For inoperative MALSR when using Columbus altimeter setting, increase LPV all Cats visibility to 1¼ mile.

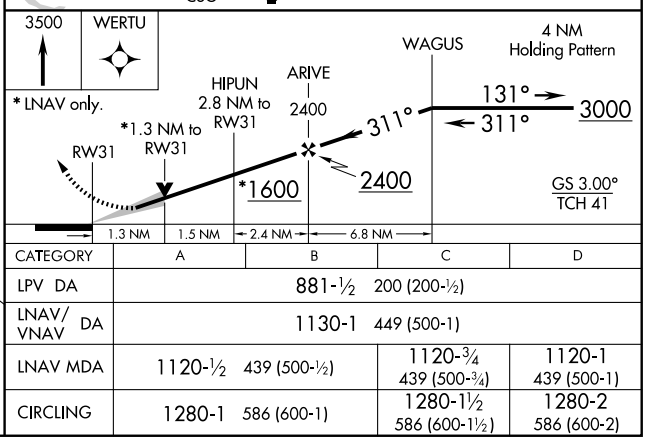
MALSR

MISSED APPROACH: Climb to 3500 direct WERTU and hold.

AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	881-½ 200 (200-½)			
LNAV/VNAV DA	1130-1 449 (500-1)			
LNAV MDA	1120-½ 439 (500-½)		1120-¾ 439 (500-¾)	1120-1 439 (500-1)
CIRCLING	1280-1 586 (600-1)		1280-1½ 586 (600-1½)	1280-2 586 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LGC	APP CRS	Rwy Idg	5600
115.6	108°	TDZE	681
Chan 103		Apt Elev	694

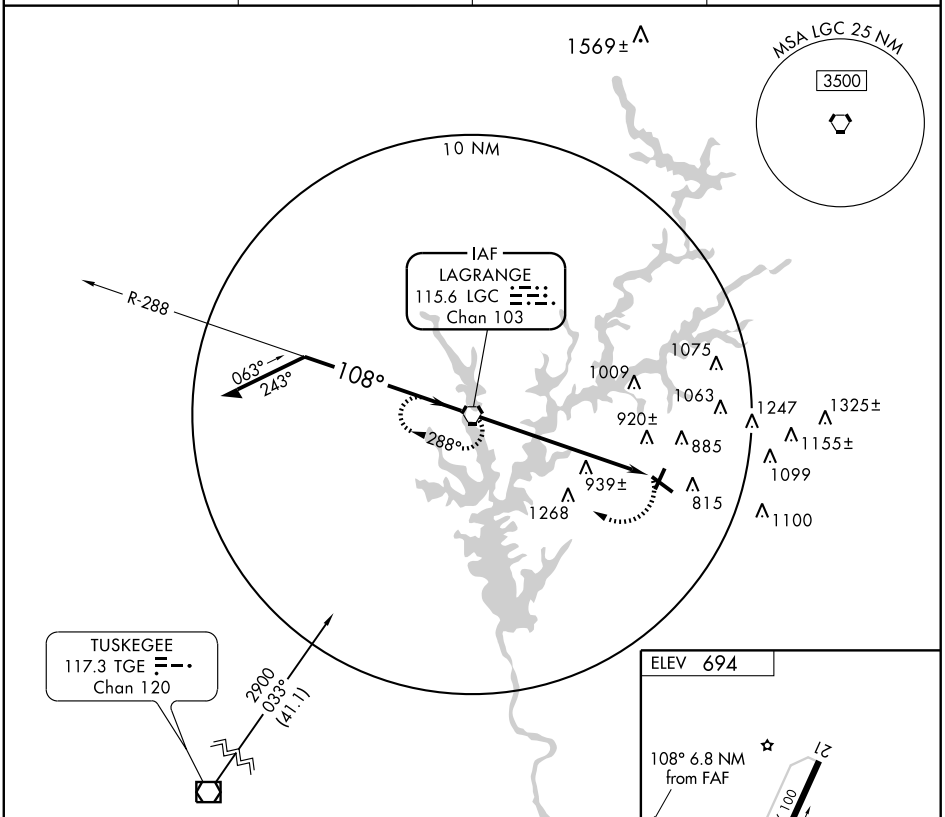
VOR RWY 13

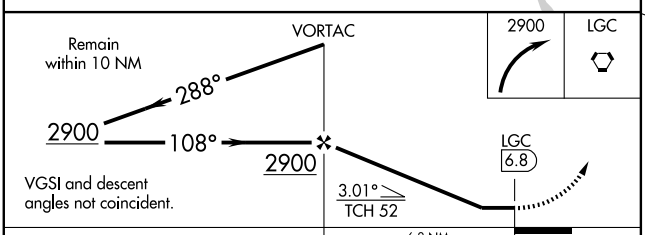
LAGRANGE-CALLAWAY (LGC)

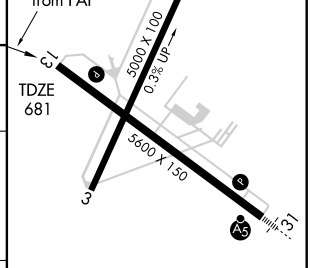
Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus altimeter setting and increase all MDA 120 feet, increase S-13 Cat C and D visibility ½ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2900 direct LGC VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-13	1240-1	559 (600-1)	1240-1½ 559 (600-1½)	1240-1¾ 559 (600-1¾)
CIRCLING	1280-1	586 (600-1)	1280-1½ 586 (600-1½)	1280-2 586 (600-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

AL-5385 (FAA)

LAWRENCEVILLE, GEORGIA

SE-4, 21 OCT 2010 to 18 NOV 2010

ATIS 132.275
GWINNETT TOWER ★
124.1
GND CON
121.8
CLNC DEL
121.8
ATLANTA CLNC DEL
134.0 (when tower closed)

VAR 4.8° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

LANDMARK AVIATION FBO

COUNTY HANGAR

33° 59′ N

248.5°

ELEV 1031

0.5% UP

6000 X 100

068.5°

FIELD ELEV 1061

CONTROL TOWER

NOTE: When Tower is Closed
Taxiways D & F one-way SOUTHBOUND.
Taxiways E & G one-way NORTHBOUND.

AIRCRAFT SPECIALISTS JET CENTER FBO

RWY 07-25
S-45, D-60

33° 58′ N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

1330

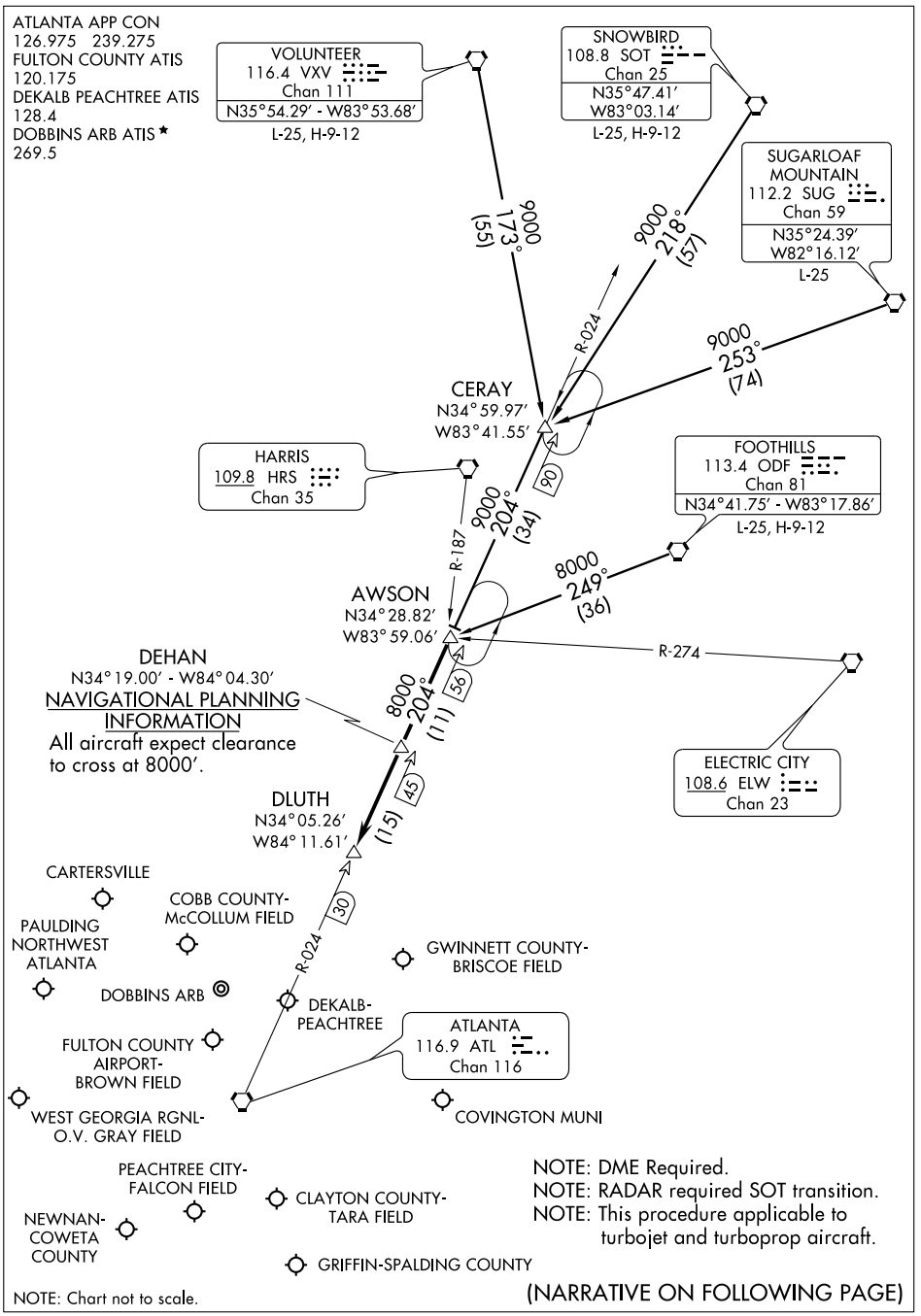
83° 58′ W

83° 57′ W

AIRPORT DIAGRAM

LAWRENCEVILLE, GEORGIA
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

10210



SE-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

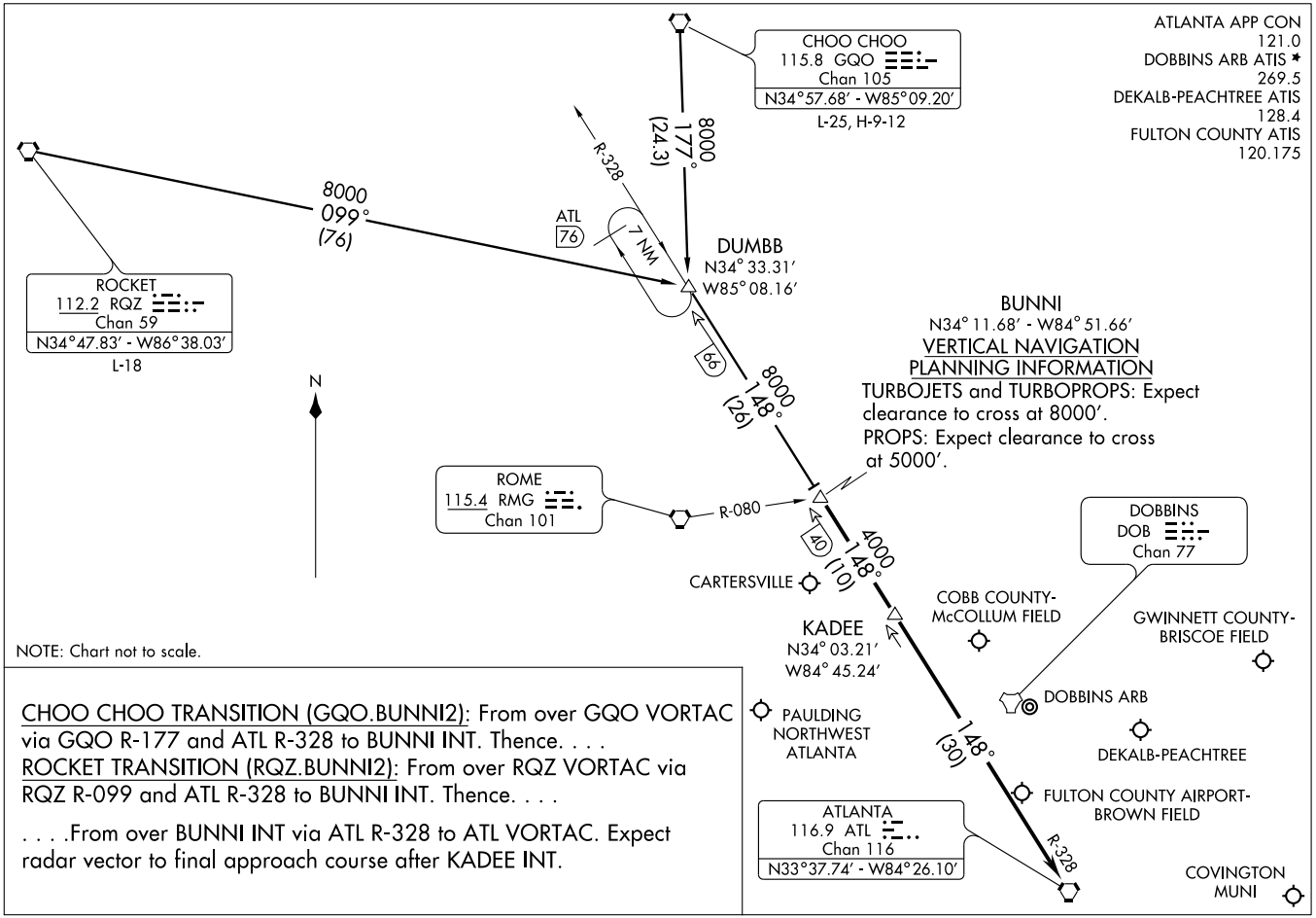
SE-4, 21 OCT 2010 to 18 NOV 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

10266

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA



CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

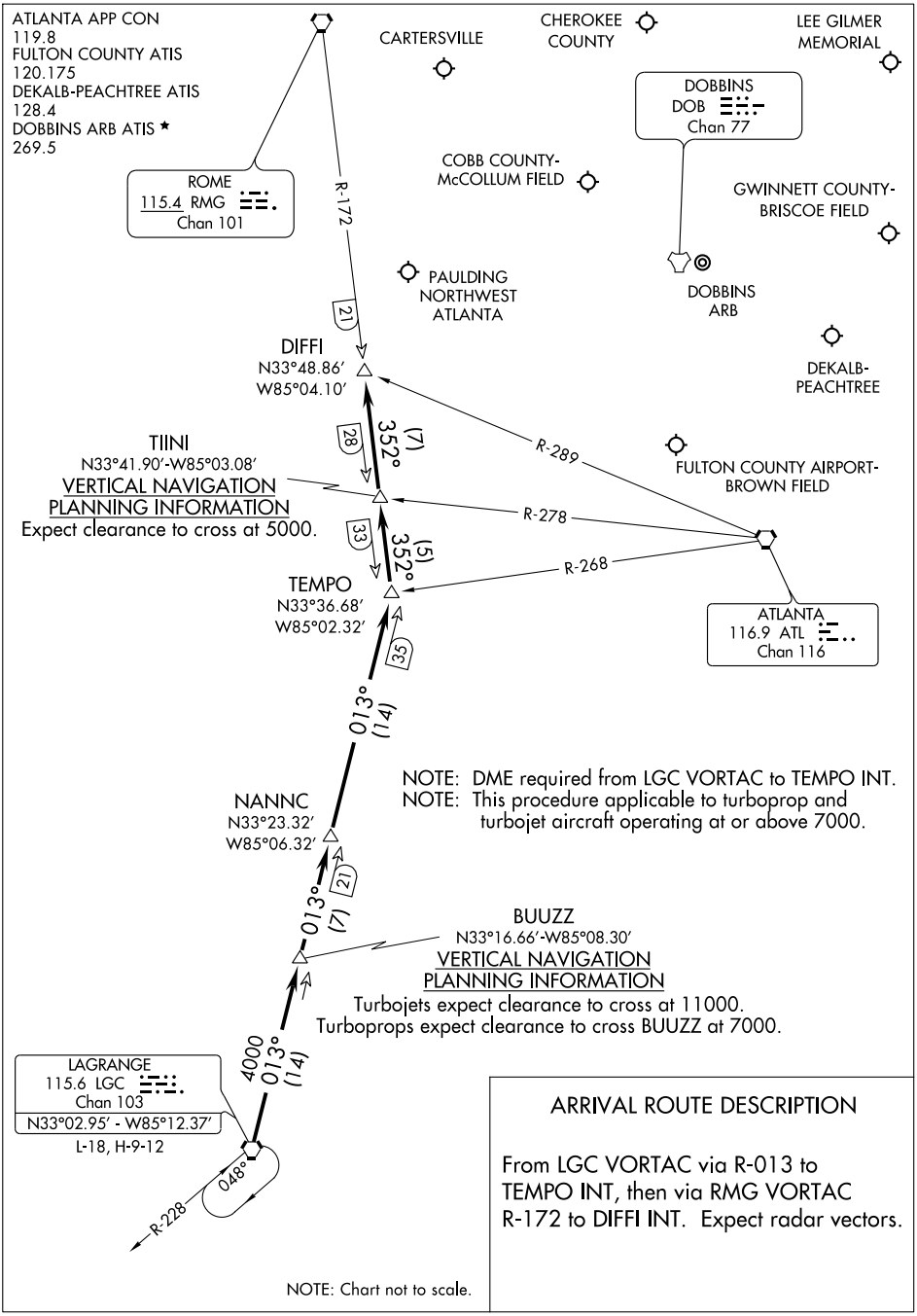
ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to TEMPO INT, then via RMG VORTAC R-172 to DIFFI INT. Expect radar vectors.

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

(DIFFI.DIFFI1) 10266

LOC I-TXP	APP CRS	Rwy Idg	6000
109.95	246°	TDZE	1038
		Apt Elev	1061

ILS RWY 25

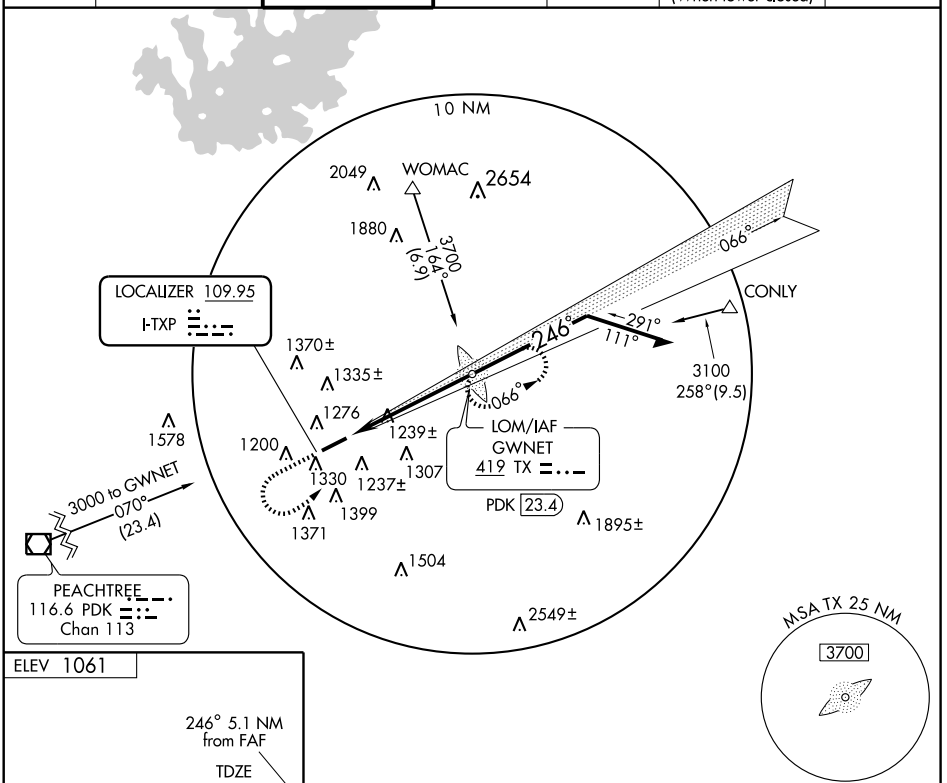
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

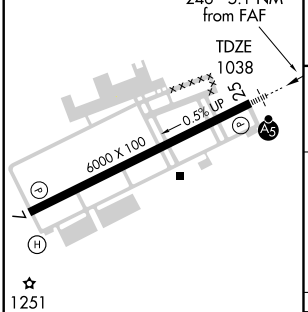
T NA — If local altimeter setting not received, use Atlanta altimeter setting and increase all DH/MDAs 200 feet. ADF REQUIRED. DME from PDK VOR/DME.

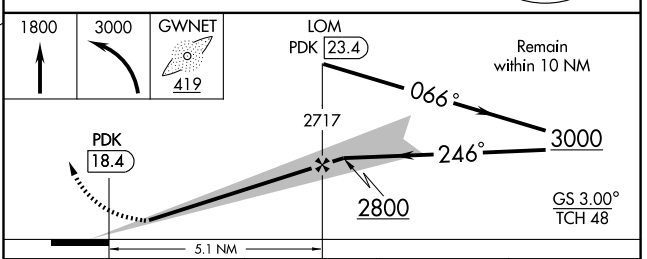
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct to GWNET LOM and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05







HIRL Rwy 7-25 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

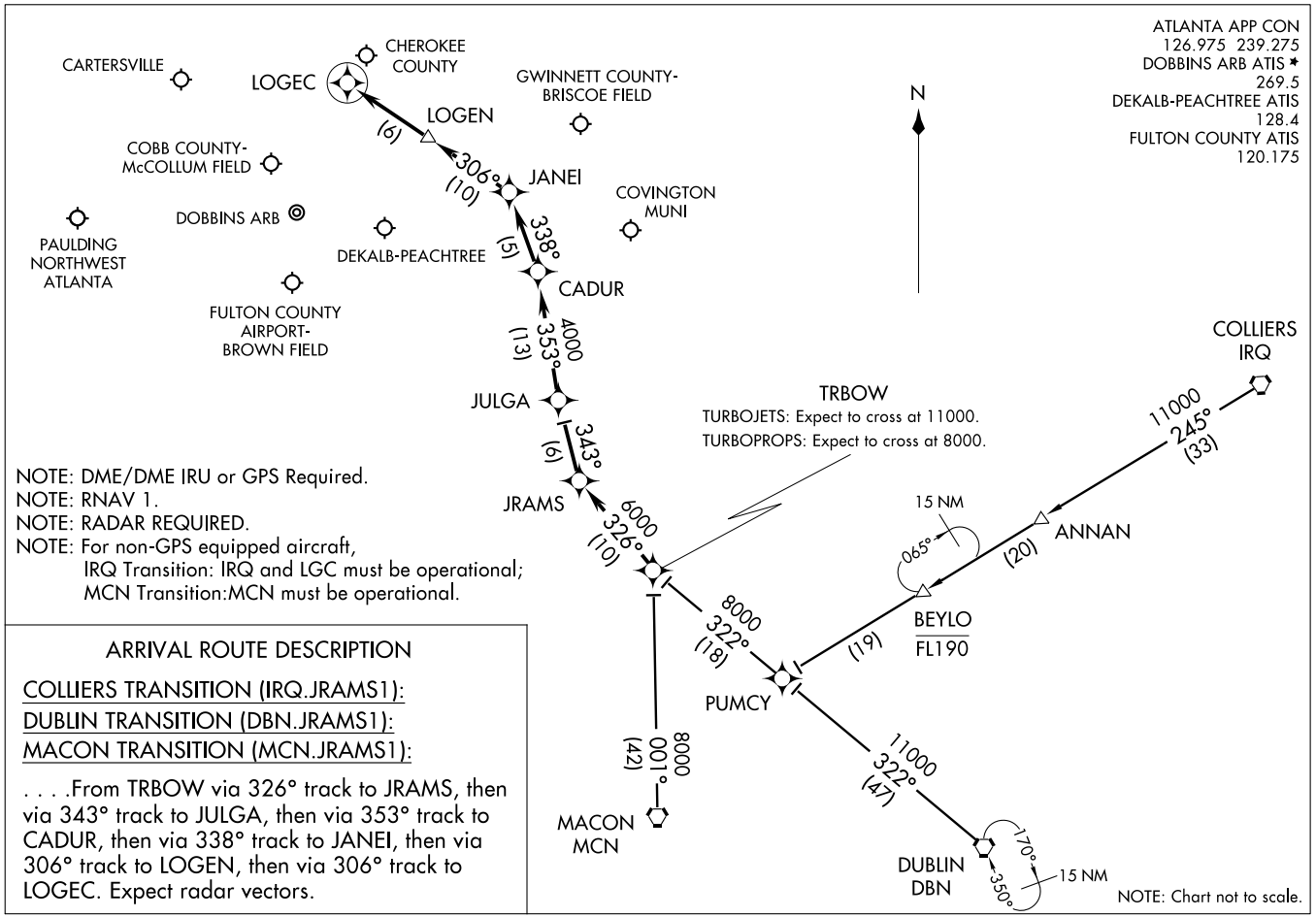
CATEGORY	A	B	C	D
S-ILS 25	1238-½ 200 (200-½)			
S-LOC 25	1500-½ 462 (500-½)		1500-¾ 462 (500-¾)	1500-1 462 (500-1)
CIRCLING	1640-1 579 (600-1)		1640-1½ 579 (600-1½)	1700-2 639 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLLIERS TRANSITION (IRQ.JRAMS1):

DUBLIN TRANSITION (DBN.JRAMS1):

MACON TRANSITION (MCN.JRAMS1):

. . . .From TRBOW via 326° track to JRAMS, then via 343° track to JULGA, then via 353° track to CADUR, then via 338° track to JANEI, then via 306° track to LOGEN, then via 306° track to LOGEC. Expect radar vectors.

(JRAMS.JRAMS1) 10266

JRAMS ONE ARRIVAL (RNAV)

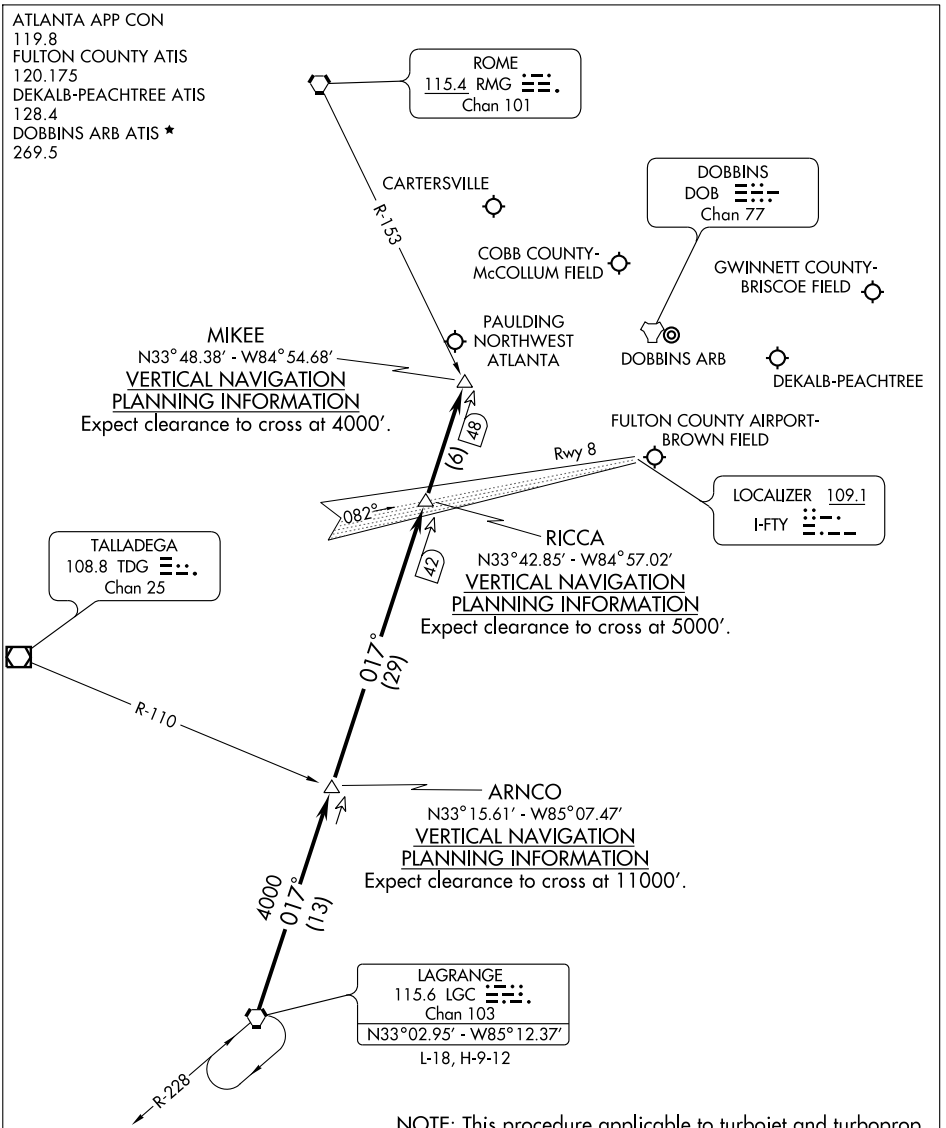
ST-469 (FAA)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

LOM TX	APP CRS	Rwy Idg	6000
419	245°	TDZE	1038
		Apt Elev	1061

NDB or GPS RWY 25

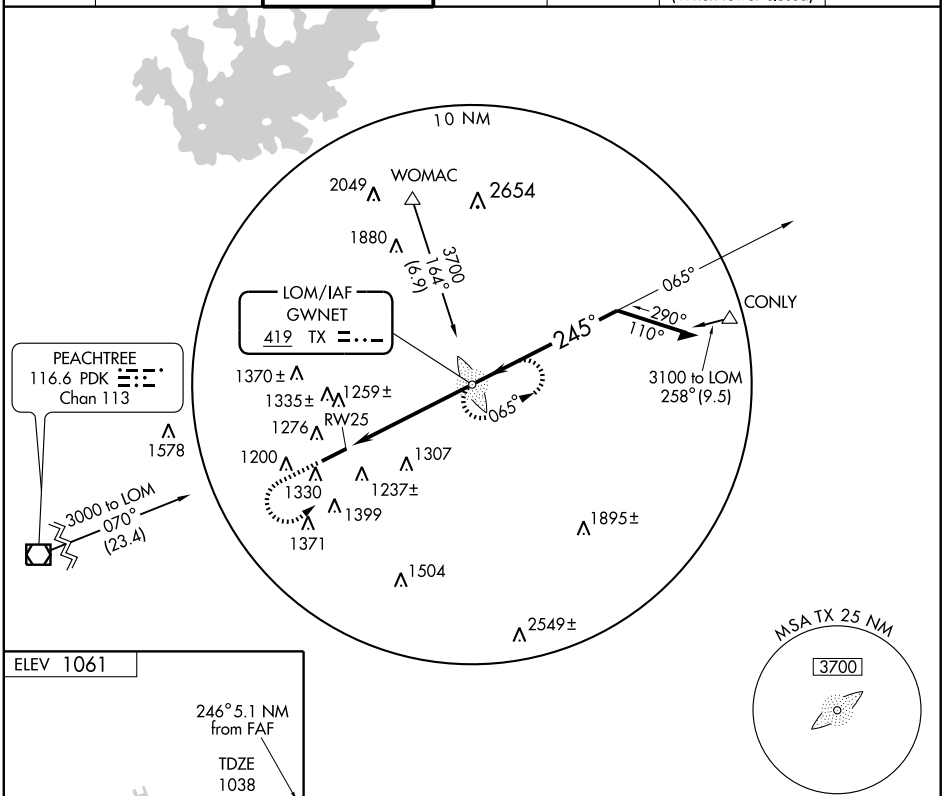
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

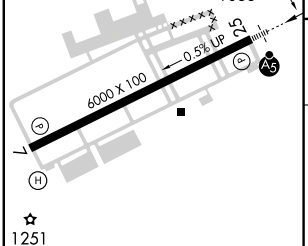
T NA — If local altimeter setting not received, use Atlanta altimeter setting and increase all MDAs 200 feet.

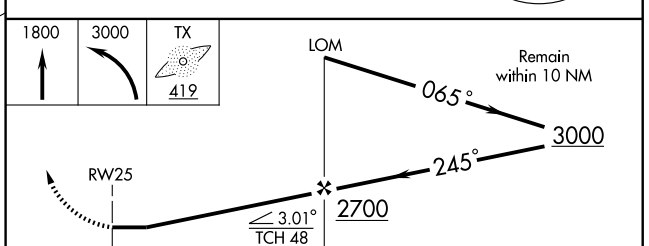
MALSR

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct TX LOM and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05







HIRL Rwy 7-25 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-25	1600-¾ 562 (600-¾)		1600-1 562 (600-1)	1600-1½ 562 (600-1½)
CIRCLING	1640-1 579 (600-1)		1640-1½ 579 (600-1½)	1700-2 639 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
335°	TDZE	N/A
	Apt Elev	1061

RNAV (GPS)-A

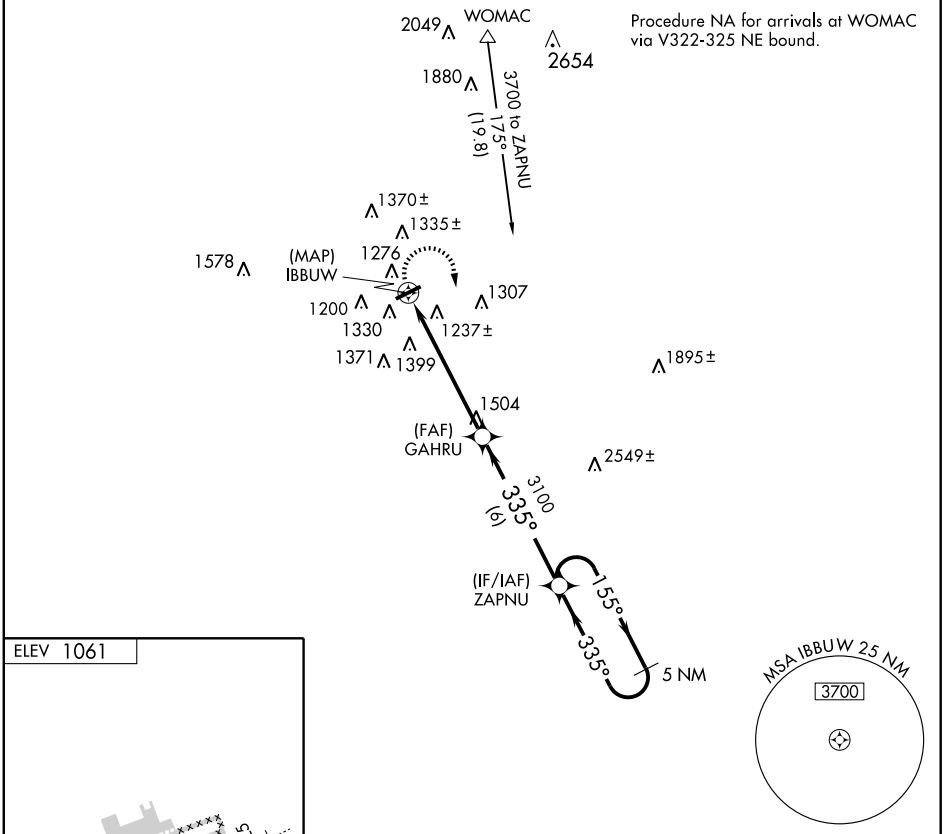
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

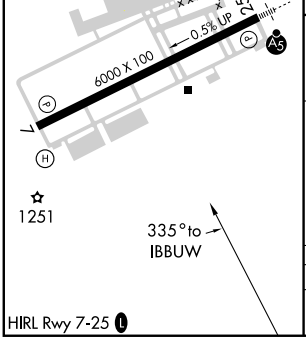
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 80 feet.

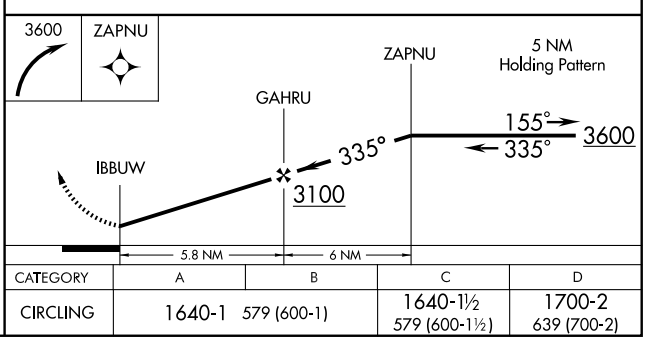
MISSED APPROACH: Climbing right turn to 3600 direct ZAPNU and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05

Procedure NA for arrivals at WOMAC via V322-325 NE bound.





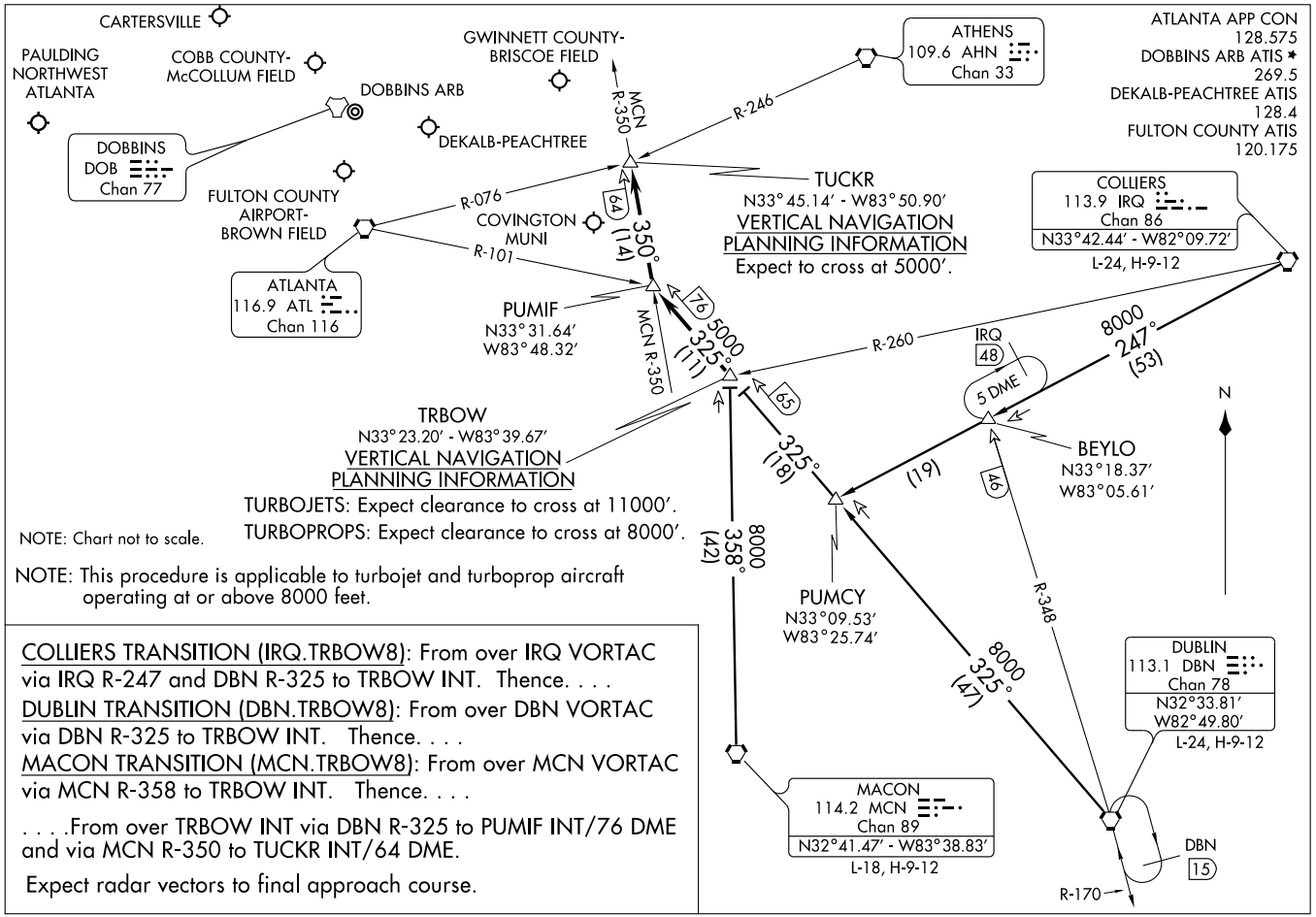


CATEGORY	A	B	C	D
CIRCLING	1640-1	579 (600-1)	1640-1½ 579 (600-1½)	1700-2 639 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TRBOW EIGHT ARRIVAL

(TRBOW.TRBOW8) 10266



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 10266
TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA, GEORGIA

VOR/DME PDK	APP CRS	Rwy Idg	6000
116.6	072°	TDZE	1061
Chan 113		Apt Elev	1061

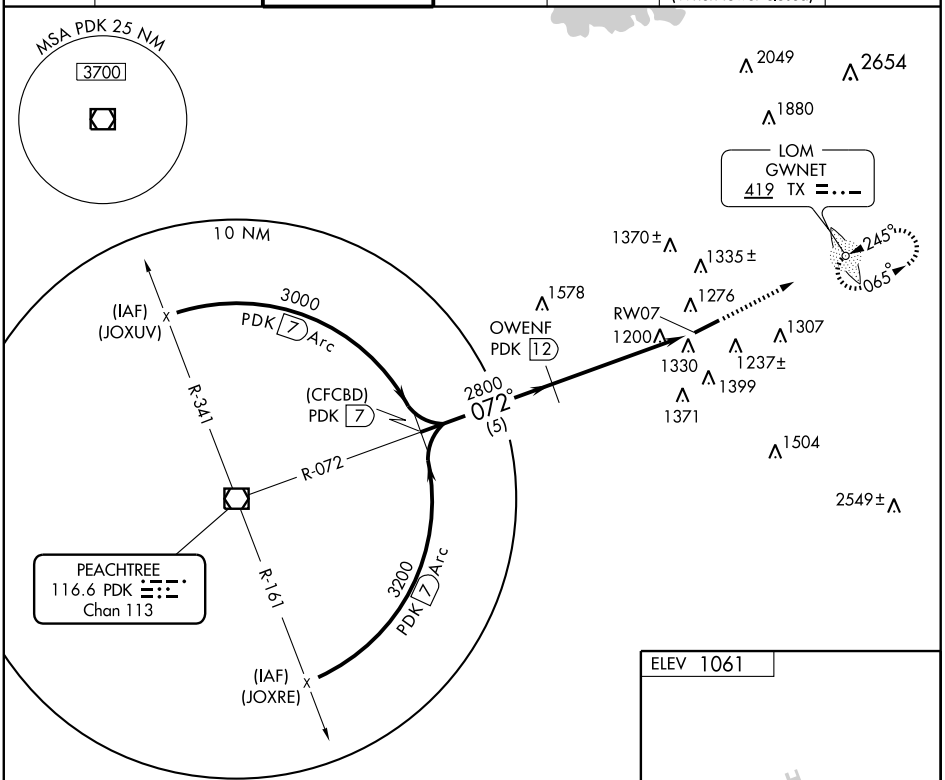
VOR/DME or GPS RWY 7

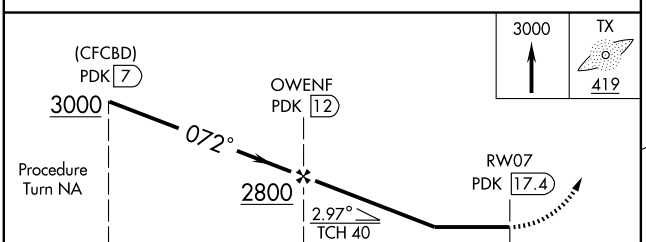
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

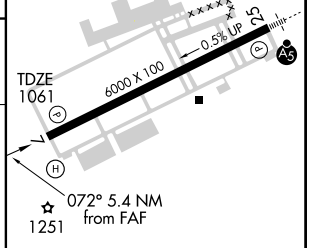
T ANA ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct TX LOM and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05







CATEGORY	A	B	C	D
S-7	1660-1	599 (600-1)	1660-1½ 599 (600-1½)	1660-1¾ 599 (600-1¾)
CIRCLING	1660-1	599 (600-1)	1660-1½ 599 (600-1½)	1700-2 638 (700-2)

HIRL Rwy 7-25 L

Knots	60	90	120	150	180
Min:Sec					

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MAC	APP CRS	Rwy Idg	4696
111.9	102°	TDZE	430
		Apt Elev	437

LOC RWY 10

MACON DOWNTOWN (MAC)

V A NA — Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L

DME or RADAR REQUIRED

MSA MCN 25 NM
2500
1470
MCN LR-312
282°
(IF) MOBSE INT
2100
102°
(6.1)
1082
710
CROAM INT
2100
MCN 12 Arc
(IAF) FOBES MCN 12
R-322
R-351
970±
R-300
10 NM
856
1139
800
MCN R-028
690
1135
R-309
113.1 DBN Chan 78
MURVE INT MCN 17
028°
208°
921
919
806
1212
Offset Localizer
LOCALIZER 111.9
I-MAC
LOC offset 2.58°
MACON
114.2 MCN
Chan 89

Procedure Turn NA
MOBSE INT
CROAM INT
2100
102°
2100
VGSI and descent angles not coincident.
3.04°
TCH 40
6.1 NM
5.1 NM

2200
MCN R-028
114.2
MURVE INT

ELEV 437
508
TDZE 430
10
0
0614
4696 X 100
X-TS
28
LOC
1.1% UP
33
102° 5.1 NM from FAF
MIRL Rwy 10-28 L
580

CATEGORY	A	B	C	D
S-10	1060-1 630 (700-1)		1060-1¾ 630 (700-1¾)	1060-2 630 (700-2)
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4696
099°	TDZE	430
	Apt Elev	437

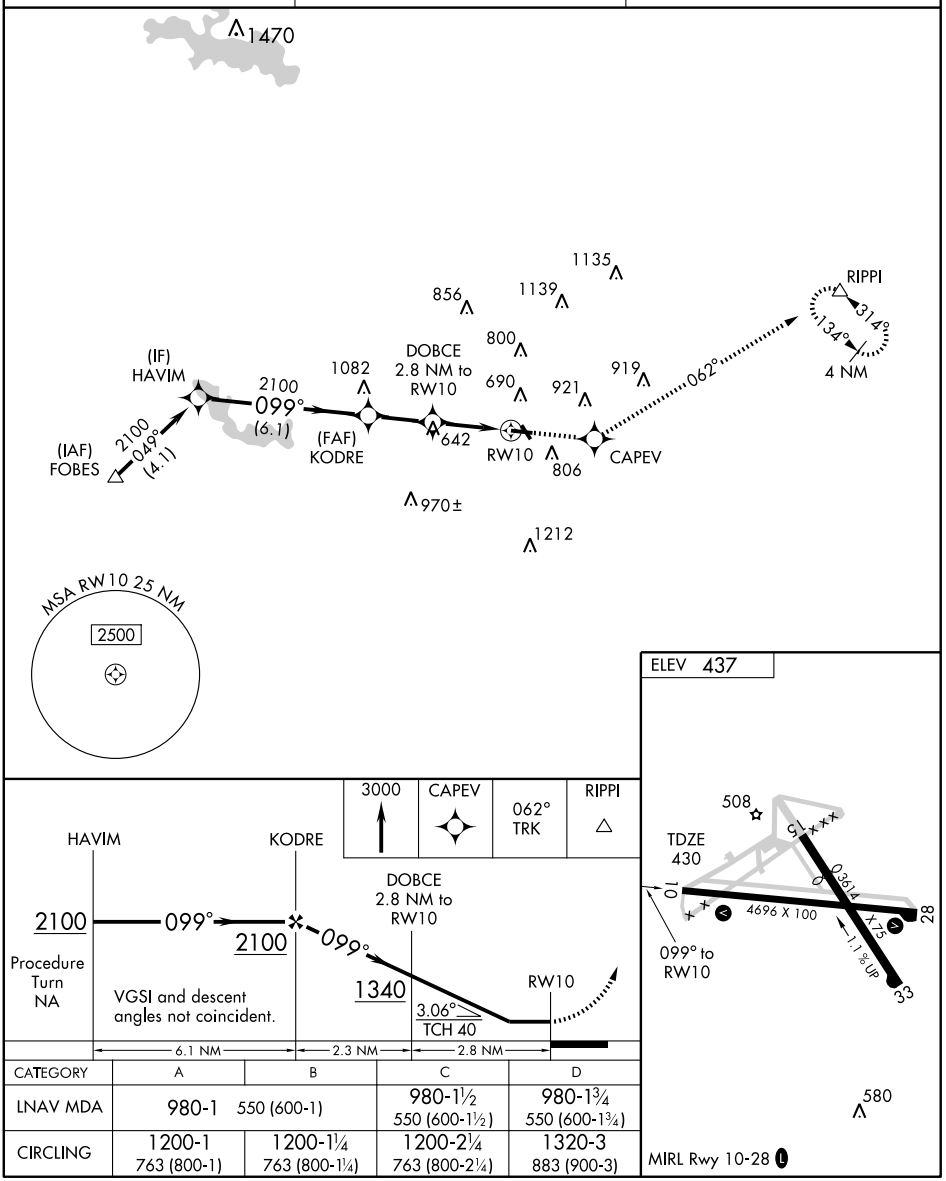
RNAV (GPS) RWY 10

MACON DOWNTOWN (MAC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 direct CAPEV then via 062° track to RIPPI and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	980-1 550 (600-1)		980-1½ 550 (600-1½)	980-1¾ 550 (600-1¾)
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

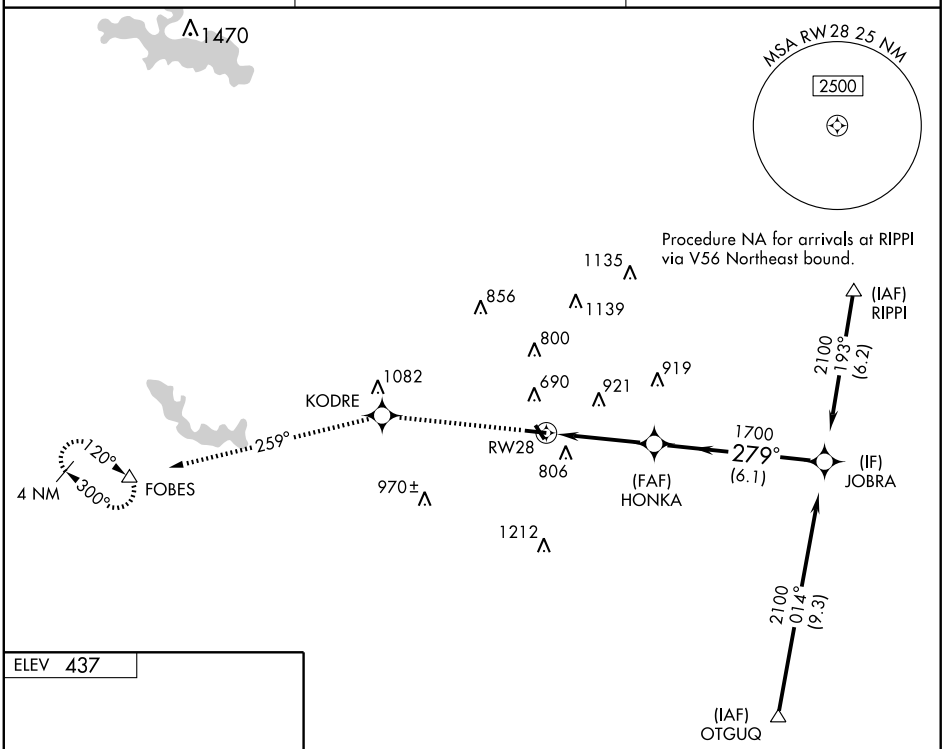
MACON DOWNTOWN (MAC)

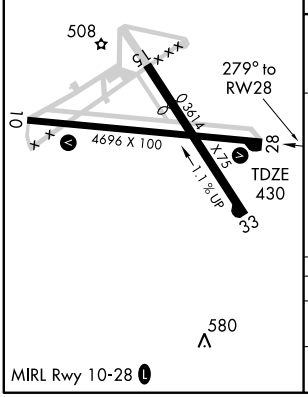
APP CRS	Rwy Idg	4696
279°	TDZE	430
	Apt Elev	437

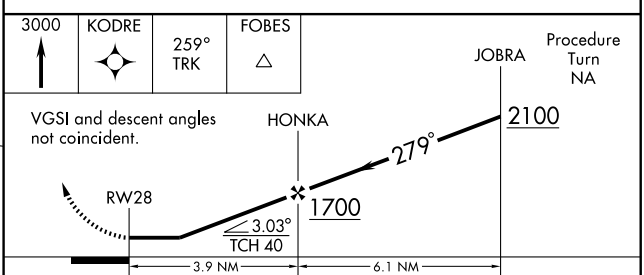
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 direct KODRE then via 259° track to FOBES and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1 710 (800-1)		1140-2 710 (800-2)	1140-2¼ 710 (800-2¼)
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
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VORTAC MCN 114.2 Chan 89	APP CRS 028°	Rwy Idg N/A TDZE N/A Apt Elev 437

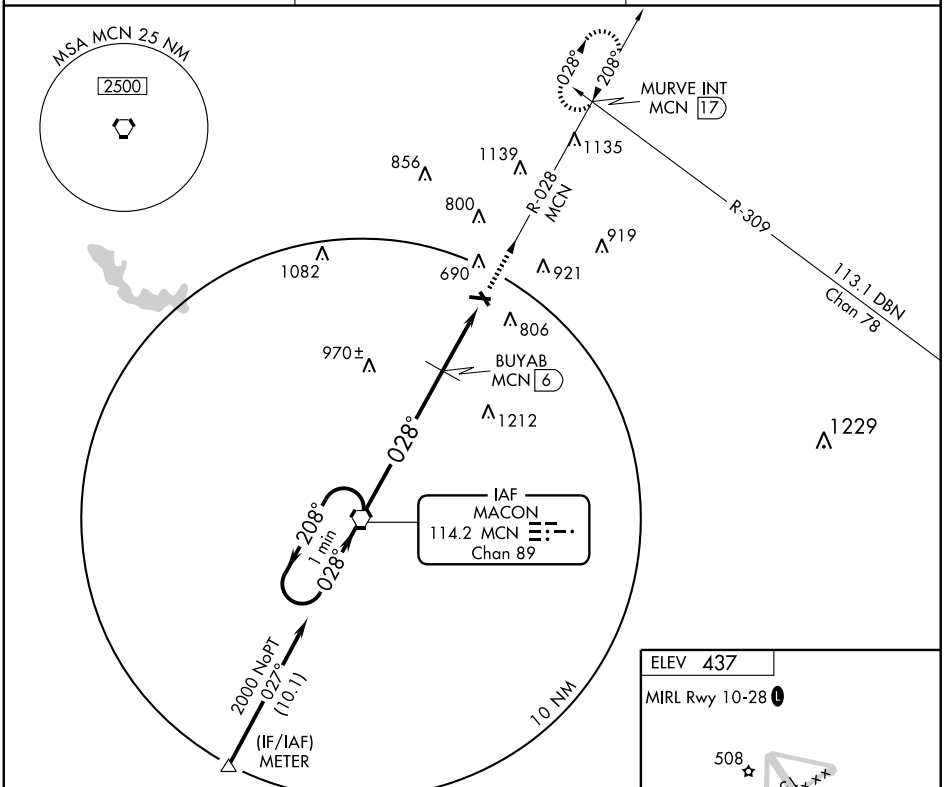
VOR-A

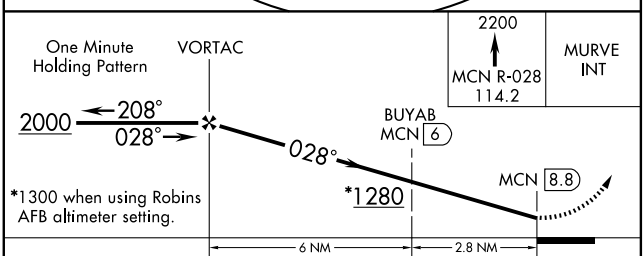
MACON DOWNTOWN (MAC)

T NA Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

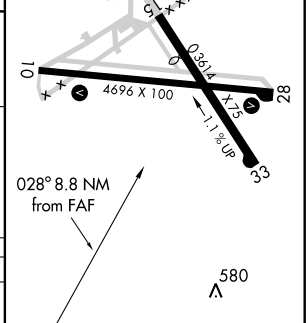
MISSED APPROACH: Climb to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1280-1 843 (900-1)	1280-1¼ 843 (900-1¼)	1280-2½ 843 (900-2½)	1320-3 883 (900-3)
BUYAB FIX MINIMUMS				
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)



FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

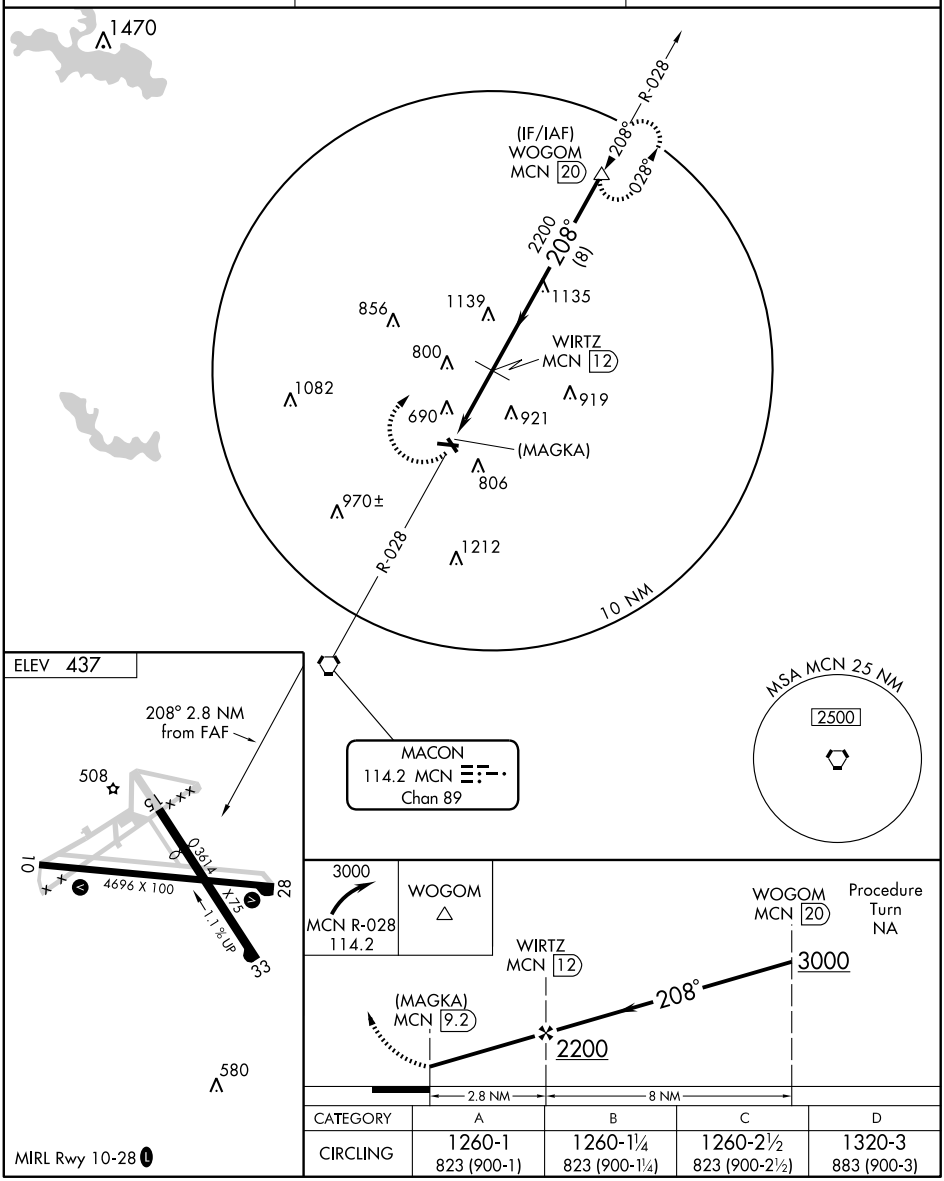
VORTAC MCN 114.2 Chan 89	APP CRS 208°	Rwy Idg N/A TDZE N/A Apt Elev 437

VOR/DME-B
MACON DOWNTOWN (MAC)

Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 3000 via MCN VORTAC R-028 to WOGOM/MCN 20 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1260-1 823 (900-1)	1260-1¼ 823 (900-1¼)	1260-2½ 823 (900-2½)	1320-3 883 (900-3)

MIRL Rwy 10-28 L

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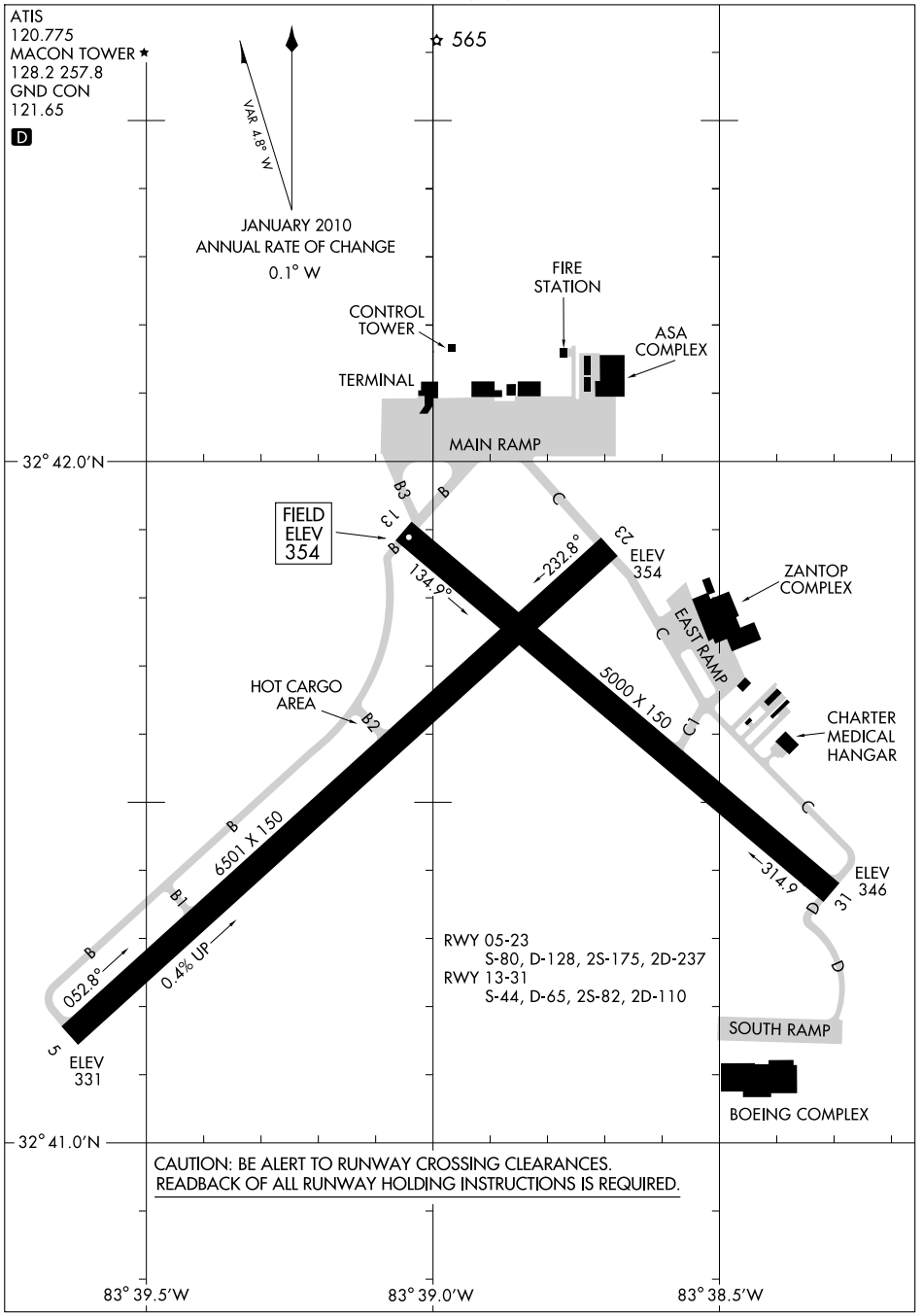
SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MACON/ MIDDLE GEORGIA RGNL (MCN)

MACON, GEORGIA

AL-243 (FAA)



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MACON, GEORGIA

MACON/ MIDDLE GEORGIA RGNL (MCN)

10210

LOC I-MCN	APP CRS	Rwy Idg	6221
109.5	051°	TDZE	345
		Apt Elev	354

ILS or LOC/DME RWY 5

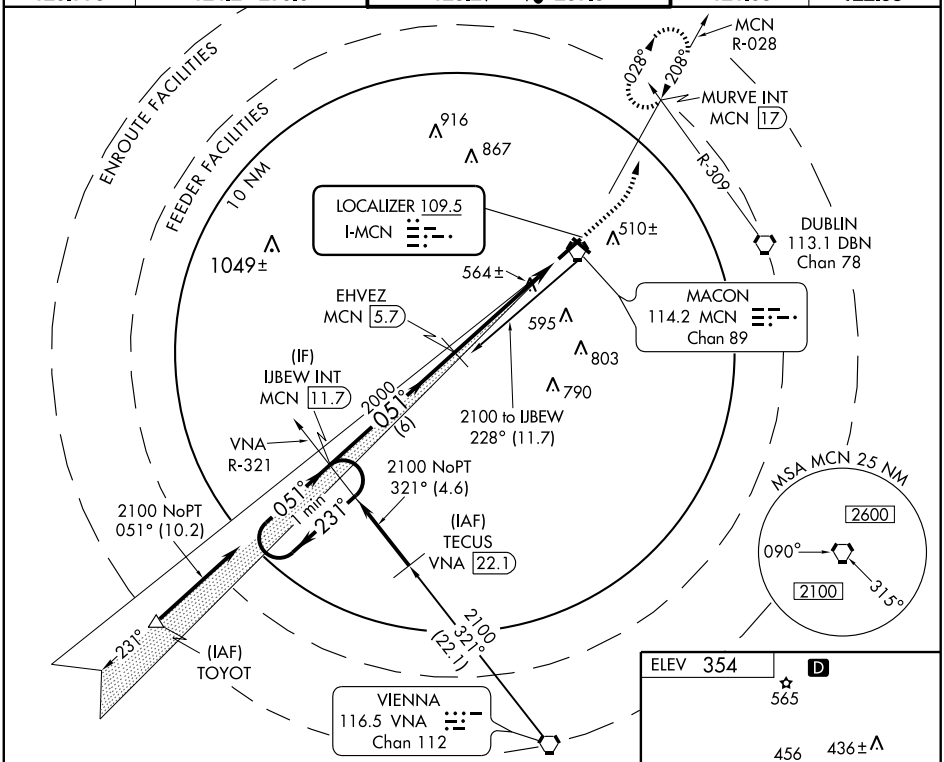
MACON/MIDDLE GEORGIA RGNL (MCN)

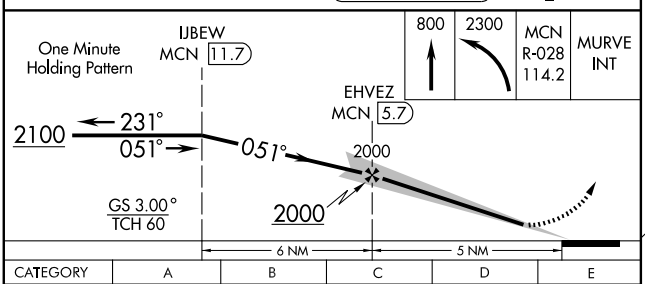
When VGSI inop, circling to Rwy 13-31 NA at night. DME from MCN VORTAC.
Simultaneous reception of I-MCN and MCN DME required. For inoperative MALSR increase S-ILS Cat. E visibility to RVR 4000 and S-LOC Cat.E visibility to 2 ¼.
* Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

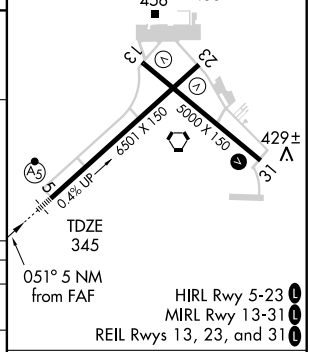
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2300 via MCN R-028 to MURVE Int/MCN 17 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D	E
S-ILS 5	* 545/24 200 (200-½)				
S-LOC 5	960/50 615 (700-1)		960/60 615 (700-1¼)	960-1½ 615 (700-1½)	960-1¾ 615 (700-1¾)
CIRCLING	960-1 606 (700-1)		960-1¾ 606 (700-1¾)	960-2 606 (700-2)	1160-2¾ 806 (900-2¾)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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WAAS CH 97315 W05A	APP CRS 051°	Rwy Idg 6221 TDZE 345 Apt Elev 354

RNAV (GPS) RWY 5

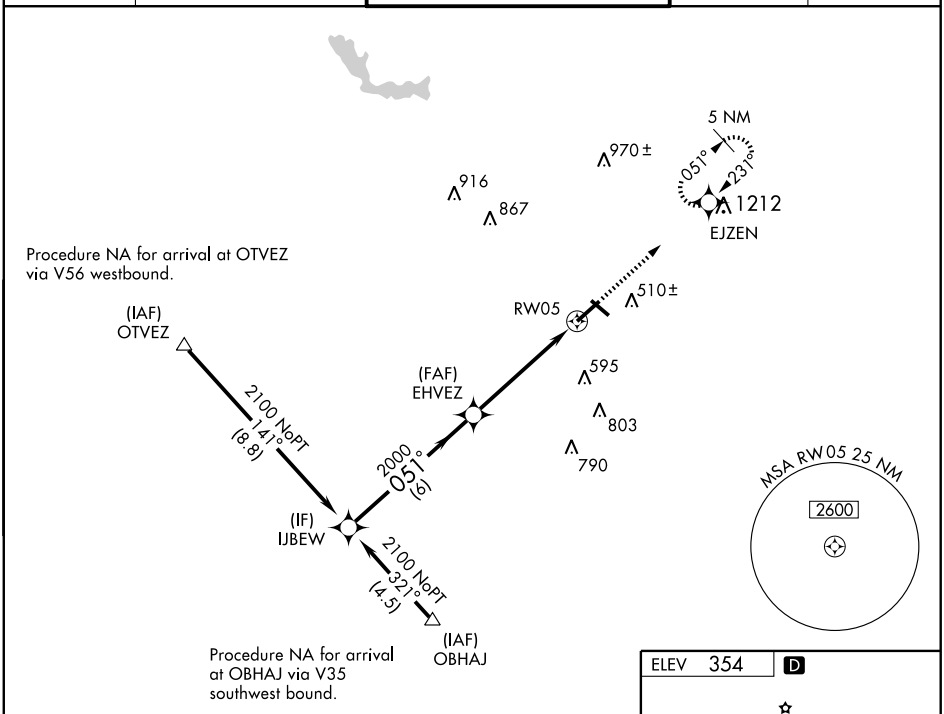
MACON/MIDDLE GEORGIA RGNL (MCN)

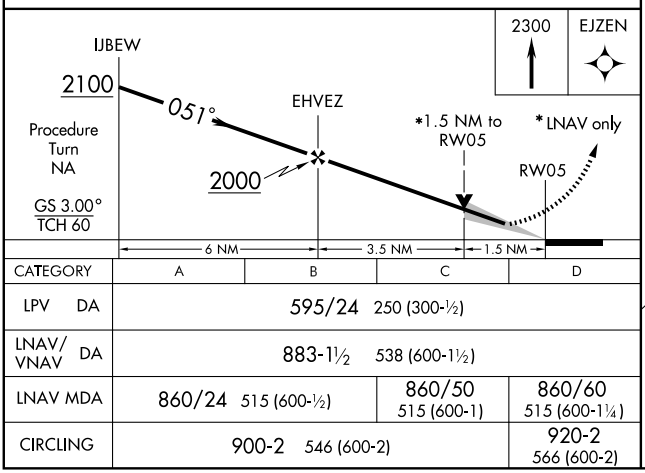
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
When VGSI inop, circling Rwy 13, 31 NA at night.
For inoperative MALSR, increase LPV visibility to RVR 4000, all Cats.

MALSR

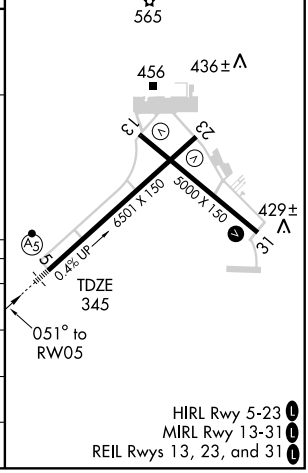
MISSED APPROACH: Climb to 2300 direct EJZEN and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	595/24 250 (300-½)			
LNAV/VNAV DA	883-1½ 538 (600-1½)			
LNAV MDA	860/24 515 (600-½)		860/50 515 (600-1)	860/60 515 (600-1¼)
CIRCLING	900-2 546 (600-2)			920-2 566 (600-2)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
133°	TDZE	354
	Apt Elev	354

RNAV (GPS) RWY 13

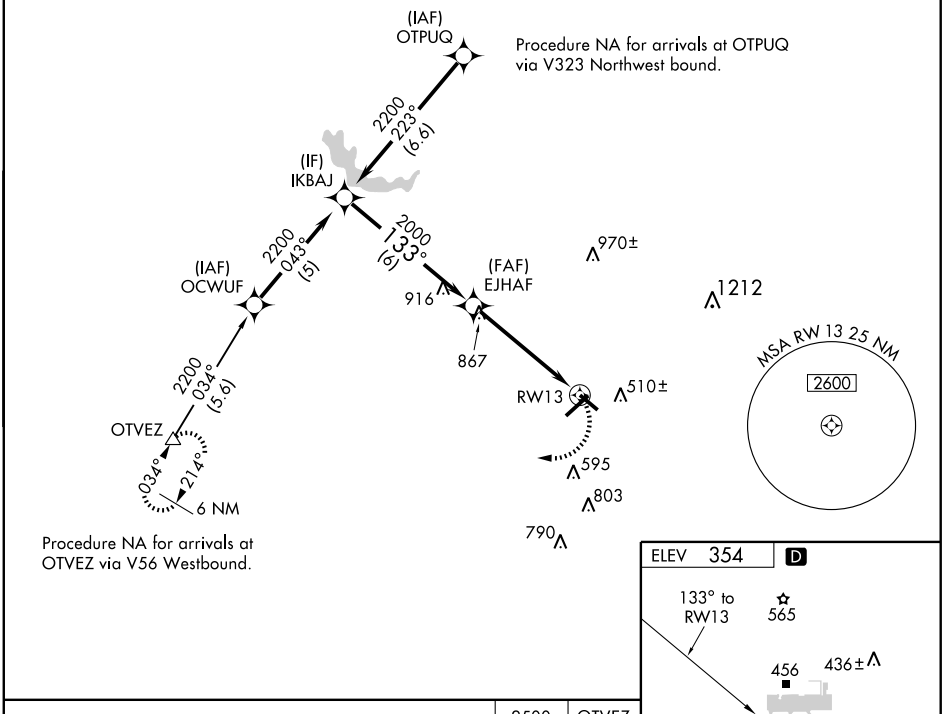
MACON/MIDDLE GEORGIA RGNL (MCN)

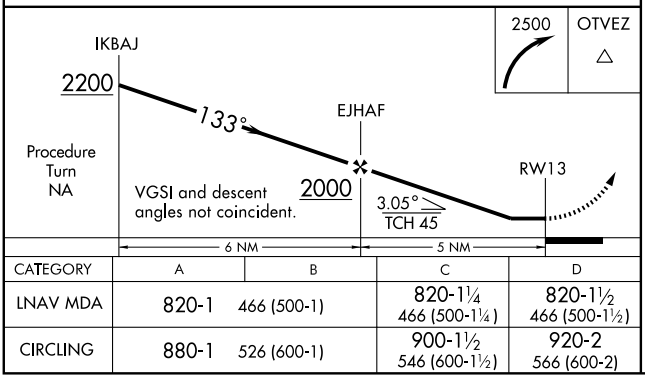
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.
When VGSI inoperative, circling Rwy 31 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct OTVEZ and hold.

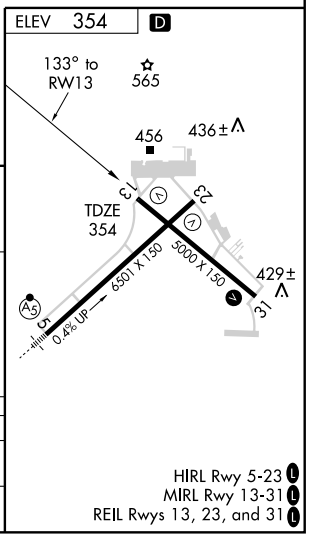
ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95

SE-4, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)



WAAS CH 40419 W23A	APP CRS 231°	Rwy ldg 6426	TDZE 354	Apt Elev 354

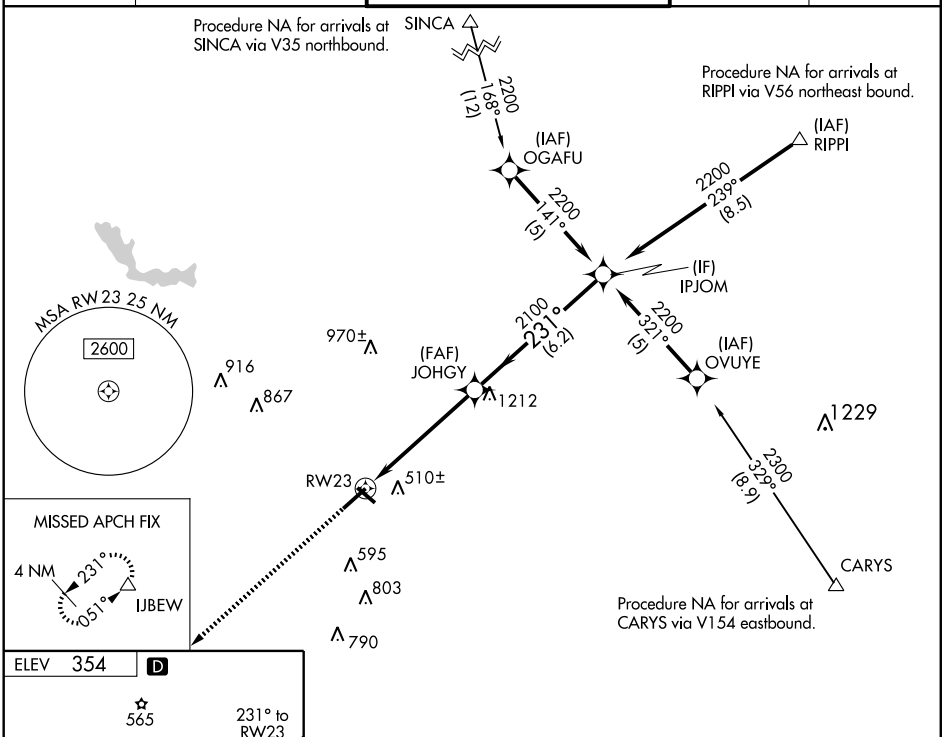
RNAV (GPS) RWY 23

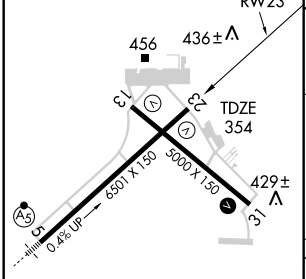
MACON/MIDDLE GEORGIA RGNL (MCN)

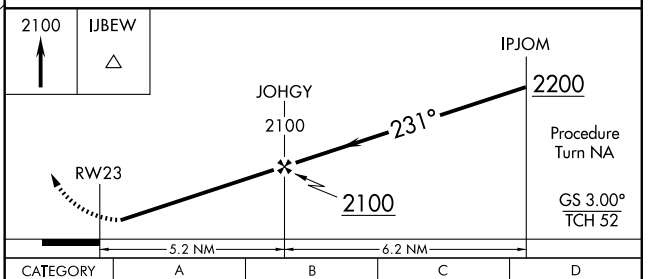
When VGSI inoperative, procedure NA at night. For uncompensated Baro-VNAVsystems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IJBEW and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
LPV DA	627-1 273 (300-1)			
LNAV/VNAV DA	793-1½ 439 (500-1½)			
LNAV MDA	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	960-2 606 (700-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

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APP CRS	Rwy Idg	5000
313°	TDZE	352
	Apt Elev	354

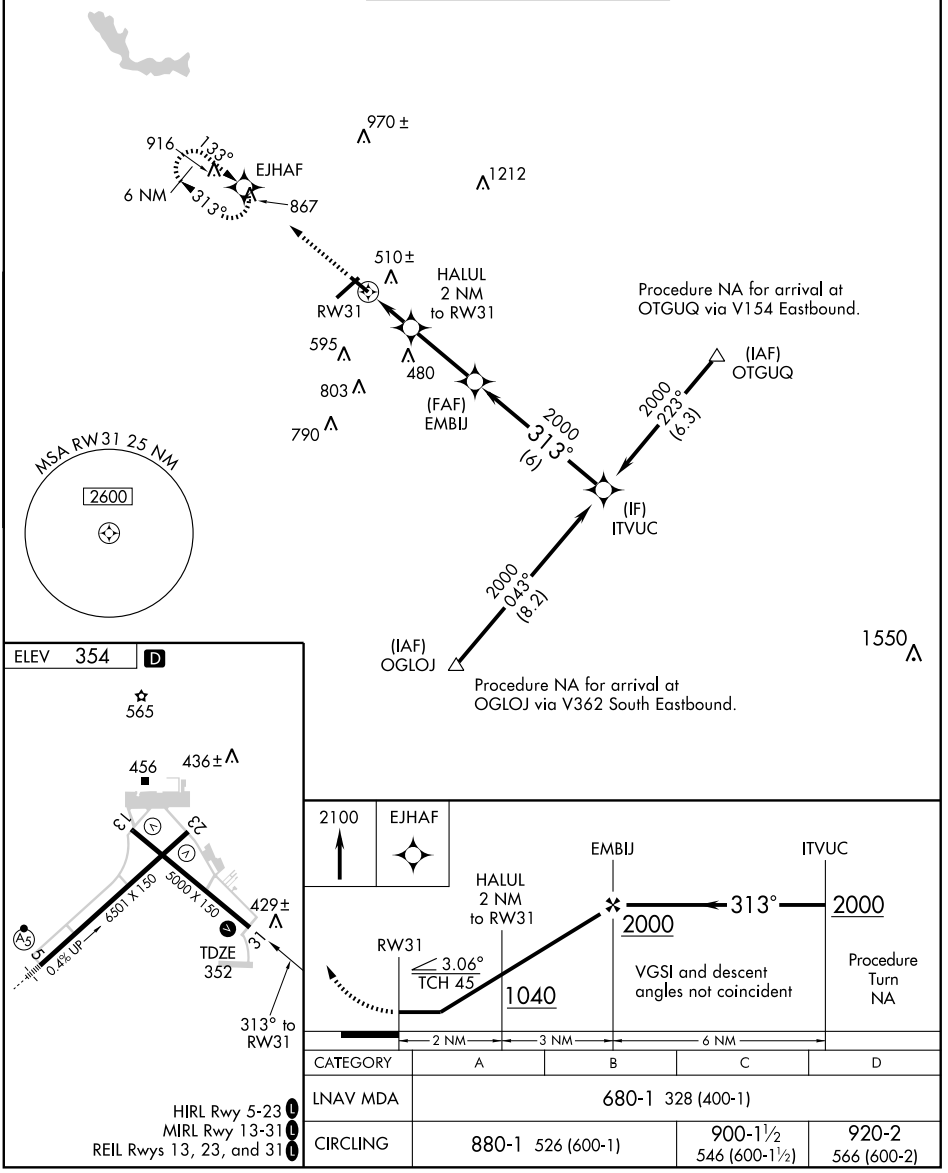
RNAV (GPS) RWY 31

MACON/MIDDLE GEORGIA RGNL (MCN)

DME/DME RNP-0.3 NA.
When VGSI inop, circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 2100 direct EJHAF and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) Ⓛ 257.8	121.65	122.95



CATEGORY	A	B	C	D
LNAV MDA	680-1 328 (400-1)			
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 Ⓛ
MIRL Rwy 13-31 Ⓛ
REIL Rwys 13, 23, and 31 Ⓛ

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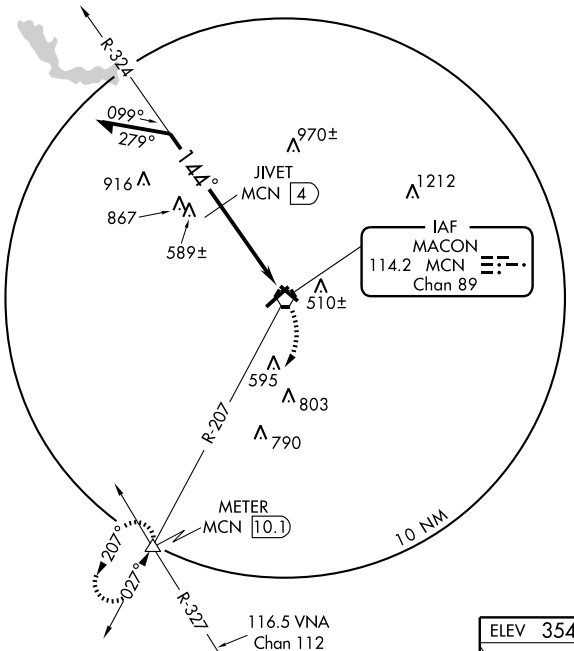
VORTAC MCN	APP CRS	Rwy Idg	5000
114.2	144°	TDZE	354
Chan 89		Apt Elev	354

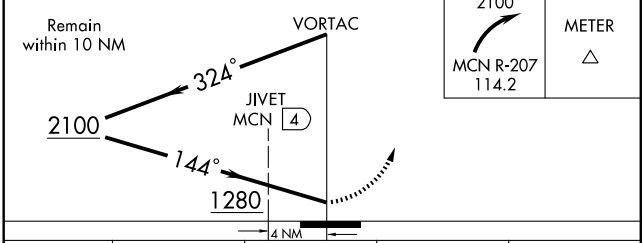
VOR RWY 13

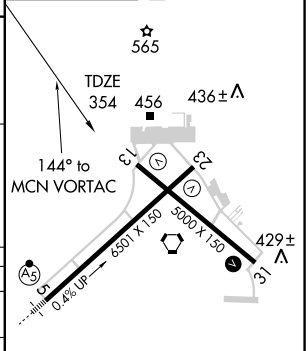
MACON/MIDDLE GEORGIA RGNL (MCN)

MISSED APPROACH: Climbing right turn to 2100 via MCN R-207 to METER Int/10.1 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
S-13	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
CIRCLING	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
JIVET FIX MINIMUMS				
S-13	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

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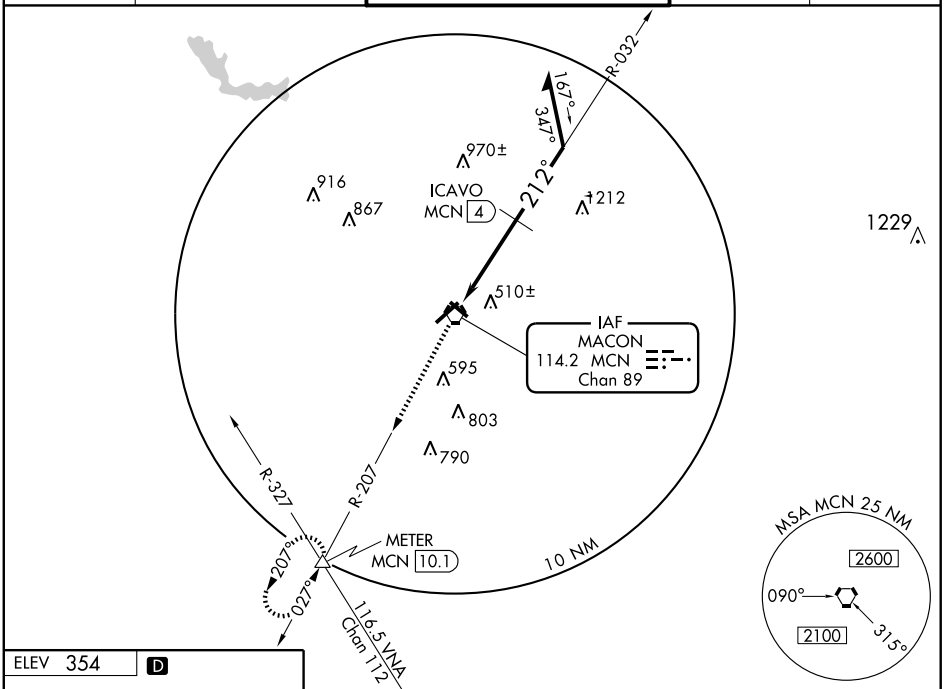
VOR RWY 23

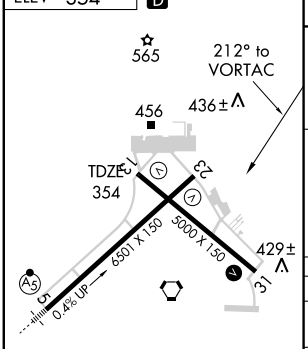
MACON/MIDDLE GEORGIA RGNL (MCN)

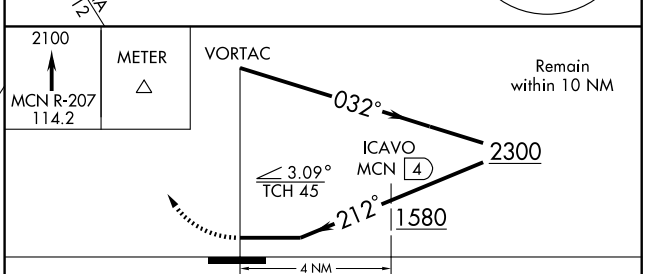
VORTAC MCN	APP CRS	Rwy Idg	6426
114.2	212°	TDZE	354
Chan 89		Apt Elev	354

MISSED APPROACH: Climb to 2100 via MCN R-207 to METER Int/10.1 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
S-23	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3 1226 (1300-3)	
CIRCLING	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3 1226 (1300-3)	
ICAVO FIX MINIMUMS				
S-23	820-1 466 (500-1)		820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

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VORTAC AHN	APP CRS	Rwy Idg	N/A
109.6	199°	TDZE	N/A
Chan 33		Apt Elev	694

VOR/DME or GPS-A

MADISON MUNI (52A)

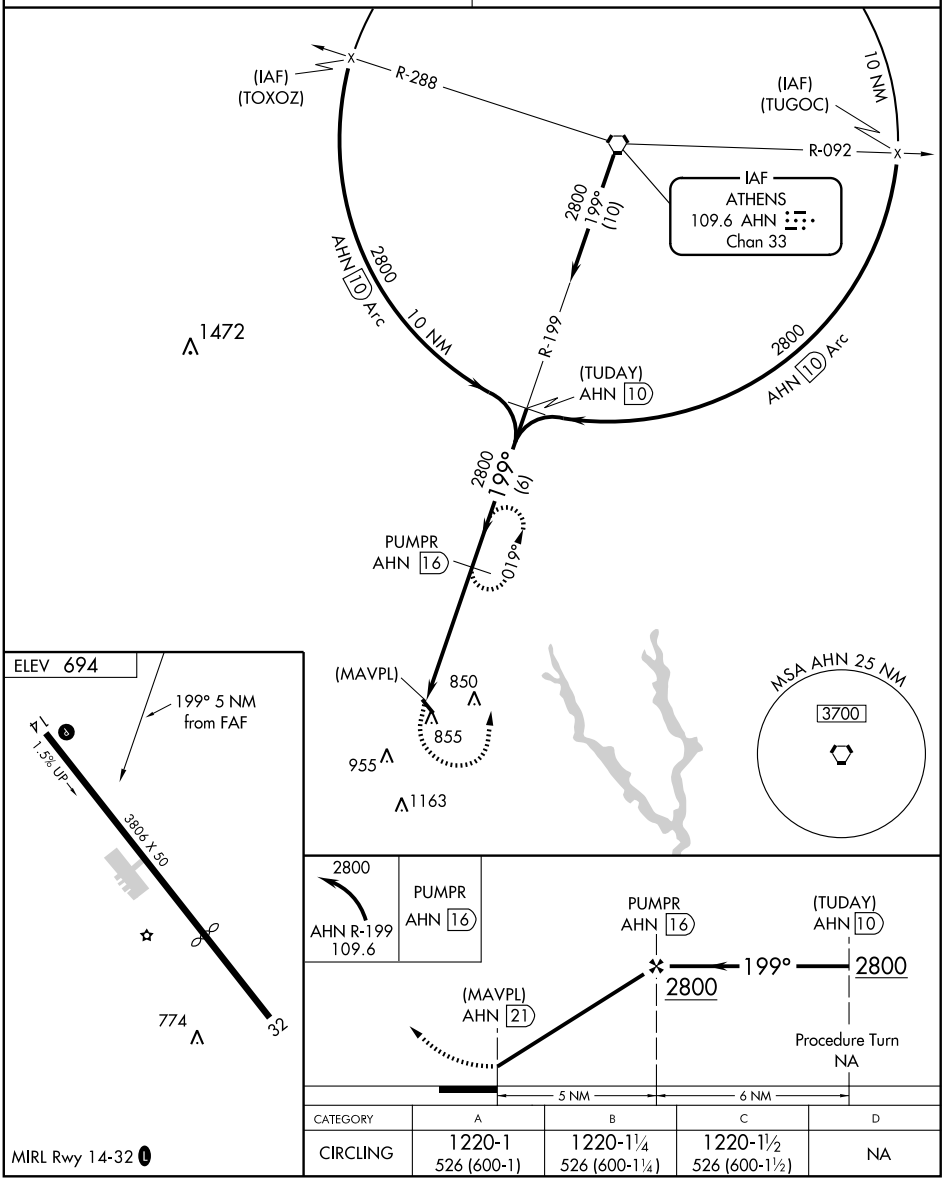
NA

Use Athens altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via AHN R-199 to PUMPR/AHN 16 DME and hold.

ATLANTA APP CON ★
127.5 316.05

UNICOM
122.8 (CTAF) L

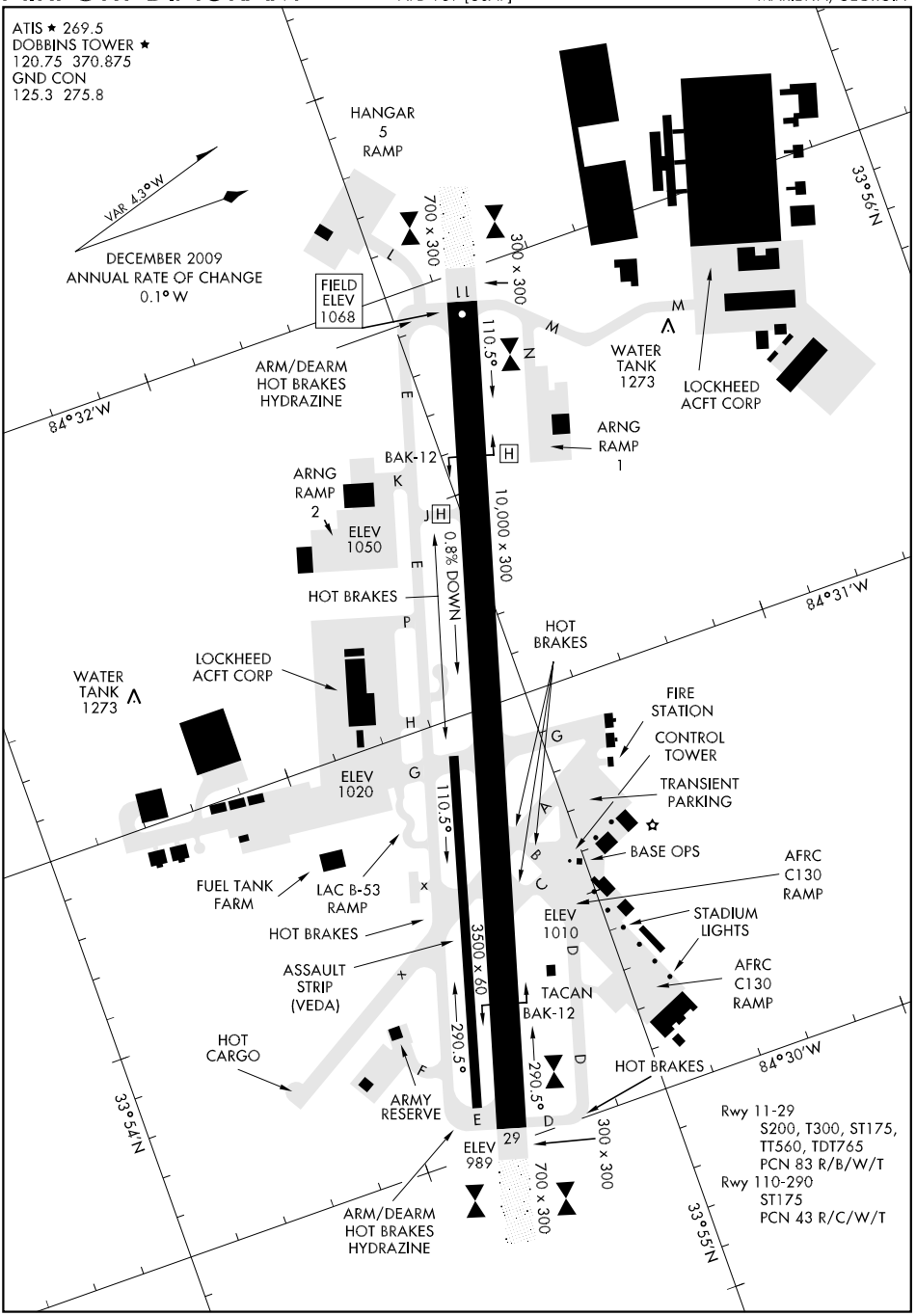


CATEGORY	A	B	C	D
CIRCLING	1220-1 526 (600-1)	1220-1¼ 526 (600-1¼)	1220-1½ 526 (600-1½)	NA

MIRL Rwy 14-32 L

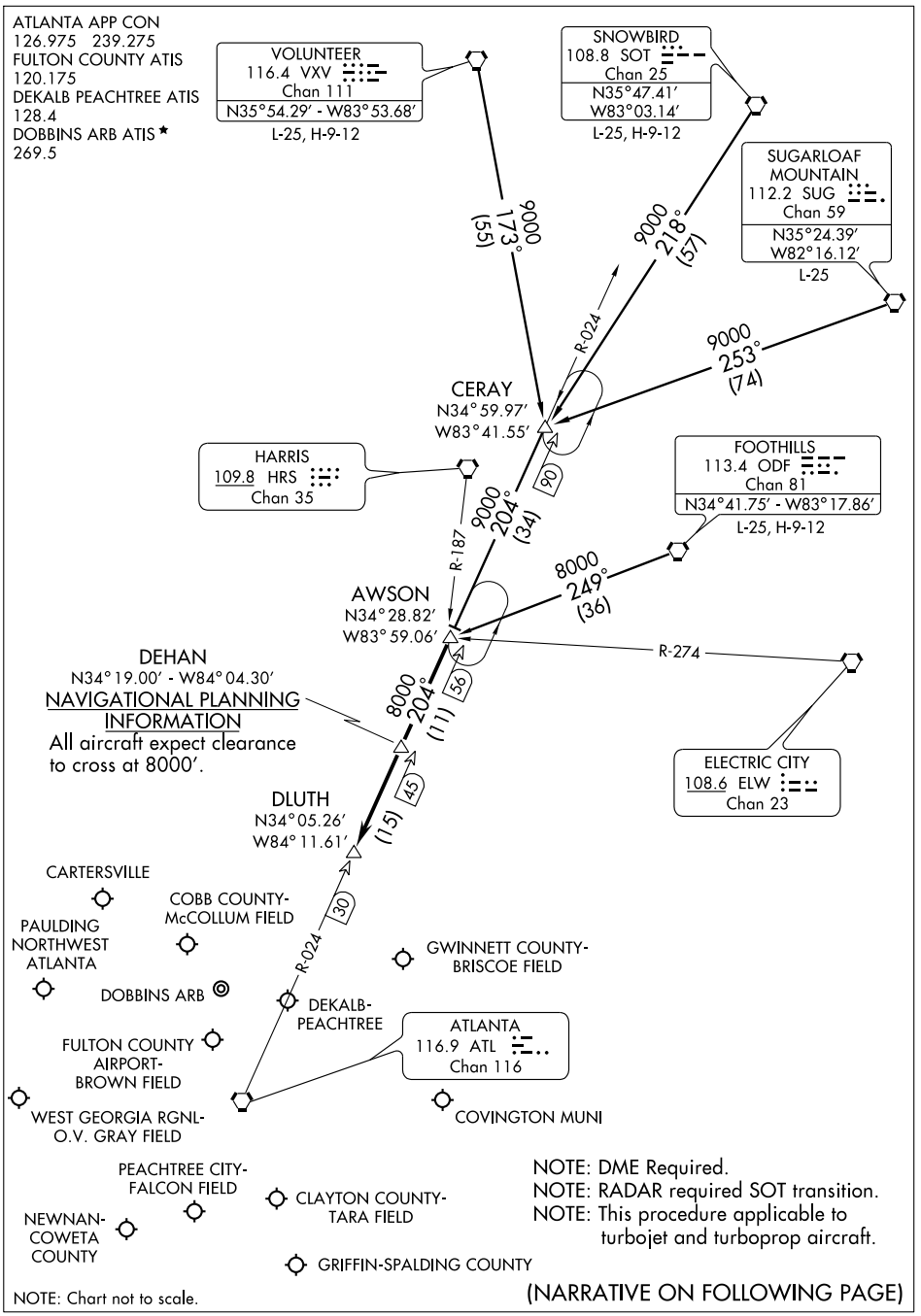
SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



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ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

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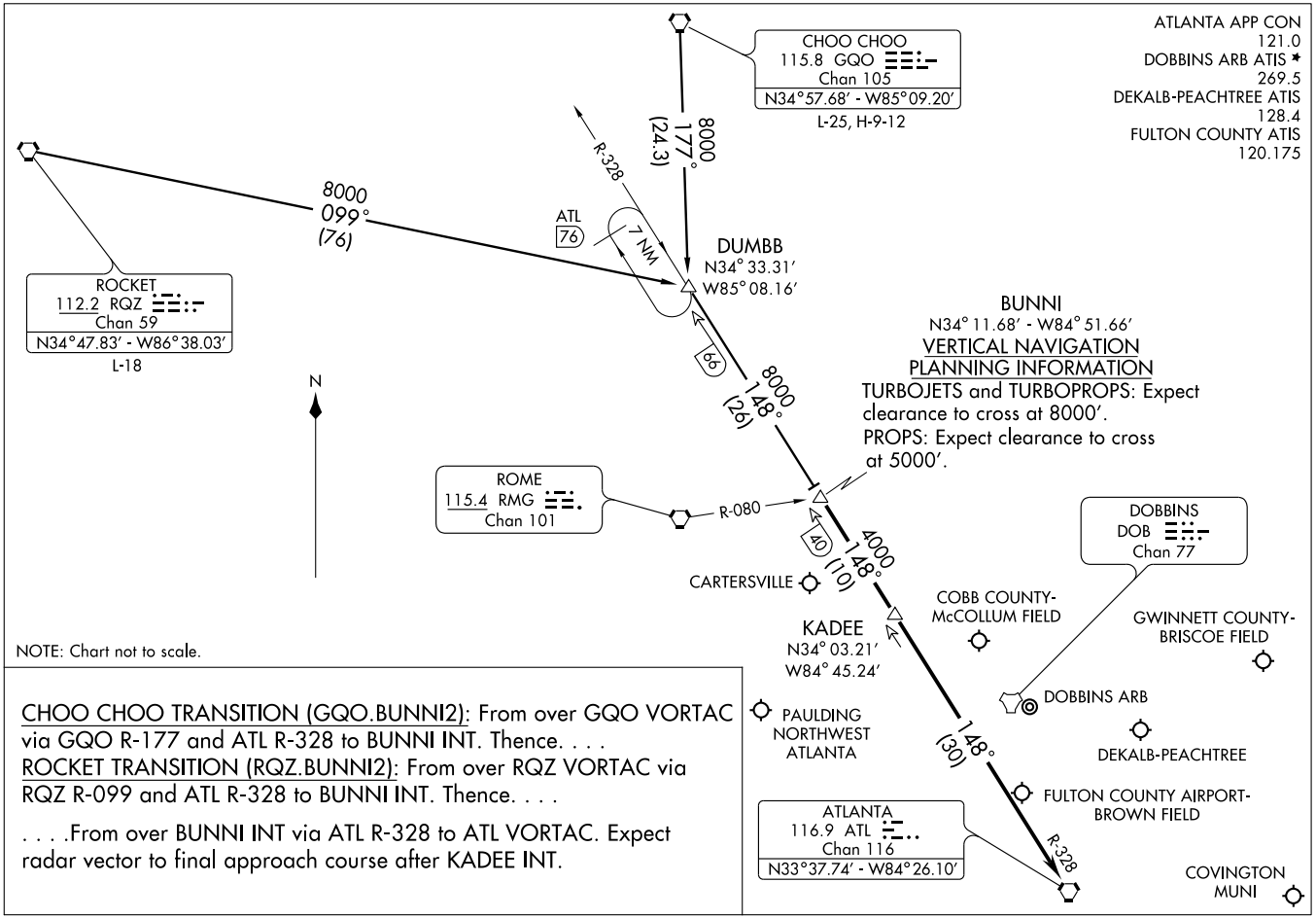
BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

10266

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)

ATLANTA, GEORGIA



CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

VOR/DME PDK	APCH CRS	Rwy ldg 10,000
116.6	284°	TDZE 1015
Chan 113		Arpt Elev 1068

AL-959 [USAF]

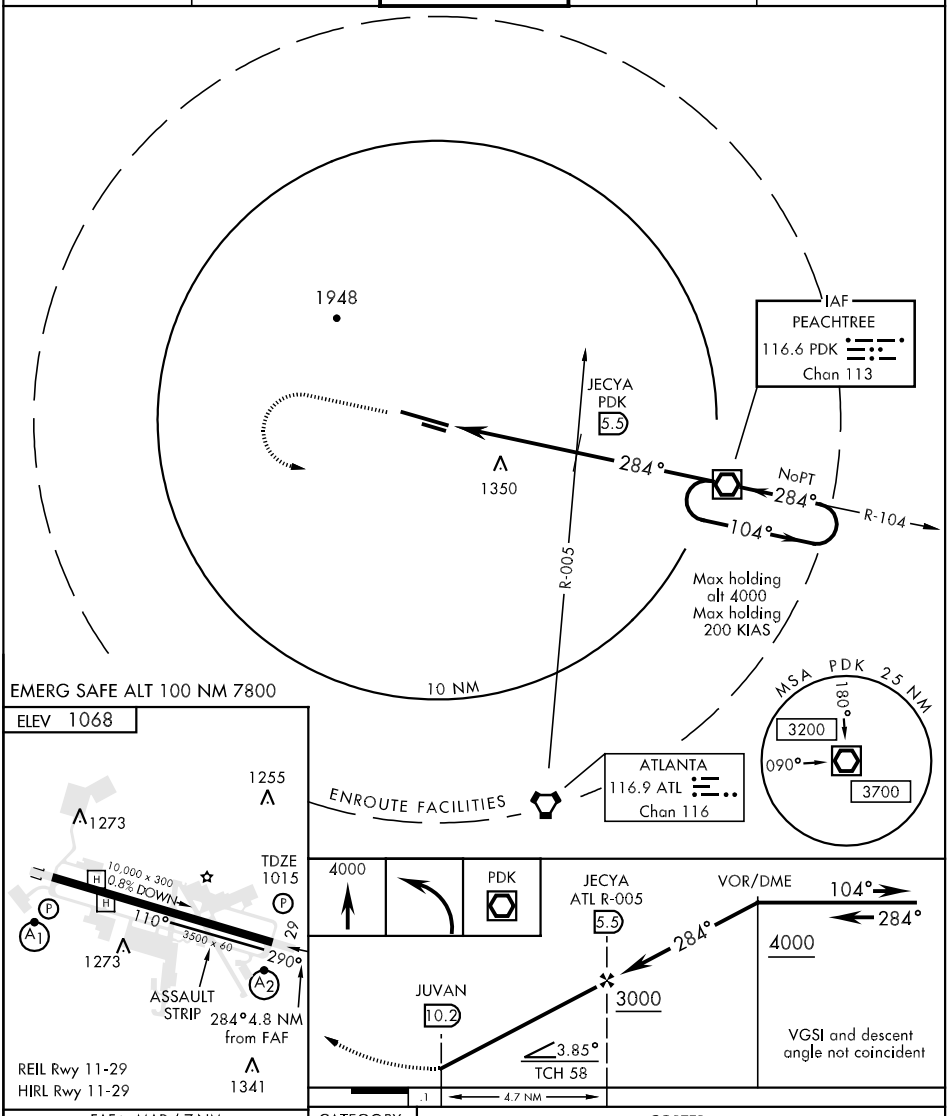
DOBBINS ARB (KMGE)

* When ALS inop, increase RVR to 50 and vis to 1 mile.

SALS A2

MISSED APPROACH: Climb to 4000 turn left direct PDK VOR/DME and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	



FAF to MAP 4.7 NM					
Knots	45	60	75	90	105
Min:Sec	6:16	4:42	3:46	3:08	2:41

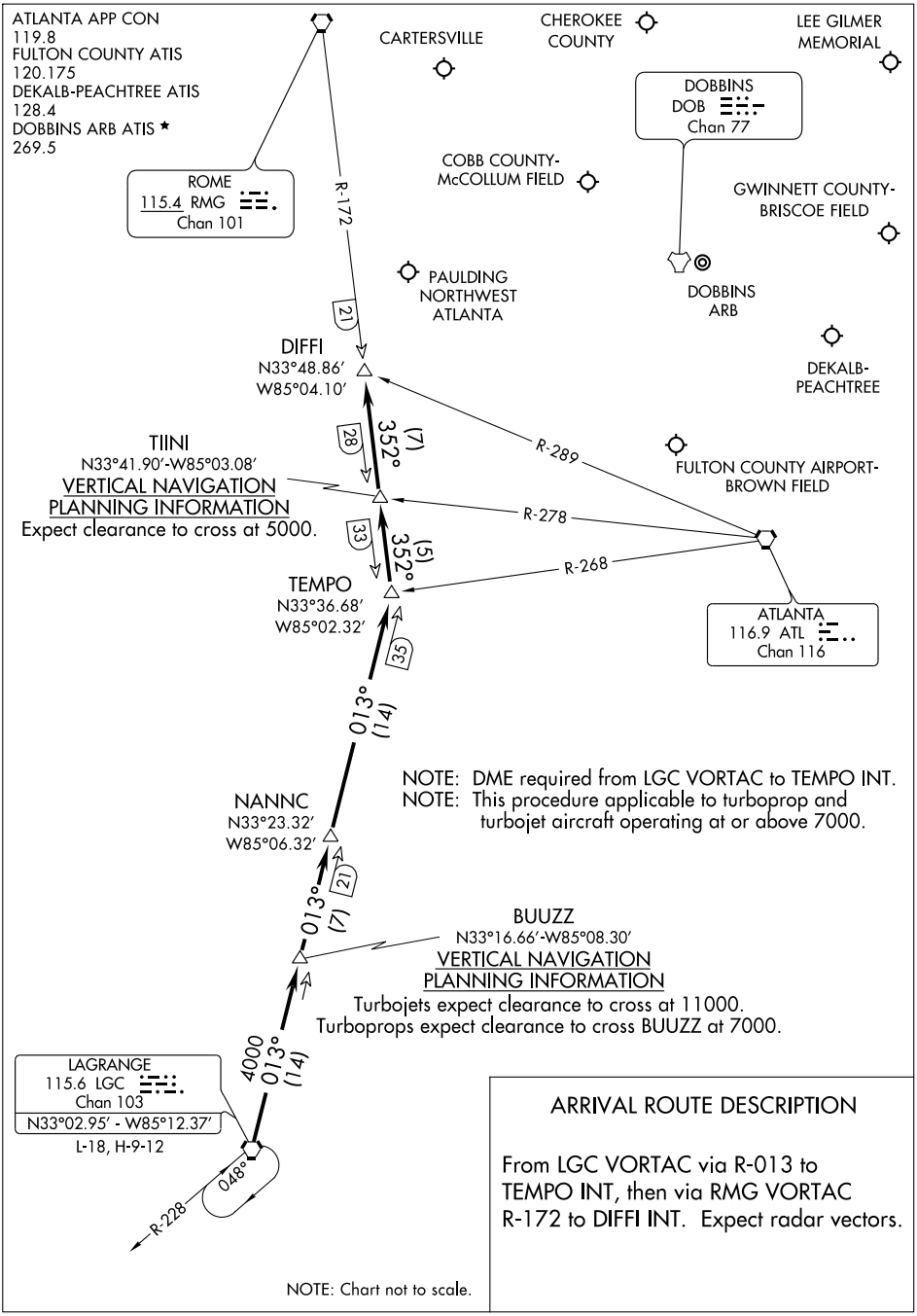
CATEGORY	COPTER		
H-284° *	1600/50	532	(600-1)

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

From LGC VORTAC via R-013 to TEMPO INT, then via RMG VORTAC R-172 to DIFFI INT. Expect radar vectors.

SE-4, 21 OCT 2010 to 18 NOV 2010

DIFFI ONE ARRIVAL

ATLANTA, GEORGIA

(DIFFI.DIFFI1) 10266

ILS or LOC/DME RWY 11

LOC I-DJR	APCH CRS	Rwy ldg 10,000 TDZE 1068 Arpt Elev 1068
109.7	109°	

AL-959 [USAF]

DOBBINS ARB (KMGE)

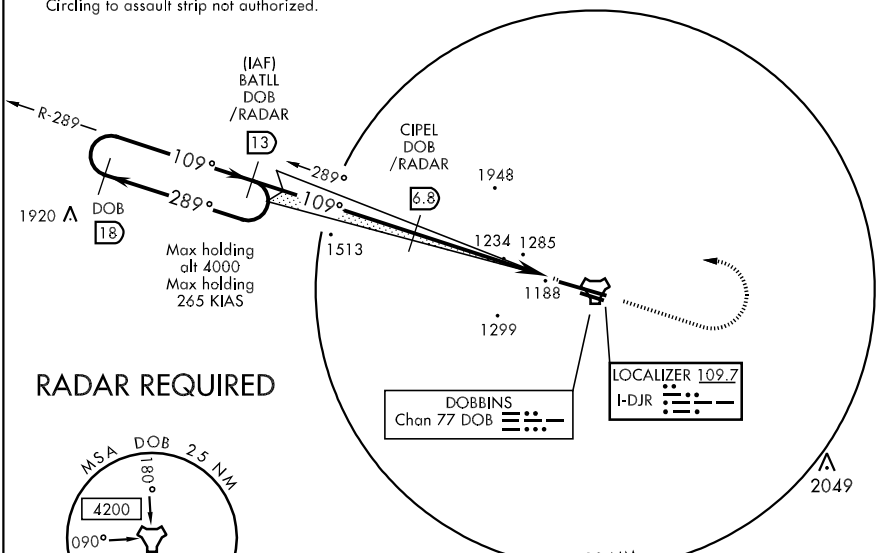
▼ * When ALS inop, increase RVR to 60 and vis to 1¼ .
** When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2 .

ALSF-1

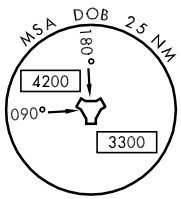
MISSED APPROACH: Climb to 2000 track 109°, then climbing left turn to 3000, direct BATLL and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

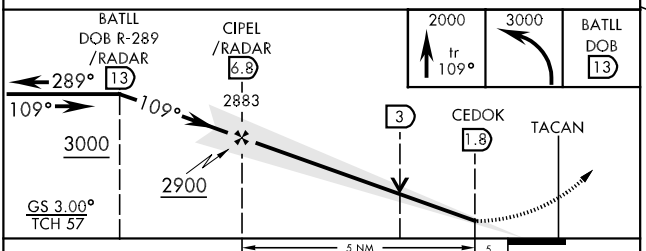
*** Circling not authorized N of Rwy 11-29 for CAT DE aircraft.
Circling to assault strip not authorized.

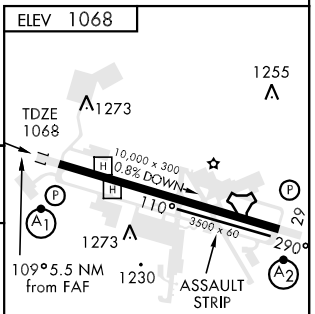


RADAR REQUIRED



EMERG SAFE ALT 100 NM 7800





CATEGORY	A	B	C	D	E
S-ILS 11*	1423/40		355	(400-¾)	
S-LOC 11**	1640/40	572 (600-¾)	1640/50 572 (600-1)	1640/60 572 (600-1¼)	1640-1½ 572 (600-1½)
CIRCLING ***	1680-1 612 (700-1)		1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)

REIL Rwy 11-29
HIRL Rwy 11-29

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 29

LOC I-VRW	APCH CRS	Rwy ldg 10,000 / TDZE 1015 / Arpt Elev 1068
111.35	289°	

AL-959 [USAF]

DOBBINS ARB (KMGE)

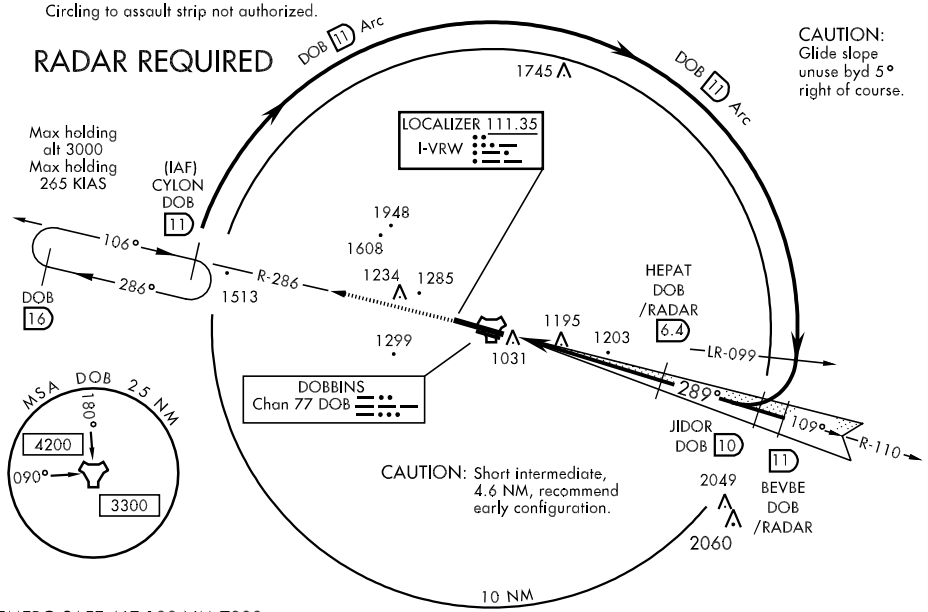
T * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SALS (A2)

MISSED APPROACH: Climb to 3000 via DOB R-286 to CYLON and hold.

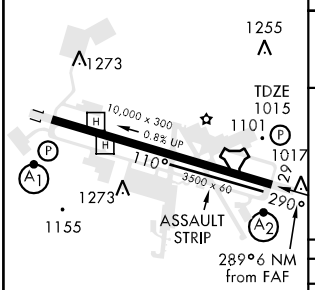
ATIS *	ATLANTA APP CON	DOBBINS TOWER *	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

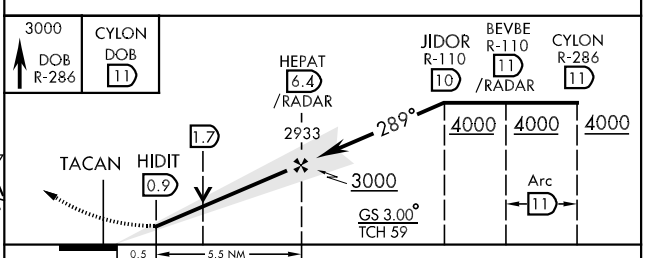
*** Circling not authorized N of Rwy 11-29 for CAT DE aircraft.
Circling to assault strip not authorized.



EMERG SAFE ALT 100 NM 7800

ELEV 1068





REIL Rwy 11-29
HIRL Rwy 11-29

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

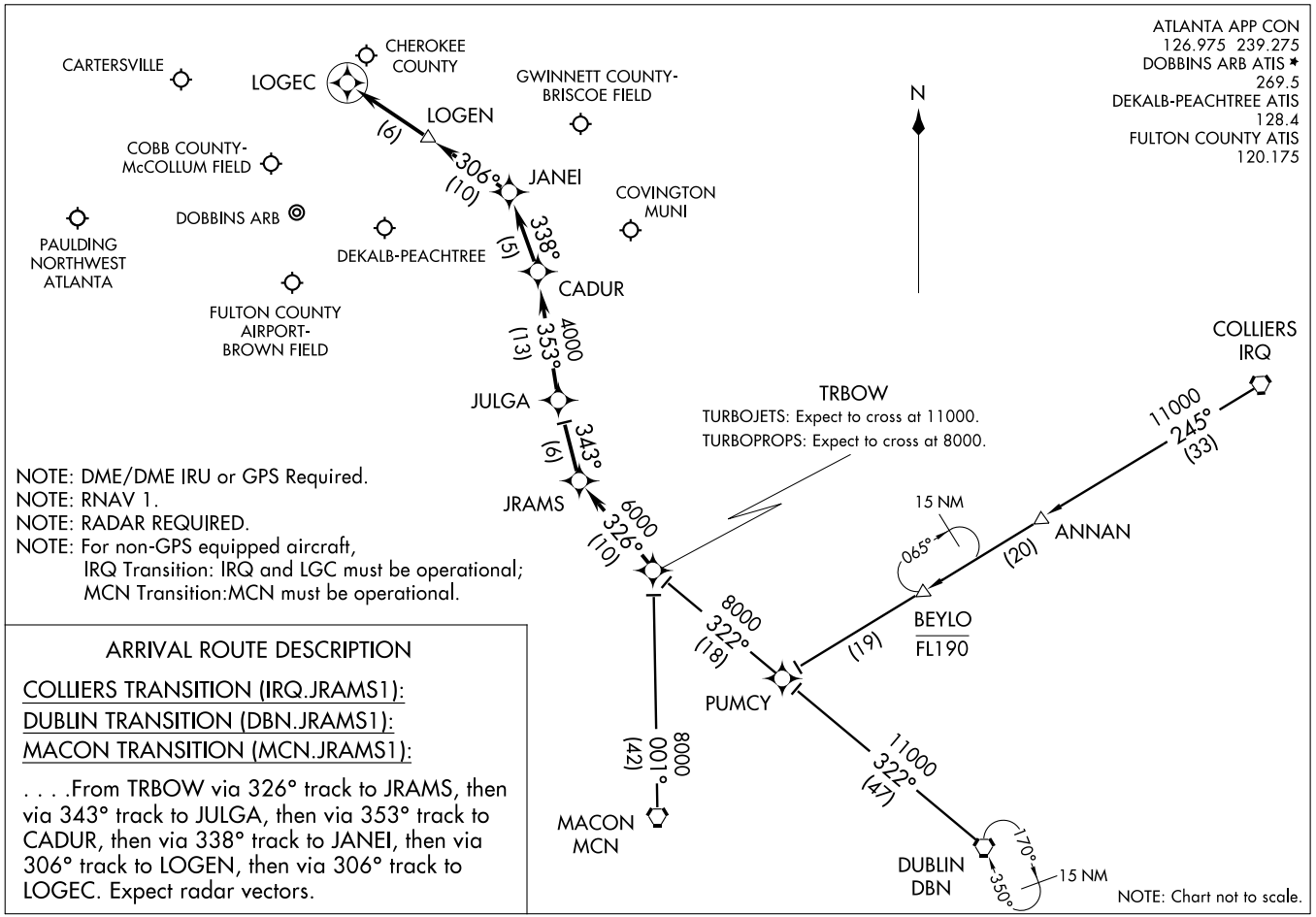
CATEGORY	A	B	C	D	E
S-ILS 29 *	1215/24	200 (200-½)	1215/40	200 (200-¾)	
S-LOC 29 **	1500/40	485 (500-¾)	1500/50 485 (500-1)	1500/60 485 (500-1¼)	1500-1½ 485 (500-1½)
*** CIRCLING	1680-1	612 (700-1)	1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

JRAMS ONE ARRIVAL (RNAV)

(JRAMS.JRAMS1) 10266

ATLANTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLLIERS TRANSITION (IRQ.JRAMS1):

DUBLIN TRANSITION (DBN.JRAMS1):

MACON TRANSITION (MCN.JRAMS1):

. . . .From TRBOW via 326° track to JRAMS, then via 343° track to JULGA, then via 353° track to CADUR, then via 338° track to JANEI, then via 306° track to LOGEN, then via 306° track to LOGEC. Expect radar vectors.

(JRAMS.JRAMS1) 10266

JRAMS ONE ARRIVAL (RNAV)

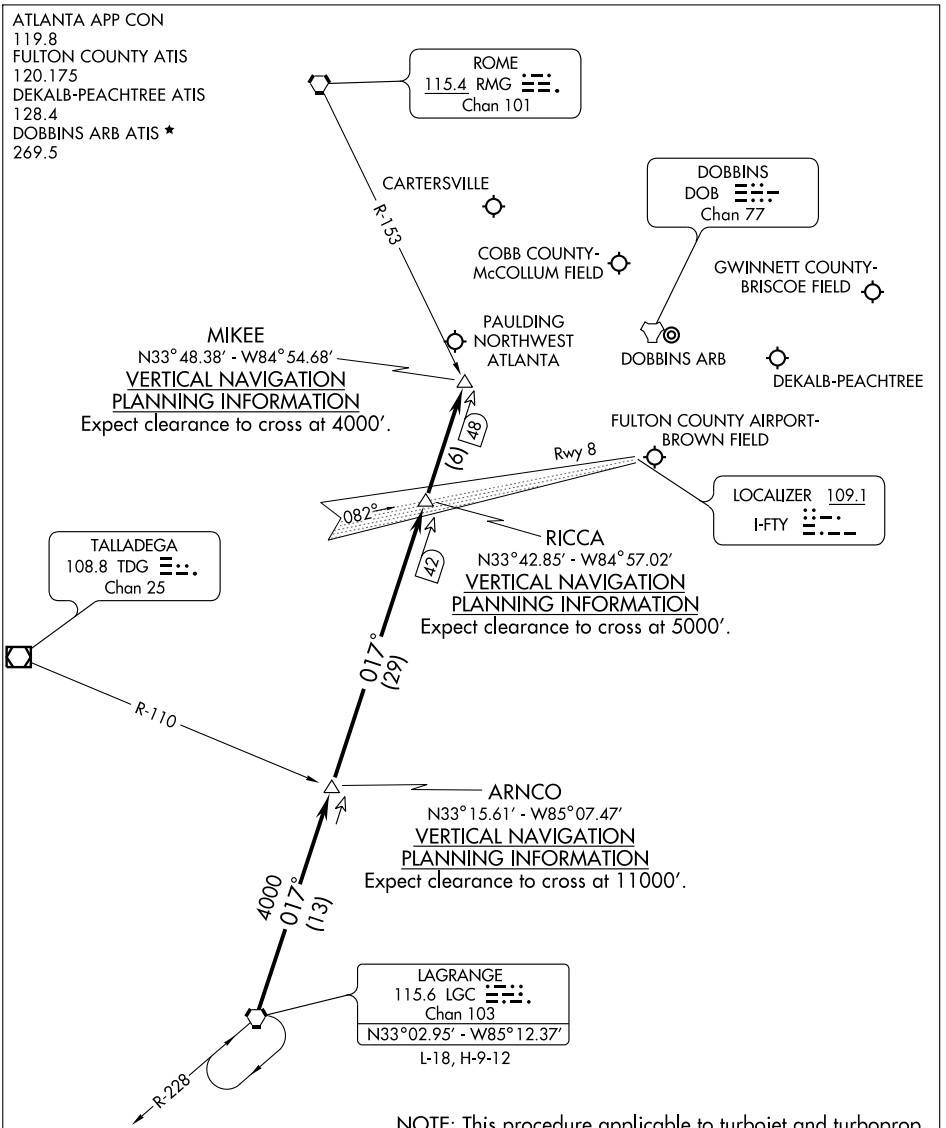
ST-469 (FAA)

ATLANTA, GEORGIA

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 11

TACAN	DOB	APCH CRS	Rwy ldg	10,000
Chan	77	106°	TDZE	1068
			Arpt Elev	1068

AL-959 [USAF]

DOBBINS ARB (KMGE)

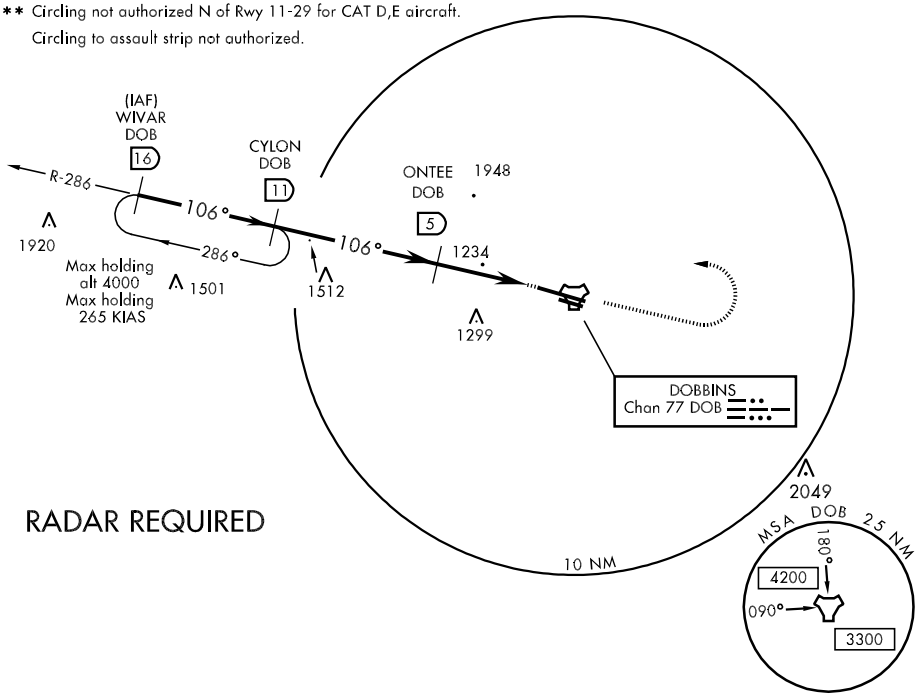
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

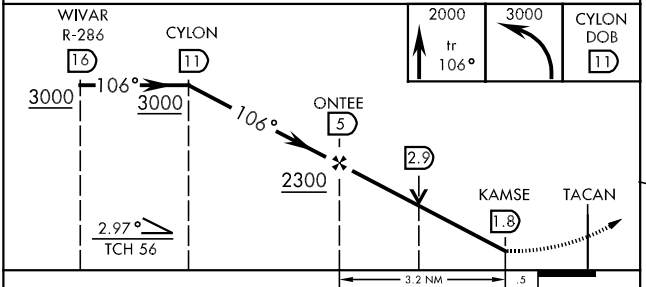
MISSED APPROACH: Climb to 2000 on track 106°, then climbing left turn to 3000 direct CYLON and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

** Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.
Circling to assault strip not authorized.

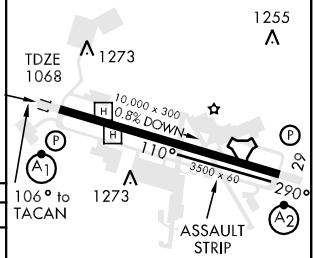


EMERG SAFE ALT 100 NM 7800



ELEV 1068

REIL Rwy 11-29
HIRL Rwy 11-29



CATEGORY	A	B	C	D	E
S-11*	1640/40	572 (600-¾)	1640/50 572 (600-1)	1640/60 572 (600-1¼)	1640-1½ 572 (600-1½)
CIRCLING **	1680-1	612 (700-1)	1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 29

TACAN DOB Chan 77	APCH CRS 291°	Rwy ldg 10,000 TDZE 1015 Arpt Elev 1068

AL-959 [USAF]

DOBBINS ARB (KMGE)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2 ¼ miles.

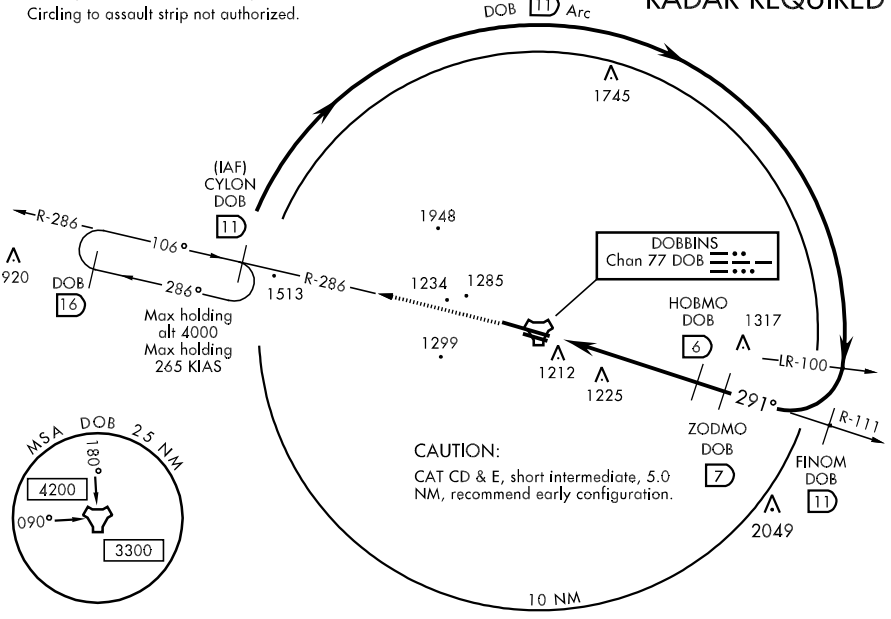
SALS (A2)

MISSED APPROACH: Climb to 3000 via DOB R-286 to CYLON and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

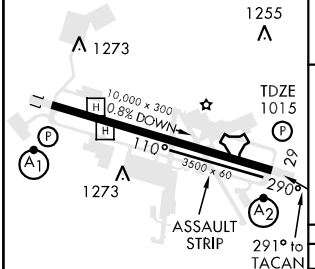
** Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.
Circling to assault strip not authorized.

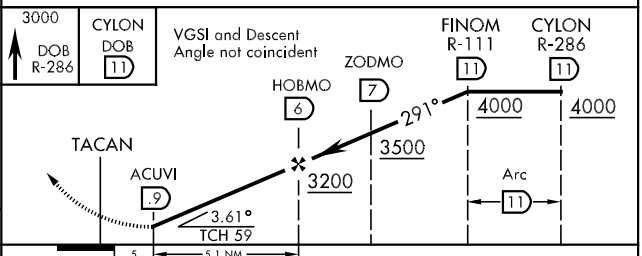
RADAR REQUIRED



EMERG SAFE ALT 100 NM 7800

ELEV 1068





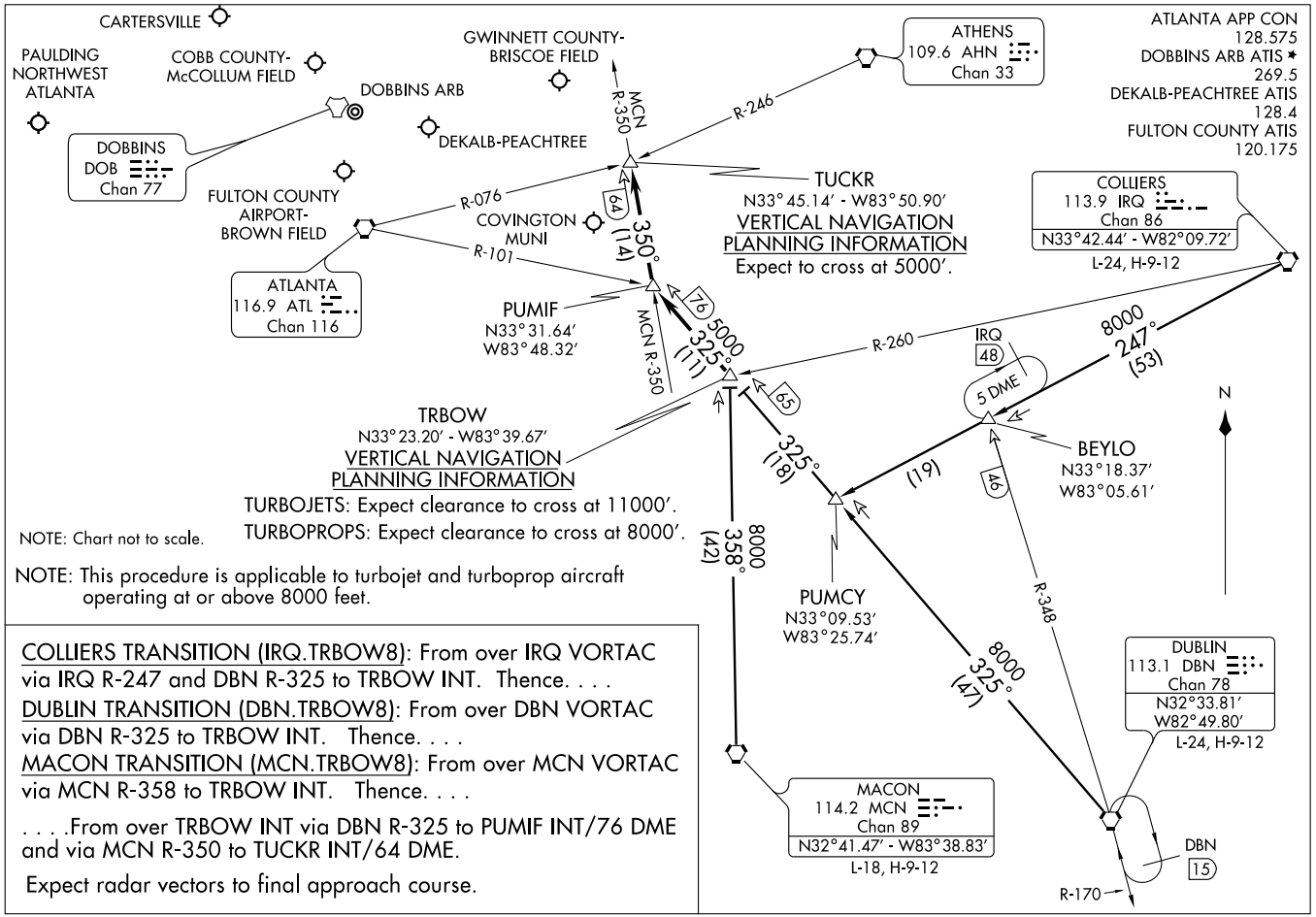
CATEGORY	A	B	C	D	E
S-29 *	1620/40 605 (600-¾)		1620-1 ½ 605 (600-1½)	1620-1¾ 605 (600-1 ¾)	1620-2 605 (600-2)
CIRCLING **	1680-1 612 (700-1)		1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)

REIL Rwy 11-29
HIRL Rwy 11-29

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TRBOW EIGHT ARRIVAL

(TRBOW.TRBOW8) 10266



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 10266
TRBOW EIGHT ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA

ATLANTA, GEORGIA

NDB RWY 21

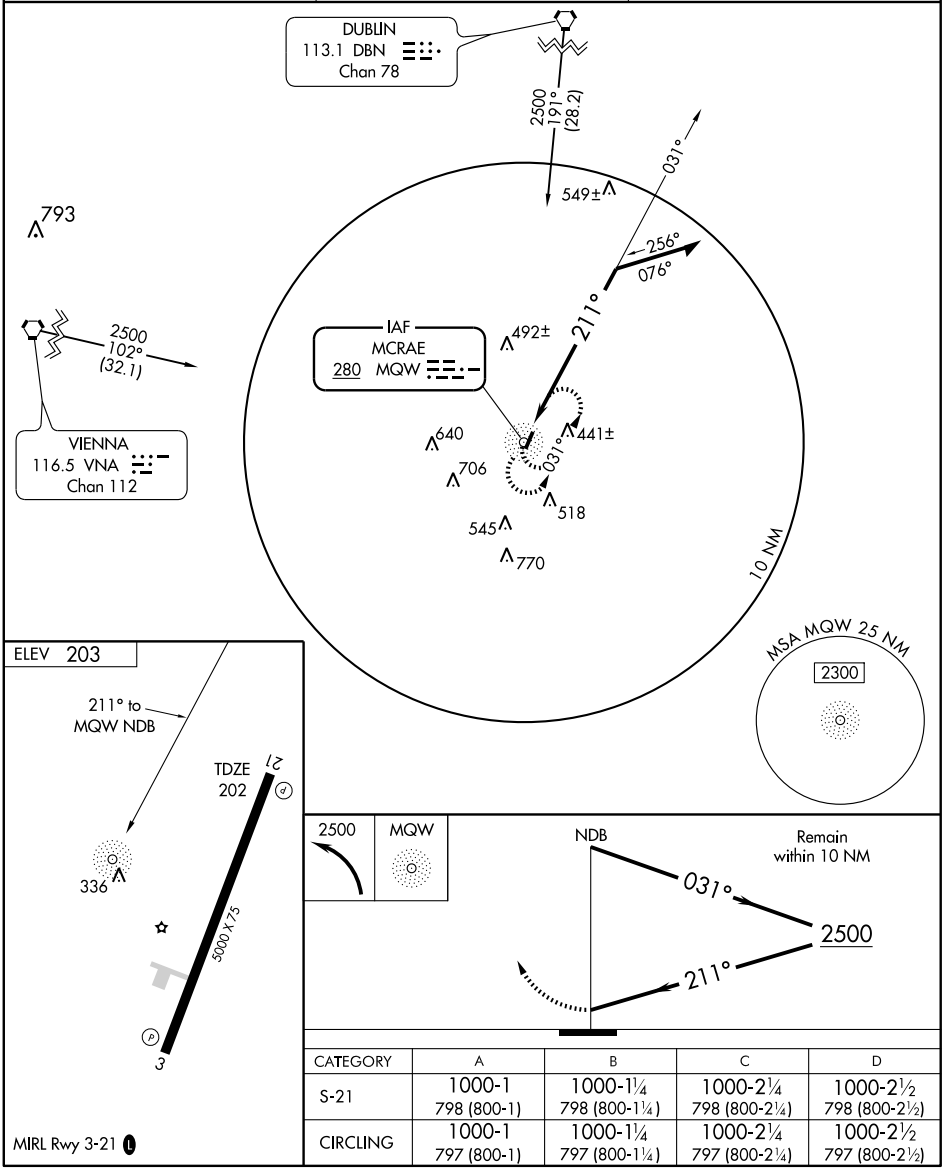
MCRAE/ TELFAIR-WHEELER (MQW)

NDB MQW	APP CRS	Rwy Idg	5000
280	211°	TDZE	202
		Apt Elev	203

Visibility reduction by helicopters NA. Use Vidalia altimeter setting; when not received use Alma altimeter setting and increase all MDA 20 feet, and increase S-21 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 in MQW NDB holding pattern, continue climb-in-hold to 2500.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L



CATEGORY	A	B	C	D
S-21	1000-1 798 (800-1)	1000-1¼ 798 (800-1¼)	1000-2¼ 798 (800-2¼)	1000-2½ 798 (800-2½)
CIRCLING	1000-1 797 (800-1)	1000-1¼ 797 (800-1¼)	1000-2¼ 797 (800-2¼)	1000-2½ 797 (800-2½)

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SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 70508	026°	TDZE	202
W03A		Apt Elev	202

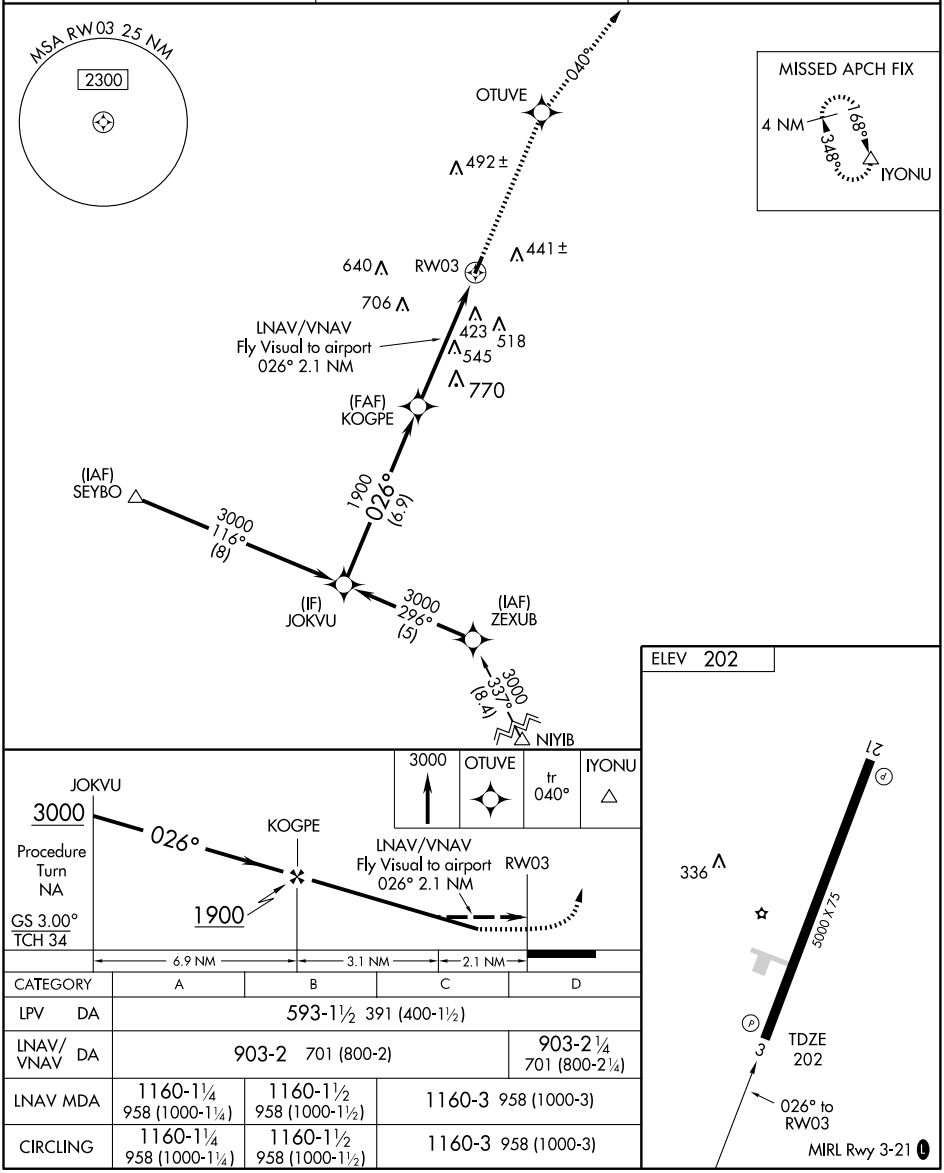
RNAV (GPS) RWY 3

MCRAE/ TELFAIR-WHEELER (MQW)

Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA.
Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all DA/MDA 20 feet.
Baro-VNAV NA. LNAV/VNAV NA when using Alma altimeter setting.

MISSED APPROACH: Climb to 3000 direct OTUVE and via 040° track to IYONU and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L



CATEGORY	A	B	C	D
LPV DA	593-1½ 391 (400-1½)			
LNAV/VNAV DA	903-2 701 (800-2)			903-2¼ 701 (800-2¼)
LNAV MDA	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	
CIRCLING	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	

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SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

MCRAE/ TELFAIR-WHEELER (MQW)

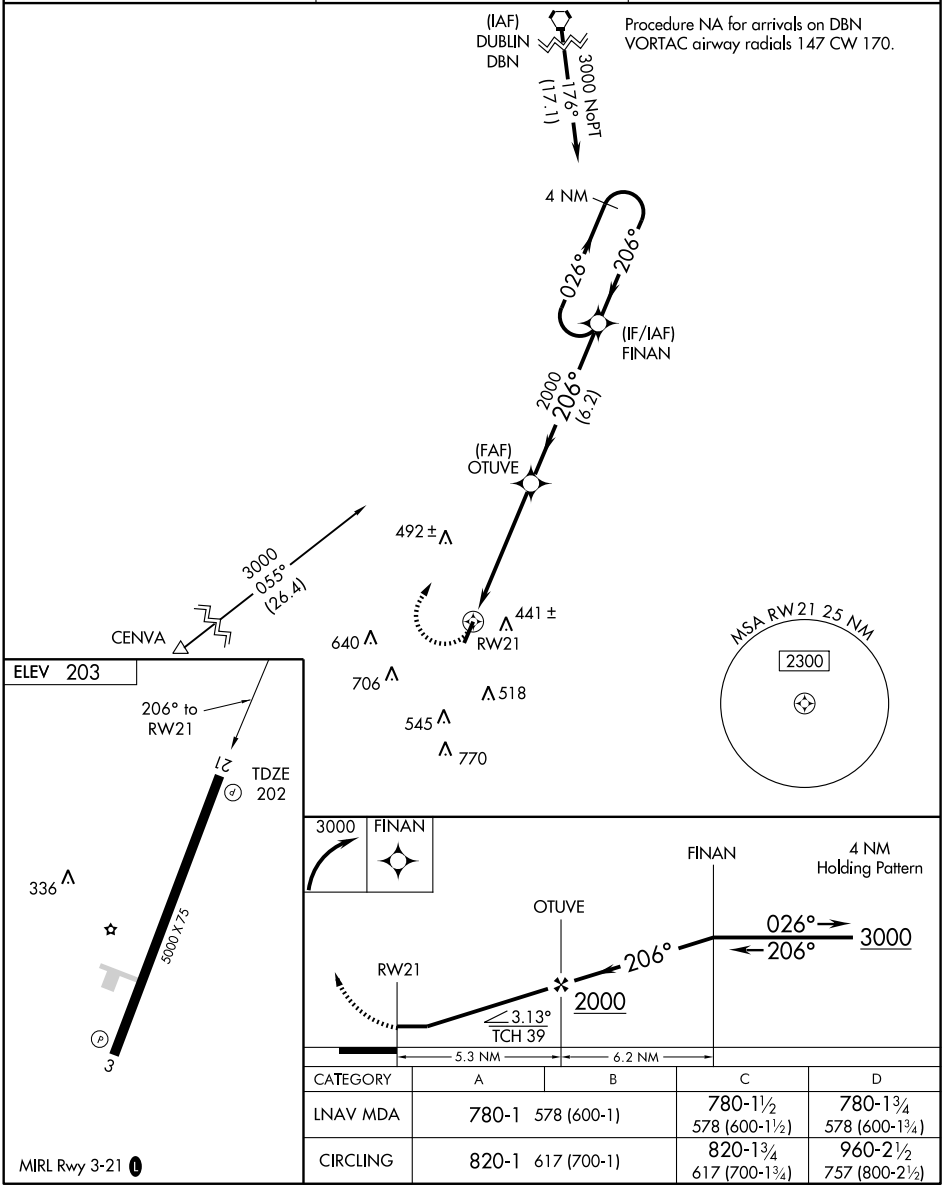
APP CRS	Rwy Idg	5000
206°	TDZE	202
	Apt Elev	203

V A NA — DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 3000 direct FINAN and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L

Procedure NA for arrivals on DBN VORTAC airway radials 147 CW 170.



CATEGORY	A	B	C	D
LNAV MDA	780-1 578 (600-1)		780-1½ 578 (600-1½)	780-1¾ 578 (600-1¾)
CIRCLING	820-1 617 (700-1)		820-1¾ 617 (700-1¾)	960-2½ 757 (800-2½)

MIRL Rwy 3-21 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
096°	TDZE	197
	Apt Elev	197

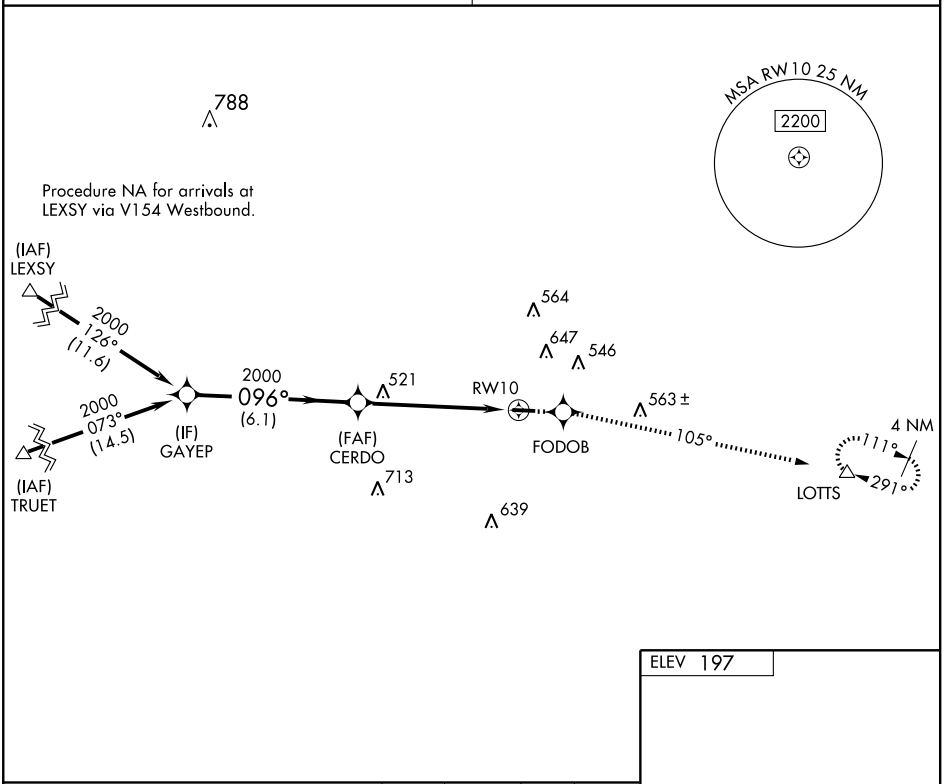
RNAV (GPS) RWY 10

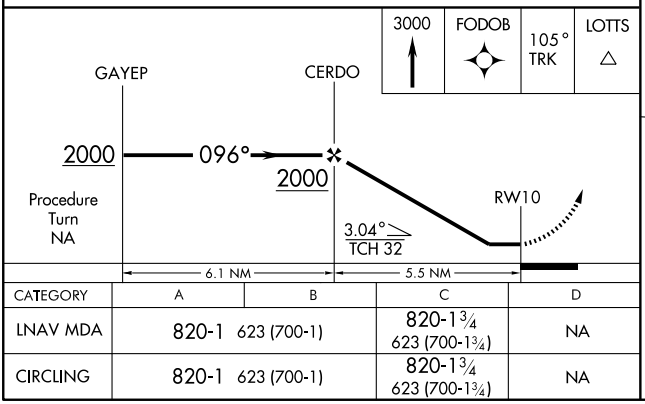
METTER MUNI (MHP)

Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet.
NA
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

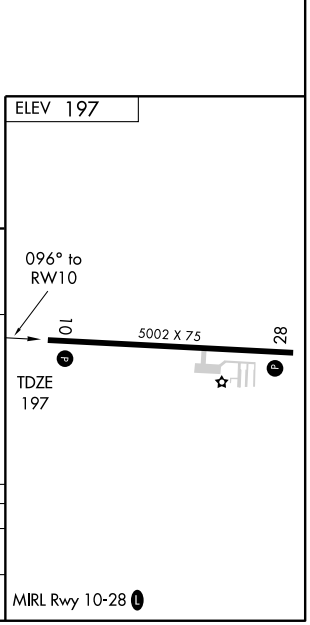
MISSED APPROACH: Climb to 3000 direct FODOB and via 105° track to LOTTS and hold.

JACKSONVILLE CENTER	UNICOM
132.5 363.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	820-1 623 (700-1)		820-1¾ 623 (700-1¾)	NA
CIRCLING	820-1 623 (700-1)		820-1¾ 623 (700-1¾)	NA



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

METTER MUNI (MHP)

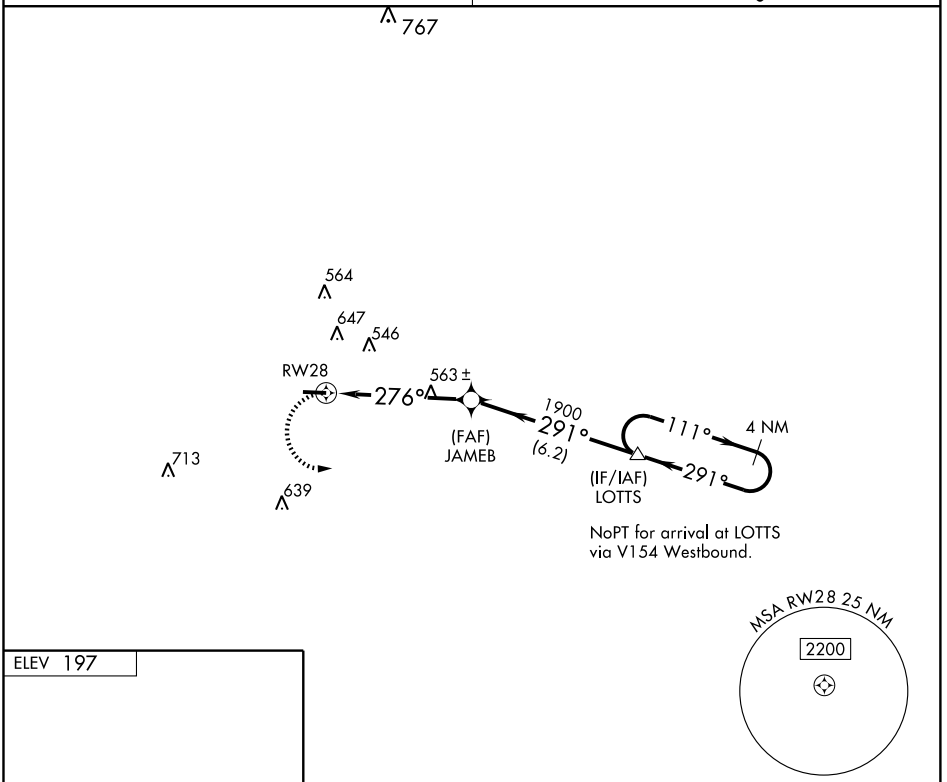
APP CRS	Rwy Idg	5002
276°	TDZE	197
	Apt Elev	197

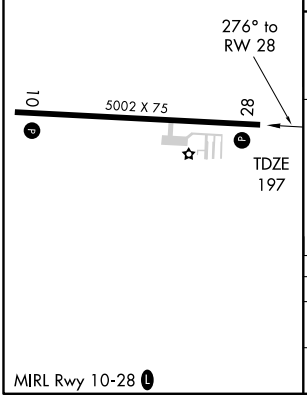
Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet, and LNAV and Circling Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

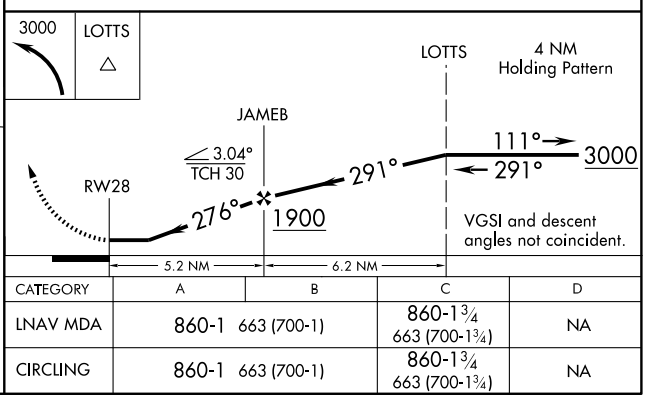
NA

MISSED APPROACH: Climbing left turn to 3000 direct LOTTS and hold.

JACKSONVILLE CENTER	UNICOM
132.5 363.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1 663 (700-1)		860-1¾ 663 (700-1¾)	NA
CIRCLING	860-1 663 (700-1)		860-1¾ 663 (700-1¾)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB UMB	APP CRS	Rwy Idg	5509
380	276°	TDZE	379
		Apt Elev	385

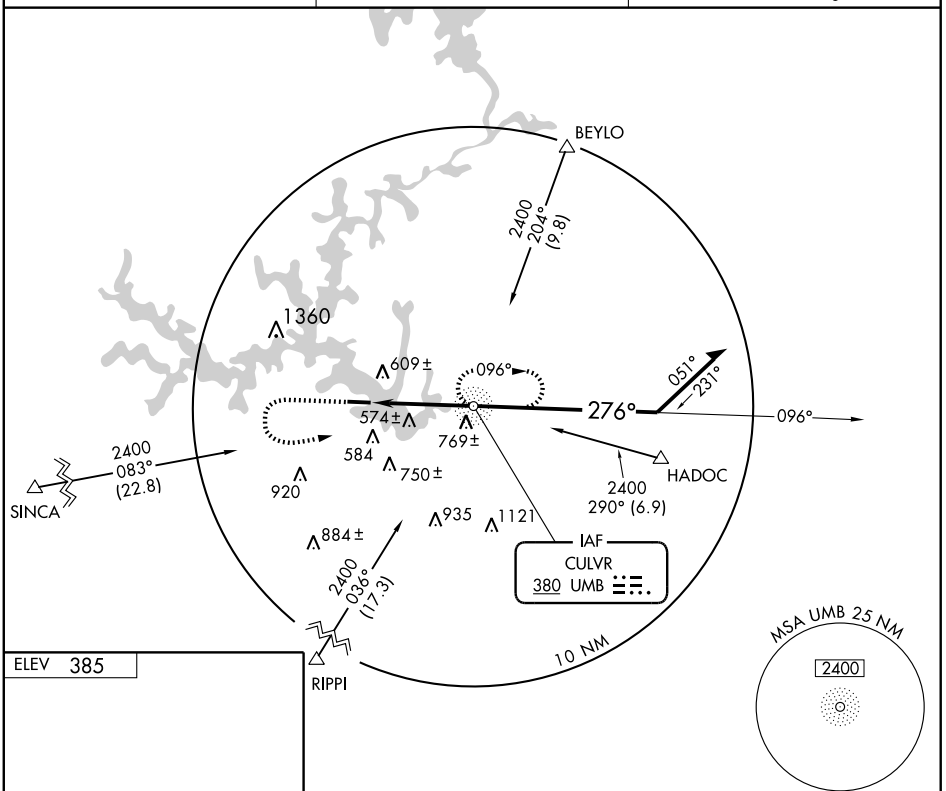
NDB RWY 28

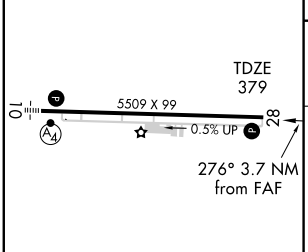
MILLEDGEVILLE/BALDWIN COUNTY (MLJ)

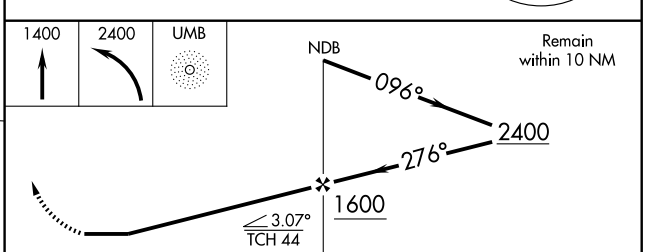
T A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 direct UMB NDB and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.925	124.2 279.6	122.8 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-28	960-1	581 (600-1)	NA	
CIRCLING	960-1	575 (600-1)	NA	

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SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

MILLEDGEVILLE/ BALDWIN COUNTY (MLJ)

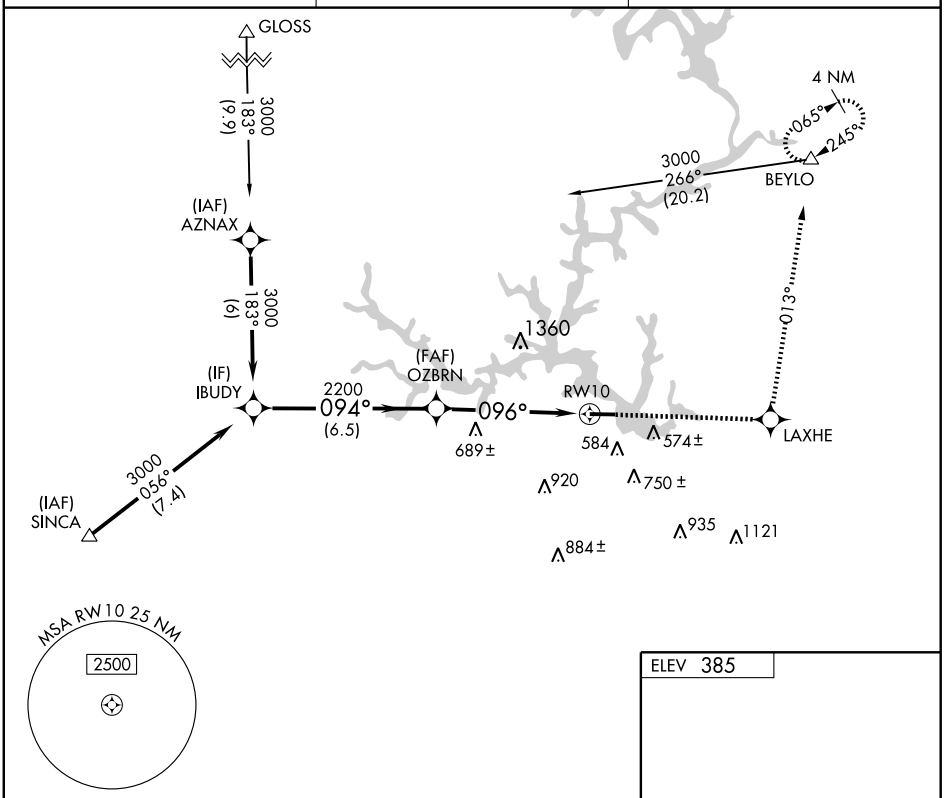
APP CRS	Rwy Idg	5509
096°	TDZE	385
	Apt Elev	385

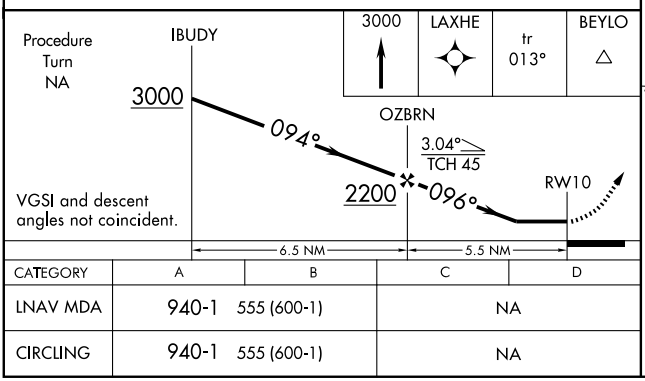
Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Middle Georgia Rgnl alimeter setting and increase all MDA 100 feet.

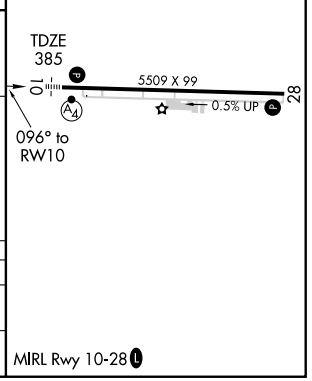
MALSF

MISSED APPROACH: Climb to 3000 direct LAXHE and on track 013° to BEYLO and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.925	124.2 279.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1	555 (600-1)	NA	
CIRCLING	940-1	555 (600-1)	NA	

MIRL Rwy 10-28 L

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WAAS	APP CRS	Rwy Idg	5509
CH 82318	276°	TDZE	379
W28A		Apt Elev	385

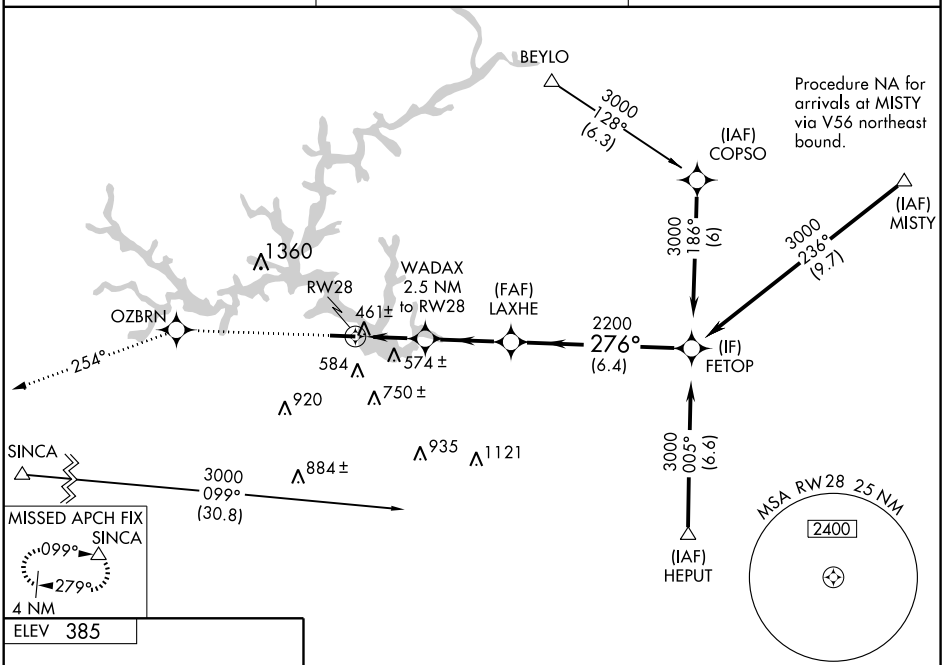
RNAV (GPS) RWY 28

MILLEDGEVILLE/BALDWIN COUNTY (MLJ)

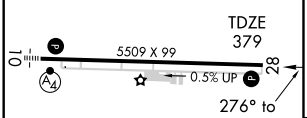
Baro-VNAV NA when using Middle Georgia Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C° (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all DA 84 feet, and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OZBRN and on track 254° to SINCA and hold.

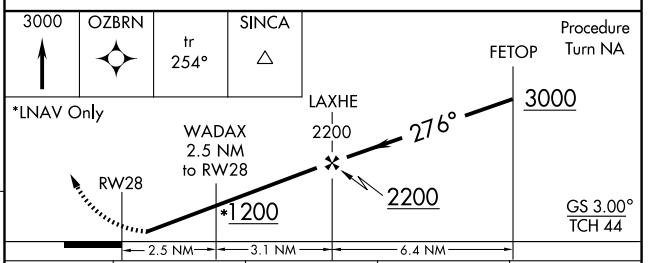
AWOS-3	ATLANTA APP CON ★	UNICOM
120.925	124.2 279.6	122.8 (CTAF) L



ELEV 385



MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	654-1	275 (300-1)	NA	
LNAV/VNAV DA	997-2¼	618 (700-2¼)	NA	
LNAV MDA	800-1	421 (500-1)	NA	
CIRCLING	920-1 535 (600-1)	940-1 555 (600-1)	NA	

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SE-4, 21 OCT 2010 to 18 NOV 2010

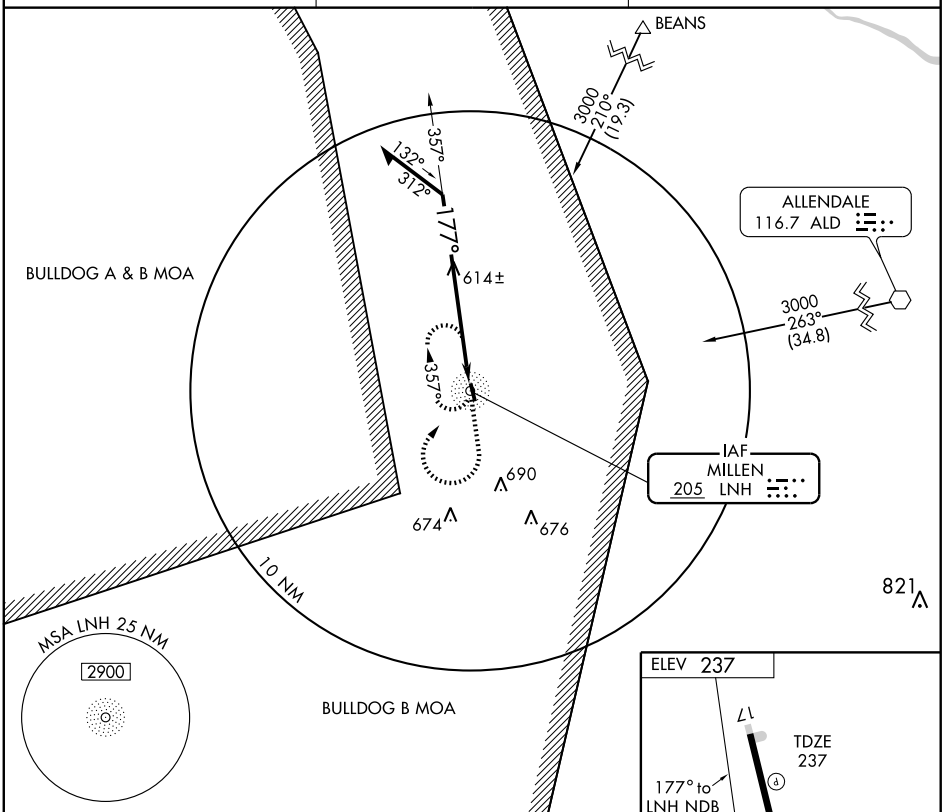
NDB LNH	APP CRS	Rwy Idg	4000
205	177°	TDZE	237
		Apt Elev	237

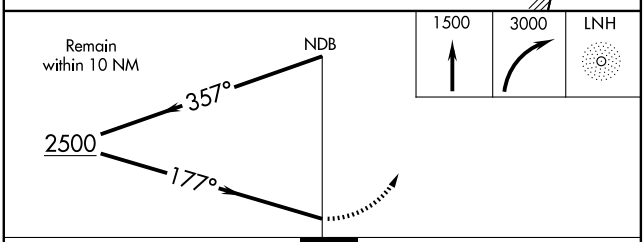
NDB RWY 17
MILLEN (2J5)

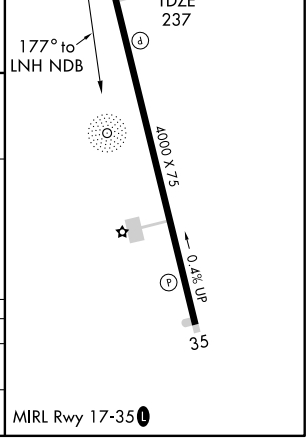
T
A NA
Use Augusta Rgnl at Bush Field altimeter setting.
Circling NA E of Rwy17-35.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct LNH NDB and hold.

AUGUSTA ASOS	AUGUSTA APP CON	CTAF
132.75	126.8 270.3	122.9 L







CATEGORY	A	B	C	D
S-17	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)
CIRCLING	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 49218	173°	TDZE	237
W17A		Apt Elev	237

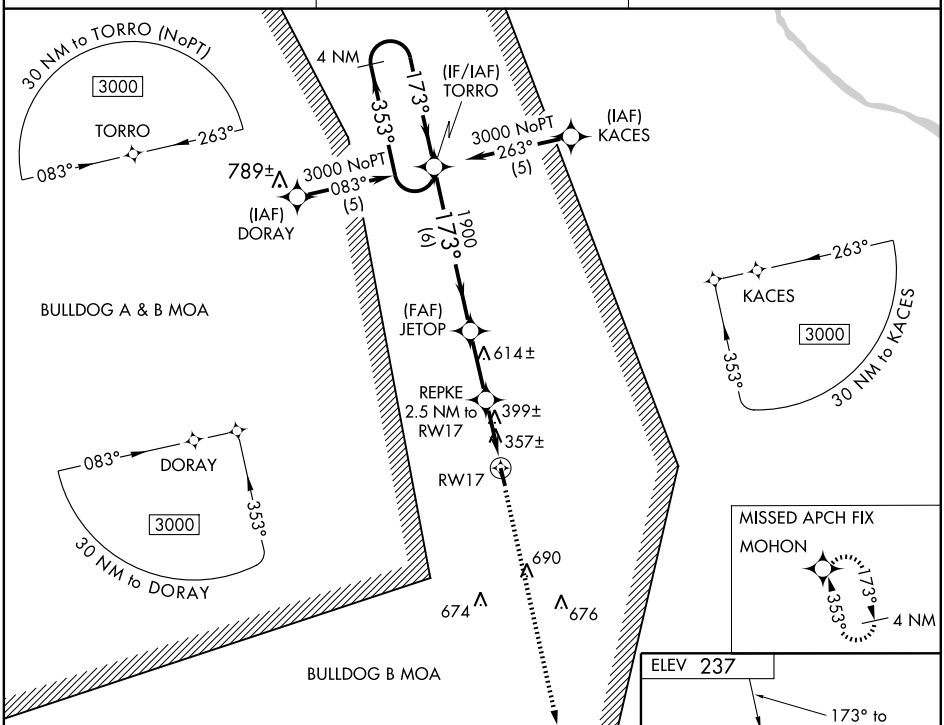
RNAV (GPS) RWY 17

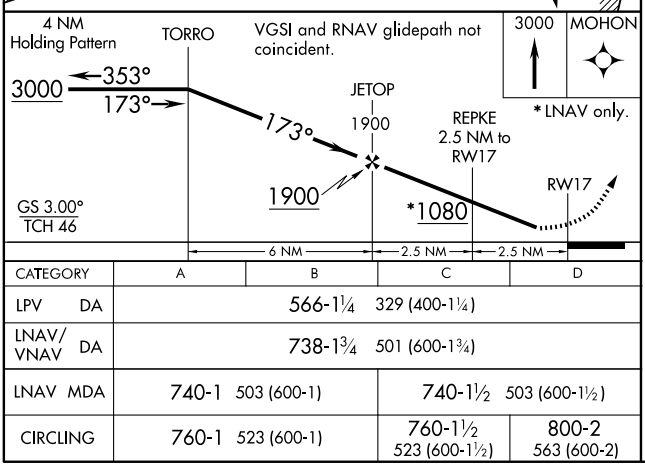
MILLEN (2J5)

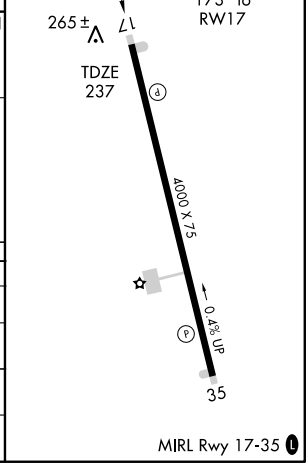
Circling NA East of Rwy 17-35. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Augusta Rgnl at Bush Field altimeter setting, when not received, use Plantation Airpark altimeter setting.

MISSED APPROACH: Climb to 3000 direct MOHON and hold.

AUGUSTA ASOS	AUGUSTA APP CON	CTAF
132.75	126.8 270.3	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	566-1¼ 329 (400-1¼)			
LNAV/VNAV DA	738-1¾ 501 (600-1¾)			
LNAV MDA	740-1 503 (600-1)		740-1½ 503 (600-1½)	
CIRCLING	760-1 523 (600-1)		760-1½ 523 (600-1½)	800-2 563 (600-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

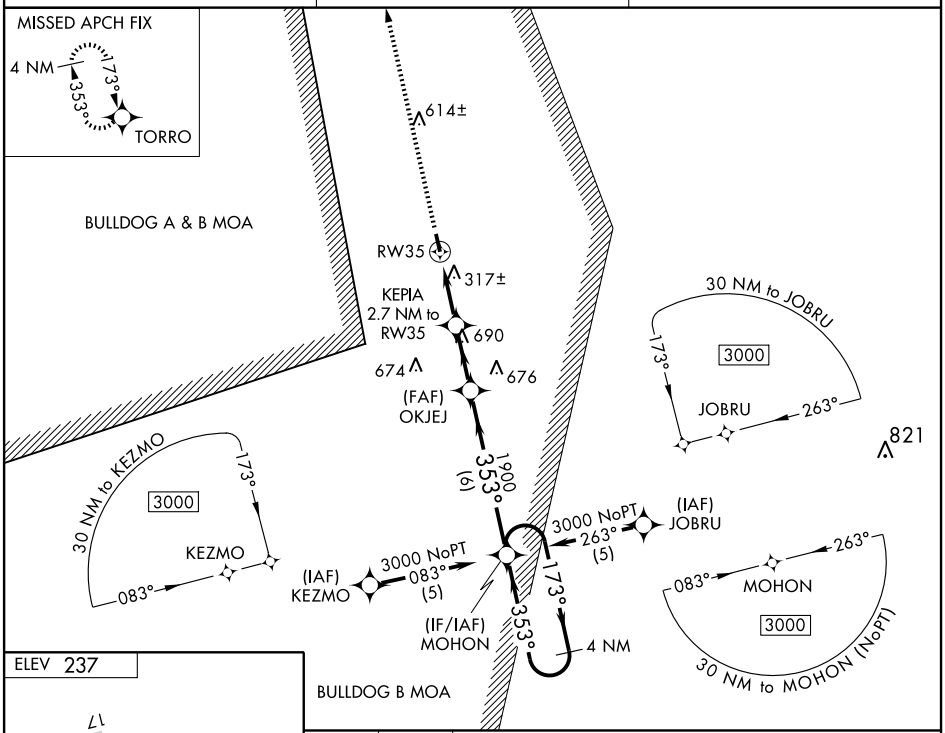
MILLEN (2J5)

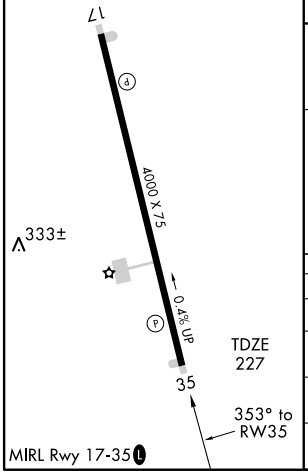
WAAS	APP CRS	Rwy Idg	4000
CH 53718	353°	TDZE	227
W35A		Apt Elev	237

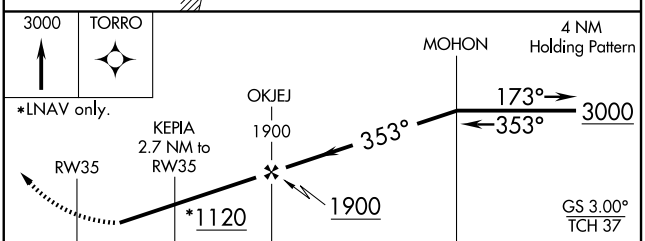
Circling NA East of Rwy 17-35. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Augusta Rgnl at Bush Field altimeter setting, when not received, use Plantation Airpark altimeter setting.

MISSED APPROACH: Climb to 3000 direct TORRO and hold.

AUGUSTA ASOS	AUGUSTA APP CON	CTAF
132.75	126.8 270.3	122.9 L







CATEGORY	A	B	C	D
LPV DA	556-1¼ 329 (400-1¼)			
LNAV/VNAV DA	692-1¾ 465 (500-1¾)			
LNAV MDA	680-1 453 (500-1)		680-1¼ 453 (500-1¼)	680-1½ 453 (500-1½)
CIRCLING	760-1 523 (600-1)		760-1½ 523 (600-1½)	800-2 563 (600-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

NDB JNM 392	APP CRS 036°	Rwy Idg N/A TDZE N/A Apt Elev 875

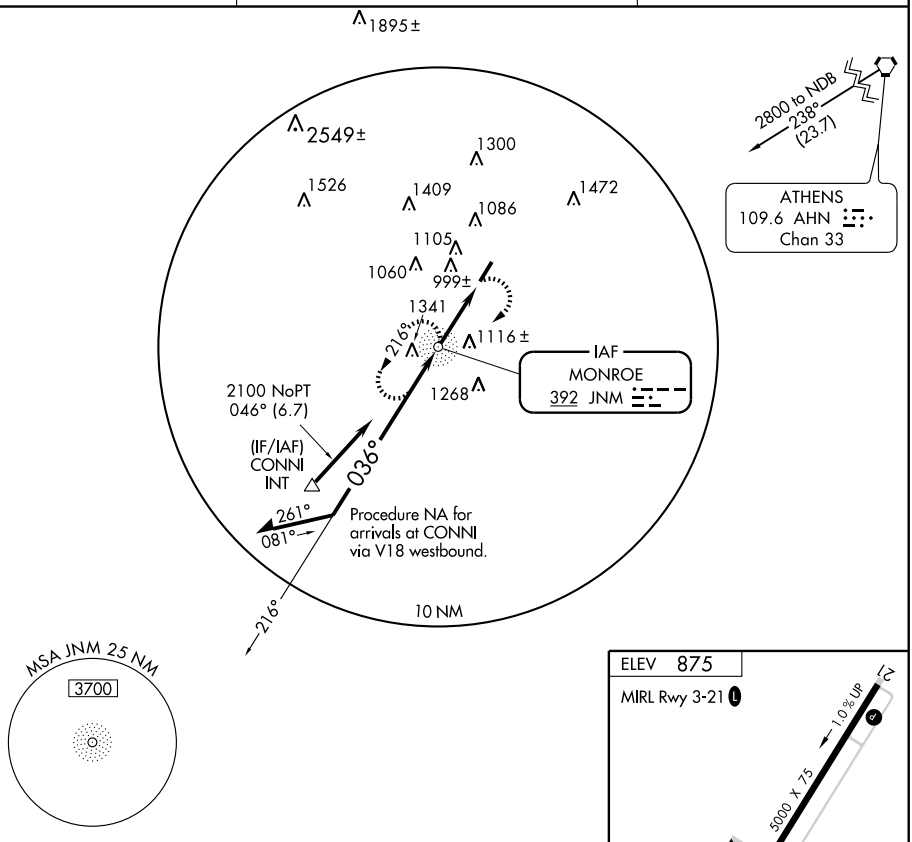
NDB-A

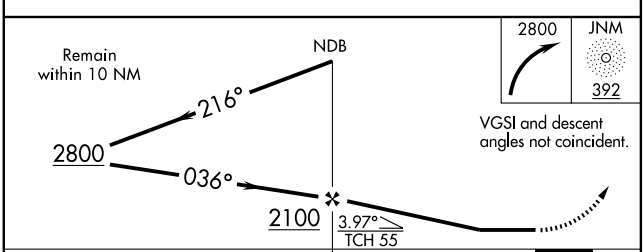
MONROE-WALTON COUNTY (D73)

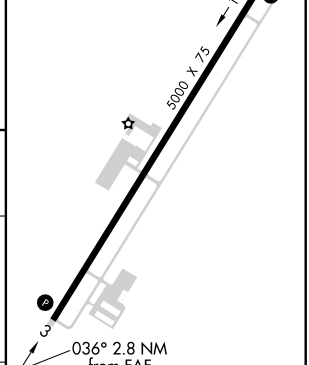
T
A NA — When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2800 direct JNM NDB and hold, continue climb-in-hold to 2800.

AWOS-A	ATLANTA APP CON	CTAF
392	126.975 239.275	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1460-1 585 (600-1)		1460-1½ 585 (600-1½)	NA

FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

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SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
035°	TDZE	875
	Apt Elev	875

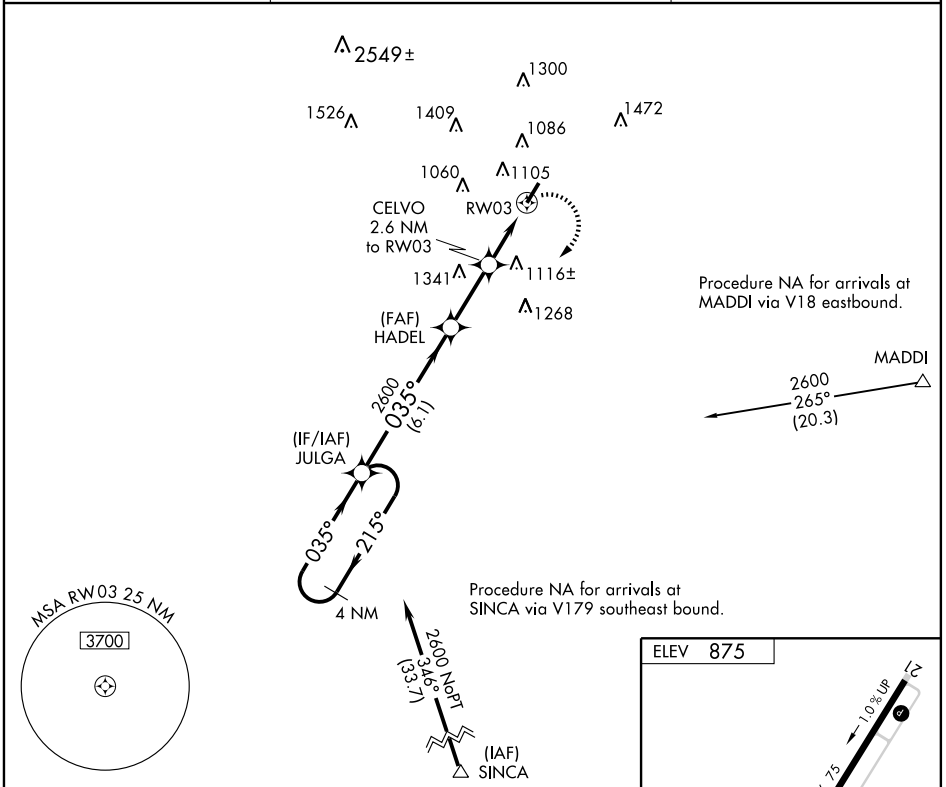
RNAV (GPS) RWY 3

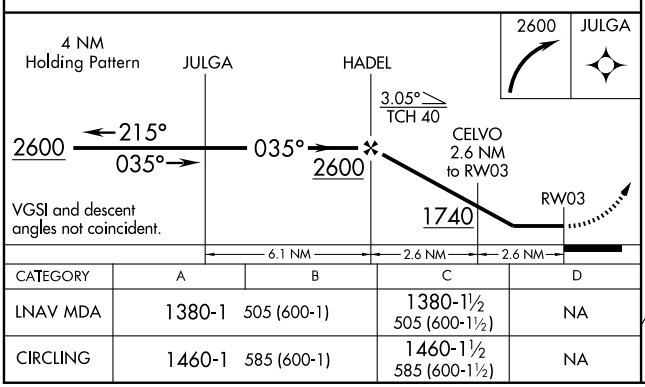
MONROE-WALTON COUNTY (D73)

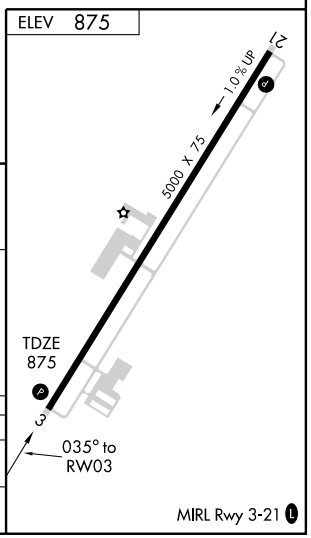
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility¼ mile.

MISSED APPROACH: Climbing right turn to 2600 direct JULGA and hold.

AWOS-A	ATLANTA APP CON	CTAF
392	126.975 239.275	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 505 (600-1)		1380-1½ 505 (600-1½)	NA
CIRCLING	1460-1 585 (600-1)		1460-1½ 585 (600-1½)	NA

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NDB IZS 426	APP CRS 184°	Rwy Idg 4220 TDZE 337 Apt Elev 337

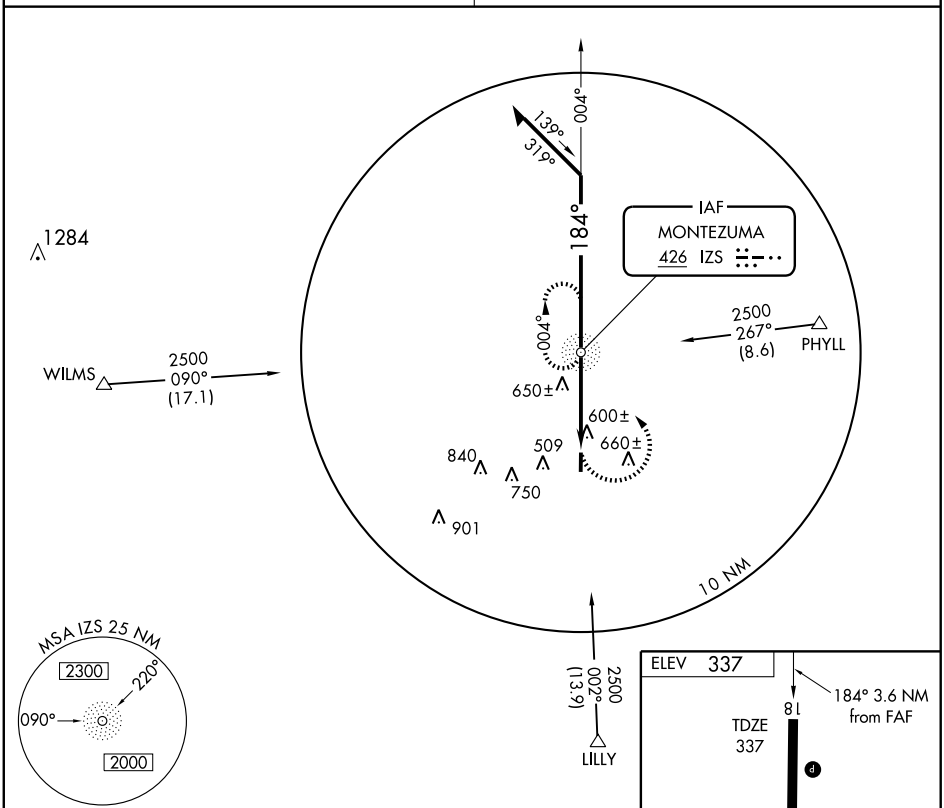
NDB RWY 18

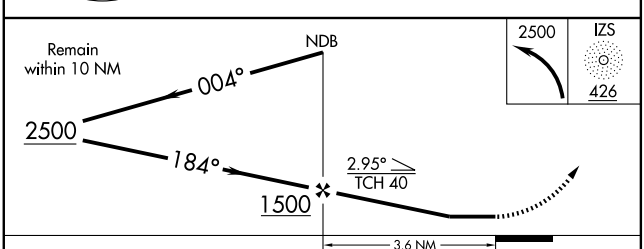
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

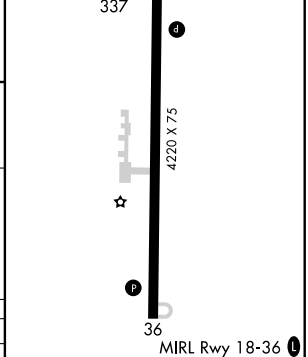
T A NA Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2500 direct IZS NDB and hold.

ATLANTA APP CON ★	CTAF
124.2 279.6	122.9 L







CATEGORY	A	B	C	D
S-18	1020-1	683 (700-1)	1020-2 683 (700-1)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

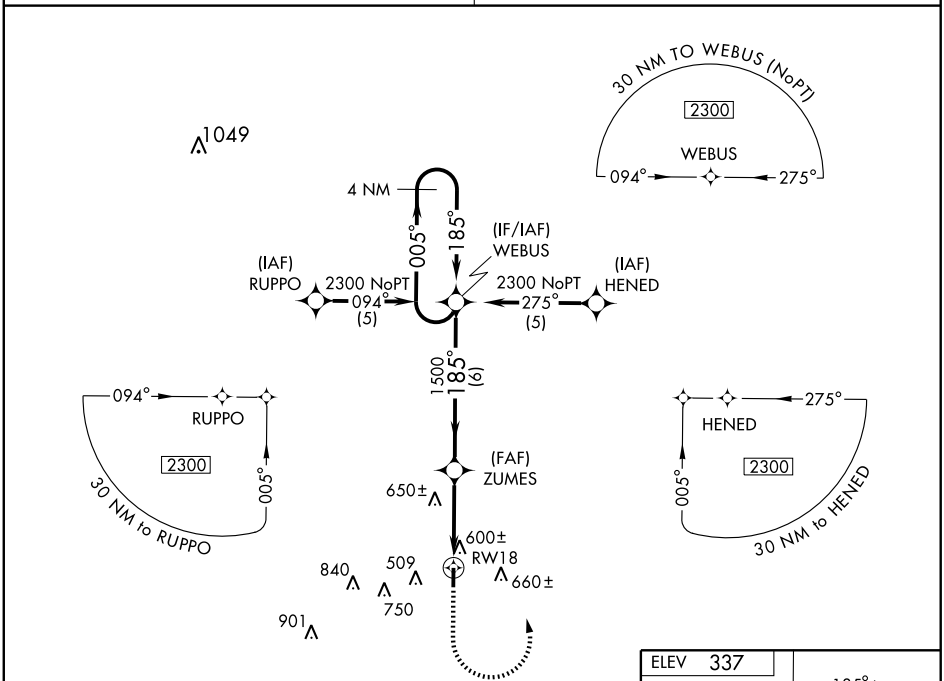
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

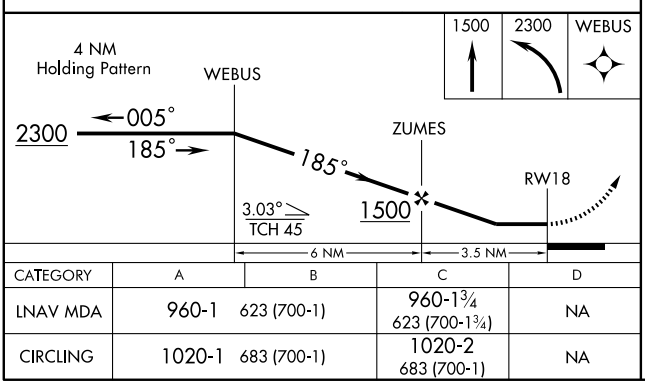
APP CRS	Rwy Idg	4220
185°	TDZE	337
	Apt Elev	337

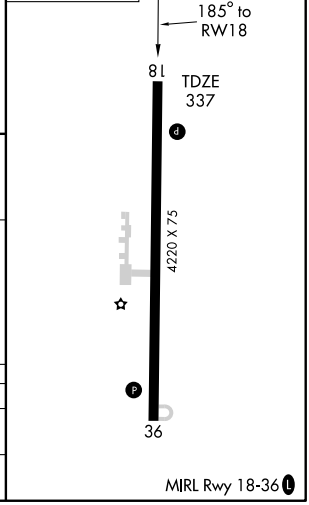
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct WEBUS WP and hold.

ATLANTA APP CON ★	CTAF
124.2 279.6	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	960-1	623 (700-1)	960-1¾ 623 (700-1¾)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA

MIRL Rwy 18-36 L

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4220
005°	TDZE	337
	Apt Elev	337

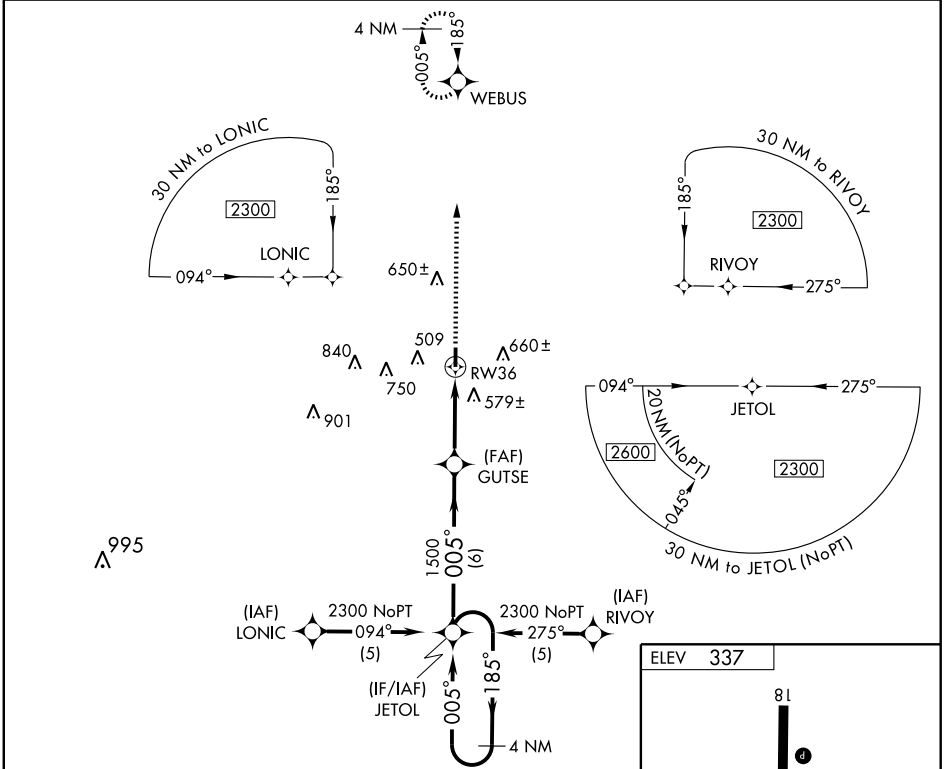
RNAV (GPS) RWY 36

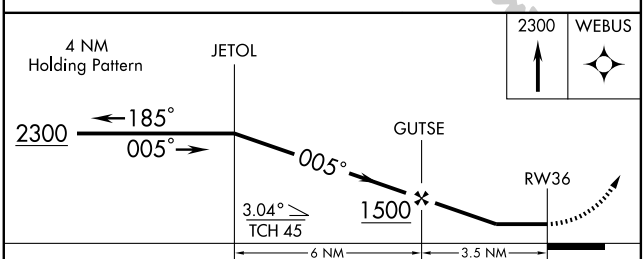
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

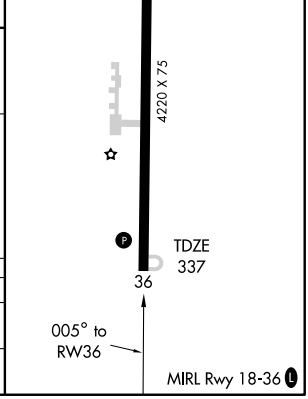
T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2300 direct WEBUS WP and hold.

ATLANTA APP CON ★	CTAF
124.2 279.6	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	900-1	563 (600-1)	900-1½ 563 (600-1½)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

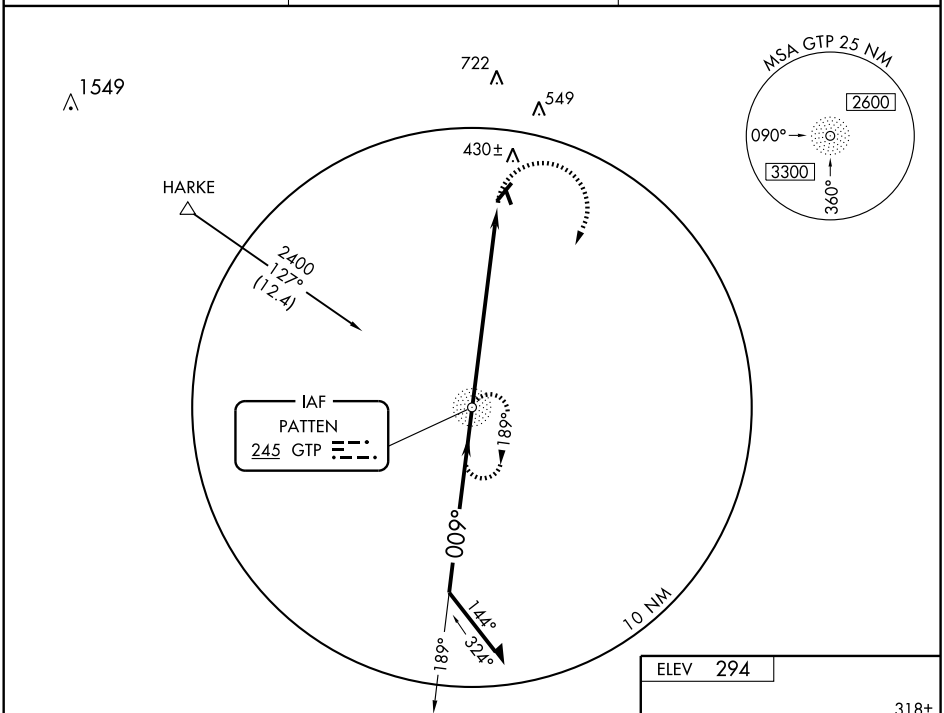
NDB GTP	APP CRS	Rwy Idg	N/A
245	009 °	TDZE	N/A
		Apt Elev	294

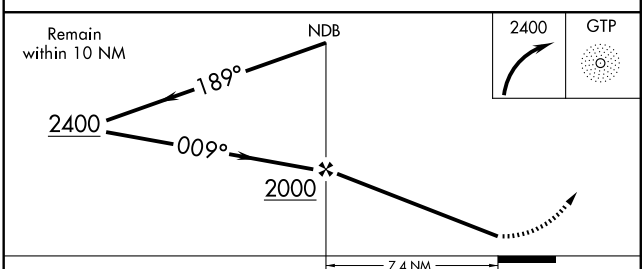
NDB-A
MOULTRIE MUNI (MGR)

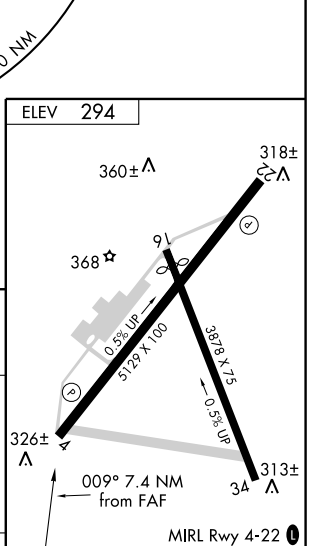
When local altimeter setting not recieved, use Valdosta altimeter setting and increase all MDA 100 feet, increase Cat C visibility ½ mile, and increase Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 direct GTP NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	880-1 586 (600-1)		880-1½ 586 (600-1½)	880-2 586 (600-2)

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5129
CH 82603	041°	TDZE	289
W04A		Apt Elev	294

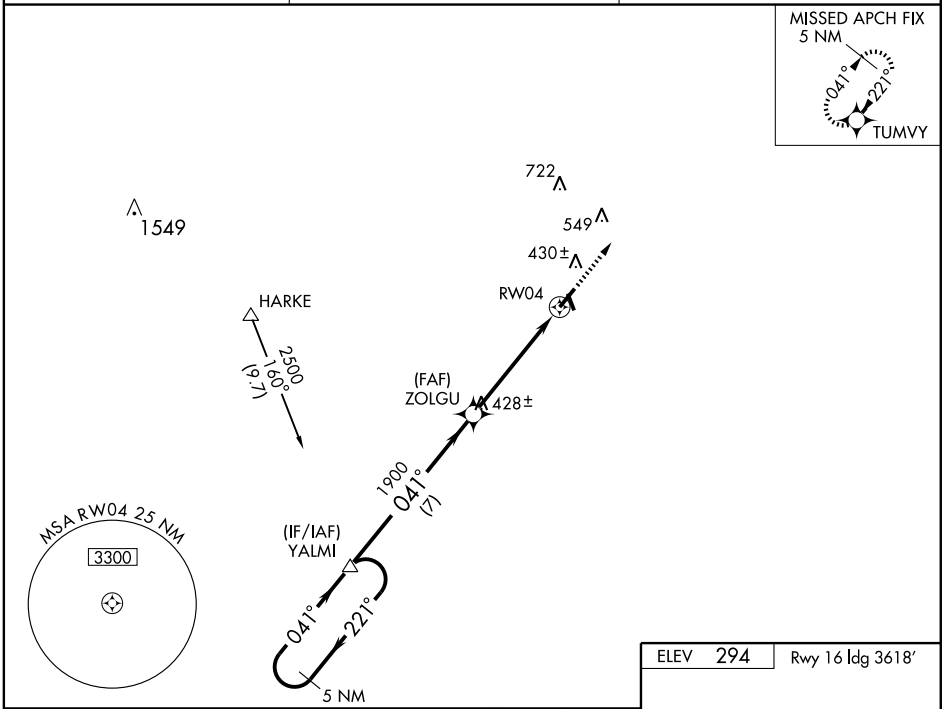
RNAV (GPS) RWY 4

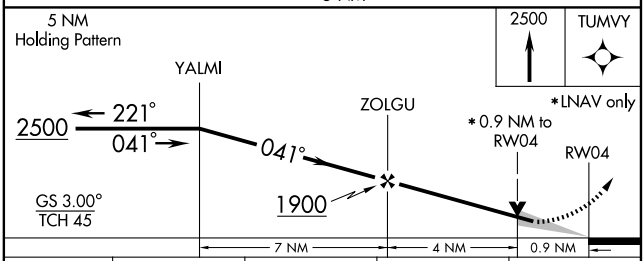
MOULTRIE MUNI (MGR)

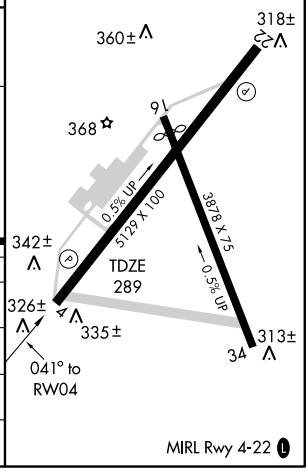
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. Baro-VNAV and VDP NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct TUMVY and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	539-1 250 (300-1)			
LNAV/VNAV DA	605-1¼ 316 (400-1¼)			
LNAV MDA	600-1 311 (400-1)			
CIRCLING	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH **93803** **W22A** | APP CRS **221°** | Rwy ldg **5129** TDZE **294** Apt Elev **294**

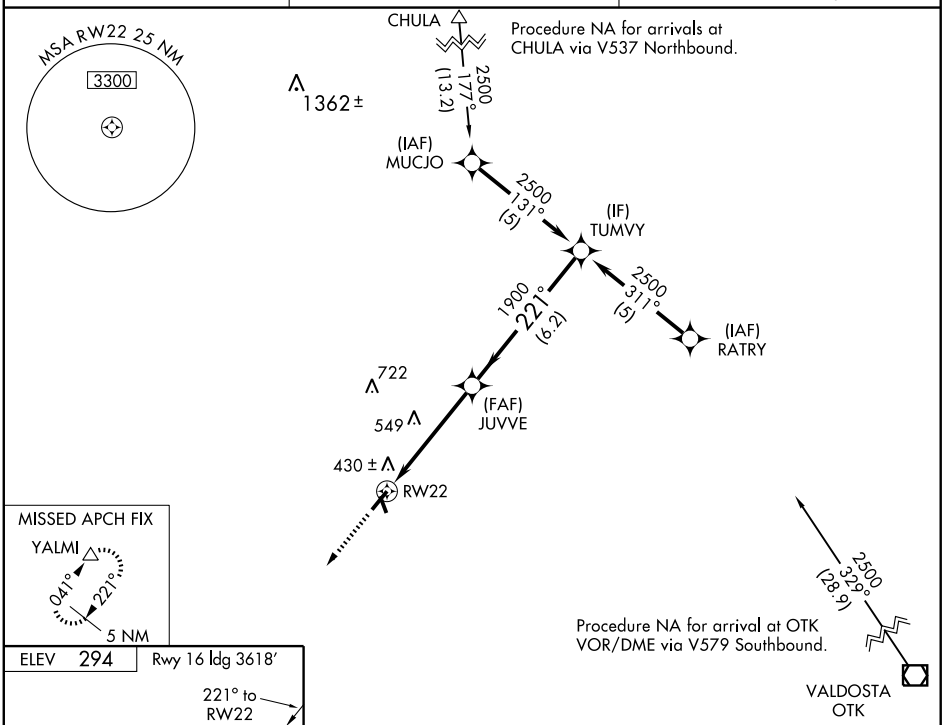
RNAV (GPS) RWY 22

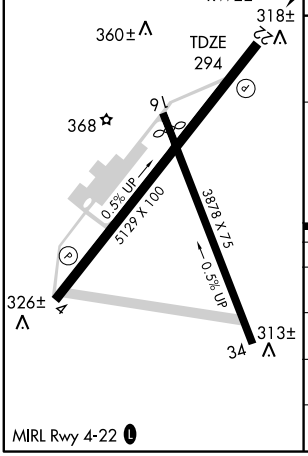
MOULTRIE MUNI (MGR)

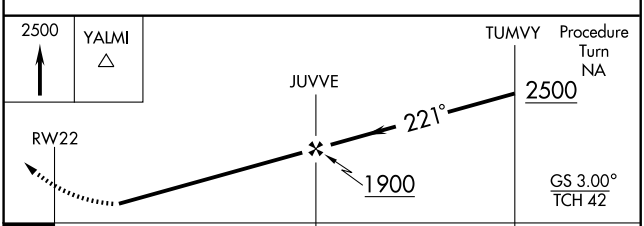
If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct YALMI and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	**126.6 285.6**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	637-1¼ 343 (400-1¼)			
LNAV/VNAV DA	730-1½ 436 (500-1½)			
LNAV MDA	800-1 506 (600-1)		800-1½ 506 (600-1½)	
CIRCLING	800-1 506 (600-1)		800-1½ 506 (600-1½)	860-2 566 (600-2)

MIRL Rwy 4-22 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

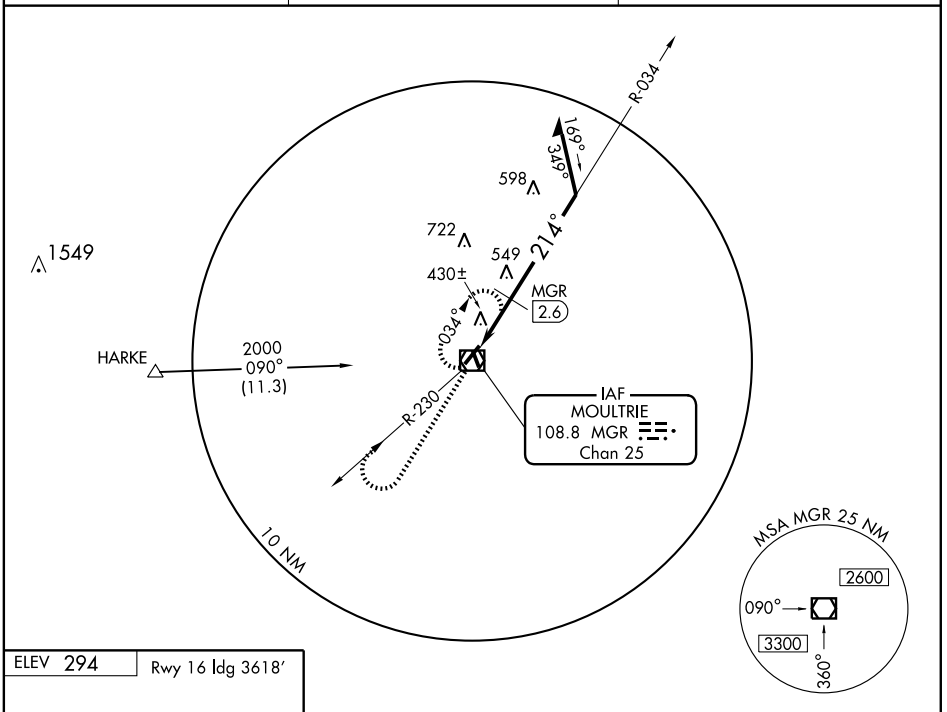
VOR/DME MGR	APP CRS	Rwy Idg	5129
108.8	214°	TDZE	294
Chan 25		Apt Elev	294

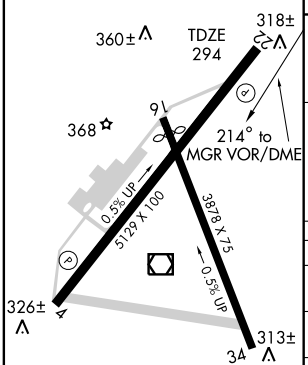
VOR RWY 22
MOULTRIE MUNI (MGR)

NA — Obtain local altimeter on CTAF when not received use Valdosta altimeter setting and increase all MDAs 100 feet and visibility Cats B, C and D ¼ mile; DME MINIMUMS visibility Cat C ¼ mile.

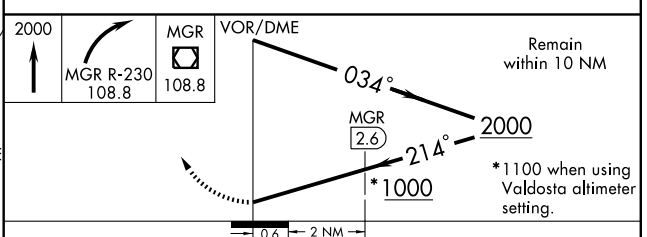
MISSED APPROACH: Climb to 2000 then right turn via MGR R-230 to MGR VOR/DME and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2¼ 706 (800-2¼)
CIRCLING	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2¼ 706 (800-2¼)
DME MINIMUMS				
S-22	680-1 386 (400-1)			680-1¼ 386 (400-1¼)
CIRCLING	740-1 446 (500-1)	760-1 466 (500-1)	760-1½ 466 (500-1½)	860-2 566 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

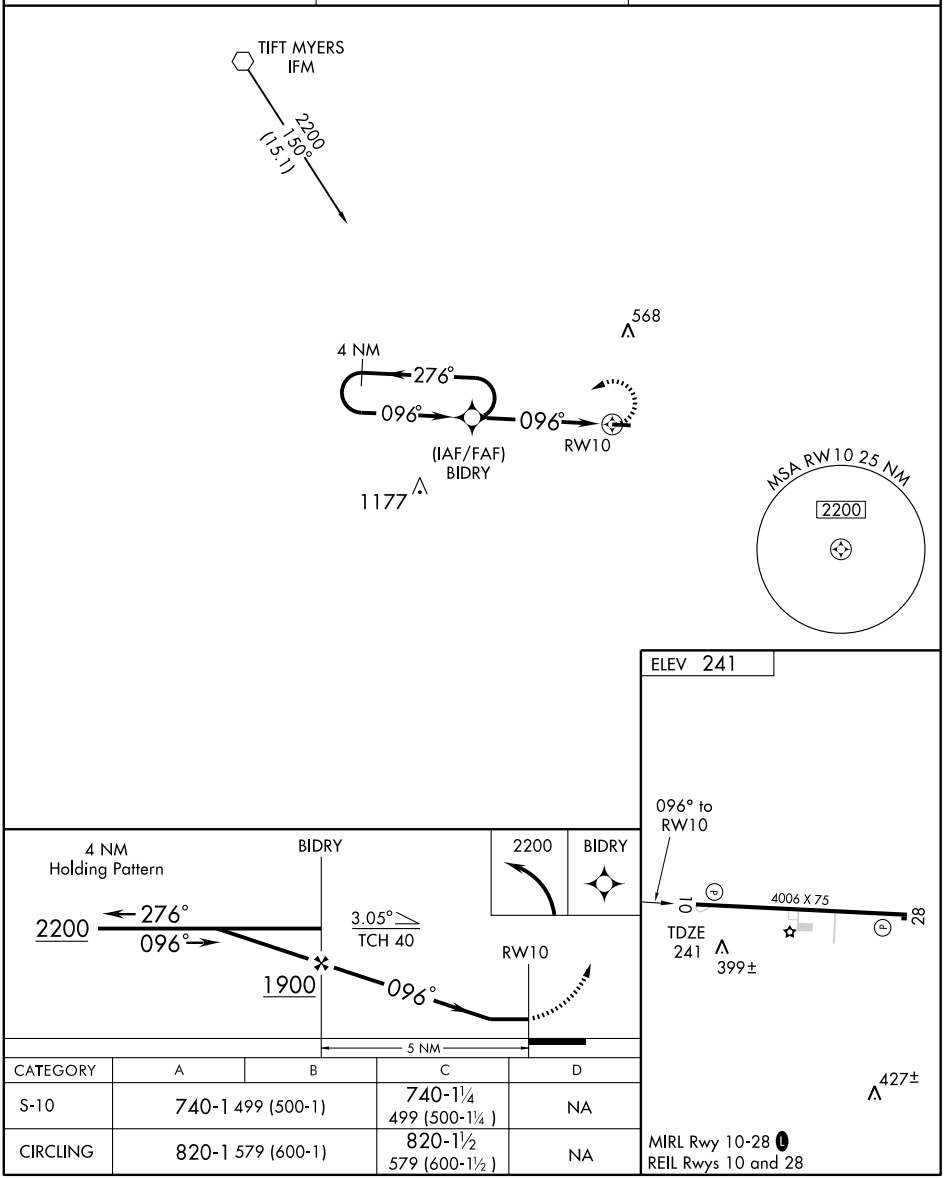
APP CRS	Rwy Idg	4006
096°	TDZE	241
	Apt Elev	241

GPS RWY 10

NASHVILLE/ BERRIEN COUNTY (4J2)

⚠ NA — Use Moody AFB altimeter setting, when not available, procedure not authorized.	MISSED APPROACH: Climbing left turn to 2200 direct BIDRY WP and hold.

VALDOSTA APP CON ★	UNICOM	GCO
126.6 285.6	122.7 (CTAF) L	121.725



CATEGORY	A	B	C	D
S-10	740-1 499 (500-1)		740-1¼ 499 (500-1¼)	NA
CIRCLING	820-1 579 (600-1)		820-1½ 579 (600-1½)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

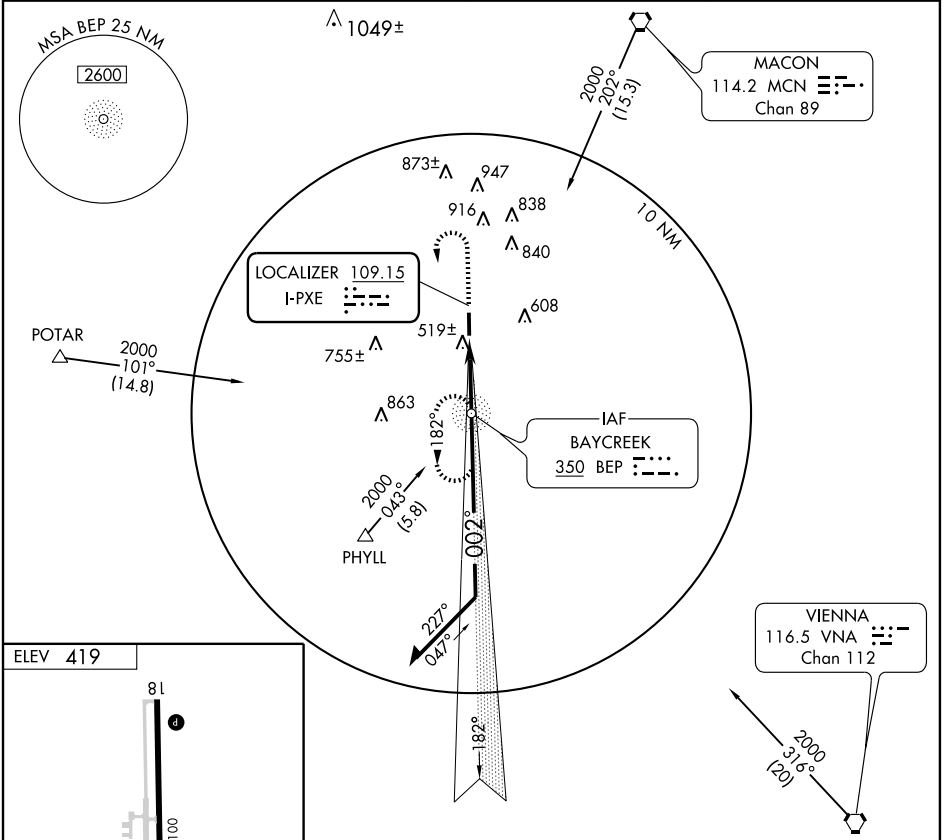
LOC I-PXE	APP CRS	Rwy Idg	5002
109.15	002°	TDZE	417
		Apt Elev	419

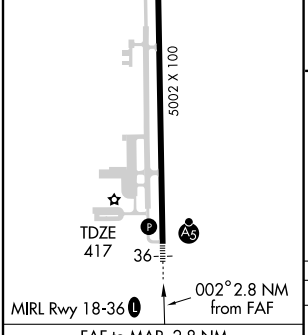
LOC RWY 36

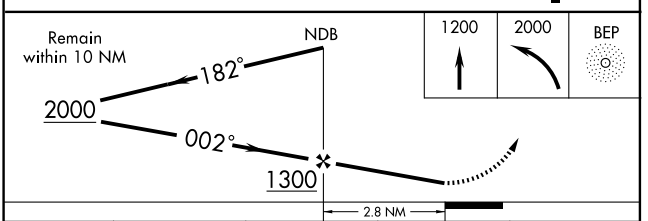
PERRY-HOUSTON COUNTY (PXE)

If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply. ADF REQUIRED		MALSR	MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.

AWOS-3	ATLANTA APP CON★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L







FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

CATEGORY	A	B	C	D
S-36	780-1 363 (400-1)			780-1¼ 363 (400-1¼)
CIRCLING	860-1 441 (500-1)	880-1 461 (500-1)	880-1½ 461 (500-1½)	980-2 561 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB BEP	APP CRS	Rwy Idg	5002
350	001°	TDZE	417
		Apt Elev	418

NDB RWY 36

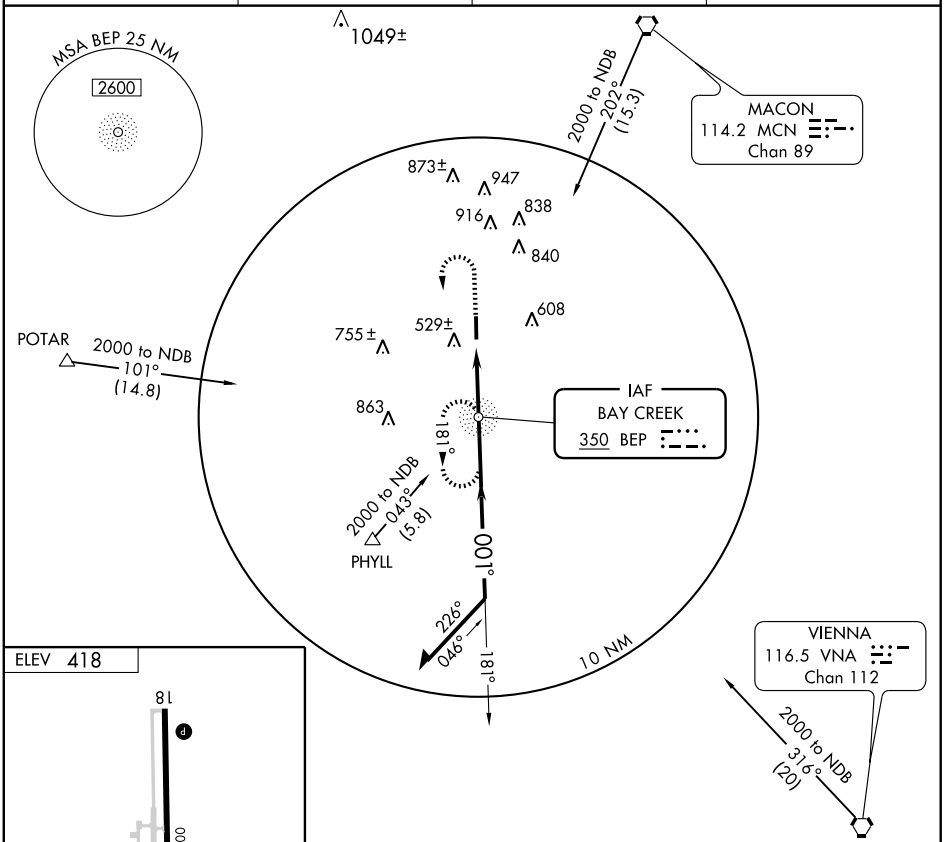
PERRY-HOUSTON COUNTY (PXE)

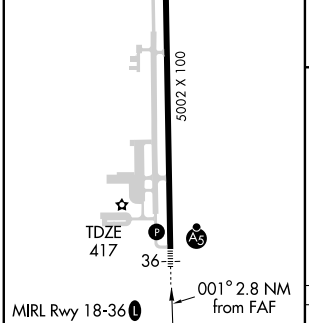
NA If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply.

MALSR

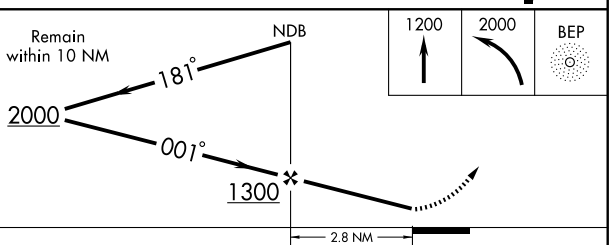
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L





FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-36	840-1 423 (500-1)		840-1¼ 423 (500-1¼)	
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1½ 462 (500-1½)	980-2 562 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 87104	182°	TDZE	418
W18A		Apt Elev	418

RNAV (GPS) RWY 18
PERRY-HOUSTON COUNTY (PXE)

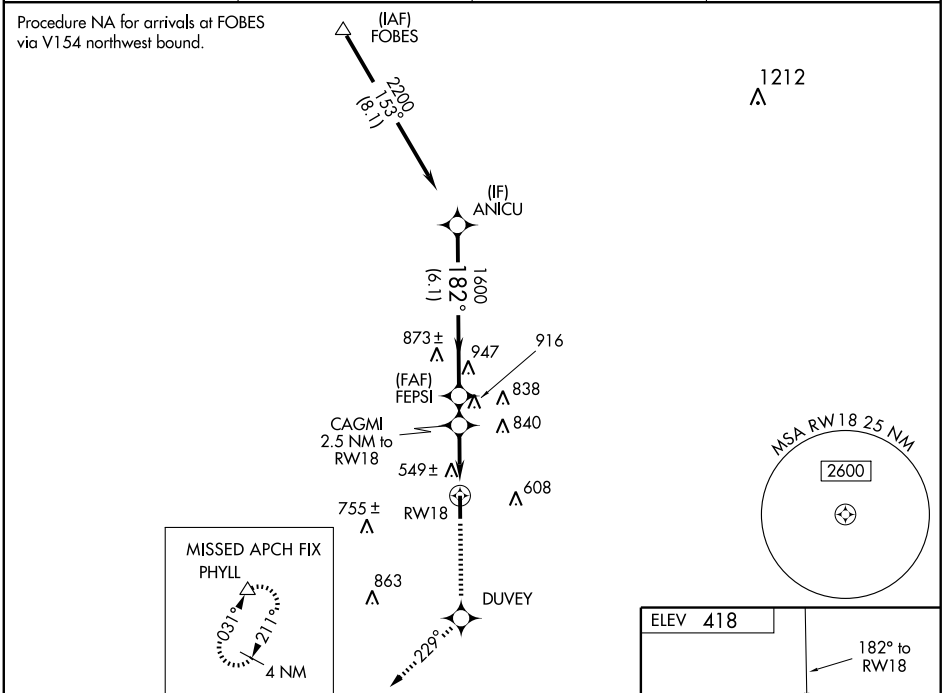
NA

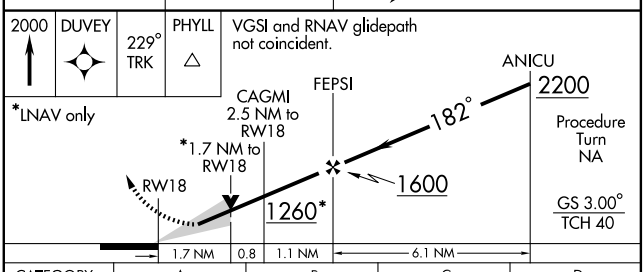
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

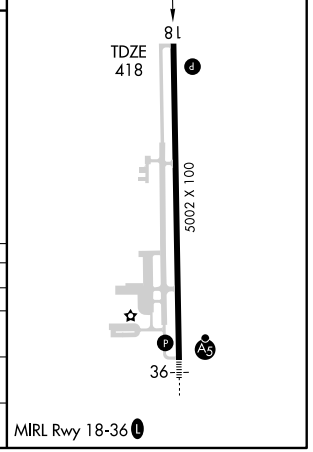
MISSED APPROACH: Climb to 2000 direct DUVEY and via 229° track to PHYLL and hold.

AWOS-3	ATLANTA APP CON*	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L

Procedure NA for arrivals at FOBES via V154 northwest bound.







CATEGORY	A	B	C	D
LPV DA	668-1 250 (300-1)			
LNAV/VNAV DA	854-1½ 436 (500-1½)			
LNAV MDA	980-1 562 (600-1)		980-1½ 562 (600-1½)	980-1¾ 562 (600-1¾)
CIRCLING	980-1 562 (600-1)		980-1½ 562 (600-1½)	980-2 562 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 86805	002°	TDZE	417
W36A		Apt Elev	418

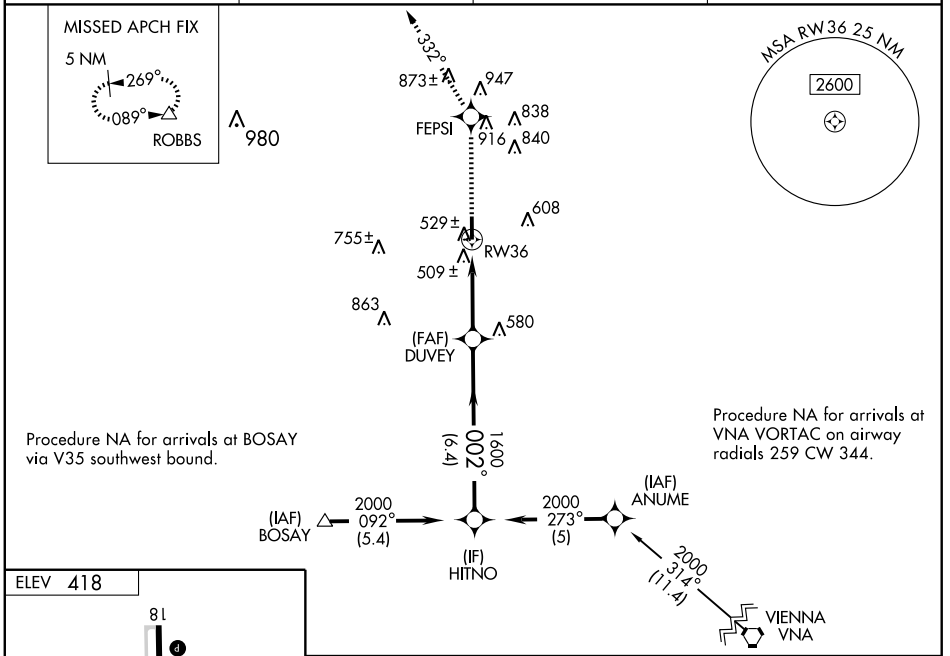
RNAV (GPS) RWY 36
PERRY-HOUSTON COUNTY (PXE)

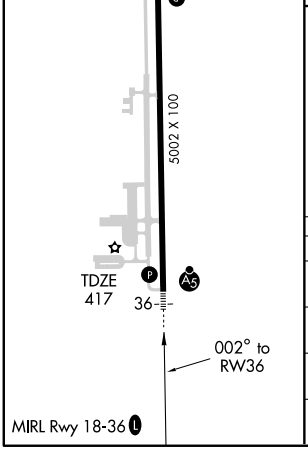
NA If local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all DAs/MDA 40 feet. Baro-VNAV NA when using Middle Georgia Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). VDP NA when using Middle Georgia Rgnl altimeter setting. Inoperative table does not apply to LNAV-VNAV. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

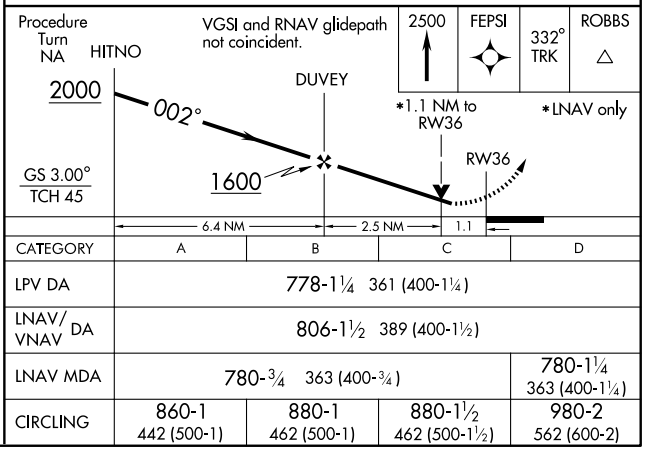
MALSR

MISSED APPROACH: Climb to 2500 direct FEPSI and via 332° track to ROBBS and hold.

AWOS-3	ATLANTA APP CON★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	778-1¼ 361 (400-1¼)			
LNAV/VNAV DA	806-1½ 389 (400-1½)			
LNAV MDA	780-¾ 363 (400-¾)			780-1¼ 363 (400-1¼)
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1½ 462 (500-1½)	980-2 562 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC VNA	APP CRS	Rwy Idg	N/A
116.5	321°	TDZE	N/A
Chan 112		Apt Elev	418

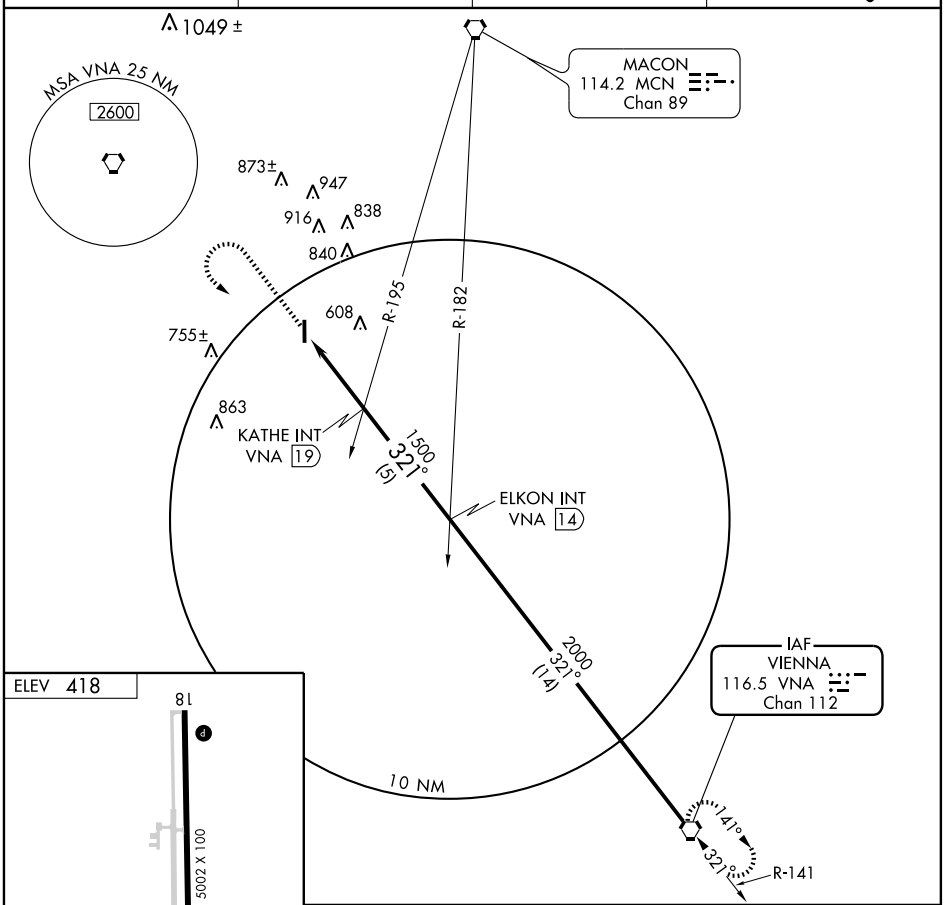
VOR-A

PERRY-HOUSTON COUNTY (PXE)

NA If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L



FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
CIRCLING	860-1 442 (500-1)	880-1¼ 462 (500-1¼)	880-1½ 462 (500-1½)	980-2 562 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB PIM	APP CRS	Rwy Idg	5002
272	087°	TDZE	902
		Apt Elev	902

NDB or GPS RWY 9

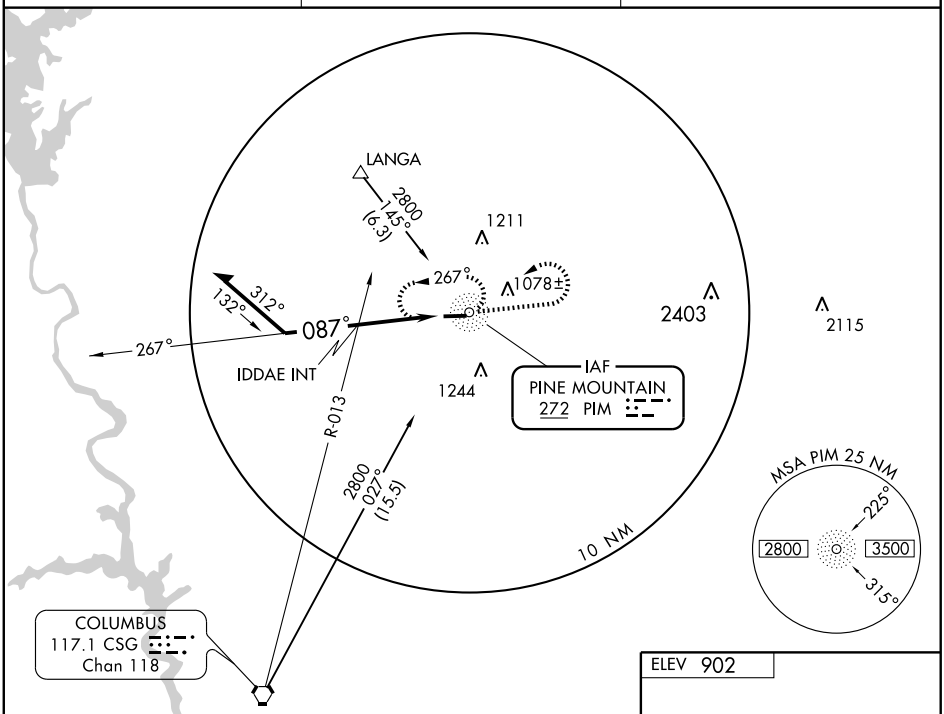
PINE MOUNTAIN/HARRIS COUNTY (PIM)

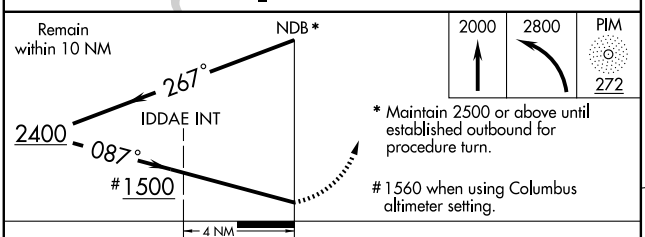
T
NA

Use La Grange altimeter setting; if not received, use Columbus altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PIM NDB and hold.

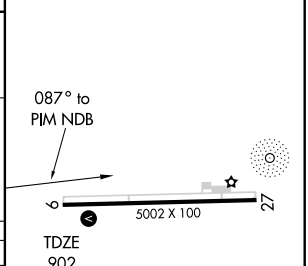
ATLANTA APP CON ★	CLNC DEL	UNICOM
125.5 323.1	127.7	122.8 (CTAF) L





* Maintain 2500 or above until established outbound for procedure turn.

#1560 when using Columbus altimeter setting.



MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1500-1¾ 598 (600-1¾)
CIRCLING	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1640-2¼ 738 (800-2¼)
IDDAE MINIMUMS				
S-9	1420-1 518 (600-1)		1420-1½ 518 (600-1½)	1420-1¾ 518 (600-1¾)
CIRCLING	1440-1 538 (600-1)		1440-1½ 538 (600-1½)	1640-2¼ 738 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
Ch 58019	091°	TDZE	902
W09A		Apt Elev	902

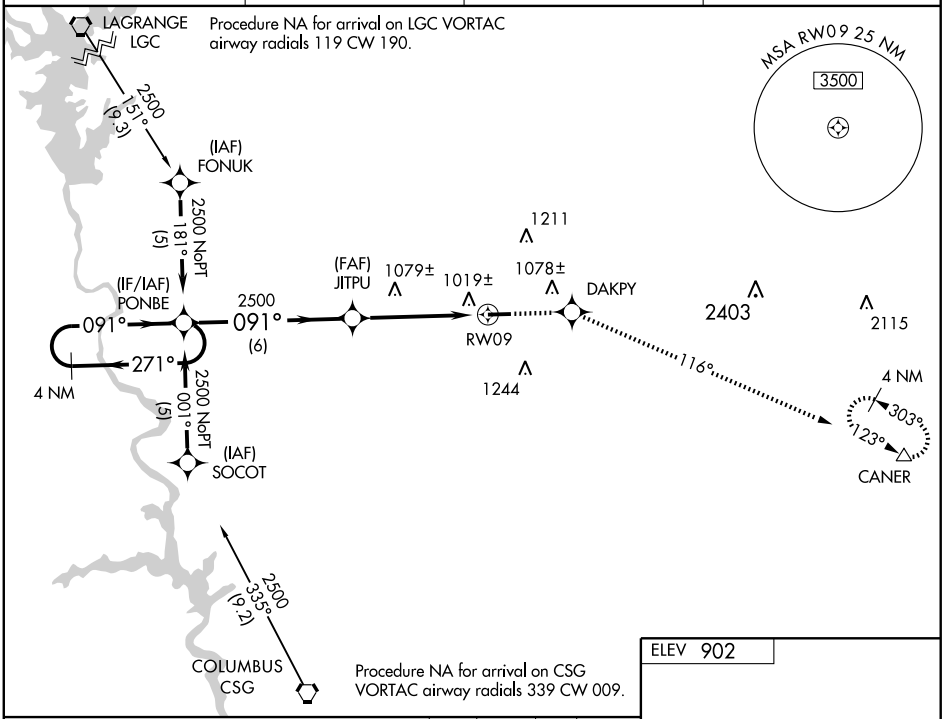
RNAV (GPS) RWY 9

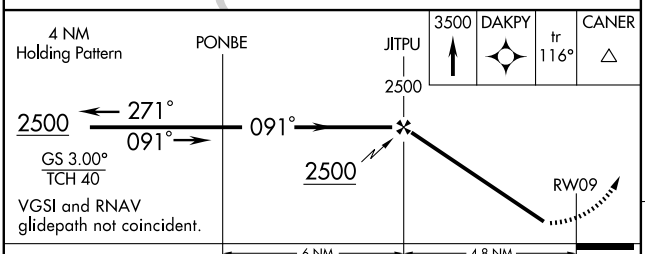
PINE MOUNTAIN/HARRIS COUNTY (PIM)

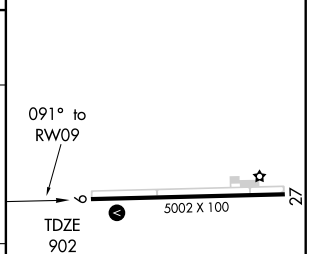
T NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use LaGrange altimeter setting; when not received, use Columbus altimeter setting and increase all DA 54 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct DAKPY and on track 116° to CANER and hold.

LAGRANGE AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	127.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1217-1 315 (400-1)			
LNAV/VNAV DA	1383-1¾ 481 (500-1¾)			
LNAV MDA	1400-1 498 (500-1)		1400-1¼ 498 (500-1¼)	1400-1½ 498 (500-1½)
CIRCLING	1440-1 538 (600-1)		1460-1½ 558 (600-1½)	1660-2½ 758 (800-2½)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LGC	APP CRS	Rwy Idg	N/A
115.6	126°	TDZE	N/A
Chan 103		Apt Elev	902

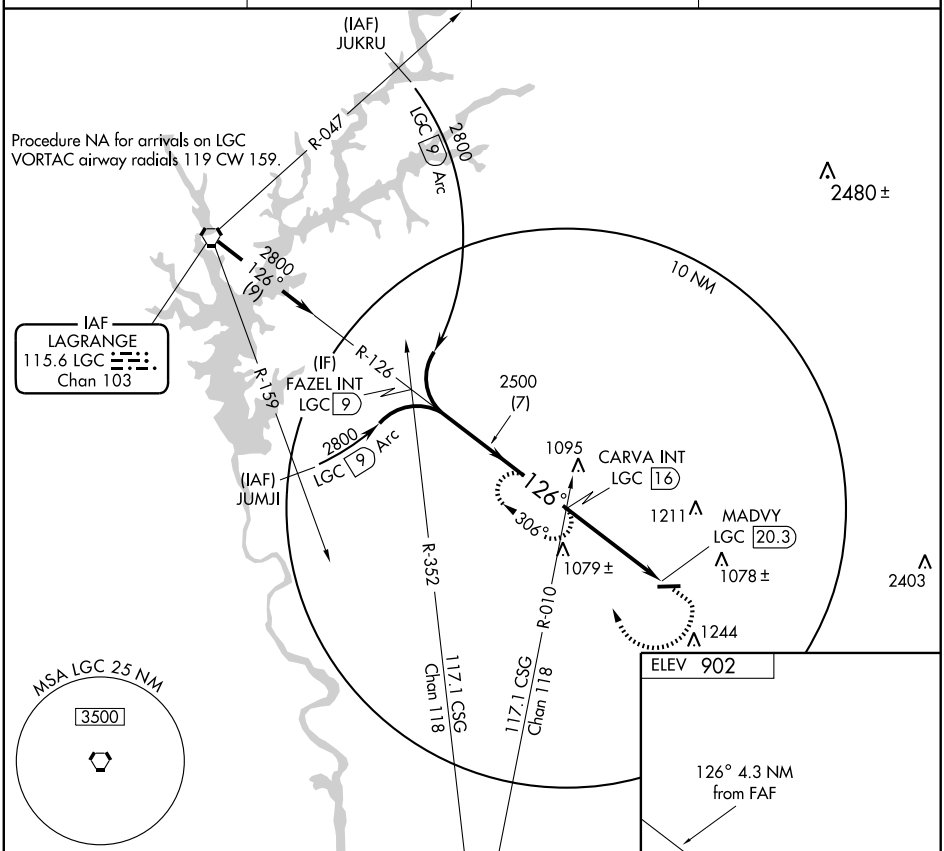
VOR-A

PINE MOUNTAIN/HARRIS COUNTY (PIM)

T NA Visibility reduction by helicopters NA. Use LaGrange altimeter setting, when not received, use Columbus altimeter setting and increase all MDA 60 feet, increase Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on LGC VORTAC R-126 to CARVA Int/LGC 16 DME and hold.

LAGRANGE AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	127.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1480-1 578 (600-1)	1480-1¼ 578 (600-1¼)	1480-1½ 578 (600-1½)	1660-2½ 758 (800-2½)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PZD	APP CRS	Rwy Idg	N/A
116.1	173°	TDZE	N/A
Chan 108		Apt Elev	526

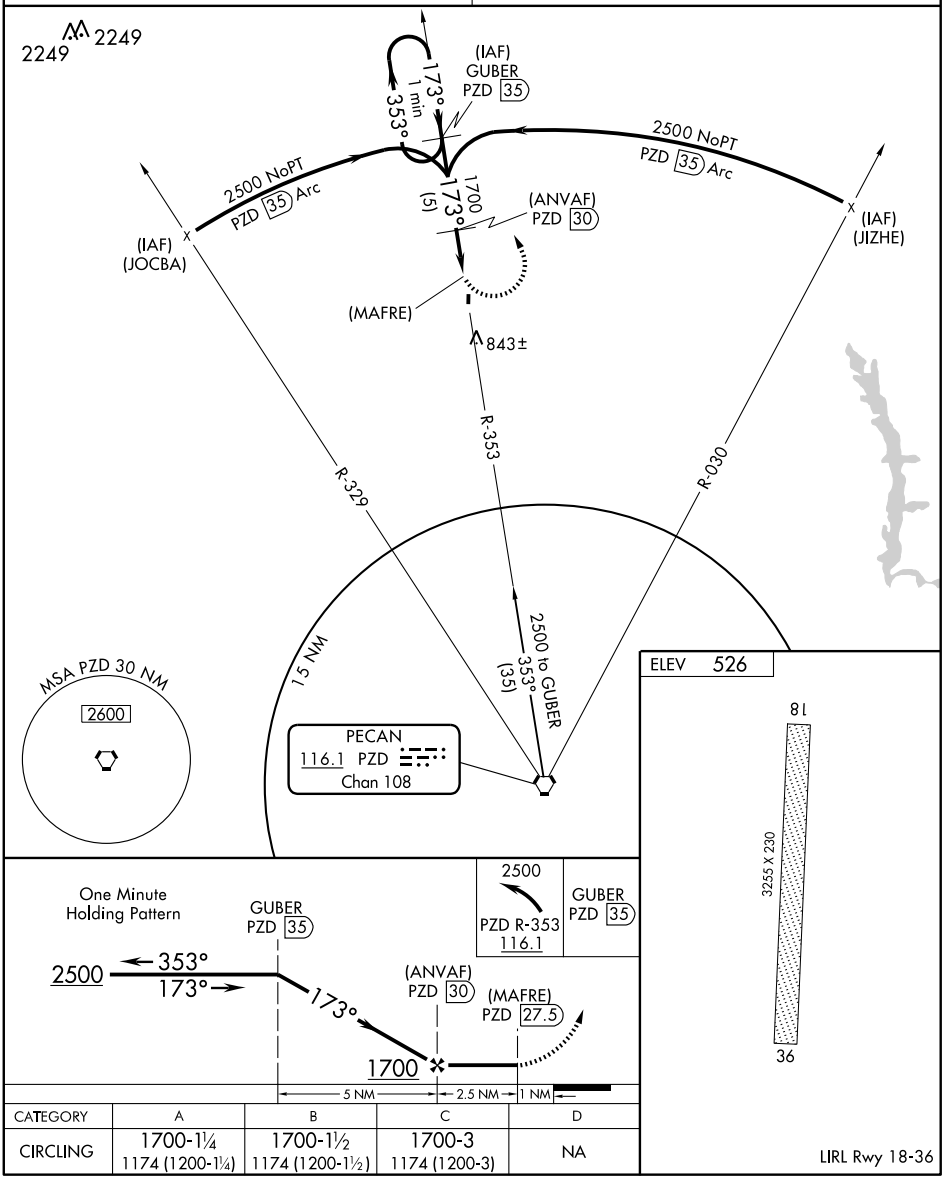
VOR/DME or GPS-B

PLAINS/ PETERSON FIELD (7A9)

NA — Use Albany altimeter setting. Procedure NA at night without prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2500 via PZD R-353 to GUBER 35 DME and hold.

ATLANTA APP CON ★	UNICOM
125.5 323.1	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1174 (1200-1¼)	1700-1½ 1174 (1200-1½)	1700-3 1174 (1200-3)	NA

LIRL Rwy 18-36

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB RVJ	APP CRS	Rwy Idg	3802
424	117°	TDZE	191
		Apt Elev	195

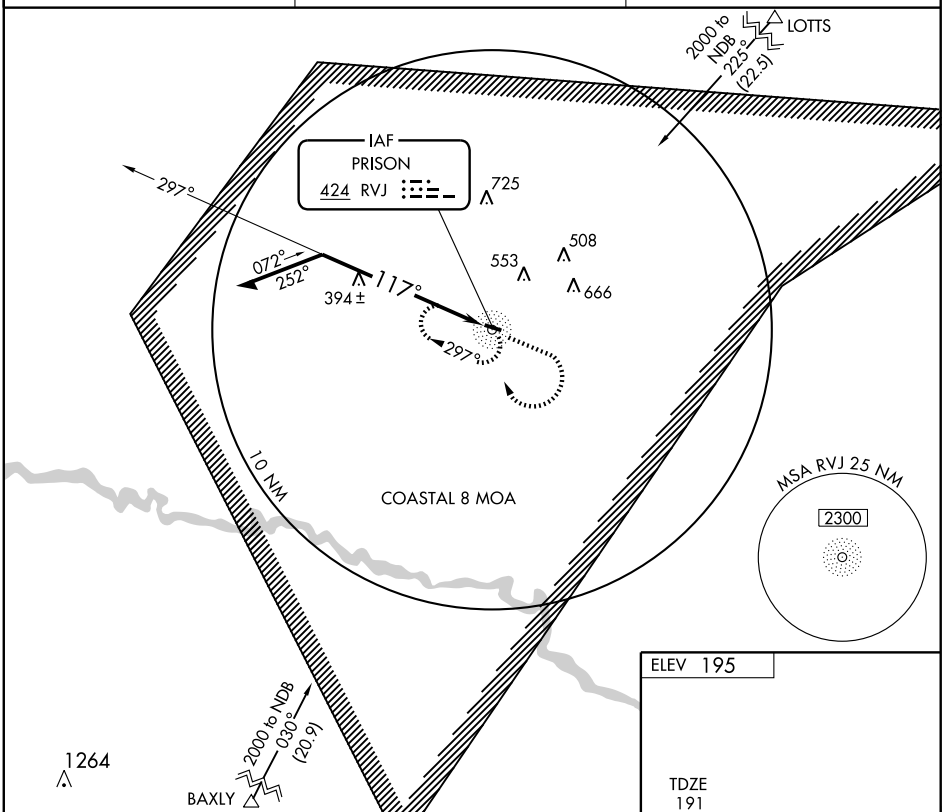
NDB RWY 11

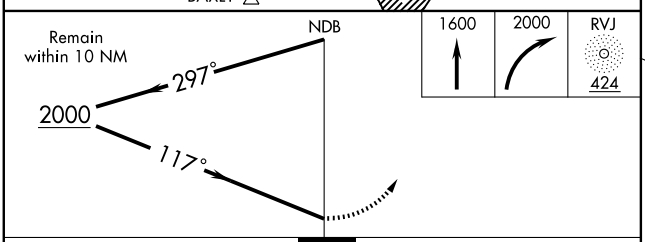
REIDSVILLE/ SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

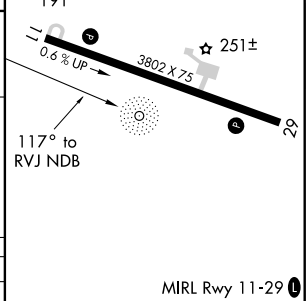
Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct RVJ NDB and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 (L)







CATEGORY	A	B	C	D
S-11	800-1	609 (700-1)	800-1¾ 609 (700-1¾)	NA
CIRCLING	800-1	605 (700-1)	800-1¾ 605 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3802
111°	TDZE	191
	Apt Elev	195

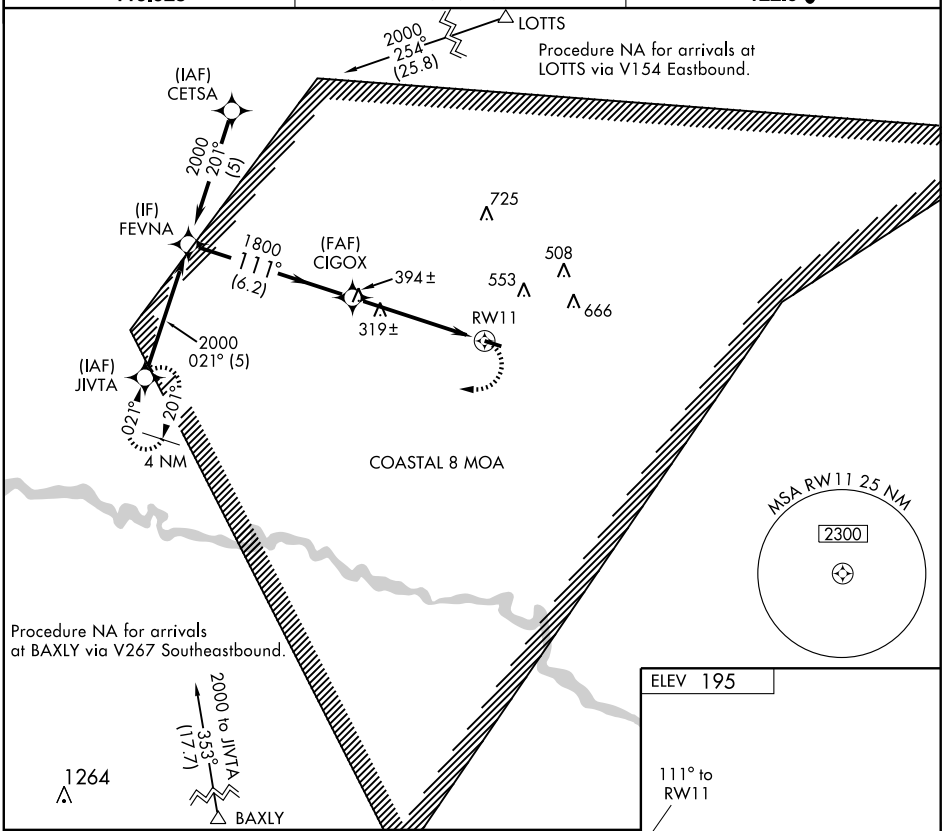
RNAV (GPS) RWY 11

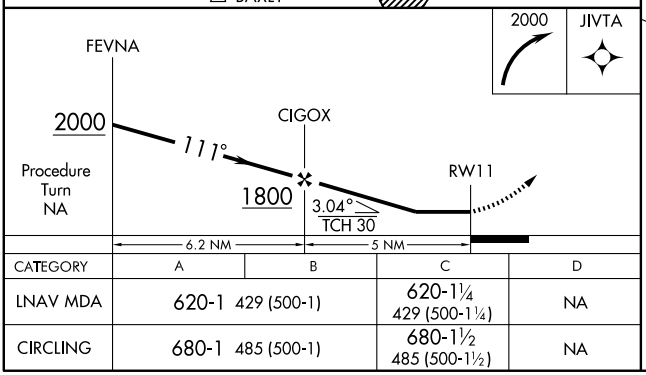
REIDSVILLE/ SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

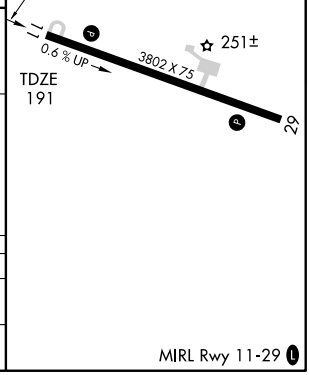
DME/DME RNP-0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH : Climbing right turn to 2000 direct JIVTA and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	620-1 429 (500-1)		620-1¼ 429 (500-1¼)	NA
CIRCLING	680-1 485 (500-1)		680-1½ 485 (500-1½)	NA

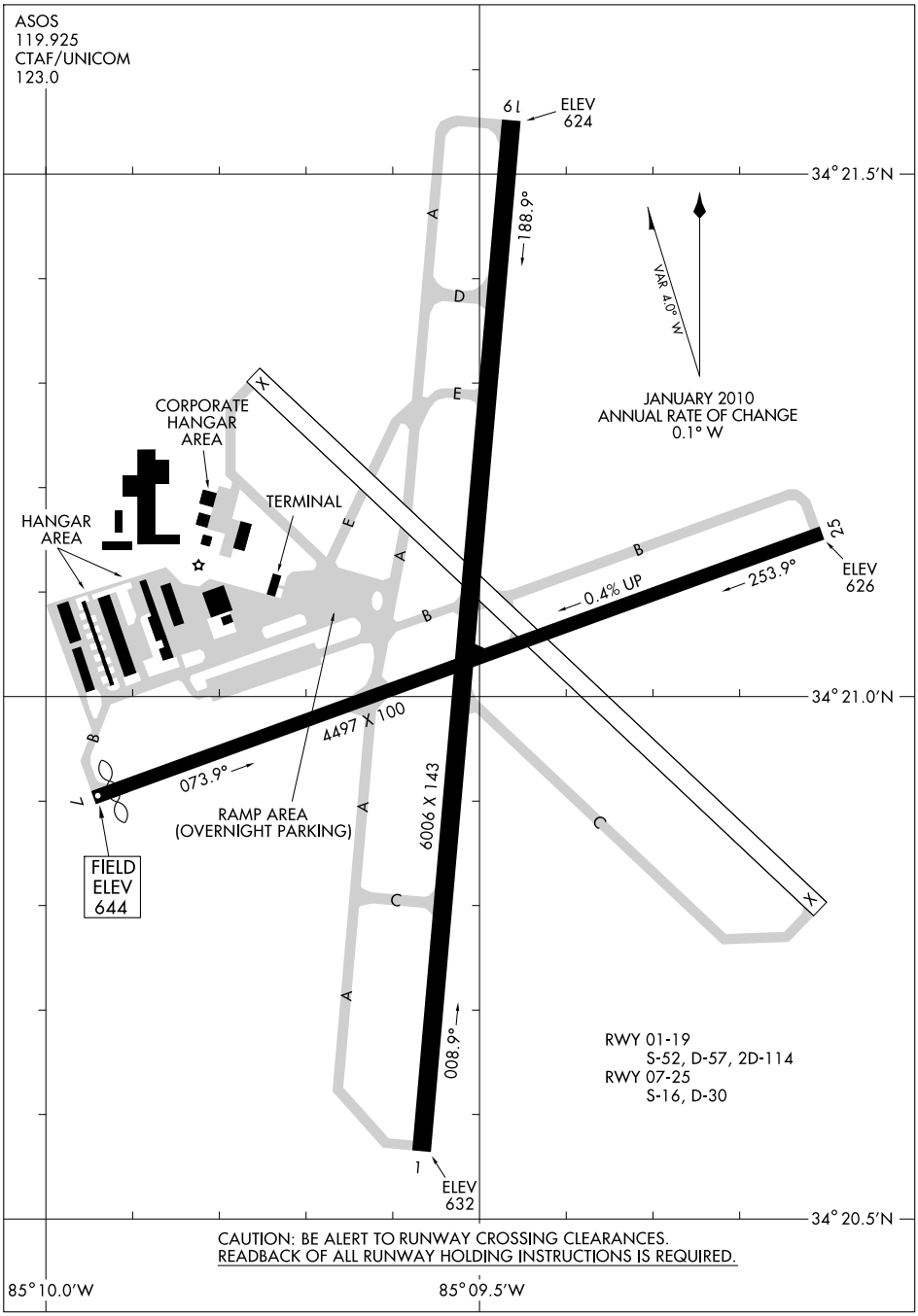
MIRL Rwy 11-29 (L)

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-855 (FAA)

ROME/ RICHARD B. RUSSELL (RMG)
ROME, GEORGIA



SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ROME, GEORGIA
ROME/ RICHARD B. RUSSELL (RMG)

LOC/DME I-HBQ	APP CRS	Rwy Idg 6006
111.15	007°	TDZE 635
Chan 48 (Y)		Apt Elev 644

ILS/DME RWY 1

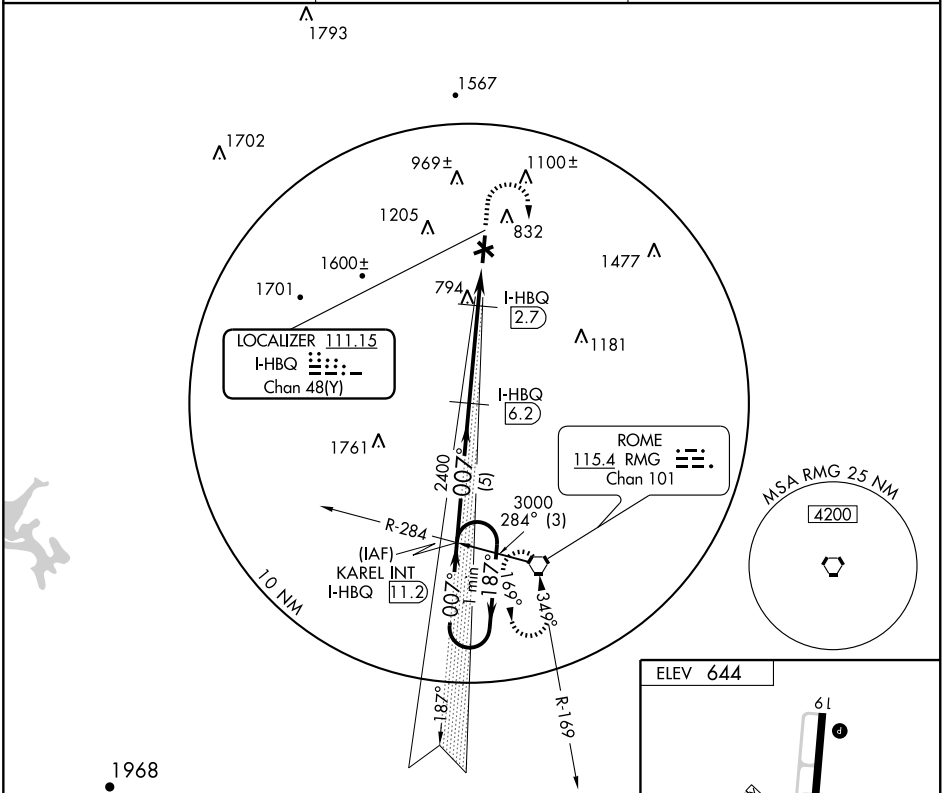
ROME/RICHARD B. RUSSELL (RMG)

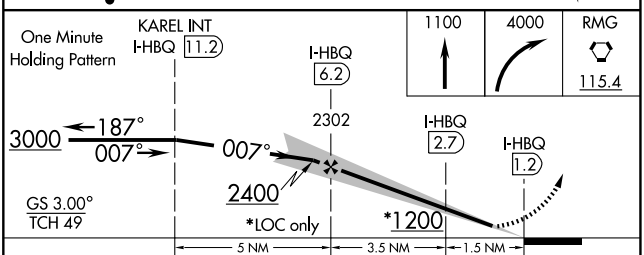
Circling not authorized northwest of Runways 7 and 19.
Circling not authorized west of Runways 1-19 at night.

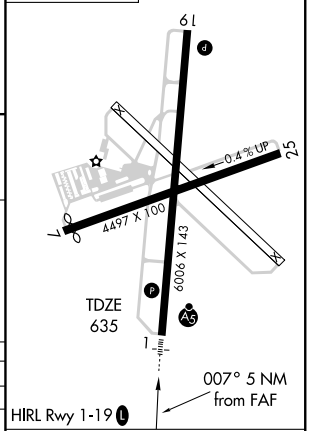
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct RMG VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 1	835-½ 200 (200-½)			
S-LOC 1	1000-½ 365 (400-½)			1000-¾ 365 (400-¾)
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
007°	Rwy Idg	6006
	TDZE	636
	Apt Elev	644

RNAV (GPS) RWY 1

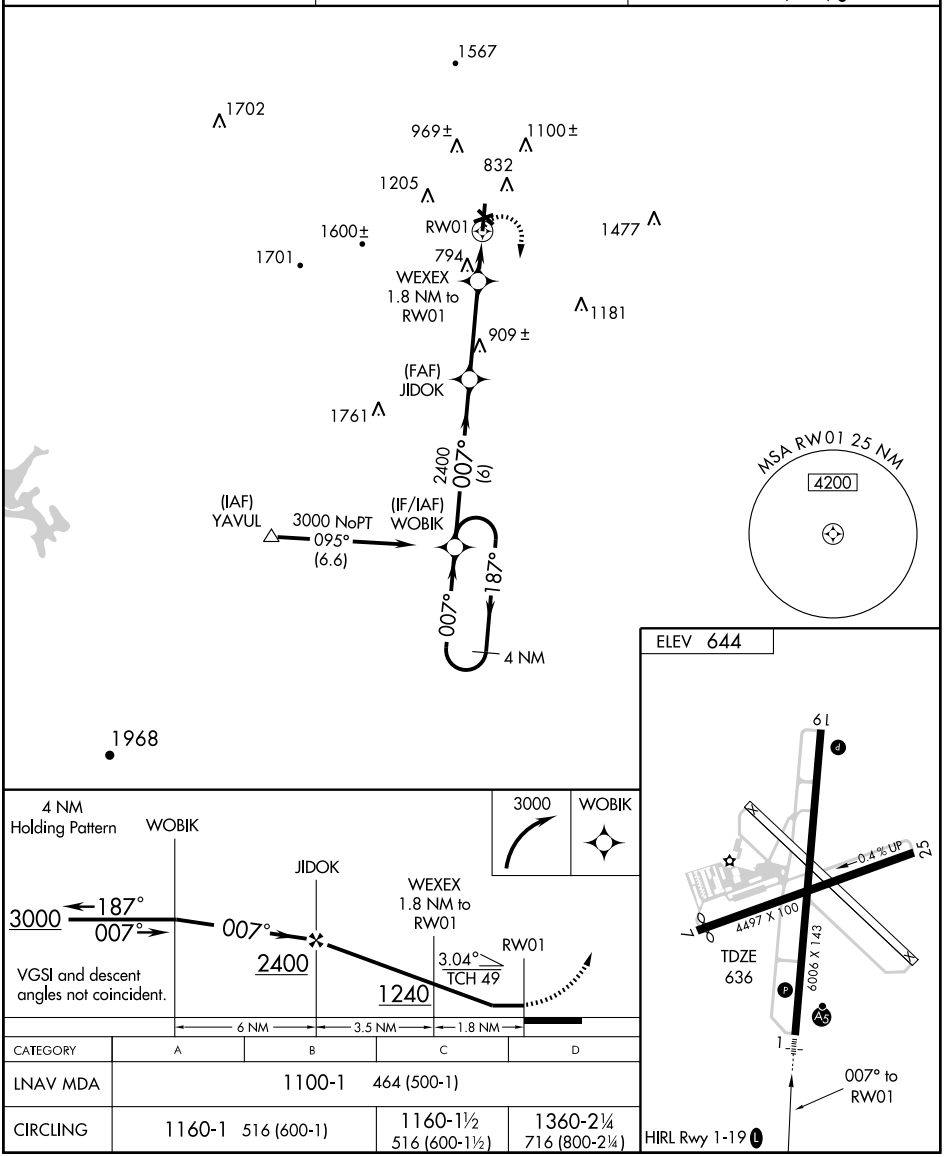
ROME/RICHARD B. RUSSELL (RMG)

T A Inoperative table does not apply to LNAV Cat. A and B. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. C visibility ¼ mile.

MALSR (A5)

MISSED APPROACH: Climbing right turn to 3000 direct WOBIK and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1100-1 464 (500-1)			
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4382
057°	TDZE	643
	Apt Elev	644

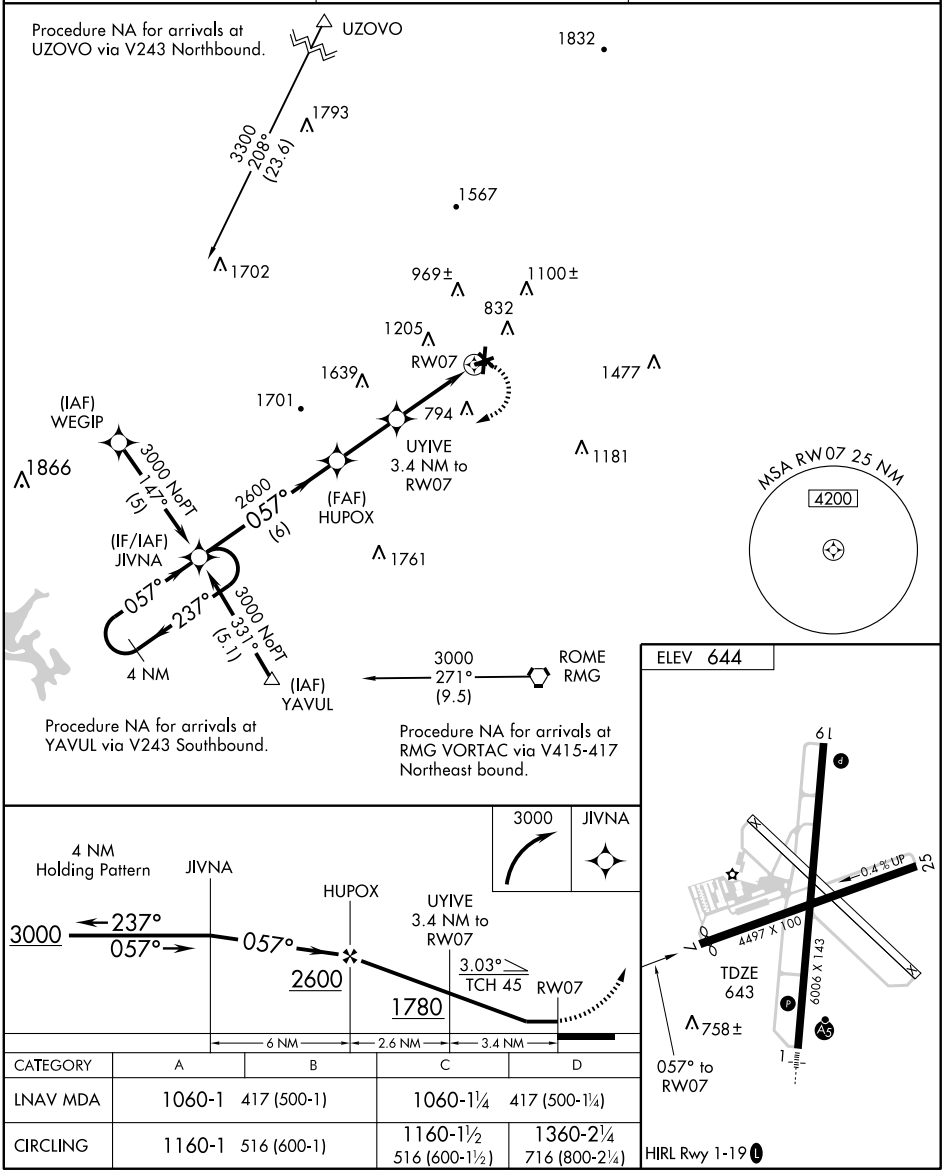
RNAV (GPS) RWY 7

ROME/RICHARD B. RUSSELL (RMG)

Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cat. D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct JIVNA and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1060-1 417 (500-1)		1060-1¼ 417 (500-1¼)	
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 48811 W19A	APP CRS 187°	Rwy Idg 6006 TDZE 634 Apt Elev 644

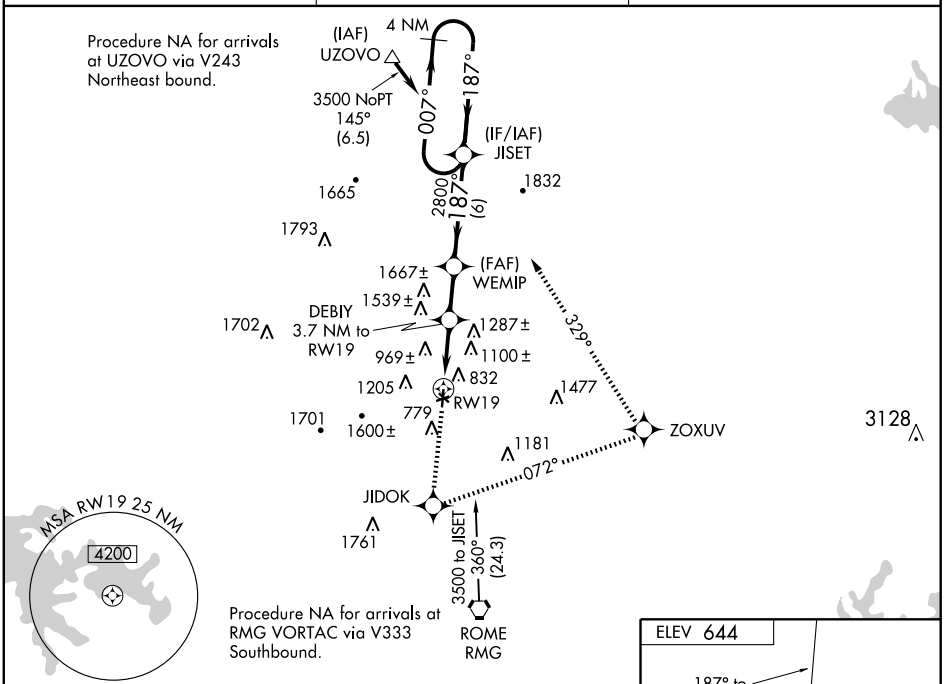
RNAV (GPS) RWY 19

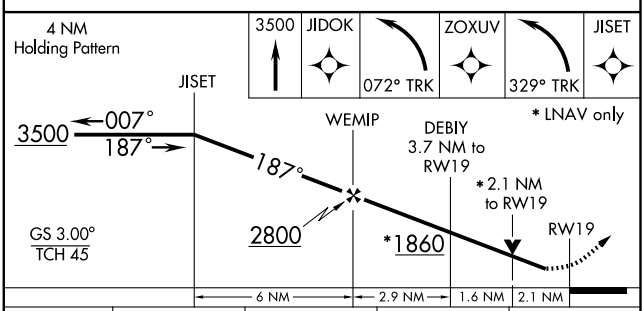
ROME/RICHARD B. RUSSELL (RMG)

Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase LPV DA to 1069 and all MDA 80 feet and LNAV Cats. B, C and D and Circling Cats. B, C and D visibility ¼ mile. VDP NA when using Cartersville altimeter setting.

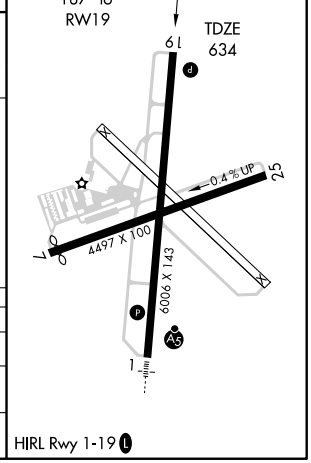
MISSED APPROACH: Climb to 3500 direct JIDOK and left turn via 072° track to ZOXUV and left turn via 329° track to JISET and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1005-1¼		371 (400-1¼)	
LNAV MDA	1340-1	706 (700-1)	1340-2 706 (700-2)	1340-2¼ 706 (700-2¼)
CIRCLING	1340-1	696 (700-1)	1340-2 696 (700-2)	1360-2¼ 716 (800-2¼)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4497
252°	TDZE	638
	Apt Elev	644

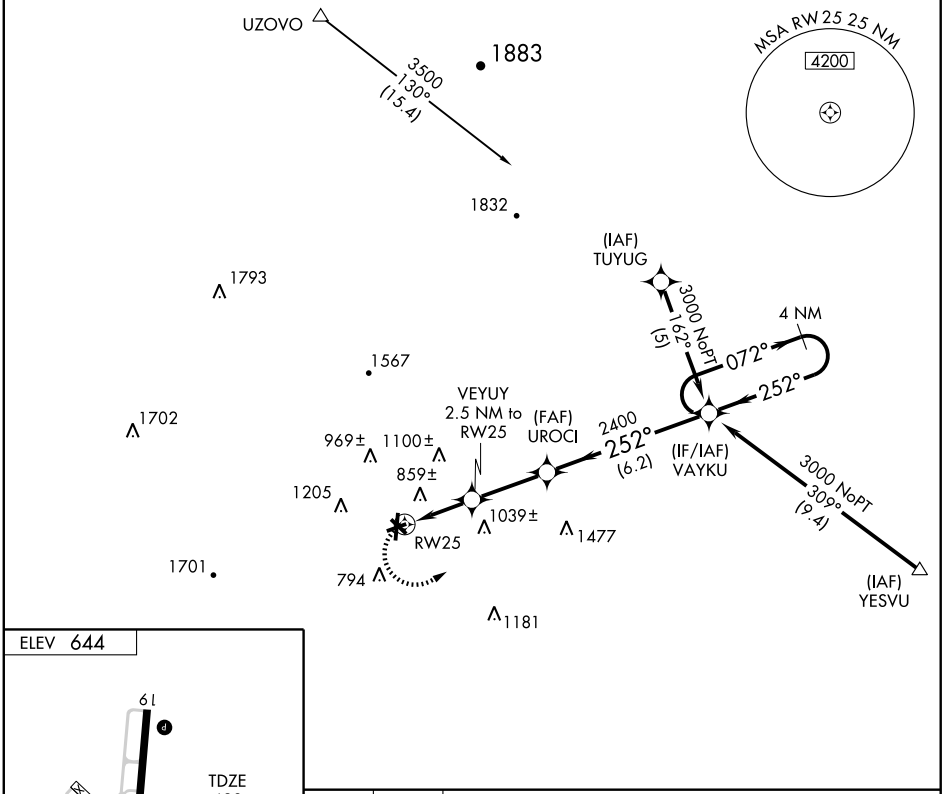
RNAV (GPS) RWY 25

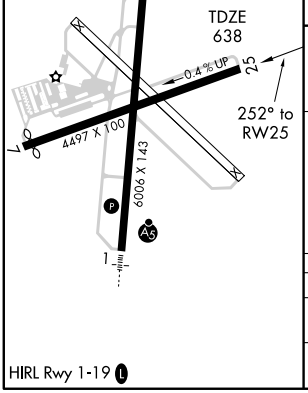
ROME/RICHARD B. RUSSELL (RMG)

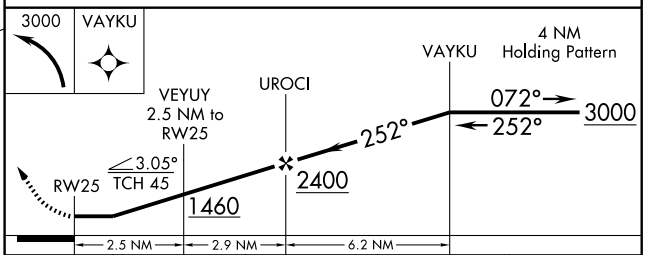
Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cats. C and D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct VAYKU and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	462 (500-1)	1100-1¼ 462 (500-1¼)	1100-1½ 462 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

HIRL Rwy 1-19 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

UZOVO ONE DEPARTURE

ATLANTA CENTER
133.8 353.7
CHATTANOOGA DEP CON
125.1 379.1
ASOS 119.925

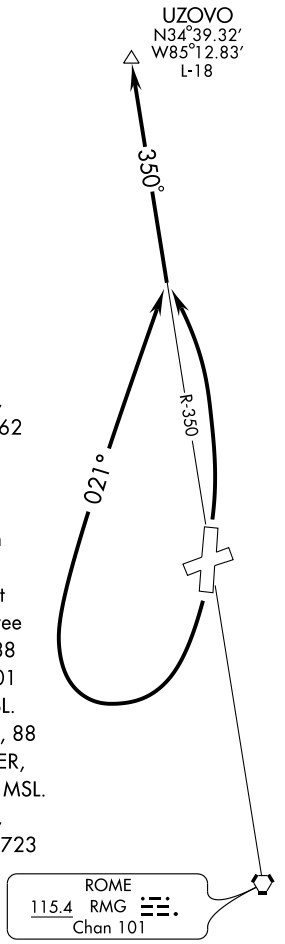
TAKEOFF MINIMUMS:

Rwys 7, 25 NA- Air Traffic
Rwy 1: Standard with minimum climb of 365 feet per NM to 2100.
Rwy 19: Standard with minimum climb of 350 feet per NM to 2200.

TAKEOFF OBSTACLES:

NOTE: Rwy 1: Tree 1557 feet from DER , 490 feet left of centerline, 42 feet AGL/671 feet MSL. Numerous trees beginning 1577 feet from DER, 250 feet left of centerline, up to 93 feet AGL/762 feet MSL. Tree 3650 feet from DER, 423 feet right of centerline, 78 feet AGL/727 feet MSL.

NOTE: Rwy 19: Bush 91 feet from DER, 290 feet right of centerline, 3 feet AGL/642 feet MSL. Terrain 301 feet from DER, 342 feet right of centerline, 646 feet MSL. Tree 556 feet from DER, 602 feet left of centerline, 67 feet AGL/716 feet MSL. Tree 904 feet from DER, 134 feet left of centerline, 38 feet AGL/657 feet MSL. Tree 775 feet from DER, 501 feet left of centerline, 53 feet AGL/672 feet MSL. Tree 3025 from DER, 57 feet right of centerline, 88 feet AGL/717 feet MSL. Tree 2980 feet from DER, 70 feet left of centerline, 86 feet AGL/629 feet MSL. Numerous trees beginning 2867 feet from DER, 569 feet right of centerline, up to 94 feet AGL/723 feet MSL.



NOTE: DME Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climbing left turn to intercept RMG VORTAC R-350 to UZOVO INT, then via assigned route....

TAKEOFF RWY 19: Climbing right turn heading 021° and RMG VORTAC R-350 to UZOVO INT, then via assigned route....

....Maintain 4000, expect filed altitude 10 minutes after departure.

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RMG	APP CRS	Rwy Idg	6006
115.4	349°	TDZE	636
Chan 101		Apt Elev	644

VOR/DME RWY 1

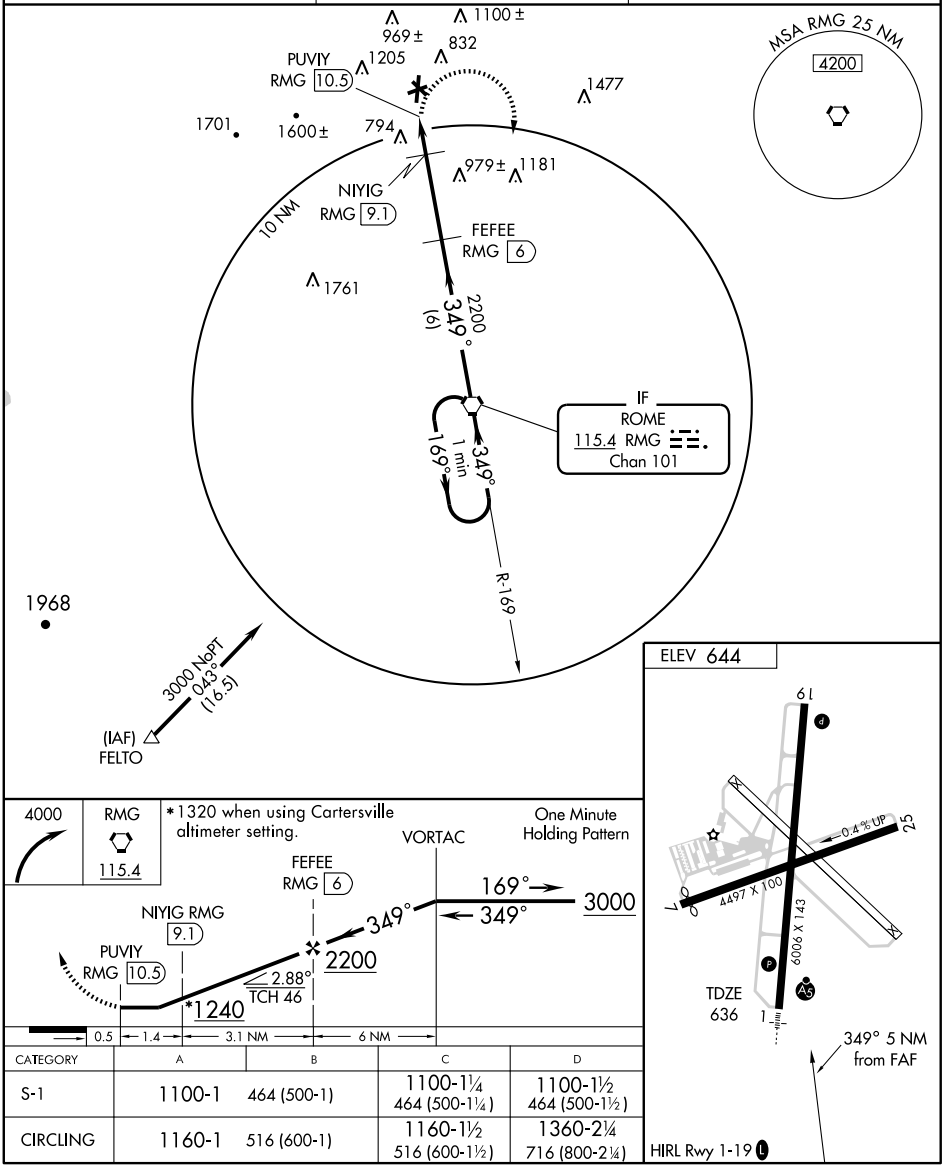
ROME/RICHARD B. RUSSELL (RMG)

Inoperative table does not apply. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and S-1 Cats. C and D and Circling Cat. D visibility ¼ mile.

MALSR

MISSED APPROACH: Climbing right turn to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-1	1100-1	464 (500-1)	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RMG	APP CRS	Rwy Idg	6006
115.4	170°	TDZE	634
Chan 101		Apt Elev	644

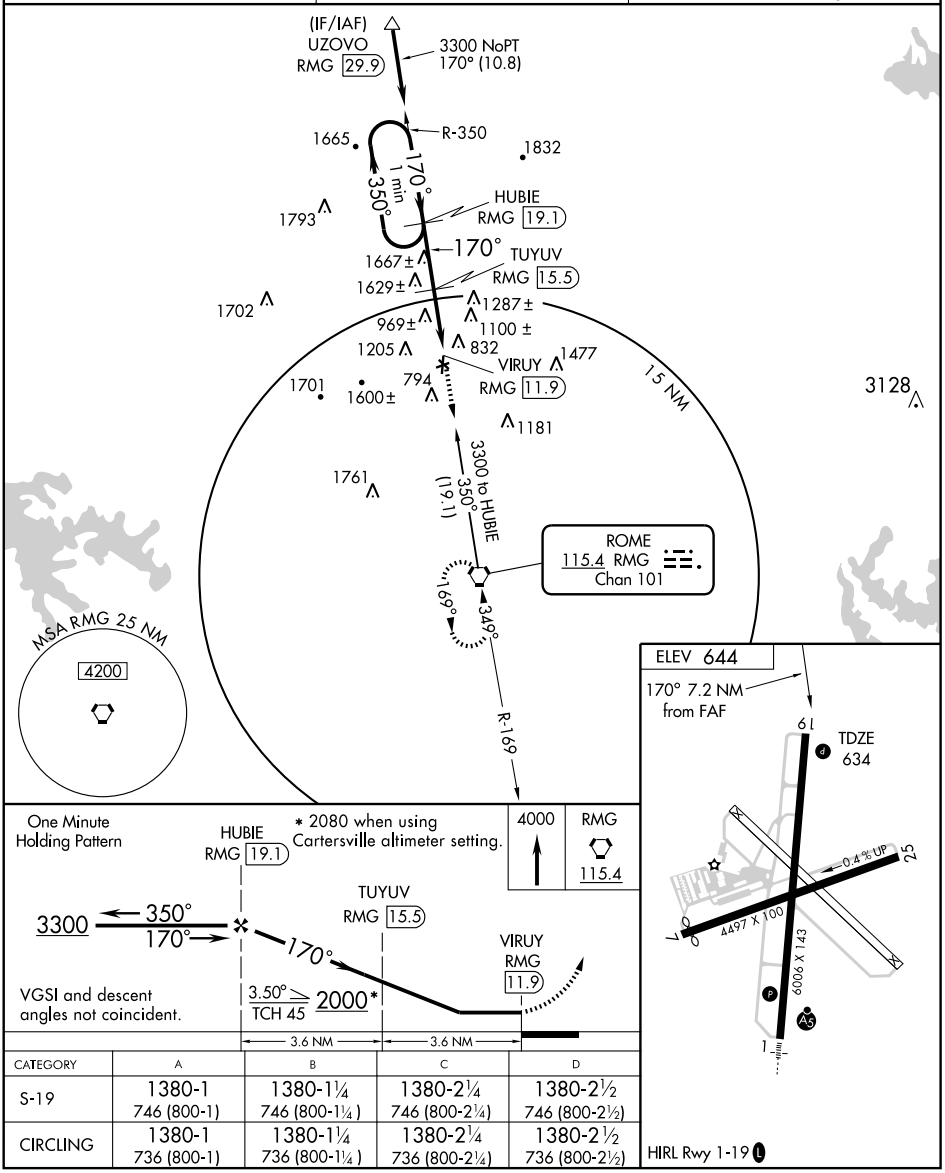
VOR/DME RWY 19

ROME/RICHARD B. RUSSELL (RMG)

Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase S-19 and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-19	1380-1 746 (800-1)	1380-1¼ 746 (800-1¼)	1380-2¼ 746 (800-2¼)	1380-2½ 746 (800-2½)
CIRCLING	1380-1 736 (800-1)	1380-1¼ 736 (800-1¼)	1380-2¼ 736 (800-2¼)	1380-2½ 736 (800-2½)

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NDB HIT	APP CRS	Rwy Idg	5015
360	125°	TDZE	430
		Apt Elev	438

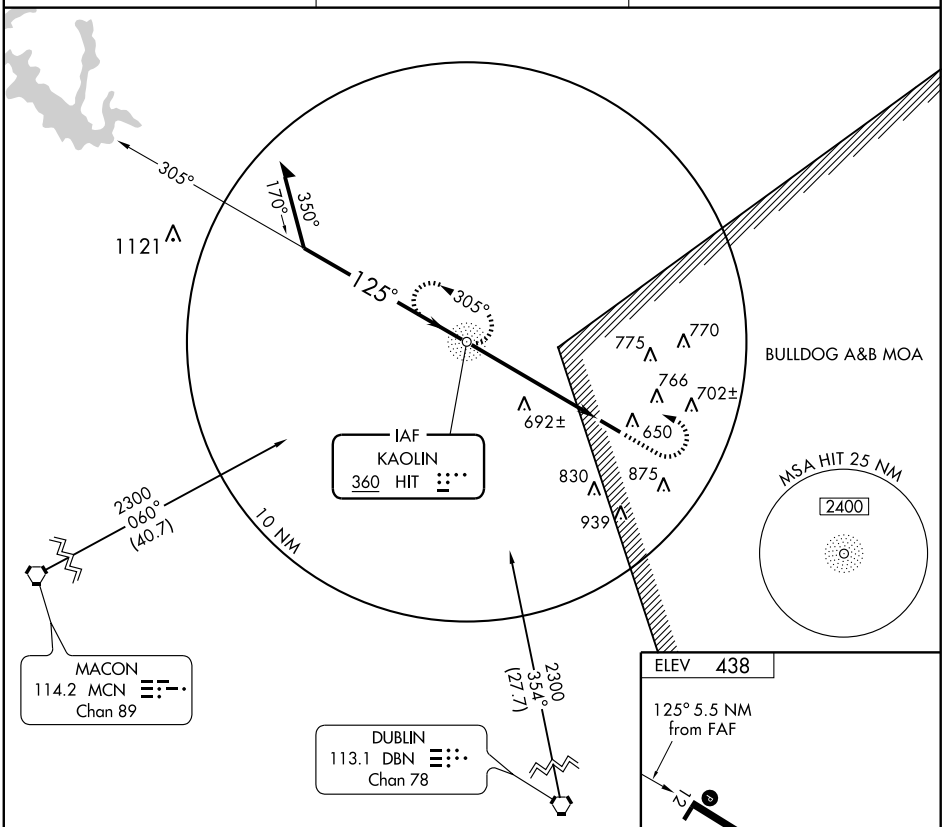
NDB RWY 12

SANDERSVILLE/KAOLIN FIELD (OKZ)

T NA When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet and Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct HIT NDB and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-12	1060-1	630 (700-1)	1060-1¾ 630 (700-1¾)	NA
CIRCLING	1060-1	622 (700-1)	1120-2 682 (700-2)	NA

MIRL Rwy 12-30 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5015
125°	TDZE	430
	Apt Elev	438

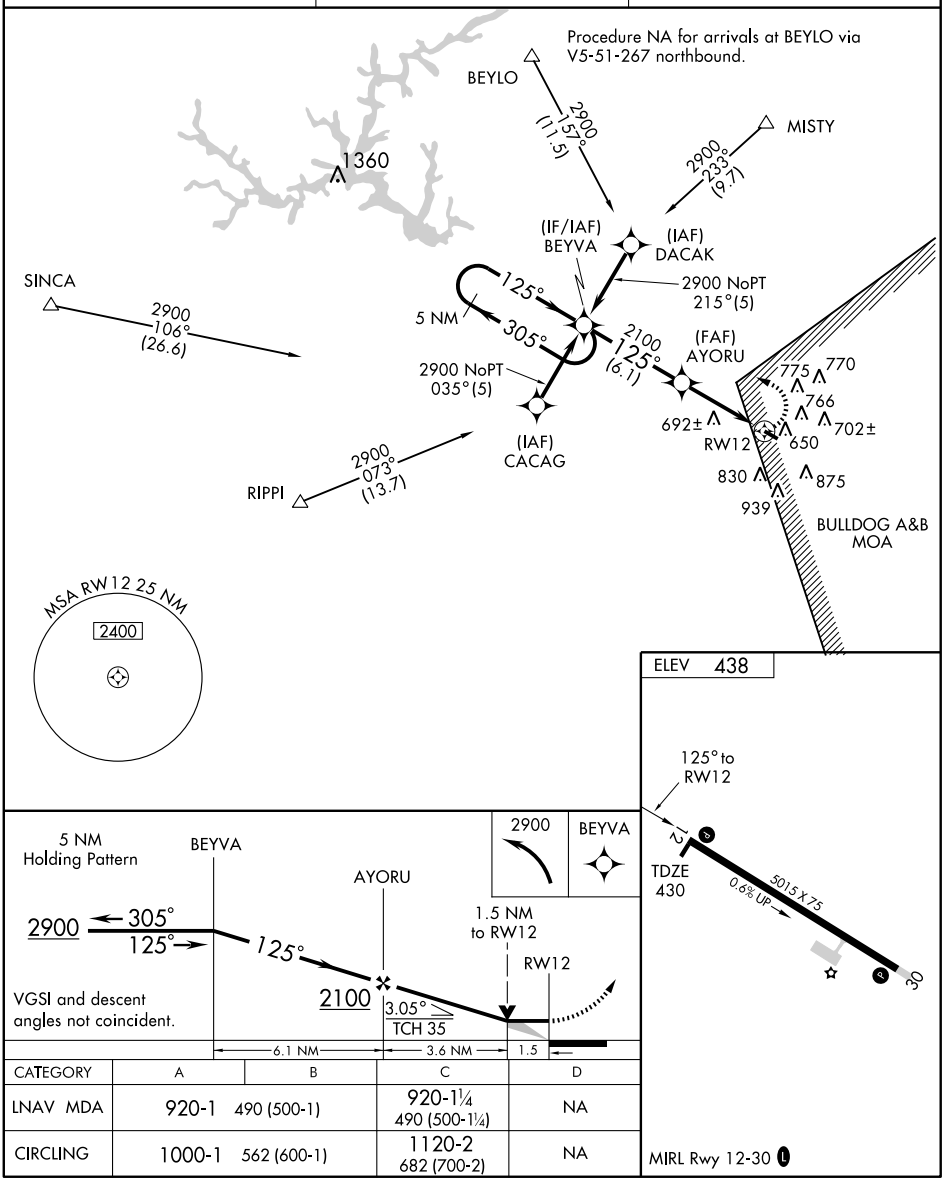
RNAV (GPS) RWY 12

SANDERSVILLE/ KAOLIN FIELD (OKZ)

▼ When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet, and all Cat. C visibilities ½ mile.
▲ NA VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2900 direct BEYVA and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	920-1 490 (500-1)		920-1¼ 490 (500-1¼)	NA
CIRCLING	1000-1 562 (600-1)		1120-2 682 (700-2)	NA

MIRL Rwy 12-30 L

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SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

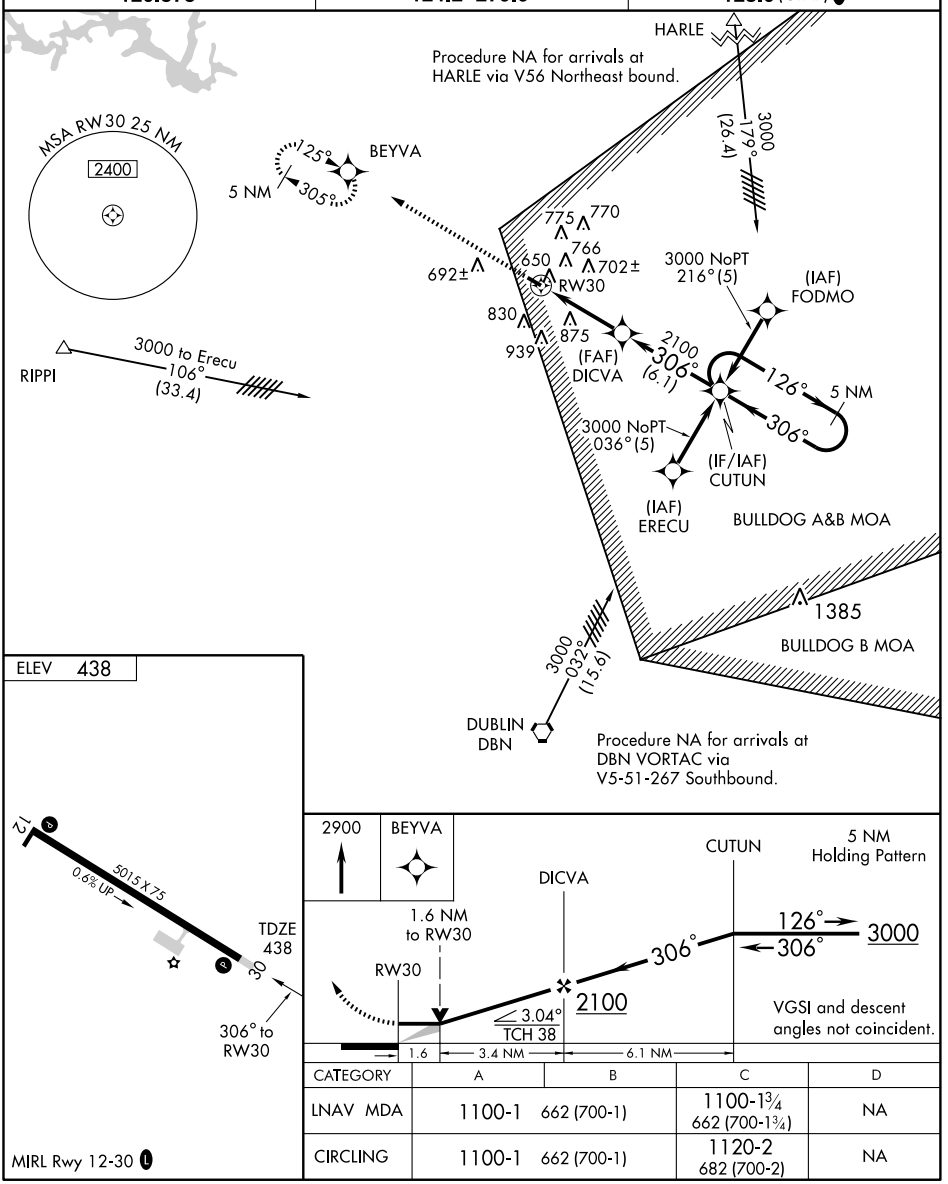
SANDERSVILLE/ KAOLIN FIELD (OKZ)

APP CRS	Rwy Idg	5015
306°	TDZE	438
	Apt Elev	438

When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase all Cat. B visibilities to 1¼ and all Cat. C visibilities to 2¼. VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct BEYVA and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

CATEGORY	A	B	C	D
LNAV MDA	1100-1	662 (700-1)	1100-1¾ 662 (700-1¾)	NA
CIRCLING	1100-1	662 (700-1)	1120-2 682 (700-2)	NA

VORTAC DBN 113.1 Chan 78	APP CRS 004°	Rwy Idg N/A TDZE N/A Apt Elev 438

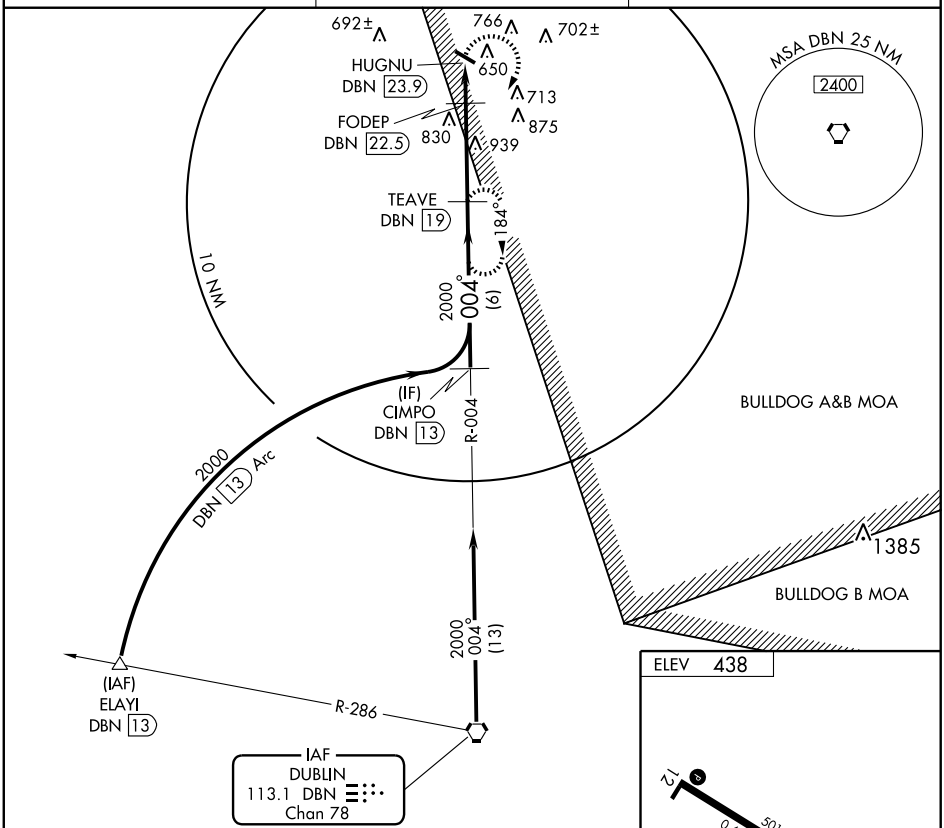
VOR/DME-A

SANDERSVILLE/ KAOLIN FIELD (OKZ)

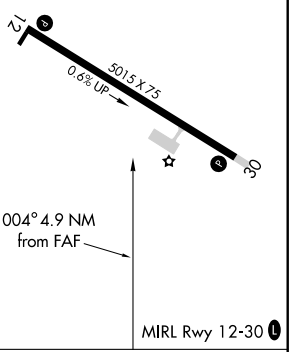
When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase Cat. C visibility to 2¼.

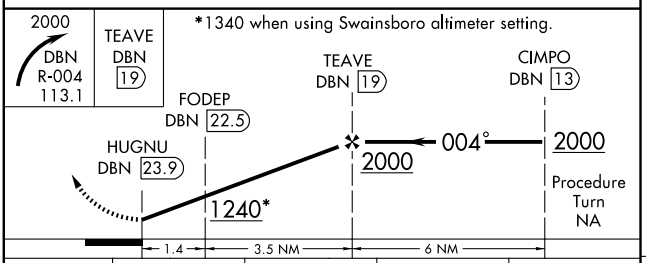
MISSED APPROACH: Climbing right turn to 2000 via DBN R-004 to TEAVE/DBN 19 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF)



ELEV 438

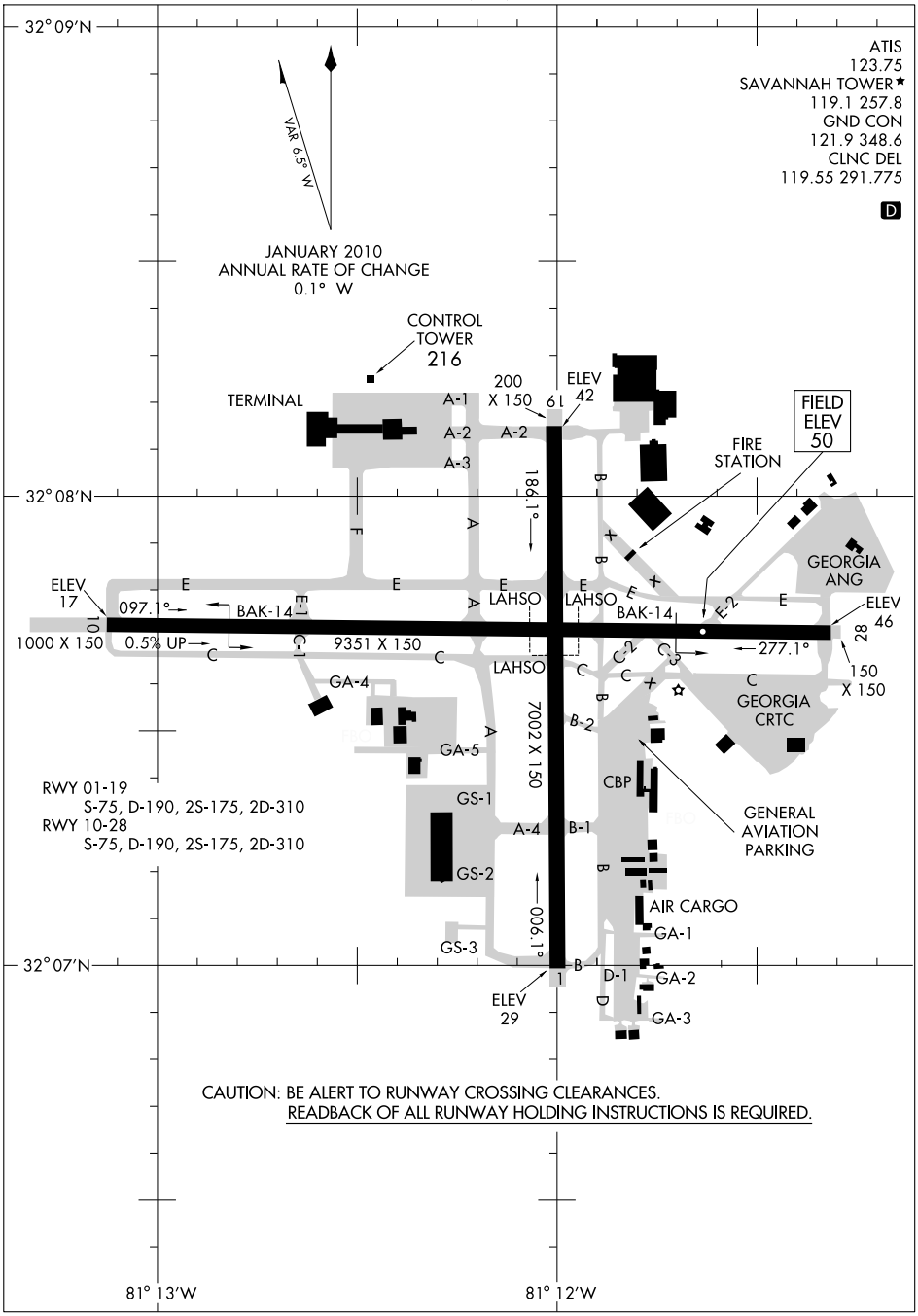




CATEGORY	A	B	C	D
CIRCLING	1000-1 562 (600-1)	1000-1¼ 562 (600-1¼)	1120-2 682 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-SAV	APCH CRS	Rwy ldg	9351
109.9	097°	TDZE	30
		Arpt Elev	50

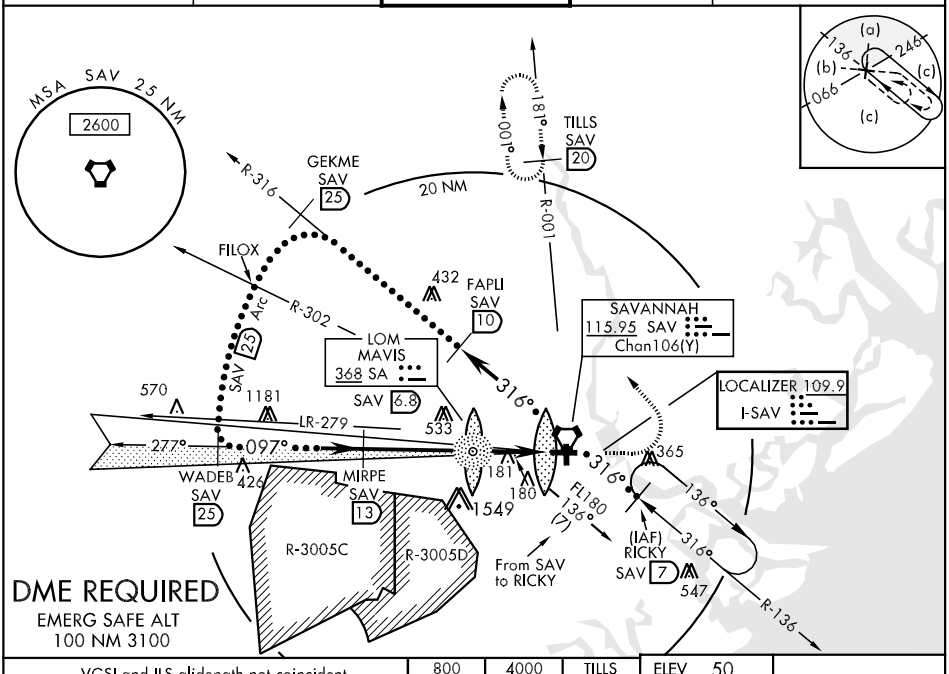
JAL-380 [USAF] SAVANNAH/HILTON HEAD INTL (KSAV)

T Procedure NA when Control Tower closed.
* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT CD vis to 1¼ miles and CAT E vis to 1½ miles.

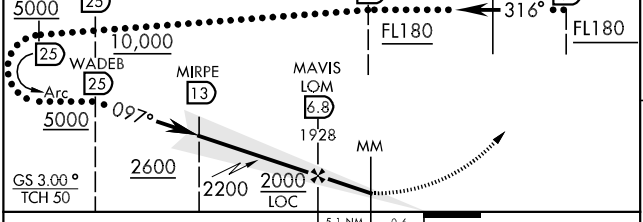
MALSR A5

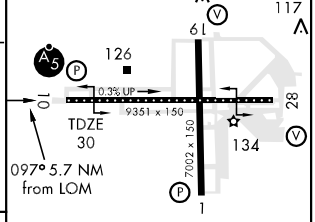
MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS/SAV 20 DME and hold.

ATIS ★	SAVANNAH APP CON	SAVANNAH TOWER ★	GND CON	CLNC DEL
123.75	125.3 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775



VGSI and ILS glidepath not coincident.





CATEGORY	C	D	E
S-ILS 10 *	230/24	200	(200-½)
S-LOC 10 **	440/40 410 (500-¾)		440/50 410 (500-1)
CIRCLING	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

REIL Rwys 1-19, 28 L
HIRL all Rwy L

FAF to MAP 5.7 NM

Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-TPV	APP CRS	Rwy Idg	7002
111.9	006°	TDZE	39
		Apt Elev	50

ILS or LOC RWY 1

SAVANNAH/HILTON HEAD INTL (SAV)

When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 1 all Cats, S-LOC 1 Cat D, and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climb to 4000 via SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95

ALTERNATE MISSED APCH FIX
277°
097°
MAVIS
368 SA

DME or RADAR REQUIRED

SAVANNAH
115.95 SAV
Chan 106 (Y)

LOCALIZER 111.9
I-TPV

MAVIS
368 SA

113.5 CHS
Chan 82
181°
001°
R-253
TILLS
SAV 20
SAV R-001

MSA SAV 25 NM
2600

(IAF)
CINBA
SAV 14

R-060
15 NM

HUNTER
111.6 SVN
Chan 53

DANNA
OM

R-3005C
R-3005D
R-279

MIZLU INT
SAV 7.7
(6.3)
006°
2000

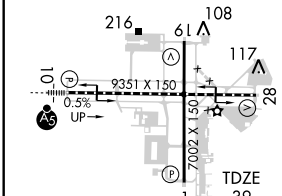
SAV
LR-177

2000
SAV 14 Arc

(IF)
TERBE
SAV 14

SAV R-186
I-TPV 186°

ELEV 50 D



006° 5.9 NM from FAF

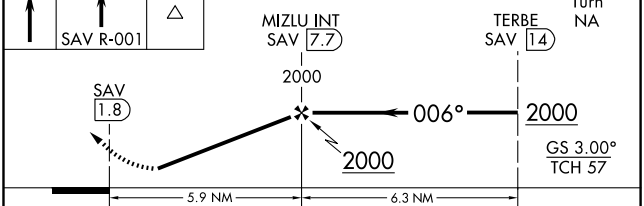
TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

1000 | 4000 SAV R-001 | TILLS

VGSI and ILS glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
S-ILS 1	239/40 200 (200-¾)			
S-LOC-1	440/50 401 (400-1)		440/60 401 (400-1¼)	
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-SAV	APP CRS	Rwy Idg	9201
109.9	097°	TDZE	30
		Apt Elev	50

ILS or LOC RWY 10

SAVANNAH/HILTON HEAD INTL (SAV)

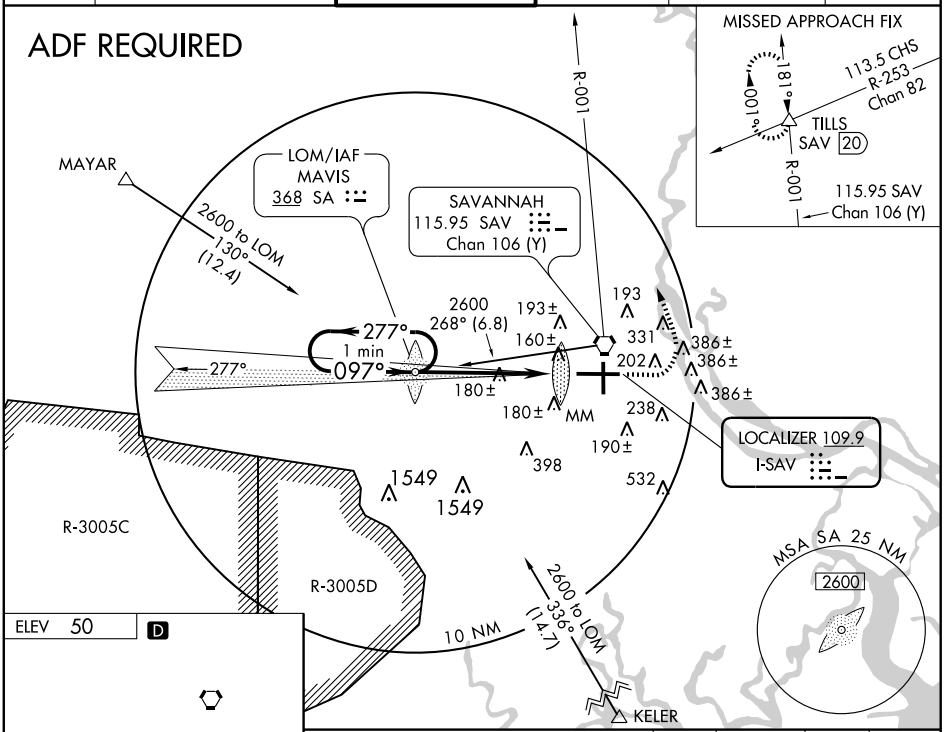
ADF REQUIRED. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 10 all Cats visibility to RVR 2400 and S-LOC 10 Cat D and Circling Cat D visibilities ¼ mile. For inoperative MALSR when using Hilton Head Island altimeter setting, increase S-ILS 10 all Cats visibility to RVR 5000.

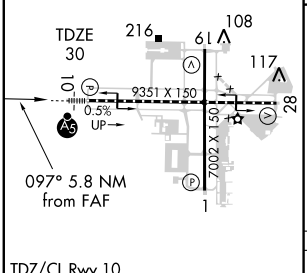
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1(CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95

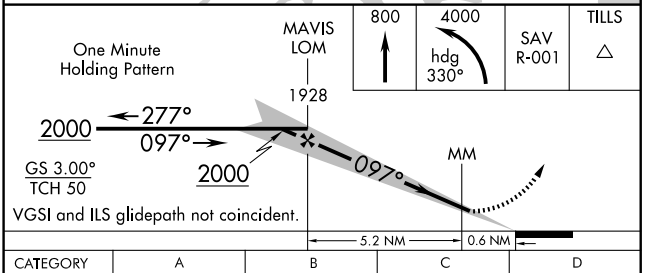
ADF REQUIRED





TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 10	230/18 200 (200-½)			
S-LOC 10	440/24 410 (400-½)		440/40 410 (400-¾)	
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ATLANTA, GA			
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	08L	TWY B13	8,490 feet
	09R	TWY J	8,620 feet
	26R	TWY H	8,600 feet
	27L	TWY P	8,600 feet
BIRMINGHAM, AL			
BIRMINGHAM INTL (BHM)	06	18-36	8,700 feet
	36	06-24	5,150 feet
SAVANNAH, GA			
SAVANNAH/HILTON HEAD INTL (SAV)	01	10-28	4,050 feet
	10	01-19	5,450 feet
	28	01-19	3,250 feet

21 OCT 2010 to 18 NOV 2010

WAAS CH 45515 W01A	APP CRS 006°	Rwy Idg 7002 TDZE 39 Apt Elev 50

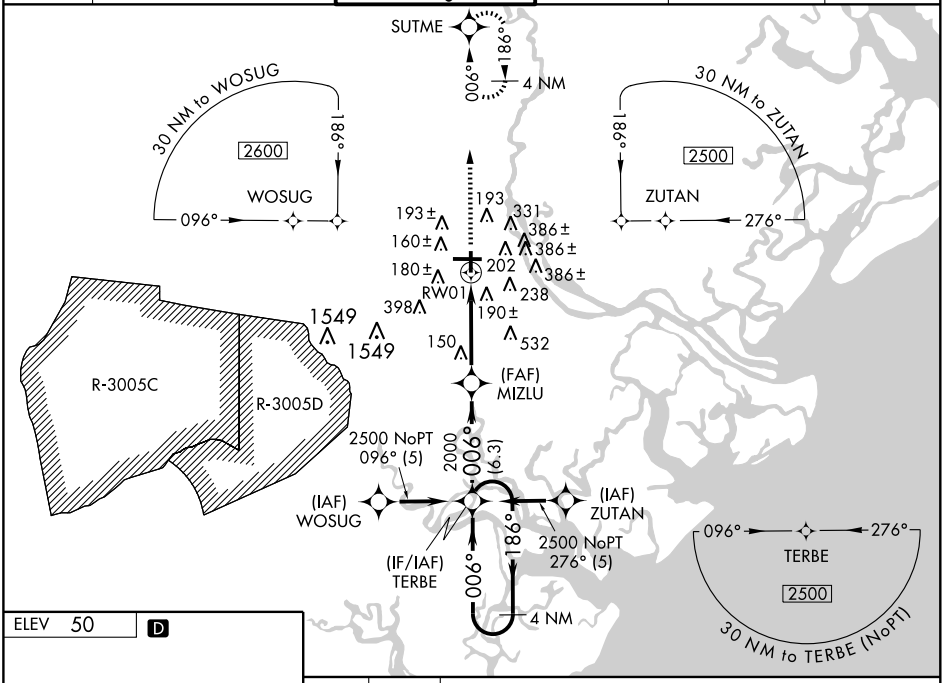
RNAV (GPS) RWY 1

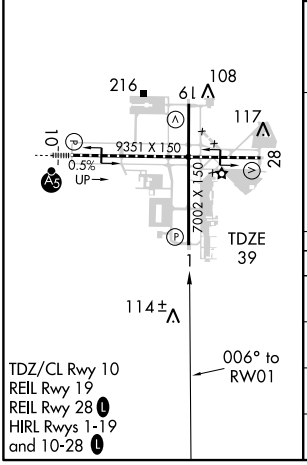
SAVANNAH/HILTON HEAD INTL (SAV)

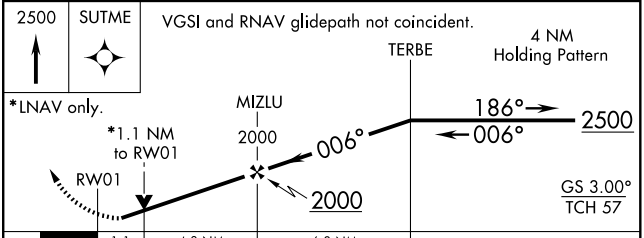
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all LPV DA 65 feet, LNAV/VNAV DA 126 feet, all MDA 80 feet and LPV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile and LNAV/VNAV all Cats visibility ½ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct SUTME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	239/40 200 (200-¾)			
LNAV/VNAV DA	384/60 345 (400-1¼)			
LNAV MDA	460/50 421 (500-1)		460/60 421 (500-1¼)	
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9201
CH 90114	097°	TDZE	30
W10A		Apt Elev	50

RNAV (GPS) RWY 10

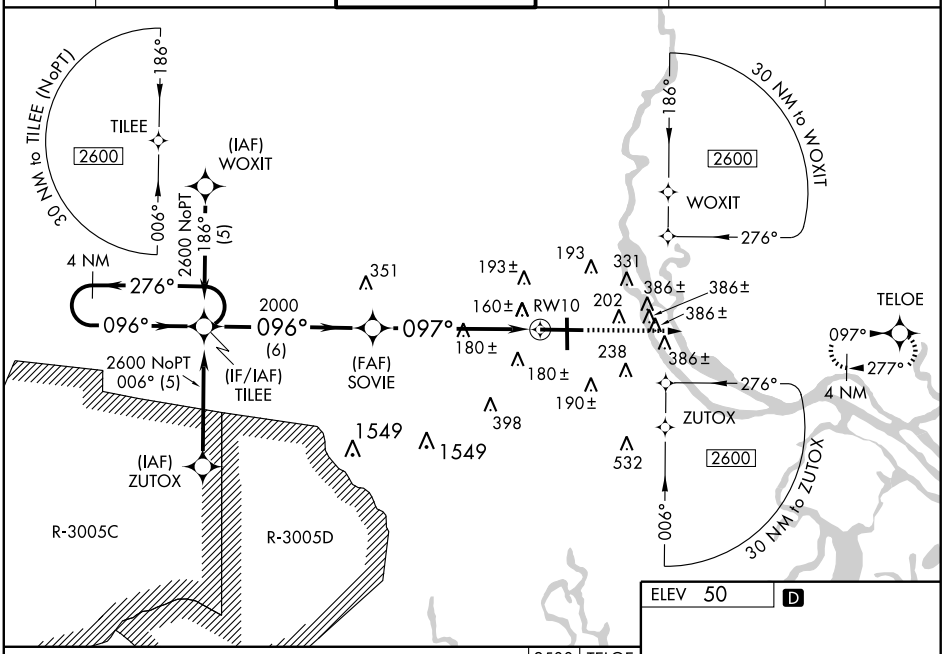
SAVANNAH/HILTON HEAD INTL (SAV)

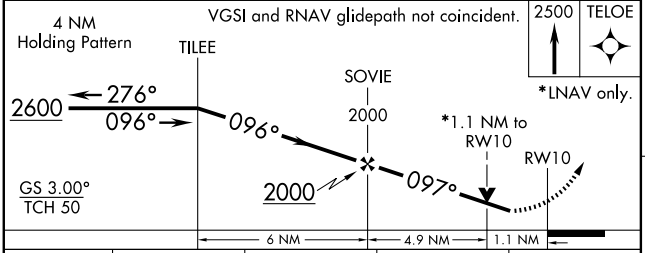
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats and Circling Cat D visibilities ¼ mile. For inoperative MALSR when using Hilton Head Island altimeter setting, increase LPV all Cats visibility to RVR 5000. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

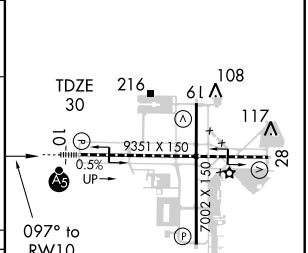
MALSR

MISSED APPROACH: Climb to 2500 direct TELOE and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	230/24 200 (200-½)			
LNAV/VNAV DA	504/60 474 (500-1¼)			
LNAV MDA	440/24 410 (400-½)		440/40 410 (400-¾)	440/50 410 (400-1)
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	9351
CH 40015	277°	TDZE	50
W28A		Apt Elev	50

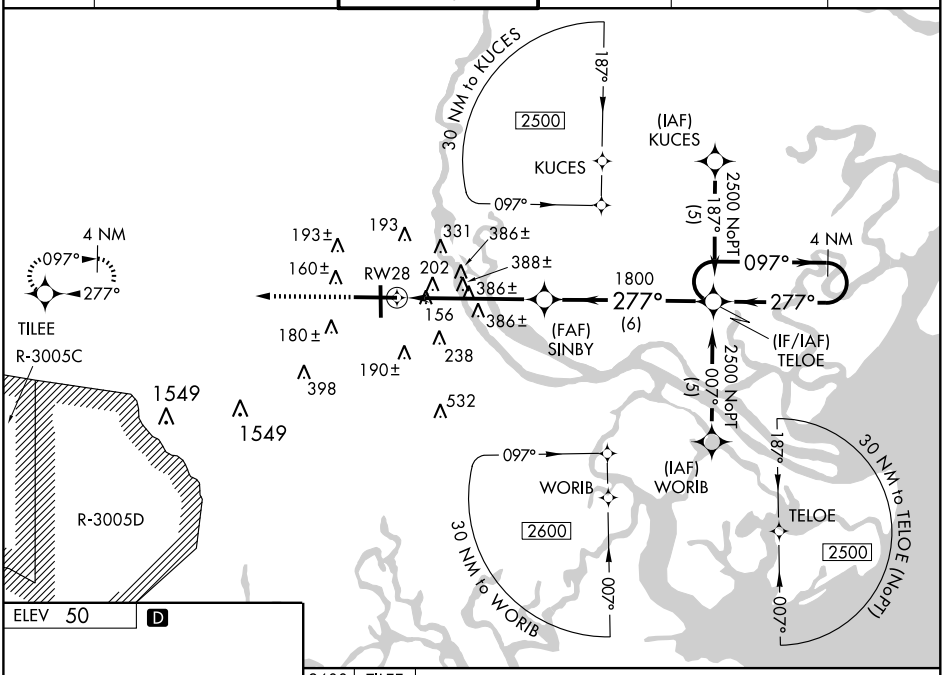
RNAV (GPS) Z RWY 28

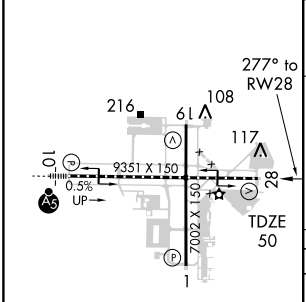
SAVANNAH/HILTON HEAD INTL (SAV)

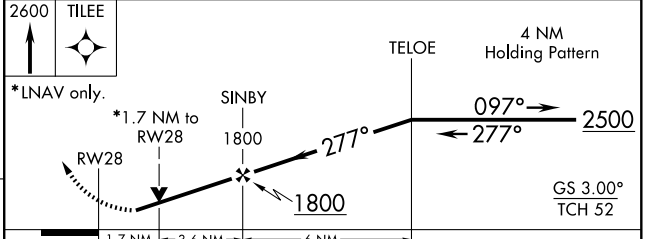
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2600 direct TILEE and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	307-1 257 (300-1)			
LNAV/VNAV DA	431-1¼ 381 (400-1¼)			
LNAV MDA	640-1 590 (600-1)		640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1 590 (600-1)		640-1½ 590 (600-1½)	700-2 650 (700-2)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9351
277°	TDZE	50
	Apt Elev	50

RNAV (RNP) Y RWY 28

SAVANNAH/HILTON HEAD INTL (SAV)

T NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 49°C (120°F). When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2500 on 277° track to HANGI and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95

Procedure NA for arrivals at MAYAR on V154 northwest bound.

Radar required for arrivals from UCETA and FEXEM.

(RNP 0.30) MAYAR 10000

6000 095° (18.4)

(IAF) (RF required) ZELGI 6000

4500 095° (6.5)

MODAE Max 210 KIAS

3000 to CARIK (6.5)

(IAF) (RF required) (RNP 0.30) UCETA 3500

3000 196° (2)

CARIK Max 210 KIAS

2000 (5.2)

4 NM

097° 277°

HANGI

277° (13.7)

193 ± 160 ± 180 ± 150 ± 398 190 ± 202 238 331 386 ± 157 ± 532

RW28

277° (5.3)

1800 277° (2)

(FAF) OSANE

(IF) DUCAN

2000 277° (4.1)

(IAF) (RNP 0.30) FEXEM 2500

2000 (5.2)

GRILO Max 210 KIAS

1549 1549

3000 357° (2)

3000 to GRILO (4.3)

(IAF) (RF required) ATEYO 3500

MSA RW28 25 NM 2600

(IAF) (RF required) RLENE

4000 064° (4.5)

HOTAN Max 210 KIAS

(RNP 0.30) KELER 6000

5000 064° (6.2)

Procedure NA for arrivals at KELER on V437-441 southbound.

3500 344° (13.1)

Procedure NA for arrivals at TYBEE on V1 southbound.

(RNP 0.30) TYBEE 6000

ELEV 50 D

277° to RW28

216 108 61 117 10 28 9351 X 150 0.5% UP 7002 X 150 TDZE 50 1

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

2500 | tr 277° | HANGI

OSANE 1800 DUCAN 2000 Procedure Turn NA

RW28 277° 1800

GP 3.00° TCH 52

5.3 NM 2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	461-1½ 411 (500-1½)			
RNP 0.30 DA	523-1¾ 473 (500-1¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SAV	APP CRS	Rwy Idg	N/A
115.95	024°	TDZE	N/A
Chan 106 (Y)		Apt Elev	50

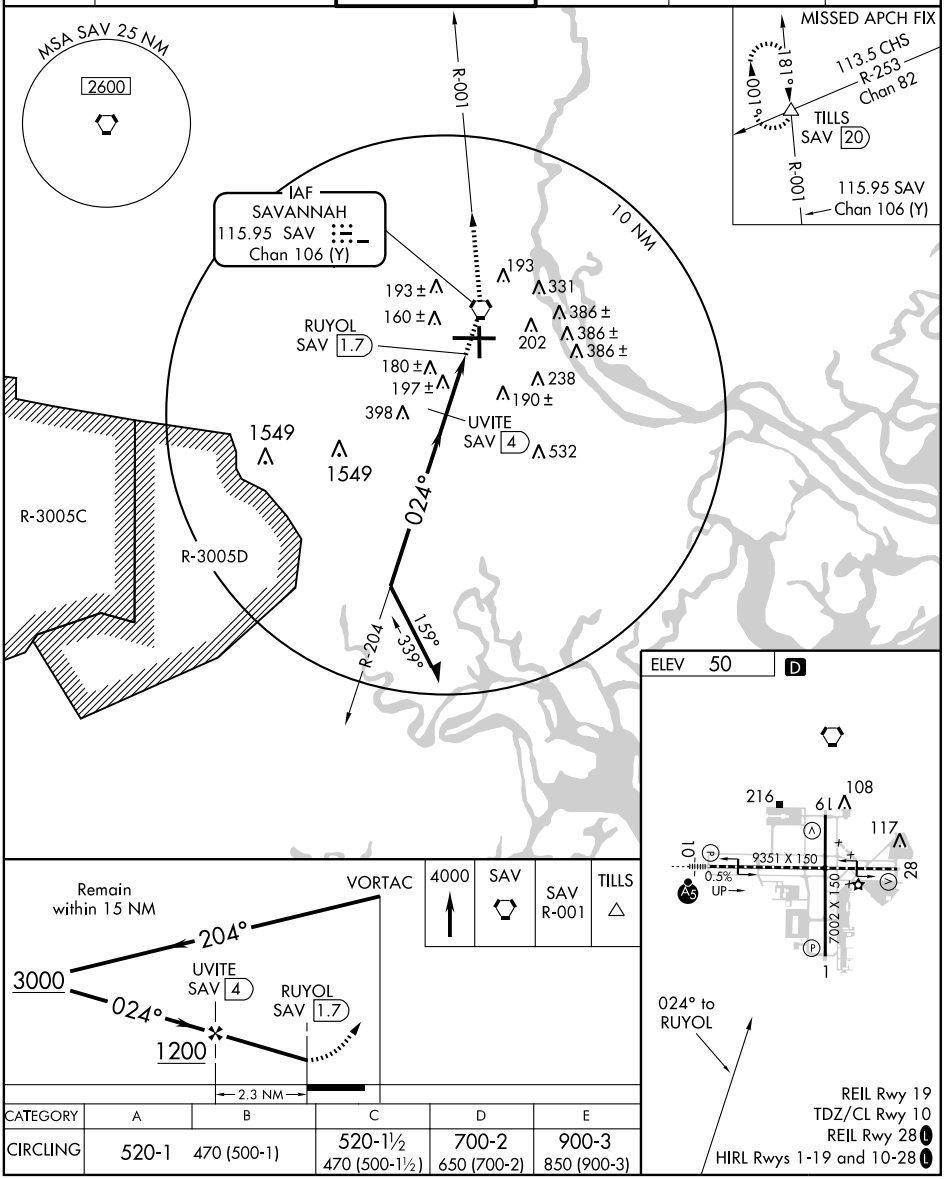
VOR/DME-A

SAVANNAH/HILTON HEAD INTL (SAV)

▼ When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct SAV VORTAC and SAV R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON ★	SAVANNAH TOWER ★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95



CATEGORY	A	B	C	D	E
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SAV	APP CRS	Rwy Idg	7002
115.95	006°	TDZE	39
Chan 106 (Y)		Apt Elev	50

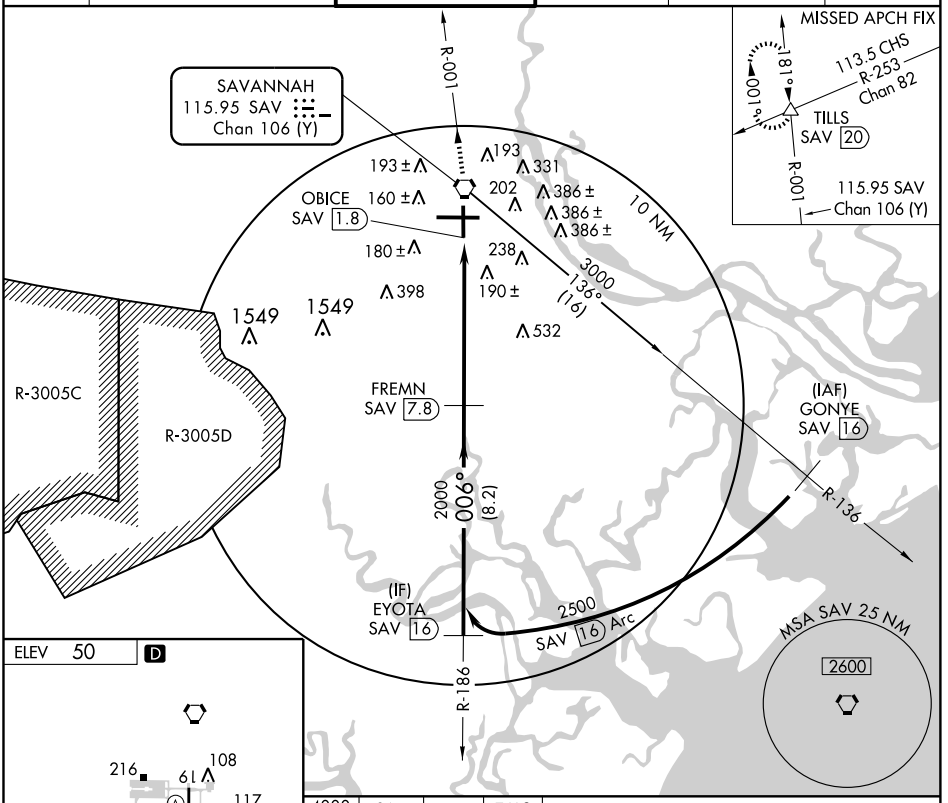
VOR/DME or TACAN RWY 1

SAVANNAH/HILTON HEAD INTL (SAV)

When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-1 Cats C/D/E and Circling Cat D visibilities ¼ mile.
VDP NA when using Hilton Head Island altimeter setting.

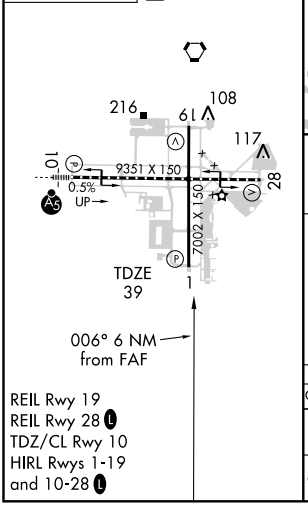
MISSED APPROACH: Climb to 4000 direct SAV VORTAC and via SAV R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95

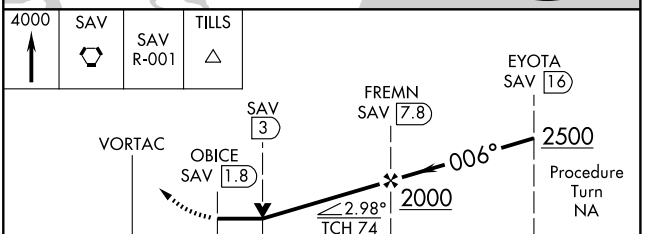


SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



REIL Rwy 19
REIL Rwy 28 L
TDZ/CL Rwy 10
HIRL Rwys 1-19
and 10-28 L



CATEGORY	A	B	C	D	E
S-1	500/50 461 (500-1)		500/60 461 (500-1¼)	500-1½ 461(500-1½)	500-1¾ 461 (500-1¾)
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

VORTAC SAV	APP CRS	Rwy Idg	7002
115.95	181°	TDZE	47
Chan 106 (Y)		Apt Elev	50

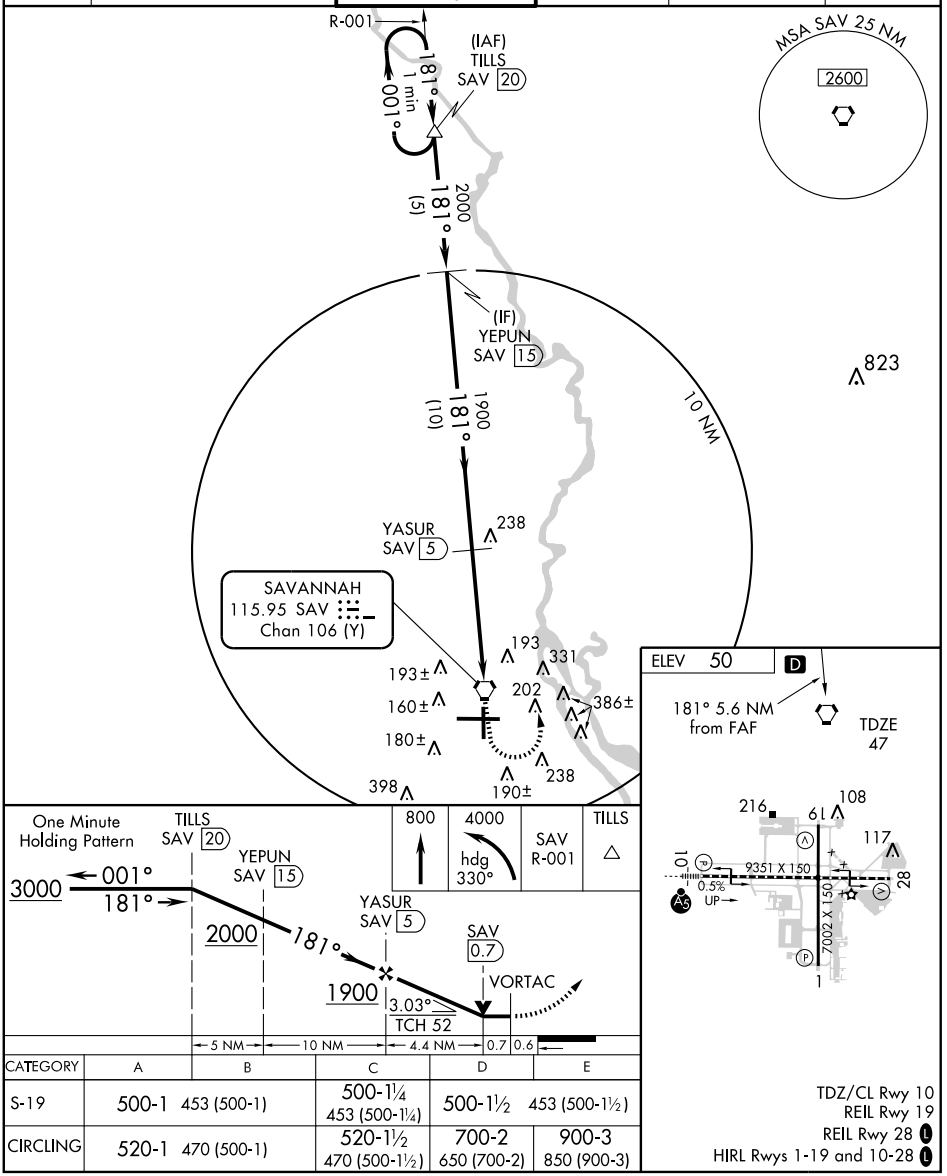
VOR/DME or TACAN RWY 19

SAVANNAH/HILTON HEAD INTL (SAV)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-19 Cats C/D, and Circling Cat D visibilities ¼ mile and S-19 Cat E visibility ½ mile. VDP NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 via heading 330° and SAV R-001 to TILLS/20 DME and hold.

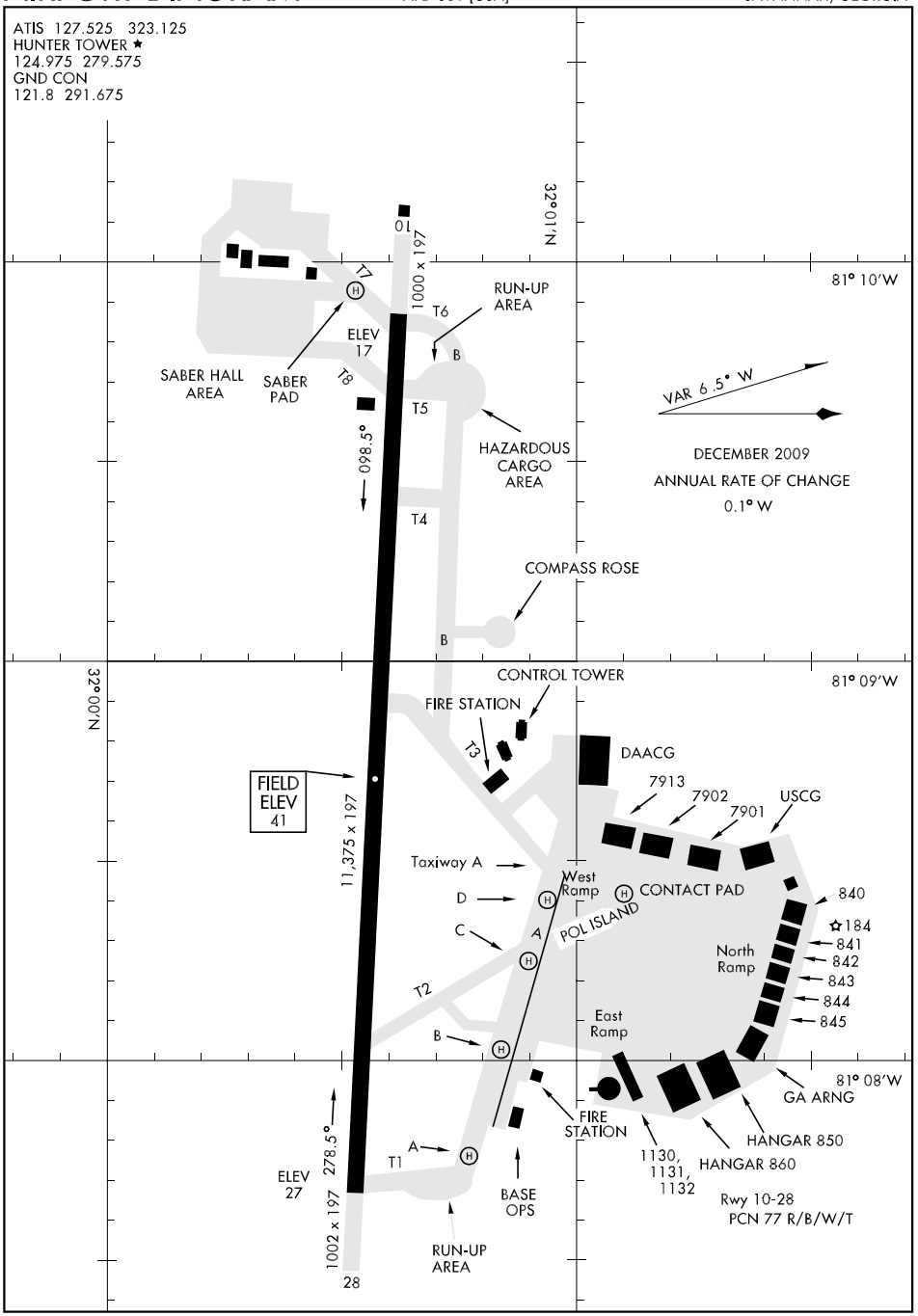
ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95



CATEGORY	A	B	C	D	E
S-19	500-1 453 (500-1)		500-1¼ 453 (500-1¼)	500-1½ 453 (500-1½)	
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

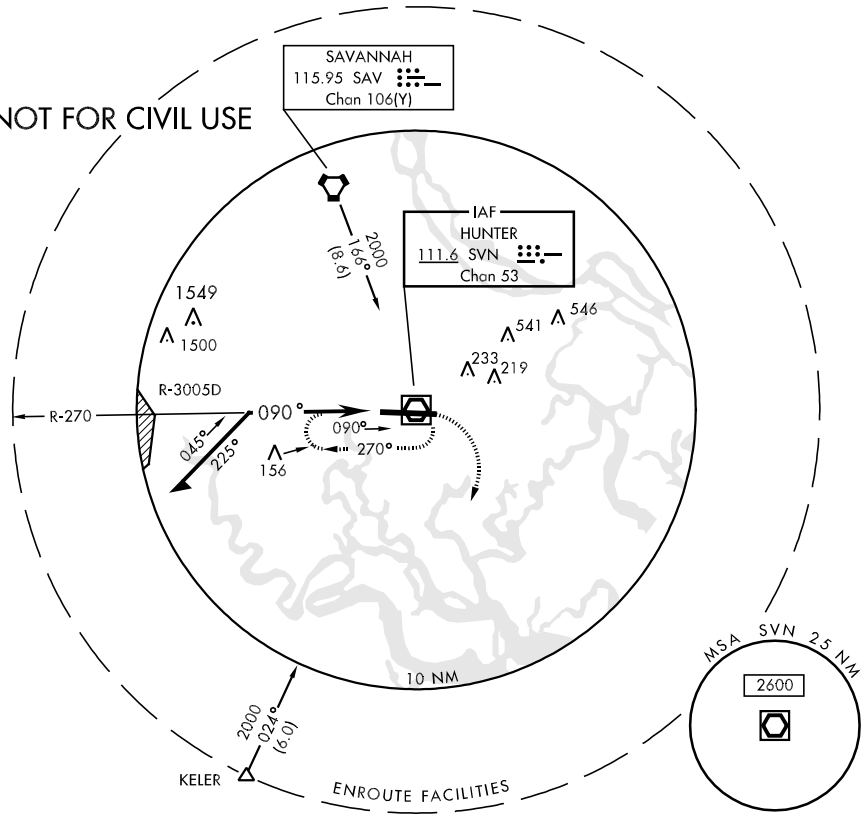
COPTER VOR RWY 10

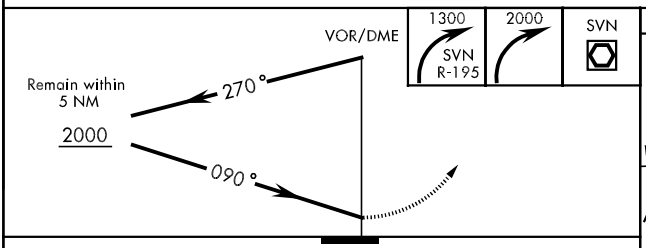
SVN VOR/DME	APCH CRS	Rwy Idg 11,375	AL-381 [USA]	HUNTER AAF (KSVN)
111.6 Chan 53	090°	TDZE 26 Arpt Elev 41		

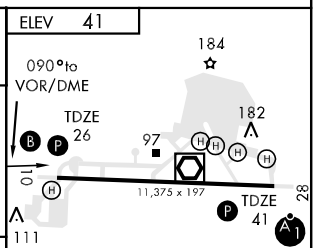
MISSED APPROACH: Climbing right turn to 1300 via SVN R-195, then climbing right turn to 2000 direct SVN VOR/DME and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	

NOT FOR CIVIL USE







CATEGORY	COPTER		
S-10	460-½	434	(500-½)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 28

LOC/DME I-SVN	APCH CRS	Rwy Idg 11,375
109.5 Chan 32	276°	TDZE 41
		Arpt Elev 41

AL-381 [USA]

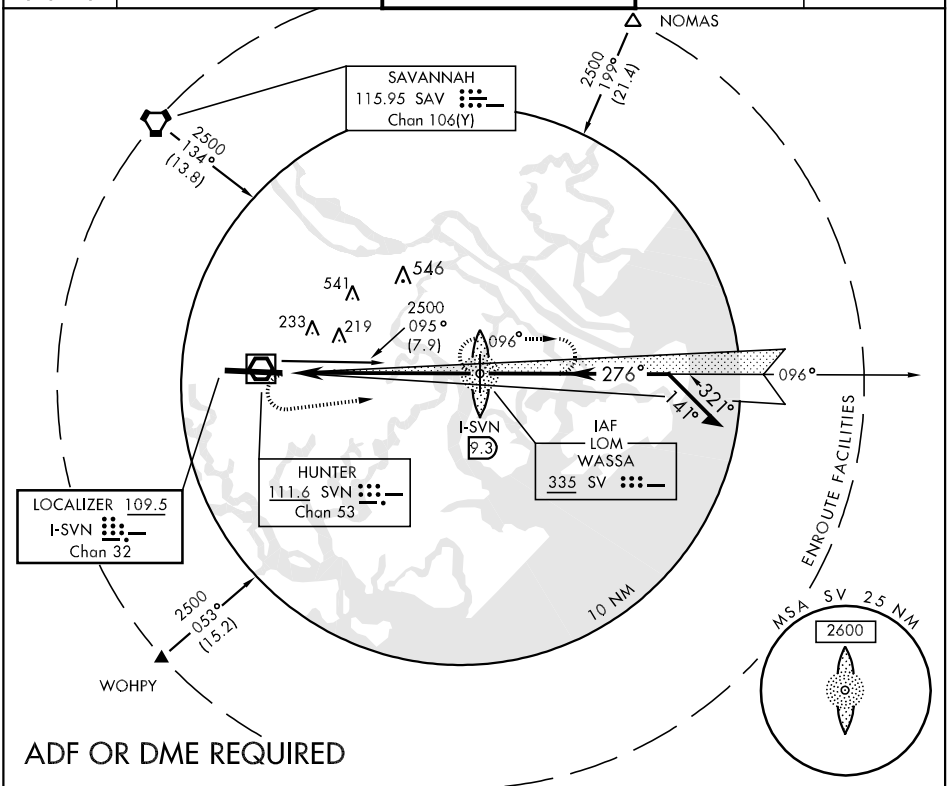
HUNTER AAF (KSVN)

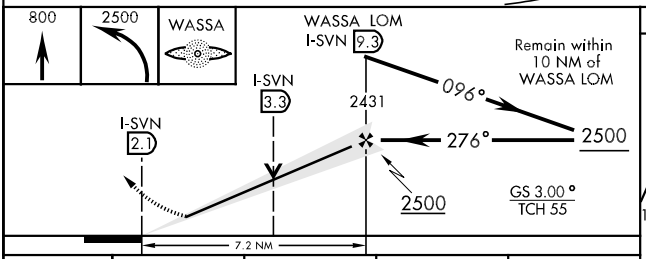
▼ * Circling NA N of Rwy 10-28 for CAT D.

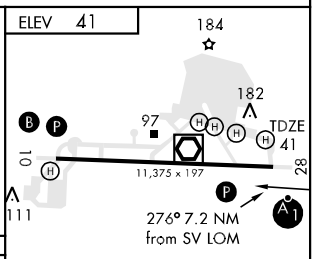
ALSF-1

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 direct WASSA LOM and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







CATEGORY	A	B	C	D
S-ILS 28	241/24 200 (200-½)			
S-LOC 28	460/24 419 (500-½)		460/40 419 (500-¾)	460/50 419 (500-1)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB RWY 28

LOM SV	APCH CRS	Rwy ldg 11,375 / TDZE 41 / Arpt Elev 41
335	276°	

AL-381 [USA]

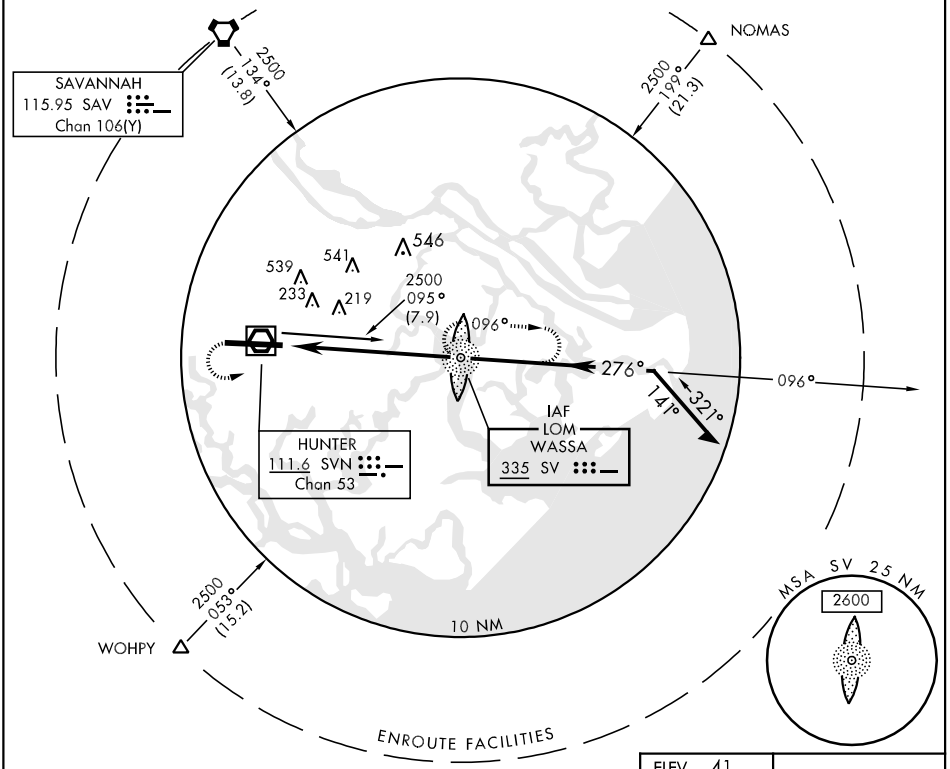
HUNTER AAF (KSVN)

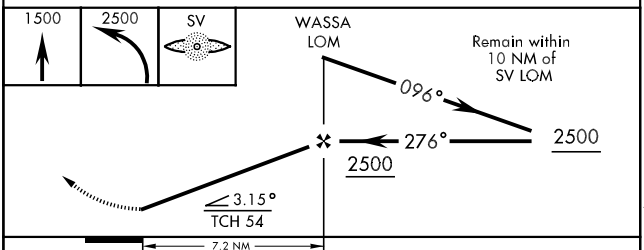
* For inop ALSF, increase CAT AB vis to RVR 50 and CAT CD to 2 miles.
** Circling NA N of Rwy 10-28 for CAT D.

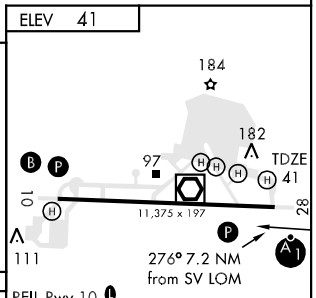
ALSF-1

MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct SV LOM and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







CATEGORY	A	B	C	D
S-28 *	700/40 659 (700-¾)		700/60 659 (700-1¼)	700-1½ 659 (700-1½)
CIRCLING **	700-1 659 (700-1)		700-1¾ 659 (700-1¾)	700-2 659 (700-2)

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	11,375
096°	TDZE	26
	Arpt Elev	41

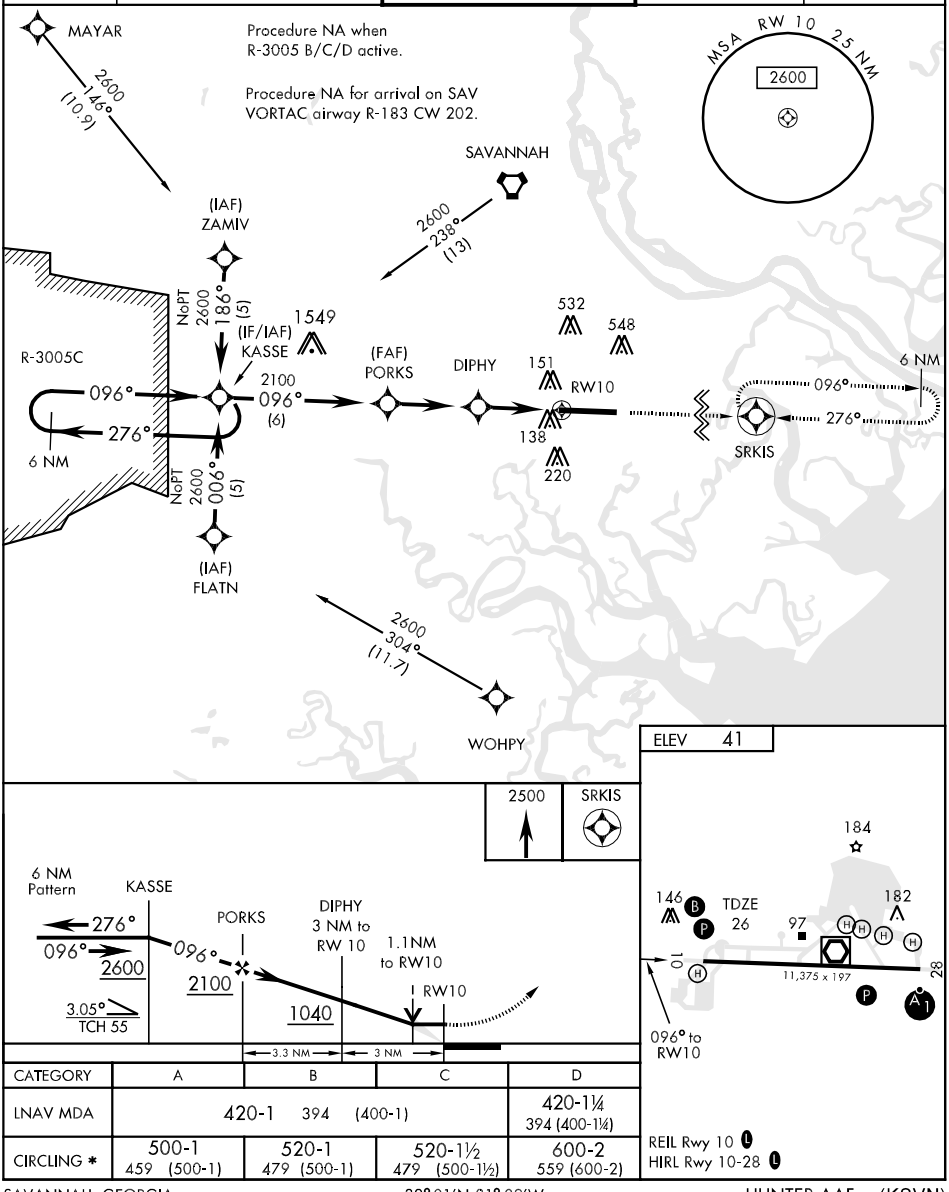
AL-381 [USA]

HUNTER AAF (KSVN)

DME/DME RNP -0.3 NA
* Circling not authorized N of Rwy 10-28 for CAT D.

MISSED APPROACH: Climb to 2500 direct SRKIS and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	



CATEGORY	A	B	C	D
LNAV MDA	420-1 394 (400-1)			420-1¼ 394 (400-1¼)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

RNAV (GPS) RWY 10

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

WAAS	APCH CRS	Rwy Idg 11,375
CH 82111	276°	TDZE 41
W28A		Arpt Elev 41

AL-381 [USA]

HUNTER AAF (KSVN)

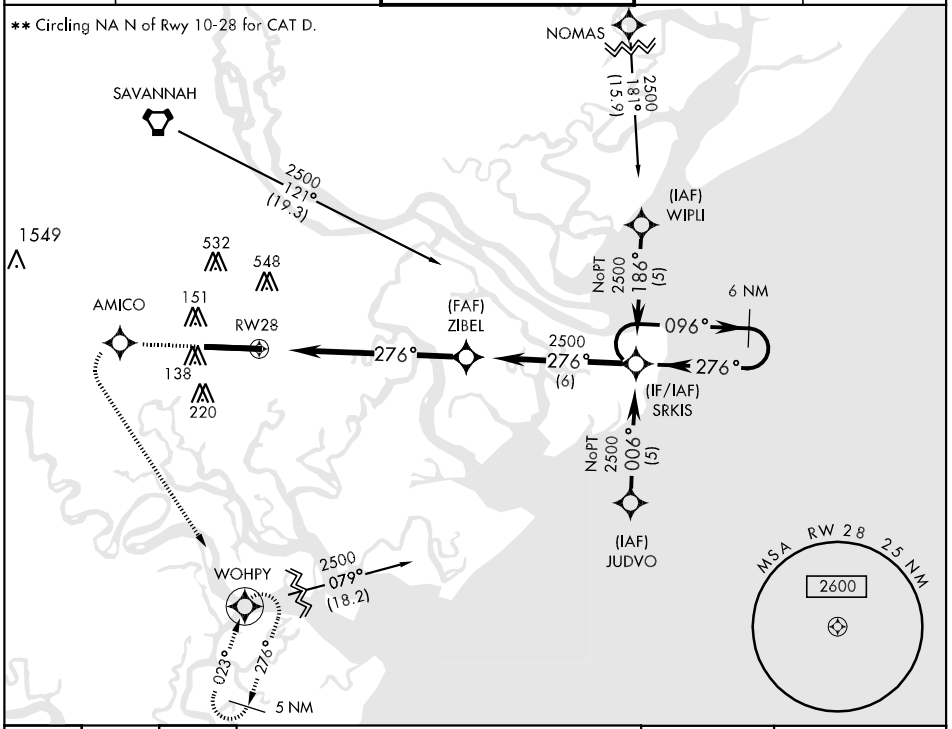
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F)
DME/DME RNP -0.3 NA

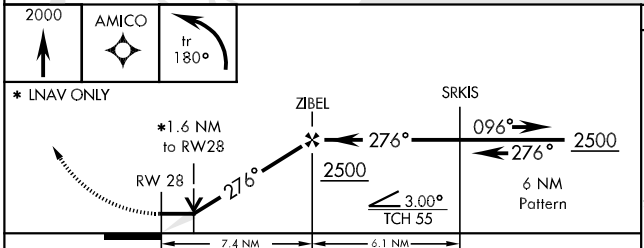
ALSF-1

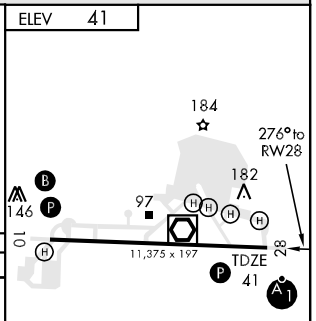
MISSED APPROACH: Climb to 2000 direct AMICO and left turn on track 180° to WOHPY and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) 279.575	121.8 291.675	

** Circling NA N of Rwy 10-28 for CAT D.







CATEGORY	A	B	C	D
LPV DA	241/24 200 (200-½)			
LNAV/ VNAV DA	487/50 446 (500-1)			
LNAV MDA	600/24 559 (600-½)		600/50 559 (600-1)	600/60 559 (600-1¼)
CIRCLING**	600-1 559 (600-1)		600-1½ 559 (600-1½)	600-2 559 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 28

VOR/DME SVN	APCH CRS	Rwy ldg 11,375
111.6	282°	TDZE 41
Chan 53		Arpt Elev 41

AL-381 [USA]

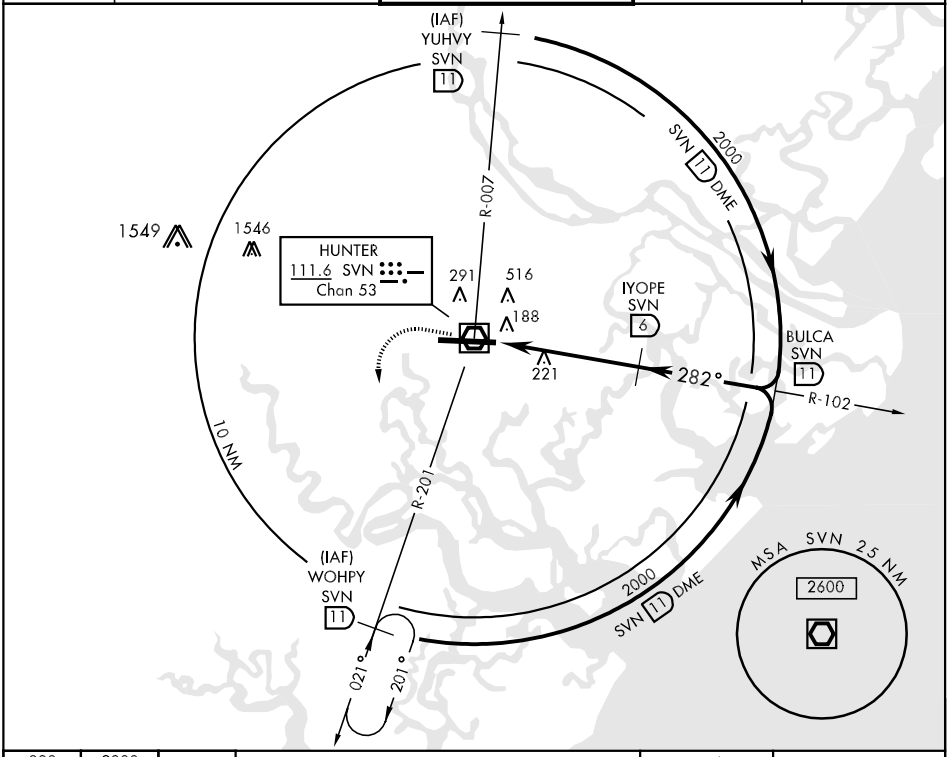
HUNTER AAF (KSVN)

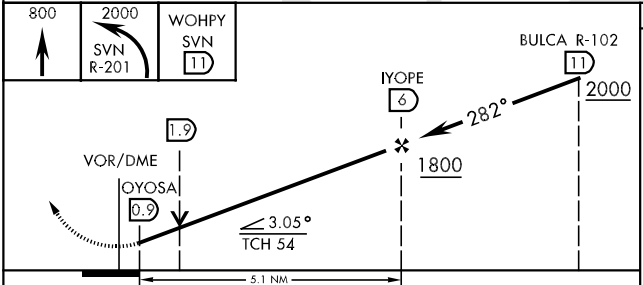
* Circling NA N of Rwy 10-28 for CAT D.

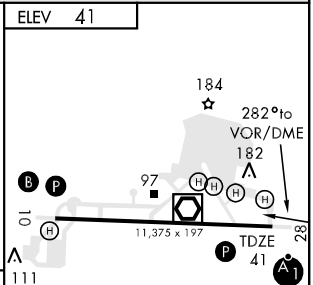
ALSF-1

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via SVN R-201 to WOHPY/11 DME and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







CATEGORY	A	B	C	D
S-28	480/24 439 (500-½)		480/40 439 (500-¾)	480/50 439 (500-1)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR RWY 28

SVN VOR/DME	APCH CRS	Rwy Idg 11,375
111.6	282°	TDZE 41
Chan 53		Arpt Elev 41

AL-381 [USA]

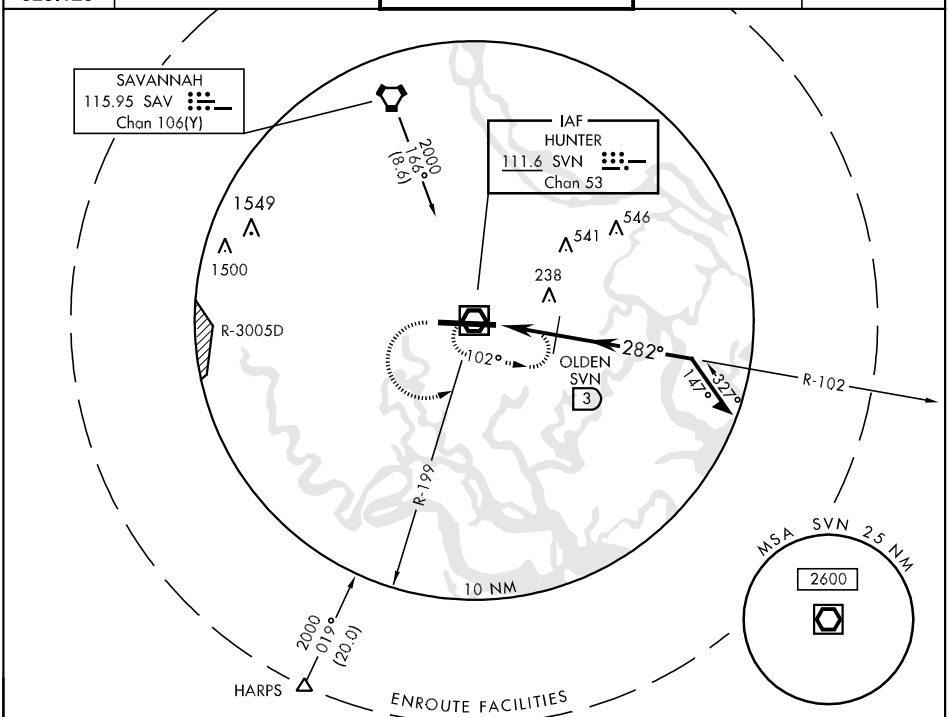
HUNTER AAF (KSVN)

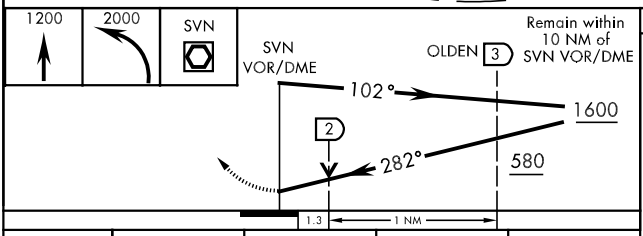
▼ * When ALS inop, increase CAT AB vis to 1 mile.
** Circling NA N of Rwy 10-28 for CAT D.

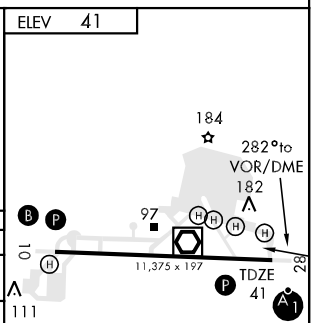
ALSF-1

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct SVN VOR/DME and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







CATEGORY	A	B	C	D
S-28 *	580/40 539 (600-¾)		580/50 539 (600-1)	580/60 539 (600-1¼)
CIRCLING **	580-1 539 (600-1)		580-1½ 539 (600-1½)	600-2 559 (600-2)
OLDEN FIX MINIMA				
S-28 *	500/40 459 (500-¾)			500/50 459 (500-1)
CIRCLING **	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

ST MARYS (4J6)

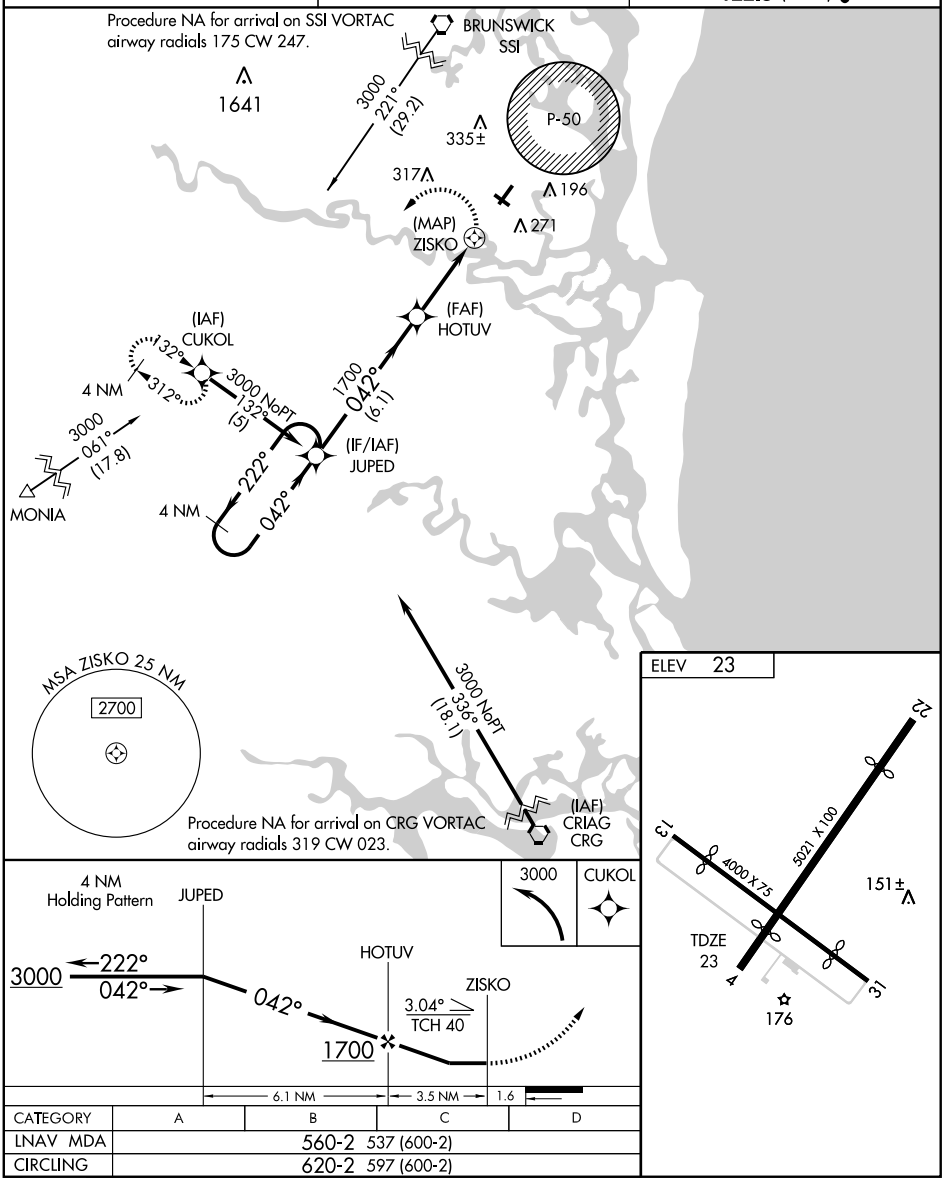
APP CRS	Rwy Idg	4263
042°	TDZE	23
	Apt Elev	23

T
NA

Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CUKOL and hold.

JACKSONVILLE ASOS	JACKSONVILLE APP CON		UNICOM
125.85	127.0	322.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	560-2 537 (600-2)			
CIRCLING	620-2 597 (600-2)			

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

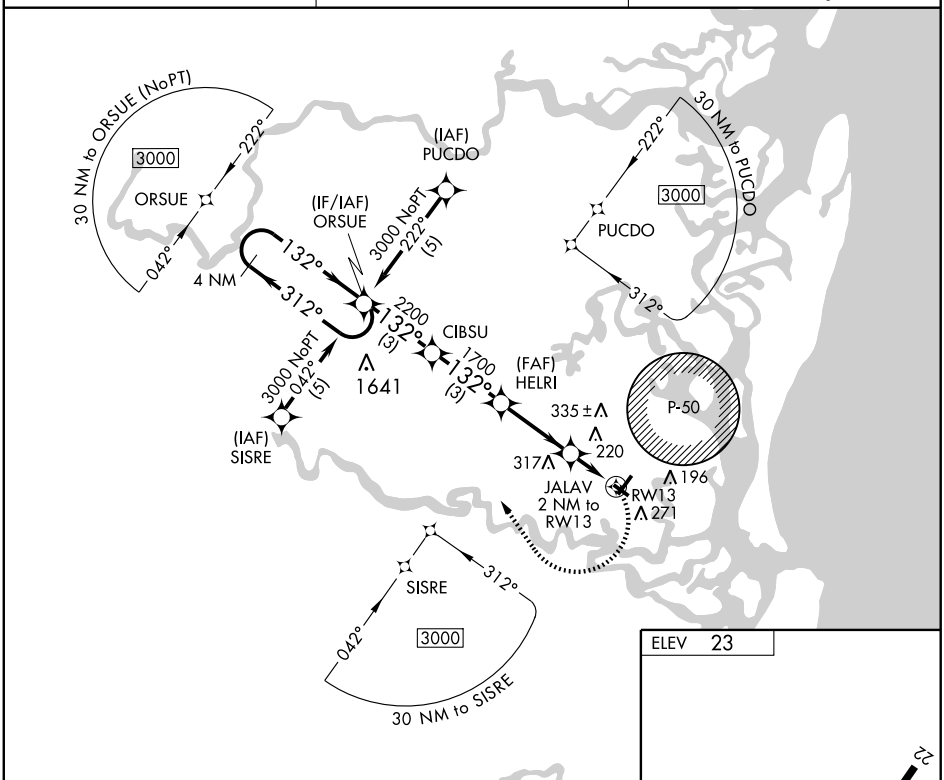
ST MARYS (4J6)

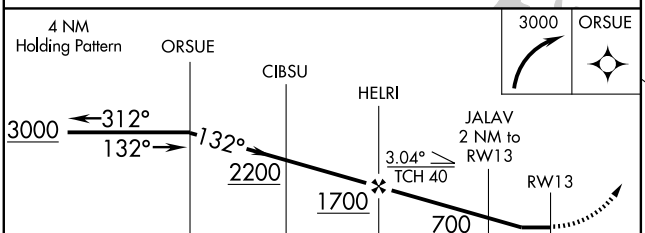
APP CRS	Rwy Idg	3301
132°	TDZE	23
	Apt Elev	23

Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.

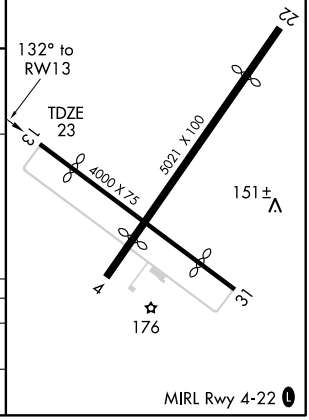
MISSED APPROACH: Climbing right turn to 3000 direct ORSUE and hold.

JACKSONVILLE ASOS	JACKSONVILLE APP CON	UNICOM
125.85	127.0 322.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	500-1 477 (500-1)		500-1¼ 477 (500-1¼)	500-1½ 477 (500-1½)
CIRCLING	620-1 597 (600-1)		620-1½ 597 (600-1½)	620-2 597 (600-2)



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 3300
CH 48914	312°	TDZE 23
W31A		Apt Elev 23

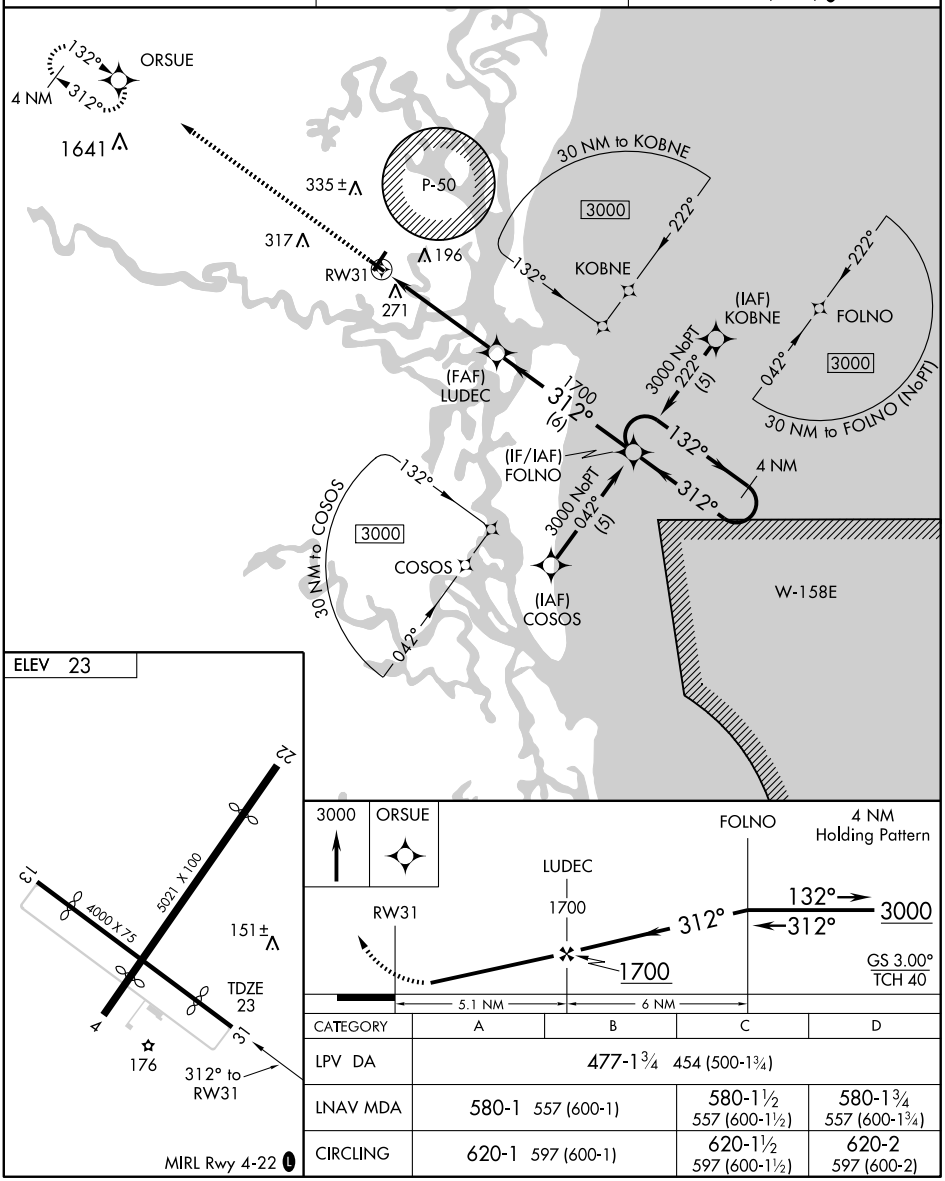
RNAV (GPS) RWY 31

ST MARYS (4J6)

Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ORSUE and hold, continue climb-in-hold to 3000.

JACKSONVILLE ASOS	JACKSONVILLE APP CON	UNICOM
125.85	127.0 322.4	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	477-1¾ 454 (500-1¾)			
LNAV MDA	580-1 557 (600-1)		580-1½ 557 (600-1½)	580-1¾ 557 (600-1¾)
CIRCLING	620-1 597 (600-1)		620-1½ 597 (600-1½)	620-2 597 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BZQ	APP CRS	Rwy Idg	5700
111.5	320°	TDZE	177
		Apt Elev	187

ILS or LOC RWY 32

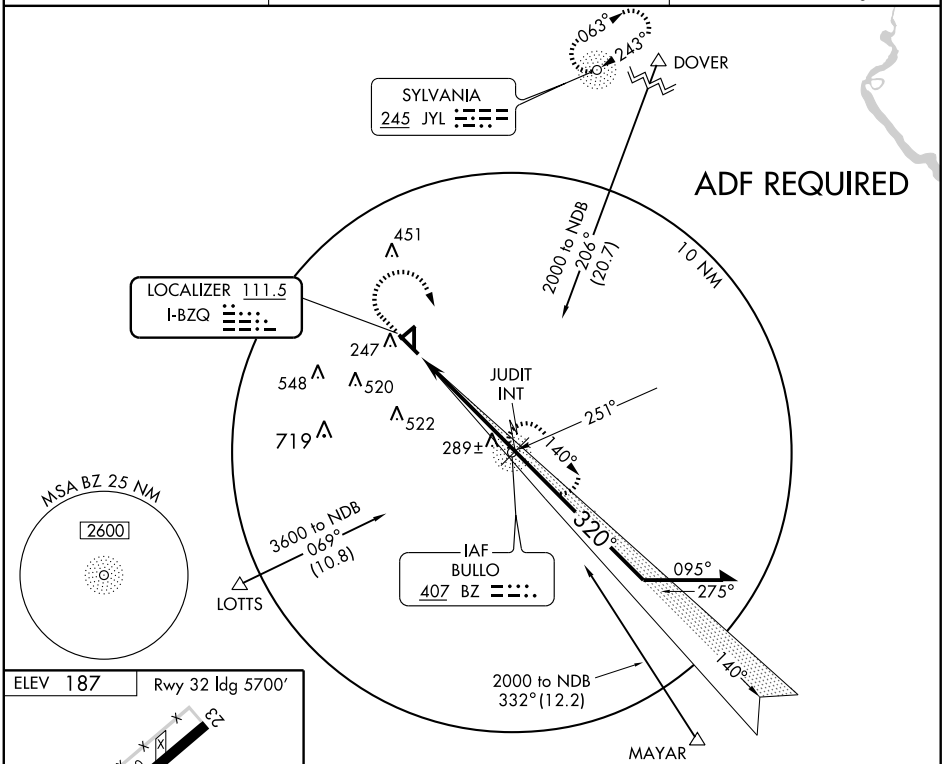
STATESBORO-BULLOCH COUNTY (TBR)

ADF REQUIRED.
NA If local altimeter setting not received, use Savannah/Hilton Head International altimeter setting and increase all MDAs/DAs 100 feet.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct BULLO NDB and hold.

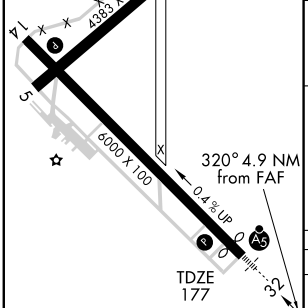
AWOS-3	SAVANNAH APP CON★	UNICOM
119.025	118.4 354.0	122.8 (CTAF) L



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

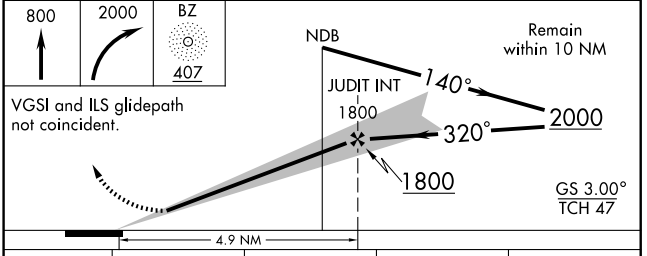
ELEV 187 Rwy 32 Idg 5700′



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

800	2000	BZ
		407

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 32	377-½ 200 (200-½)			
S-LOC 32	540-½ 363 (400-½)			540-¾ 363 (400-¾)
CIRCLING	640-1 453 (500-1)		840-1¾ 653 (700-1¾)	880-2¼ 693 (700-2¼)

WAAS CH 81829 W32A	APP CRS 320°	Rwy ldg 5700 TDZE 177 Apt Elev 187

RNAV (GPS) RWY 32

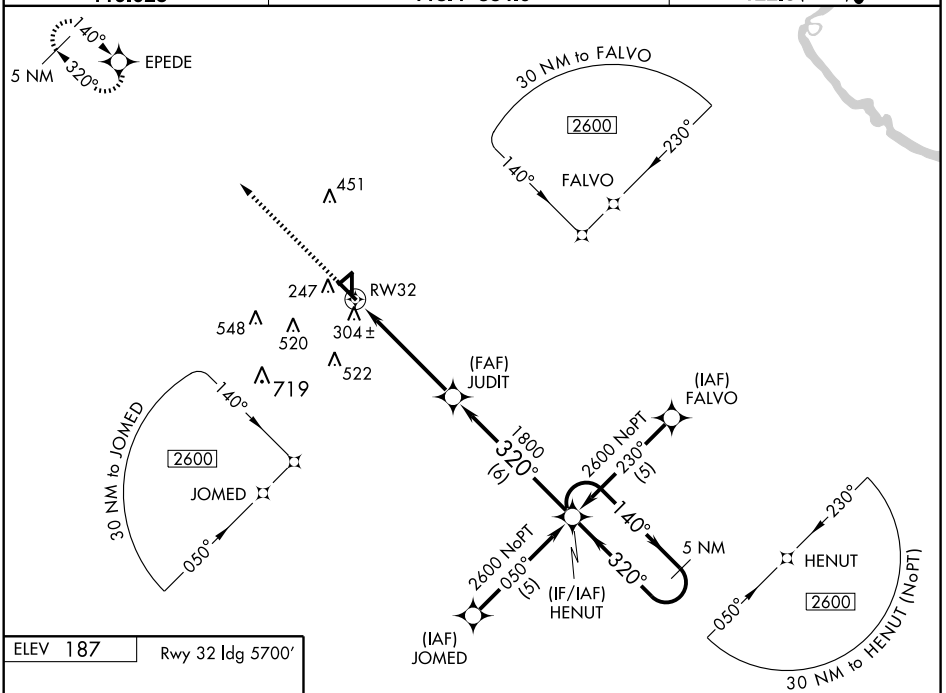
STATESBORO-BULLOCH COUNTY (TBR)

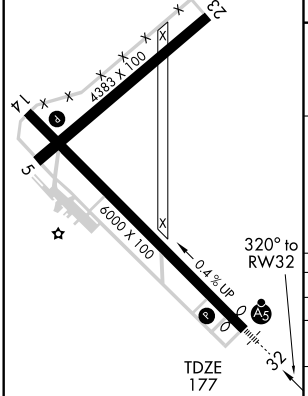
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LPV all Cats visibility to 1 mile and LNAV Cat D visiblity to 1¼ mile. VDP and Baro-VNAV NA when using Savannah/Hilton Head altimeter setting. If local altimeter setting not received, use Savannah/Hilton Head altimeter setting and increase all DAs/MDAs 100 feet.

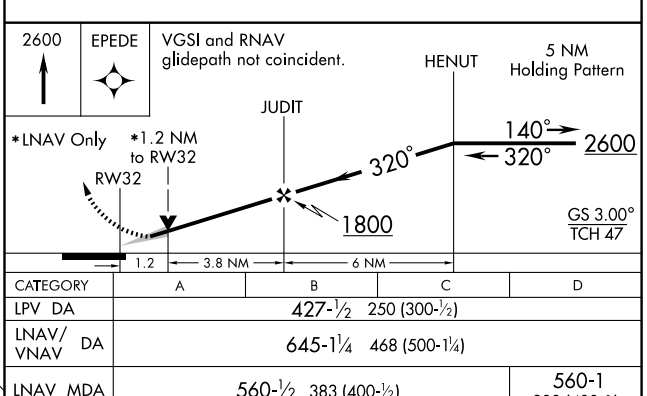
MALSR

MISSED APPROACH: Climb to 2600 direct EPEDE and hold.

AWOS-3	SAVANNAH APP CON*	UNICOM
119.025	118.4 354.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	427-½ 250 (300-½)			
LNAV/VNAV DA	645-1¼ 468 (500-1¼)			
LNAV MDA	560-½ 383 (400-½)			560-1 383 (400-1)
CIRCLING	640-1¾ 453 (500-1¾)		840-1¾ 653 (700-1¾)	880-2¼ 693 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-SBO	APP CRS	Rwy Idg	6021
109.35	133°	TDZE	327
		Apt Elev	327

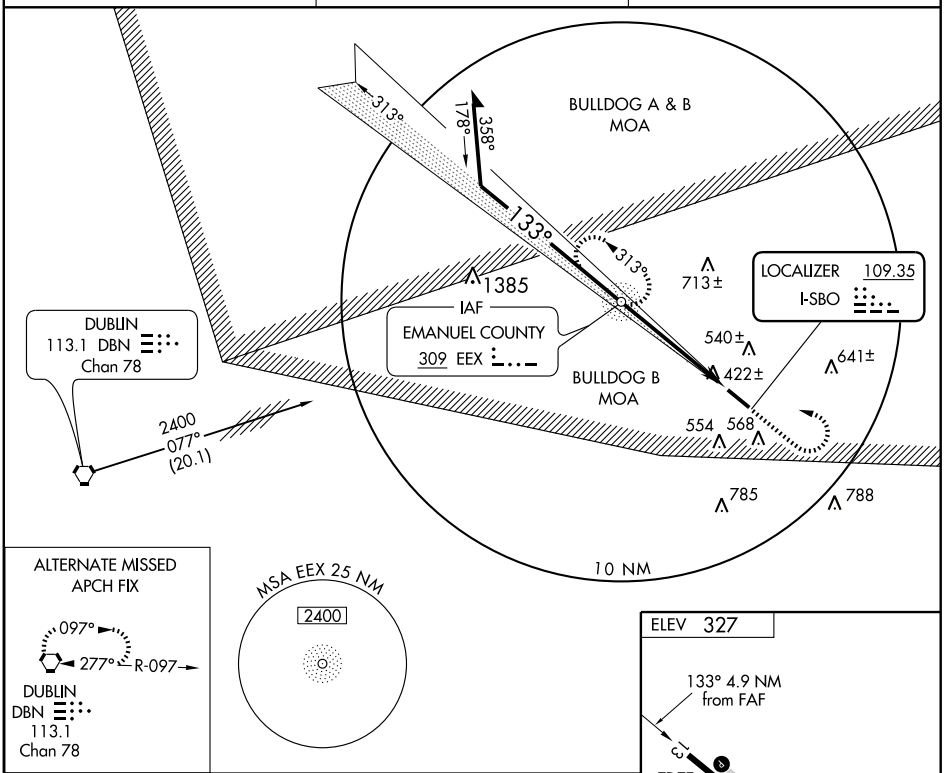
LOC/NDB RWY 13

SWAINSBORO/ EMANUEL COUNTY (SBO)

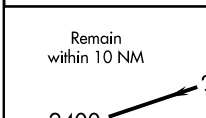
ADF required. Visibility reduction by helicopters NA.
When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C & D visibilities ¼, increase circling Cat. C visibility to 2 miles and Cat. D visibility to 2¼ miles.

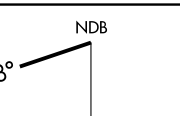
MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct EEX NDB and hold.

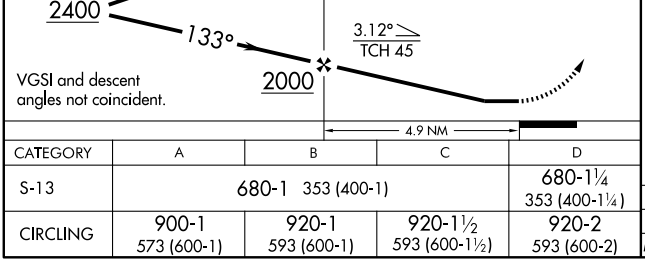
AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L



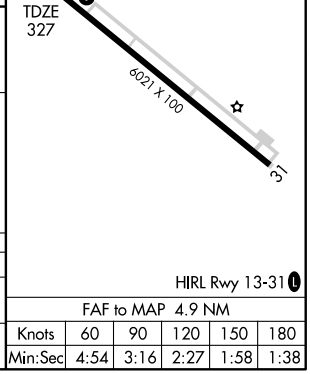
ALTERNATE MISSED APCH FIX







CATEGORY	A	B	C	D
S-13	680-1 353 (400-1)			680-1¼ 353 (400-1¼)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)



HIRL Rwy 13-31 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB EEX	APP CRS	Rwy Idg	6021
309	133°	TDZE	327
		Apt Elev	327

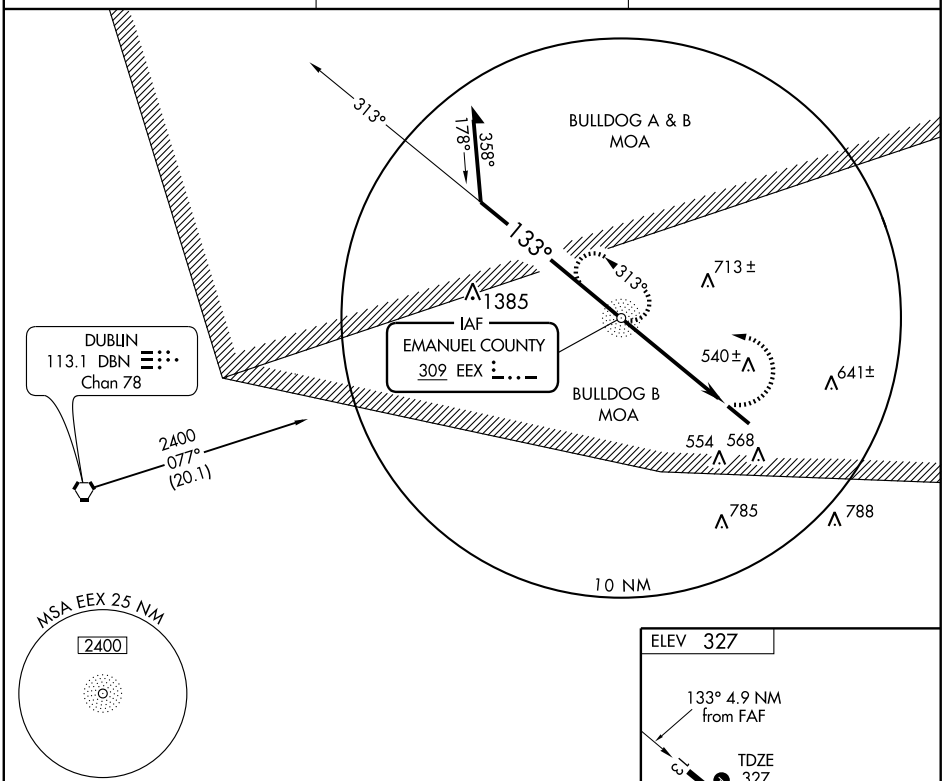
NDB RWY 13

SWAINSBORO/ EMANUEL COUNTY (SBO)

Visibility reduction by helicopters NA.
When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C/D ¼ mile, and increase circling Cat. C visibility to 2 and Cat. D to 2¼ .

MISSED APPROACH: Climbing left turn to 2400 direct EEX NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-13	900-1 573 (600-1)		900-1½ 573 (600-1½)	900-1¾ 573 (600-1¾)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6021
CH 97603	133°	TDZE	327
W13A		Apt Elev	327

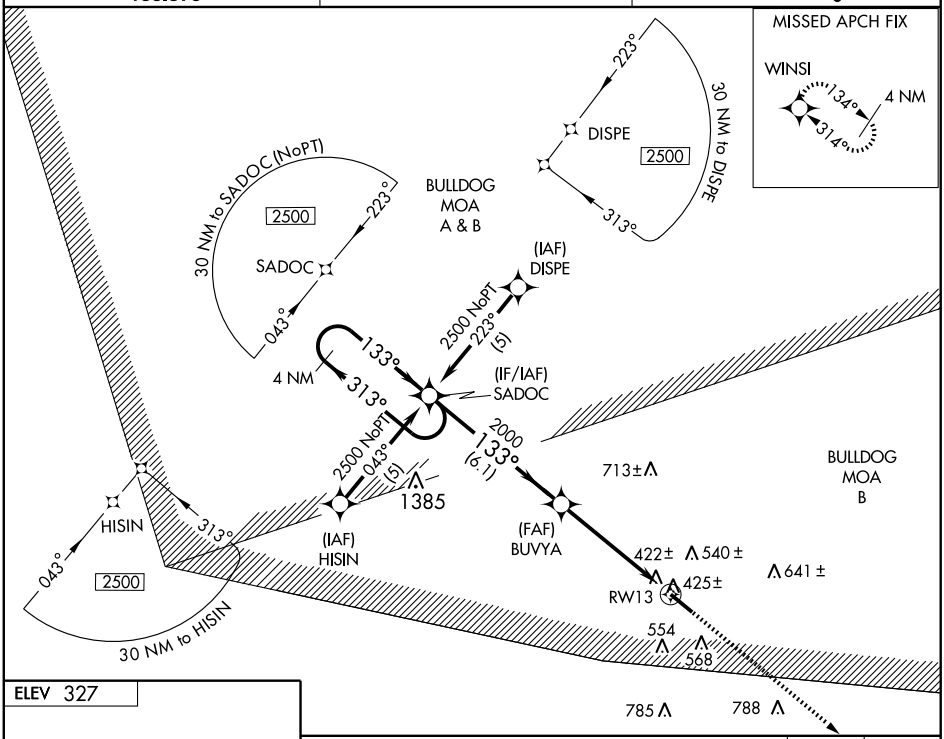
RNAV (GPS) RWY 13

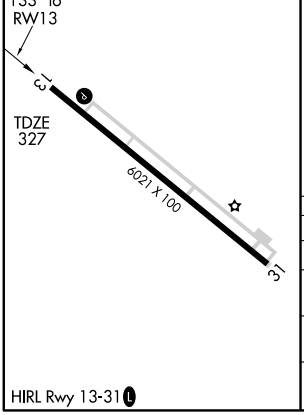
SWAINSBORO/ EMANUEL COUNTY (SBO)

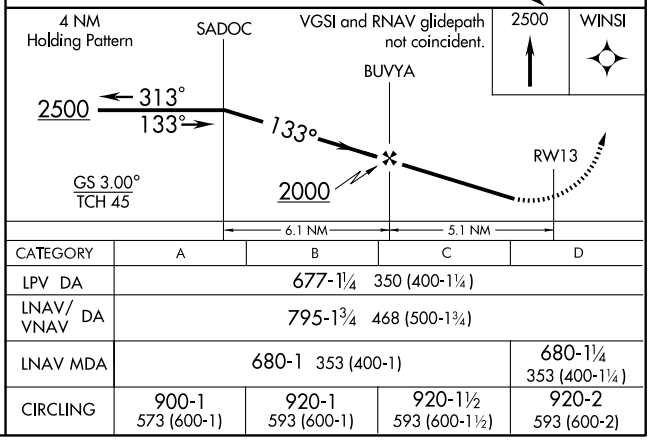
Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs and MDAs 80 feet; increase LPV and LNAV/VNAV visibilities ¼ all Cats, increase LNAV Cats C and D visibilities ¼ mile, increase Circling Cat. C visibility to 2 and Circling Cat. D visibility to 2¼.

MISSED APPROACH: Climb to 2500 direct WINSI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	677-1¼ 350 (400-1¼)			
LNAV/VNAV DA	795-1¾ 468 (500-1¾)			
LNAV MDA	680-1 353 (400-1)			680-1¼ 353 (400-1¼)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 99306 W31A	APP CRS 314°	Rwy Idg 6021 TDZE 323 Apt Elev 327

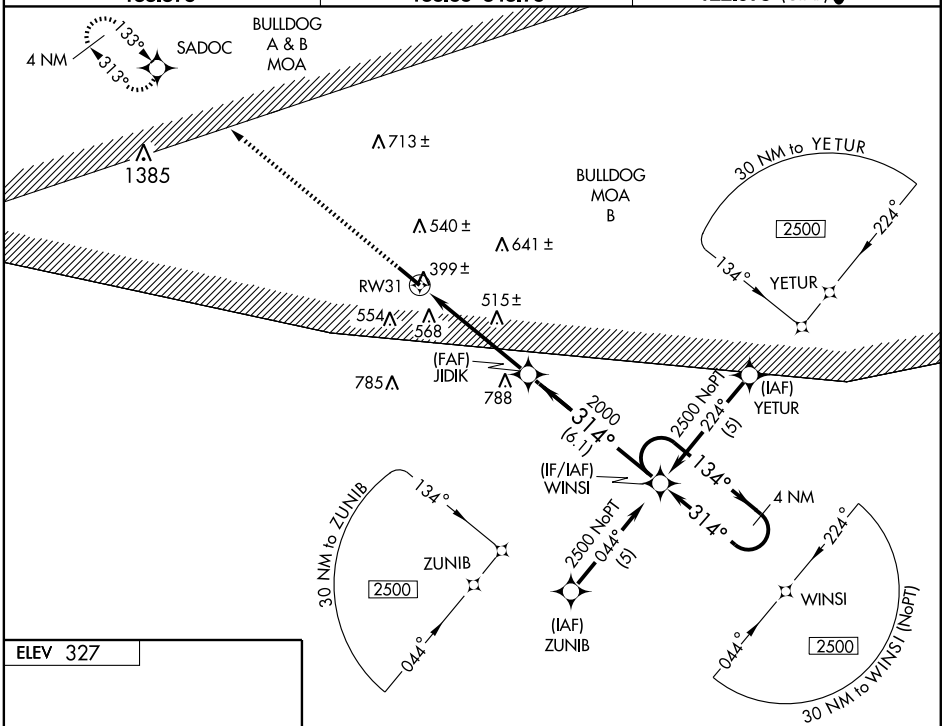
RNAV (GPS) RWY 31

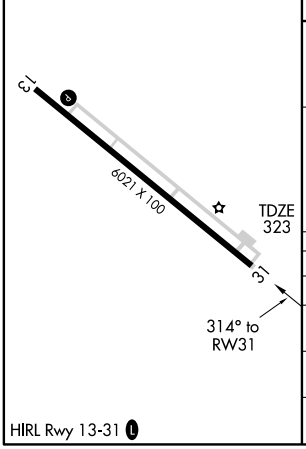
SWAINSBORO/ EMANUEL COUNTY (SBO)

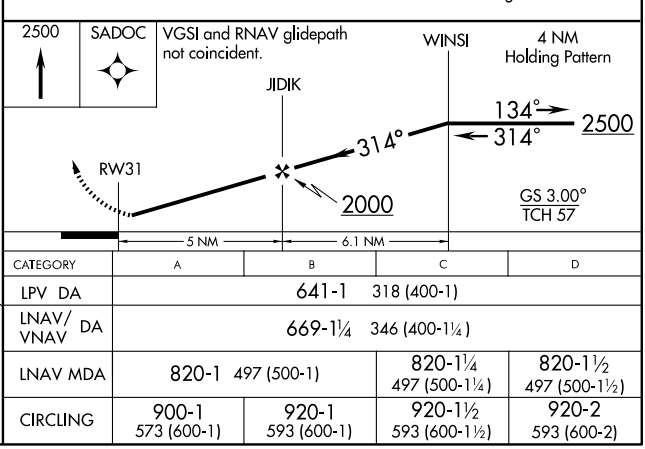
Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 706, LNAV/VNAV DA to 911, and all MDAs 80 feet; increase LPV visibility ¼ mile all Cats, increase LNAV/VNAV visibility ¾ all Cats, increase LNAV Cats C and D visibilities ¼, increase circling Cat C to 2 and Cat D to 2¼.

MISSED APPROACH: Climb to 2500 direct SADOC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	641-1 318 (400-1)			
LNAV/ VNAV DA	669-1¼ 346 (400-1¼)			
LNAV MDA	820-1 497 (500-1)		820-1¼ 497 (500-1¼)	820-1½ 497 (500-1½)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

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SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC DBN 113.1 Chan 78	APP CRS 088°	Rwy Idg N/A TDZE N/A Apt Elev 327

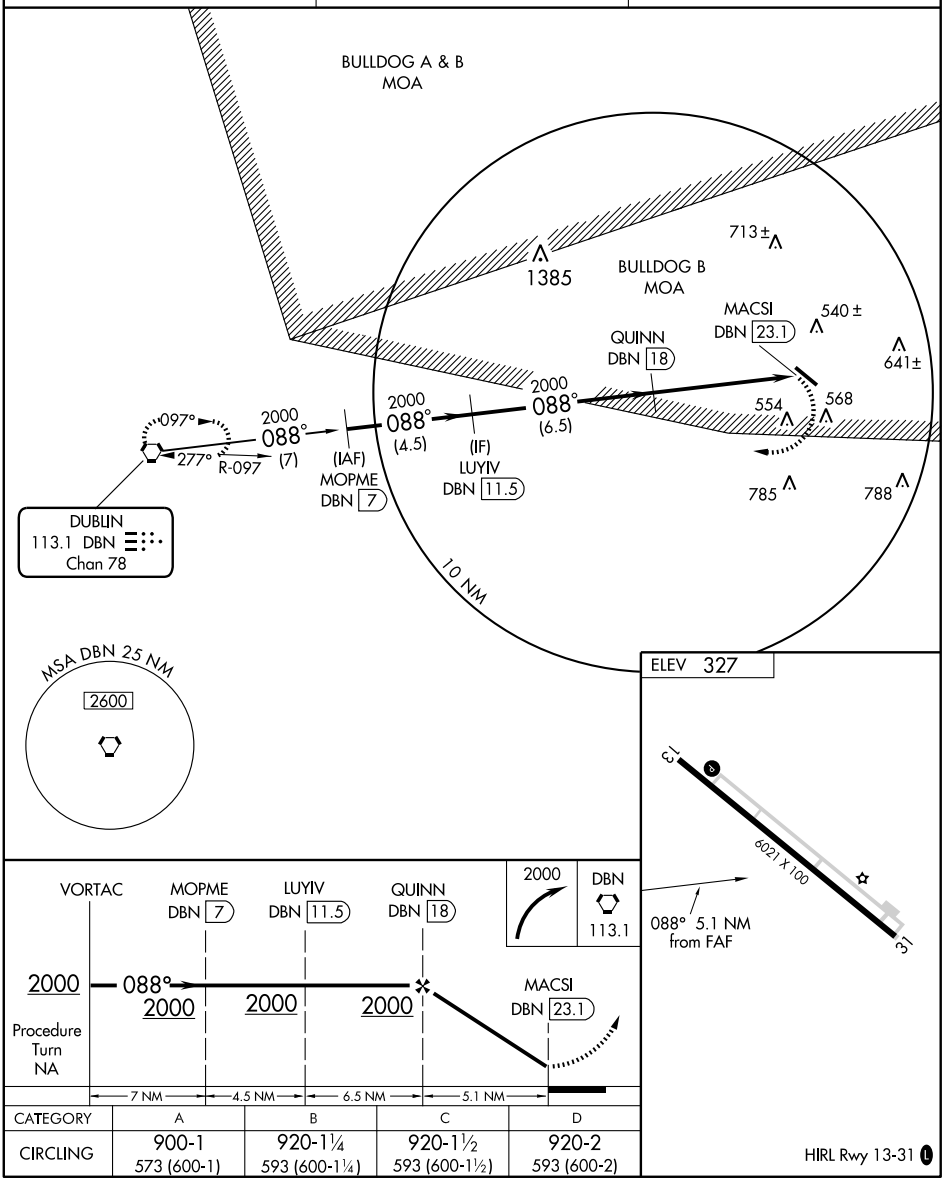
VOR/DME-A

SWAINSBORO/EMANUEL COUNTY (SBO)

When local altimeter not received, use Vidalia altimeter setting and increase MDA 80 feet; increase Cat. C visibility to 2 miles and Cat. D visibility to 2¼ miles.

MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	900-1 573 (600-1)	920-1¼ 593 (600-1¼)	920-1½ 593 (600-1½)	920-2 593 (600-2)

HIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB JYL	APP CRS	Rwy Idg	5000
245	246°	TDZE	188
		Apt Elev	188

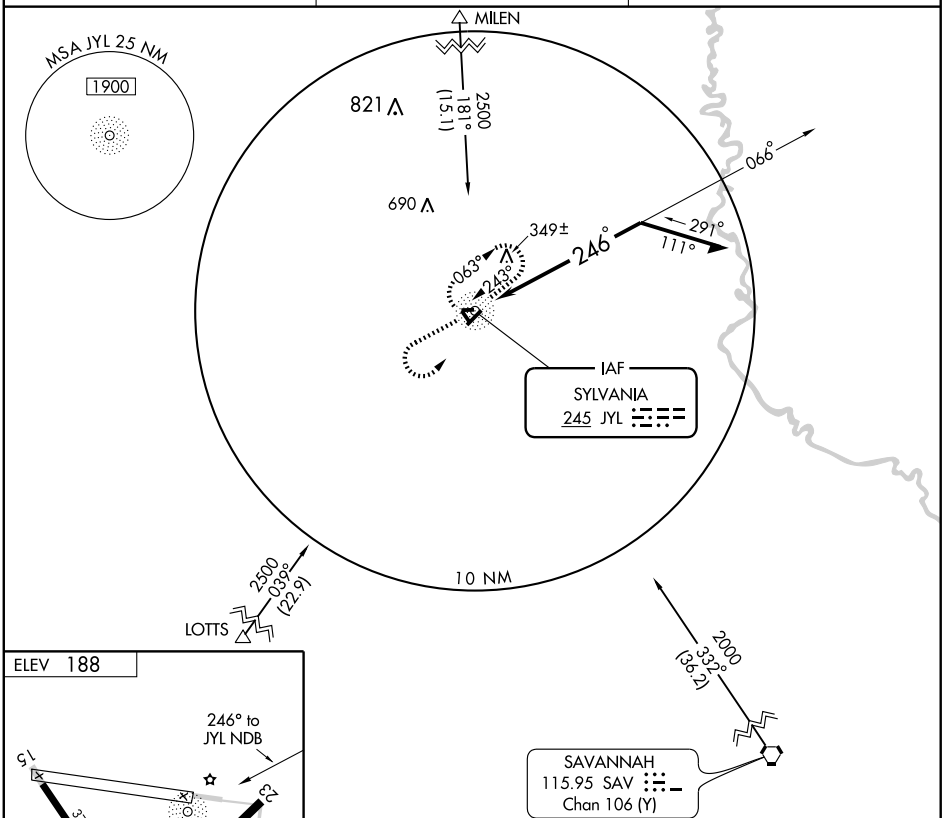
NDB RWY 23

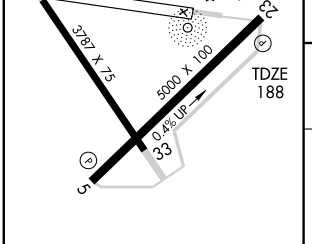
SYLVANIA/PLANTATION AIRPARK (JYL)

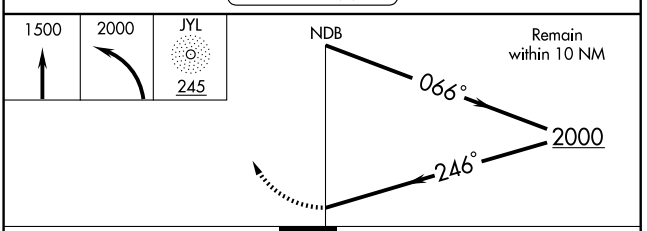
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Savannah altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JYL NDB and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
118.875	132.5 363.2	122.8 (CTAF) L







MIRL Rwy 5-23 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	700-1 512 (600-1)		700-1½ 512 (600-1½)	700-1¾ 512 (600-1¾)
CIRCLING	700-1 512 (600-1)		700-1½ 512 (600-1½)	740-2 552 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 93605	051°	TDZE	178
W05A		Apt Elev	188

RNAV (GPS) RWY 5

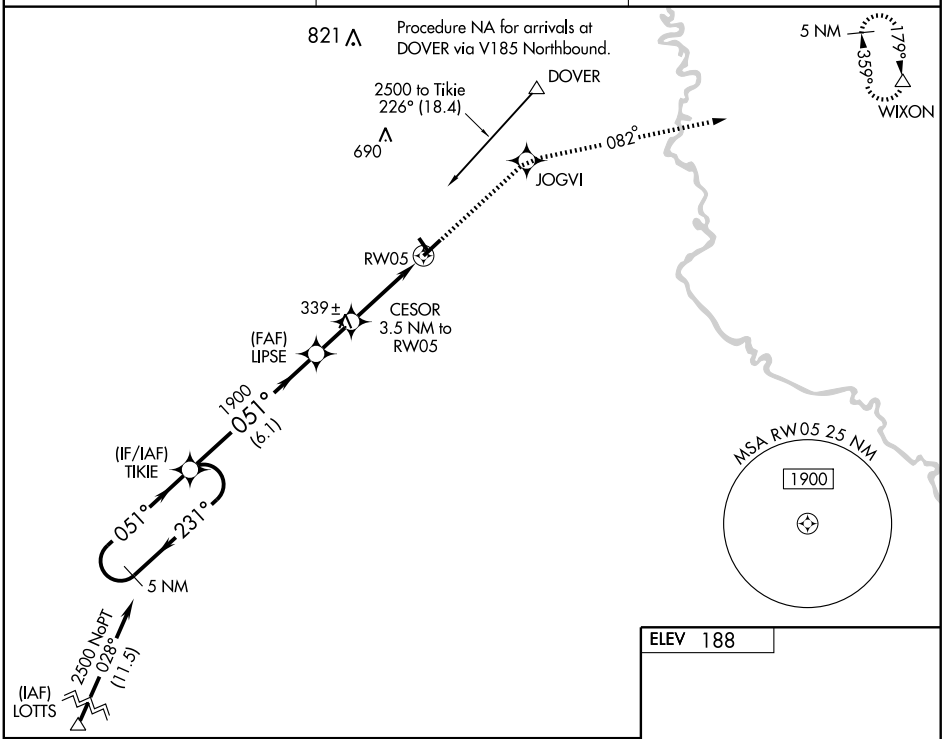
SYLVANIA/ PLANTATION AIRPARK (JYL)

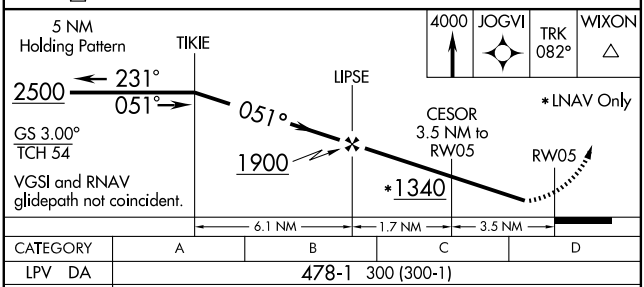
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

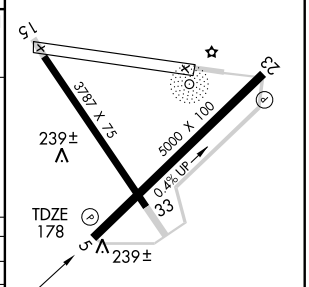
If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 583 feet; LNAV/VNAV DA to 604 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 4000 direct JOGVI and via 082° track to WIXON and hold, continue climb-in-hold to 4000.

AWOS-3	JACKSONVILLE CENTER	UNICOM
118.875	132.5 363.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	478-1 300 (300-1)			
LNAV/ VNAV DA	499-1 321 (400-1)			
LNAV MDA	500-1 322 (400-1)			
CIRCLING	640-1 452 (500-1)		640-1½ 452 (500-1½)	740-2 552 (600-2)

MIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 93799	232°	TDZE	188
W23A		Apt Elev	188

RNAV (GPS) RWY 23

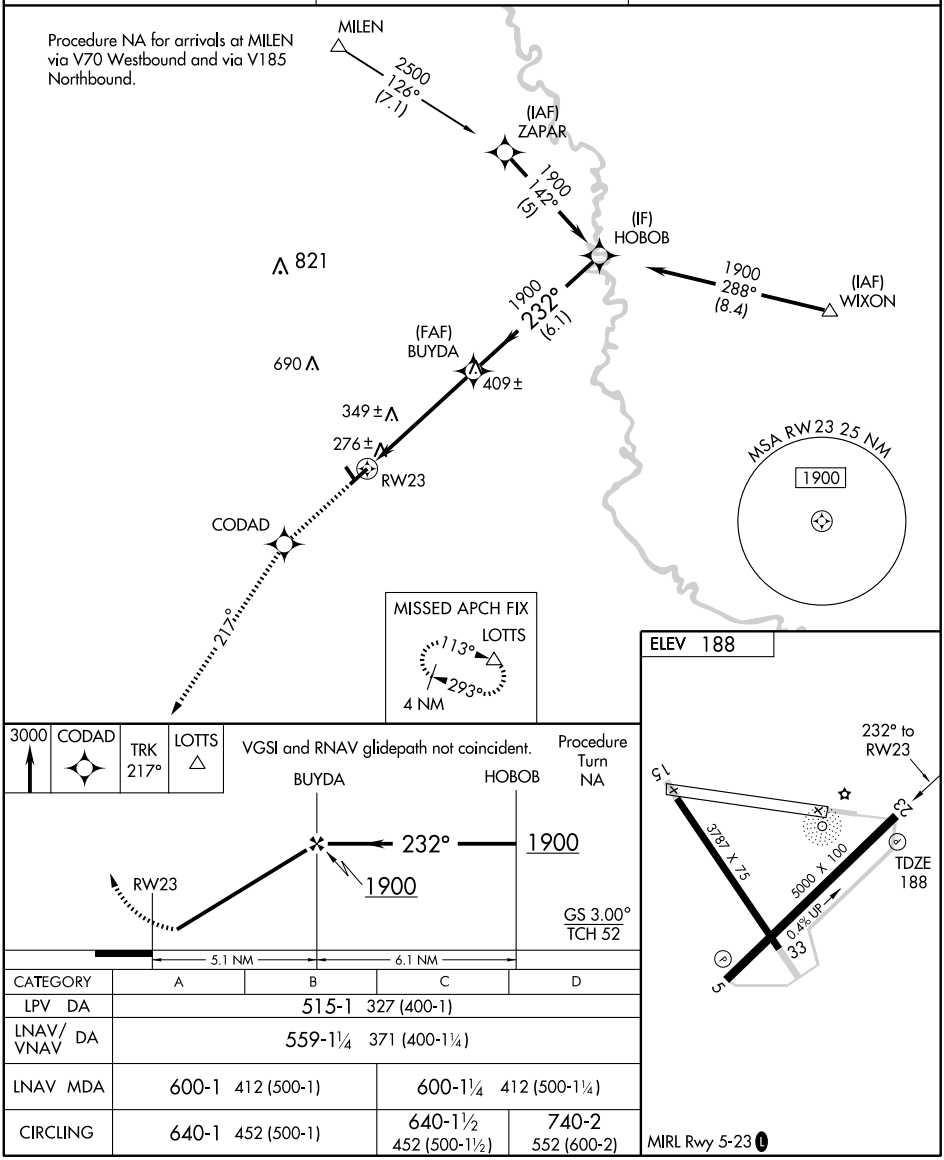
SYLVANIA/ PLANTATION AIRPARK (JYL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 620 feet; LNAV/VNAV DA to 664 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 3000 direct CODAD and via 217° track to LOTTS and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
118.875	132.5 363.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	515-1 327 (400-1)			
LNAV/ VNAV DA	559-1¼ 371 (400-1¼)			
LNAV MDA	600-1 412 (500-1)		600-1¼ 412 (500-1¼)	
CIRCLING	640-1 452 (500-1)		640-1½ 452 (500-1½)	740-2 552 (600-2)

MIRL Rwy 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OPN	APP CRS	Rwy Idg	5651
109.75	301°	TDZE	796
Chan 34 (Y)		Apt Elev	798

ILS or LOC RWY 30

THOMASTON-UPSON COUNTY (OPN)

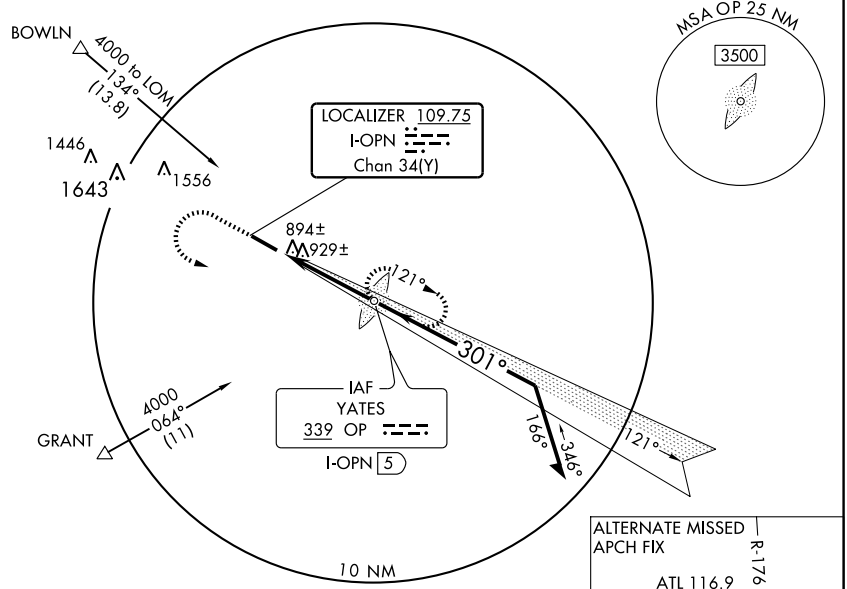
ADF REQUIRED. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase S-LOC 30 Cats C and D visibility ¼ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-ILS 30 all Cats visibility to 1 mile. VDP NA when using Peachtree City-Falcon Field altimeter setting.

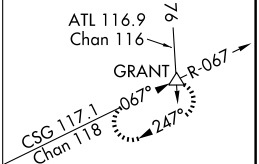
NA

MALSR

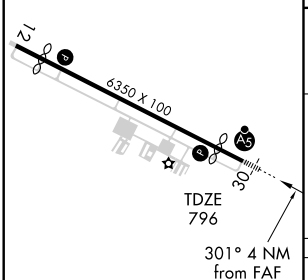
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold, continue climb-in-hold to 3000.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L



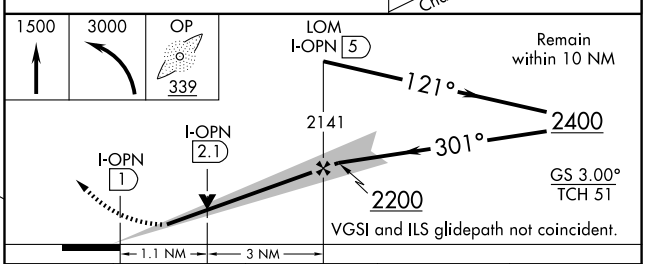


ADF REQUIRED



MIRL Rwy 12-30 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 30	996-½ 200 (200-½)			
S-LOC 30	1160-½ 364 (400-½)			1160-¾ 364 (400-¾)
CIRCLING	1260-1 462 (500-1)		1260-1½ 462 (500-1½)	1360-2 562 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB OP	APP CRS	Rwy Idg	5651
339	302°	TDZE	796
		Apt Elev	798

NDB RWY 30

THOMASTON-UPSON COUNTY (OPN)

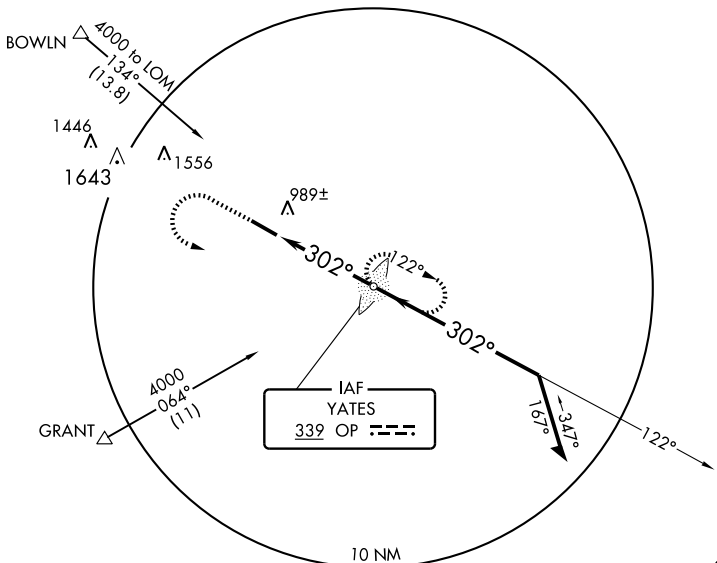
NA

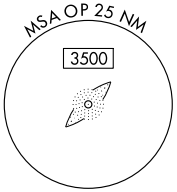
When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 80 feet; increase S-30 Cats C, D visibility ¼ mile.

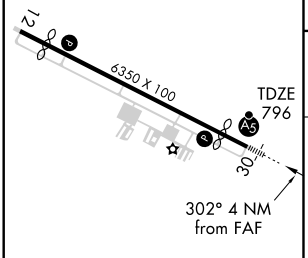
MALSR

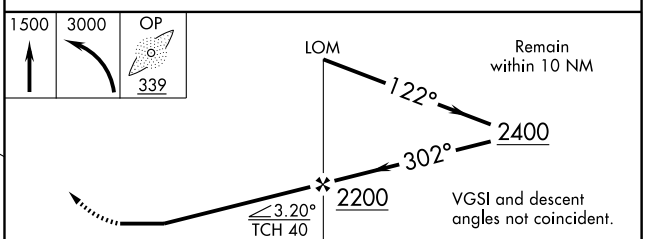
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold.

AWOS-3	ATLANTA APP CON★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L









MIRL Rwy 12-30 L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-30	1300-¾ 504 (600-¾)		1300-1 504 (600-1)	1300-1¼ 504 (600-1¼)
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

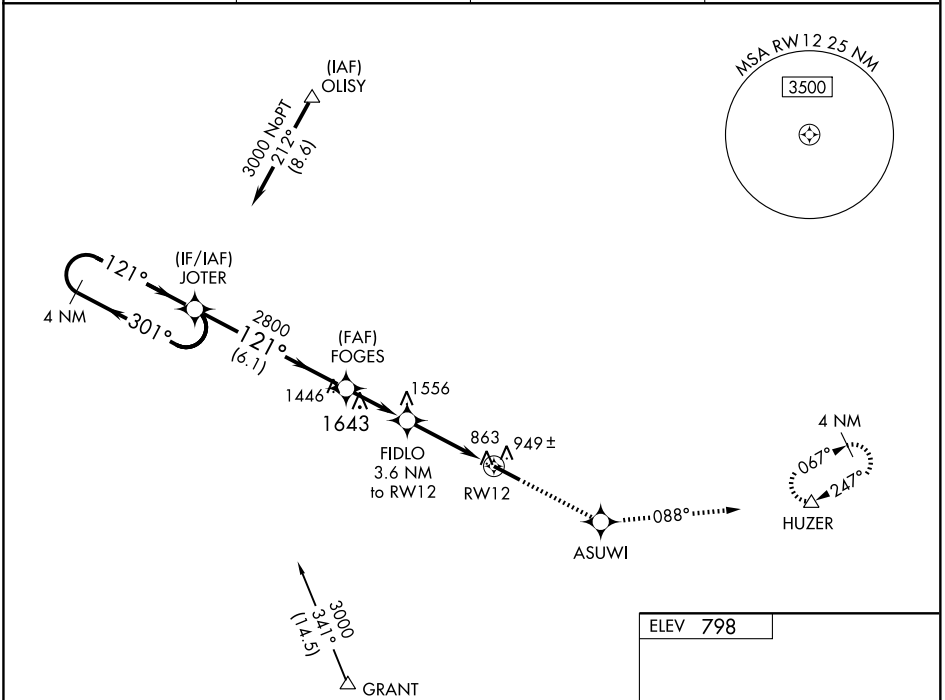
WAAS	APP CRS	Rwy Idg 5702
CH 63115	121°	TDZE 791
W12A		Apt Elev 798

RNAV (GPS) RWY 12
THOMASTON-UPSON COUNTY (OPN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LPV visibility ¼ mile all Cats, LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ASUWI and via track 088° to HUZER and hold.

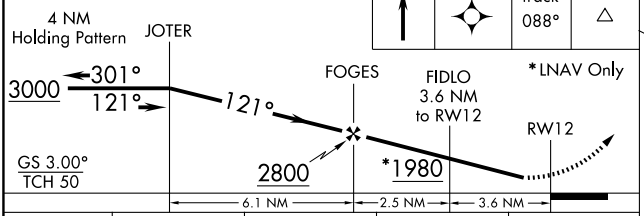
AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L

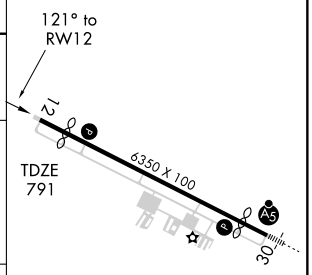


ELEV 798

VGSI and RNAV glidepath not coincident.

3000	ASUWI	track 088°	HUZER





CATEGORY	A	B	C	D
LPV DA		1063-1	272 (300-1)	
LNAV MDA	1200-1 409 (500-1)		1200-1¼ 409 (500-1¼)	
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

MIRL Rwy 12-30 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5651
CH 58215	301°	TDZE	796
W30A		Apt Elev	798

RNAV (GPS) RWY 30

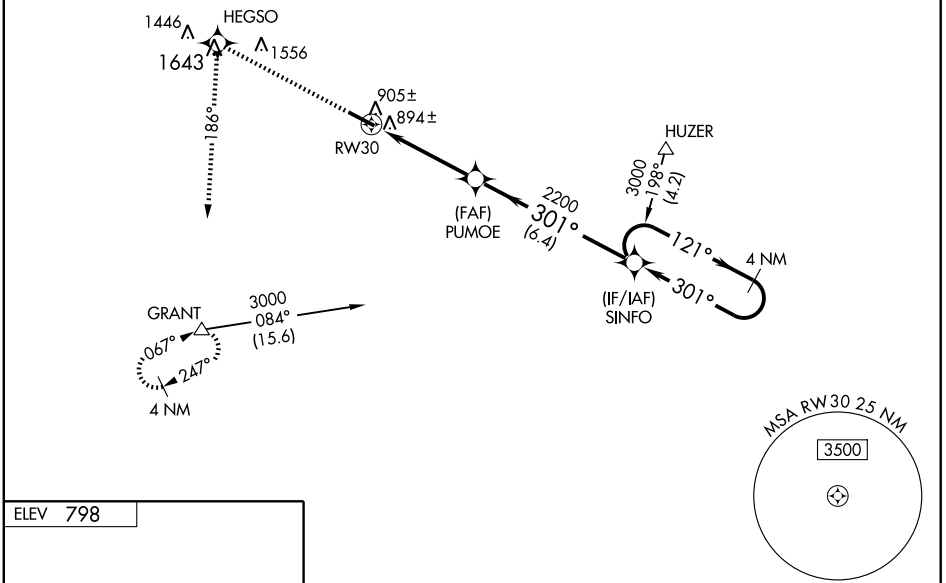
THOMASTON-UPSON COUNTY (OPN)

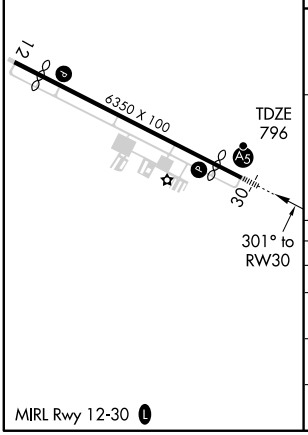
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA. VDP and Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, when using Peachtree City-Falcon Field altimeter setting; increase LPV visibility ½ mile all Cats.

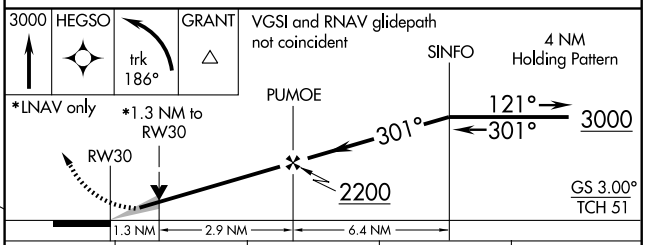
MALSR

MISSED APPROACH: Climb to 3000 direct HEGSO and climbing left turn via track 186° to GRANT and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	996-½ 200 (200-½)			
LNAV/VNAV DA	1191-¾ 395 (400-¾)			
LNAV MDA	1240-½ 444 (500-½)		1240-¾ 444 (500-¾)	1240-1 444 (500-1)
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TVI	APP CRS	Rwy Idg	5496
110.1	222°	TDZE	242
Chan 38		Apt Elev	264

ILS or LOC RWY 22

THOMASVILLE RGNL (TVI)

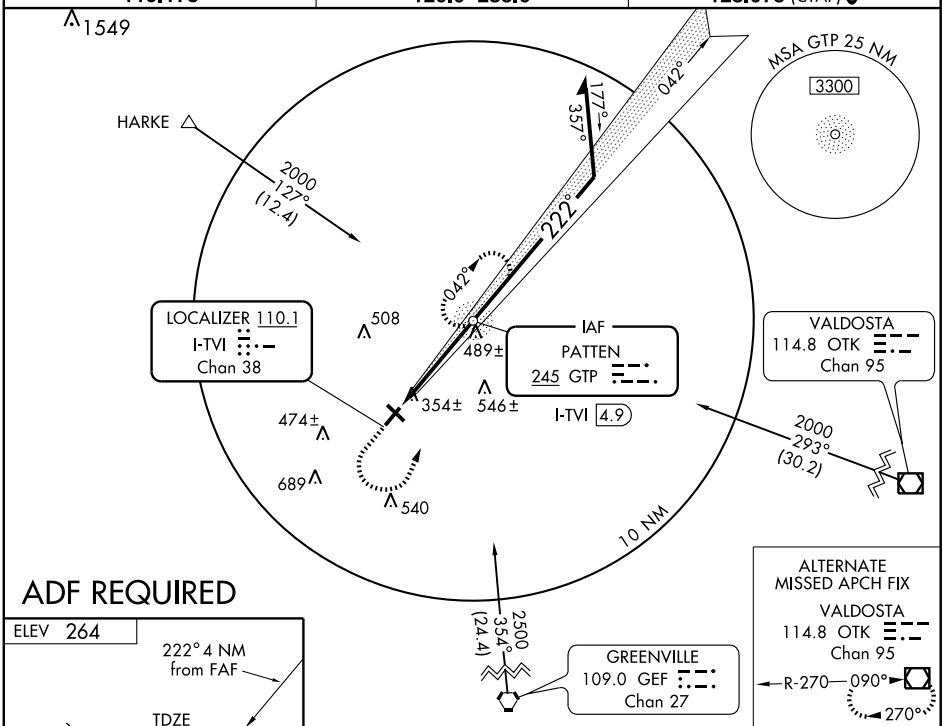
ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Valdosta altimeter setting and increase DA to 683 feet and increase all MDA 100 feet, increase S-ILS 22 all Cats visibility ¼ mile, S-LOC 22 Cat C ½ mile and Cat D ¼ mile. VDP NA when using Valdosta altimeter setting. Inoperative table does not apply when using Valdosta altimeter setting to S-LOC 22 Cat C.

NA

MALSF

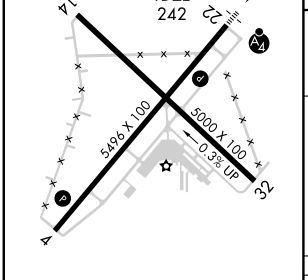
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct GTP NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
119.175	126.6 285.6	123.075 (CTAF) L



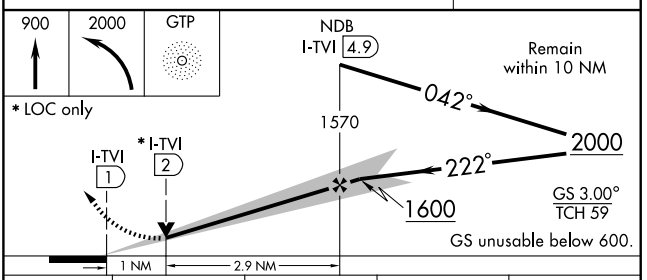
ADF REQUIRED

ALTERNATE MISSED APCH FIX
VALDOSTA
114.8 OTK
Chan 95
R-270 090° 270°



REIL Rwy 22
LIRL Rwy 14-32
MIRL Rwy 4-22 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 22	600-1¼ 358 (400-1¼)			
S-LOC 22	620-¾ 378 (400-¾)			620-1¼ 378 (400-1¼)
CIRCLING	660-1 396 (400-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

NDB GTP 245	APP CRS 222°	Rwy Idg 5496 TDZE 242 Apt Elev 264

NDB RWY 22

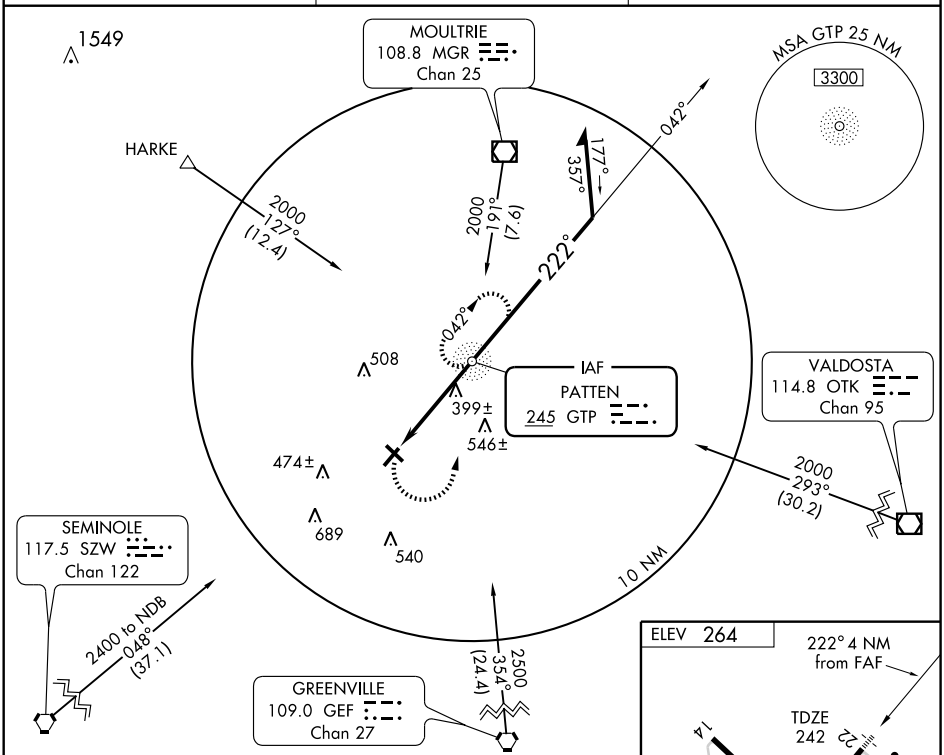
THOMASVILLE RGNL (TVI)

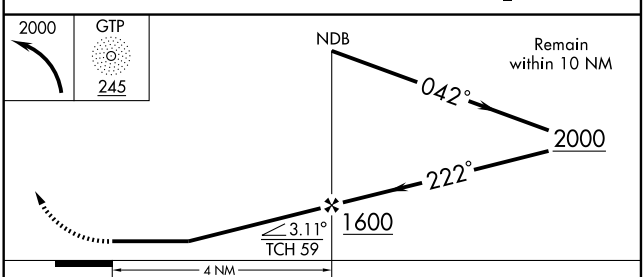
Inoperative table does not apply to S-22 Cat. C. When local altimeter setting not received, use Valdosta altimeter setting and increase all MDAs 100 feet, increase S-22 Cat. C and D visibility ¼ mile, Circling Cat. D visibility ¼ mile.

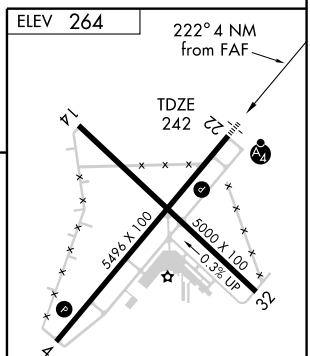
MALSF

MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

AWOS-3	VALDOSTA APP CON ★	UNICOM
119.175	126.6 285.6	123.075 (CTAF) L







REIL Rwy 22
LIRL Rwy 14-32
MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-22	700-¾ 458 (500-¾)		700-1¼ 458 (500-1¼)	700-1½ 458 (500-1½)
CIRCLING	700-1 436 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69604 W22A	APP CRS 222°	Rwy Idg 5496 TDZE 242 Apt Elev 264

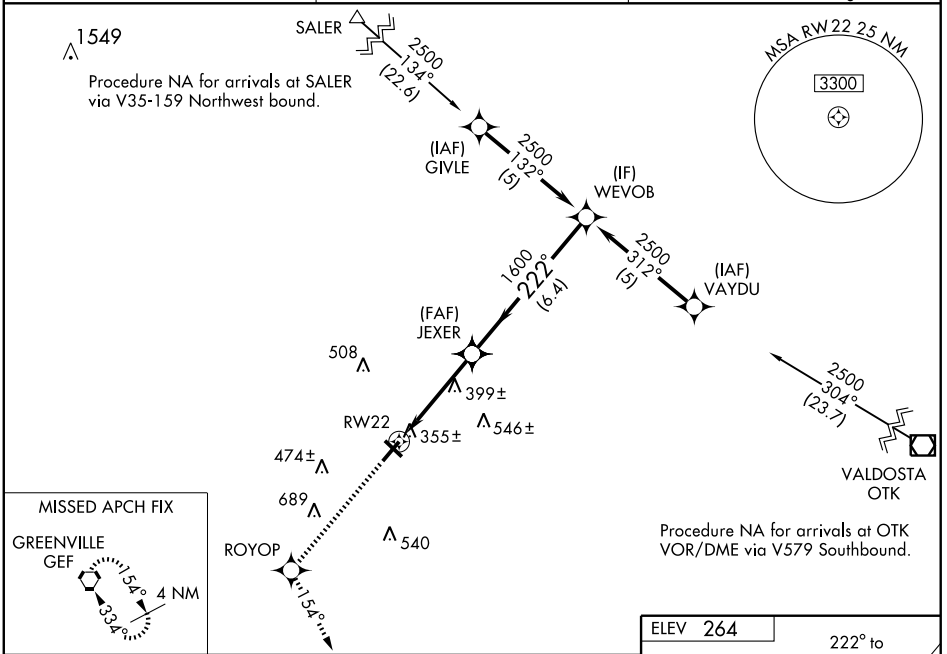
RNAV (GPS) RWY 22
THOMASVILLE RGNL (TVI)

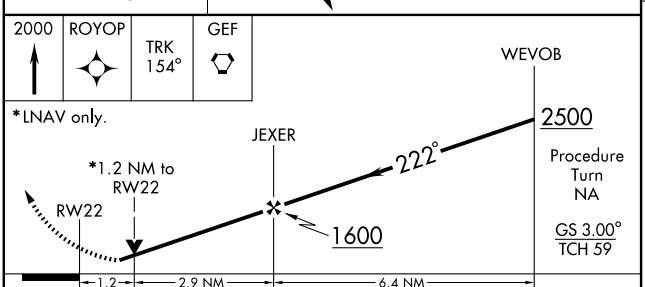
T NA Inoperative table does not apply to LNAV/VNAV and LNAV Cat. C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. If local altimeter not received, use Valdosta Rgnl altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Valdosta Rgnl altimeter setting.

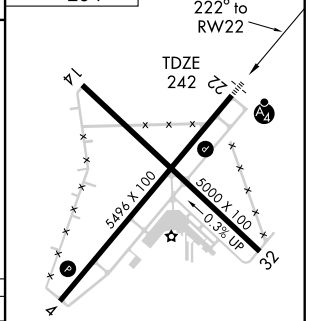
MALSF

MISSED APPROACH: Climb to 2000 direct ROYOP and via 154° track to GEF VORTAC and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
119.175	126.6 285.6	123.075 (CTAF) L







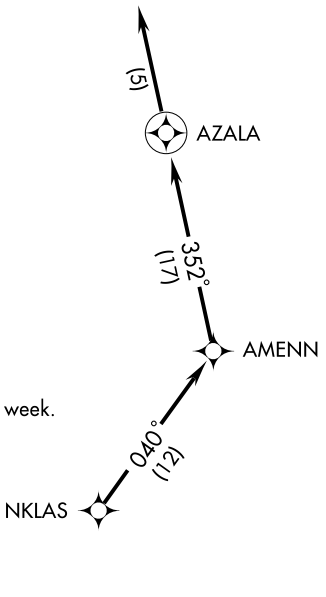
CATEGORY	A	B	C	D
LPV DA	582-1¼ 340 (400-1¼)			
LNAV/VNAV DA	625-1¼ 383 (400-1¼)			
LNAV MDA	660-¾ 418 (400-¾)		660-1¼ 418 (400-1¼)	
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

REIL Rwy 22
LIRL Rwy 14-32
MIRL Rwy 4-22 L

SE-4, 21 OCT 2010 to 18 NOV 2010

AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

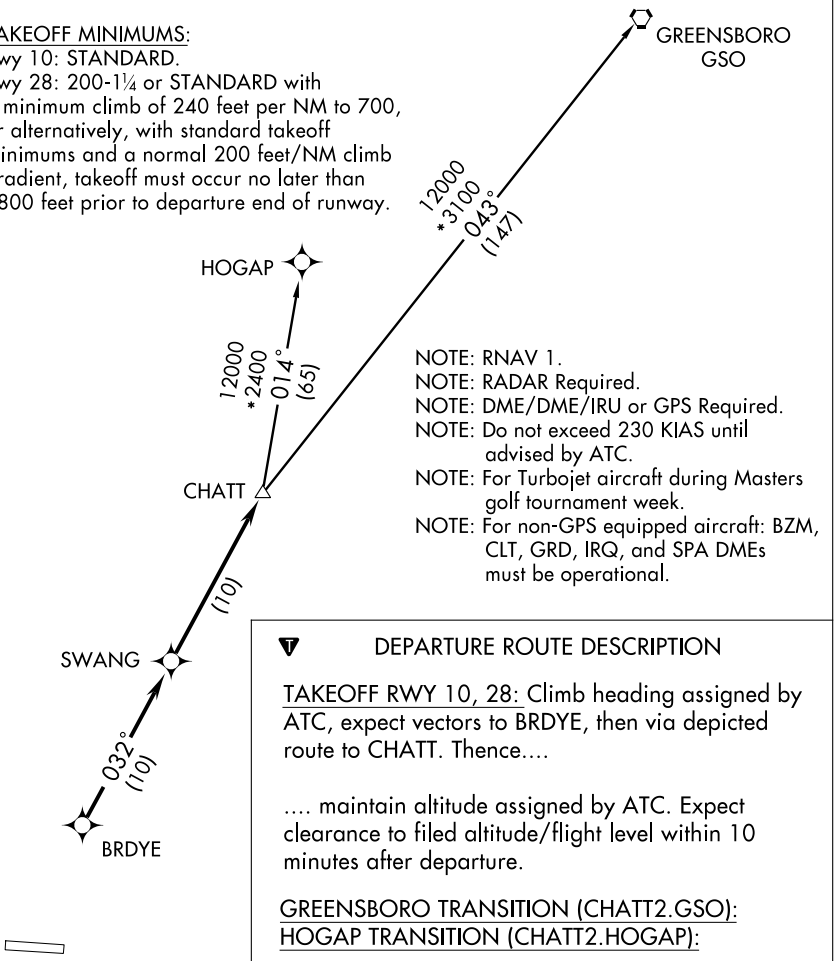
Rwy10: Numerous trees beginning abeam DER, 31′ left of centerline, up to 100′ AGL/599′ MSL. Building 934′ from DER, 19′ left of centerline, 50′ AGL/549′ MSL. Numerous trees beginning 377′ from DER, 94′ right of centerline, up to 100′ AGL/599′ MSL.

Rwy 28: Tree 5,715′ from DER, 553′ left of centerline, 100′ AGL/619′MSL. Numerous trees beginning 32′ from DER, 216′ right of centerline, up to 100′ AGL/579′ MSL. Numerous trees beginning 8′ from DER, 53′ left of centerline, up to 100′ AGL/629′ MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:
Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.
Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-AAQ	APP CRS	Rwy Idg	5208
110.75	097°	TDZE	468
		Apt Elev	498

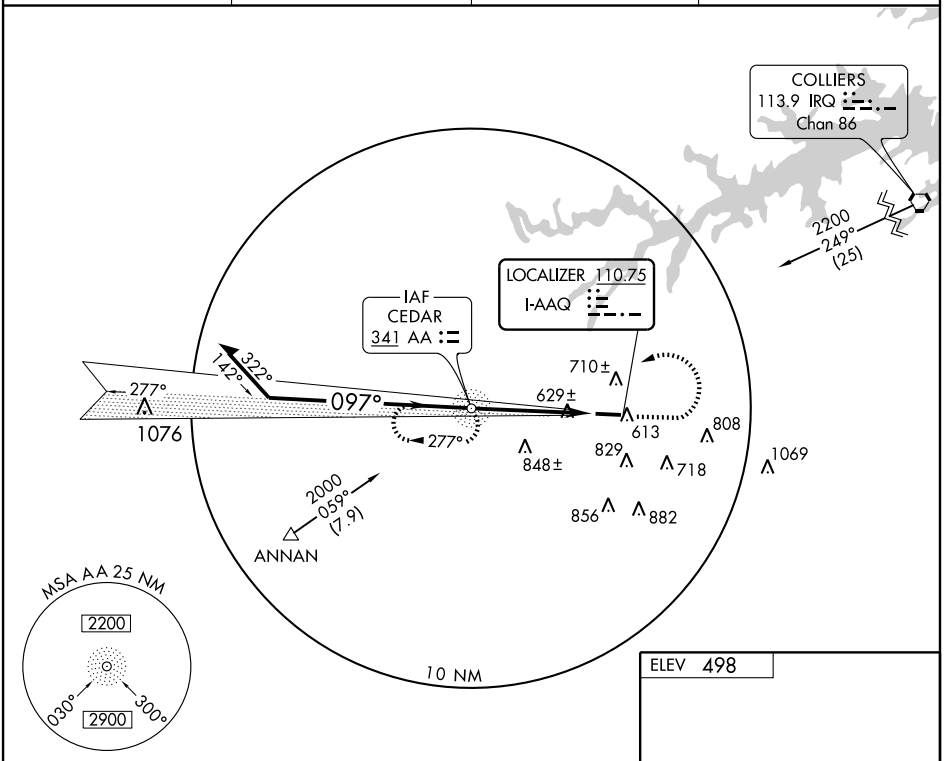
ILS RWY 10

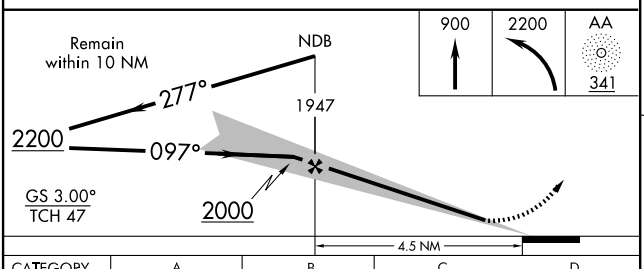
THOMSON-McDUFFIE COUNTY (HQU)

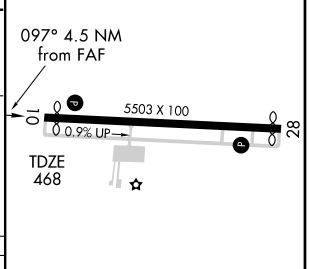
NA — ADF REQUIRED

MISSED APPROACH: Climb to 900 then climbing left turn to 2200 direct CEDAR NDB and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM	GCO
120.625	126.8 270.3	122.8 (CTAF) L	121.725







CATEGORY	A	B	C	D
S-ILS 10	768-1 300 (300-1)			NA
S-LOC 10	880-1 412 (400-1)		880-1¼ 412 (400-1¼)	NA
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA

HIRL Rwy 10-28 L

FAF to MAP 4.5 NM

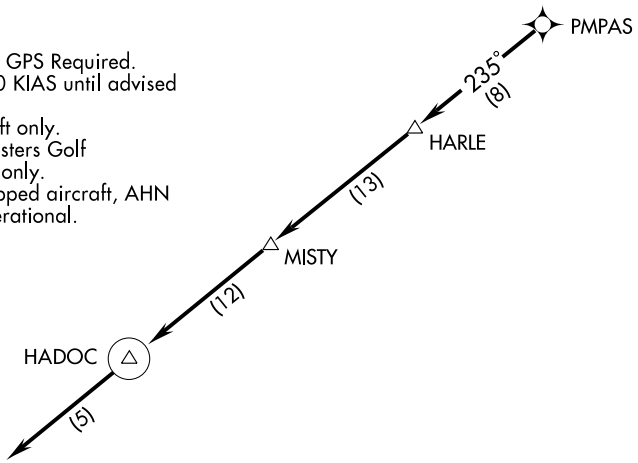
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

MISTY THREE DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For turbojet aircraft only.
NOTE: For use during Masters Golf Tournament week only.
NOTE: For non-GPS equipped aircraft, AHN DME must be operational.



TAKEOFF MINIMUMS:
Rwy 10: Standard. ATC climb of 440 feet per NM to 4000.
Rwy 28: 200-1¼ or Standard with a minimum obstacle climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient. Takeoff must occur no later than 1800 feet prior to departure end of runway. ATC climb of 450 feet per NM to 4000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 10: Numerous trees beginning abeam DER, 31 feet left of centerline, up to 100 feet AGL/599 feet MSL. Building 934 feet from DER, 19 feet left of centerline, 50 feet AGL/549 feet MSL. Numerous trees beginning 377 feet from DER, 94 feet right of centerline, up to 100 feet AGL/599 feet MSL.

Rwy 28: Tree 5,715 feet from DER, 553 feet left of centerline, 100 feet AGL/619 feet MSL. Numerous trees beginning 32 feet from DER, 216 feet right of centerline, up to 100 feet AGL/579 feet MSL. Numerous trees beginning 8 feet from DER, 53 feet left of centerline, up to 100 feet AGL/629 feet MSL.

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB AA	APP CRS	Rwy Idg	5208
341	096°	TDZE	468
		Apt Elev	498

NDB RWY 10

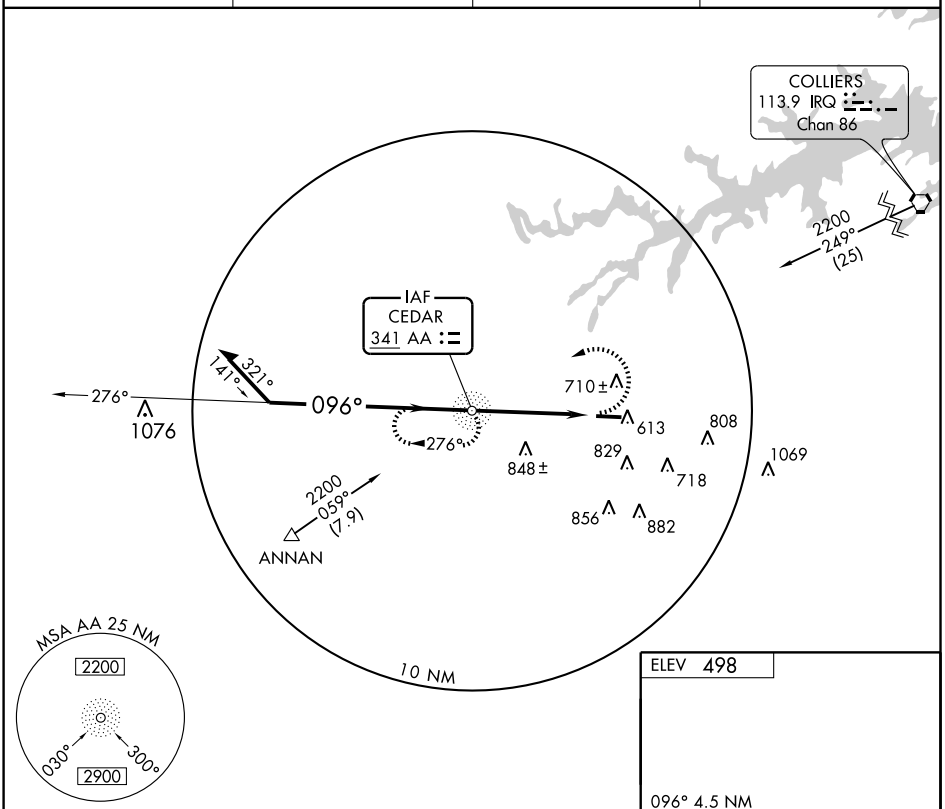
THOMSON-McDUFFIE COUNTY (HQU)

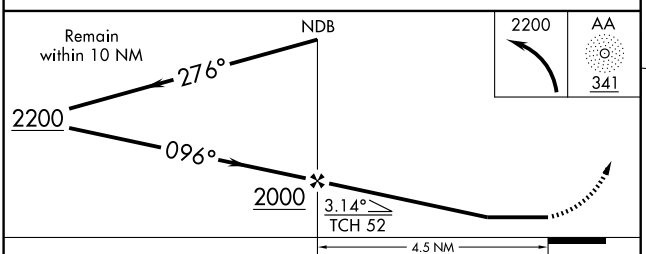
NA

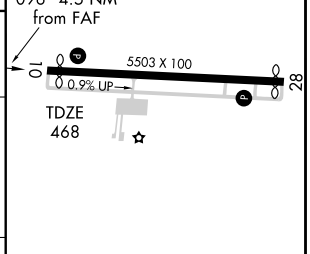
MISSED APPROACH: Climbing left turn to 2200 direct CEDAR NDB and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM	GCO
120.625	126.8 270.3	122.8 (CTAF) L	121.725

SE-4, 21 OCT 2010 to 18 NOV 2010







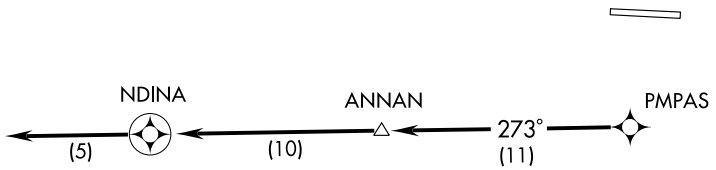
CATEGORY	A	B	C	D
S-10	1020-1 552 (600-1)		1020-1½ 552 (600-1½)	NA
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA

HIRL Rwy 10-28 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NDINA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard take-off minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619'MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

SAMMI TWO DEPARTURE (RNAV)

(SAMMI2.SAMMI) 08157

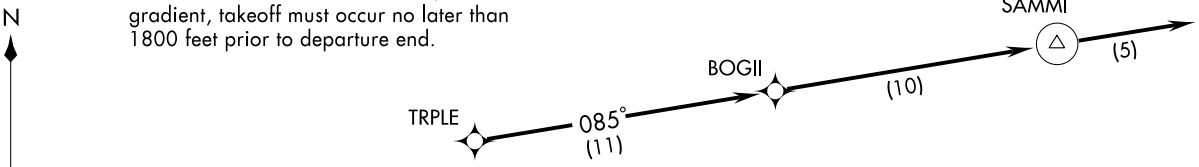
THOMSON, GEORGIA

THOMSON-McDUFFIE COUNTY (HQU)

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10,28: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 10: Numerous trees beginning abeam DER, 31′ left of centerline, up to 100′ AGL/599′ MSL. Building 934′ from DER, 19′ left of centerline, 50′ AGL/549′ MSL. Numerous trees beginning 377′ from DER, 94′ right of centerline, up to 100′ AGL/599′ MSL.
Rwy 28: Tree 5,715′ from DER, 553′ left of centerline, 100′ AGL/619′ MSL. Numerous trees beginning 32′ from DER, 216′ right of centerline, up to 100′ AGL/579′ MSL. Numerous trees beginning 8′ from DER, 53′ left of centerline, up to 100′ AGL/629′ MSL.

(SAMMI2.SAMMI) 08157

SAMMI TWO DEPARTURE (RNAV)

SI-6201 (FAA)

THOMSON-McDUFFIE COUNTY (HQU)

THOMSON, GEORGIA

VORTAC IRQ 113.9 Chan 86	APP CRS 243°	Rwy Idg N/A TDZE N/A Apt Elev 498

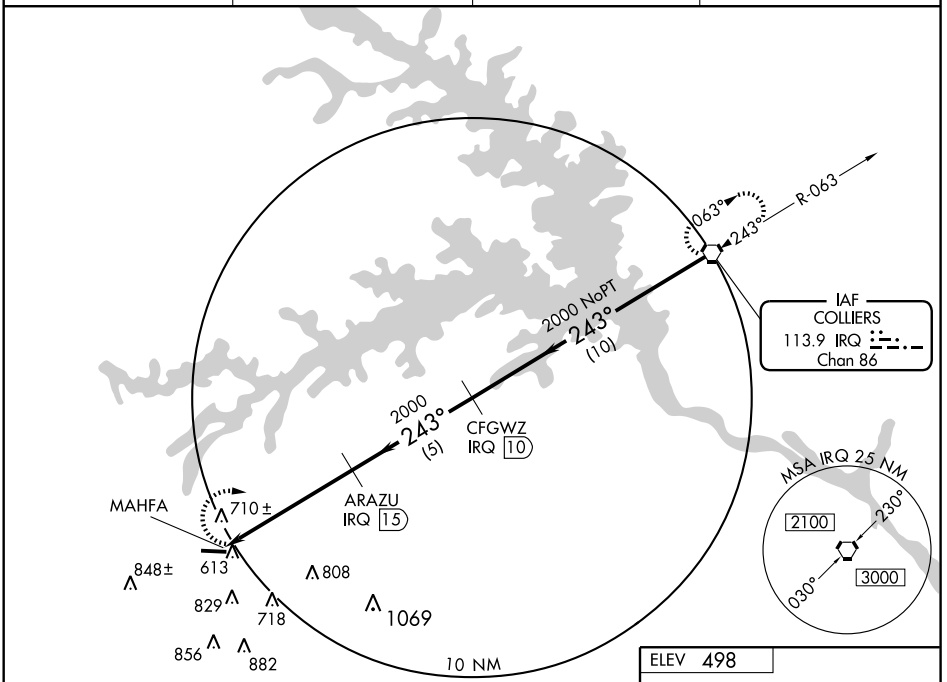
VOR/DME or GPS-A

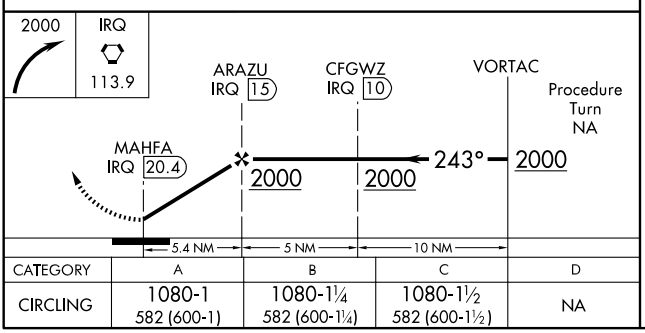
THOMSON-McDUFFIE COUNTY (HQU)

NA

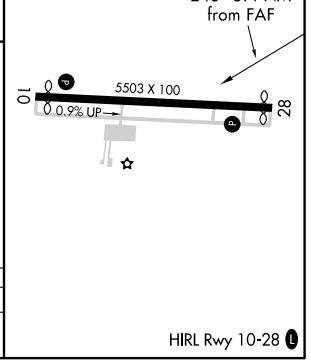
MISSED APPROACH: Climbing right turn to 2000 direct IRQ VORTAC and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM	GCO
120.625	126.8 270.3	122.8 (CTAF) L	121.725





CATEGORY	A	B	C	D
CIRCLING	1080-1 582 (600-1)	1080-1¼ 582 (600-1¼)	1080-1½ 582 (600-1½)	NA



SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TMA	APP CRS	Rwy Idg	5504
109.7	332°	TDZE	354
Chan 34		Apt Elev	355

ILS RWY 33

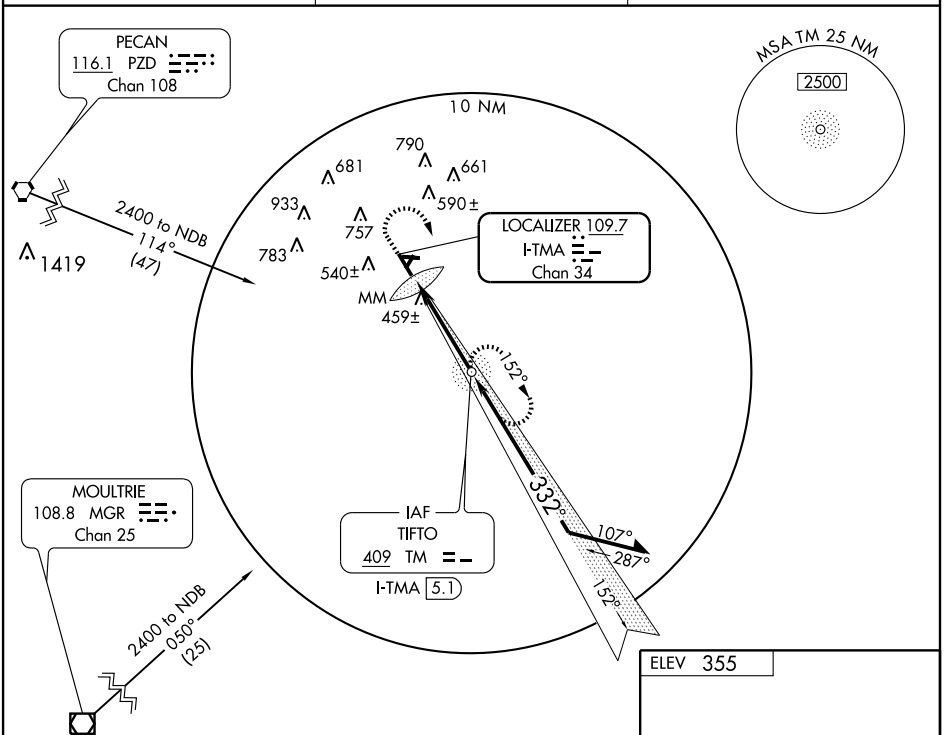
TIFTON/HENRY TIFT MYERS (TMA)

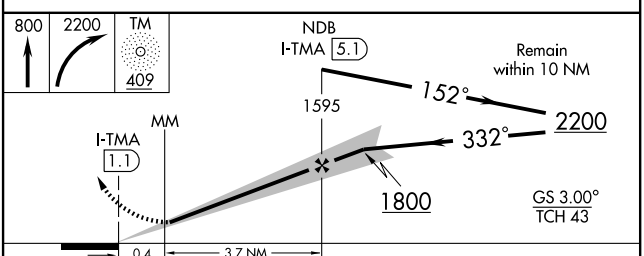
NA

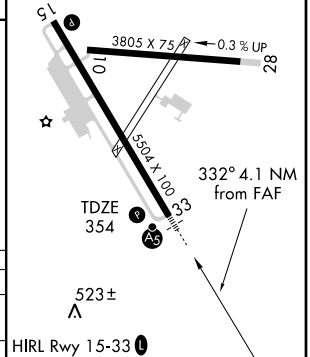
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct TM NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 33	554-½ 200 (200-½)			
S-LOC 33	720-½ 366 (400-½)			720-¾ 366 (400-¾)
CIRCLING	900-1 545 (600-1)		920-1½ 565 (600-1½)	1060-2 705 (800-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-4, 21 OCT 2010 to 18 NOV 2010

NDB TM	APP CRS	Rwy Idg	5504
409	331°	TDZE	354
		Apt Elev	355

NDB RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

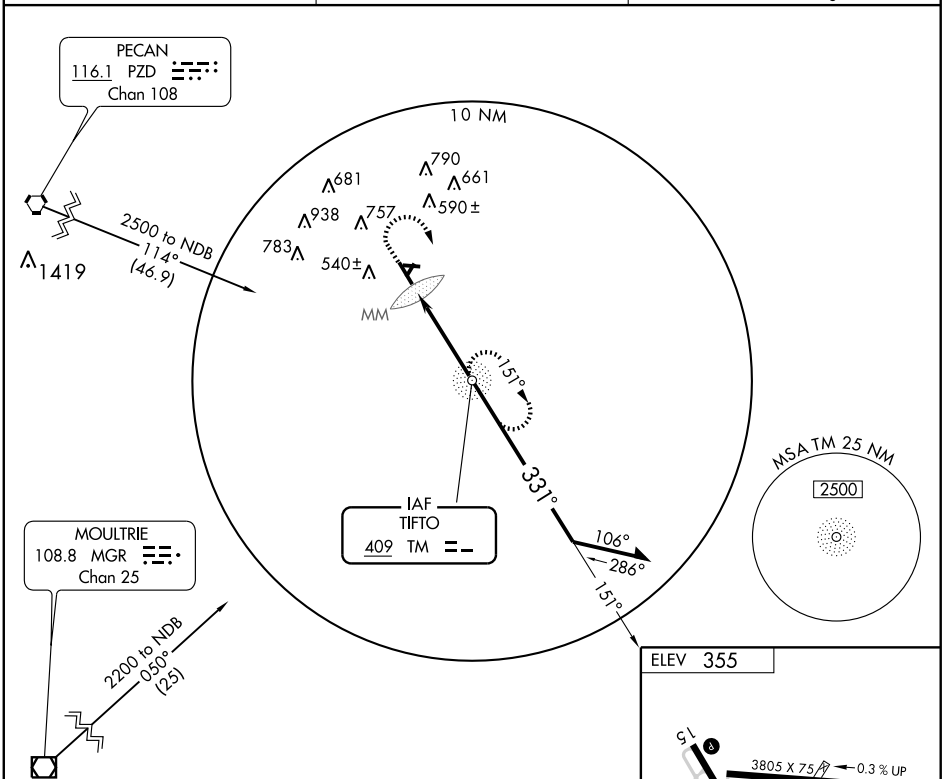
Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie Muni altimeter setting and increase all MDA 80 feet and increase S-33 Cat C and D visibility ¼ mile and increase Circling Cat D visibility ¼ mile. Circling NA at night to Rwys 10/15/28.

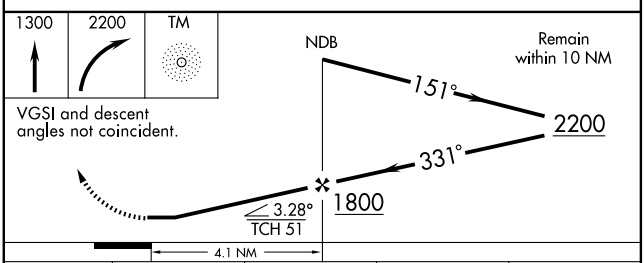
NA

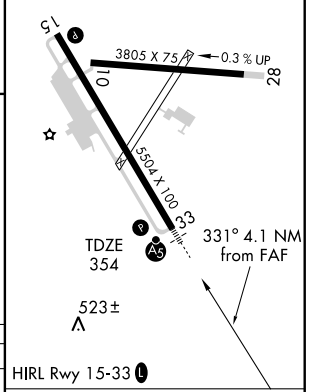
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct to TIFTO NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	880-¾ 526 (600-¾)		880-1 526 (600-1)	880-1½ 526 (600-1½)
CIRCLING	900-1 545 (600-1)	920-1 565 (600-1)	1040-2 685 (700-2)	1060-2¼ 705 (800-2¼)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3805
277°	TDZE	350
	Apt Elev	355

RNAV (GPS) RWY 28

TIFTON/HENRY TIFT MYERS (TMA)

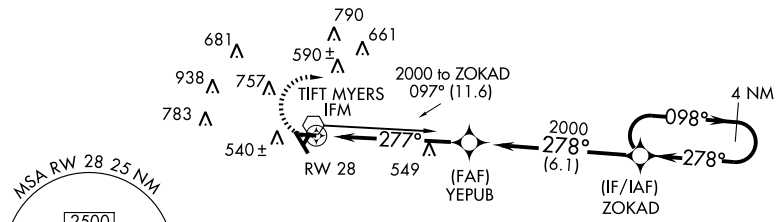
Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie altimeter setting and increase all MDA 80 feet and LNAV Cats C and D and circling Cats C and D visibility ¼ mile. Circling NA at night to Rwys 10/15/28.

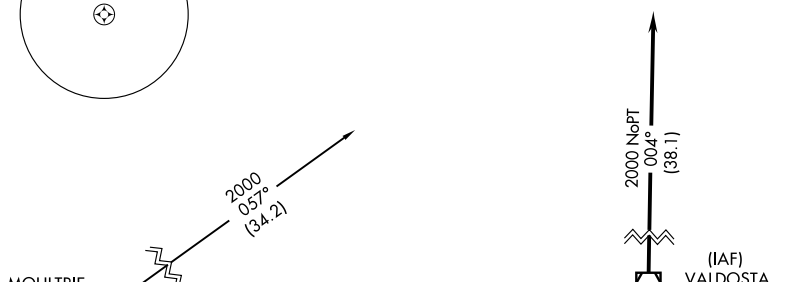
NA

MISSED APPROACH: Climbing right turn to 2000 direct ZOKAD and hold.

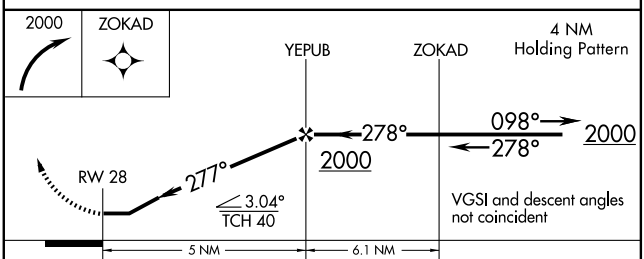
AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L

Procedure NA for arrivals at IFM VOR on V578 Westbound.

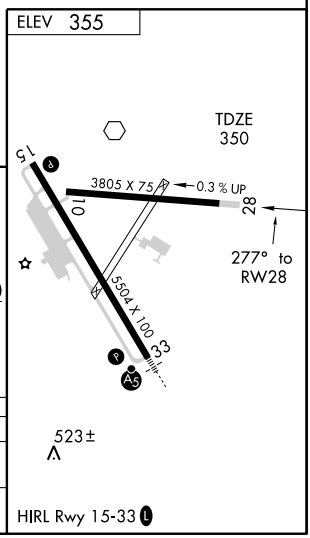




Procedure NA for arrivals at MGR VOR/DME on V537 Southbound.



CATEGORY	A	B	C	D
LNAV MDA	800-1 450 (500-1)		800-1¼ 450 (500-1¼)	800-1½ 450 (500-1½)
CIRCLING	900-1 545 (600-1)	920-1 565 (600-1)	1040-2 685 (700-2)	1060-2¼ 705 (800-2¼)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

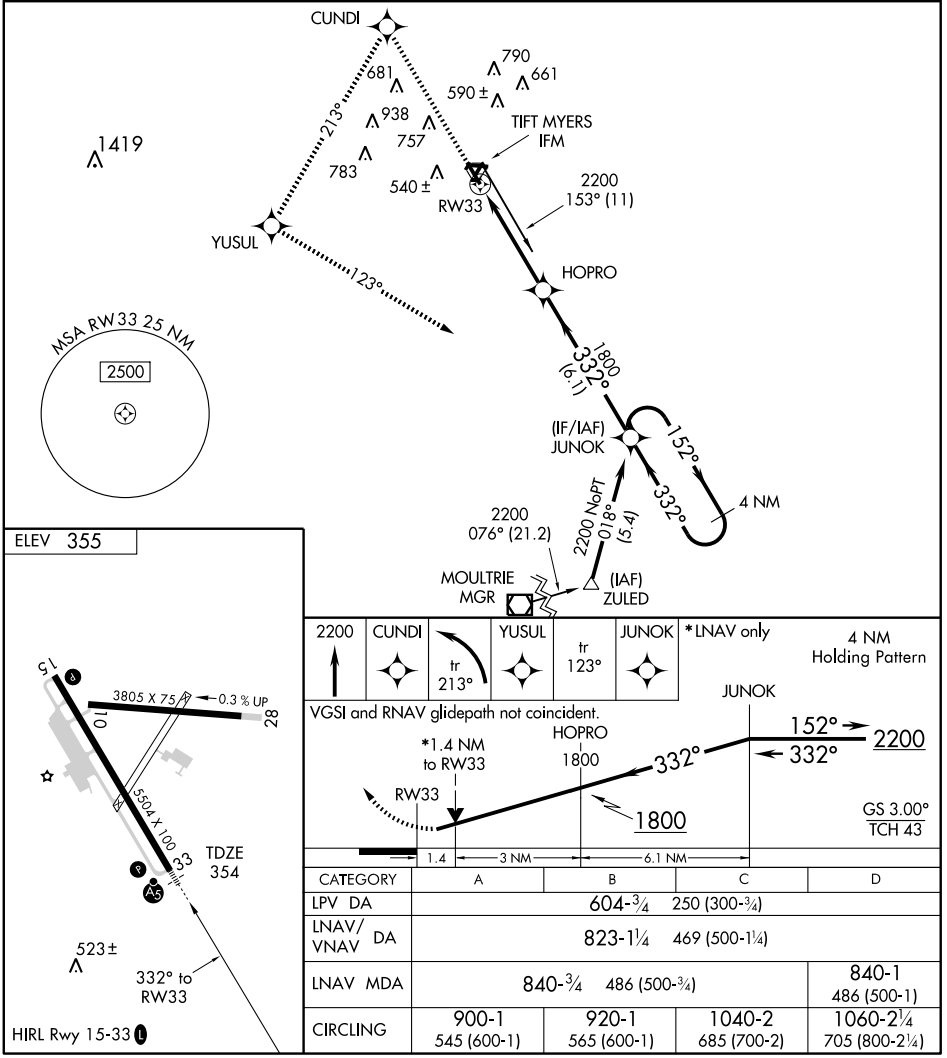
WAAS CH 61118 W33A	APP CRS 332°	Rwy Idg 5504	TDZE 354	Apt Elev 355

Baro-VNAV NA when using Moultrie altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie Muni altimeter setting and increase LPV and LNAV/VNAV DA 69 feet and all MDA 80 feet and increase LNAV/VNAV visibility all Cats ¼ mile and LNAV Cats C and D visibility ¼ mile, Circling Cats C and D ¼ mile. For inoperative MALSR increase LNAV Cat A and B visibility ¼ mile. For inoperative MALSR when using Moultrie Muni altimeter setting, increase LPV visibility all Cats ½ mile and LNAV visibility Cats A and B ¼ mile. Circling NA at night to Rwys 10/15/28.

MALSR

MISSED APPROACH: Climb to 2200 direct CUNDI and left turn on track 213° to YUSUL and on track 123° to JUNOK and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	604-¾	250 (300-¾)		
LNAV/VNAV DA	823-1¼	469 (500-1¼)		
LNAV MDA	840-¾	486 (500-¾)		840-1 486 (500-1)
CIRCLING	900-1 545 (600-1)	920-1 565 (600-1)	1040-2 685 (700-2)	1060-2¼ 705 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
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VOR RWY 28

TIFTON/HENRY TIFT MYERS (TMA)

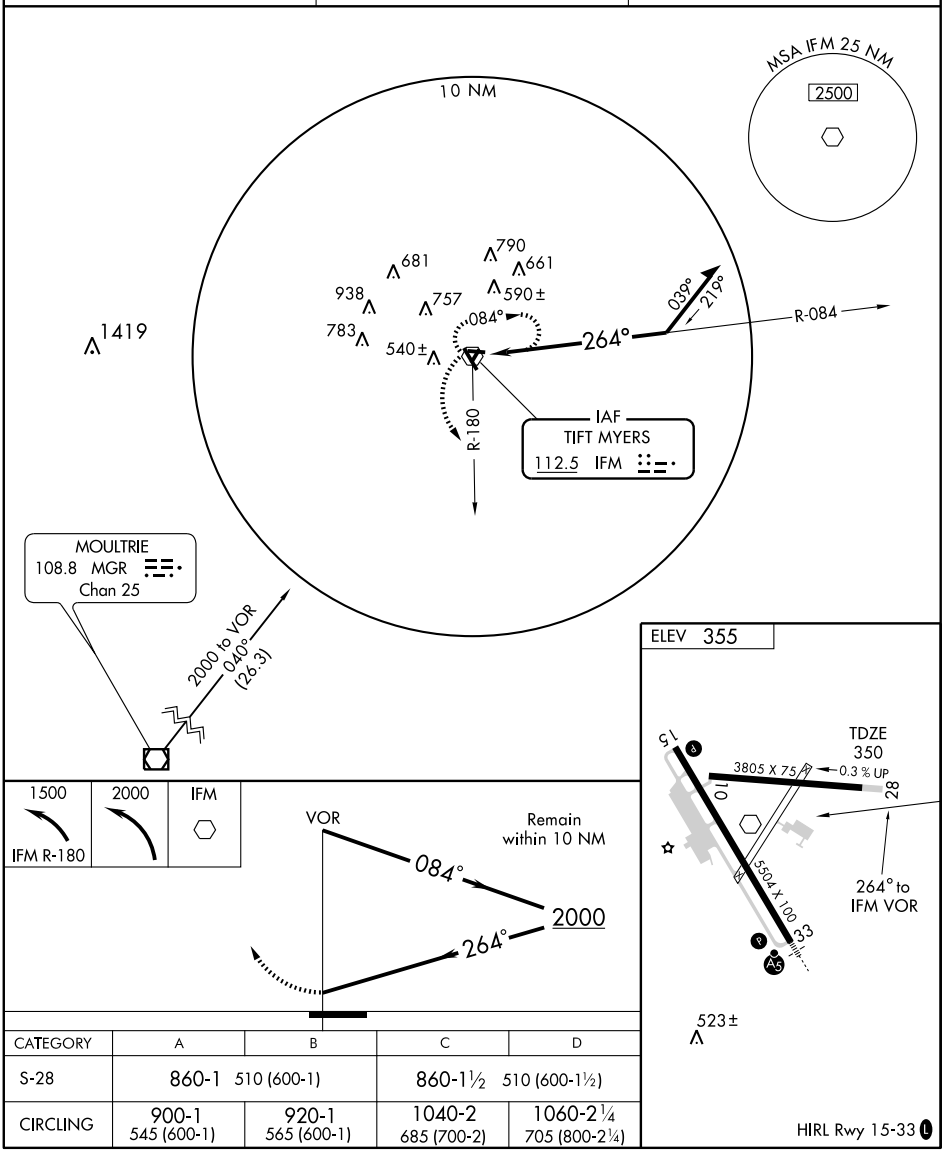
VOR IFM	APP CRS	Rwy Idg	3805
112.5	264°	TDZE	350
		Apt Elev	355

Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie Muni altimeter setting and increase all MDA 80 feet and increase S-28 Cat D visibility ¼ mile and Circling visibility Cats C and D ¼ mile. Circling NA at night to Rwys 10/15/28. Straight in minimums NA at night.

NA

MISSED APPROACH: Climbing left turn to 1500 on IFM VOR R-180, then climbing left turn to 2000 direct IFM VOR and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-28	860-1 510 (600-1)		860-1½ 510 (600-1½)	
CIRCLING	900-1 545 (600-1)	920-1 565 (600-1)	1040-2 685 (700-2)	1060-2¼ 705 (800-2¼)

HIRL Rwy 15-33 L

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VOR IFM	APP CRS	Rwy Idg	5504
112.5	335°	TDZE	354
		Apt Elev	355

VOR RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

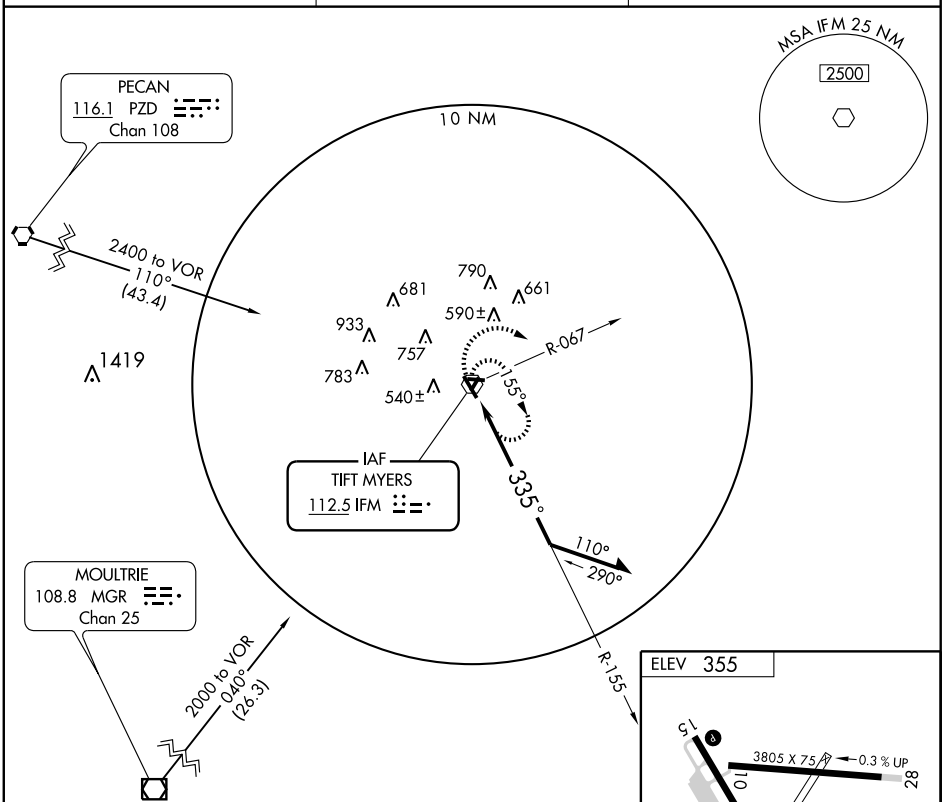
T NA For inoperative MALSR, increase S-33 Cat A/B visibility to 1.

MALSR

MISSED APPROACH: Climbing right turn to 1500 via IFM R-067, then climbing right turn to 2000 direct IFM VOR and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L

SE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-33	840-¾ 486 (500-¾)			840-1 486 (500-1)
CIRCLING	900-1 545 (600-1)		920-1½ 565 (600-1½)	1060-2¼ 705 (800-2¼)

HIRL Rwy 15-33 L

Knots	60	90	120	150	180
Min:Sec					

WAAS	APP CRS	Rwy ldg	5008
CH 65705	026°	TDZE	996
W02A		Apt Elev	996

RNAV (GPS) RWY 2

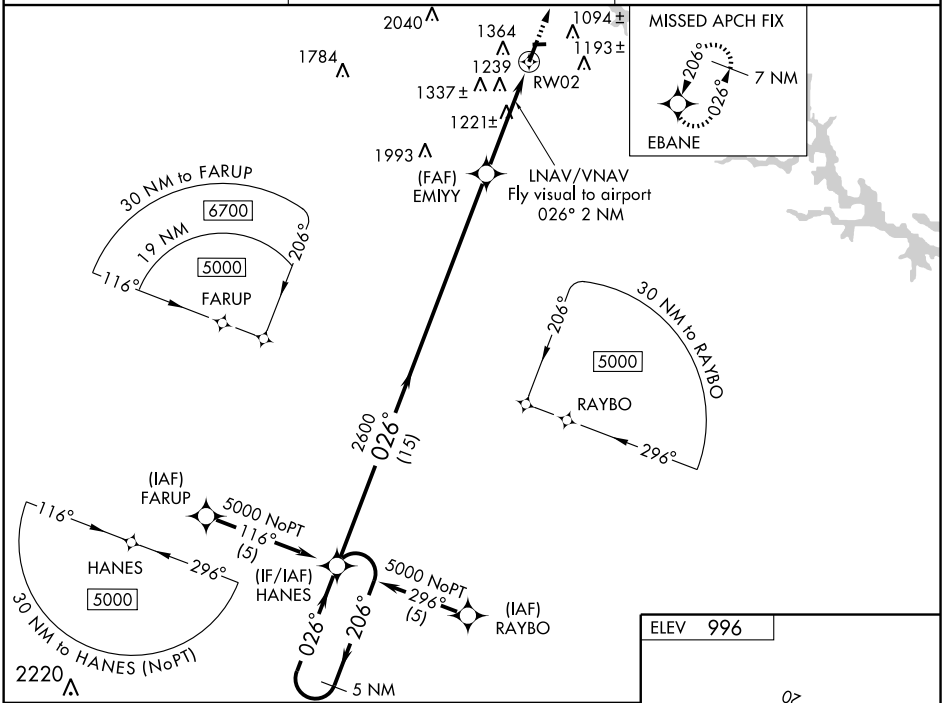
TOCCOA RG LETOURNEAU FIELD (TOC)

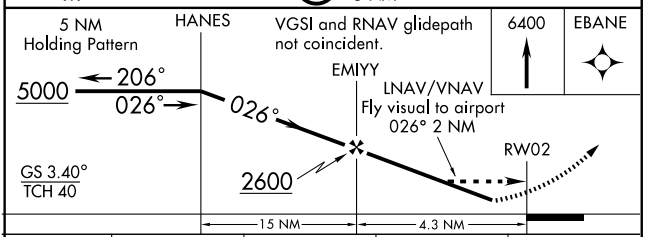
NA

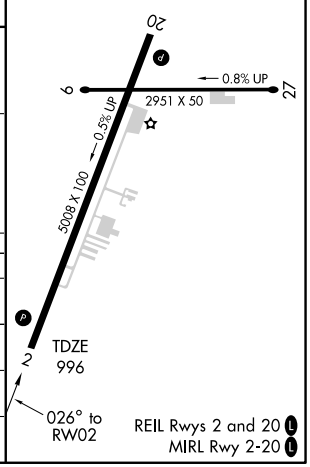
Baro-VNAV NA when using Gainesville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1507 feet, LNAV/VNAV DA to 1859 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 6400 direct EBANE and hold, continue climb-in-hold to 6400.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1392-1¼	396 (400-1¼)	NA	
LNAV/VNAV DA	1744-2	748 (800-2)	NA	
LNAV MDA	1620-1	624 (700-1)	NA	
CIRCLING	1680-1	684 (700-1)	NA	

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RNAV (GPS) RWY 20

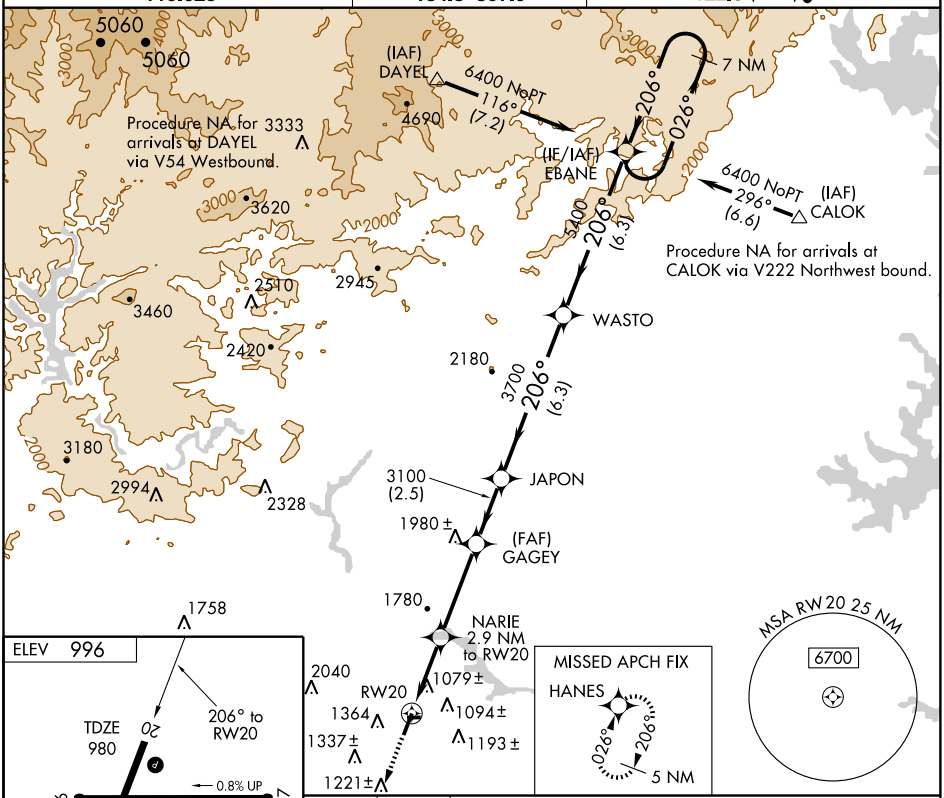
TOCCOA RG LETOURNEAU FIELD (TOC)

WAAS	APP CRS	Rwy Idg	5008
CH 61005	206°	TDZE	980
W20A		Apt Elev	996

T NA Baro-VNAV NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F).DME/DME RNP-0.3 NA. If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1345 feet, LNAV/VNAV DA to 1510 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 5000 direct HANES and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1230-1	250 (300-1)	NA	
LNAV/VNAV DA	1395-1½	415 (400-1½)	NA	
LNAV MDA	1560-1	580 (600-1)	NA	
CIRCLING	1680-1	684 (700-1)	NA	

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

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VORTAC ODF	APP CRS	Rwy Idg	5008
113.4	001°	TDZE	996
Chan 81		Apt Elev	996

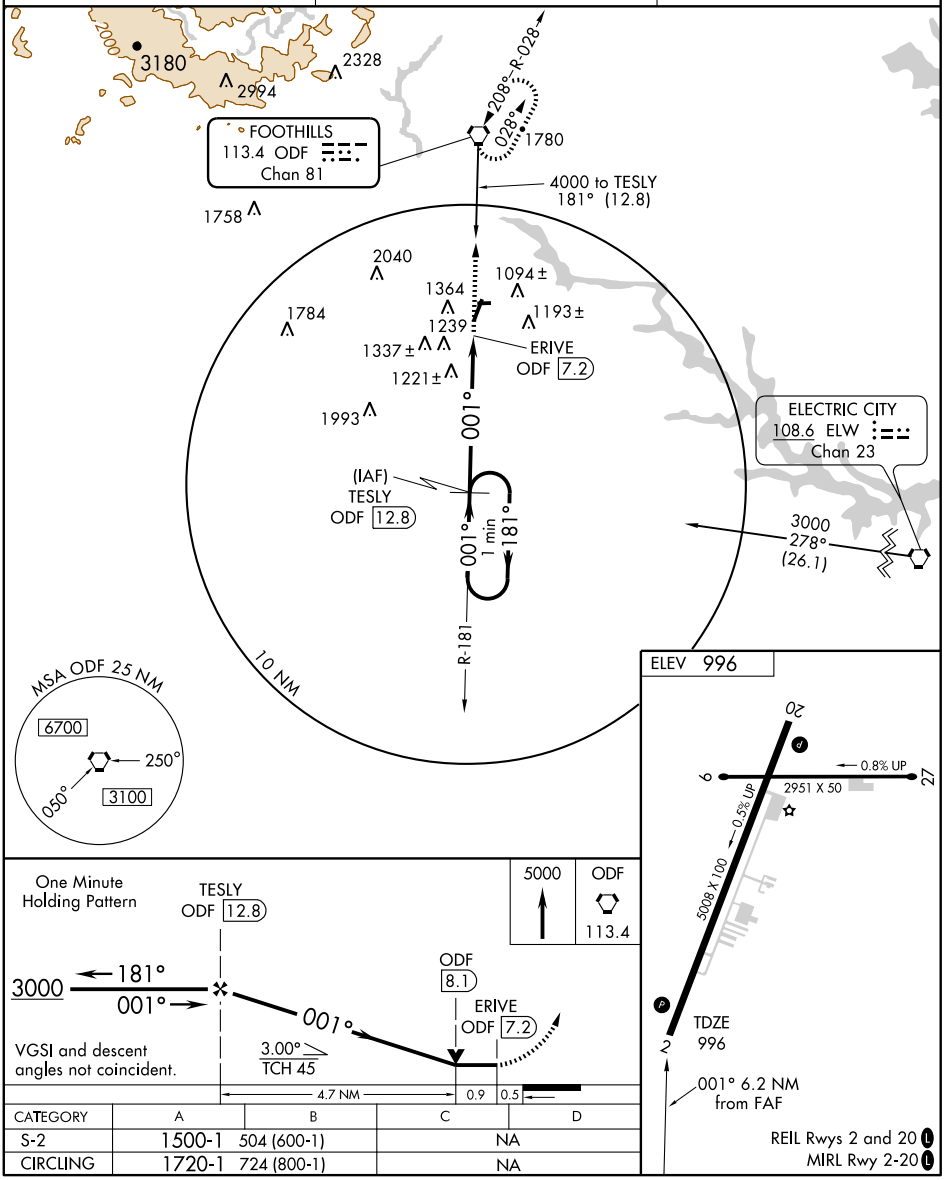
VOR/DME RWY 2

TOCCOA RG LETOURNEAU FIELD (TOC)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainsville altimeter setting and increase all MDA 120 feet and Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-2	1500-1	504 (600-1)	NA	
CIRCLING	1720-1	724 (800-1)	NA	

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC ODF	APP CRS	Rwy Idg	5008
113.4	179°	TDZE	980
Chan 81		Apt Elev	996

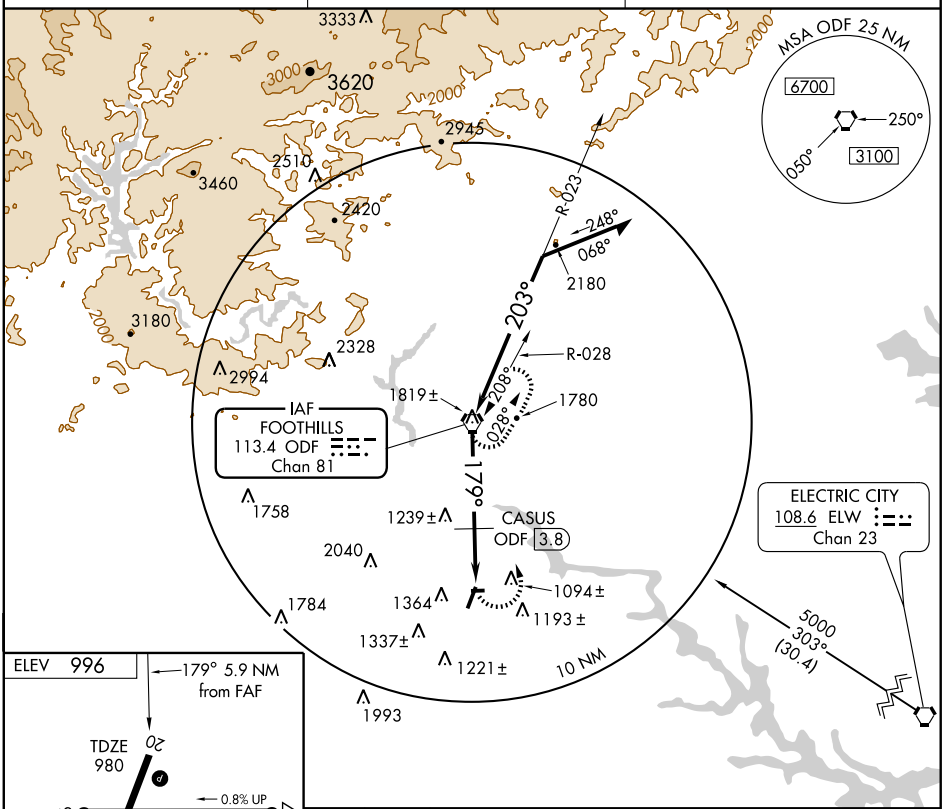
VOR RWY 20

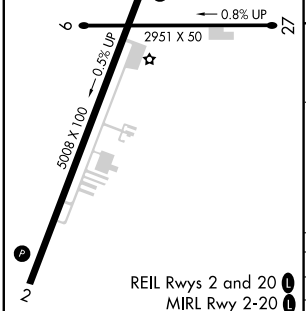
TOCCOA RG LETOURNEAU FIELD (TOC)

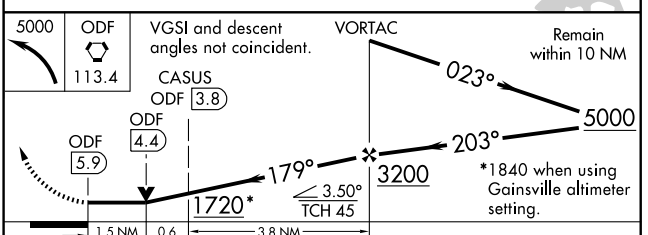
T NA When local altimeter setting not received, use Gainsville altimeter setting and increase all MDA 120 feet and S-20, Circling, and Casus fix minimums Circling Cat. B visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L



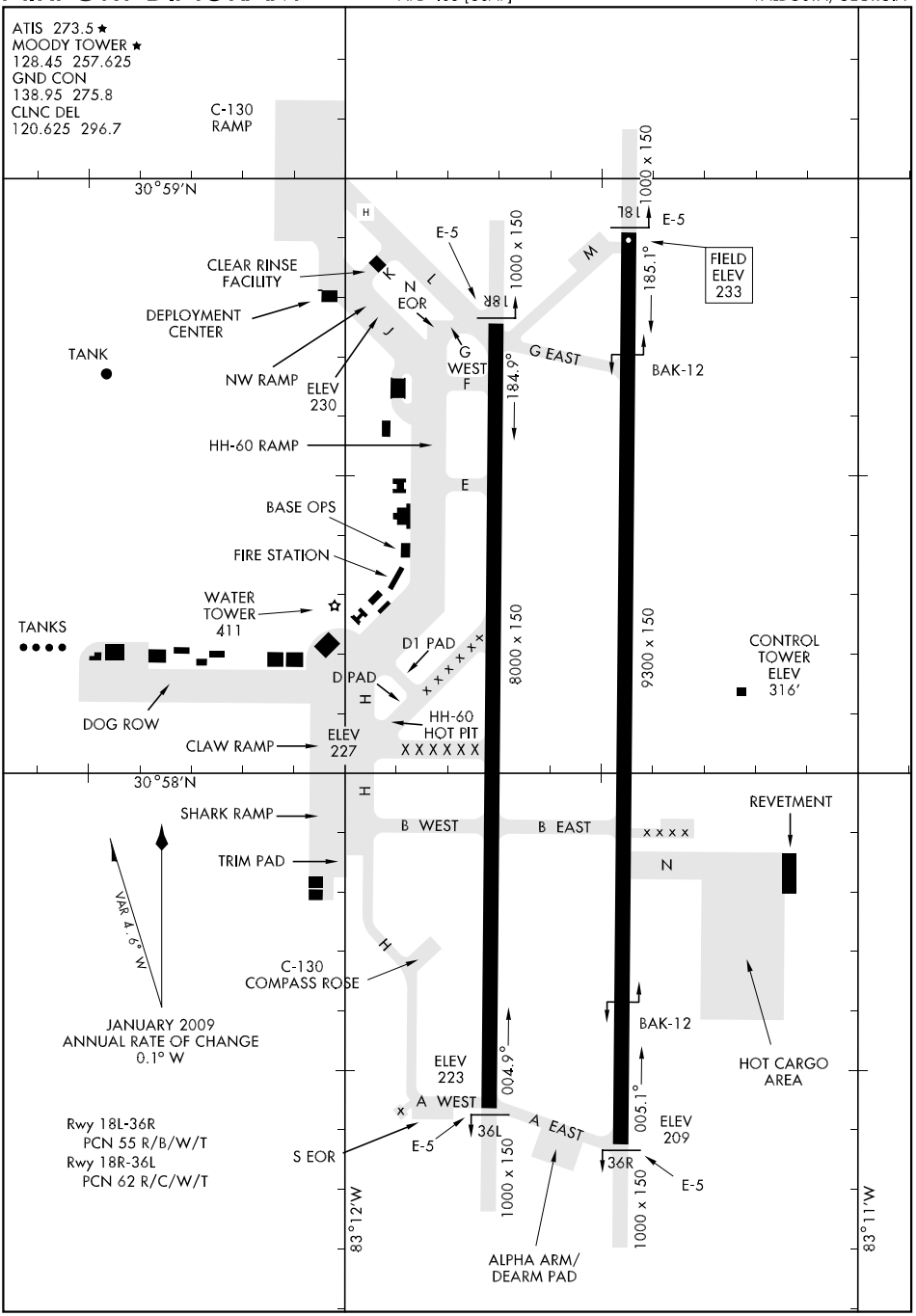




FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-20	1720-1	740 (800-1)	NA	
CIRCLING	1720-1	724 (800-1)	NA	
CASUS FIX MINIMUMS				
S-20	1560-1	580 (600-1)	NA	
CIRCLING	1720-1	724 (800-1)	NA	

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 18L

LOC I-VAD	APCH CRS	Rwy ldg 9300 / TDZE 233 / Arpt Elev 233
109.3	183°	JAL-435 [USAF]

MOODY AFB (KVAD)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

RADAR or DME REQUIRED

Max holding 265 KIAS

VAD 21

R-004

184°

004°

(IAF) RANDA VAD 16

619

1177

WURLI VAD 12

183°

003°

340

R-028

CEKOL /RADAR VAD 6

256

R-3008

MOODY 113.3 VAD Chan 80

LOCALIZER 109.3 I-VAD

R-183

780

R-161

EQUIP VAD 16

759

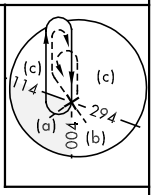
20 NM

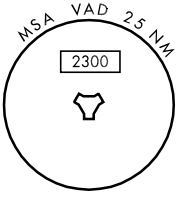
VAD 21

Max holding 265 KIAS

CAUTION: ILS TCH 42 ft. Height Group 4 (A300, B1, B747/767/777, DC/KC-10,C5,E4,VC25) wheel crossing height (WCH) 17 ft.

CAUTION: Remain west of VAD R-028 and VAD R-161 when R-3008 is active.





EMERG SAFE ALT 100 NM 3300

3000 VAD R-183 / EQUIP VAD 16

CEKOL /RADAR 6

WURLI 12

RANDA R-004 16

6900

183°

3000

EEPEE 1.8

2.6

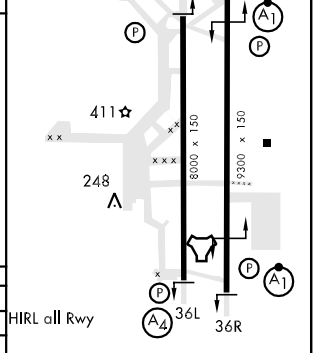
TACAN

1800

GS 3.00° TCH 42

.5

4.2 NM



CATEGORY	C	D	E
S-ILS 18L *	433/24 200 (200-½)		
S-LOC 18L**	680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

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LOC I-MDG	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-435 [USAF]	MOODY AFB (KVAD)
109.9	003°	9300 / 215 / 233		

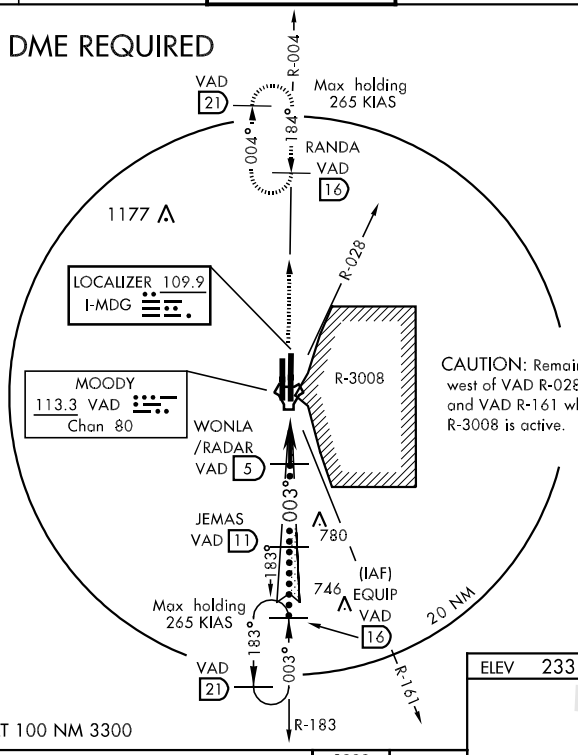
T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT C to 60 and vis to 1¼ miles, CAT DE vis to 1½ .

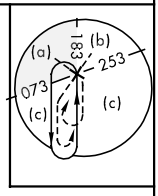
ALSF-1

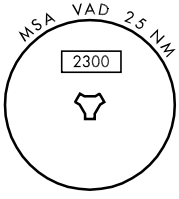
MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.

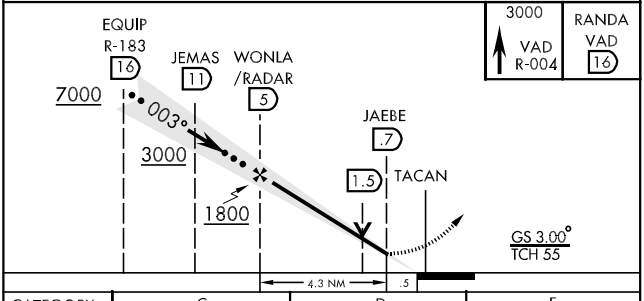
ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

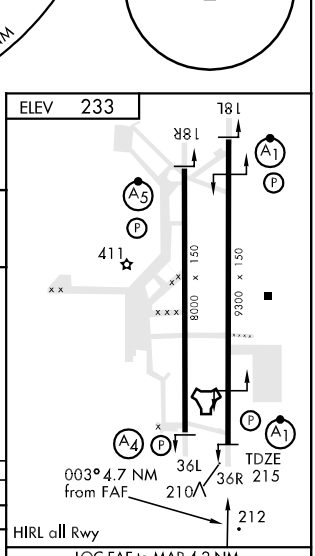
RADAR or DME REQUIRED











CATEGORY	C	D	E
S-ILS 36R *	415/24 200 (200-½)		
S-LOC 36R**	660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

HI-TACAN RWY 18L

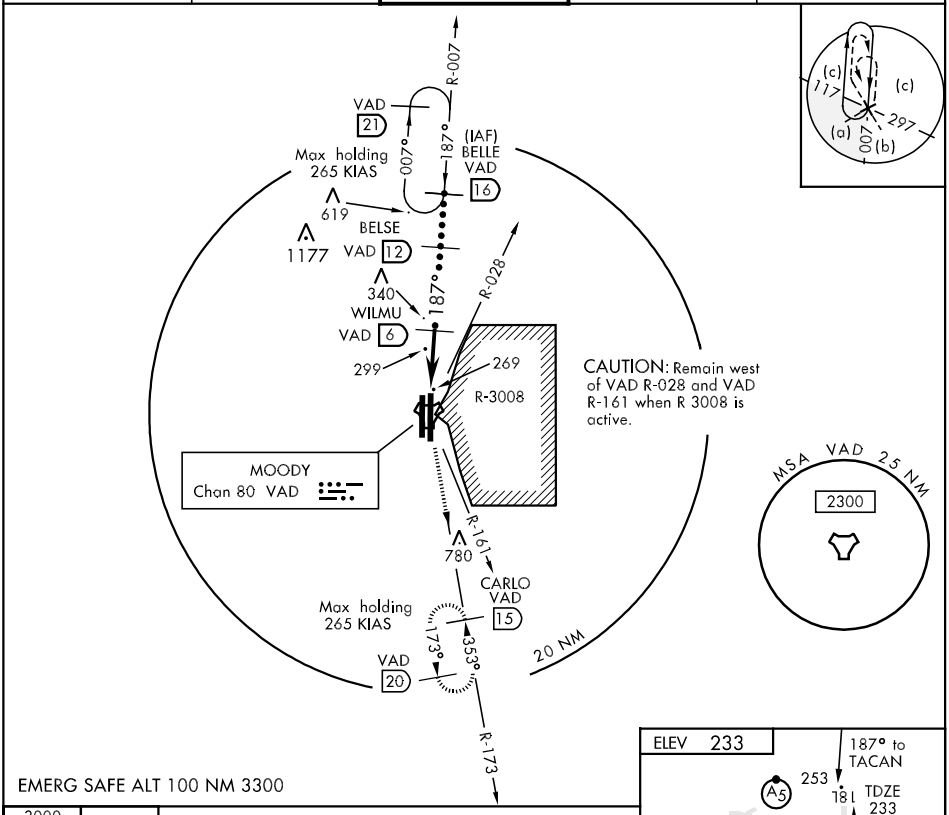
TACAN VAD Chan 80	APCH CRS 187°	Rwy ldg 9300 TDZE 233 Arpt Elev 233	JAL-435 [USAF]	MOODY AFB (KVAD)

T * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

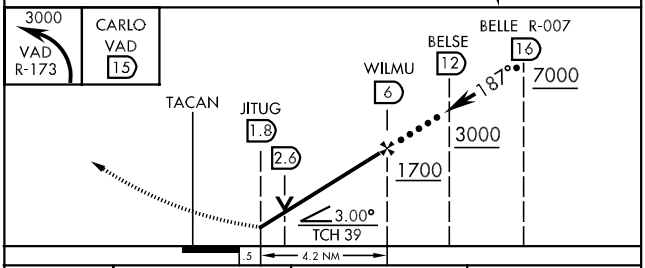
ALSF-1 (A1)

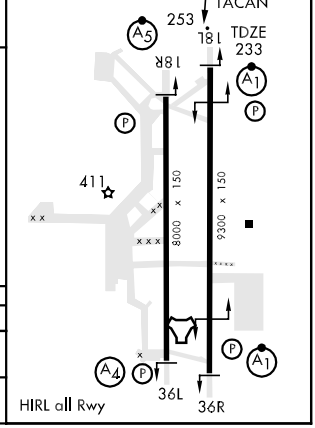
MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-18L*	680/40 447 (500-¾)	680/50 447	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

HI-TACAN RWY 18L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TACAN VAD Chan 80	APCH CRS 180°	Rwy ldg 8000 TDZE 231 Arpt Elev 233

JAL-435 [USAF]

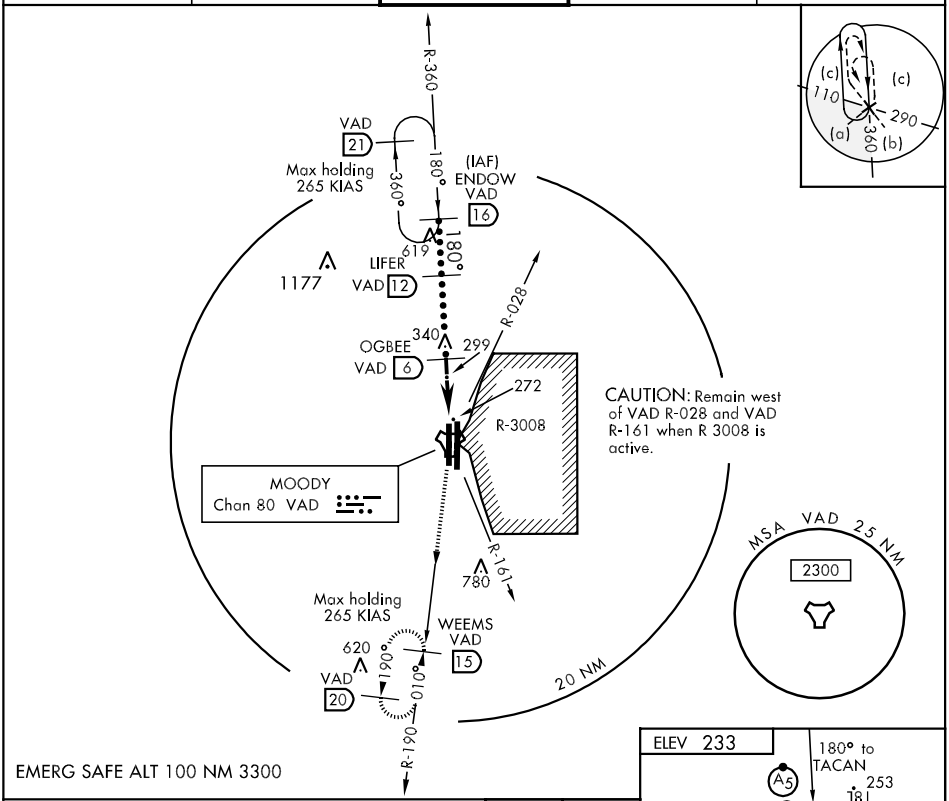
MOODY AFB (KVAD)

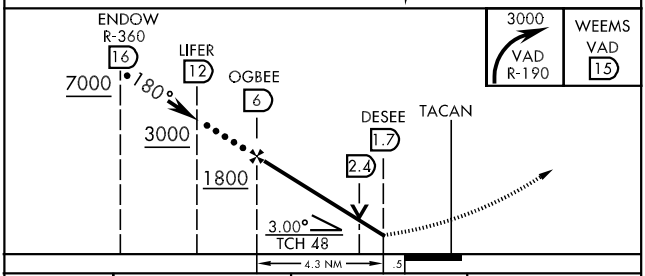
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

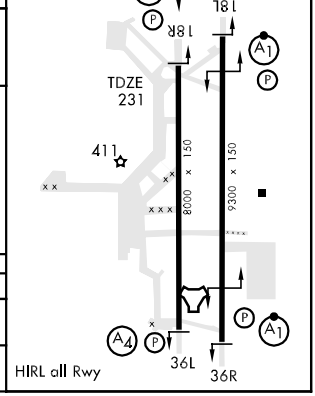
MALSR

MISSED APPROACH: Climb and maintain 3000 via VAD R-190 to WEEMS and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	C	D	E
S-18R *	680/40 450 (500-¾)	680/50 450	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

HI-TACAN RWY 36L

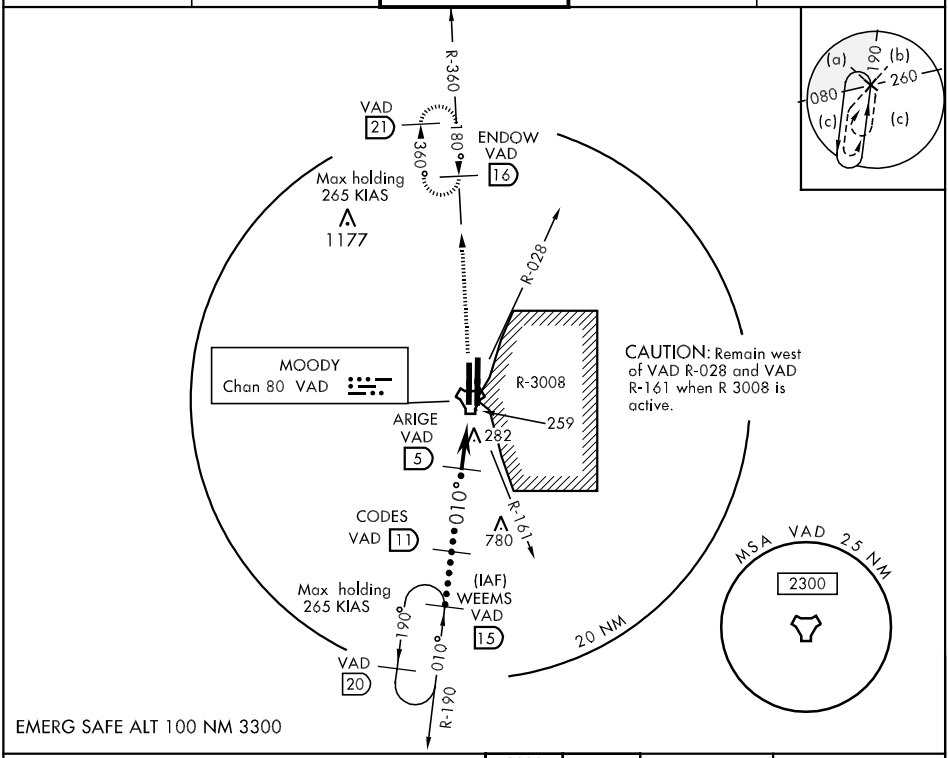
TACAN VAD Chan 80	APCH CRS 010°	Rwy ldg 8000 TDZE 225 Arpt Elev 233	JAL-435 [USAF]	MOODY AFB (KVAD)

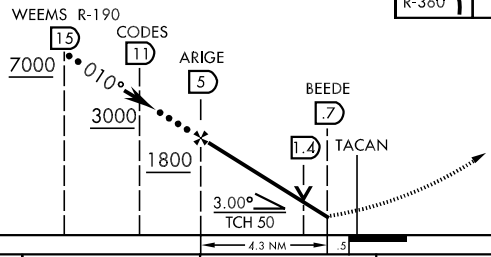
* When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

MALS A4

MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

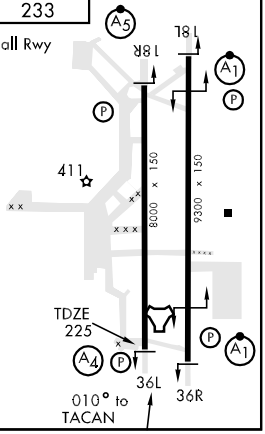




3000 VAD R-360 | ENDOW VAD 16

ELEV 233

HIRL all Rwy



CATEGORY	C	D	E
S-36L *	660/50 436 (500-1)	660/60 436 (500-1¼)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 36R

TACAN VAD Chan 80	APCH CRS 353°	Rwy ldg 9300 TDZE 215 Arpt Elev 233

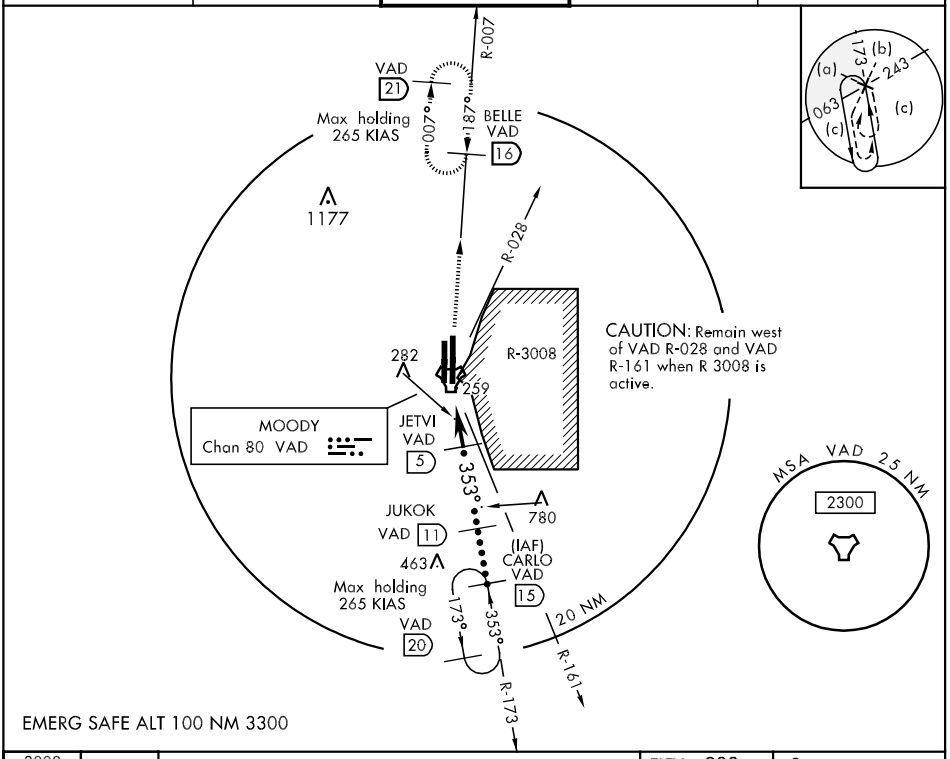
JAL-435 [USAF] MOODY AFB (KVAD)

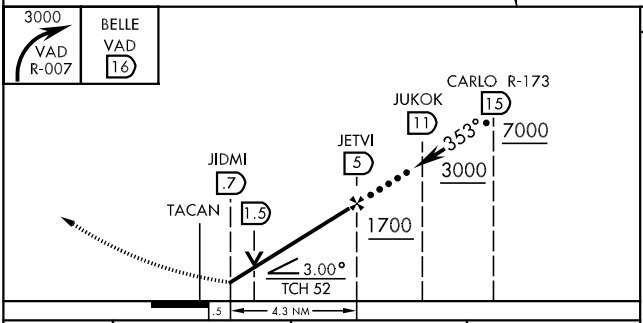
* When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

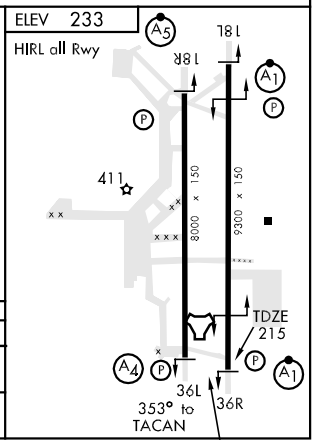
ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	C	D	E
S-36R *	660/40 445 (500-¾)	660/50 445	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 18L

LOC I-VAD	APCH CRS	Rwy ldg 9300 TDZE 233 Arpt Elev 233
109.3	183°	

AL-435 [USAF]

MOODY AFB (KVAD)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

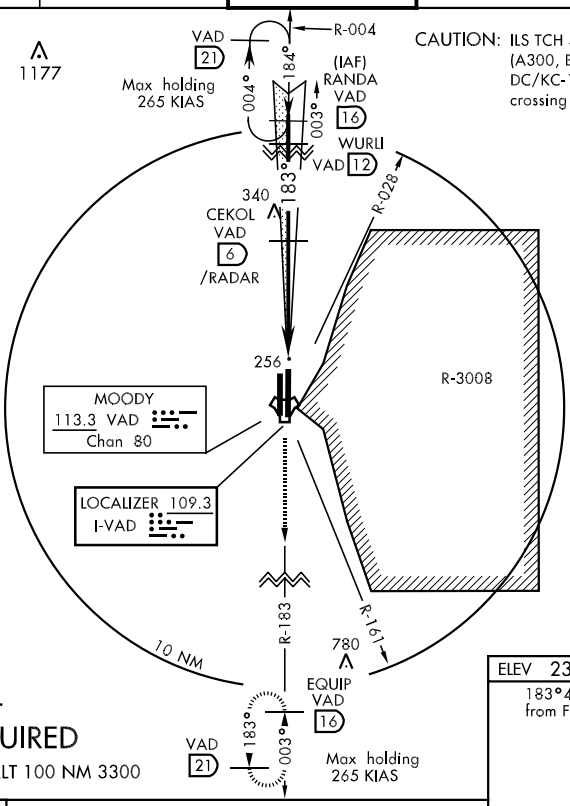
ALSF-1

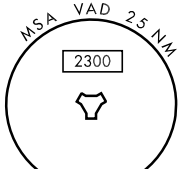
MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

CAUTION: ILS TCH 42 ft. Height Group 4 (A300, B1, B747/767/777, DC/KC-10,C5,E4,VC25) wheel crossing height (WCH) 17 ft.

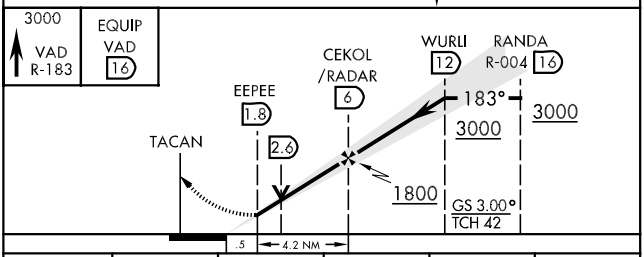
CAUTION: Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

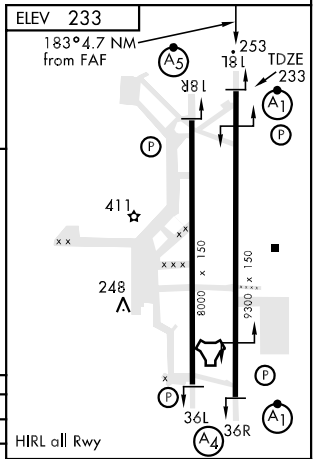




RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-ILS 18L*	433/24		200	(200-½)	
S-LOC 18L**	680/24 447 (500-½)		680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 36R

LOC I-MDG	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	003°	9300 / 215 / 233

AL-435 [USAF]

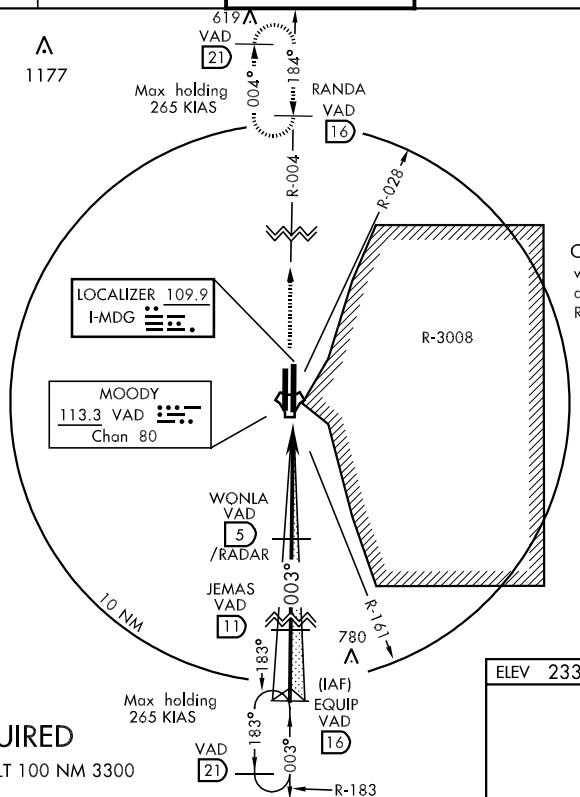
MOODY AFB (KVAD)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT AB to 50 and vis to 1 mile, RVR CAT C to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

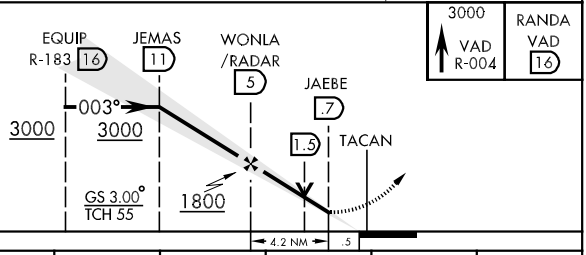
MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.

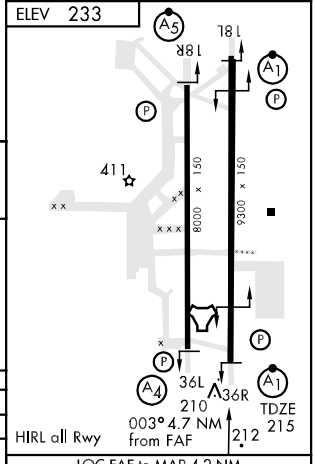
ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-ILS 36R *	415/24		200	(200-½)	
S-LOC 36R**	660/24 445 (500-½)		660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18L

APCH CRS	Rwy ldg	9300
183°	TDZE	233
	Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

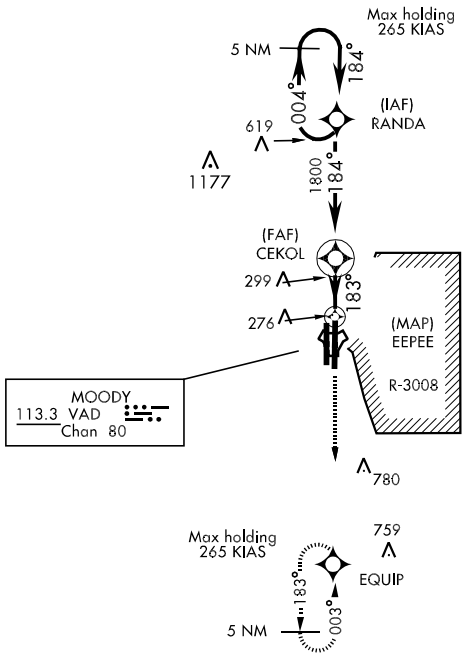
* When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½ .

ALSF-1

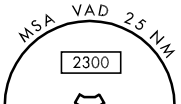
MISSED APPROACH: Climb and maintain 3000 via heading 183° to EQUIP and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	126.625 296.7

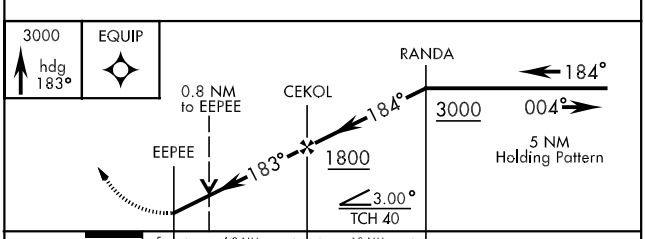
DME/DME RNP-0.3 NA

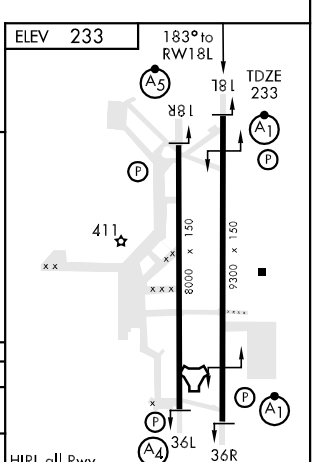


CAUTION: Remain west of 83°11′W from FAF inbound when R-3008 is active.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
LNAV MDA*	680/24	447 (500-½)	680/40 447 (500-¾)	680/50	447 (500-1)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36R

APCH CRS	Rwy Idg	9300
003°	TDZE	215
	Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

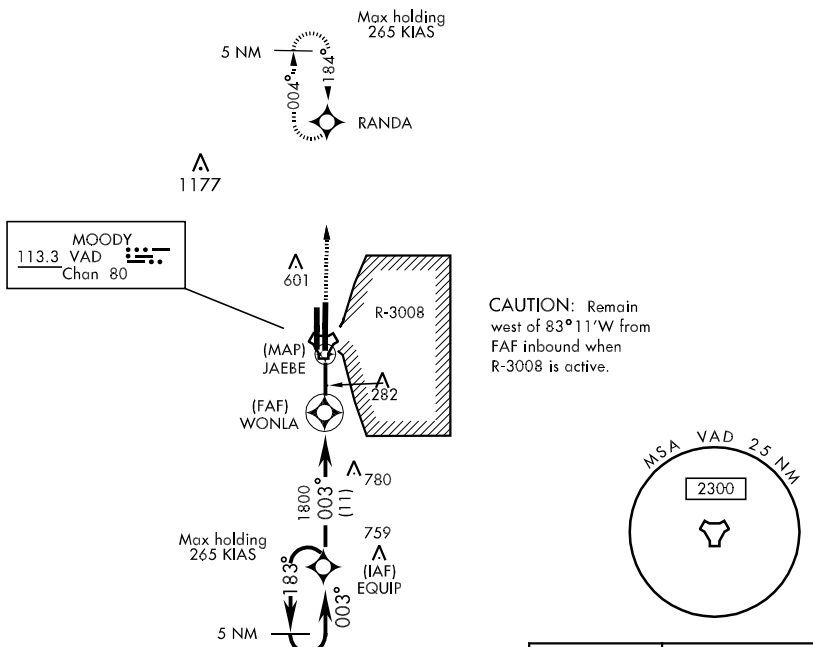
* When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

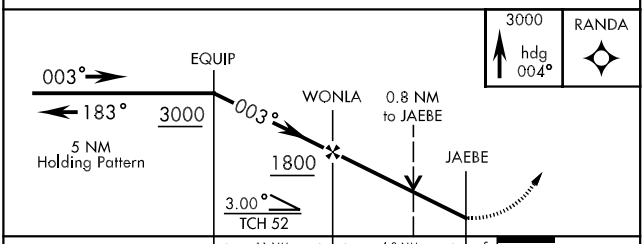
MISSED APPROACH: Climb and maintain 3000 via heading 004° to RANDA and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

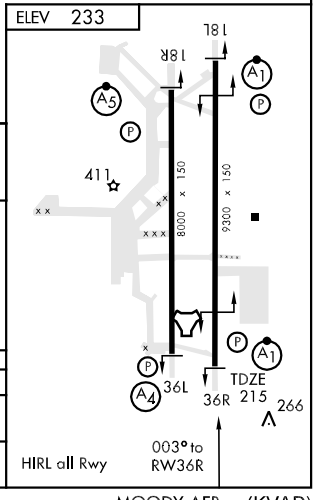
DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
LNAV MDA*	660/24 445 (500-½)		660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 18L

TACAN VAD Chan 80	APCH CRS 187°	Rwy Idg 9300 TDZE 233 Arpt Elev 233

AL-435 [USAF]

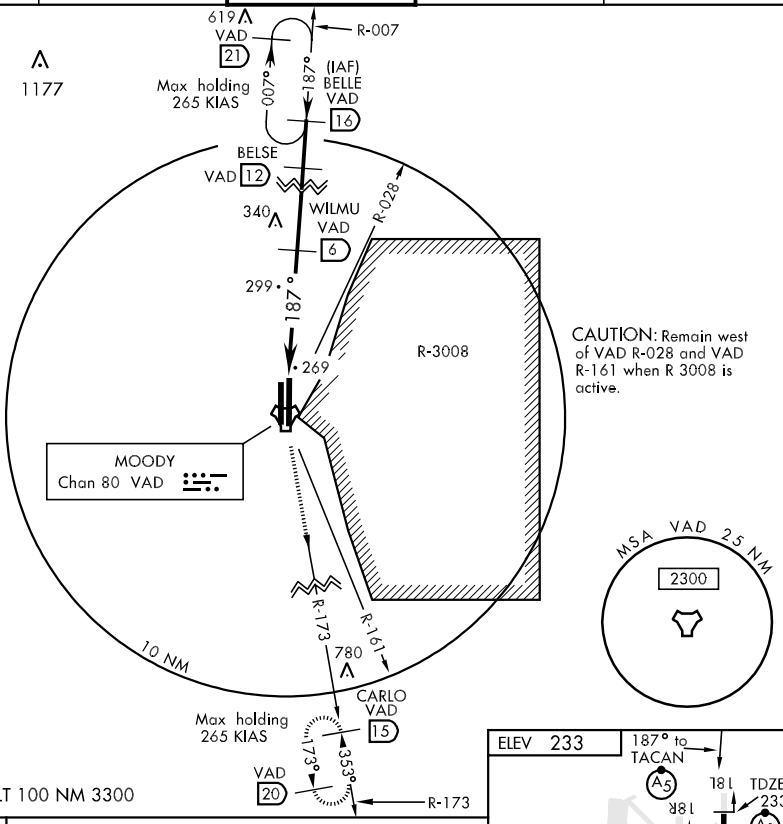
MOODY AFB (KVAD)

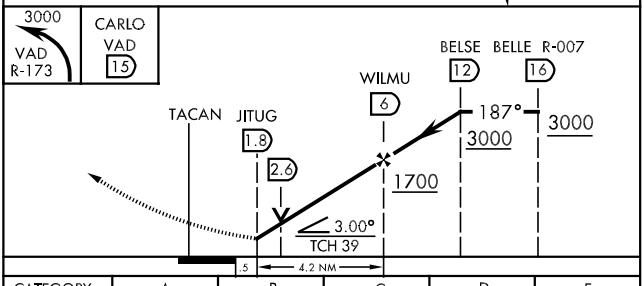
*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

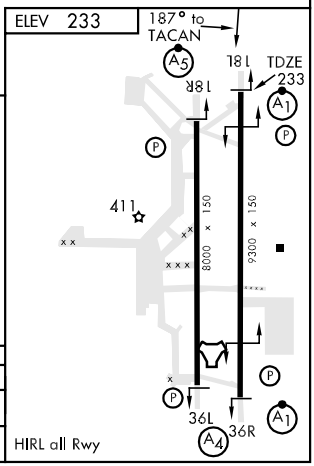
ALSF-1 (A1)

MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	A	B	C	D	E
S-18L*	680/24 447	(500-½)	680/40 447 (500-¾)	680/50 447	(500-1)
CIRCLING	720-1 487	(500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 18R

TACAN VAD Chan 80	APCH CRS 180°	Rwy ldg 8000 TDZE 231 Arpt Elev 233

AL-435 [USAF]

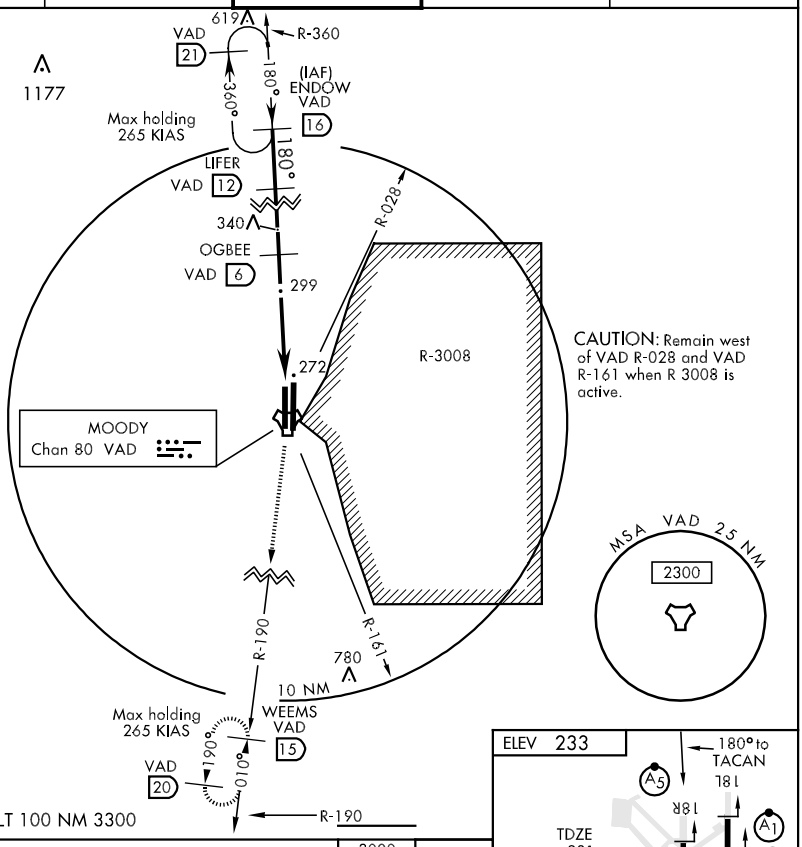
MOODY AFB (KVAD)

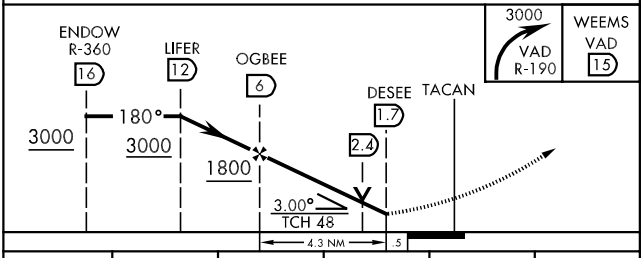
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

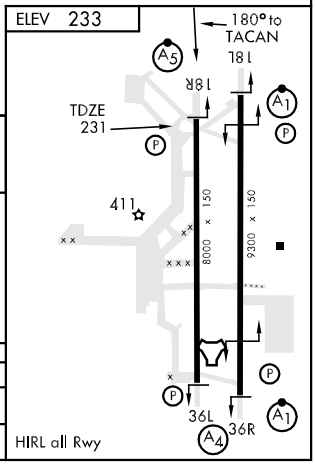
MALSR

MISSED APPROACH: Climb and maintain 3000 via VAD R-190 to WEEMS and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	A	B	C	D	E
S-18R *	680/24 450 (500-½)		680/40 450 (500-¾)	680/50 450 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 36L

TACAN VAD Chan 80	APCH CRS 010°	Rwy ldg 8000 TDZE 225 Arpt Elev 233

AL-435 [USAF]

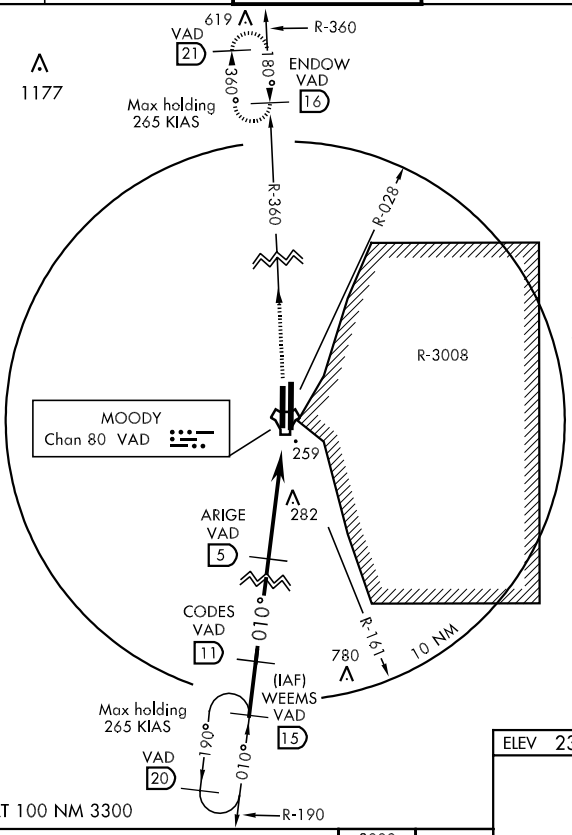
MOODY AFB (KVAD)

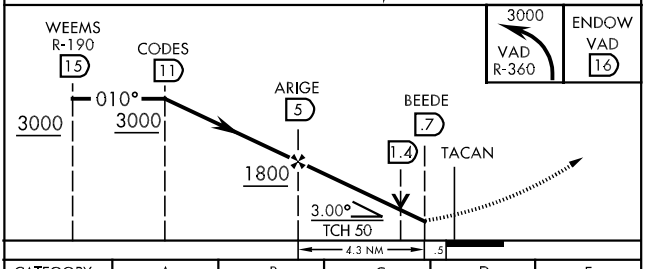
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

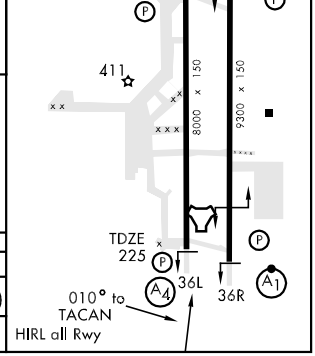
MALS A4

MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	A	B	C	D	E
S-36L*	660/40 436 (500-¾)		660/50 436 (500-1)	660/60 436 (500-1¼)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 36R

TACAN VAD Chan 80	APCH CRS 353°	Rwy ldg 9300 TDZE 215 Arpt Elev 233

AL-435 [USAF]

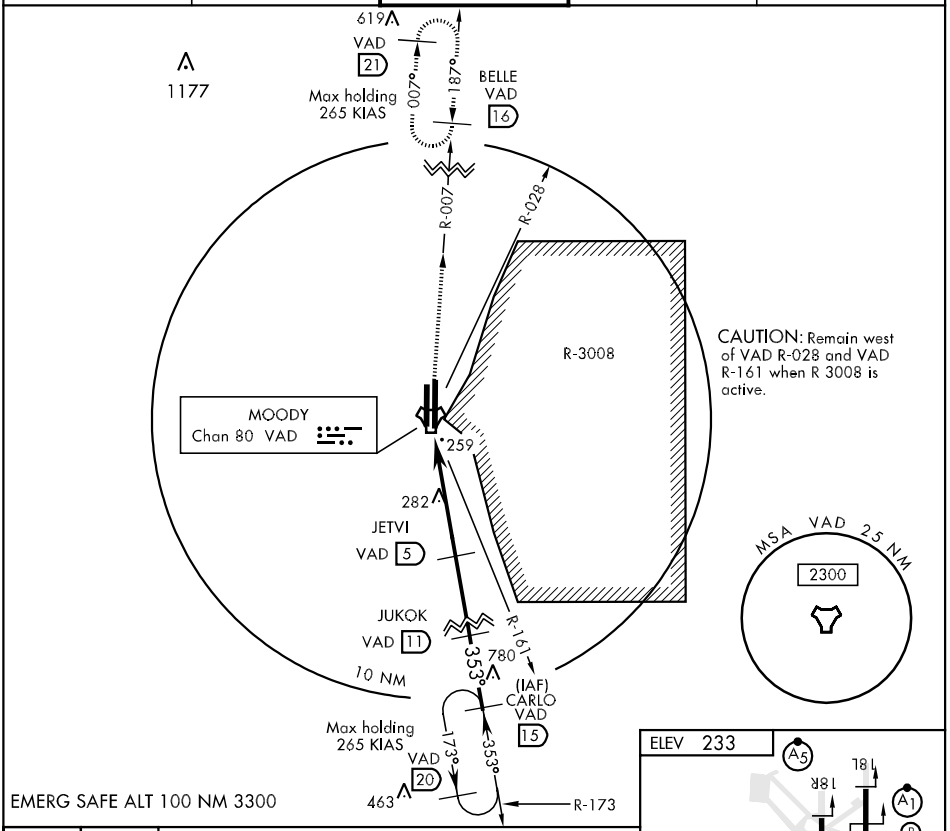
MOODY AFB (KVAD)

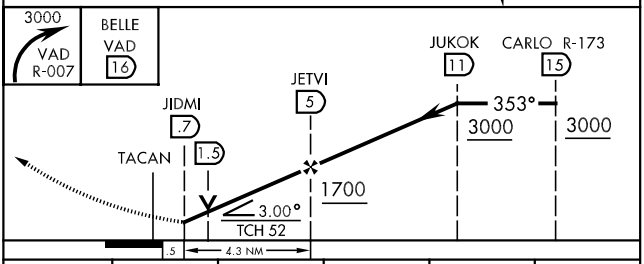
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

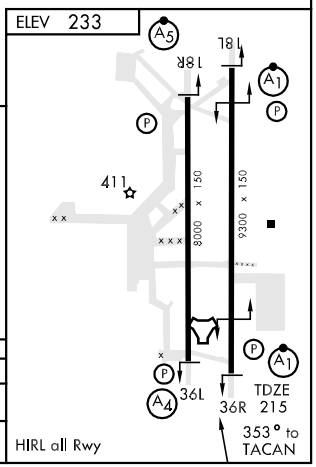
ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

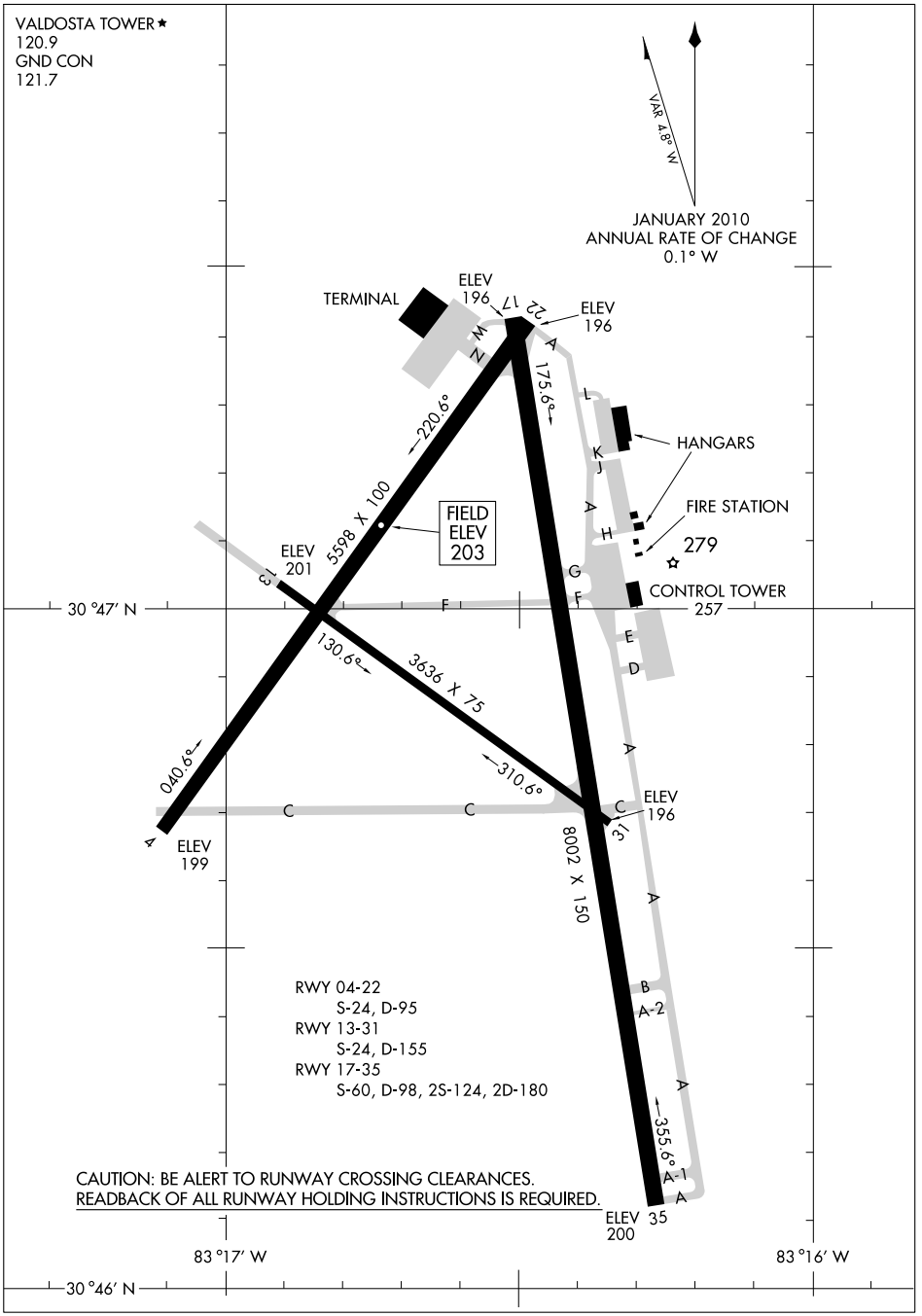






CATEGORY	A	B	C	D	E
S-36R *	660/24	445 (500-½)	660/40 445 (500-¾)	660/50	445 (500-1)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-VLD	APP CRS	Rwy Idg	8002
110.9	353°	TDZE	200
		Apt Elev	203

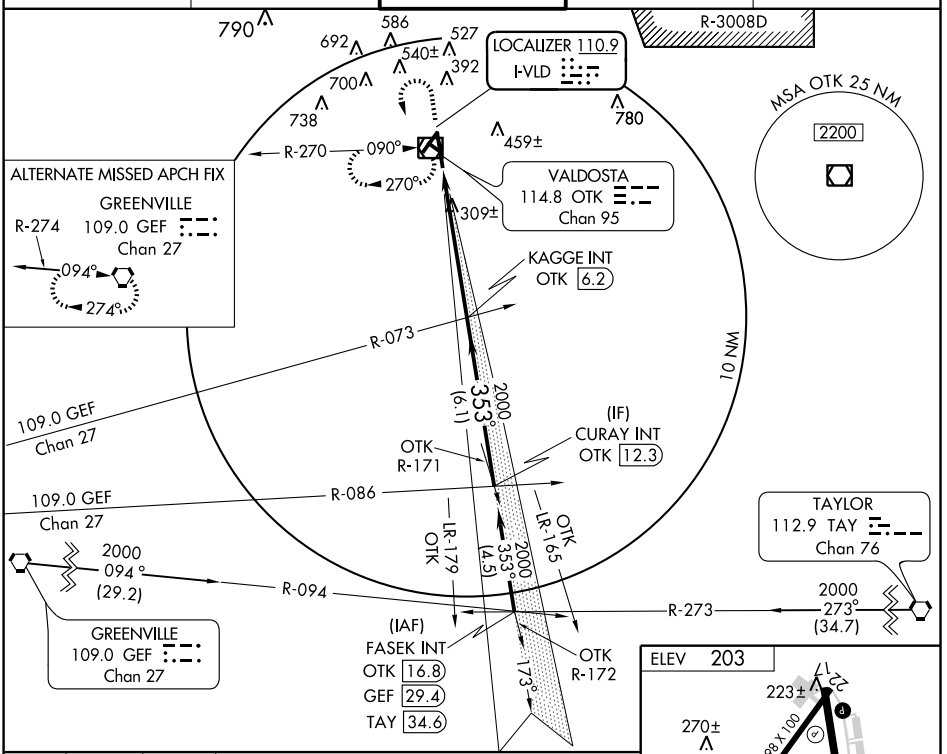
ILS or LOC RWY 35
VALDOSTA RGNL (VLD)

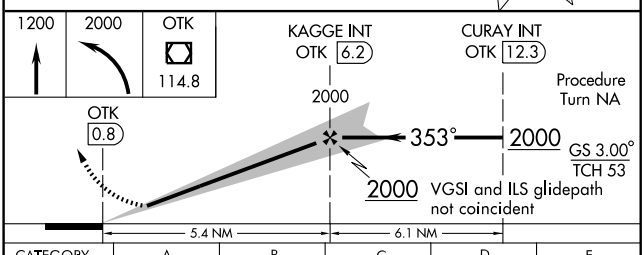
For inoperative MALSR, increase S-ILS 35 Cat E visibility to 1 mile and S-LOC 35 Cats A,B,C visibility to 1 mile, Cat E visibility to 1¼ mile. Visibility reduction by helicopters NA. If local altimeter settting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. DME from OTK VOR/DME.

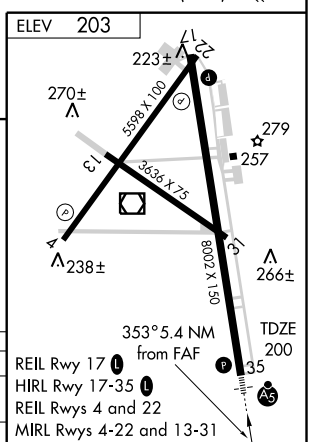
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D	E
S-ILS 35	489-¾ 289 (300-¾)				
S-LOC 35	560-¾ 360 (400-¾)				
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)	1040-3 837 (900-3)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 87101	173°	TDZE	198
W17A		Apt Elev	203

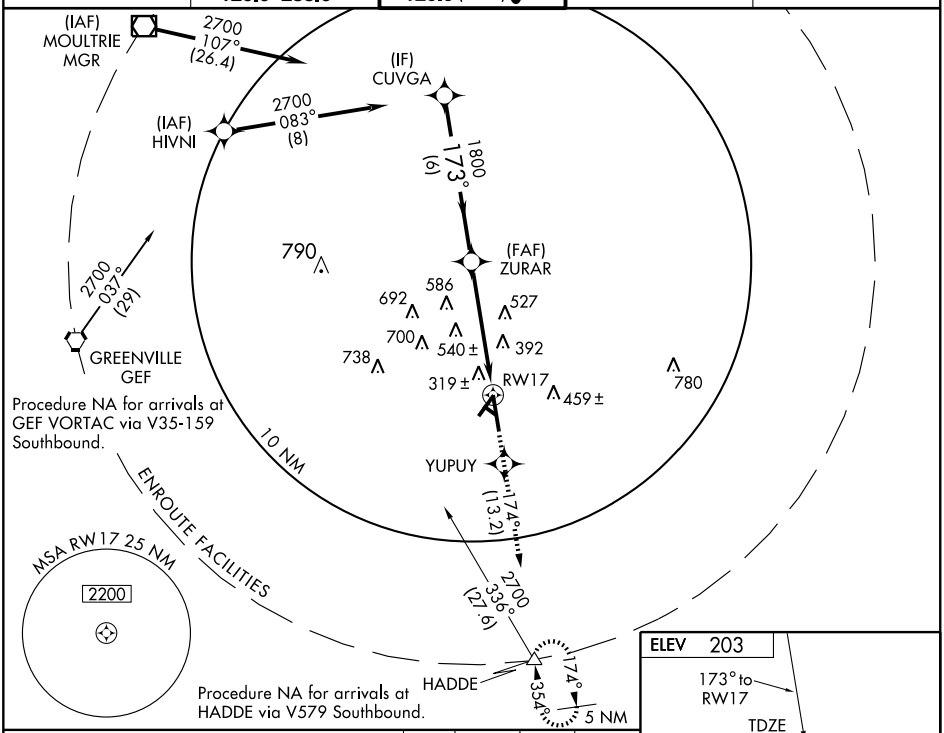
RNAV (GPS) RWY 17

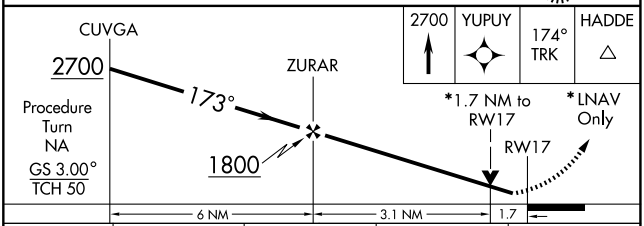
VALDOSTA RGNL (VLD)

DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Moultrie altimeter setting. If local altimeter setting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night.

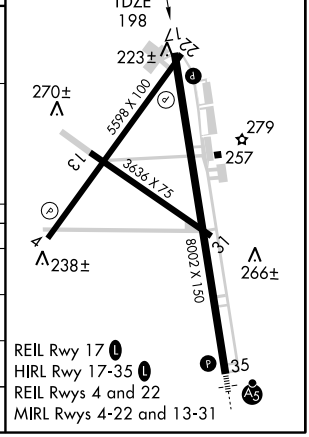
MISSED APPROACH: Climb to 2700 direct YUPUY and via 174° track to HADDE and hold.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	482-1 284 (300-1)			
LNAV/ VNAV DA	622-1½ 424 (500-1½)			
LNAV MDA	780-1 582 (600-1)		780-1½ 582 (600-1½)	780-1¾ 582 (600-1¾)
CIRCLING	780-1½ 577 (600-1½)			780-2 577 (600-2)



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 88206	353°	TDZE	200
W35A		Apt Elev	203

RNAV (GPS) RWY 35

VALDOSTA RGNL (VLD)

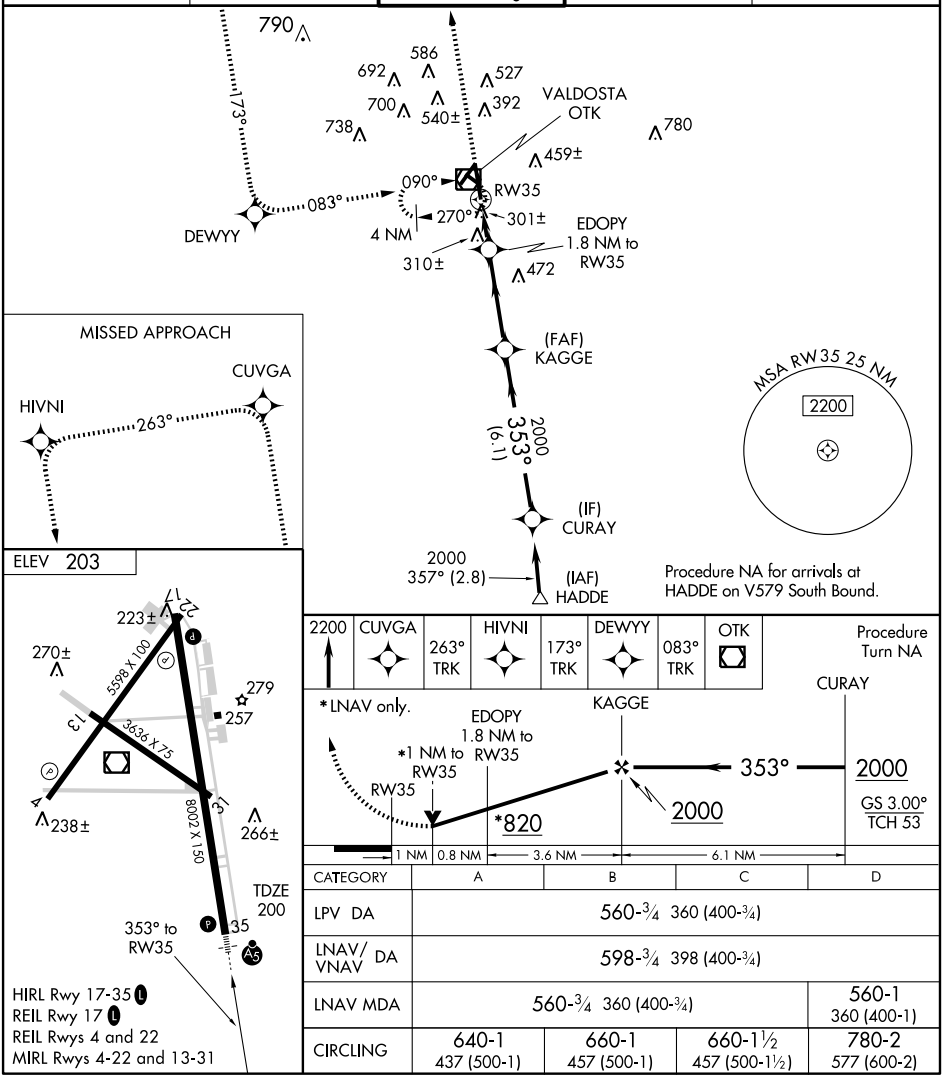
T A

Baro-VNAV NA when using Moultrie altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter settting not received, use Moultrie altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and Circling Cat D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1¼ mile, increase LNAV Cats A, B, and C visibility to 1 mile, and increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Moultrie altimeter setting, increase LPV all Cats visibility to 1½ mile and LNAV Cats A and B visibility to 1 mile. VDP NA when using Moultrie altimeter setting.

MALSR

MISSED APPROACH: Climb to 2200 direct CUVGA and via 263° track to HIVNI and via 173° track to DEWYY and via 083° track to OTK VOR/DME hold.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
LPV DA	560-¾ 360 (400-¾)			
LNAV/VNAV DA	598-¾ 398 (400-¾)			
LNAV MDA	560-¾ 360 (400-¾)			560-1 360 (400-1)
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

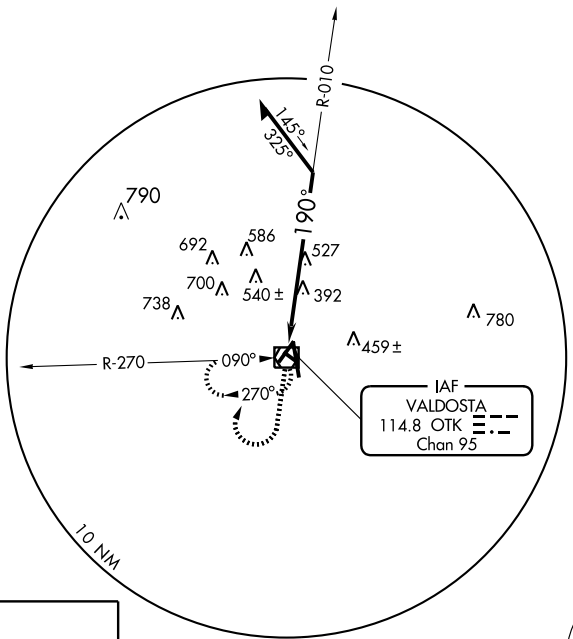
VOR/DME OTK	APP CRS	Rwy Idg	8002
114.8	190°	TDZE	198
Chan 95		Apt Elev	203

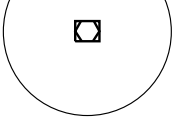
VOR RWY 17
VALDOSTA RGNL (VLD)

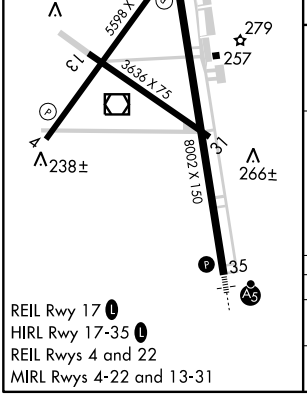
Visibility reduction by helicopters NA.
VDP NA when using Moultrie altimeter setting.
If local altimeter setting not received, use Moultrie altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95

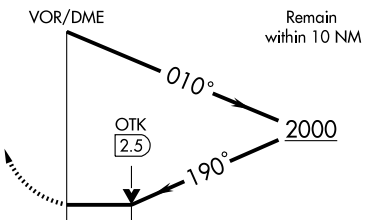






REIL Rwy 17 L
HIRL Rwy 17-35 L
REIL Rwys 4 and 22
MIRL Rwys 4-22 and 13-31

1500	2000	OTK
		114.8



CATEGORY	A	B	C	D
S-17	840-1 642 (700-1)		840-1¾ 642 (700-1¾)	840-2 642 (700-2)
CIRCLING	840-1 637 (700-1)		840-1¾ 637 (700-1¾)	840-2 637 (700-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME OTK	APP CRS	Rwy Idg	8002
114.8	338°	TDZE	200
Chan 95		Apt Elev	203

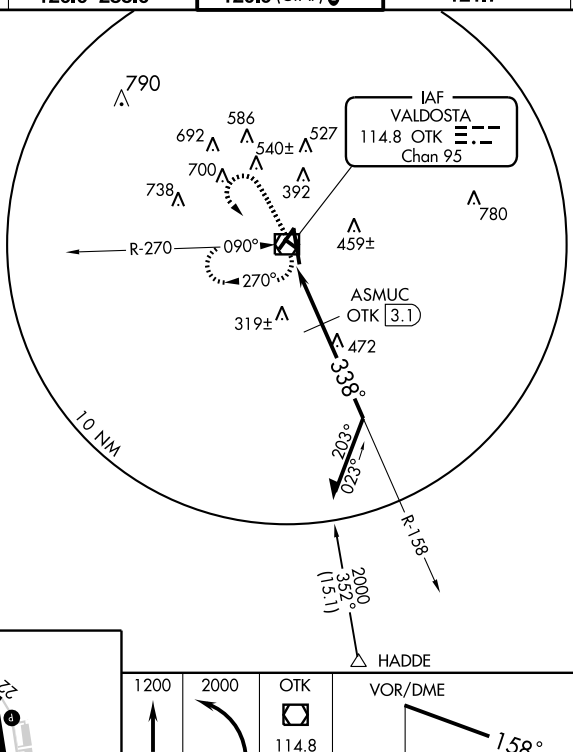
VOR RWY 35
VALDOSTA RGNL (VLD)

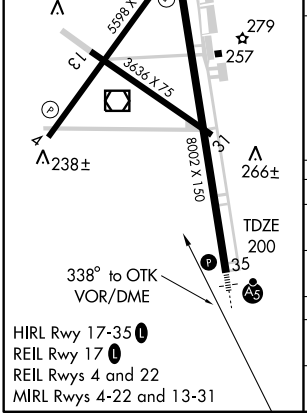
For inoperative MALSR, increase S-35 Cats A/B visibility to 1 mile. ASMUC fix minimums: increase S-35 Cats A/B/C visibilty to 1mile and Cat D to 1¼ mile. Visibility reduction by helicopters NA. VDP NA with Moultrie altimeter setting. If local altimeter settting not received, use Moultrie altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

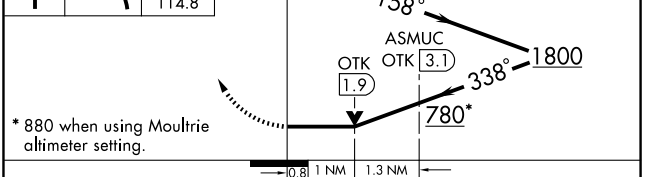
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-35	780-¾	580 (600-¾)	780-1 580 (600-1)	780-1¼ 580 (600-1¼)
CIRCLING	780-1	577 (600-1)	780-1½ 577 (600-1½)	780-2 577 (600-2)
ASMUC FIX MINIMUMS				
S-35	580-¾	380 (400-¾)		580-1 380 (400-1)
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-VDI	APP CRS	Rwy Idg	6003
110.3	247°	TDZE	274
		Apt Elev	275

ILS or LOC/NDB RWY 24

VIDALIA RGNL (VDI)

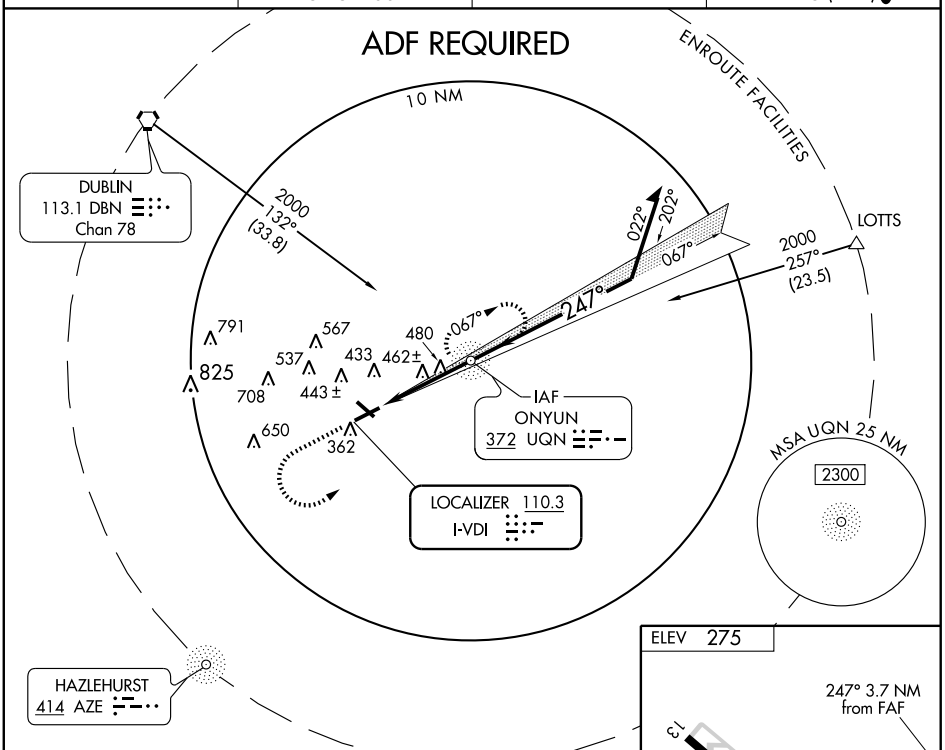
When local altimeter setting not received, use Alma altimeter setting and increase all DAs 103 feet and all MDAs 120 feet, increase S-LOC 24 Cat C and D visibilities ¼ mile. For inoperative MALSR, when using Alma altimeter setting increase S-ILS all Cats visibility ½ mile and circling Cat C ¼ mile and Cat D ½ mile.

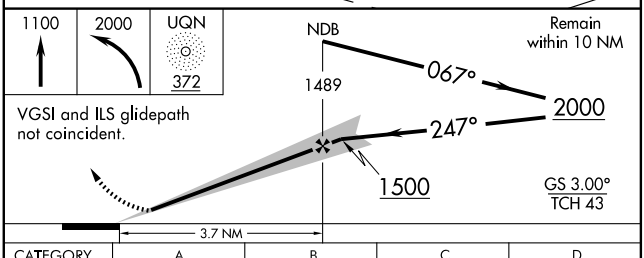
NA

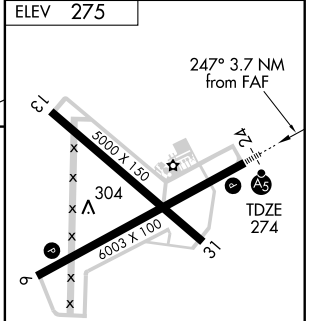
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct UQN NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.925	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 24	474-½ 200 (200-½)			
S-LOC 24	740-½ 466 (500-½)		740-¾ 466 (500-¾)	740-1 466 (500-1)
CIRCLING	780-1 505 (600-1)		780-1½ 505 (600-1½)	920-2 645 (700-2)

HIRL Rwy 6-24 L

REIL Rwys 6 and 24

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6003
CH 69609	247°	TDZE	274
W24A		Apt Elev	275

AL-5607 (FAA)

RNAV (GPS) RWY 24

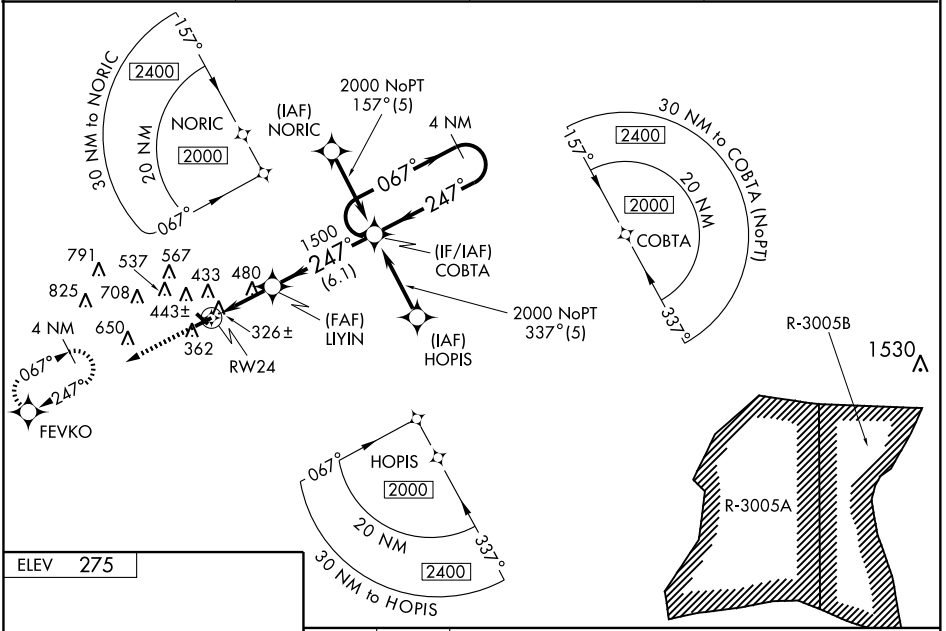
VIDALIA RGNL (VDI)

When local altimeter setting not received, use Alma altimeter setting and increase all DA 103 feet, all MDA 120 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat. C visibility ¼ mile and Cat. D ½ mile, Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1 mile, when using Alma altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV NA when using Alma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Alma altimeter setting.

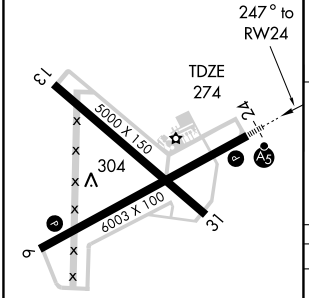
MALSR

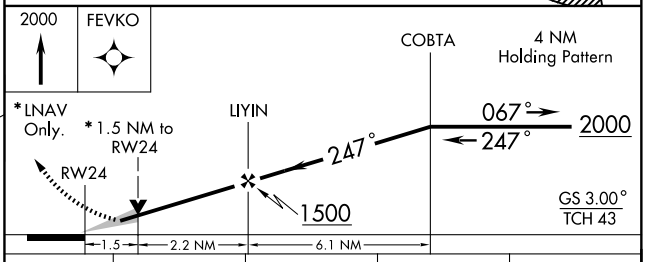
MISSED APPROACH: Climb to 2000 direct FEVKO and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.925	132.3 290.4	121.725	122.8 (CTAF) L



ELEV 275

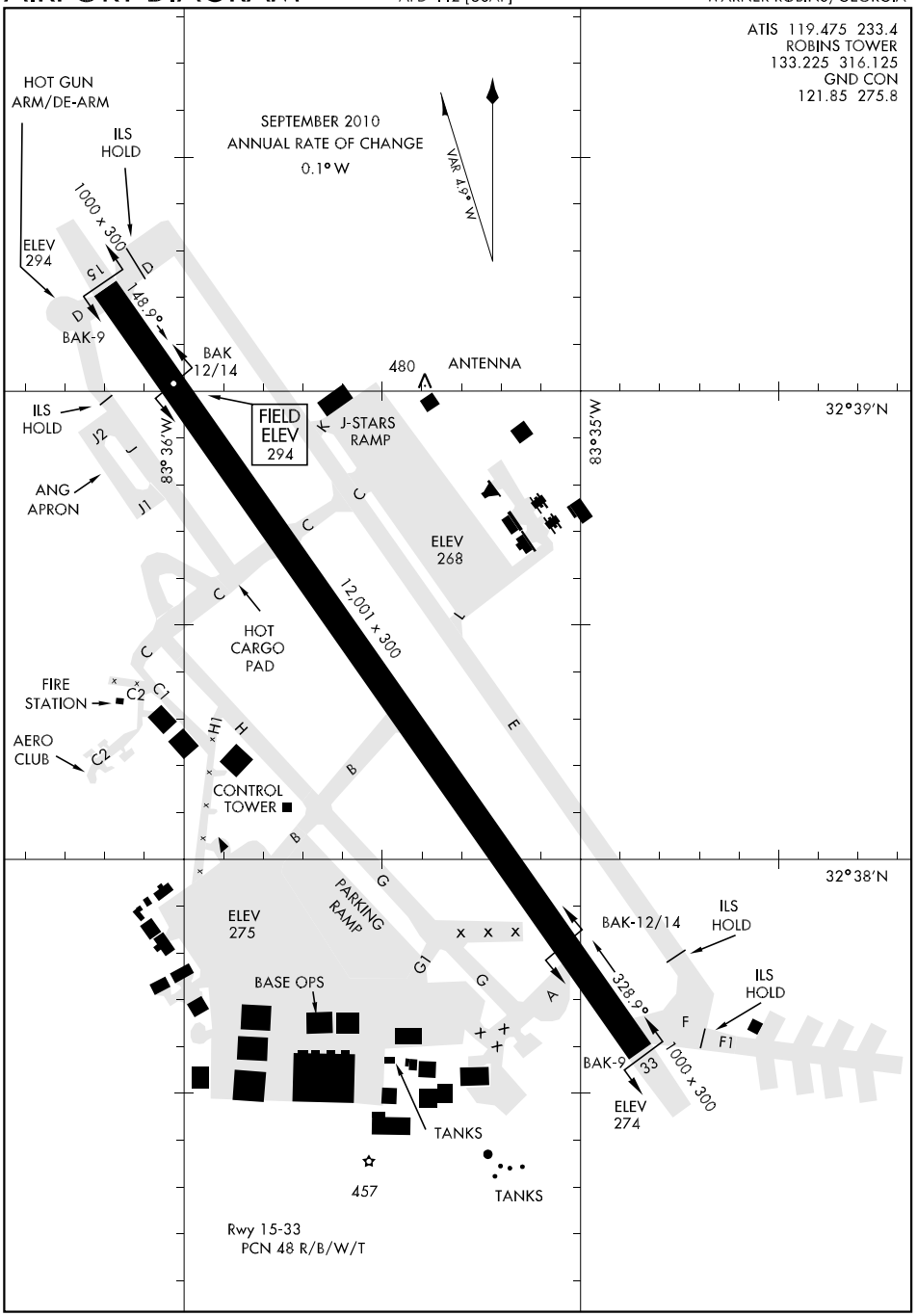




CATEGORY	A	B	C	D
LPV DA	564-½ 290 (300-½)			
LNAV/VNAV DA	772-1¼ 498 (500-1¼)			
LNAV MDA	780-½ 506 (600-½)		780-1 506 (600-1)	
CIRCLING	780-1 505 (600-1)		780-1½ 505 (600-1½)	840-2 565 (600-2)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

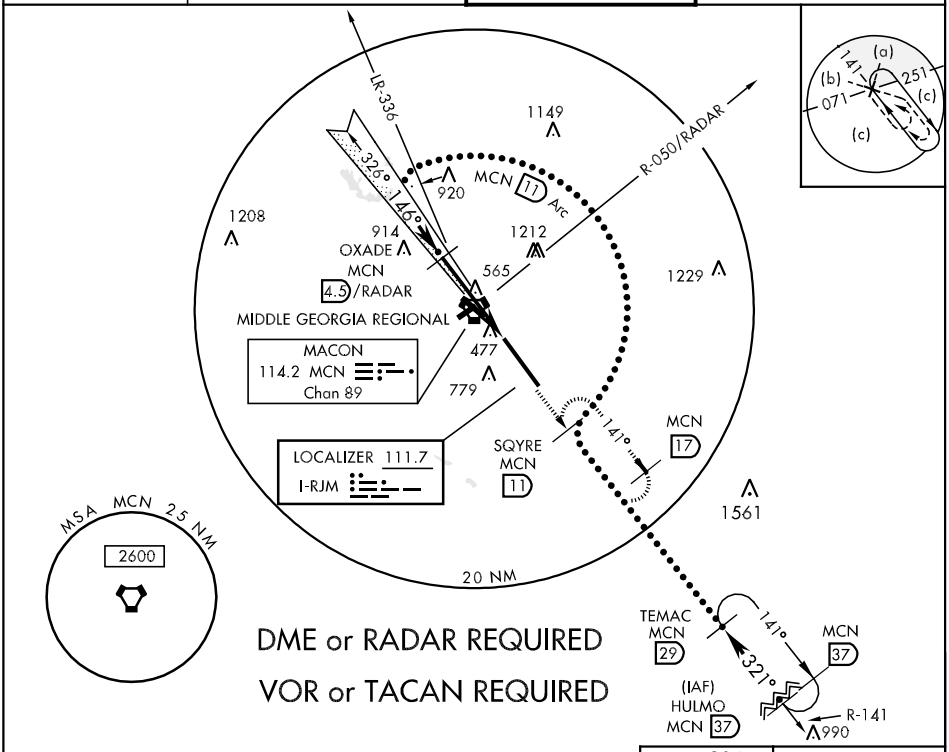
LOC I-RJM	APCH CRS	Rwy ldg 12,001 / TDZE 294 / Arpt Elev 294
111.7	146°	JAL-442 [USAF]

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 15-33.

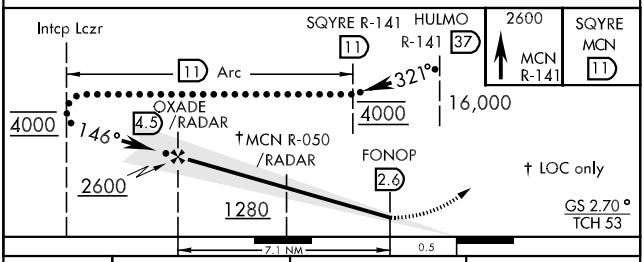
ALSF-1

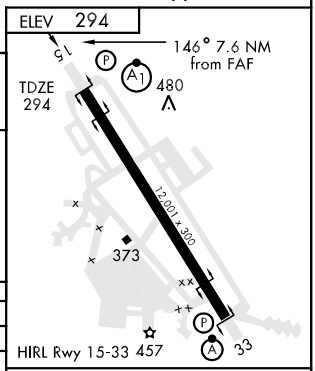
MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	C	D	E
S-ILS 15*	494/24 200 (200- ½)		
S-LOC 15**	680/50 386 (400- ¾)		
CIRCLING ***	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 7.1 NM

Knots	120	140	160	180	200
Min:Sec	3:33	3:03	2:40	2:22	2:08

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 33

LOC I-WRB	APCH CRS	Rwy ldg 12,001 TDZE 275 Arpt Elev 294
110.1	326°	

JAL-442 [USAF]

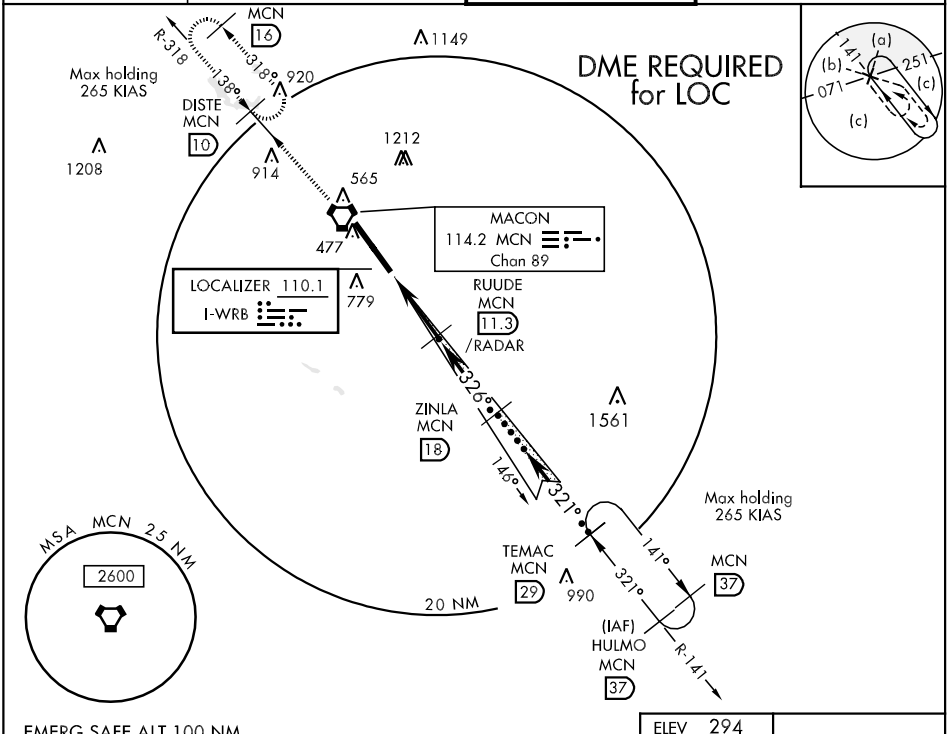
ROBINS AFB (KWRB)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
*** Circling not authorized W of Rwy 15-33.

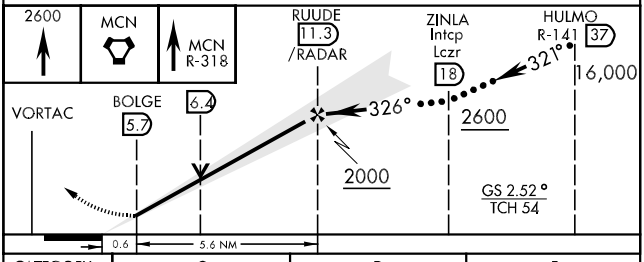
ALSF-2

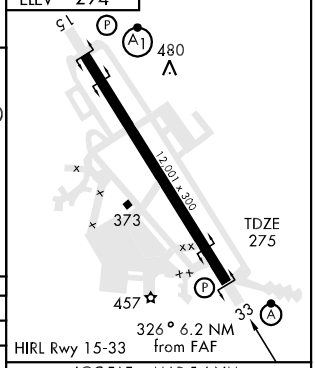
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8



EMERG SAFE ALT 100 NM
3700 FROM "MCN" VORTAC





CATEGORY	C	D	E
S-ILS 33 *	475/24	200 (200-½)	
S-LOC/ DME 33 **	680/40 405 (400-¾)		680/50 405 (400-1)
CIRCLING ***	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

LOC FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 15

VORTAC MCN	APCH CRS	Rwy ldg 12,001
114.2	134°	TDZE 294
Chan 89		Arpt Elev 294

JAL-442 [USAF]

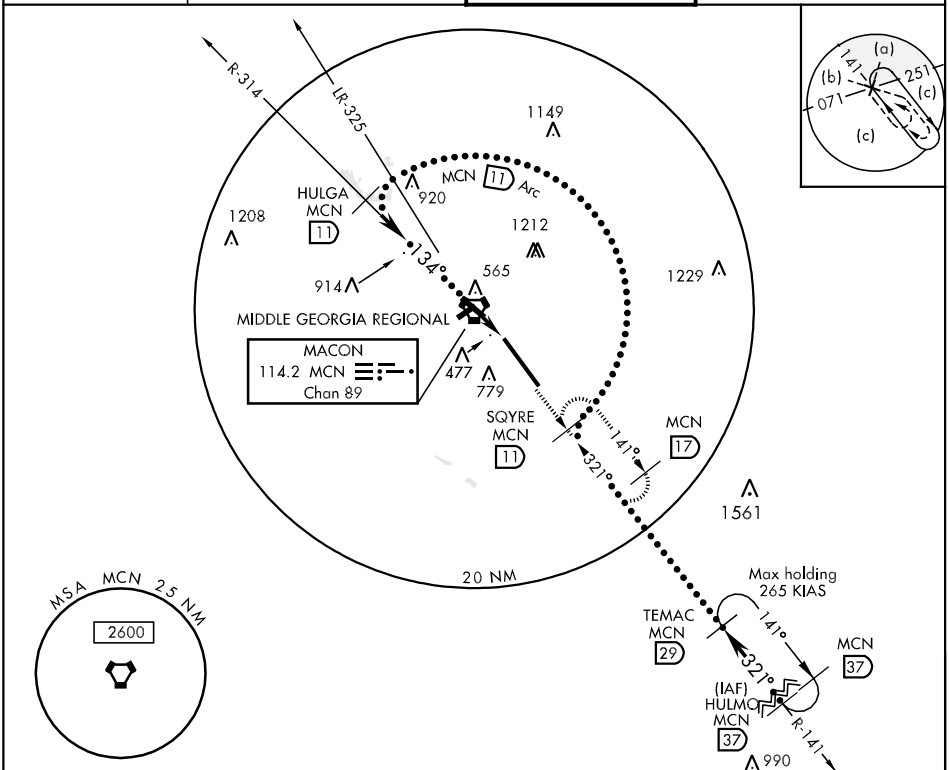
ROBINS AFB (KWRB)

* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized W of Rwy 15-33.

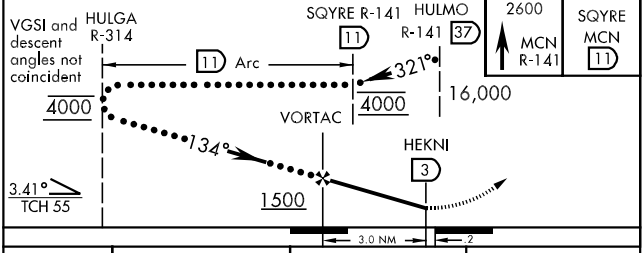
ALSF-1 (A1)

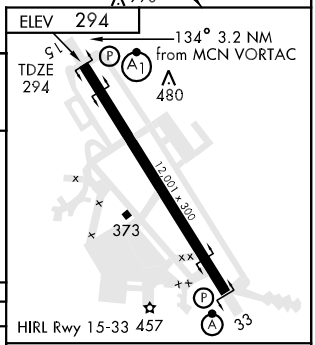
MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	C	D	E
S-15 *	840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)
CIRCLING **	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 3.0 NM

Knots	120	140	160	180	200
Min:Sec	1:30	1:17	1:08	1:00	0:54

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 33

VORTAC MCN 114.2 Chan 89	APCH CRS 318°	Rwy ldg 12,001 TDZE 275 Arpt Elev 294

JAL-442 [USAF]

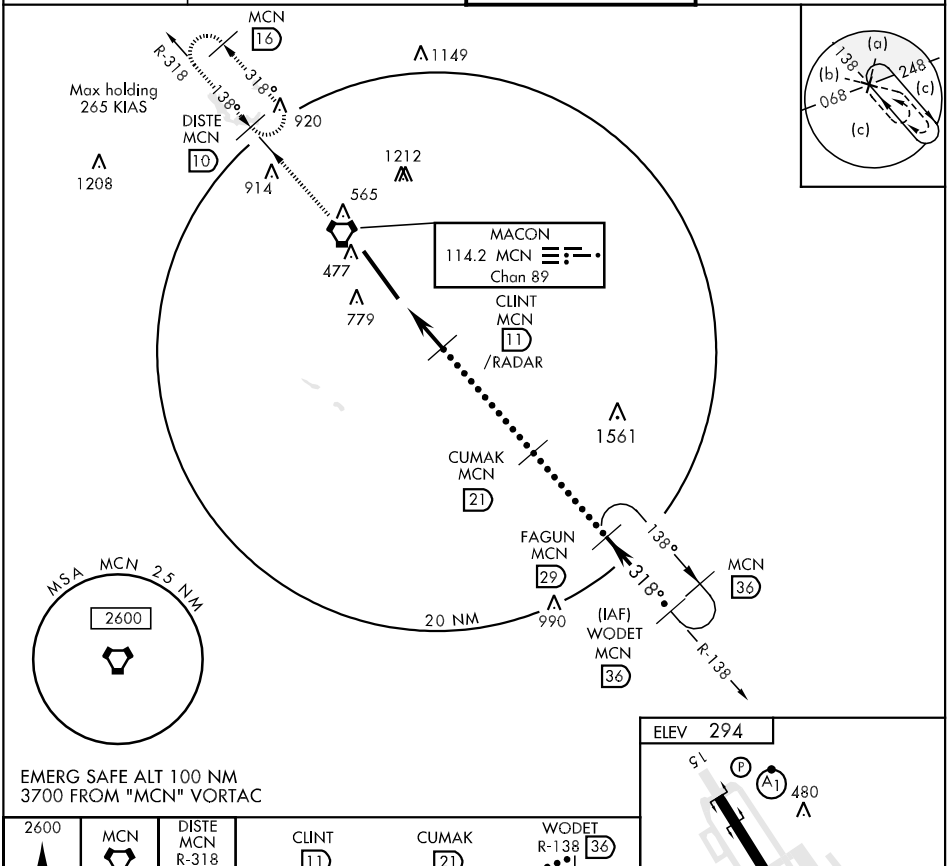
ROBINS AFB (KWRB)

* When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 15-33.

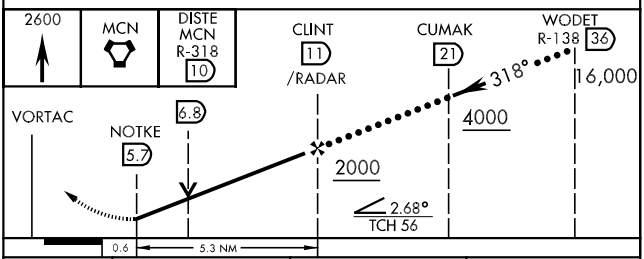
ALSF-2

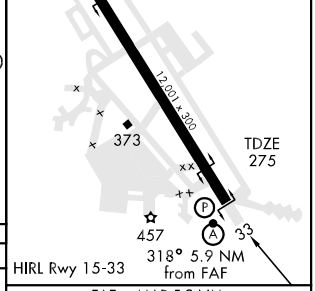
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8



EMERG SAFE ALT 100 NM
3700 FROM "MCN" VORTAC





CATEGORY	C	D	E
S-33 *	780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING**	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 15

LOC I-RJM	APCH CRS	Rwy ldg 12,001 / TDZE 294 / Arpt Elev 294
111.7	146°	AL-442 [USAF]

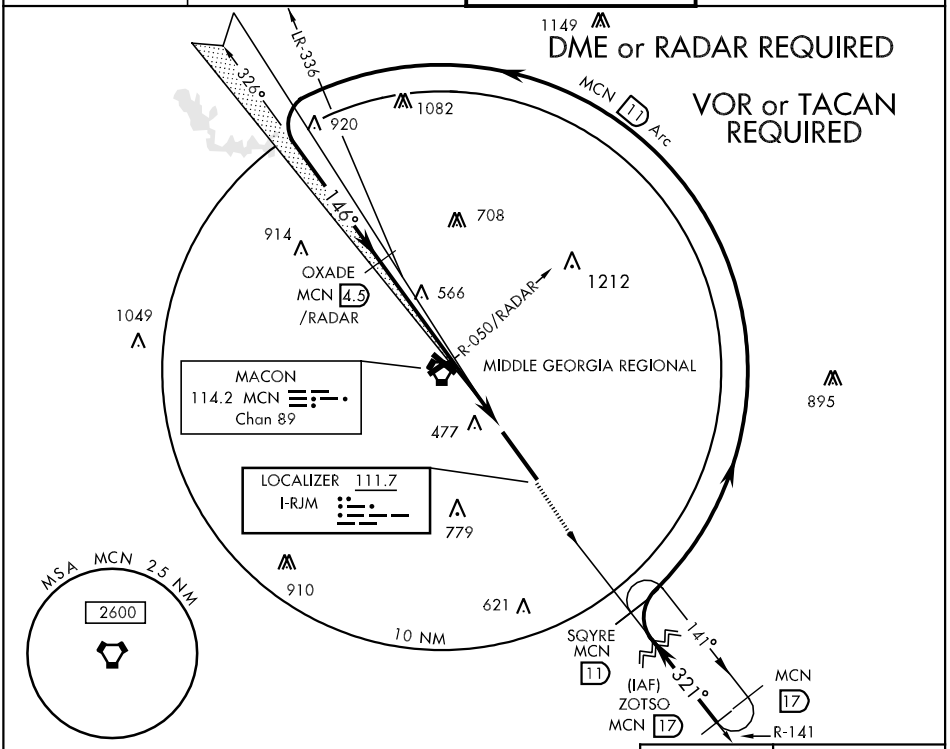
ROBINS AFB (KWRB)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 15-33.

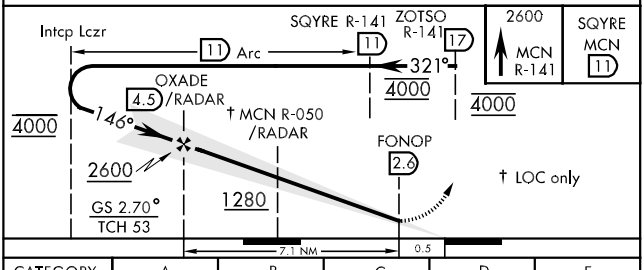
ALSF-1

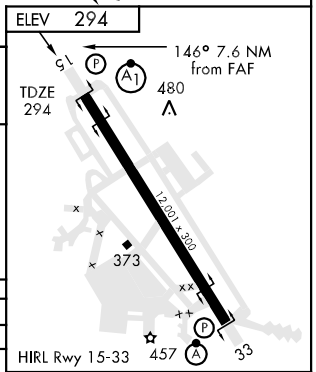
MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-ILS 15*	494/24		200	(200-½)	
S-LOC/ ** DME 15	680/24 386 (400-½)		680/40 386 (400-¾)		
CIRCLING ***	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 33

LOC I-WRB	APCH CRS	Rwy ldg 12,001 / TDZE 275 / Arpt Elev 294
110.1	326°	AL-442 [USAF]

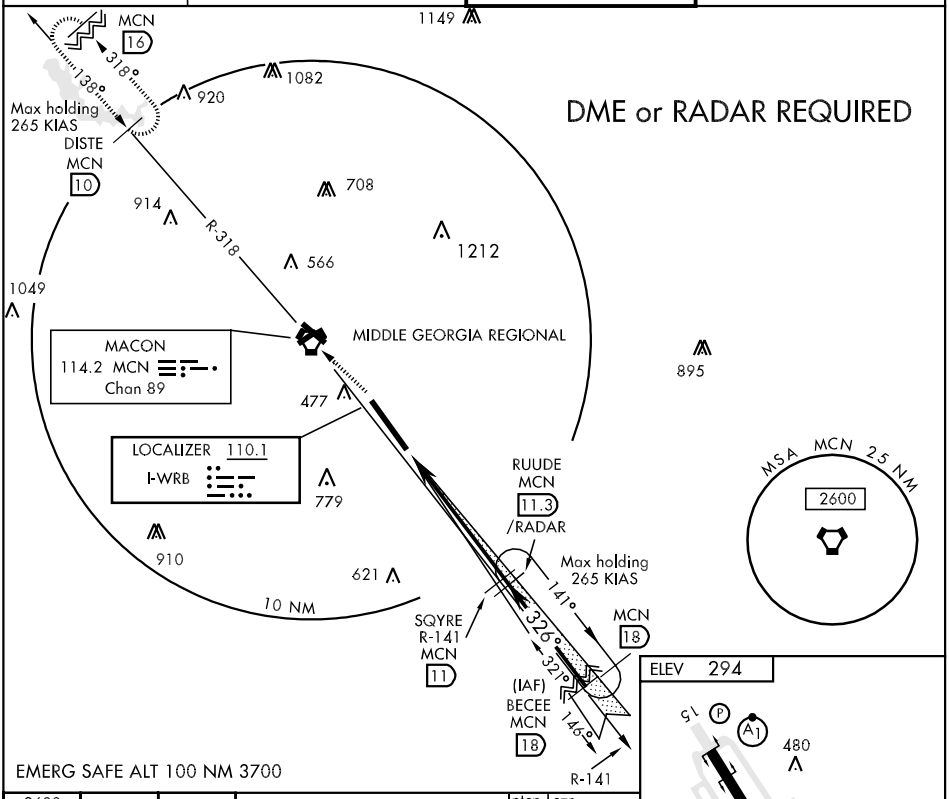
ROBINS AFB (KWRB)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
*** Circling not authorized W of Rwy 15-33.

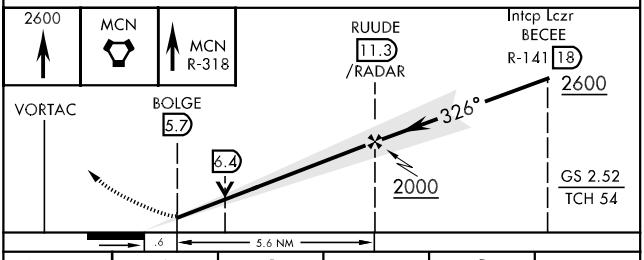
ALSF-2

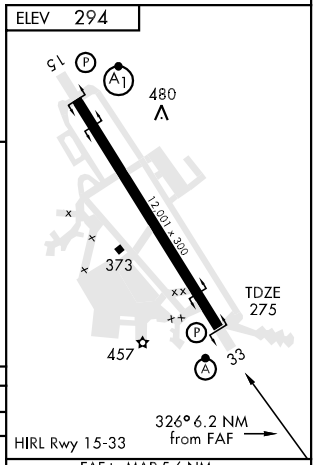
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8



EMERG SAFE ALT 100 NM 3700





FAF to MAP 5.6 NM

CATEGORY	A	B	C	D	E
S-ILS 33 *	475/24	200 (200-½)			
S-LOC/ DME 33 **	680/24 405 (400-½)		680/40 405 (400-¾)		680/50 405 (400-1)
CIRCLING ***	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-4, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy ldg	12,001
146°	TDZE	294
	Arpt Elev	294

AL-442 [USAF]

ROBINS AFB (KWRB)

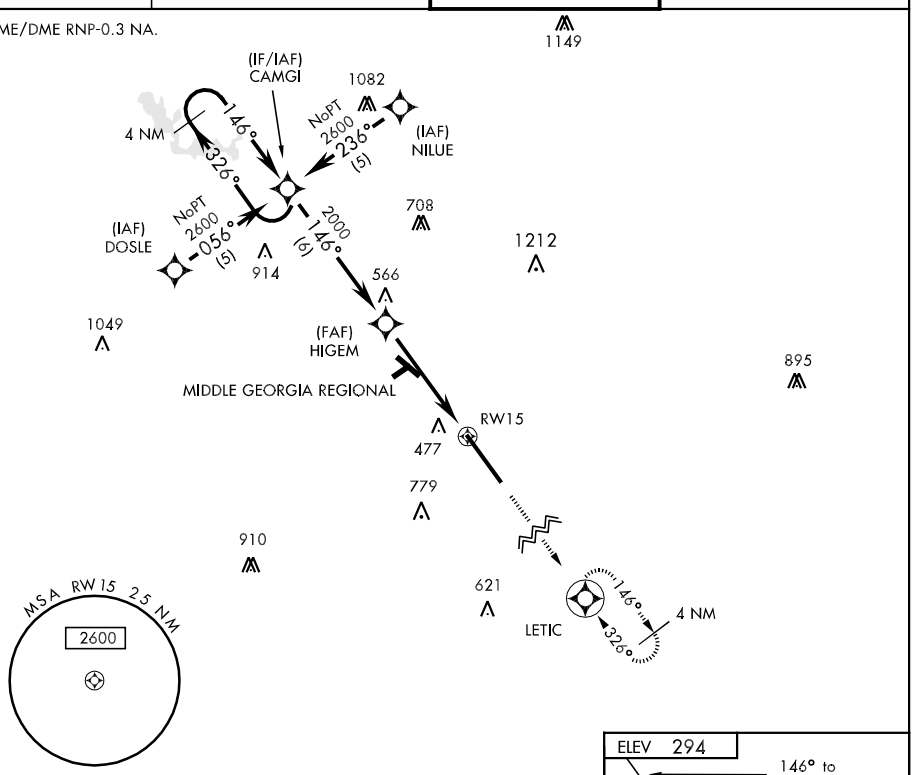
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.
** Circling not authorized W of Rwy 15-33.

ALSF-1

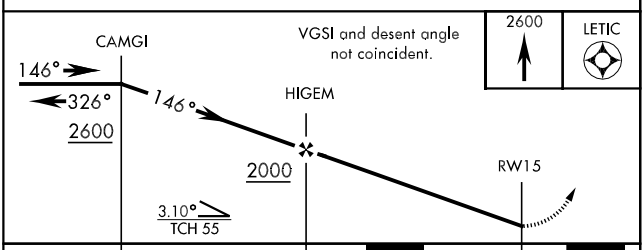
MISSED APPROACH: Climb to 2600 direct LETIC WPT and hold.

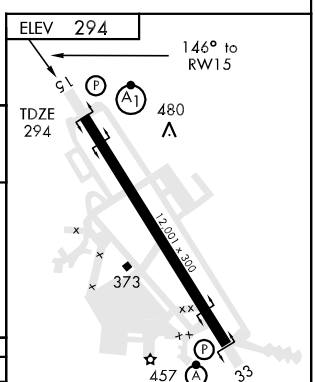
ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3700 FROM RW15





CATEGORY	A	B	C	D
LNAV MDA *	840/24 546 (600-½)		840/50 546 (600-1)	840/60 546 (600-1¼)
CIRCLING **	840-1 546 (600-1)		840-1½ 546 (600-1½)	960-2¼ 666 (700-2¼)

HIRL Rwy 15-33

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

APCH CRS	Rwy ldg	12,001
326°	TDZE	275
	Arpt Elev	294

AL-442 [USAF]

ROBINS AFB (KWRB)

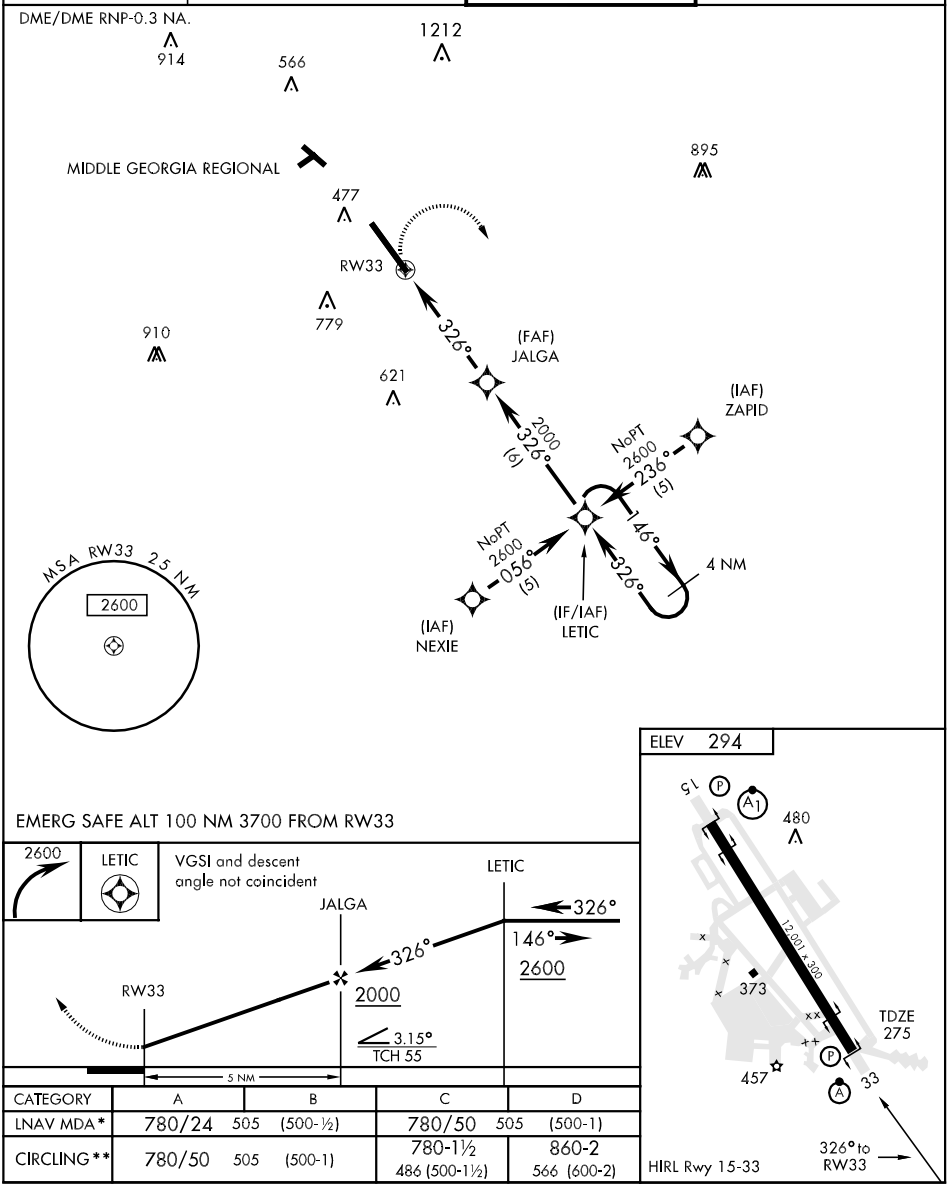
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.
** Circling not authorized W of Rwy 15-33.

ALSF-2

MISSED APPROACH: Turn right climb to 2600 direct LETIC WPT and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8

SE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA*	780/24 505 (500-½)		780/50 505 (500-1)	
CIRCLING**	780/50 505 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)

RNAV (GPS) RWY 33

VOR/DME or TACAN RWY 33

VORTAC MCN	APCH CRS	Rwy ldg 12,001
114.2	318°	TDZE 275
Chan 89		Arpt Elev 294

AL-442 [USAF]

ROBINS AFB (KWRB)

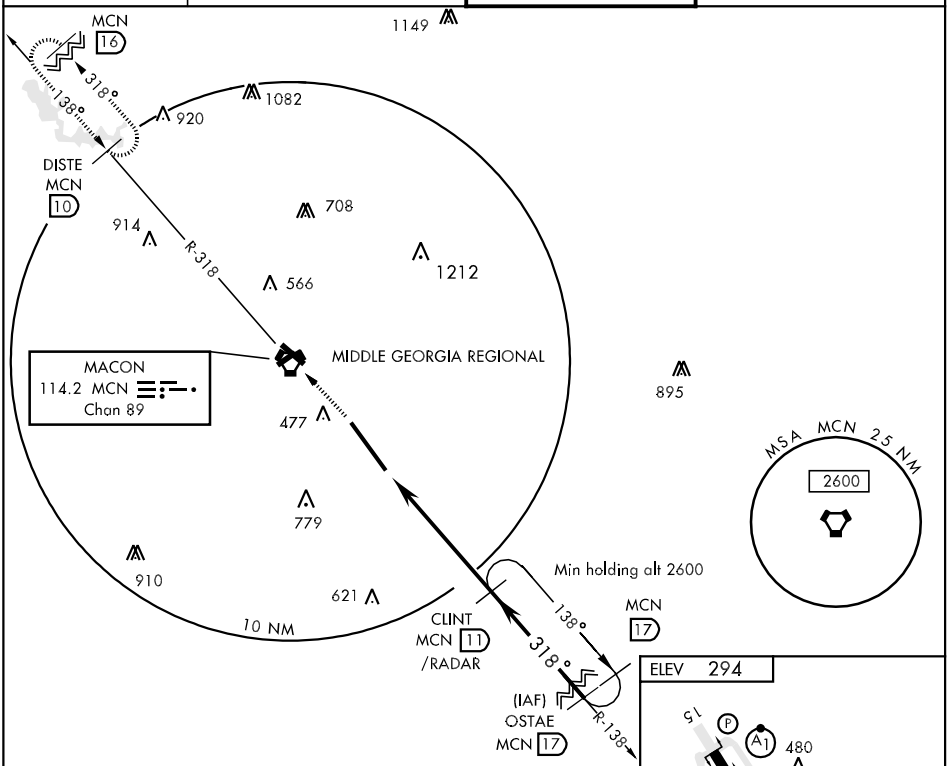
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

** Circling not authorized W of Rwy 15-33.

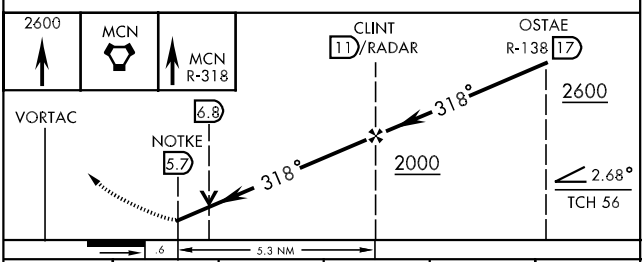
ALSF-2

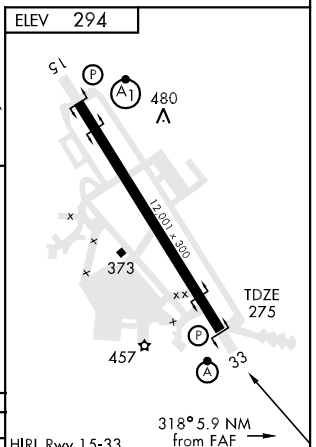
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-33 *	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING **	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

HIRL Rwy 15-33

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME Z RWY 33

VORTAC MCN	APCH CRS	Rwy ldg 12,001
114.2	318°	TDZE 275
Chan 89		Arpt Elev 294

AL-442 [USAF]

ROBINS AFB (KWRB)

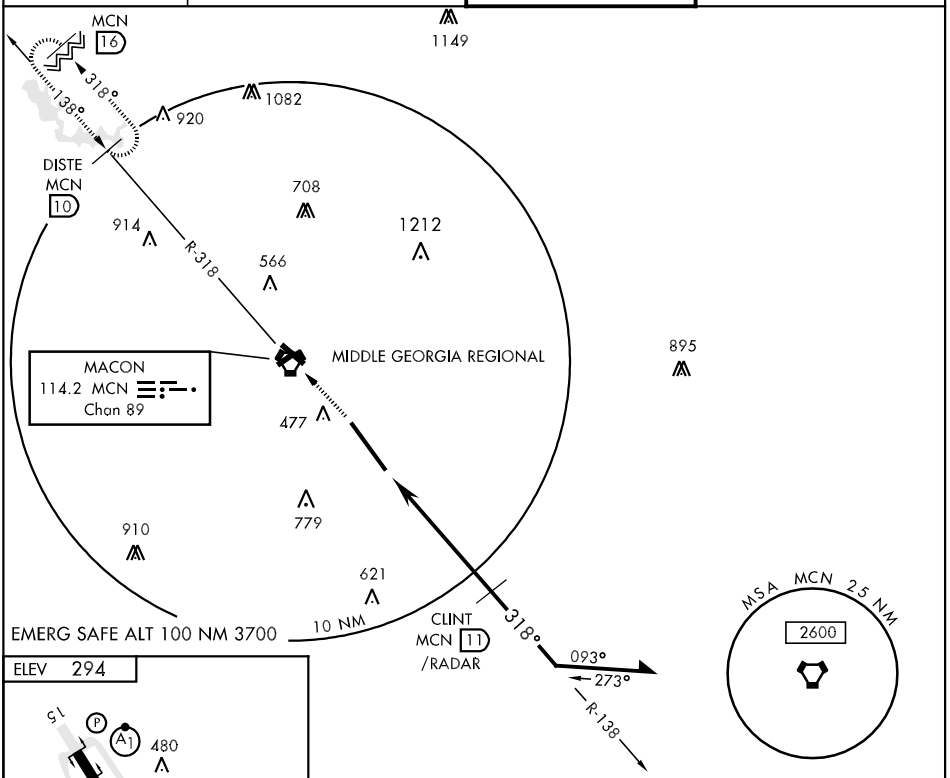
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

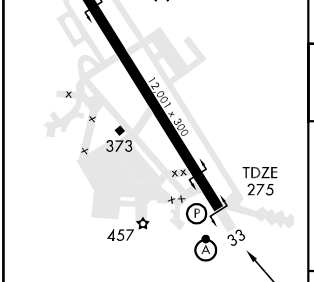
** Circling not authorized W of Rwy 15-33.

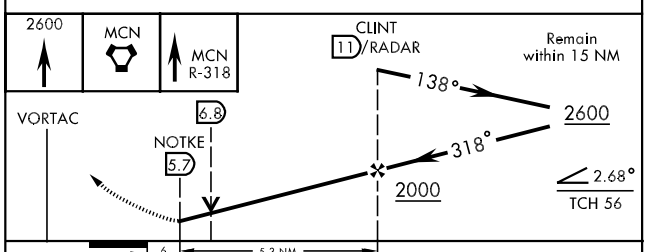
ALSF-2

MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8







HIRL Rwy 15-33

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D	E
S-33 *	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING **	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WARNER ROBINS, GEORGIA

VOR RWY 15

VORTAC MCN 114.2 Chan 89	APCH CRS 134°	Rwy Idg 12,001 TDZE 294 Arpt Elev 294

AL-442 [USAF]

ROBINS AFB (KWRB)

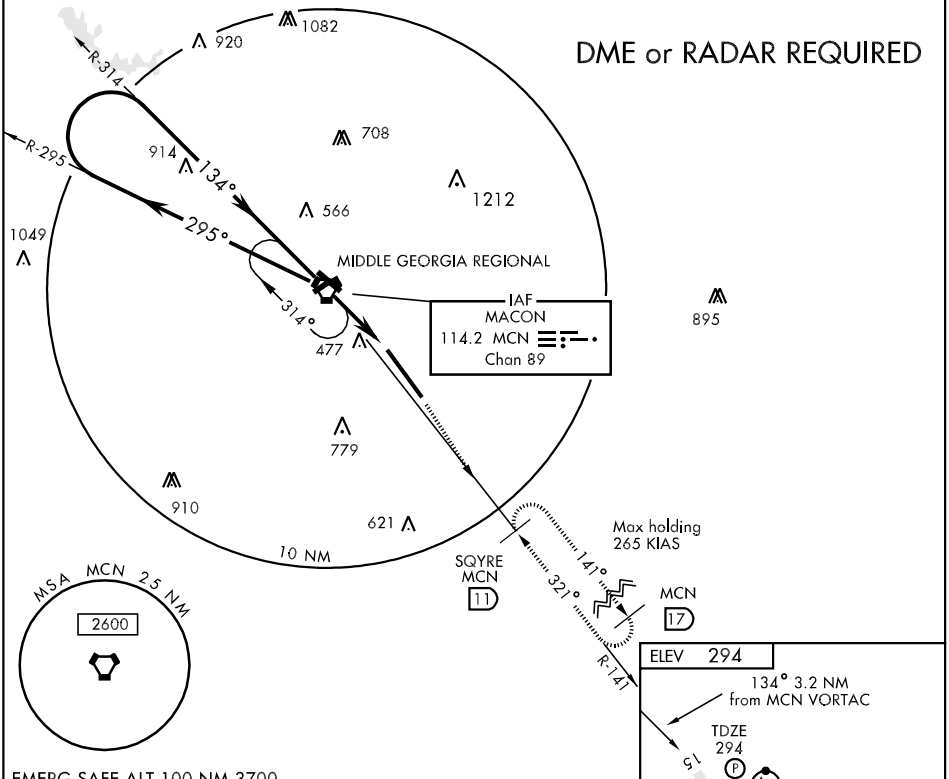
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 1½ mile, CAT DE vis to 1¾ mile.
** Circling not authorized W of Rwy 15-33.

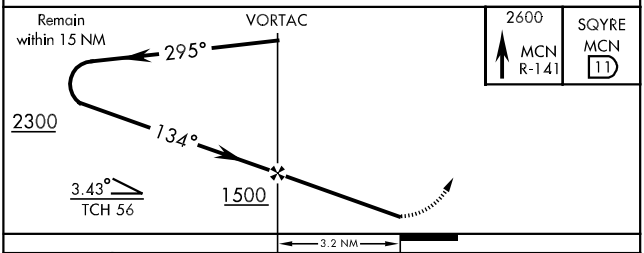
ALSF-1

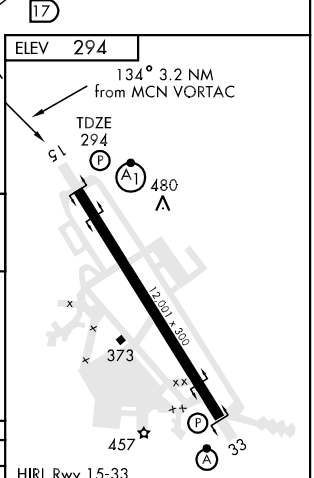
MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 316.125	121.85 275.8

DME or RADAR REQUIRED







FAF to MAP 3.2 NM

CATEGORY	A	B	C	D	E
S-15 *	840/24	546 (600-½)	840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)
CIRCLING **	840-1	546 (600-1)	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WARNER ROBINS, GEORGIA

32° 38′ N-83° 36′ W

ROBINS AFB (KWRB)

Amdt 1 10266

VOR RWY 15

WAAS CH 62809 W13A	APP CRS 129°	Rwy Idg 4020 TDZE 646 Apt Elev 646

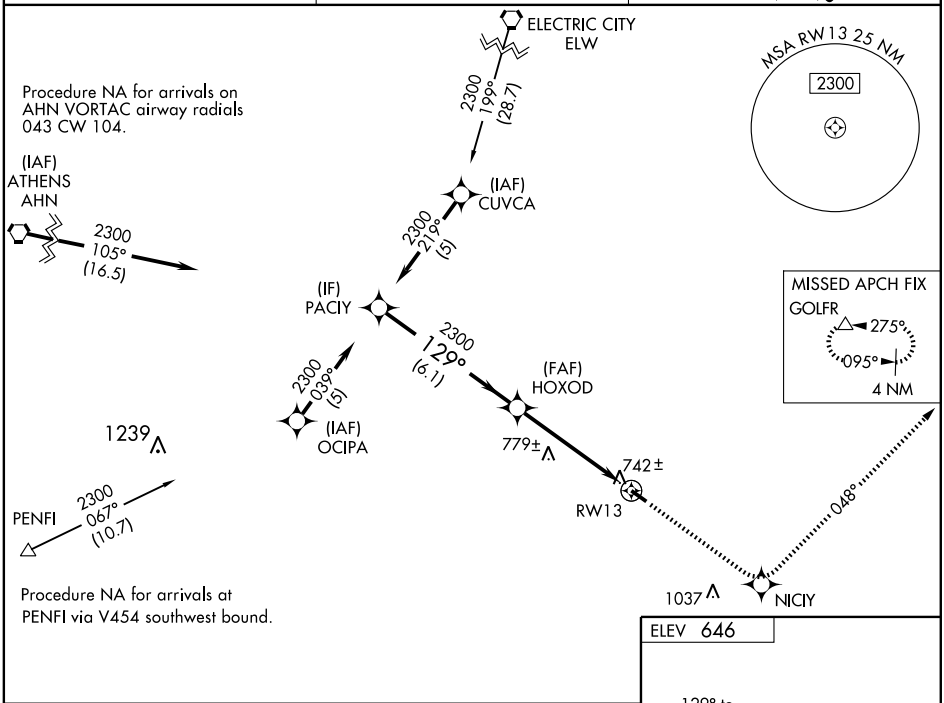
RNAV (GPS) RWY 13
WASHINGTON-WILKES COUNTY (IIY)

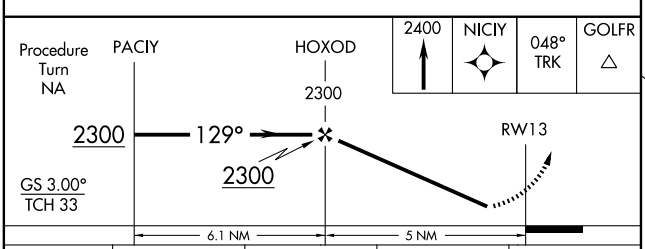
NA

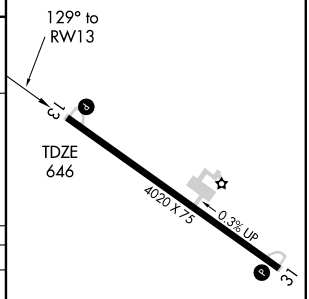
When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1082, LNAV/VNAV DA to 1098, and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct NICIY and via 048° track to GOLFR and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.375	127.5 316.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	996-1¼ 350 (400-1¼)			NA
LNAV/VNAV DA	1012-1¼ 366 (400-1¼)			NA
LNAV MDA	1040-1 394 (400-1)			NA
CIRCLING	1080-1 434 (500-1)	1100-1 454 (500-1)	1100-1½ 454 (500-1½)	NA

MIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45609 W31A	APP CRS 309°	Rwy Idg 4020 TDZE 640 Apt Elev 646

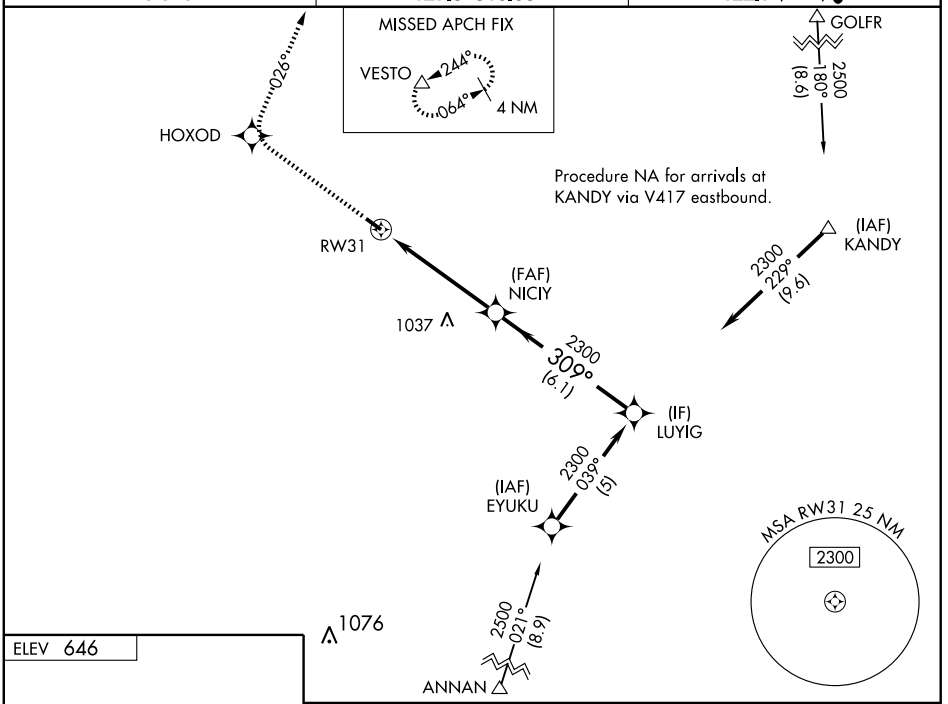
RNAV (GPS) RWY 31
WASHINGTON-WILKES COUNTY (IIY)

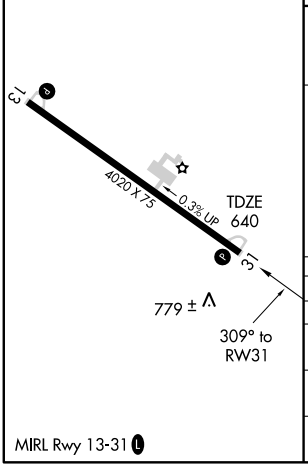
Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1078, LNAV/VNAV DA to 1135, and all MDA 100 feet; increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. C visibility to ¼ mile.

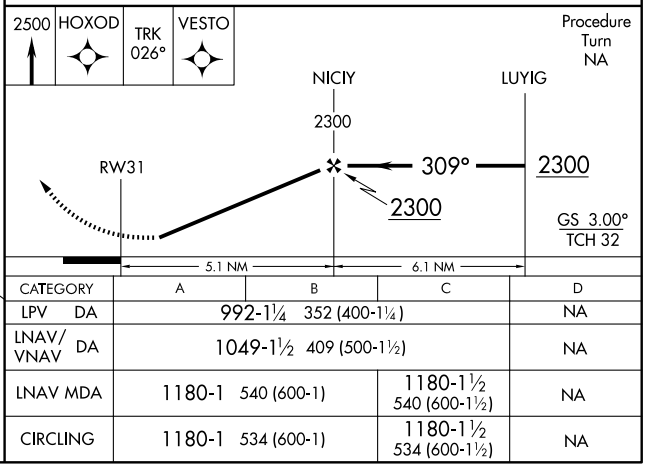
NA

MISSED APPROACH: Climb to 2500 direct HOXOD and via 026° track to VESTO and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.375	127.5 316.05	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	992-1¼ 352 (400-1¼)			NA
LNAV/VNAV DA	1049-1½ 409 (500-1½)			NA
LNAV MDA	1180-1 540 (600-1)		1180-1½ 540 (600-1½)	NA
CIRCLING	1180-1 534 (600-1)		1180-1½ 534 (600-1½)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

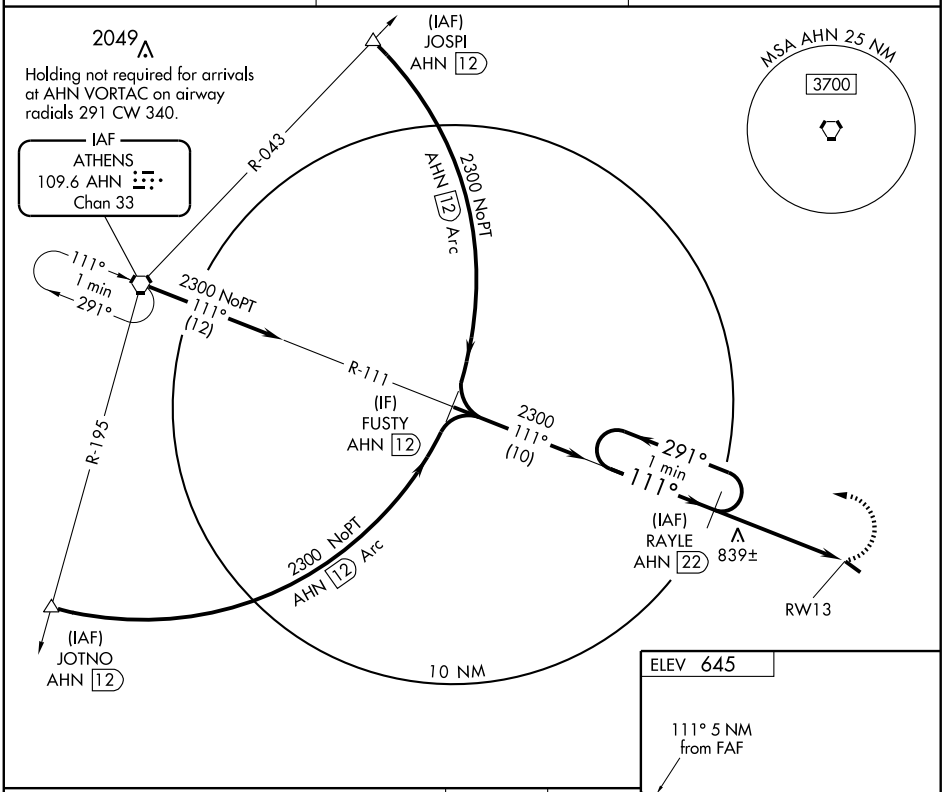
VORTAC AHN	APP CRS	Rwy Idg	4020
109.6	111°	TDZE	645
Chan 33		Apt Elev	645

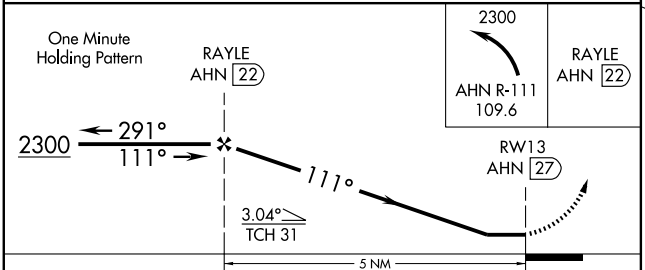
VOR/DME RWY 13
WASHINGTON-WILKES COUNTY (IIY)

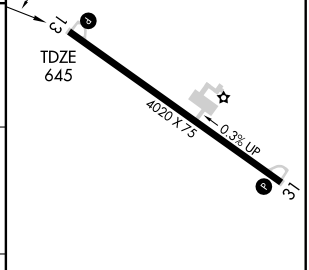
T NA — Visibility reduction by helicopters NA. If local altimeter setting not received, use Athens altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2300 via AHN R-111 to RAYLE/22 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.375	127.5 316.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA
CIRCLING	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA

MIRL Rwy 13-31 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-AYS	APP CRS	Rwy Idg	6000
108.3	184°	TDZE	141
		Apt Elev	142

ILS or LOC RWY 18
WAYCROSS-WARE COUNTY (AYS)

If local altimeter setting not received use Bacon County altimeter setting and increase all DAs/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1700 direct WIKET LOM and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L

SE-4, 21 OCT 2010 to 18 NOV 2010

ADF REQUIRED

004°
229°
049°
184°
LOM/IAF
WIKET
219 AY
WIKET INT
004°
R-068
1700
068°
(8.8)
WAYCROSS
110.2 AYS
Chan 39
LOCALIZER 108.3
I-AYS
243±
338±
552
404
480
685
1257
550
520
614
10 NM
MSA AY 25 NM
2300

ELEV 142
184°
4.2 NM
from FAF
184±
289±
TDZE
141
18
208±
13
23
3528 X 100
219
275
6000 X 100
5035 X 100
31
202±
5
222±
220±
36
REIL Rwy 18 L
HIRL Rwy 18-36 L

800	1700	AY
		219

VGSI and ILS Glidepath not coincident.

WIKET
LOM/INT
Remain within 10 NM
004°
1537
184°
1700
184°
1700
GS 3.00°
TCH 51
4.2 NM

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 18	341-½ 200 (200-½)			
S-LOC 18	620-½ 479 (500-½)		620-¾ 479 (500-¾)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)

WAAS CH 45509 W18A	APP CRS 184°	Rwy Idg 6000 TDZE 141 Apt Elev 142

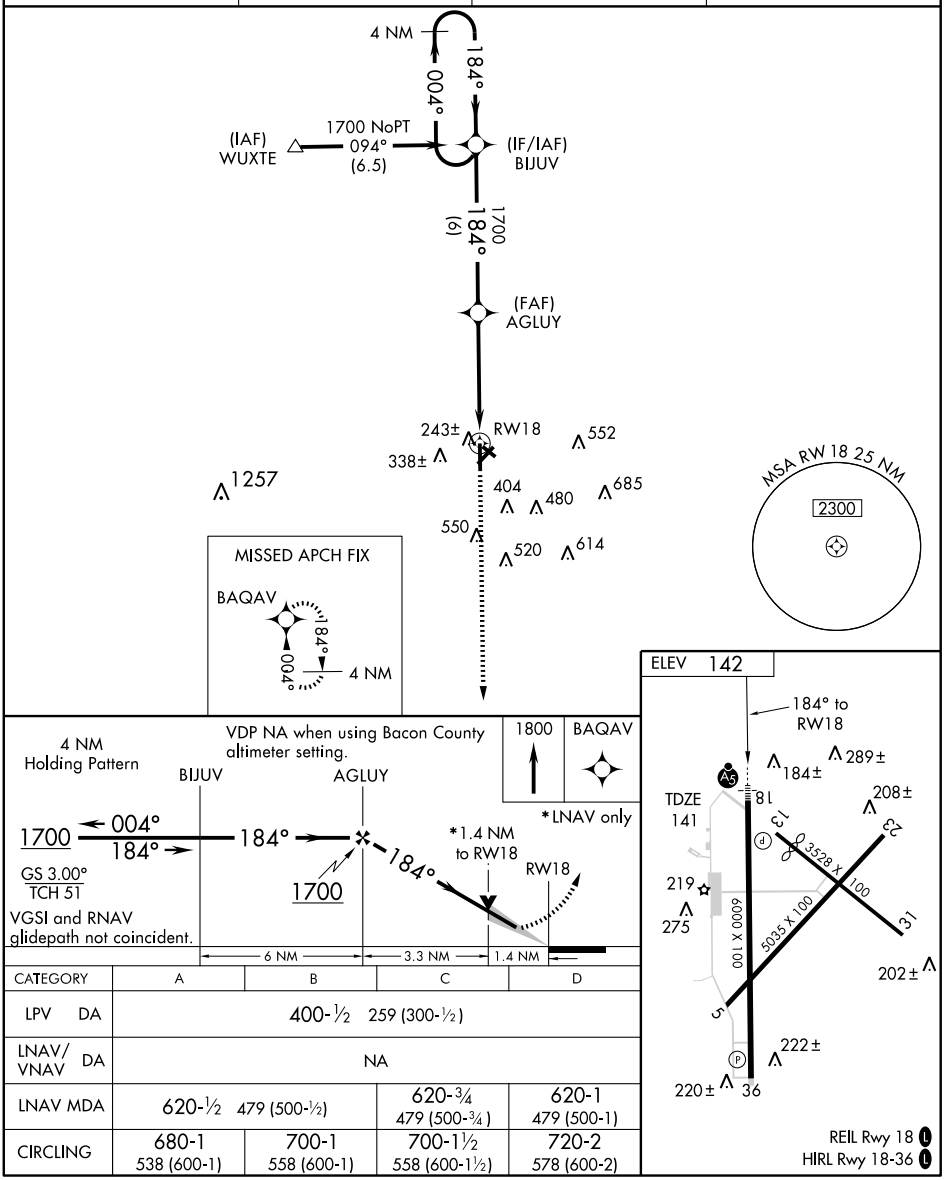
RNAV (GPS) RWY 18
WAYCROSS-WARE COUNTY (AYS)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bacon County altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, increase LPV all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 1800 direct BAQAV and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	400-½ 259 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	620-½ 479 (500-½)		620-¾ 479 (500-¾)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

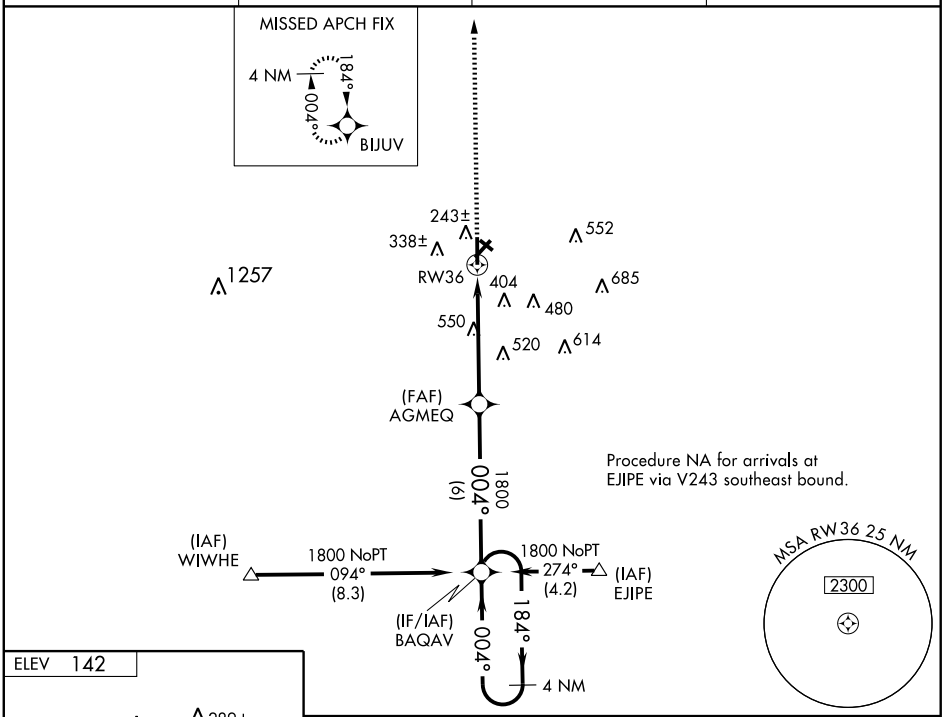
WAAS	APP CRS	Rwy ldg	6000
CH 56209	004°	TDZE	141
W36A		Apt Elev	142

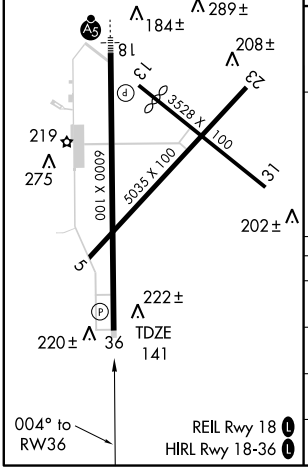
RNAV (GPS) RWY 36
WAYCROSS-WARE COUNTY (AYS)

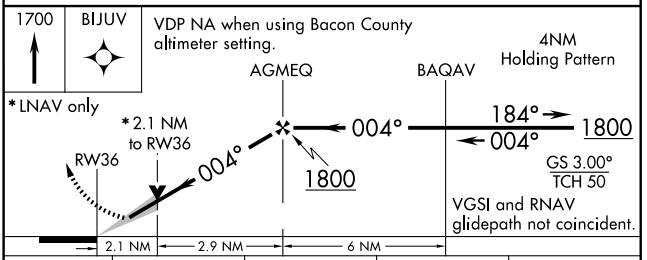
If local altimeter setting not received, use Bacon County altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 direct BIJUV and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	400-1 259 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	860-1 719 (800-1)		860-2 719 (800-2)	860-2¼ 719 (800-2¼)
CIRCLING	860-1 718 (800-1)		860-2 718 (800-2)	860-2¼ 718 (800-2¼)

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

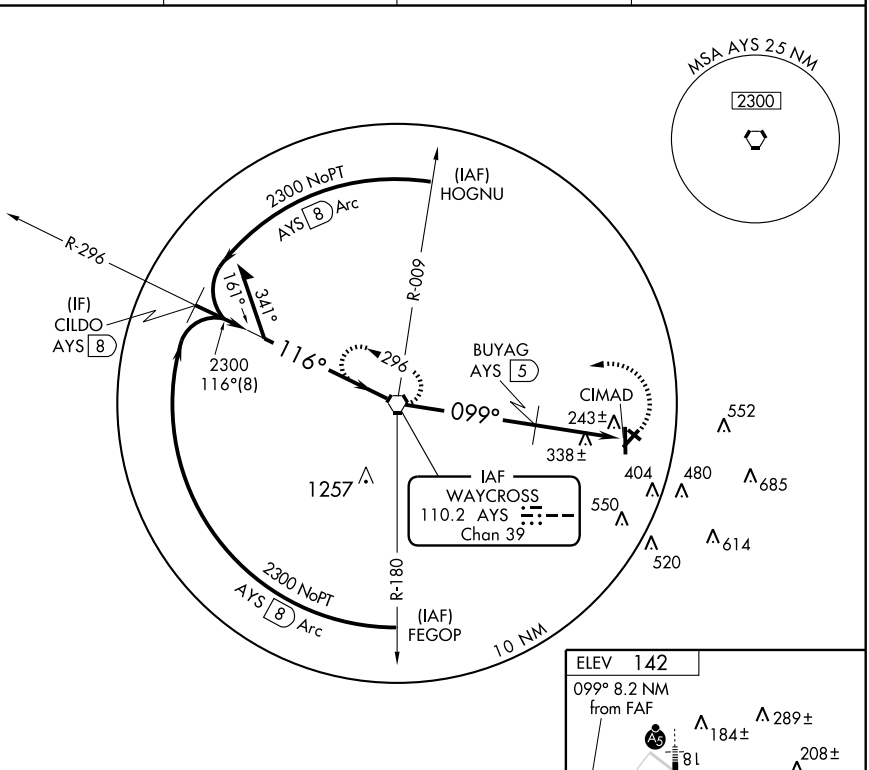
VORTAC AYS 110.2 Chan 39	APP CRS 099°	Rwy Idg N/A TDZE N/A Apt Elev 142

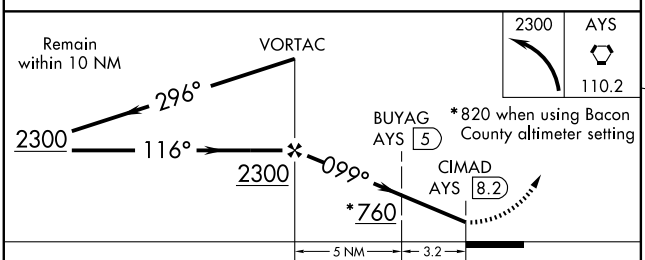
VOR-A
WAYCROSS-WARE COUNTY (AYS)

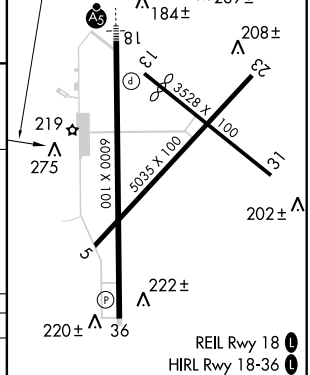
▼ If local altimeter setting not received, use Bacon County altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	760-1 618 (700-1)		760-1¾ 618 (700-1¾)	760-2 618 (700-2)
BUYAG FIX MINIMUMS				
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NDB BXG 356	APP CRS 067°	Rwy Idg 4035 TDZE 295 Apt Elev 302

NDB RWY 8

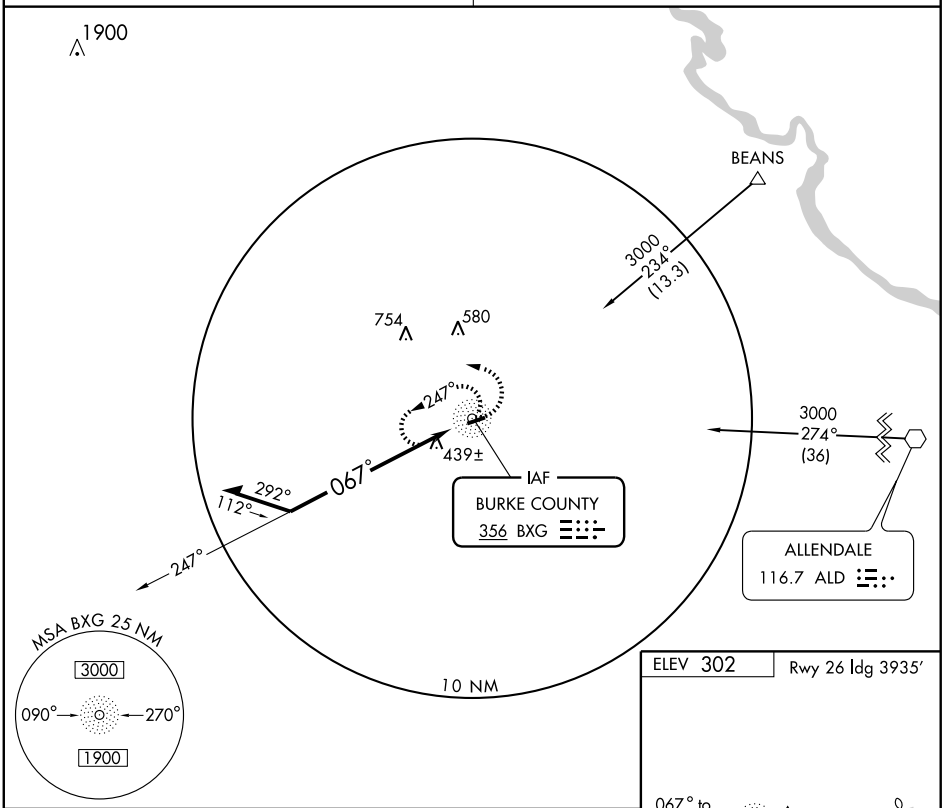
WAYNESBORO/ BURKE COUNTY (BXG)

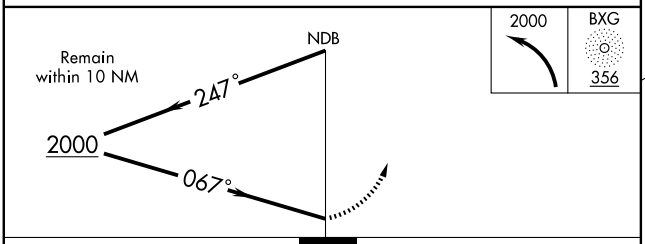
NA

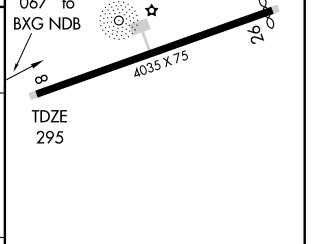
Use Augusta Rgnl at Bush Field altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in BXG NDB holding pattern.

AUGUSTA APP CON ★	CTAF
126.8 270.3	122.9 L







CATEGORY	A	B	C	D
S-8	900-1 605 (600-1)		900-1¾ 605 (600-1¾)	NA
CIRCLING	900-1 598 (600-1)		900-1¾ 598 (600-1¾)	NA

MIRL Rwy 8-26 L

Knots	60	90	120	150	180
Min:Sec					

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SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 8

WAYNESBORO/ BURKE COUNTY (BXG)

APP CRS	Rwy Idg	4035
075°	TDZE	295
	Apt Elev	302

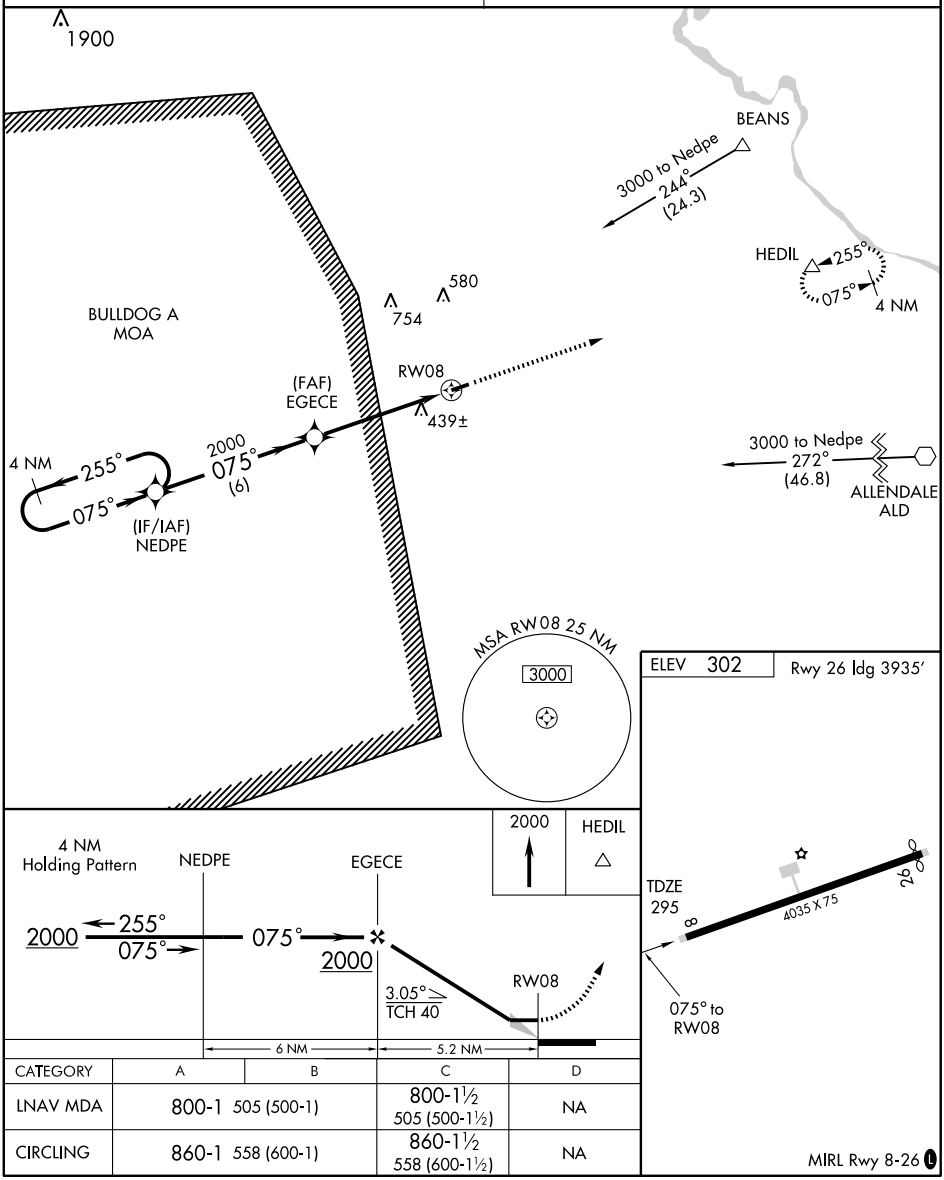
Use Augusta Rgnl at Bush Field altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2000 direct HEDIL and hold.

AUGUSTA APP CON ★
126.8 270.3

CTAF
122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	800-1 505 (500-1)		800-1½ 505 (500-1½)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

WAYNESBORO/ BURKE COUNTY (BXG)

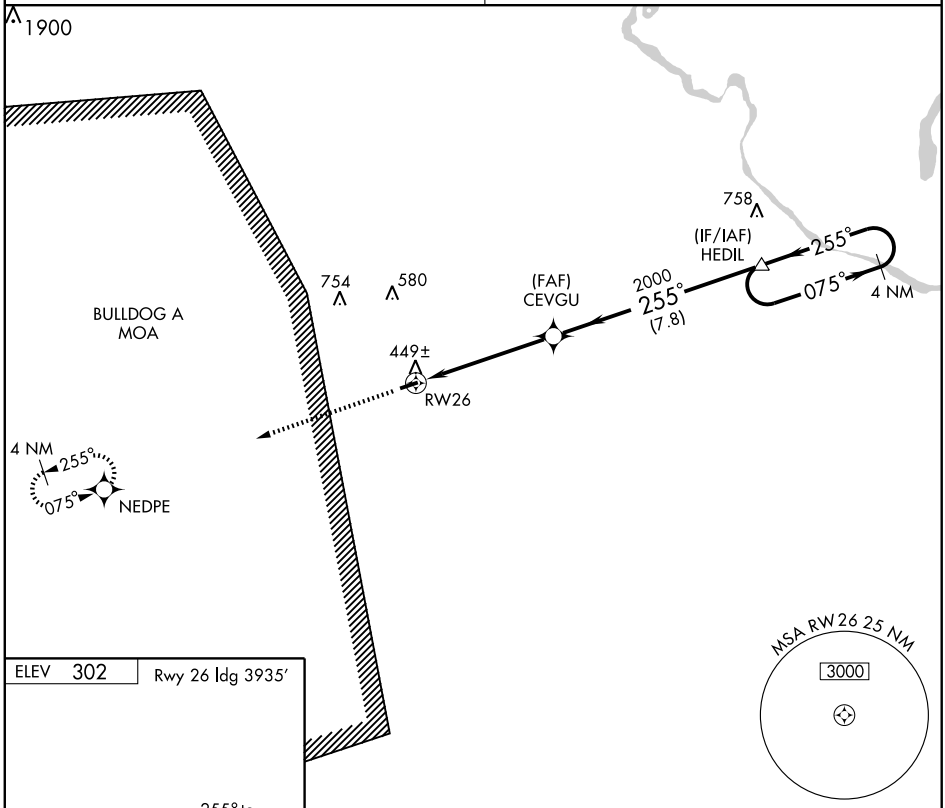
APP CRS		
255°	Rwy Idg	3935
	TDZE	302
	Apt Elev	302

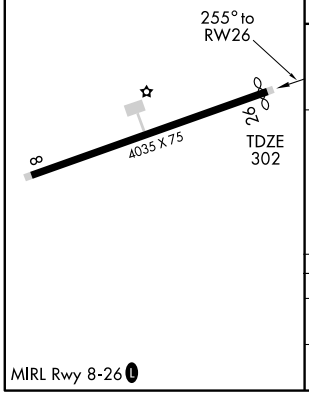
Use Augusta Rgnl at Bush Field altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

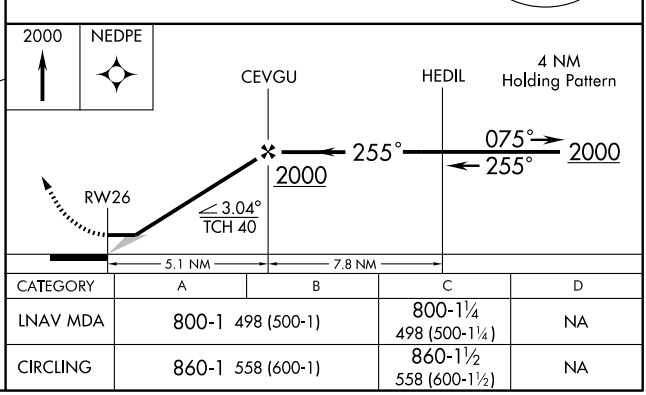
NA

MISSED APPROACH: Climb to 2000 direct NEDPE and hold.

AUGUSTA APP CON ★	CTAF
126.8 270.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

MIRL Rwy 8-26 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IDR	APP CRS	Rwy Idg	5160
111.5	316°	TDZE	920
Chan 52		Apt Elev	943

AL-5360 (FAA)

ILS or LOC RWY 31

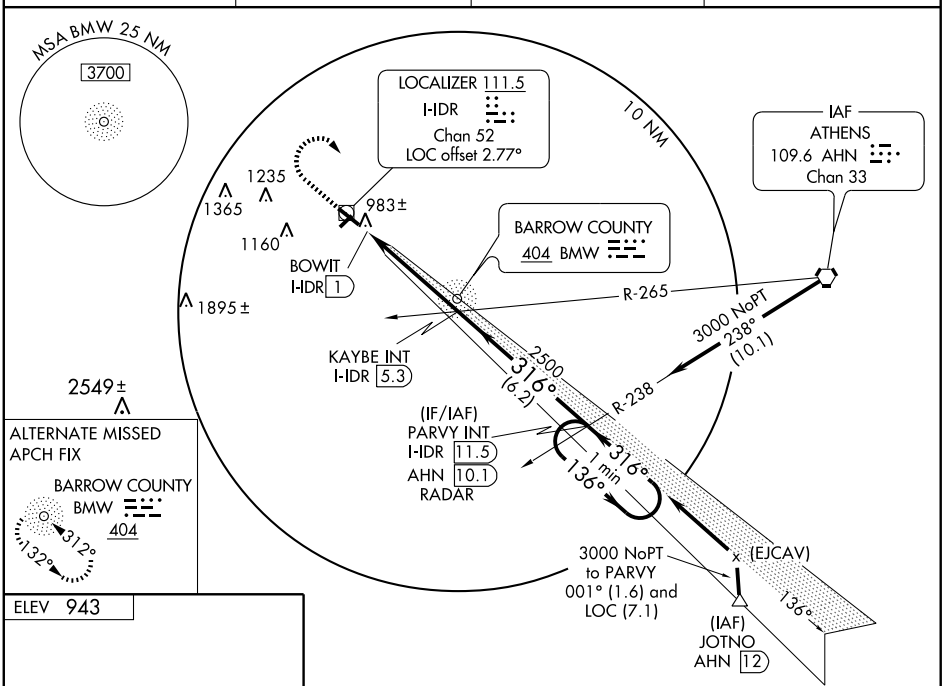
WINDER/ BARROW COUNTY (WDR)

T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase S-ILS 31 DA to 1229 and all MDA 60 feet; increase Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-ILS 31 all Cats and S-LOC 31 Cats A/B/C. For inoperative MALSR, increase S-LOC 31 Cat D visibility to 1¼ . When using Athens altimeter setting, inoperative table does not apply to S-LOC 31 Cats A/B, and for inoperative MALSR, increase S-LOC Cat C visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 170° and I-IDR SE course to PARVY INT/I-IDR 11.5 DME/RADAR and hold.

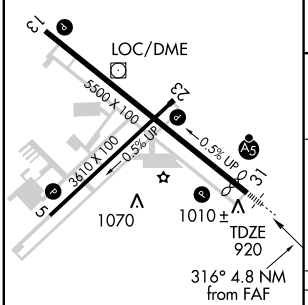
AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L



SE-4, 21 OCT 2010 to 18 NOV 2010

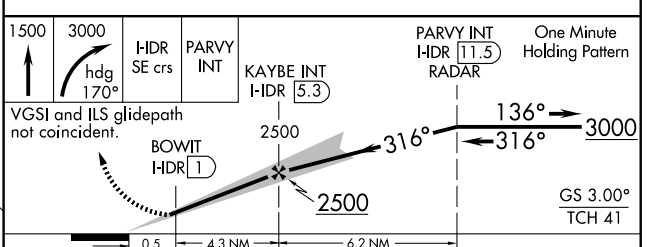
SE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 943



HIRL Rwy 13-31 L
MIRL Rwy 5-23 L

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1170-1 250 (300-1)			
S-LOC 31	1300-1 380 (400-1)			
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NDB BMW 404	APP CRS 312°	Rwy Idg 5160 TDZE 920 Apt Elev 943

AL-5360 (FAA)

NDB RWY 31

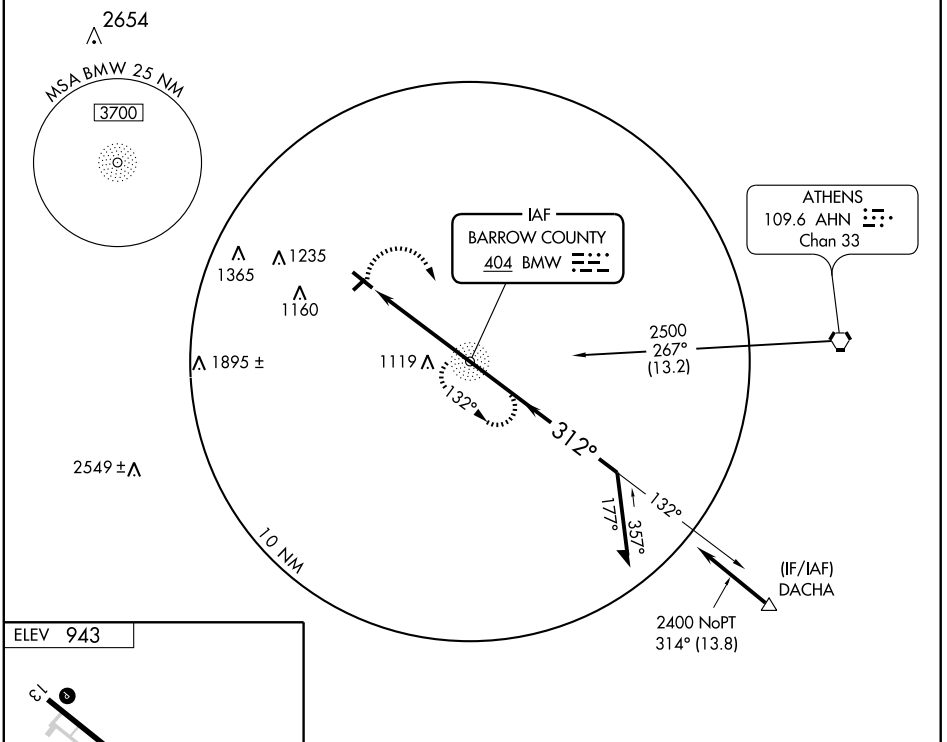
WINDER/ BARROW COUNTY (WDR)

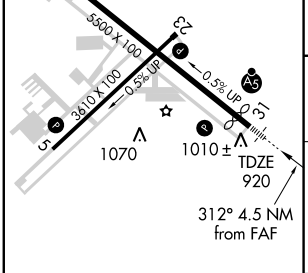
Visibility reduction by helicopters NA. When local altimeter setting not received use Athens altimeter setting and increase all MDA 60 feet; increase S-31 Cats C/D and Circling Cat C visibility ¼ mile. Inoperative tables does not apply to S-31 Cats A and B.

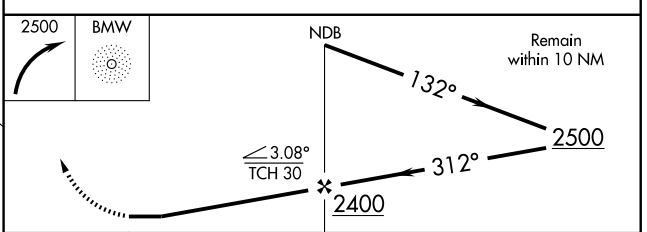
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BMW NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L







HIRL Rwy 13-31 L
MIRL Rwy 5-23 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-31	1480-1 560 (600-1)			1480-1½ 560 (600-1½)
CIRCLING	1480-1 537 (600-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

33°59'N-83°40'W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 90305	134°	TDZE	935
W13A		Apt Elev	943

AL-5360 (FAA)

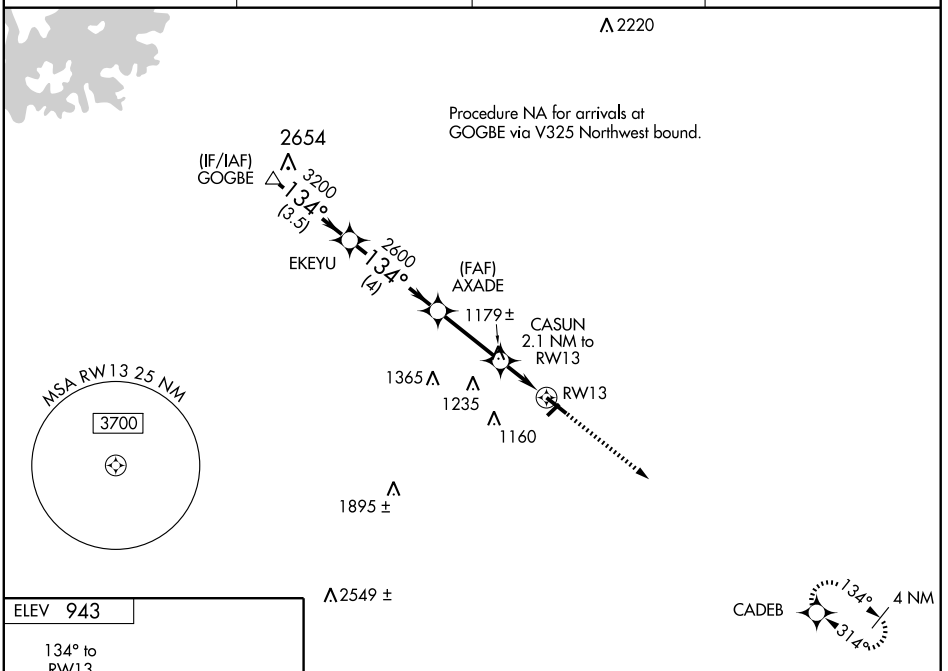
RNAV (GPS) RWY 13

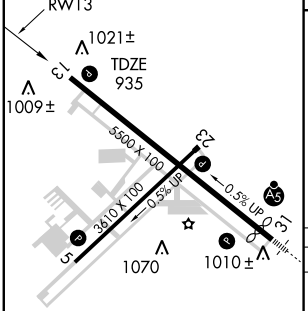
WINDER/BARROW COUNTY (WDR)

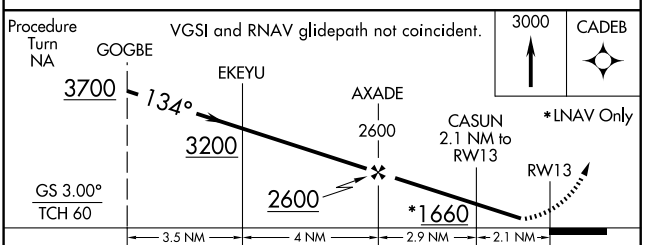
Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA all Cats to 1264, LNAV/VNAV DA all Cats to 1479 and all MDA 60 feet; increase LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CADEB and hold.

AWOS-3	ATLANTA APP CON *	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1205-1 270 (300-1)			
LNAV/VNAV DA	1420-1¾ 485 (500-1¾)			
LNAV MDA	1300-1 365 (400-1)			1300-1¼ 365 (400-1¼)
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

HIRL Rwy 13-31 (L)
MIRL Rwy 5-23 (L)

33°59'N-83°40'W

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3610
CH 82516	231°	TDZE	928
W23A		Apt Elev	943

AL-5360 (FAA)

RNAV (GPS) RWY 23

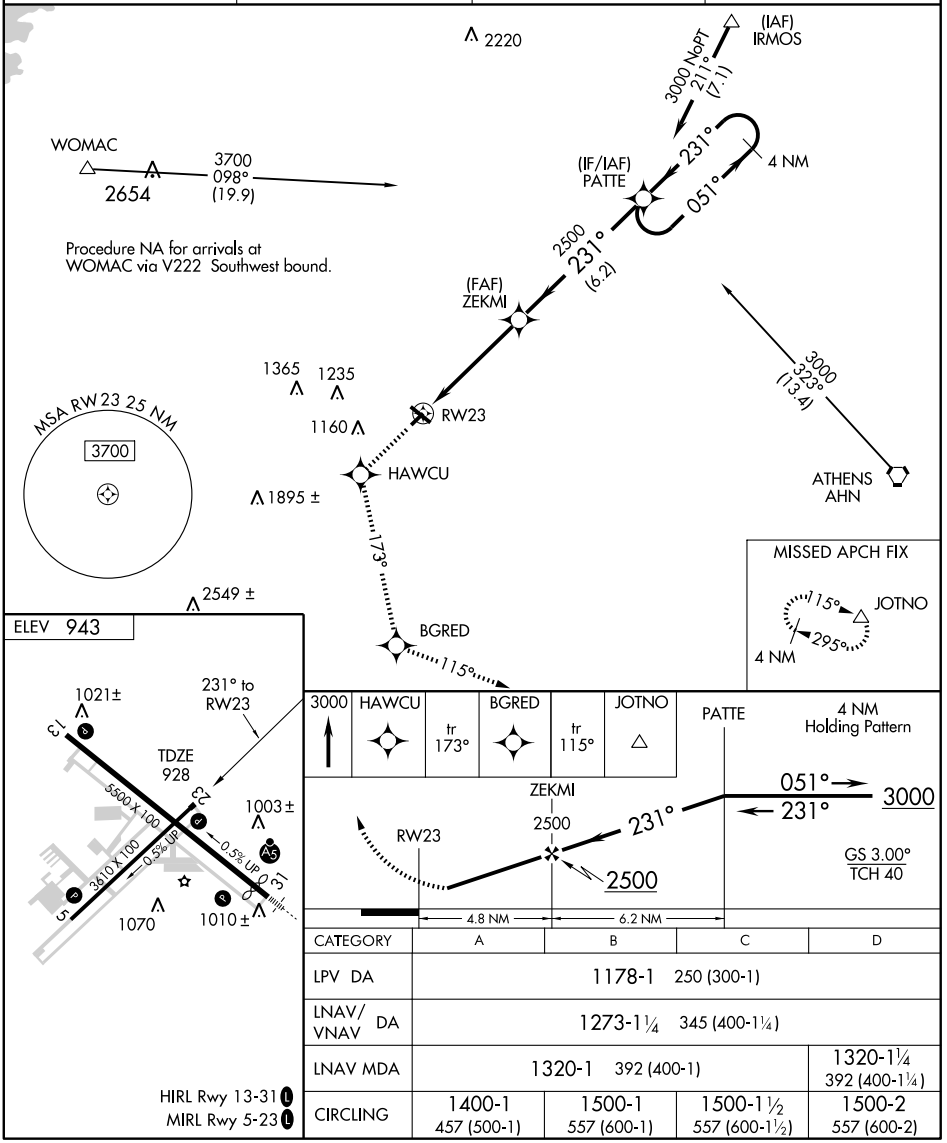
WINDER/BARROW COUNTY (WDR)

▼ Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA all Cats to 1237, LNAV/VNAV DA all Cats to 1332, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HAWCU and via track 173° to BGRED and via track 115° to JOTNO and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L



HIRL Rwy 13-31 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
LPV DA	1178-1 250 (300-1)			
LNAV/VNAV DA	1273-1¼ 345 (400-1¼)			
LNAV MDA	1320-1 392 (400-1)			1320-1¼ 392 (400-1¼)
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

33° 59'N-83° 40'W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69305 W31A	APP CRS 314°	Rwy Idg 5160 TDZE 920 Apt Elev 943

AL-5360 (FAA)

RNAV (GPS) RWY 31

WINDER/BARROW COUNTY (WDR)

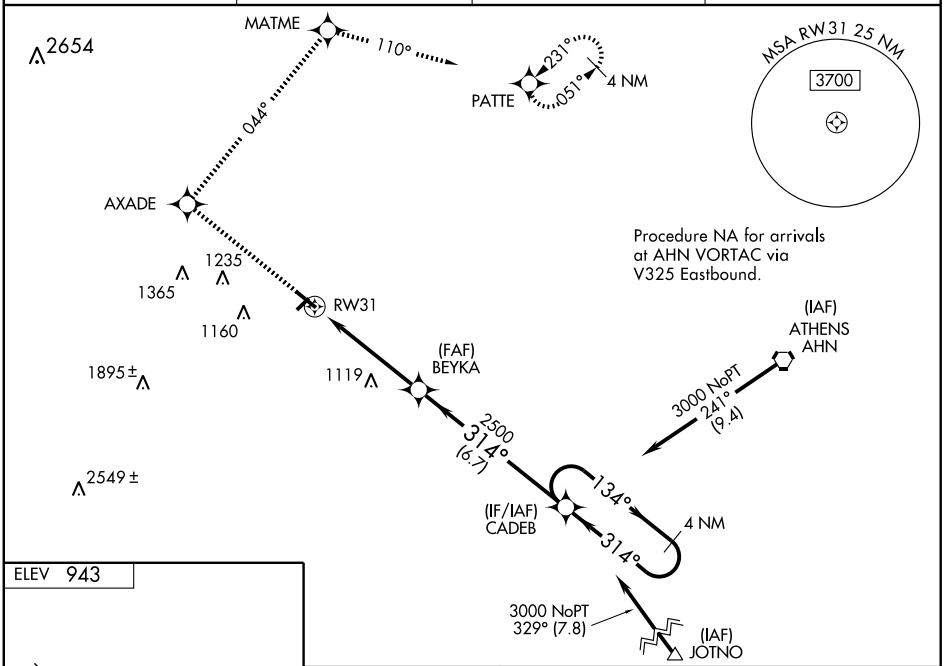
T Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

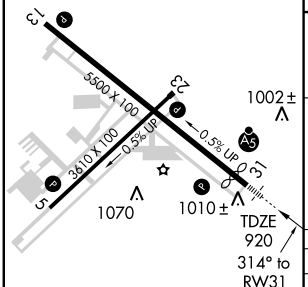
A Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA all Cats to 1229, LNAV/VNAV DA all Cats to 1331, and all MDA 60 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Inoperative table does not apply to LPV all Cats and LNAV Cats A/B. When using Athens altimeter setting, inoperative table does not apply to LNAV Cats A/B.

MALSR

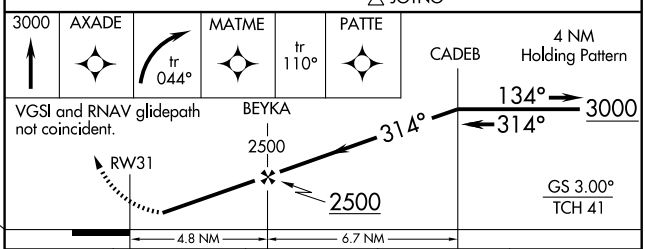
MISSED APPROACH: Climb to 3000 direct AXADE and right turn via track 044° to MATME and via track 110° to PATTE and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L





HIRL Rwy 13-31 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	1170-1 250 (300-1)			
LNAV/VNAV DA	1272-1 352 (400-1)			
LNAV MDA	1420-1 500 (500-1)			
CIRCLING	1420-1 477 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC AHN	APP CRS	Rwy Idg	N/A
109.6	277°	TDZE	N/A
Chan 33		Apt Elev	943

VOR/DME-A

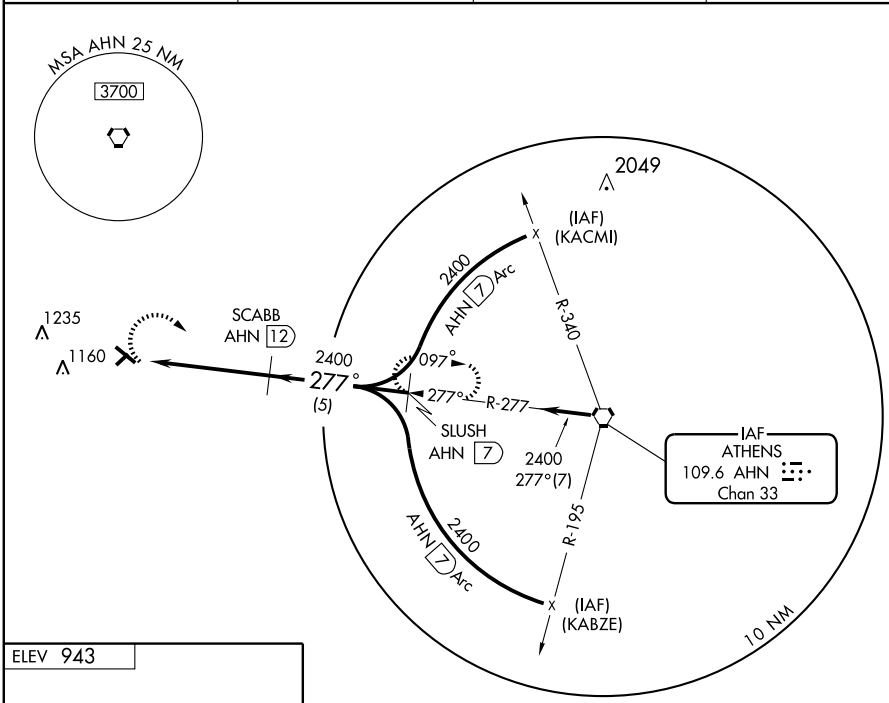
WINDER/BARROW COUNTY (WDR)

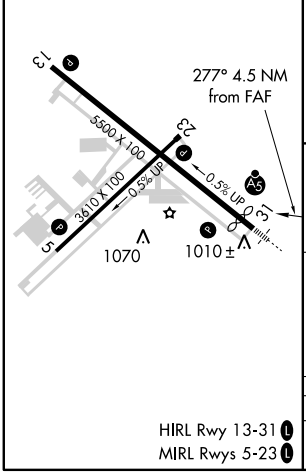
When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet.

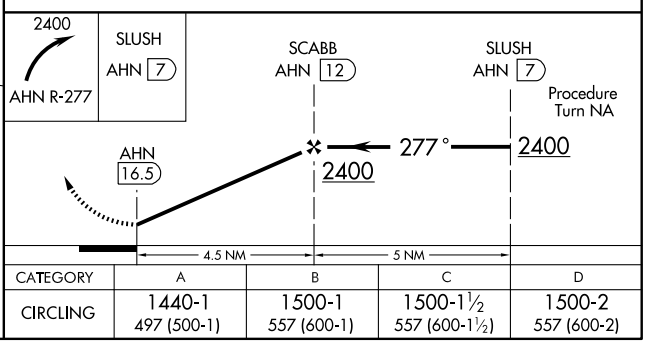
NA

MISSED APPROACH: Climbing right turn to 2400 via AHN R-277 to SLUSH 7 DME and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1440-1 497 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

HIRL Rwy 13-31 L
MIRL Rwys 5-23 L

SE-4, 21 OCT 2010 to 18 NOV 2010
SE-4, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND RGNL ..... **RNAV (GPS) Rwy 10[1]**
RNAV (GPS) Rwy 28[1]
VOR Rwy 10[2]

NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN
CITY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES
RGNL TN/VA ..... **ILS or LOC Rwy 5,** 900-2¾
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD ..... **ILS or LOC Rwy 2[12]**
ILS or LOC Rwy 20[12]
RADAR-1[34]
RNAV (GPS) Rwy 2[35]
RNAV (GPS) Rwy 15[16]
RNAV (GPS) Rwy 20[57]
RNAV (GPS) Rwy 33[13]
VOR Rwy 33[13]

[1]NA when control tower closed or when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]NA when control tower closed.
[5]NA when local weather not available.
[6]Category C, 800-2¼; Category D, 800-2½.
[7]Categories A,B,C, 800-2¼; Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.
Category D, 800-2¼.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY
INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22[1]
NDB-A[2]
VOR -A[1]
VOR /DME Rwy 4[1]

[1]NA when local weather not available.
[2]NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Categories A,B, 1700-2; Category C, 1700-3.

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NAME ALTERNATE MINIMUMS

FRANKFORT, KY

CAPITAL CITY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

GLASGOW, KY

GLASGOW MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME Rwy 7
NA when local weather not available.
Category D, 900-2¾.

HENDERSON, KY

HENDERSON
CITY-COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

JACKSON, TN

MC KELLAR-
SIPES RGNL ..... **ILS or LOC Rwy 2**[1]
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
NA when local weather not available.
[1]NA when control tower closed.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN
ISLAND ..... **LOC Rwy 26**[1]
RNAV (GPS) Rwy 26[2]
VOR/DME-B[3]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-3.
[2]Category C, 1000-2¾.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-2¾.

MC GHEE-TYSON ..... **ILS or LOC Rwy 5L**[1]
ILS or LOC Rwy 23R[1]
RNAV (GPS) Rwy 23R[2]
RADAR-1[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 1000-3.

LEXINGTON, KY

BLUE GRASS ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 27
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LONDON, KY

LONDON-CORBIN COUNTY-
MAGEE FIELD ..... **ILS or LOC Rwy 6**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[2]
NA when local weather not available.
[1]ILS, LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.

LOUISVILLE, KY

BOWMAN FIELD ..... **RNAV (GPS) Rwy 24**
NA when local weather not available.

LOUISVILLE INTL
STANDIFORD FIELD ..... **ILS or LOC Rwy 17L**[1]
ILS or LOC Rwy 17R[1]
ILS or LOC Rwy 35L[2]
ILS or LOC Rwy 35R[2]
RNAV (GPS) Rwy 29[3]
[1]Categories A,B, 900-2;Category C, 900-2¾; Category D, 900-3.
[2]Categories A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.
[3]Category D, 800-2¼.

MEMPHIS, TN

MEMPHIS INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R
ILS, LOC, Category E, 800-2¾.

MIDDLESBORO, KY

MIDDLESBORO-
BELL COUNTY ..... **RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN

MILLINGTON
RGNL JETPORT ..... **ILS or LOC Rwy 22**[123]
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 22[24]
VOR/DME or TACAN Rwy 22[24]
[1]NA when control tower closed or when local weather not available.
[2]NA when local weather not available.
[3]ILS, Category E, 700-2½.LOC, Category E, 800-2½.
[4]Category E, 800-2½.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

MURFREESBORO, TN

MURFREESBORO MUNI ..... **NDB Rwy 21**
NA when local weather not available.

NASHVILLE, TN

JOHN C TUNE ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 1000-3**.**
NA when local weather not available.

NASHVILLE INTL ..... **ILS or LOC Rwy 2C**[1]
RNAV (GPS) Y Rwy 2L[2]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

OWENSBORO, KY

OWENSBORO-DAVIESS
COUNTY ..... **ILS or LOC Rwy 36**[123]
RNAV (GPS) Rwy 18[24]
RNAV (GPS) Rwy 23[24]
RNAV (GPS) Rwy 36[24]
VOR or GPS Rwy 18[14]
VOR Rwy 5[15]
VOR Rwy 18[14]
VOR Rwy 36[24]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.
[5]Category C, 800-2¼; Category D, 800-2½.

PADUCAH, KY

BARKLEY RGNL ..... **ILS or LOC Rwy 4**[1]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
NA when local weather not available.
[1]NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL ..... **RNAV (GPS) Rwy 21**
NA when local weather not available.

ROCKWOOD, TN

ROCKWOOD MUNI ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

SHELBYVILLE, TN

BOMAR FIELD-
SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36[1]
VOR Rwy 36
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

SMYRNA, TN

SMYRNA ..... **ILS Rwy 32**[13]
NDB Rwy 32[12]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 14[2]
VOR/DME Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND
RGNL ..... **ILS or LOC/DME Rwy 5**[1]
RNAV (GPS) Y Rwy 5[2]
RNAV (GPS) Z Rwy 5, 800-2¼
RNAV (GPS) Rwy 23[3]
NA when local weather not available.
[1]ILS, Category A, 700-2; Category B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.
[3]Category C, 800-2¼, Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY
COUNTY ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20
VOR/DME Rwy 20[2]
NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.
[2]Category D, 900-3.

21 OCT 2010 to 18 NOV 2010

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 10098 USA)

RADAR[11] **- (E)** 134.350x 237.5x 395.9x 258.3x 290.9x ELEV **572**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1[13]						
ASR	5[1 4 8 10]		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23[5 9 10]		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR[12]	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR[14]	5[1 2 3 4]	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23[2 3 5]	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36[1 3 6 7]	3.0/45/814	ABC	808-1	250	(300-1)

[1]Apch not auth when R-3701, R-3702A in use. [2]FAF 4.9 miles from threshold. [3]Glideslope intercept altitude 2200. [4]Final approach course 045. [5]Final approach course 225. [6]FAF 5.0 miles from threshold. [7]Final approach course 360. [8]Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. [9]Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. [10]FAF 5.0 miles from threshold, minimum altitude 2200. [11]Lost Comm: As directed by ATC on initial contact. [12]Circling NA SE of Rwy 5-23.

Missed Approach:
Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.

[13]Radar Missed Approach: Climb to 2200 for radar vectors.
[14]PAR unavabl Sat-Sun 2300-0700Z++.

21 OCT 2010 to 18 NOV 2010

CHATTANOOGA, TN
Amdt. 9, OCT 27, 2005 (FAA) ELEV **682**

LOVELL FIELD
RADAR- 125.1 379.1

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2		AB	**1140**/24	458	(500-½)	C	**1140**/40	458	(500-¾)
			D	**1140**/50	458	(500-1)				
	20		AB	**1260**/24	587	(600-½)	C	**1260**/50	587	(600-1)
			D	**1260**/60	587	(600-1¼)				
	33		AB	**1340**-1	669	(700-1)	C	**1340**-1¾	669	(700-1¾)
			D	**1340**-2	669	(700-2)				
CIRCLING			AB	**1340**-1	658	(700-1)	C	**1340**-1¾	658	(700-1¾)
			D	**1460**-2½	778	(800-2½)				

When control tower closed, procedure not authorized.

KNOXVILLE, TN
Amdt. 22, MAY 12, 2005 (FAA) ELEV **981**

MC GHEE-TYSON
RADAR- 123.9 360.8

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R		AB	**1420**-1	461	(500-1)	C	**1420**-1¼	461	(500-1¼)
			D	**1420**-1½	461	(500-1½)	E	**1420**-1¾	461	(500-1¾)
	5L		AB	**1420**/24	467	(500-½)	C	**1420**/40	467	(500-¾)
			D	**1420**/50	467	(500-1)	E	**1420**/60	467	(500-1¼)
	23R		AB	**1520**/40	539	(600-¾)	C	**1520**/50	539	(600-1)
			D	**1520**/60	539	(600-1¼)	E	**1520**-1½	539	(600-1½)
	23L		AB	**1520**-1¼	555	(600-1¼)	C	**1520**-1½	555	(600-1½)
			D	**1520**-1¾	555	(600-1¾)	E	**1520**-2	555	(600-2)
CIRCLING			AB	**1520**-1¼	539	(600-1¼)	C	**1540**-1½	559	(600-1½)
			D	**1620**-2	639	(600-2)	E	**1900**-3	919	(1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibilty ½ mile.

SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3A, 10126 USA) ELEV 593
RADAR - (E) 118.1 340.9 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23		COPTER	1060-½	473	(500-½)
	5		COPTER	1100-½	507	(600-½)

RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
10126
N2

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 600-2¾ or std. with a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 103° to 1200 before proceeding on course. **Rwy 28,** climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10,** trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL. **Rwy 28,** trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

NAME TAKE-OFF MINIMUMS

ATHENS, TN

MCMINN COUNTY (MMI)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 400–2¾ or std. w/ min. climb of 230' per NM to 1800 or 1700 - 3 for climb in visual conditions. **Rwy 20,** std. w/ min. climb of 280' per NM to 4900 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 2200 before turning right or for climb in visual conditions: cross Mcminn County airport at or above 2400 before proceeding on course. **Rwy 20,** climb heading 202° to 1900 before turning left or for climb in visual conditions: cross Mcminn County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 2,** trees beginning 420' from DER, 444' right of centerline, up to 69' AGL/988' MSL. Trees beginning 742' from DER, 1464' left of centerline, up to 102' AGL/1061' MSL. **Rwy 20,** trees and terrain beginning 43' from DER, 166' right of centerline, up to 49'AGL/868' MSL. Trees beginning 283' from DER, 407' left of centerline, up to 45' AGL/864' MSL.

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1. **Rwy 19,** 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5,** std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23,** 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27,** 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9,** climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23,** climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27,** climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9,** tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23,** trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27,** radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823'from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 900 before turning left.

NOTE: **Rwy 4,** trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22,** trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18,** Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL. **Rwy 23,** Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. Rwy 36, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1.

CHATTANOOGA, TN

LOVELL FIELD (CHA)

AMDT 11 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2¼ or std. with a min. climb o f 360' per NM to 1100. **Rwy 33,** 500-3 or std. with a min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 2,** climb via heading 019° to 2400 before turning. **Rwy 15,** climb via heading 147° to 1400 before turning. **Rwy 20,** climb via heading 199° to 2200 before turning. **Rwy 33,** climbing right turn heading 020° to 2900 before proceeding on course.

NOTE: **Rwy 2,** train 868' from DER, 596' right of centerline, 26' AGL/695' MSL. Trees beginning 937' from DER, 284' right of centerline, up to 80' AGL/738' MSL. Trees beginning 1466' from DER, 283' left of centerline, up to 80' AGL/744' MSL. **Rwy 15,** trees beginning 343' from DER, 197' right of centerline, up to 91' AGL/770' MSL. Vehicles on roadway, 489' from DER, on centerline, 17' AGL/687' MSL. Trees beginning 537' from DER, 242' left of centerline, up to 97' AGL/767' MSL. Poles 1011' from DER, 292' right of centerline, up to 130' AGL/ 809' MSL. Tree 4960' from DER, 1054' left of centerline, up to 103' AGL/917' MSL. Poles beginning 1.01 NM from DER, 1012' left of centerline, up to 86' AGL/ 946 ' MSL. Trees beginning 1.18 NM from DER, 351' right of centerline, up to 92' AGL/935' MSL. Trees beginning 1.83 NM from DER, 1883' left of centerline, up to 110' AGL/952' MSL. **Rwy 20,** Tree 641' from DER, 538' left of centerline, 50 ' AGL/712' MSL. Trees beginning 2924' from DER, 910' right of centerline, up to 100 ' AGL/782 ' MSL. **Rwy 33,** trees beginning 236' from DER, 519' right of centerline, 50' AGL/719' MSL. Trees beginning 468' from DER, 264' left of centerline, 50' AGL/669' MSL. Trees beginning 478' from DER, 281' right of centerline, 60' AGL/717' MSL. Trees beginning 2424' from DER, 375' right of centerline, 60' AGL/787' MSL. Tree 4482' from DER, 262' right of centerline, 100' AGL/800 ' MSL. Tree 1.09 NM from DER, 1371' left of centerline, 100' AGL/845' MSL. Trees beginning 1.19 NM from DER, 3644' right of centerline, 100' AGL/947' MSL. Tree 1.53 NM from DER, 2884' right of centerline, up to 100' AGL/935' MSL, tree 1.75 NM from DER, 2483' left of centerline, up to 100 ' AGL/972' MSL.

21 OCT 2010 to 18 NOV 2010

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5,** multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0'AGL/535' MSL. **Rwy 17,** multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23,** multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL.**Rwy 35,** multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21,** 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1800 before proceeding on course. **Rwy 21,** climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3,** tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21,** tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 9,** trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL. Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL. **Rwy 18C,** trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL. **Rwy 18R,** trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL. **Rwy 36C,** trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL. **Rwy 36R,** light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1,** vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL. **Rwy 19,** trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8,** trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway , 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26,** tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** N/A - Obstacles. **Rwy 30,** 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12,** Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30,** Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwys 3,21,** climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1400 before turning.

NOTE: **Rwy 17,** tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35,** trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4,** trees 445' from departure end of runway,400' left of centerline, 90' AGL/395'MSL. **Rwy 22,** trees 1320' from departure end of runway,490' right of centerline, 103' AGL/378'MSL

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** NA-obstacles. **Rwy 24,** 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24,** numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23,** multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3,** tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21,** trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2,** trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20,** trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7,** tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25,** tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6,** tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24,** tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35,** trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3,** Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21,** Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY
GLASGOW MUNI (GLW)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25,** 300-1 or std.w/ min. climb of 281' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 073° to 1200 before proceeding southbound.
NOTE: **Rwy 7,** tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25,** multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)
FORT KNOX, KY
. . . . . Rwy 15, 300-1
Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN
GREENEVILLE-GREENE COUNTY MUNI (GCY)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 400-1¼. **Rwy 23,** 300-1¼ or std. w/ min. climb of 337' per NM to 2000.
DEPARTURE PROCEDURE: **Rwys 5,** climb heading 051° to 4100 before turning right. **Rwy 23,** climb heading 231° to 4400 before turning left.
NOTE: **Rwy 5,** trees 694' from DER, 302' left of centerline, 100' AGL/1719' MSL. Trees beginning 1035' from DER, 707' right of centerline, up to 100' AGL/1959' MSL. **Rwy 23,** trees 1347' from DER, 162' left of centerline, 100' AGL/1679' MSL. Trees 2665' from DER, 1193' right of centerline, 100' AGL/1699' MSL. Tower 1 NM from DER, 163' left of centerline, 125' AGL/1770' MSL.

GREENVILLE, KY
MUHLENBURG COUNTY
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HARTFORD, KY
OHIO COUNTY (7K4)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 255' per NM to 1200.
NOTE: **Rwy 3,** trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21,** trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY
WENDELL H. FORD
TAKE-OFF MINIMUMS: **Rwys 6, 14,** 400-1. **Rwys 24, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 2000 before turning on course.

HENDERSON, KY
HENDERSON CITY-COUNTY
DEPARTURE PROCEDURE: **Rwy 9,** climb to 800 on runway heading before turning north.

HOHENWALD, TN
JOHN A. BAKER FIELD (0M3)
ORIG 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¼ or std. w/ min. climb of 246' per NM to 1300.
NOTE: **Rwy 2,** vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL. Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL. Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.
Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL. Powerlines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)
AMDT 1 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26,** 300-1½ or std. w/ min. climb of 260' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 800 before proceeding on course. **Rwy 26,** climb heading 258° to 1100 before turning north.
NOTE: **Rwy 8,** trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26,** trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN
HUMBOLDT MUNI
TAKE-OFF MINIMUMS: **Rwy 4,** 300-1. **Rwy 22,** 200-1.

HUNTINGDON, TN
CARROLL COUNTY
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1100 before turning west.

JACKSBORO, TN

CAMPBELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXV R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.

NOTE: **Rwy 5,** multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/ 1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY

JULIAN CARROLL

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1,** tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN

MCKELLAR / SIPES RGNL (MKL)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2,** vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/ 470' MSL. **Rwy 11,** trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/ 509' MSL. **Rwy 20,** vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29,** light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY

RUSSELL COUNTY (K24)

ORIG 08017 (FAA)

NOTE: **Rwy 17,** trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35,** trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN

JAMESTOWN MUNI (2A1)

ORIG 09267 (FAA)

NOTE: **Rwy 18,** trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36,** trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN

MARION COUNTY-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22,** 1300-2 or std. with a min. climb of 260' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 025° to 4000 before proceeding on course. **Rwy 22,** climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN ISLAND (DKX)

AMDT 5 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2¼ or std. w/ min. climb of 395' per NM to 1400. **Rwy 26,** 500-2¾ w/ min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to intercept VXV R-053 to 4100 before proceeding on course. **Rwy 26,** climb heading 245° to intercept VXV R-275 to 3100 before proceeding on course or for climb in visual conditions cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.

NOTE: **Rwy 8,** trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL. Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL. **Rwy 26,** trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL. Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL. Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL. Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

MCGHEE-TYSON

DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN

LAFAYETTE MUNI (3M7)

ORIG 09099 (FAA)

NOTE: **Rwy 1,** road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19,** tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

ORIG 09099 (FAA)

NOTE: **Rwy 17,** trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35,** trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN

LEBANON MUNI (M54)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22,** NA-Obstacles. **Rwy 19,** std. w/ min. climb of 285' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 19,** for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.

NOTE: **Rwy 1,** trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL. Road 348' from DER, 166' right of centerline, 15' AGL568' MSL. Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL. Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL. **Rwy 19,** trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL. Road 334' from DER, 206' right of centerline, 15' AGL/607' MSL. Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

LEWISBURG, TN

ELLINGTON

TAKE-OFF MINIMUMS: **Rwy 20,** 500-1.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23,** 400-1¾ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5,** trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23,** trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS (LEX)

AMDT 7 10266 (FAA)

NOTE: **Rwy 4,** trees beginning 301' from DER, 502' left of centerline, up to 100' AGL/1039' MSL. Light 710' from DER, 657' right of centerline, 35' AGL/955' MSL. Trees beginning 898' from DER, 501' right of centerline, up to 70' AGL/1041' MSL. Trees beginning 1921' from DER, 520' left of centerline, up to 100' AGL/1042' MSL. **Rwy 9,** antenna on glideslope 685' from DER, 189' right of centerline, 34' AGL/1014' MSL. Trees beginning 1521' from DER, 905' left of centerline, up to 100' AGL/1039' MSL. **Rwy 22,** trees beginning 6' from DER, 494' right of centerline, up to 100' AGL/999' MSL. Trees beginning 374' from DER, 208' left of centerline, up to 100' AGL/1019' MSL. Pole 4382' from DER, 1383' left of centerline, 110' AGL/1080' MSL. **Rwy 27,** trees beginning 15' from DER, 453' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 456' from DER, 438' right of centerline, up to 100' AGL/1049' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1,** trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19,** trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21,** trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6,** tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24,** tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33,** 300-1¾ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15,** trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33,** trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R,** std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L,** 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L,** light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R,** vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29,** tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L,** multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R,** multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (2I0)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23,** Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb via runway heading and VXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23,** climb via runway heading and VXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5,** building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL. **Rwy 23,** trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** tree 58' from DER, 140' right of centerline, 100' AGL/629' MSL. Trees beginning 264' from DER, 8' left of centerline, 100' AGL/629' MSL. **Rwy 36,** tree 52' from DER, 144' right of centerline, 100' AGL/619' MSL. Tree 185' from DER, 310' left of centerline, 100' AGL/619' MSL.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)
ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1¼ or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9,** light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L,** multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up t o 84' AGL/413' MSL. **Rwy 18C,** tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R,** pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27,** tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C,** light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10,** road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033'left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21,** climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (M97)
ORIG 08325 (FAA)

NOTE: **Rwy 2,** trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20,** trees 1595' from departrue end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.

MORRISTOWN, TN

MOORE-MURRELL (MOR)
AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 354' per NM to 2500 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Moore-Murrell airport at or above 2200 then via VXV VORTAC R-060 inbound to 4000 before proceeding on course. **Rwy 23,** climb heading 233° and VXV VORTAC R-060 inbound to 4000 before proceeding on course.

NOTE: **Rwy 5,** pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL. Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL. Windsock 66' from DER, 189' left of centerline, up to 8' AGL/1282' MSL. Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL. Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL. Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL. **Rwy 23,** pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL. Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL. Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL. Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL. Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY (IOB)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. with a min. climb of 225' per NM to 1600.

NOTE: **Rwy 3,** tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL. Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL. **Rwy 21,** trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)
ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 3400-3 for climb in visual conditions. **Rwy 24,** 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course. **Rwy 24,** for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI (MBT)
AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: climb heading 184° to 1400 before turning right.

NOTE: **Rwy 18,** trees beginning 194' from DER, 110' left of centerline to 133' right of centerline, up to 87' AGL/706' MSL. Building 655' from DER, 305' left of centerline, up to 18' AGL/637' MSL. **Rwy 36,** trees beginning 31' from DER, 97' left of centerline to 105' right of centerline, up to 100' AGL/709' MSL.

MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1.

NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3000 before turning right. **Rwy 20,** climb runway heading to 3000 before turning.

NASHVILLE INTL (BNA)
AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L,** climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L,** trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R,** trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13,** blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761 ' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L,** trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C,** trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R,** flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31,** ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303'from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5,** tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23,** pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 400-2 or std. w/ min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5,** numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18,** pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23,** tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36,** multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4,** multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14,** multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22,** multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/ 420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32,** multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PARIS, TN

HENRY COUNTY (PHT)

ORIG 10070 (FAA)

NOTE: **Rwy 2,** vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL. Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL. **Rwy 20,** tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL. Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9,** tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN

PORTLAND MUNI

NOTE: **Rwy1,** tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19,** multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL

NOTE: **Rwy 21,** multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN

ABERNATHY FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 400-1¾ or std. with a min. climb of 291' per NM to 1200. **Rwy 34,** 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16,** trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34,** multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

21 OCT 2010 to 18 NOV 2010

RICHMOND, KY
MADISON (I39)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1¼ or std. w/ min. climb of 229' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1700' prior to DER.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1900 before turning left.
NOTE: **Rwy 18,** trees beginning 272' from DER, 230' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 579' from DER, 105' left of centerline up to 100' AGL/1119' MSL. **Rwy 36,** trees beginning 6' from DER, 276' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 105' from DER, 463' right of centerline up to 49' AGL/1009' MSL. Vehicle on road beginning 156' from DER left and right of centerline up to 15' AGL/984' MSL.

ROCKWOOD, TN
ROCKWOOD MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 500-2 or std. with a min. climb of 300' per NM to 3000.
DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN
HAWKINS COUNTY
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1. **Rwy 25,** 800-1.
DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY
RUSSELLVILLE-LOGAN COUNTY
DEPARTURE PROCEDURE: **Rwy 6,** climb to 1700 before turning left. **Rwy 24,** climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD),
CLARKSVILLE, TN . . . . . AMDT 1A, 10126
Rwy 23, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN
SAVANNAH-HARDIN COUNTY (SNH)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 400-2¼ or std. with min. climb of 260' per NM to 1000.
NOTE: **Rwy 1,** trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19,** trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN
ROBERT SIBLEY (SZY)
ORIG 08269 (FAA)
NOTE: **Rwy 17,** terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35,** vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN
GATLINBURG-PIGEON FORGE
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28,** climb direct VXV VORTAC to 5000 before turning on course.
NOTE: **Rwy 10,** trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28,** trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN
BOMAR FIELD-SHELBYVILLE MUNI (SYI)
AMDT 1 08213 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1600 before turning left. **Rwy 36,** climb heading 345° to 1700 before turning right.
NOTE: **Rwy 18,** tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36,** trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN
SMITHVILLE MUNI (0A3)
ORIG 08157 (FAA)
NOTE: **Rwy 6,** trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24,** trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN
SMYRNA (MQY)
AMDT 5 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 1200 before turning northeast.
NOTE: **Rwy 1,** multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14,** tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19,** multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32,** multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

SOMERSET, KY
LAKE CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23,** 800-2 or std. with a min. climb of 220' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23,** climb via heading 236°to 2000 before turning.
NOTE: **Rwy 5,** tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23,** tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN
FAYETTE COUNTY
NOTE: **Rwy 1,** multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19,** multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN
UPPER CUMBERLAND RGNL (SRB)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 037° to 3400 before proceeding on course.
NOTE: **Rwy 4,** tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22,** tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY
LEBANON-SPRINGFIELD
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

SPRINGFIELD, TN
SPRINGFIELD ROBERTSON COUNTY
NOTE: **Rwy 22,** trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY
STURGIS MUNI (TWT)
AMDT 3 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 400-2¼ or std. w/ min. climb of 280' per NM to 800.
NOTE: **Rwy 18,** trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL. Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/469' MSL. **Rwy 36,** trees beginning 1.5 NM from DER, 1240 ' left of centerline, up to 100' AGL/689' MSL.

TOMPKINSVILLE, KY
TOMPKINSVILLE-MONROE COUNTY (TZV)
ORIG 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 2000 before proceeding on course.
NOTE: **Rwy 4,** trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22,** pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN
GIBSON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 1500 before turning east.

TULLAHOMA, TN
TULLAHOMA RGNL/WM NORTHERN FIELD (THA)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA - Turf runway.

UNION CITY, TN
EVERETT-STEWART RGNL (UCY)
ORIG 08101 (FAA)
NOTE: **Rwy 19,** vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN
HUMPHREYS COUNTY
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 200-1.

WILLIAMSBURG, KY
WILLIAMSBURG-WHITLEY COUNTY
TAKE-OFF MINIMUMS: **Rwy 2,** 400-1¼ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20,** std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 2000 before turning East. **Rwy 20,** for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.
NOTE: **Rwy 2,** multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20,** multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN
WINCHESTER MUNI
TAKE-OFF MINIMUMS: **Rwy 18,** 1000-2.
DEPARTURE PROCEDURE: **Rwys 18, 36,** climb on runway heading to 2000 before turning.

APP CRS	Rwy Idg	5602
103°	TDZE	546
	Apt Elev	546

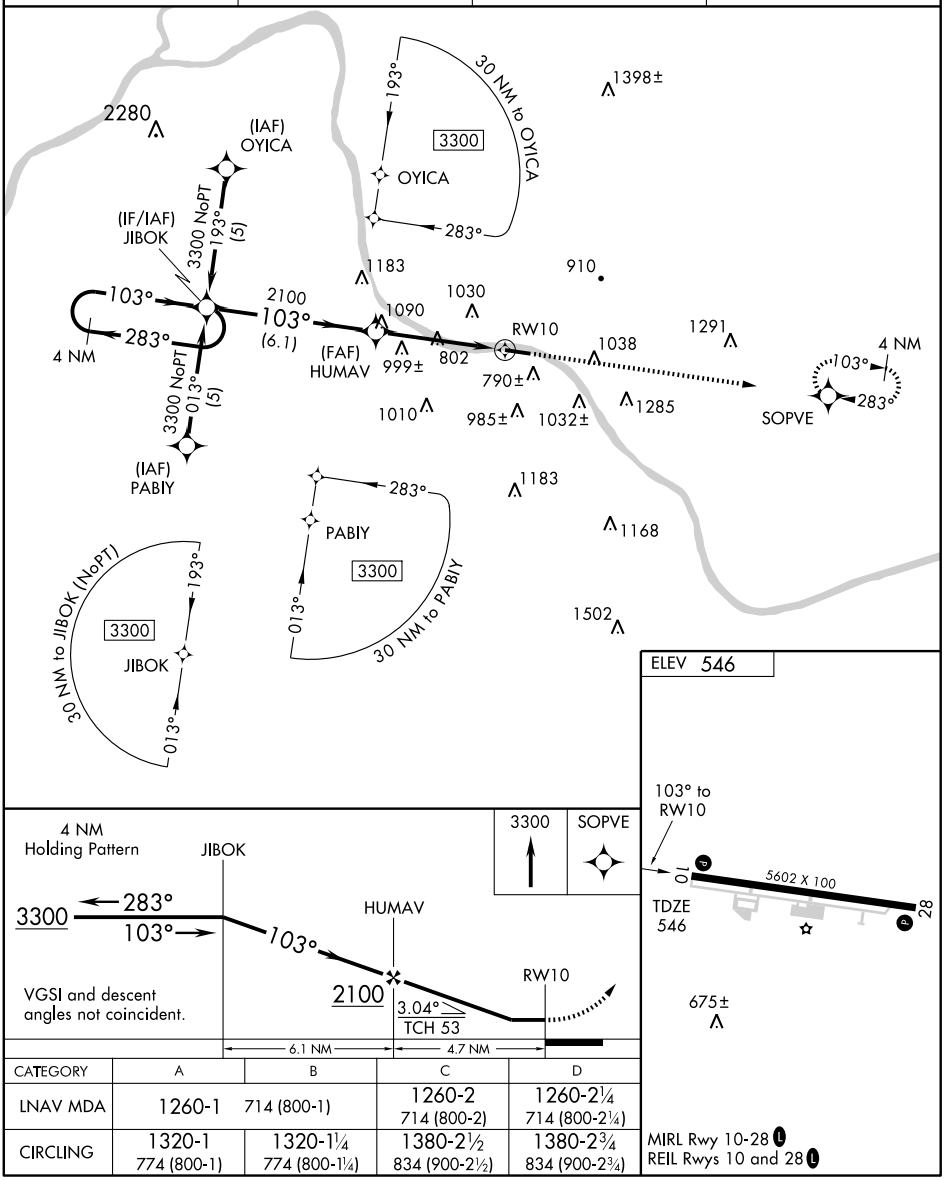
RNAV (GPS) RWY 10

ASHLAND RGNL (DWU)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV Cat. B, C, D and Circling Cat. C, D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct SOPVE and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	714 (800-1)	1260-2 714 (800-2)	1260-2¼ 714 (800-2¼)
CIRCLING	1320-1 774 (800-1)	1320-1¼ 774 (800-1¼)	1380-2½ 834 (900-2½)	1380-2¾ 834 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5602
283°	TDZE	546
	Apt Elev	546

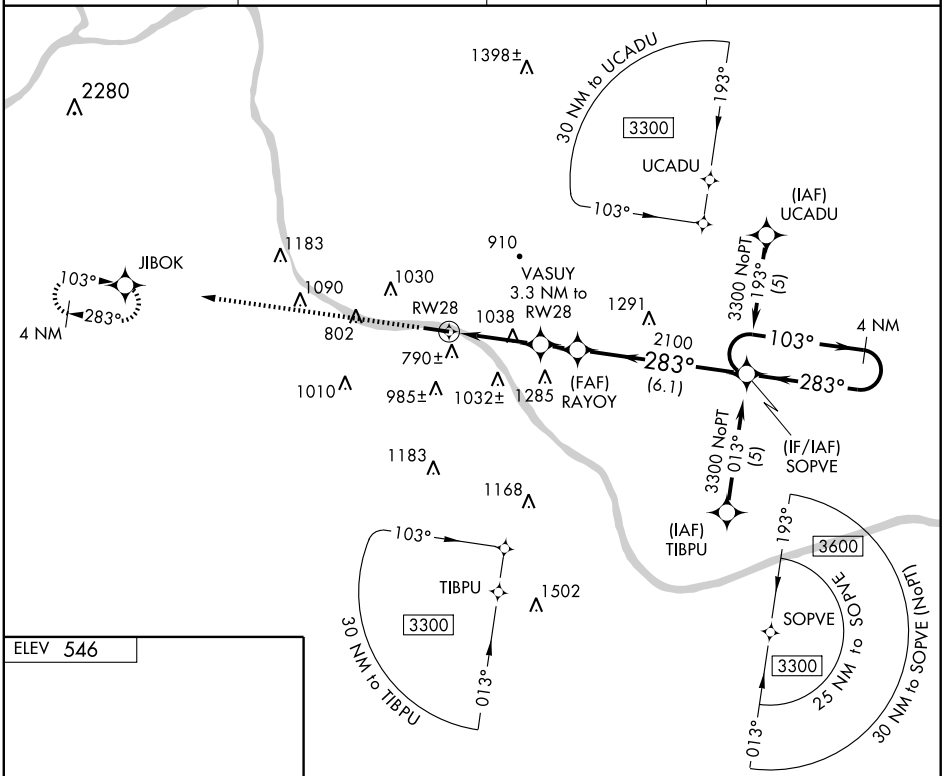
RNAV (GPS) RWY 28

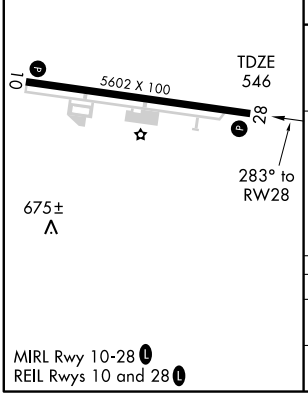
ASHLAND RGNL (DWU)

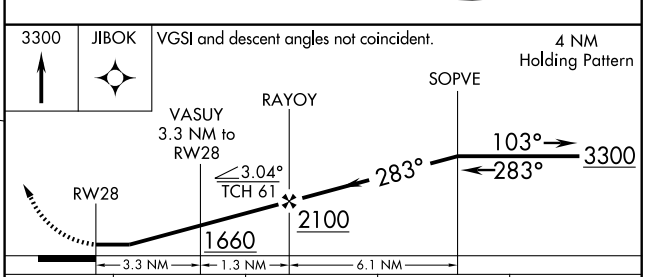
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV and Circling Cat C, D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIBOK and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1340-2¼ 794 (800-2¼)	1340-2½ 794 (800-2½)
CIRCLING	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1380-2½ 834 (900-2½)	1380-2¾ 834 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC YRK	APP CRS	Rwy Idg	5602
112.8	121°	TDZE	546
Chan 75		Apt Elev	546

VOR RWY 10

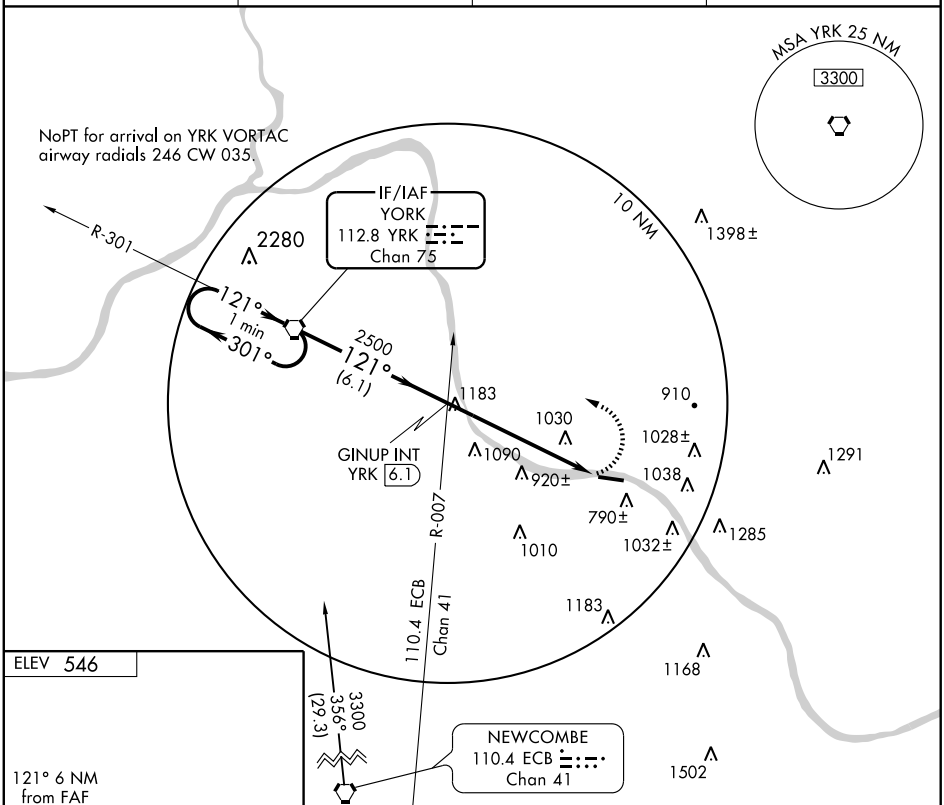
ASHLAND RGNL (DWU)

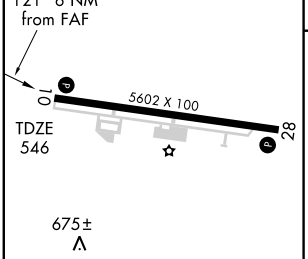
When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3300 direct YRK VORTAC and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L

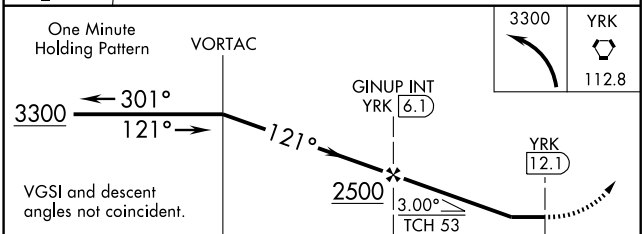
SE-1, 21 OCT 2010 to 18 NOV 2010





MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-10	1500-1¼ 954 (1000-1¼)	1500-1½ 954 (1000-1½)	1500-3 954 (1000-3)	
CIRCLING	1500-1¼ 954 (1000-1¼)	1500-1½ 954 (1000-1½)	1500-3 954 (1000-3)	

APP CRS	Rwy Idg	5003
025°	TDZE	654
	Apt Elev	669

RNAV (GPS) RWY 2

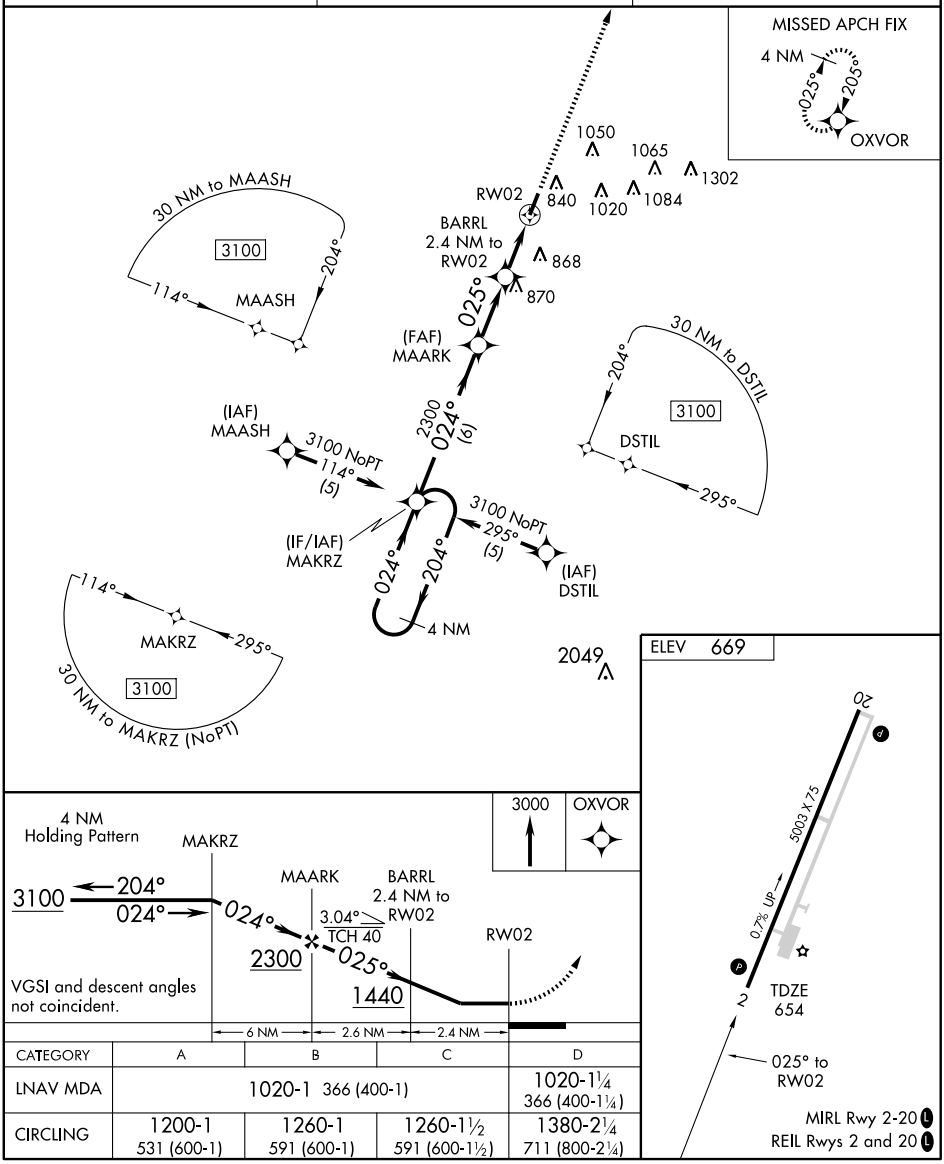
BARDSTOWN/ SAMUELS FIELD (BRY)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all MDA 80 feet, increase LNAV Cats C/D visibility ¼ mile increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1 366 (400-1)			1020-1¼ 366 (400-1¼)
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1½ 591 (600-1½)	1380-2¼ 711 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5003
CH 77816	205°	TDZE	669
W20A		Apt Elev	669

RNAV (GPS) RWY 20

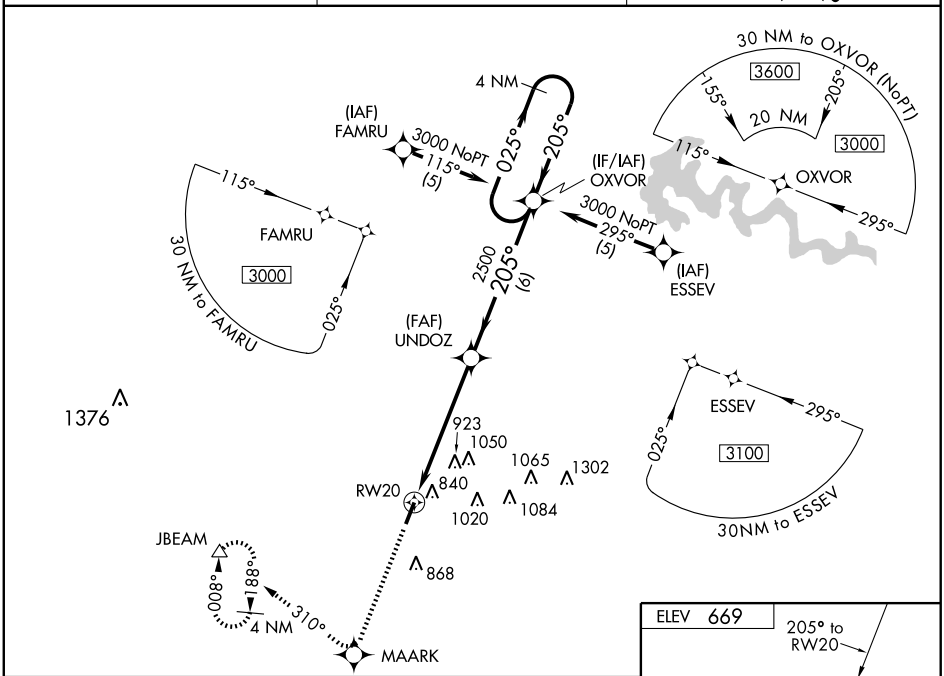
BARDSTOWN/ SAMUELS FIELD (BRY)

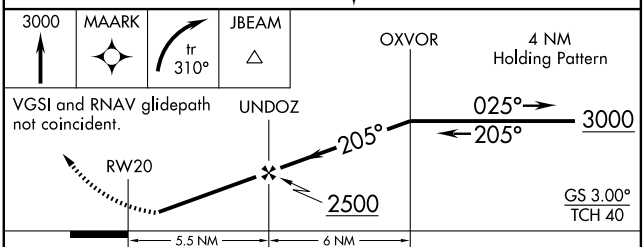
Baro-VNAV NA when using Louisville Intl-Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase LPV DA 80 feet, LNAV/VNAV DA 183 feet and all MDA 80 feet and increase LPV all Cats visibilities, LNAV Cat D visibility, and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats visibilities ¾ mile and Circling Cat C visibility ½ mile.

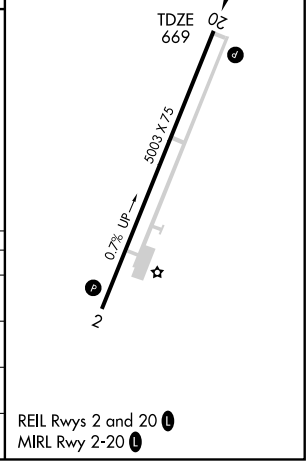
NA

MISSED APPROACH: Climb to 3000 direct MAARK and right turn via track 310° to JBEAM and hold, continue climb-in-hold to 3000.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1005-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	1250-2 581 (600-2)			
LNAV MDA	1180-1 511 (600-1)		1180-1½ 511 (600-1½)	
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1½ 591 (600-1½)	1380-2¼ 711 (800-2¼)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME EWO	APP CRS	Rwy Idg	N/A
110.8	036°	TDZE	N/A
Chan 45		Apt Elev	669

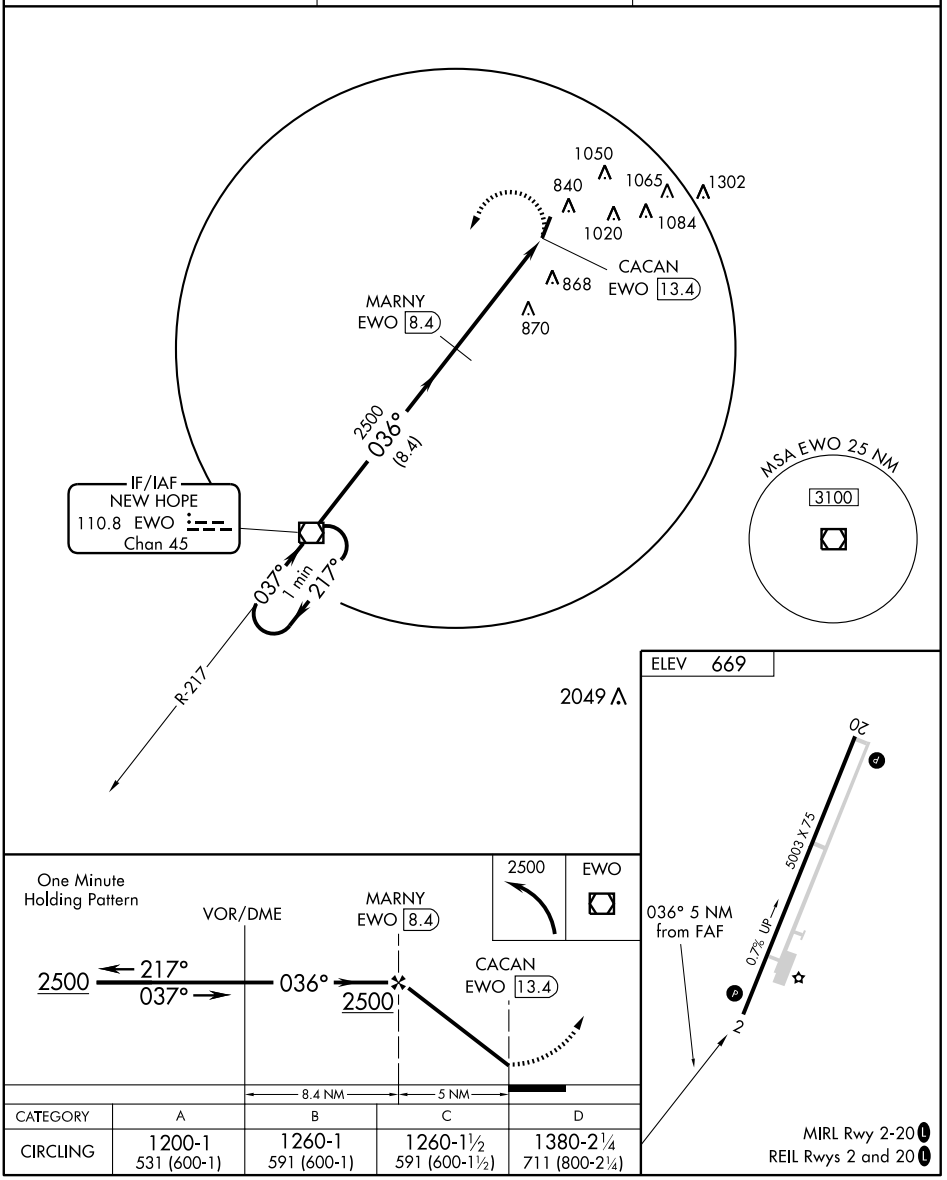
VOR/DME-A

BARDSTOWN/SAMUELS FIELD (BRY)

T
NA When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 direct EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1½ 591 (600-1½)	1380-2¼ 711 (800-2¼)

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

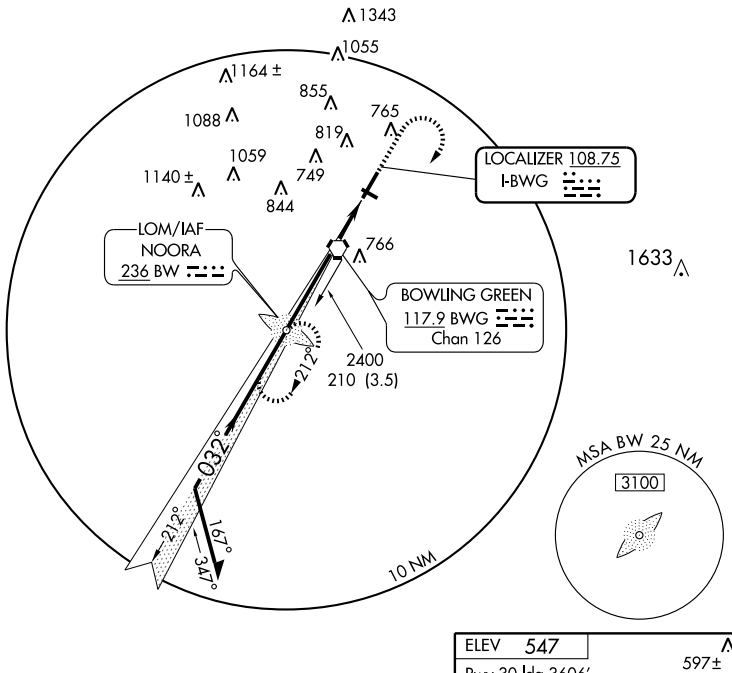
LOC I-BWG	APP CRS	Rwy ldg	6500
108.75	032°	TDZE	547
		Apt Elev	547

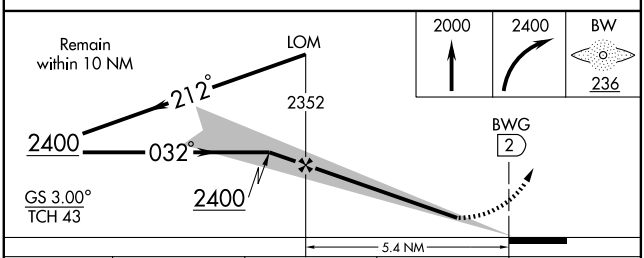
ILS RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

ADF REQUIRED

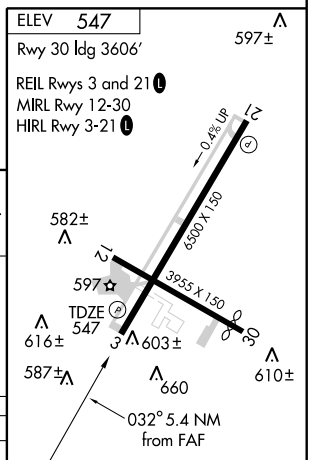
MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L





CATEGORY	A	B	C	D
S-ILS 3	747-¾ 200 (200-¾)			
S-LOC 3	960-1 413 (500-1)		960-1¼ 413 (500-1¼)	
CIRCLING	1000-1 453 (500-1)	1140-1 593 (600-1)	1140-1½ 593 (600-1½)	1140-2 593 (600-2)



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOM BW	APP CRS	Rwy Idg	6500
236	032°	TDZE	547
		Apt Elev	547

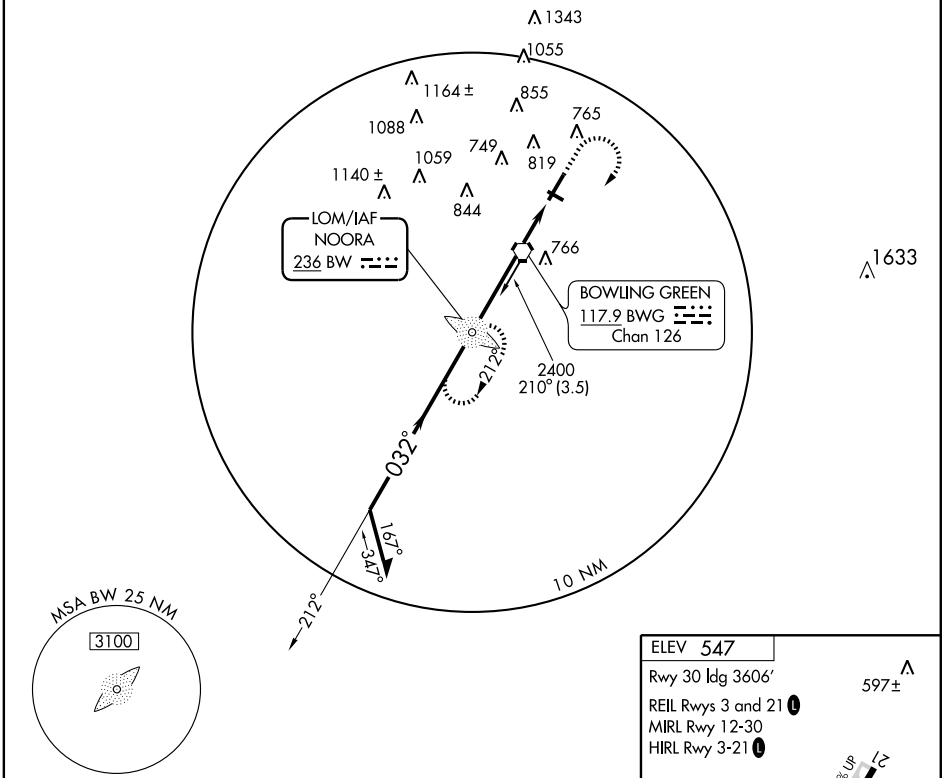
NDB RWY 3

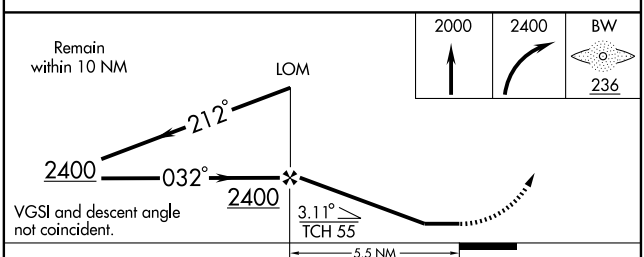
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

T
ANA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

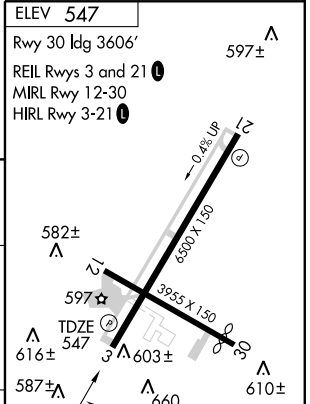
ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L





2000	2400	BW
		236

CATEGORY	A	B	C	D
S-3	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-2 573 (600-2)



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 69510	032°	TDZE	547
W03A		Apt Elev	547

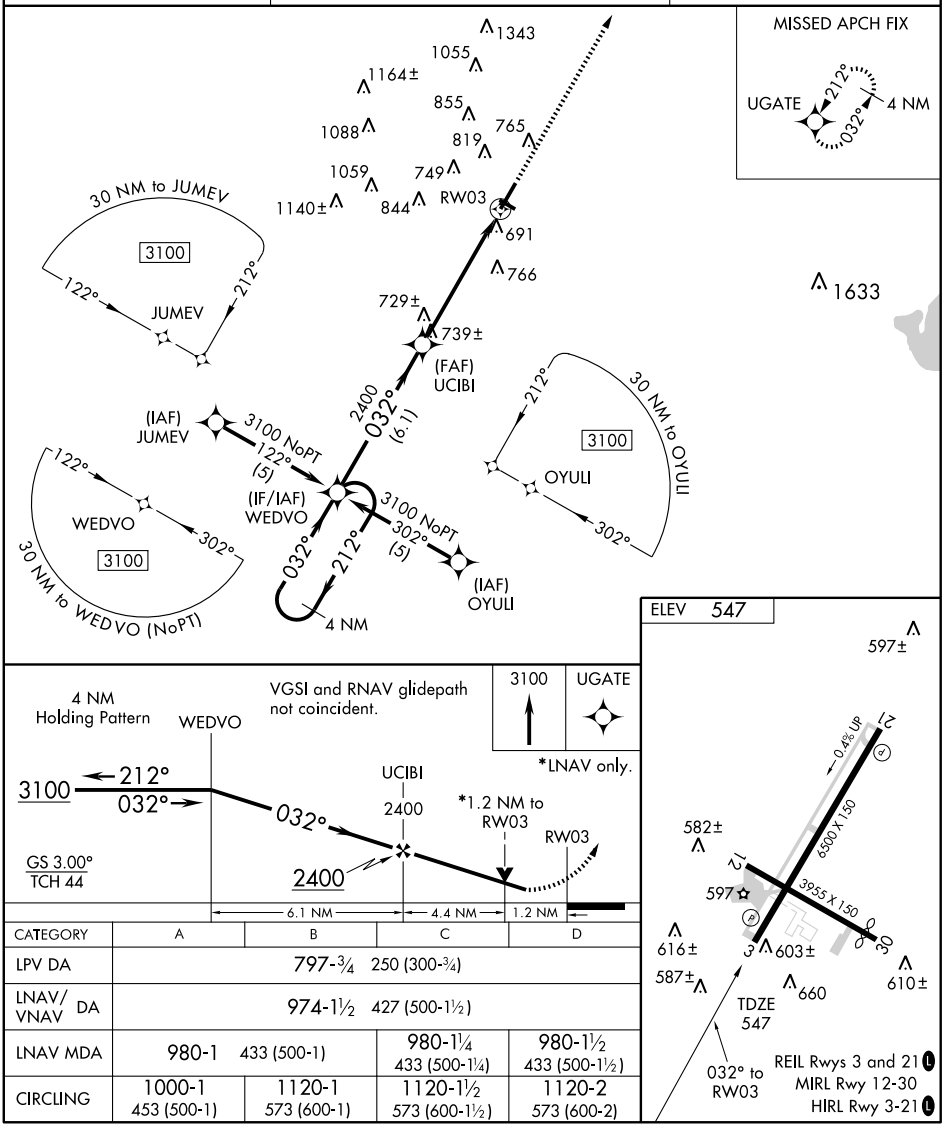
RNAV (GPS) RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C and D ¼ mile and Circling Cat. C ¼ mile. VDP NA when using Glasgow altimeter setting.

MISSED APPROACH: Climb to 3100 direct UGATE and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L



CATEGORY	A	B	C	D
LPV DA	797-¾ 250 (300-¾)			
LNAV/VNAV DA	974-1½ 427 (500-1½)			
LNAV MDA	980-1 433 (500-1)		980-1¼ 433 (500-1¼)	980-1½ 433 (500-1½)
CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 57907	212°	TDZE	522
W21A		Apt Elev	547

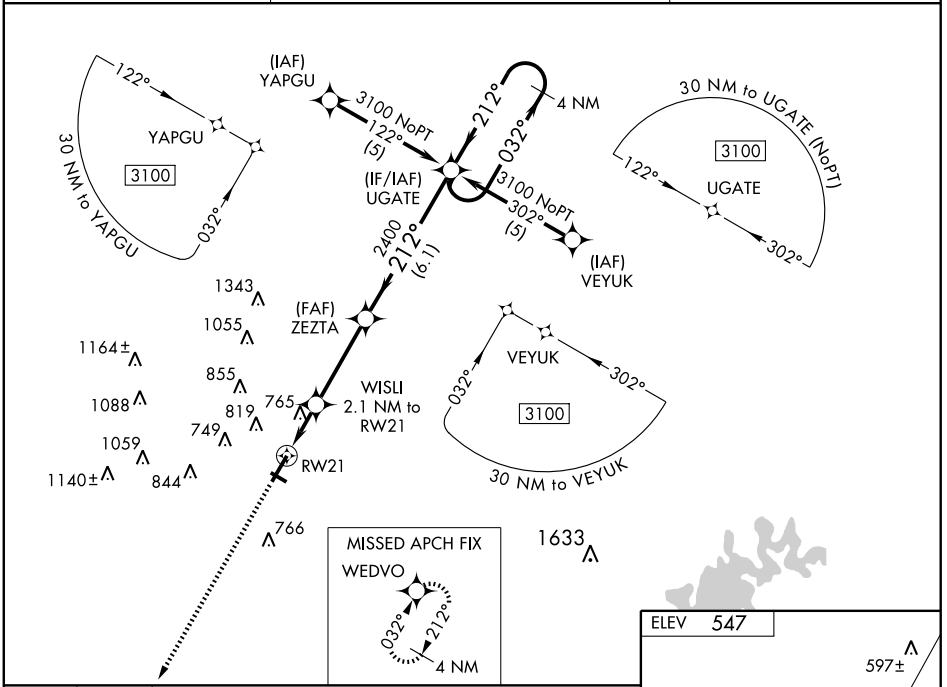
RNAV (GPS) RWY 21

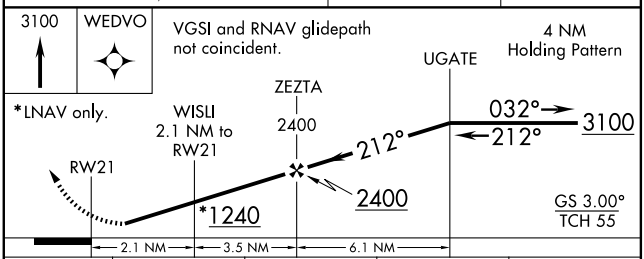
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

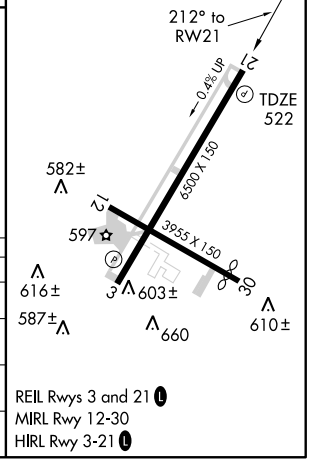
Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ¼ mile, LNAV Cat. C and D ¼ mile, and Circling Cat. C ¼ mile.

MISSED APPROACH: Climb to 3100 direct WEDVO and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
LPV DA	871-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1071-2 549 (600-2)			
LNAV MDA	1020-1 498 (500-1)		1020-1¼ 498 (500-1¼)	1020-1½ 498 (500-1½)
CIRCLING	1020-1 473 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BWG 117.9 Chan 126	APP CRS 024°	Rwy Idg N/A TDZE N/A Apt Elev 547

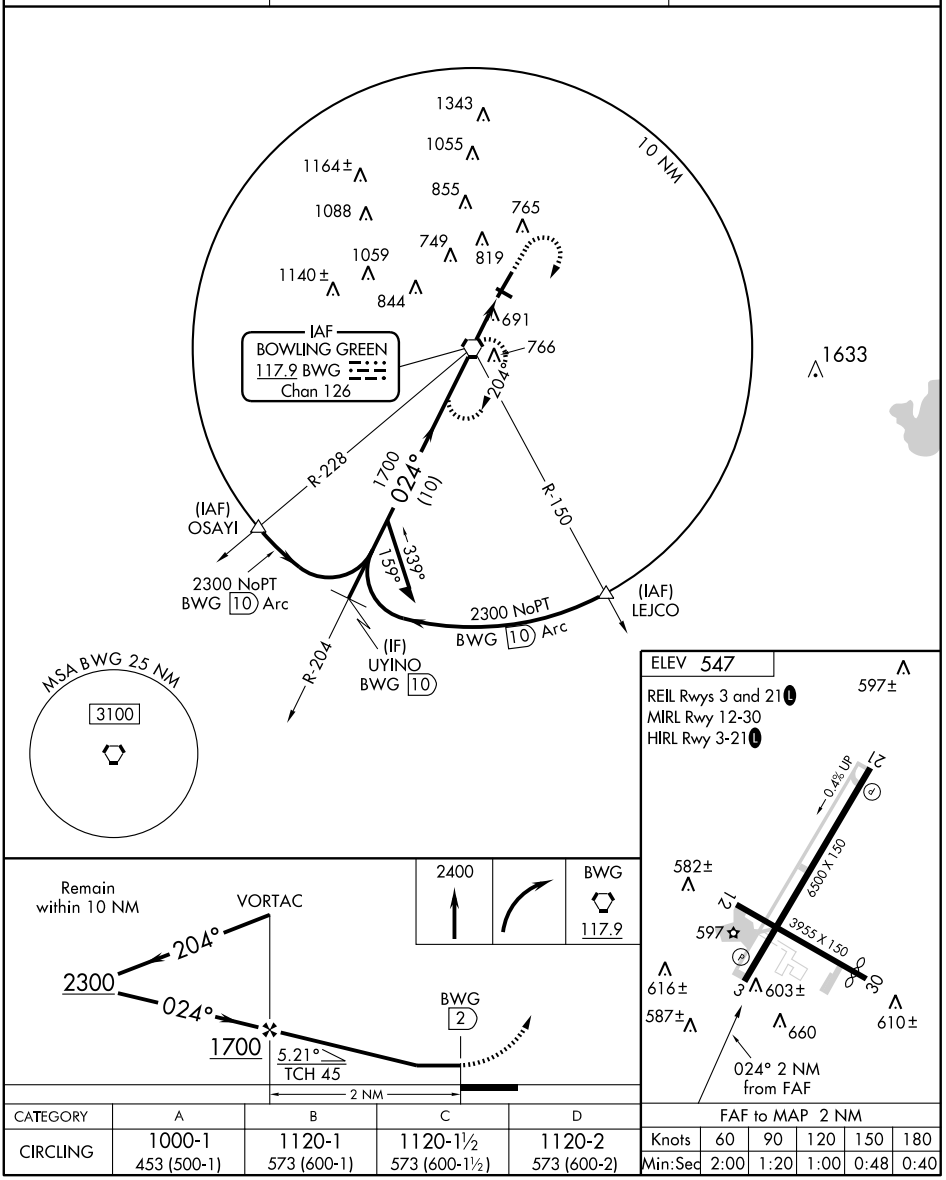
VOR-A

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

When local altimeter setting not received use Glasgow altimeter setting and increase all MDA 80 feet and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then right turn direct BWG VORTAC and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L



CATEGORY	A	B	C	D
CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BWG	APP CRS	Rwy Idg	6500
117.9	206°	TDZE	522
Chan 126		Apt Elev	547

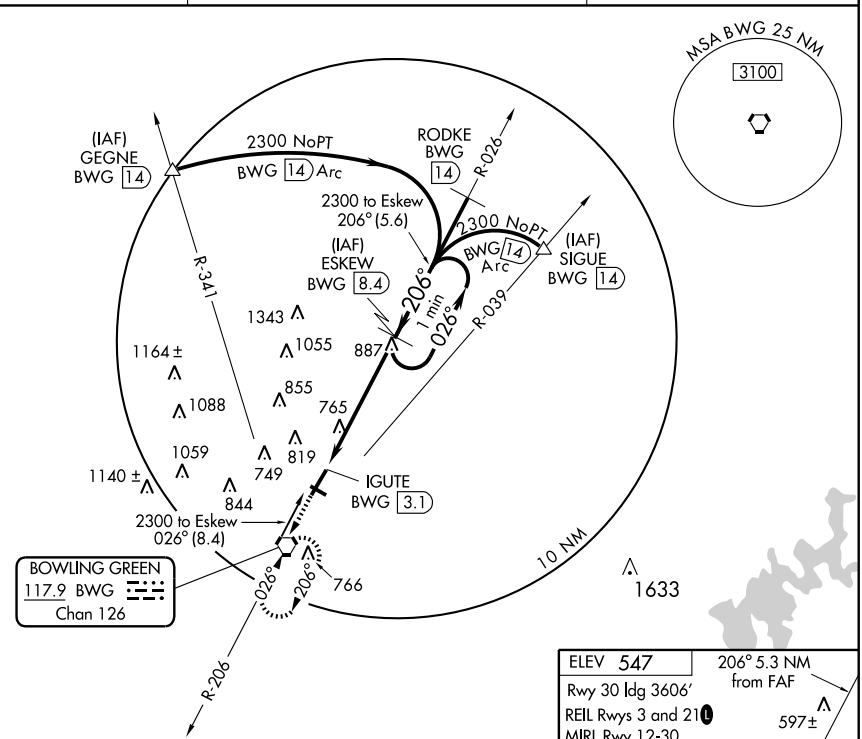
VOR/DME RWY 21

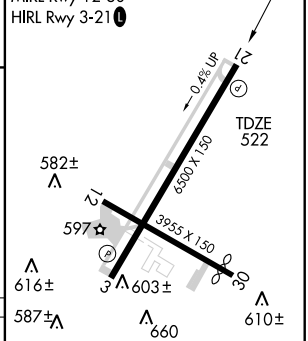
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

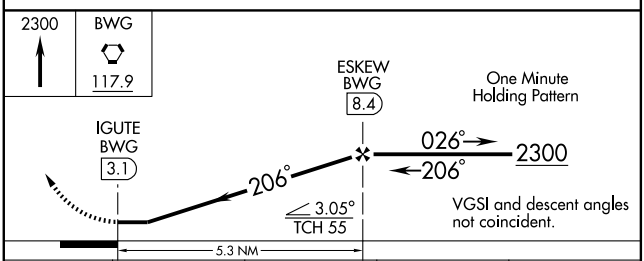
T
NA

MISSED APPROACH: Climb to 2300 direct BWG VORTAC and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
S-21	1140-1	618 (600-1)	1140-1¾ 618 (600-1¾)	1140-2 618 (600-2)
CIRCLING	1140-1	593 (600-1)	1140-1¾ 593 (600-1¾)	1140-2 593 (600-2)

Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy Idg	5003
052°	TDZE	903
	Apt Elev	921

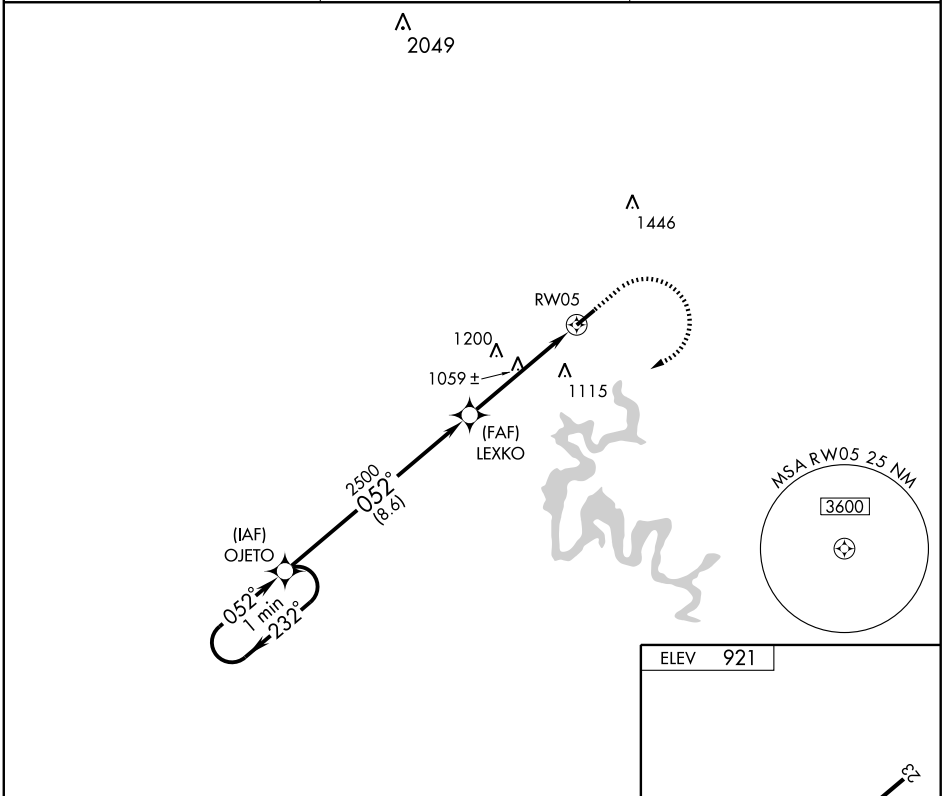
GPS RWY 5

CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OJETO WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-5	1400-1	497 (500-1)	1400-1¼ 497 (500-1¼)	1400-1½ 497 (500-1½)
CIRCLING	1400-1	479 (500-1)	1400-1½ 479 (500-1½)	1480-2 559 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB TYC	APP CRS	Rwy Idg	5003
272	232°	TDZE	921
		Apt Elev	921

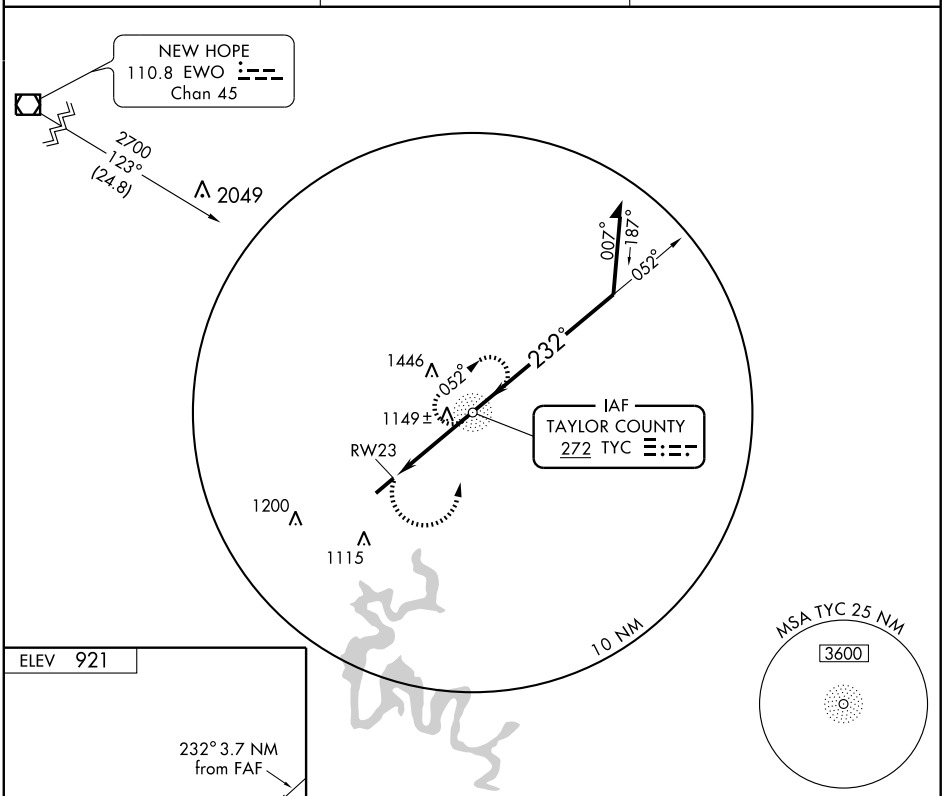
NDB or GPS RWY 23

CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-23	1400-1 479 (500-1)		1400-1¼ 479 (500-1¼)	1400-1½ 479 (500-1½)
CIRCLING	1400-1 479 (500-1)		1400-1½ 479 (500-1½)	1480-2 559 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

SDF AAS	APP CRS	Rwy Idg	5003
111.1	232°	TDZE	921
		Apt Elev	921

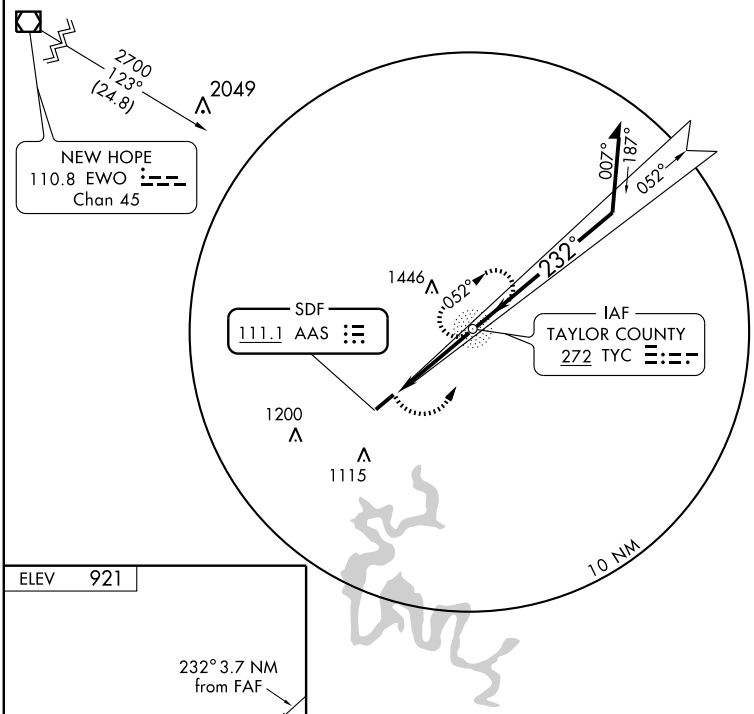
SDF RWY 23

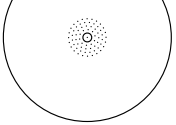
CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet. ADF REQUIRED

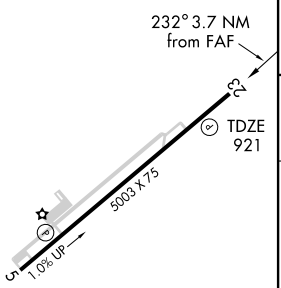
MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold.

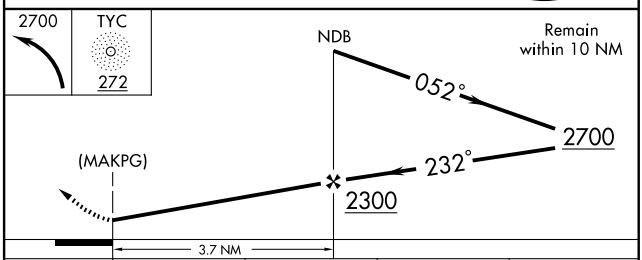
AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L





ELEV 921





MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-23	1360-1 439 (500-1)		1360-1¼ 439 (500-1¼)	1360-1½ 439 (500-1½)
CIRCLING	1380-1 459 (500-1)		1380-1½ 459 (500-1½)	1480-2 559 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME EWO	APP CRS	Rwy Idg	N/A
110.8	132°	TDZE	N/A
Chan 45		Apt Elev	921

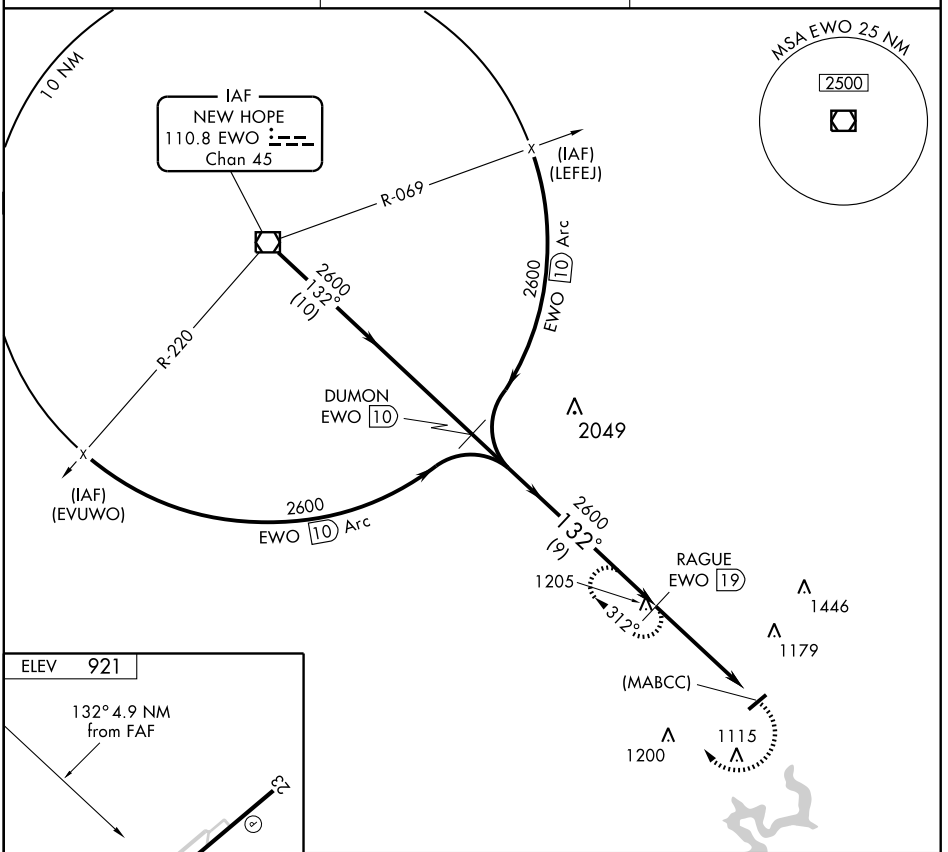
VOR/DME or GPS-A

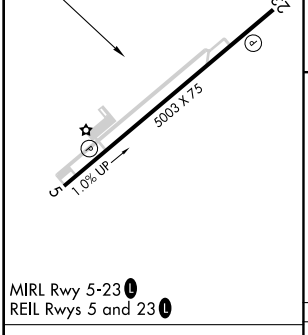
CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

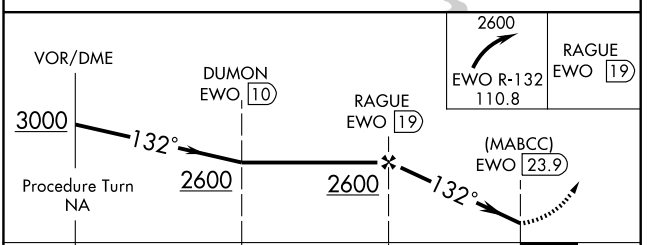
MISSED APPROACH: Climbing right turn to 2600 via EWO R-132 to RAGUE 19 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L





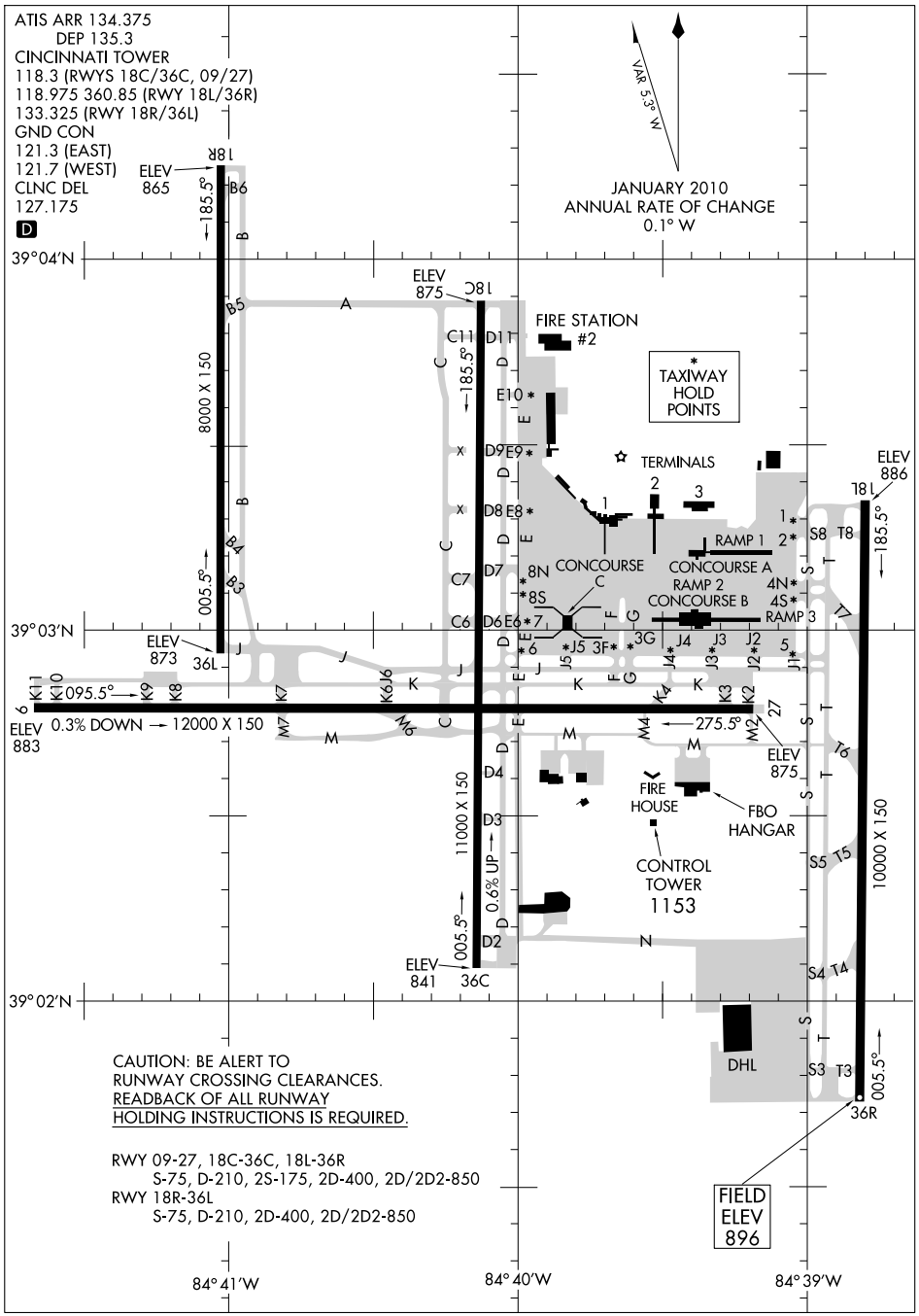
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1440-1 519 (600-1)	1440-1¼ 519 (600-1¼)	1440-1½ 519 (600-1½)	1480-2 559 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 (001° - 180°)
128.7 (181° - 360°)

VACUB
I-VAC 1.2
N39°05.62′
W84°41.02′

NICID
I-CVG 0.6
N39°04.69′
W84°40.11′

330°

LOCALIZER 110.75
I-VAC
Chan 44 (Y)
N39°04.42′-W84°41.02′

004°

LOCALIZER 109.9
I-CVG
Chan 36
N39°04.06′-W84°40.12′

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

274° 094°

020°

184°

LOCALIZER 110.15
I-CIZ
Chan 38(Y)
N39°01.53′-W84°38.81′

R3403B

R-3403A

NABB
112.4 ABB
Chan 71

DRUSS
I-CIZ 1.5
N39°00.03′
W84°38.82′

165°

CHCLL
N38°28.83′
W84°58.71′

8000 *2400 206° (35)

188° (33)

*8000 *2500 169° (35)

R-101

R-246

R-223

FALMOUTH
117.0 FLM
Chan 117

PONIE
N38°19.83′
W85°03.28′

8000 *2400 206° (10)

SILKS
N38°28.00′
W84°45.10′

KENLN
N38°27.45′
W84°30.47′

10000 *2400 240° (28)

*8000 *2500 188° (27)

8000 *3000 177° (29)

R-060

R-282

R-357

LEXINGTON
112.6 HYK
Chan 73
N37°57.98′-W84°28.35′
L-26-27, H-10

R-3704
A&B

FL210 *2500 234° (29)

LOUISVILLE
114.8 IIU
Chan 95
N38°06.21′
W85°34.65′
L-26-27, H-5-10

TRFWA
N38°01.03′
W84°47.43′

FL210 *2400

SKINN
N37°49.50′
W86°04.62′

196° (56)

R-016

NOTE: TURBOJETS accelerate to 250 KIAS until reaching 10,000 MSL, if unable, advise ATC.

TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240′ per NM to 1300.
Rwy 36L: ATC climb of 292′ per NM to 1300.
Rwy 36C: ATC climb of 500′ per NM until 1300.

BOWLING GREEN
117.9 BWG
Chan 126
N36°55.72′
W86°26.61′
L-16, H-5-6-9

NOTE: Radar Required.
NOTE: DME Required Rwy 18L/36L/36C.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route.
Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet.
Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

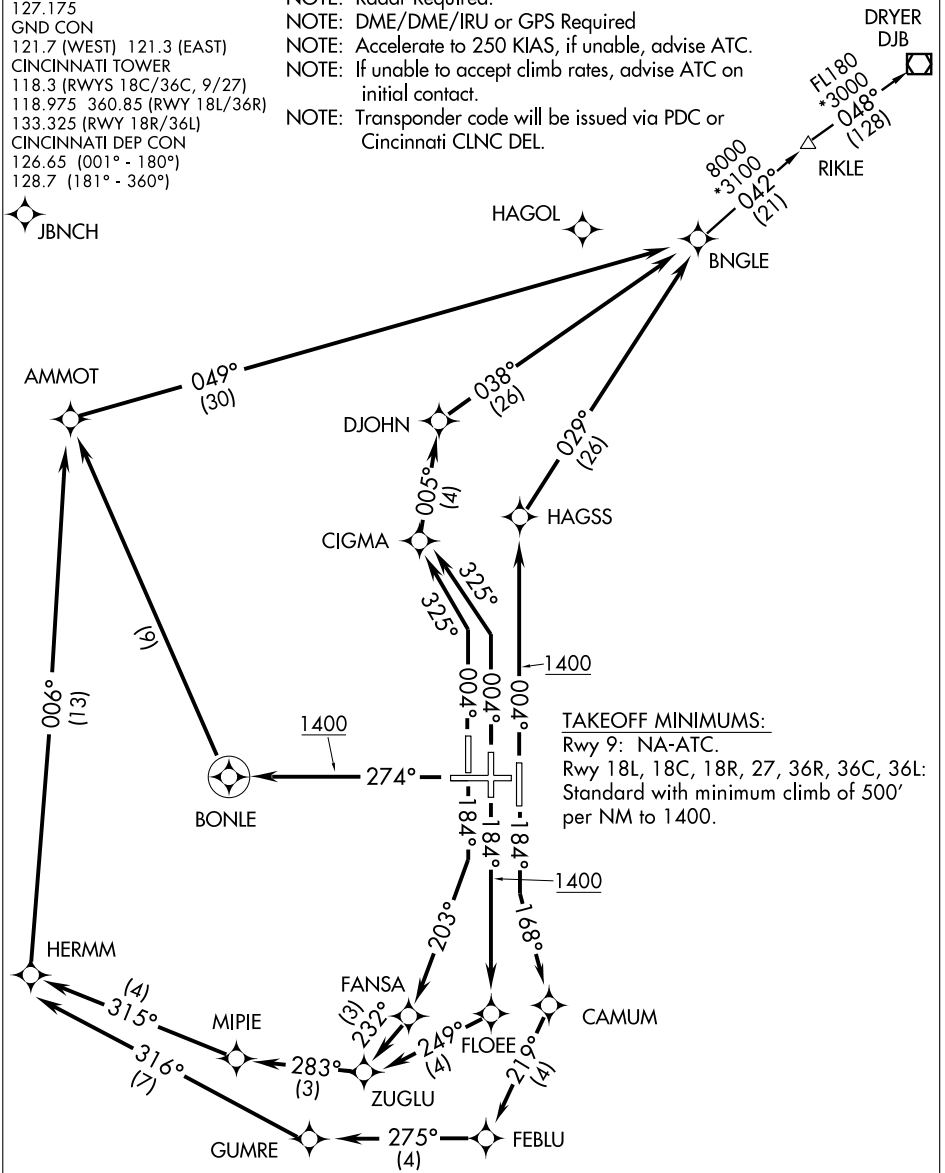
BOWLING GREEN TRANSITION (BLGRS8.BWG): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC then via IIU R-234 to SKINN INT then via BWG R-016 to BWG VORTAC.
LEXINGTON TRANSITION (BLGRS8.HYK): From over CVG VORTAC via CVG R-169 and HYK R-357 to HYK VORTAC.
LOUISVILLE TRANSITION (BLGRS8.IIU): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC.
TRFWA TRANSITION (BLGRS8.TRFWA): From over CVG VORTAC via CVG R-188 to TRFWA INT.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.
Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.
Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.
Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.
Rwy 27: Multiple Trees beginnning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.
Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.
Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.
Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.
Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL.

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 (001° - 180°)
128.7 (181° - 360°)

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.



NOTE: For Non-GPS equipped aircraft: CVG, FLM, and RID DMEs must be operational for Takeoff Rwy 18L, 18C, 18R. CVG and RID DMEs must be operational for Takeoff Rwy 36C. RID DME must be operational for Takeoff Rwy 36R, 36L.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then via depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then via depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

DRYER TRANSITION (BNGLE2.DJB):

RIKLE TRANSITION (BNGLE2.RIKLE):

TAKEOFF OBSTACLE NOTES:

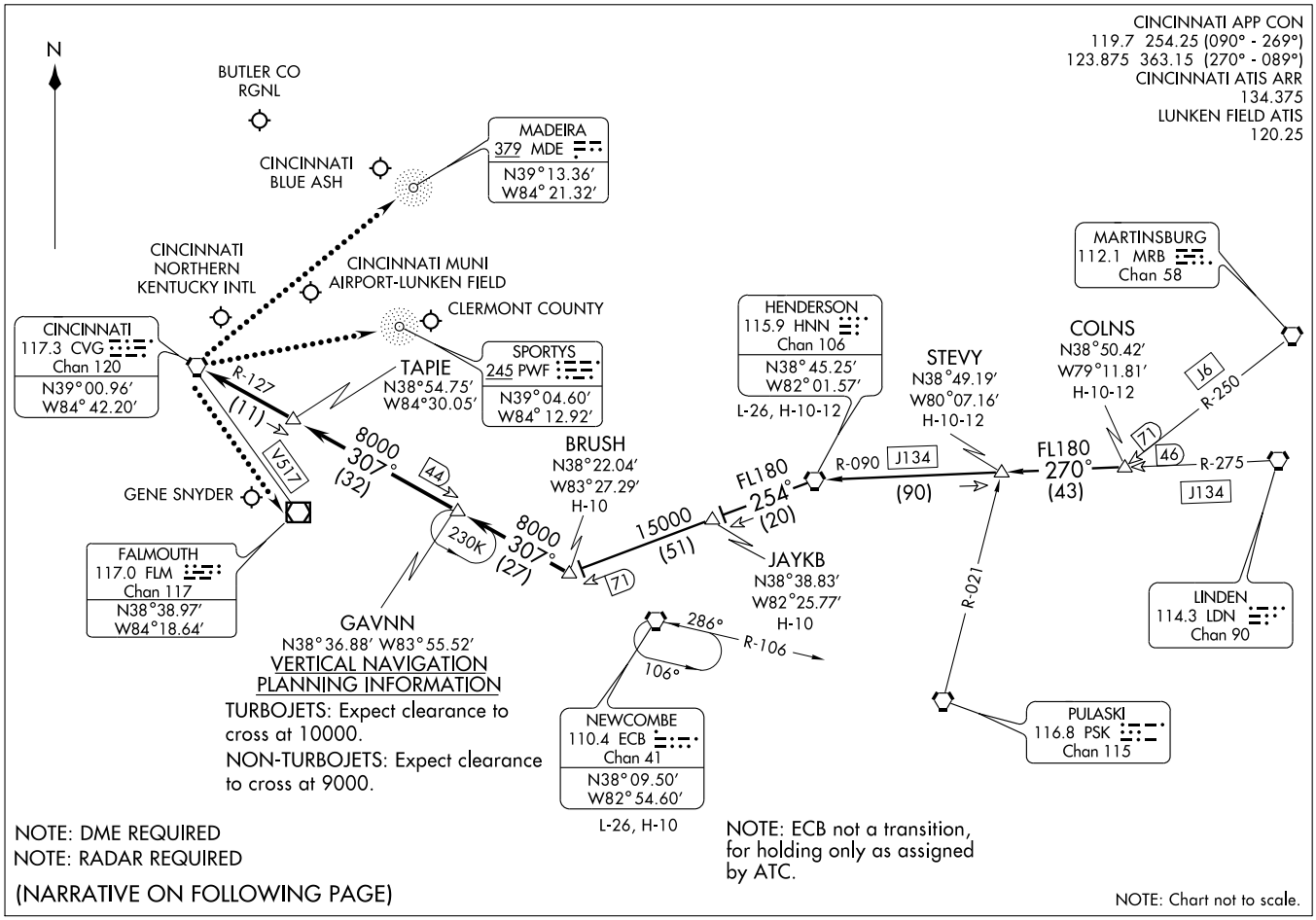
Rwy 18C: Trees beginning 1882′ from DER, 834′ left of centerline, up to 75′ AGL/974′ MSL.
Trees 3473′ from DER, 904′ right of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ left of centerline, 47′ AGL/926′ MSL.
Trees 1602′ from DER, 754′ right of centerline, up to 59′ AGL/938′ MSL.

SE-1, 21 OCT 2010 to 18 NOV 2010

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

CINCINNATI APP CON
123.875 363.15
ATIS ARR
134.375

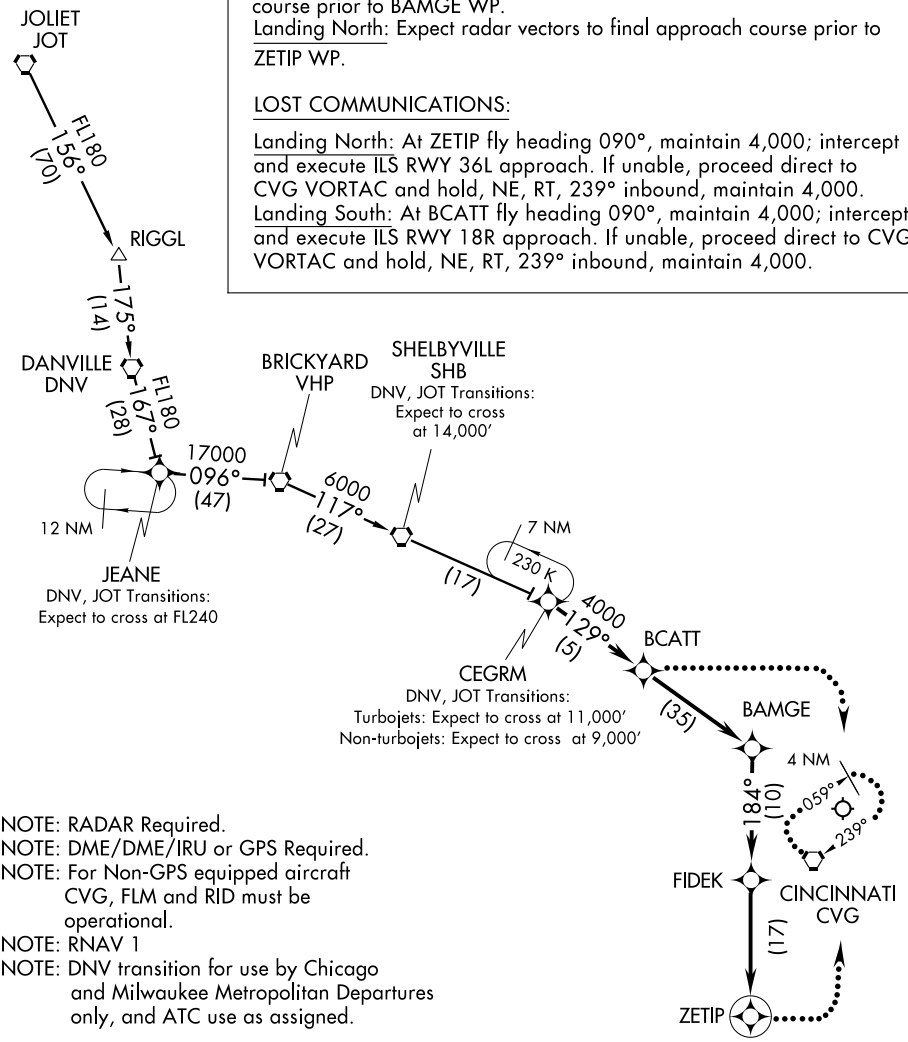
DANVILLE TRANSITION (DNV.CEGRM1):
JOLIET TRANSITION (JOT.CEGRM1):

From over CEGRM WP via 129° track to BCATT WP, thence as depicted to ZETIP WP.

Landing South, East, West: Expect radar vectors to final approach course prior to BAMGE WP.
Landing North: Expect radar vectors to final approach course prior to ZETIP WP.

LOST COMMUNICATIONS:

Landing North: At ZETIP fly heading 090°, maintain 4,000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.
Landing South: At BCATT fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.



NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Non-GPS equipped aircraft CVG, FLM and RID must be operational.
NOTE: RNAV 1
NOTE: DNV transition for use by Chicago and Milwaukee Metropolitan Departures only, and ATC use as assigned.

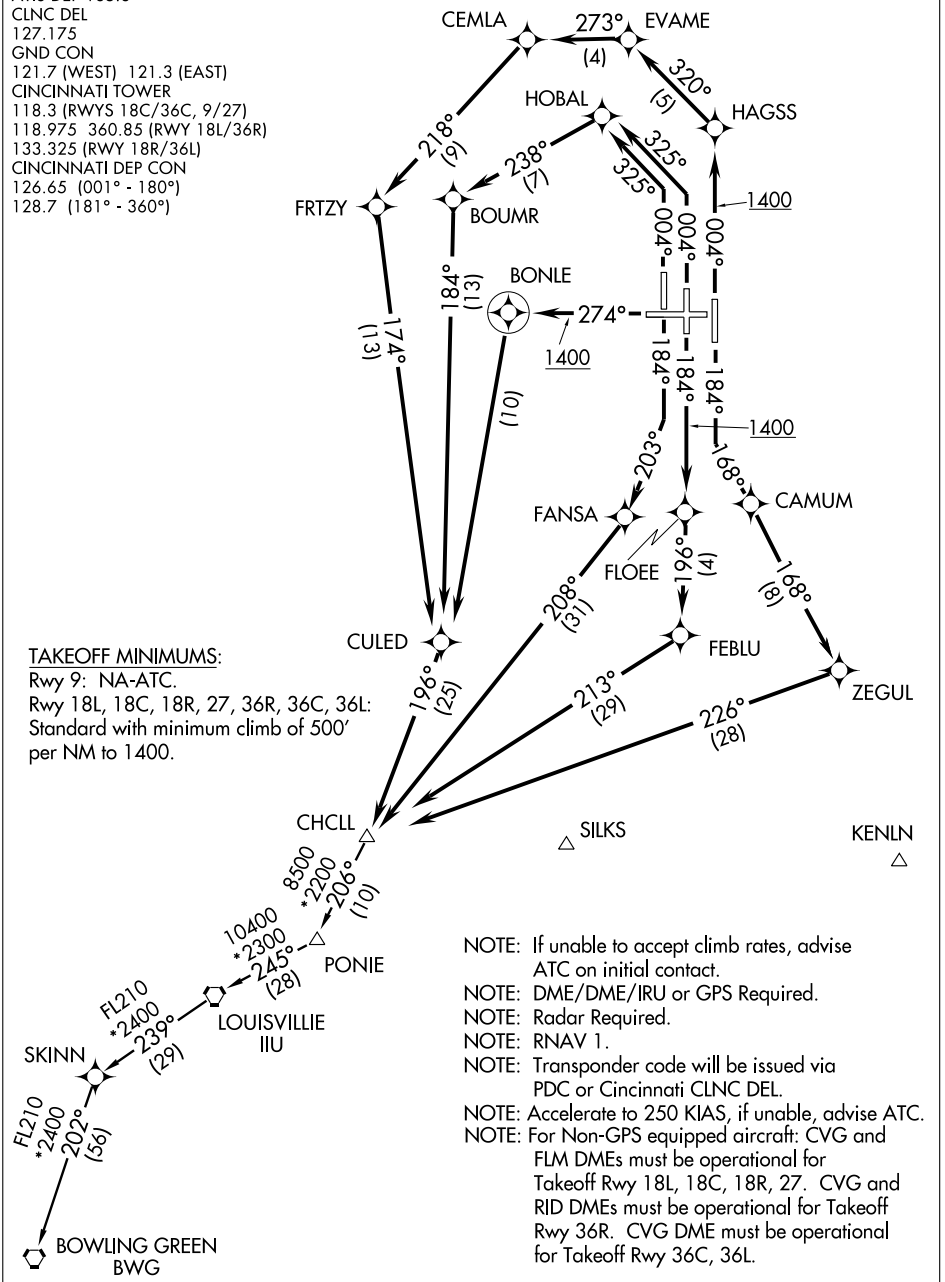
NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

CHCLL TWO DEPARTURE (RNAV)

SL-655 (FAA) COVINGTON, KENTUCKY

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 (001° - 180°)
128.7 (181° - 360°)



TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
Standard with minimum climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 27. CVG and RID DMEs must be operational for Takeoff Rwy 36R. CVG DME must be operational for Takeoff Rwy 36C, 36L.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

▼

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to CHCLL, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BOWLING GREEN TRANSITION (CHCLL2.BWG):
LOUISVILLE TRANSITION (CHCLL2.IIU):

TAKEOFF OBSTACLE NOTES:

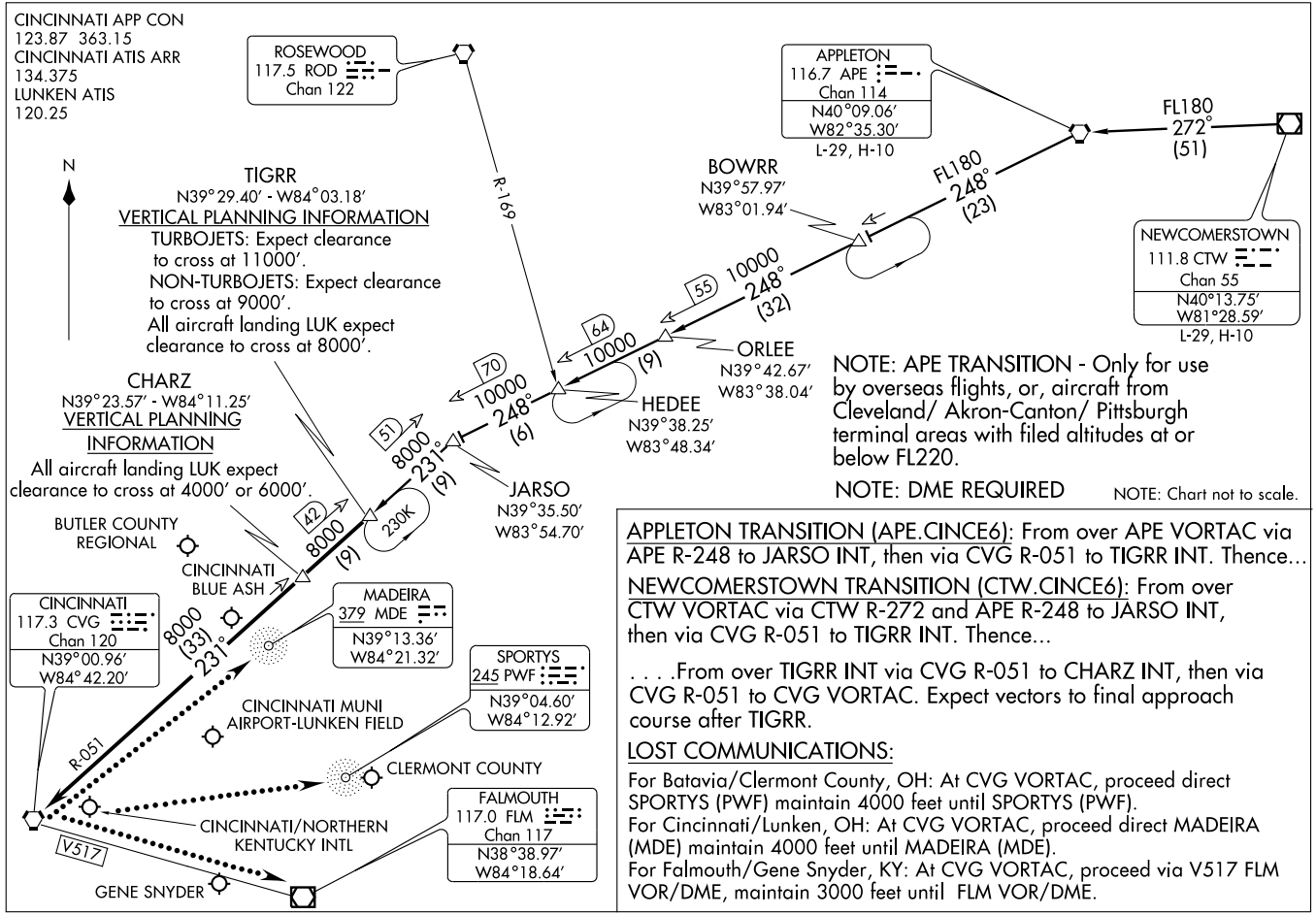
Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 21 OCT 2010 to 18 NOV 2010

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO



APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

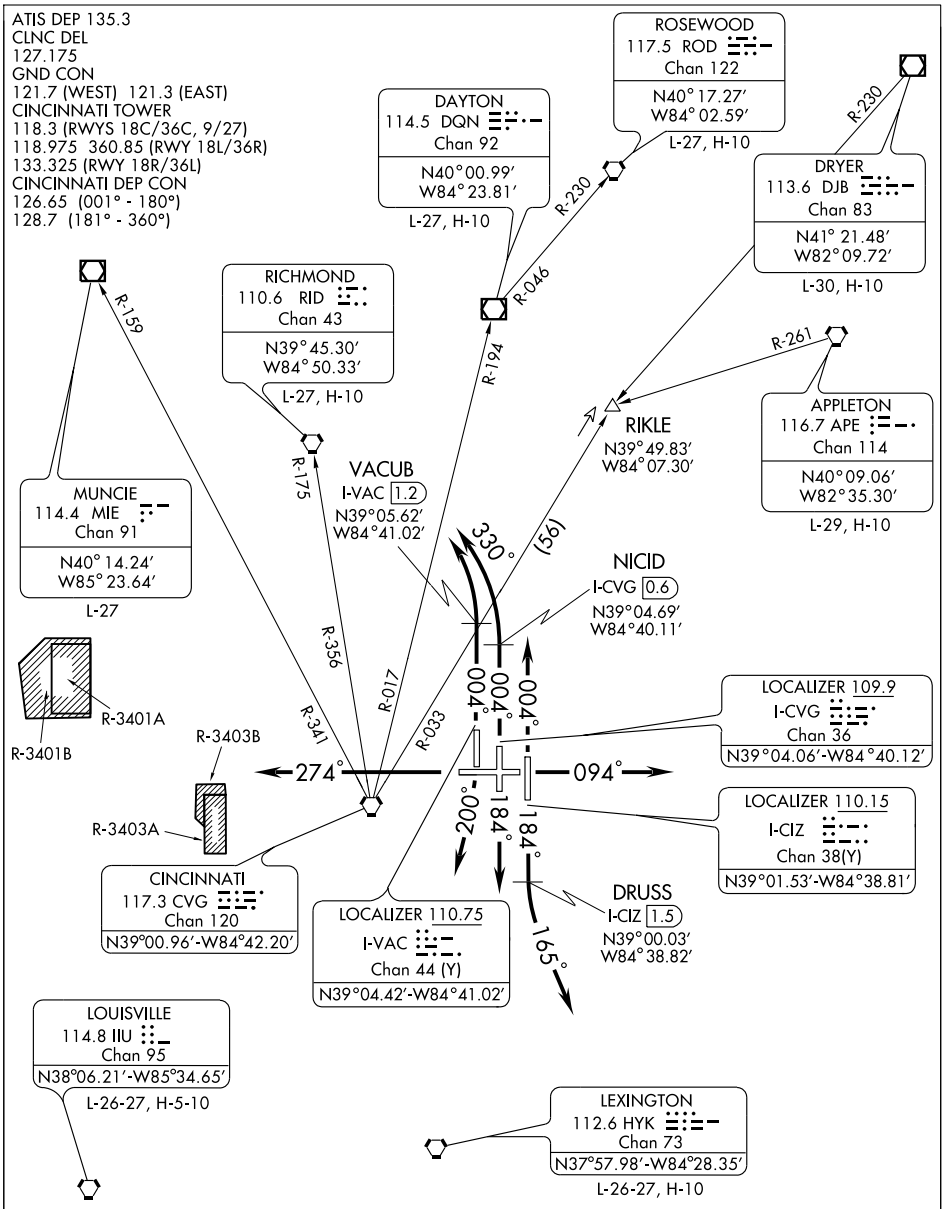
For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

ST-655 (FAA)

CINCINNATI, OHIO



NOTE: Radar Required.
NOTE: DME Required Rwy 18L/36L/36C.
NOTE: TURBOJETS: Accelerate to 250 KIAS until reaching 10,000 MSL, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

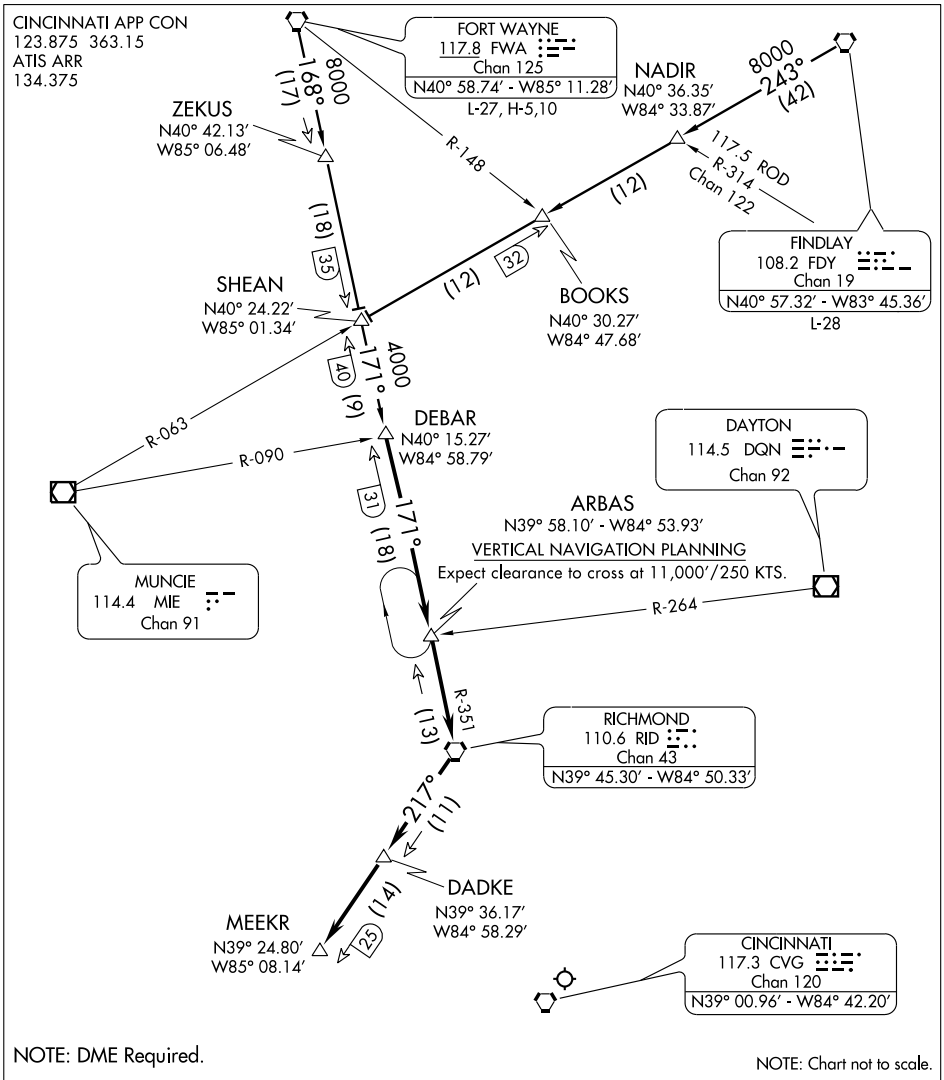
....expect radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet; all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. AIRCRAFT FILED OVER RICHMOND (RID) VORTAC MUST FILE A REQUESTED ALTITUDE AT/ BELOW 10,000 FEET.

TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240' per NM to 1300.
Rwy 36L: ATC climb of 292' per NM to 1300.
Rwy 36C: ATC climb of 500' per NM until 1300.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.
Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.
Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.
Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.
Rwy 27: Multiple Trees beginnning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.
Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.
Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.
Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.
Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010



NOTE: DME Required.

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

FINDLAY TRANSITION (FDY.DEBAR1): From over FDY VORTAC via FDY R-243 and MIE R-063 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

FORT WAYNE TRANSITION (FWA.DEBAR1): From over FWA VORTAC via FWA R-168 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

....From over DEBAR INT via RID R-351 to RID VORTAC then via RID R-217 to MEEKR. Expect vectors to final approach course after MEEKR.

GAVNN THREE ARRIVAL (RNAV)

(GAVNN.GAVNN3) 10098

CINCINNATI/ NORTHERN KENTUCKY INTL

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 254.25 (090° - 269°)
123.875 363.15 (270° - 089°)
ATIS ARR
134.375

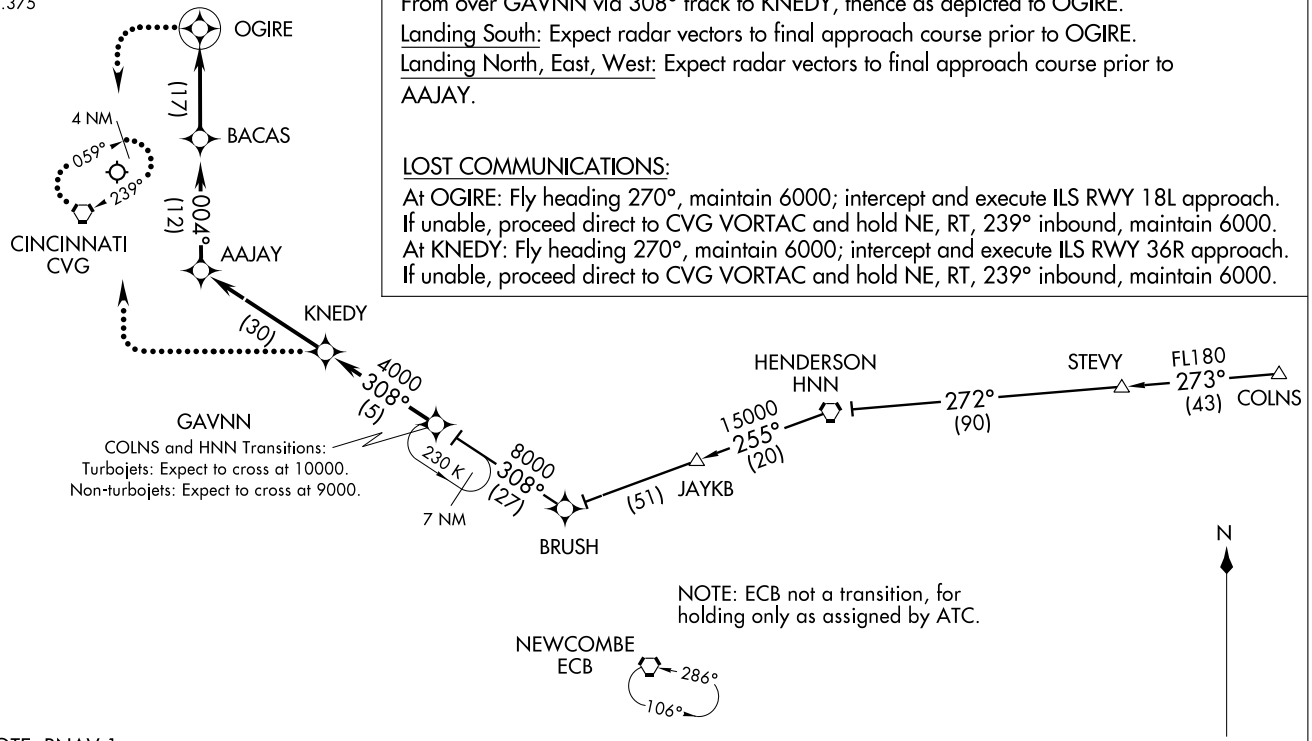
COLNS TRANSITION (COLNS.GAVNN3):

HENDERSON TRANSITION (HNN.GAVNN3):

From over GAVNN via 308° track to KNEDY, thence as depicted to OGIRE.
Landing South: Expect radar vectors to final approach course prior to OGIRE.
Landing North, East, West: Expect radar vectors to final approach course prior to AAJAY.

LOST COMMUNICATIONS:

At OGIRE: Fly heading 270°, maintain 6000; intercept and execute ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6000.
At KNEDY: Fly heading 270°, maintain 6000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6000.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Non-GPS equipped aircraft YRK, CVG and FLM must be operational.

NOTE: Chart not to scale.

(GAVNN.GAVNN3) 10098
GAVNN THREE ARRIVAL (RNAV)
CINCINNATI/ NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY

ST-655 (FAA)

GIPLE THREE DEPARTURE (RNAV)

(GIPLE3.GIPLE) 10266

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

GIPLE THREE DEPARTURE (RNAV)

(GIPLE3.GIPLE) 10266

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SL-655 (FAA)

COVINGTON, KENTUCKY

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 (001° - 180°)
128.7 (181° - 360°)

NOTE: York Transition limited to aircraft filed at or below FL220.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 27, 36L, 36C, 36R. CVG, FLM, and HYK DMEs must be operational for Takeoff Rwy 18R.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

HAGSS (9) 092° HOMIX
CIGMA (12)
325° 325° 004° 004° 004° 1400
BONLE 274° 1400
184° 184° 184° 203° 168°
CAMUM
ANTEO
CODKO
FANSA
FLOEE
156° (5) 111° (5) 122° (3) 094° (4) 103° (21)
(10)
CULED 094° (10)
HIPAS 094° (29)
135° (26)
10600 *2400 109° (15)
17000 *2400 109° (11)
FL230 *3100 (24) 094°
MISSN FL230
FL230 *2800 094° (5)
JODUB
FL230 *4600 119° (58)
CHARLESTON HVQ
FL230 *5600 129° (102)
BECKLEY BKW
GIPLE
HOBNO
RHOMM 17000
FL180 *3300 110° (27)
YORK YRK
For Beckley, Charleston, and JODUB Transitions.
N

TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500 feet per NM to 1400. JODUB, BECKLEY, and CHARLESTON transitions require an ATC climb of 276 feet per NM to FL230.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then left turn via track 094° to HIPAS, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BECKLEY TRANSITION (GIPLE3.BKW):

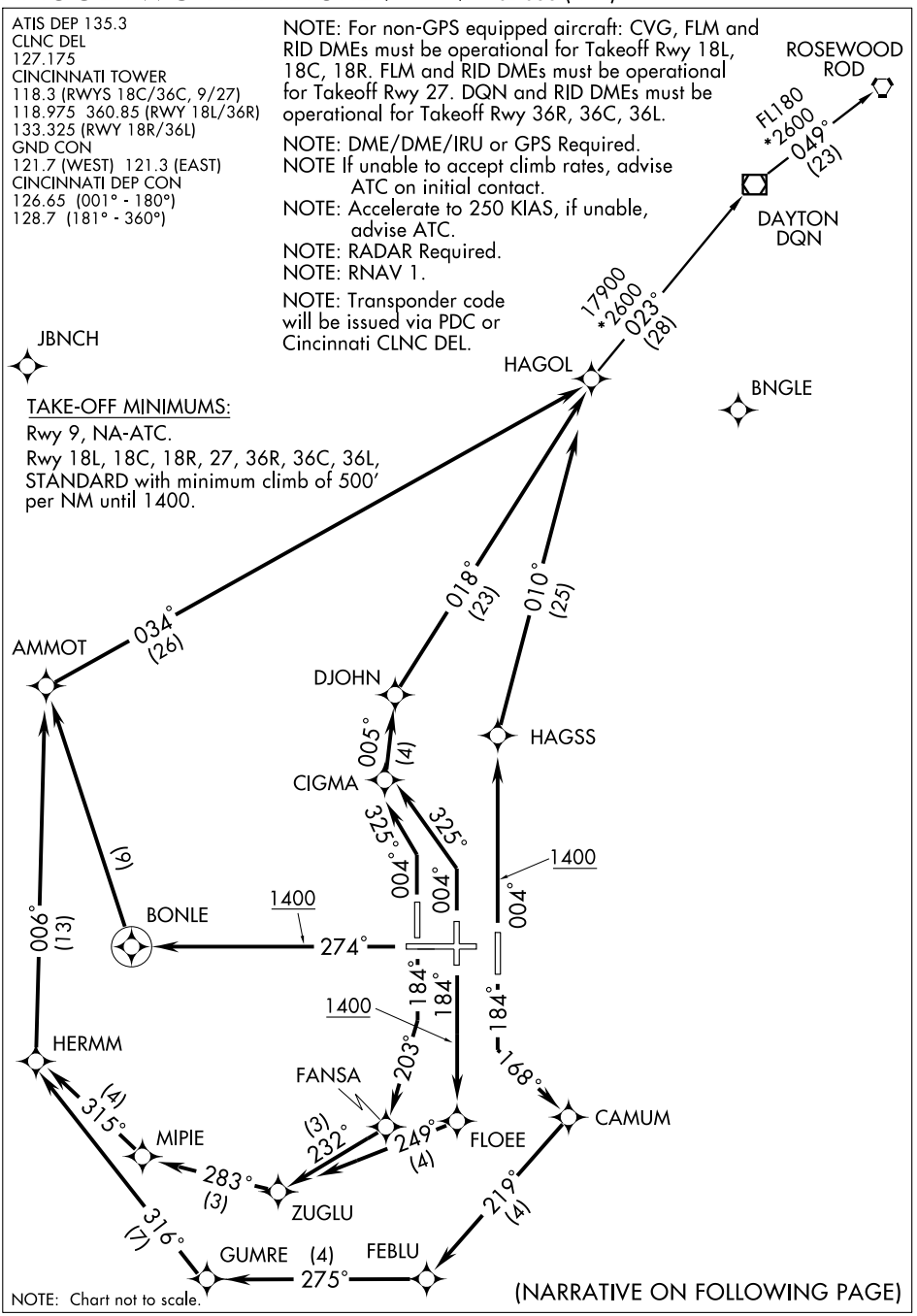
CHARLESTON TRANSITION (GIPLE3.HVQ)

JODUB TRANSITION (GIPLE3.JODUB)

YORK TRANSITION (GIPLE3.YRK):

TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882′ from DER, 834′ left of centerline, up to 75′ AGL/974′ MSL.
Trees 3473′ from DER, 904′ right of centerline, up to 70′ AGL/929′ MSL.
RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 85′ AGL/964′ MSL.
RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 94′ AGL/963′ MSL.
RWY 36R: Light pole 1476′ from DER, 813′ left of centerline, 47′ AGL/926′ MSL.
Trees 1602′ from DER, 754′ right of centerline, up to 59′ AGL/938′ MSL.



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

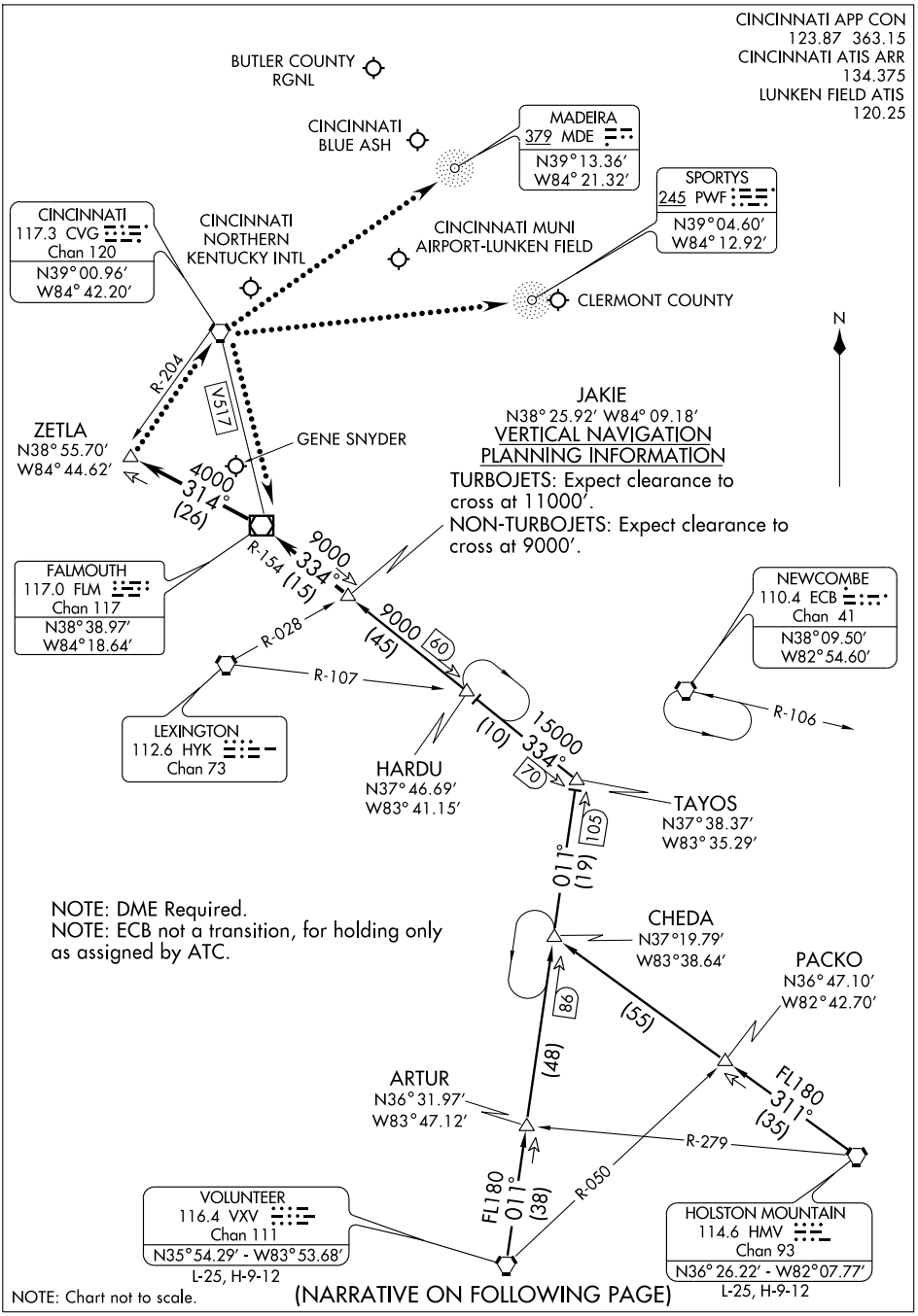
DAYTON TRANSITION (HAGOL2.DQN):
ROSEWOOD TRANSITION (HAGOL2.ROD):

TAKE-OFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



SE-1, 21 OCT 2010 to 18 NOV 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-URN	APP CRS	Rwy Idg	11880
111.9	094°	TDZE	883
Chan 56		Apt Elev	896

ILS or LOC RWY 9

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For inoperative MALSR, increase S-LOC 9 Cat. D visibility to RVR 5000. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 140° and CVG R-109 to CALIF Int/19 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

RADAR REQUIRED

MSA CVG 25 NM
2900

LOCALIZER 111.9
I-URN
Chan 56

1292±

* When assigned by ATC, intercept glidepath at 4000 or 5000.

*4000 2400 952±
274° 094° 094°
(3.1) (5)

(IAF) JADOP I-URN 14.8 RADAR
(IF) SEMSE I-URN 11.7 RADAR
KAVME I-URN 6.6 RADAR

1257 1038 1108 1034 1115 1064
R-109

CINCINNATI 117.3 CVG Chan 120

CALIF CVG 19
109° 289°
R-004

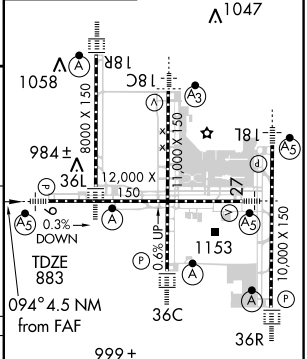
FALMOUTH 117.0 FLM Chan 117

10 NM
FEEDER FACILITIES
ENROUTE FACILITIES

ALTERNATE MISSED APCH FIX
FALMOUTH FLM 117.0 Chan 117
R-324 144° 324°

ELEV 896 D

1047



999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

* When assigned by ATC, intercept glidepath at 4000 or 5000.

JADOP I-URN 14.8 RADAR
SEMSE I-URN 11.7 RADAR
KAVME I-URN 6.6 RADAR

*5000 094° *4000 2400 2400

I-URN 2.9 I-URN 2.1

GS 3.00°
TCH 52

3.1 NM 5 NM 3.7 NM 0.8

2000	3000	CALIF
	HDG 140° CVG R-109	

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 9	1083/18 200 (200-½)			
S-LOC 9	1220/24 337 (400-½)			1220/40 337 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SIC	APP CRS	Rwy Idg 11000
111.55	184°	TDZE 875
Chan 52 (Y)		Apt Elev 896

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 18C

Simultaneous approach authorized with Rwy 18L and 18R. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

SSALR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-174 to ZIRKE Int/CVG 15.1 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED

MSA CVG 25 NM
2900

15 NM

004°

(IAF) JUPAL I-SIC 24 RADAR

LAMAH I-SIC 20.9 RADAR

ANTRI I-SIC 17.8 RADAR

(IF) DULEY I-SIC 14.6 RADAR

KLEPR I-SIC 11.5 RADAR

LOGOZ I-SIC 6.5 RADAR

*7000 184° (3.1)

*6000 184° (3.1)

*5000 184° (3.1)

*4000 184° (3.1)

2400 184° (5)

999±

1849

1788 1715 1749 1373 1257 1038 1108 1064 1034 1115

LOCALIZER 111.55
I-SIC
Chan 52 (Y)

CINCINNATI
117.3 CVG
Chan 120

R-174

117.3 CVG R-174 Chan 120

ZIRKE FLM 17.4

118°

117.0 FLM R-298 Chan 117

298°

ALTERNATE MISSED APCH FIX

117.3 CVG R-174 Chan 120

ZIRKE CVG 15.1

174°

354°

117.0 FLM R-298 Chan 117

MISSED APCH FIX

ELEV 896

D

184° 4.6 NM from FAF

1047

TDZE 875

1058

18R 18C 18L

8000 X 150

11,000 X 150

12,000 X 150

984±

36L 27 9

0.3% DOWN

0.8% UP

1153

10,000 X 150

36C 36R

999±

HIRL all Rwys

TDZ/CL all Rwys except 9-27

VGSI and ILS glidepath not coincident.

JUPAL I-SIC 24 RADAR

LAMAH I-SIC 20.9 RADAR

ANTRI I-SIC 17.8 RADAR

DULEY I-SIC 14.6 RADAR

KLEPR I-SIC 11.5 RADAR

LOGOZ I-SIC 6.5 RADAR

*8000 184°

*7000

*6000

*5000

*4000

2400

GS 3.00°
TCH 55

I-SIC 2.9

I-SIC 1.9

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

3.1 NM 3.1 NM 3.1 NM 3.1 NM 5 NM 3.5 NM 1 NM

1500 3000 CVG R-174 ZIRKE

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 18C	1075/18 200 (200-½)			
S-LOC 18C	1260/24 385 (400-½)			1260/40 385 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CIZ	APP CRS	Rwy Idg 10000
110.15	184°	TDZE 889
Chan 38 (Y)		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 18L

T Simultaneous approach authorized with Rwy 18C and 18R. DME or RADAR REQUIRED.
A LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-109 to CALIF Int/CVG 19 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

004°
(IAF) SPUDR I-CIZ 20.8 RADAR
*6000 184° (3.1)
PHILO I-CIZ 17.7 RADAR
*5000 184° (3.1)
(IF) CRISM I-CIZ 14.5 RADAR
*4000 184° (3.1)
BAIRE I-CIZ 11.4 RADAR
2400 184° (5)
FRAZE I-CIZ 6.4 RADAR
10 NM

MSA CVG 25 NM
2900

ALTERNATE MISSED APCH FIX
FALMOUTH
117.0 FLM
Chan 117
135° 315° R-135

1849 1788 1749 1715 1373 999± 1038 1257 MM 1064 1034 1108 1115

CINCINNATI 117.3 CVG Chan 120

LOCALIZER 110.15 I-CIZ Chan 38 (Y)

MISSED APCH FIX
CALIF
CVG 19
R-004
117.3 CVG
R-109
Chan 120
109°
289°
117.0 FLM
Chan 117

R-109

ELEV 896 D

1047
184° 4.5 NM from FAF
1058
18R 18C 18L
TDZE 889
984±
8000 X 150
11,000 X 150
12,000 X 150
36L 27
0.3% DOWN
0.6% UP
1153
10,000 X 150
36C 36R
999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

VGSI and ILS glidepath not coincident.

SPUDR I-CIZ 20.8 RADAR
PHILO I-CIZ 17.7 RADAR
CRISM I-CIZ 14.5 RADAR
BAIRE I-CIZ 11.4 RADAR
FRAZE I-CIZ 6.4 RADAR
I-CIZ 2.8
I-CIZ 1.8
MM

*7000 *6000 *5000 *4000 2400 184°
GS 3.00°
TCH 55
* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

1500 3000 CVG R-109 CALIF

3.1 NM 3.1 NM 3.1 NM 5 NM 3.6 NM 0.5 0.4

CATEGORY	A	B	C	D
S-ILS 18L	1089/18 200 (200-½)			
S-LOC 18L	1260/24 371 (400-½)			1260/40 371 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CJN	APP CRS	Rwy Idg 8000
110.75	184°	TDZE 868
Chan 44 (Y)		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 18R

Simultaneous approach authorized with Rwy 18C and 18L. LOC procedure NA during simultaneous operations. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT/CVG 20 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

134° 314° R-294 CVG 117.3 Chan 120 R-314 FLM 117.0 Chan 117

JADRO FLM 43

(IAF) DRAEK I-CJN 14.3 RADAR

R-004

(IF) OPHUS I-CJN 11.2 RADAR

*4000 184° (3.1)

*3000 (3.1)

BRITL I-CJN 8 RADAR

2400 (1.9)

1149

KRTHY I-CJN 6.1 RADAR

955±

IM

1257

1038

1064

1034

1108

1115

1849

1788

1715

1749

1373

10 NM

MISSED APCH FIX

064° 244° R-244 R-293

FLM 117.0 Chan 117

CVG 117.3 Chan 120

AVIEW CVG 20

R-244

MSA CVG 25 NM

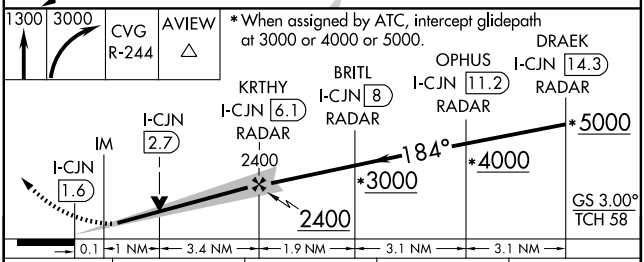
2900

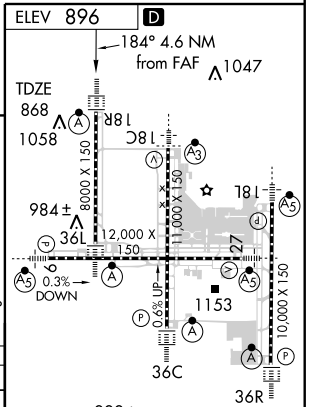
LOCALIZER 110.75 I-CJN Chan 44 (Y)

CINCINNATI 117.3 CVG Chan 120

1300 3000 CVG R-244 AVIEW

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.





FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 18R	1068/18 200 (200-½)			
S-LOC 18R	1300/24 432 (500-½)		1300/40 432 (500-¾)	1300/50 432 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC I-JDP	APP CRS	Rwy Idg	12000
108.7	274°	TDZE	875
		Apt Elev	896

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and CVG R-244 to AVIEW Int/CVG 20 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

MISSED APCH FIX

064° R-244 117.3 CVG Chan 120

244° R-293 117.0 FLM Chan 117

AVIEW CVG 20

RADAR REQUIRED

MSA CVG 25 NM

2900

1849

LOCALIZER 108.7

I-JDP

1715 1788 1749

1373

WEGDA INT RADAR

(IF) BLOCK INT RADAR

(IAF) KAYDE INT

10 NM

1038 1257

1003±

1034 1108

1064

1115

JODUR OM

2400

3500*

274° (3.5)

274° (4.3)

094°

R-244

R-338

R-345

R-355

CINCINNATI 117.3 CVG Chan 120

117.0 FLM Chan 117

117.0 FLM Chan 117

117.0 FLM Chan 117

ALTERNATE MISSED APCH FIX

FALMOUTH FLM 117.0 Chan 117

R-324 144° 324°

* When assigned by ATC, intercept glidepath at 3500.

ELEV 896

D

1047

274° 4.6 NM from FAF

1058

18R

18C

18L

984±

36L

8000 X 150

11,000 X 150

12,000 X 150

TDZE 875

27

0.3% DOWN

0.6% UP

1153

10,000 X 150

36C

36R

999±

HIRL all Rwys

TDZ/CL all Rwys except 9-27

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

2000

3000

HDG 230° CVG R-244

AVIEW

VGSI and ILS glidepath not coincident.

KAYDE INT

BLOCK INT RADAR

WEGDA INT RADAR

2400

274°

5000

3500*

GS 3.00°

TCH 55

2400

* When assigned by ATC, intercept glidepath at 3500.

4.6 NM 3.5 NM 4.3 NM

CATEGORY	A	B	C	D
S-ILS 27	1075/24	200 (200-½)		
S-LOC 27	1420/24	545 (600-½)	1420/50 545 (600-1)	1420/60 545 (600-1¼)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CVG	APP CRS	Rwy Idg 11000
109.9	004°	TDZE 851
Chan 36		Apt Elev 896

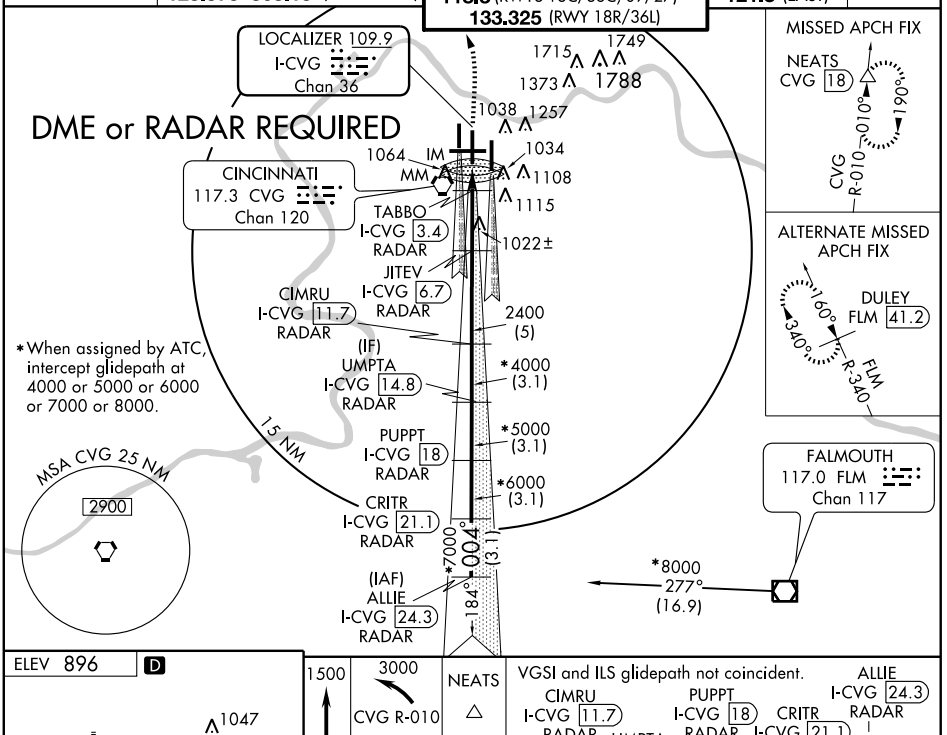
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 36C

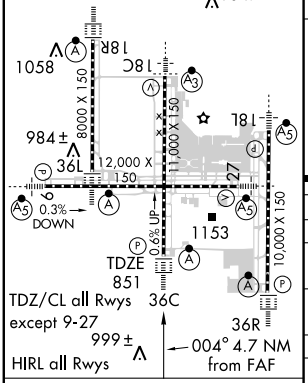
Simultaneous approach authorized with Rwy 36L and 36R. LOC procedure NA during simultaneous operations. DME REQUIRED.

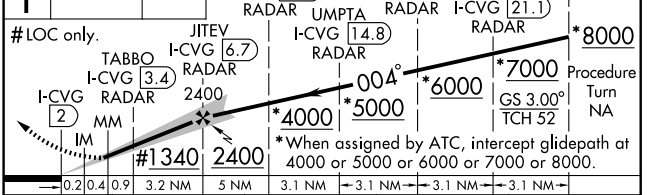
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175







CATEGORY	A	B	C	D
S-ILS 36C	1051/18 200 (200-½)			
S-LOC 36C	1340/24 489 (500-½)		1340/40 489 (500-¾)	1340/50 489 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)
TABBO FIX MINIMUMS				
S-LOC 36C	1260/24 409 (400-½)		1260/40 409 (400-¾)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VAC	APP CRS	Rwy Idg 8000
110.75	004°	TDZE 873
Chan 44 (Y)		Apt Elev 896

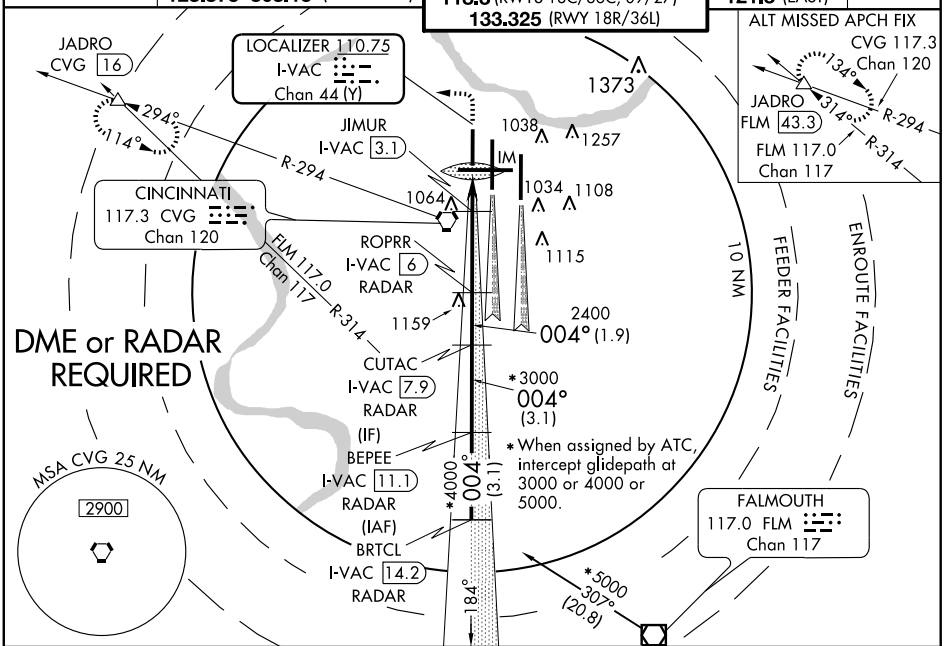
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 36L

Simultaneous approach authorized with Rwys 36C and 36R. LOC procedure NA during simultaneous operations. DME Required.

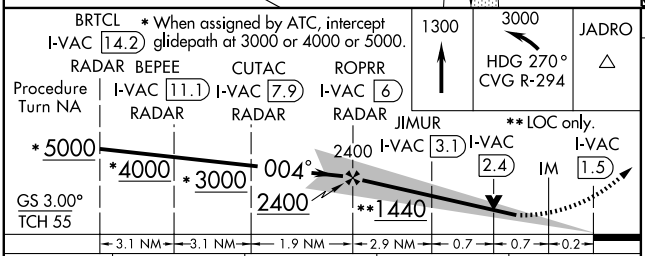
ALSF-2

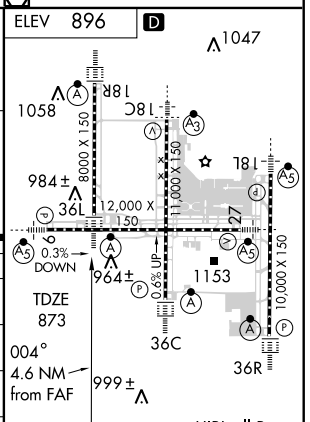
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		



SE-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-ILS 36L	1073/18 200 (200-½)			
S-LOC 36L	1440/24 567 (600-½)		1440/50 567 (600-1)	1440/60 567 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)
JIMUR FIX MINIMUMS				
S-LOC 36L	1220/24 347 (400-½)			1220/40 347 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

LOC/DME I-EEI	APP CRS	Rwy Idg 10000
110.35	004°	TDZE 896
Chan 40 (Y)		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 36R

Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

LOCALIZER 110.35 I-EEI Chan 40 (Y)

MSA CVG 25 NM 2900

CINCINNATI 117.3 CVG Chan 120

TROYF INT I-EEI 6.3 RADAR

LAPER I-EEI 11.3 RADAR

(IF) NUYLI I-EEI 14.5 RADAR

SNPPR I-EEI 17.6 RADAR

(IAF) KYKAT I-EEI 20.8 RADAR

10 NM

R-169 114.5 DQN Chan 92 MOAKS CVG 29 R-059 117.3 CVG Chan 120 059° 239° MISSED APCH FIX

ALTERNATE MISSED APCH FIX FALMOUTH 117.0 FLM Chan 117 135° 315° R-135

FALMOUTH 117.0 FLM Chan 117

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

DME or RADAR REQUIRED

ELEV 896 D

1047 1058 18R 18C 18L 984± 36L 12,000 X 150 8000 X 150 11,000 X 150 9-27 10,000 X 150 0.3% DOWN 0.6% UP 1153 36C TDZE 896 36R 999±

TDZ/CL all Rwys except 9-27 HIRL all Rwys

004°4.5 NM from FAF

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

1500 3000 CVG R-059 MOAKS

VGSI and ILS glidepath not coincident.

I-EEI 1.8 I-EEI 3 IM MM 2400 TROYF I-EEI 6.3 RADAR LAPER I-EEI 11.3 RADAR NUYLI I-EEI 14.5 RADAR SNPPR I-EEI 17.6 RADAR KYKAT I-EEI 20.8 RADAR 004° *4000 *5000 *6000 *7000 Procedure Turn NA GS 3.00° TCH 55

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

0.1 0.3 0.8 3.3 5 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 36R	1096/18 200 (200-½)			
S-LOC 36R	1360/24 464 (500-½)		1360/40 464 (500-¾)	1360/50 464 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CJN	APP CRS	Rwy Idg 8000
110.75	184°	TDZE 868
Chan 44 (Y)		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 18R (CAT II)

Simultaneous approach authorized with Rwy 18C and 18L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT /CVG 20 DME and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375 135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
		133.325 (RWY 18R/36L)		

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
JADRO FLM 43
134° 314° R-294 CVG 117.3 Chan 120
R-314 FLM 117.0 Chan 117

(IAF) DRAEK I-CJN 14.3 RADAR
R-004
*4000 184° (3.1)
(IF) OPHUS I-CJN 11.2 RADAR
*3000 (3.1)
BRITL I-CJN 8 RADAR
2400 (1.9)
KRTHY I-CJN 6.1 RADAR
IM
10 NM

1849 1788 1715 1749 1373 1257 1038 1153 1108 1034 1115 1064 1149 955±

MISSED APCH FIX
FLM 117.0 Chan 117
CVG 117.3 Chan 120
064° 244° R-244 R-293
AVIEW CVG 20

MSA CVG 25 NM 2900

LOCALIZER 110.75 I-CJN Chan 44 (Y)

CINCINNATI 117.3 CVG Chan 120

ELEV 896 D

TDZE 868 1058
1047 984± 1153
18R 18C 18L 36L 36C 36R 27
8000 X 150
12,000 X 150
11,000 X 150
10,000 X 150
0.3% DOWN
0.6% UP
999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

1300 3000 CVG R-244 AVIEW

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

DRAEK I-CJN 14.3 RADAR
OPHUS I-CJN 11.2 RADAR
BRITL I-CJN 8 RADAR
KRTHY I-CJN 6.1 RADAR
DH RA113
868 MSL
IM
2400 *3000 184° *4000 *5000
GS 3.00° TCH 58
1141' 849' 4.4 NM 1.9 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS-18R	RA 113/12 100		DA 968	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CVG	APP CRS	Rwy Idg 11000
109.9	004°	TDZE 851
Chan 36		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36C (CAT II)

Simultaneous approach authorized with Rwy 36L and 36R.
DME REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

LOCALIZER 109.9 I-CVG Chan 36

DME or RADAR REQUIRED

CINCINNATI 117.3 CVG Chan 120

1715 1749 1373 1788 1038 1257 1064 IM MM 1034 1108 1115 1022±

JITEV I-CVG 6.7 RADAR

CIMRU I-CVG 11.7 RADAR 2400 (5)

(IF) UMPTA I-CVG 14.8 RADAR *4000 (3.1)

PUPPT I-CVG 18 RADAR *5000 (3.1)

CRITR I-CVG 21.1 RADAR *6000 (3.1)

(IAF) ALLIE I-CVG 24.3 RADAR *7000 (3.1) 004° 184°

*8000 277° (16.9)

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

15 NM

MSA CVG 25 NM 2900

MISSED APCH FIX

NEATS CVG 18 090° 010° CVG R-010

ALTERNATE MISSED APCH FIX

DULEY FLM 41.2 160° 340° FLM R-340

FALMOUTH 117.0 FLM Chan 117

ELEV 896 D

1047 1058 18R 18C 18L 984± 36L 8000 X 150 12,000 X 150 11,000 X 150 27 9 0.3% DOWN 0.6% UP 1153 TDZE 851 36C 36R 10,000 X 150 999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

1500 3000 CVG R-010 NEATS

VGSI and ILS glidepath not coincident.

CIMRU I-CVG 11.7 RADAR PUPPT I-CVG 18 RADAR CRITR I-CVG 21.1 RADAR ALLIE I-CVG 24.3 RADAR UMPTA I-CVG 14.8 RADAR JITEV I-CVG 6.7 RADAR

DH RA 134 851 MSL 2400 IM MM 004° *4000 *5000 *6000 *7000 *8000

Procedure Turn NA GS 3.00° TCH 52

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

1125' 1101' 2193' 4.1 5 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS-36C	RA 134/12 100 DA 951			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CVG	APP CRS	Rwy Idg 11000
109.9	004°	TDZE 851
Chan 36		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36C (CAT III)

Simultaneous approach authorized with Rwy 36R and 36L.
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	121.7 (WEST) 121.3 (EAST)	127.175

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

LOCALIZER 109.9
I-CVG
Chan 36

DME or RADAR REQUIRED

CINCINNATI
117.3 CVG
Chan 120

1715 1749 1373 1788 1038 1257 1064 IM MM 1034 1108 1115 1022±

JITEV
I-CVG 6.7
RADAR

CIMRU
I-CVG 11.7
RADAR

2400 (5)

(IF)
UMPTA
I-CVG 14.8
RADAR

*4000 (3.1)

PUPPT
I-CVG 18
RADAR

*5000 (3.1)

*6000 (3.1)

CRITR
I-CVG 21.1
RADAR

*7000 (3.1)

004°

(IAF)
ALLIE
I-CVG 24.3
RADAR

184°

*8000
277°
(16.9)

15 NM

MSA CVG 25 NM
2900

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

MISSED APCH FIX
NEATS
CVG 18
090°
010°
CVG R-010

ALTERNATE MISSED APCH FIX
DULEY
FLM 41.2
160°
340°
FLM R-340

FALMOUTH
117.0 FLM
Chan 117

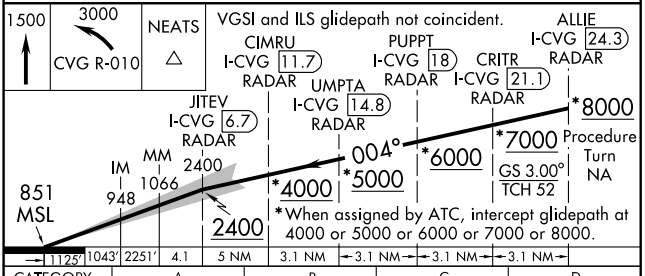
ELEV 896 D

1047 1058 18R 18C 18L 984± 36L 8000 X 150 12,000 X 150 11,000 X 150 9 27 0.3% DOWN 0.6% UP 1153 10,000 X 150 TDZE 851 36C 36R 999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

1500 | 3000 CVG R-010 | NEATS

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 36C		CAT IIIa	RVR 07	
S-ILS 36C		CAT IIIb	RVR 06	
S-ILS 36C		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VAC	APP CRS	Rwy Idg	8000
110.75	004°	TDZE	873
Chan 44 (Y)		Apt Elev	896

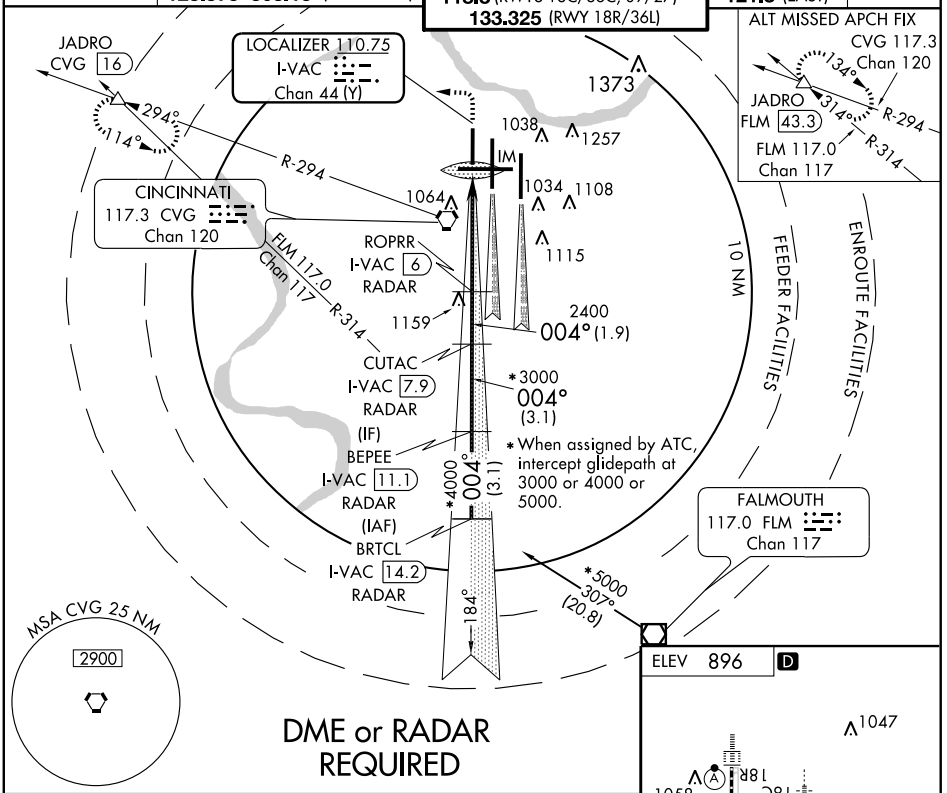
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36L (CAT II)

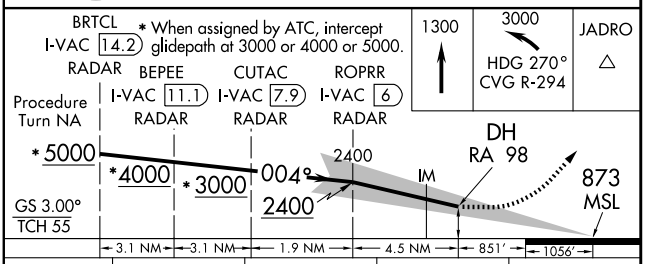
Simultaneous approach authorized with Rwys 36C and 36R. DME Required.

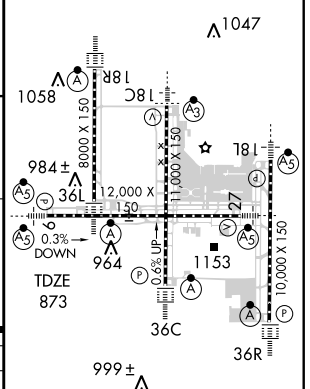
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175







CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EEI	APP CRS	Rwy Idg 10000
110.35	004°	TDZE 896
Chan 40 (Y)		Apt Elev 896

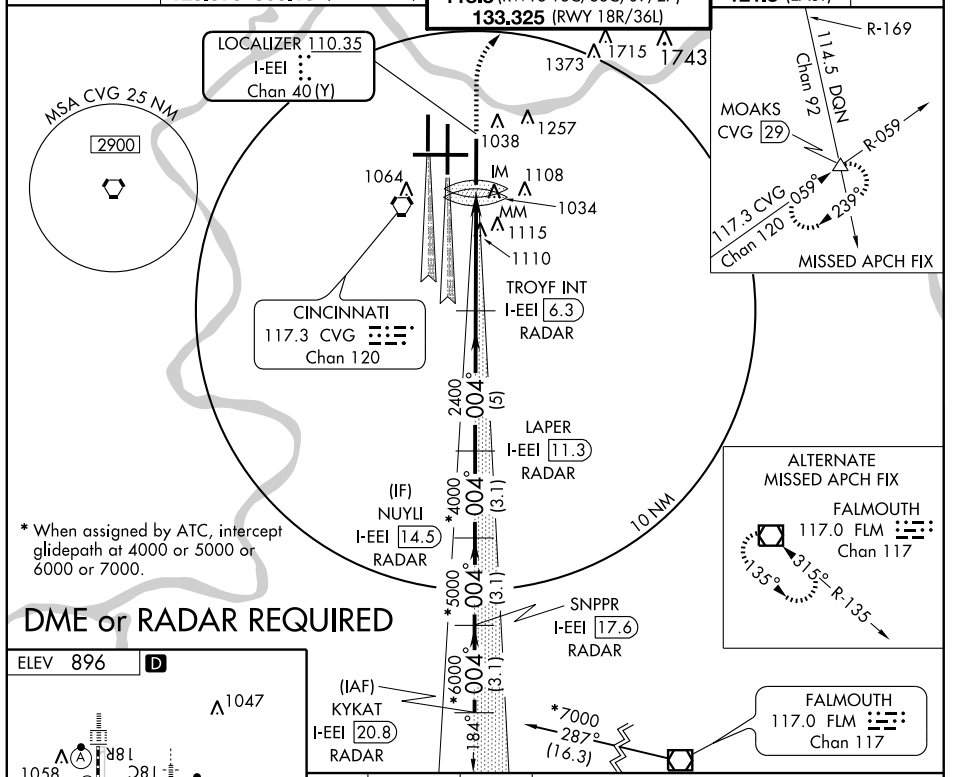
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36R (CAT II)

Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.

ALSF-2

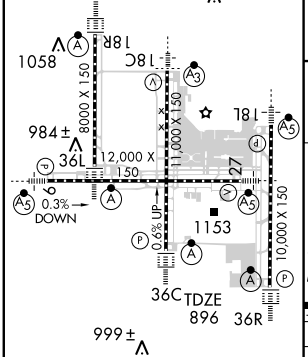
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

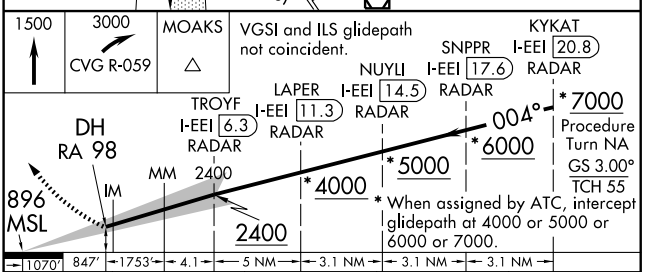


* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

DME or RADAR REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27



CATEGORY	A	B	C	D
S-ILS 36R	RA 98/12 100 DA 996			

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EEI	APP CRS	Rwy Idg 10000
110.35	004°	TDZE 896
Chan 40 (Y)		Apt Elev 896

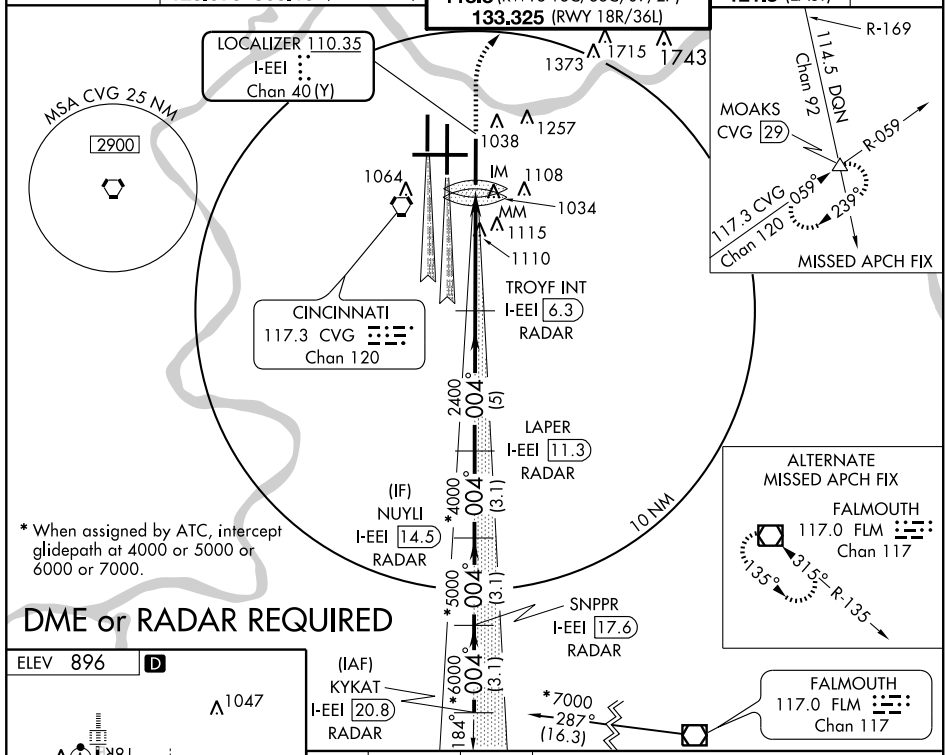
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36R (CAT III)

Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.

ALSF-2

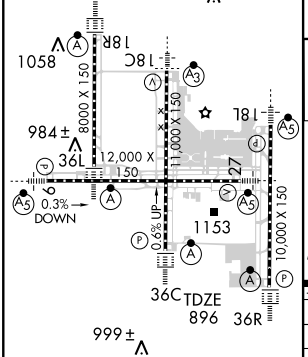
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

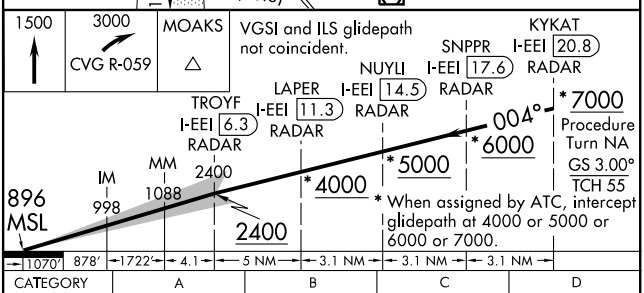


* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

DME or RADAR REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27



CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

JAKIE ONE ARRIVAL (RNAV)

CINCINNATI APP CON
119.7 363.15
ATIS ARR
134.375

HOLSTON MOUNTAIN TRANSITION (HMV.JAKIE1):
VOLUNTEER TRANSITION (VXV.JAKIE1):

From JAKIE WP via 334° track to FLM VOR/DME, thence as depicted to AGEBE WP.

Landing South: Expect radar vectors to final approach course prior to AGEBE WP.

Landing North, East, West: Expect radar vectors to final approach course prior to FIDEK WP.

LOST COMMUNICATIONS:
At AGEBE: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.
At FLM VOR/DME: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

AGEBE
(17)
BAMGE
4 NM
059°
239°
004°
(10)
CINCINNATI
CVG
FIDEK
315°
(29)
FALMOUTH
FLM
4000
334°
(15)
JAKIE
VXV, HMV Transitions:
Turbojets: Expect to cross at 11,000'.
Non-Turbojets: Expect to cross at 9,000'.
9000
(45)
HARDU
15000
335°
(10)
11 NM
TAYOS
012°
(19)
CHEDA
12 NM
310°
(55)
PACKO
FL180
311°
(35)
HOLSTON MOUNTAIN
HMV
(48)
ARTUR
FL180
012°
(38)
VOLUNTEER
VXV
NEWCOMBE
ECB
286°
106°

NOTE: ECB not a transition, for holding only as assigned by ATC.

NOTE: RNAV 1
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: VXV TRANSITION: For non-GPS equipped aircraft, ABB, CVG, FLM, GQO, HYK, LOZ, and ODF must be operational.
NOTE: HMV TRANSITION: For non-GPS equipped aircraft, ABB, FLM, and HYK must be operational.

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required
NOTE: RADAR Required.
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 (001°-180°)
128.7 (181° - 360°)

NOTE: For Non-GPS equipped aircraft: CVG, FLM, and RID DMEs must be operational for Takeoff Rwy 18L, 18C, 18R. VHP and RID DMEs must be operational for Takeoff Rwy 27. VHP DME must be operational for Takeoff Rwy 36R, 36C, 36L.

NOTE: Accelerate to 250 KIAS, if unable; advise ATC.

MUNCIE MIE
341° (43)
FL180
*2900
JBNCH
HAGOL
BNGLE
336° (30)
330° (31)
(33)
354° (37)
HAGSS
CIGMA
325°
325°
004°
004°
004°
1400
BONLE
274°
1400
184°
184°
184°
1400
203°
168°
FANSA
(3)
CAMUM
HERMM
(4)
MIPIE
315°
232°
249°
(4)
FLOEE
283°
(3)
ZUGLU
316°
(7)
219°
(4)
275°
(4)
GUMRE
FEBLU

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct JBNCH, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

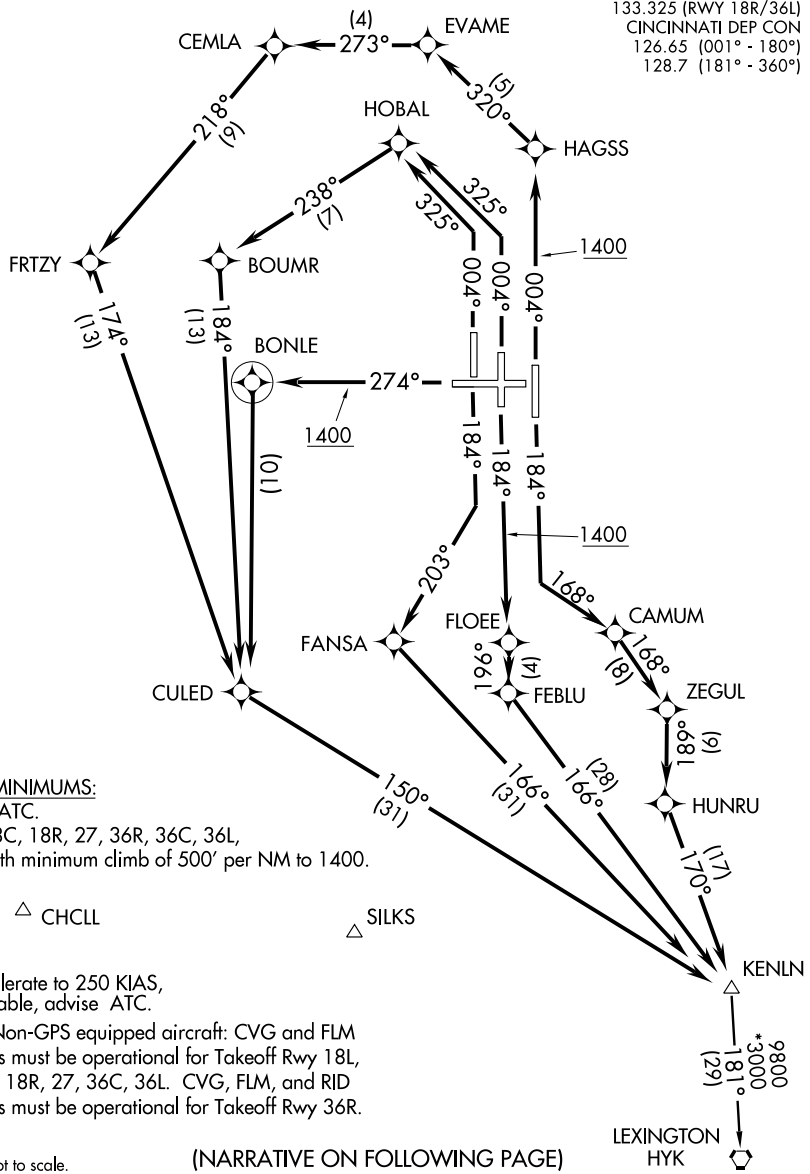
MUNCIE TRANSITION (JBNCH3.MIE):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882′ from DER, 834′ left of centerline, up to 75′ AGL/974′ MSL.
Trees 3473′ from DER, 904′ right of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ left of centerline, 47′ AGL/926′ MSL.
Trees 1602′ from DER, 754′ right of centerline, up to 59′ AGL/938′ MSL.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3
CLNC DEL 127.175
GND CON 121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER 118.3 (RWYS 18C/36C, 9/27) 118.975 360.85 (RWY 18L/36R) 133.325 (RWY 18R/36L)
CINCINNATI DEP CON 126.65 (001° - 180°) 128.7 (181° - 360°)



TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L,
Standard with minimum climb of 500′ per NM to 1400.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 27, 36C, 36L. CVG, FLM, and RID DMEs must be operational for Takeoff Rwy 36R.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to KENLN, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN2.HYK):

TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882′ from DER, 834′ left of centerline, up to 75′ AGL/974′ MSL.
Trees 3473′ from DER, 904′ right of centerline, up to 70′ AGL/929′ MSL.
RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 85′ AGL/964′ MSL.
RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 94′ AGL/963′ MSL.
RWY 36R: Light pole 1476′ from DER, 813′ left of centerline, 47′ AGL/926′ MSL.
Trees 1602′ from DER, 754′ right of centerline, up to 59′ AGL/938′ MSL.

LOVEY FOUR DEPARTURE (RNAV)

(LOVEY4.LOVEY) 10266

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

LOVEY FOUR DEPARTURE (RNAV)

(LOVEY4.LOVEY) 10266

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

SL-655 (FAA)

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 (001° - 180°)
128.7 (181° - 360°)

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L: STANDARD with minimum climb of 500' per NM to 1400.

CADIZ
FL180 *2300 343° (39)
BOILER BVT
FL180 *2300 338° (37)
MACES
16000 *2400 309° (20)
BRICKYARD VHP
12000 *2600 313° (27)
ZABAL
12000 *2400 313° (31)
LOVEY
(20) 300°
MUMIE
ADDERS AXC
FL180 *2500 286° (76)
TERRE HAUTE TTH
FL180 *2300 272° (62)
(6) 255°
FRTZY
CEMLA
(4) 273°
EVAME
HOBAL
(9) 218°
246° (9)
HAGSS
(5) 320°
325°
004°
296° (4)
274° (5)
NUZUM
BONLE
274°
1400
184°
FANSA
203°
168°
CAMUM
FLOEE
(13) 313°
314° (16)
(3) 232°
283° (3)
249° (4)
219° (4)
ZUGLU
MIPIE
(4)
FEBLU
GUMRE
275°

N

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: For turbojets only.
NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L. CVG and RID DMEs must be operational for takeoff Rwy 27, 36C, 36L, 36R. CVG and RID DMEs must be operational for ADDERS Transition. CVG, FLM, OKK, RID, SHB, and VHP DMEs must be operational for CADIZ Transition.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then via depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to MUMIE, thence. . . .

. . . . via depicted route to LOVEY. Maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (LOVEY4.AXC)

CADIZ TRANSITION (LOVEY4.CADIZ)

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882′ from DER, 834′ left of centerline, up to 75′ AGL/974′ MSL.
Trees 3473′ from DER, 904′ right of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ left of centerline, 47′ AGL/926′ MSL.
Trees 1602′ from DER, 754′ right of centerline, up to 59′ AGL/938′ MSL.

MOSEY FIVE ARRIVAL

(MOSEY.MOSEY5) 07354

CINCINNATI/NORTHERN KENTUCKY INTL

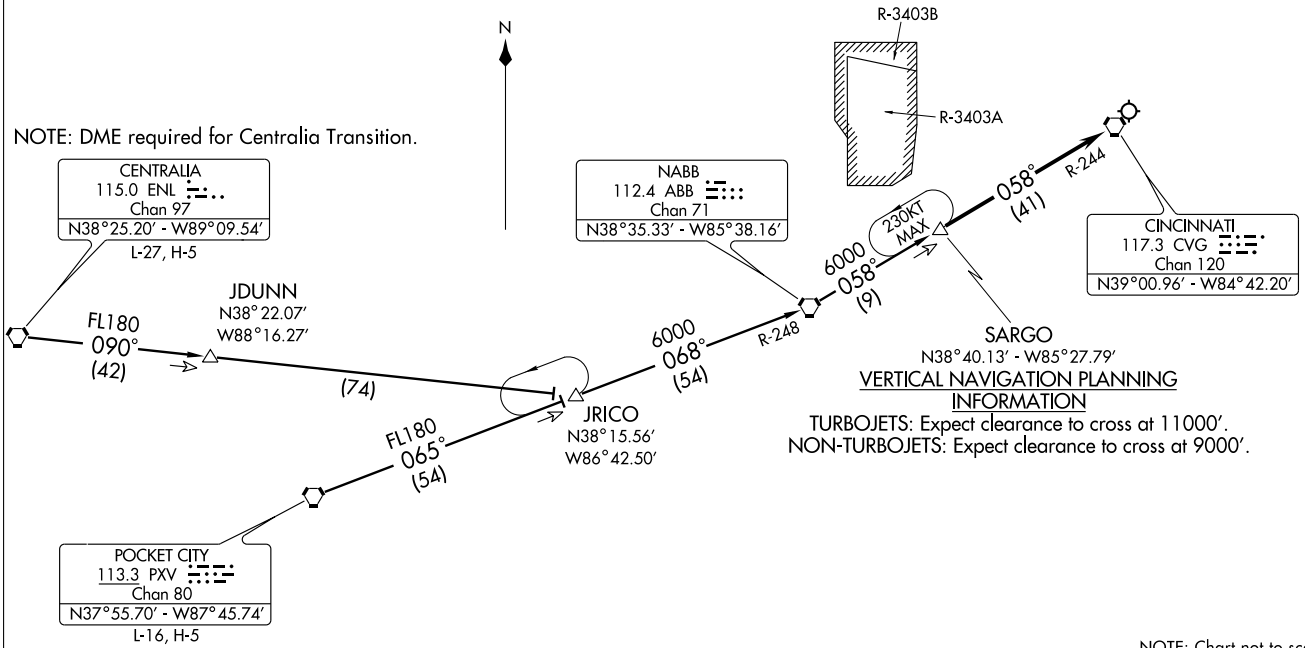
COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15
CINCINNATI ATIS ARR
134.375

CENTRALIA TRANSITION (ENL.MOSEY5): From over ENL VORTAC via ENL R-090 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .

POCKET CITY TRANSITION (PXV.MOSEY5): From over PXV VORTAC via PXV R-065 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .

. . . .From over SARGO INT via ABB R-058 and CVG R-244 to CVG VORTAC. Expect radar vectors to final approach course after SARGO INT.



(MOSEY.MOSEY5) 07354

MOSEY FIVE ARRIVAL

ST-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL

COVINGTON, KENTUCKY

TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240' per NM to 1300.
Rwy 36L: ATC climb of 292' per NM to 1300.
Rwy 36C: ATC climb of 500' per NM until 1300.

NOTE: Radar Required.
NOTE: DME Required Rwy 18L/36L/36C.
NOTE: A minimum climb gradient of 293' per NM is required to cross RHOMM at or above 17,000 (ATC); thence 250' per NM to cross MISSN at or above FL230 (ATC).

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to CVG R-109, then via CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. Turbojet aircraft maintain 6000', all other aircraft maintain 4000'. Expect clearance to requested altitude/flight level ten (10) minutes after departure. Cross RHOMM at or above 17,000 (ATC) (JODUB, BECKLEY, CHARLESTON transition).

BECKLEY TRANSITION (RHOMM1.BKW): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via BKW R-312 to BKW VORTAC.

CHARLESTON TRANSITION (RHOMM1.HVQ): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via HVQ R-298 to HVQ VORTAC.

JODUB TRANSITION (RHOMM1.JODUB): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC).

YORK TRANSITION (RHOMM1.YRK): From over RHOMM INT via YRK R-291 to YRK VORTAC.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. TURBOJETS ACCELERATE TO 250 KIAS UNTIL REACHING 10,000 MSL, IF UNABLE ADVISE ATC. YORK TRANSITION IS LIMITED TO AIRCRAFT FILED AT OR BELOW FL 220.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.
Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.
Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.
Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.
Rwy 27: Multiple Trees beginnning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.
Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.
Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.
Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.
Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65709 W09A	APP CRS 094°	Rwy Idg 11880 TDZE 883 Apt Elev 896

RNAV (GPS) Y RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

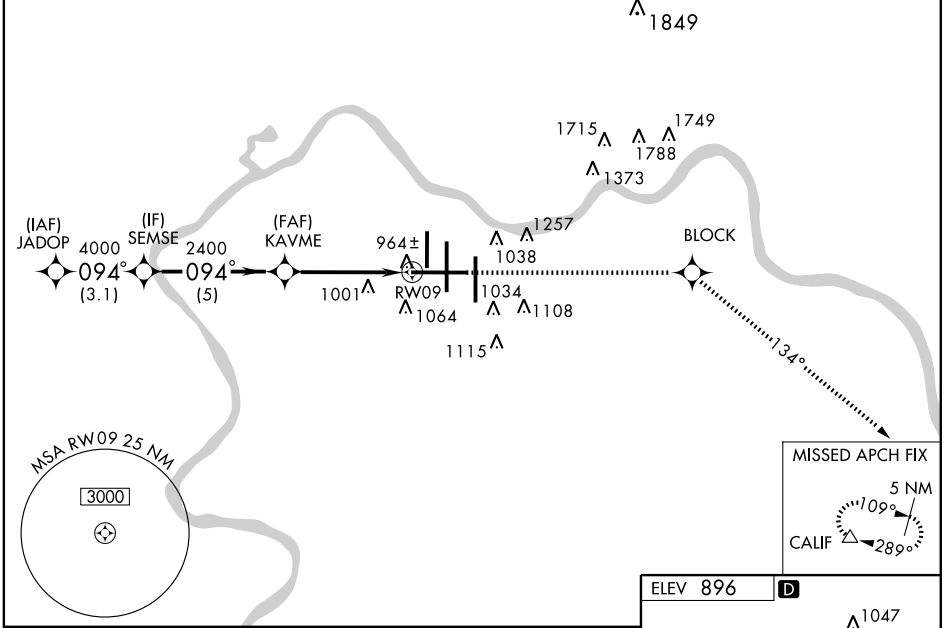
For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

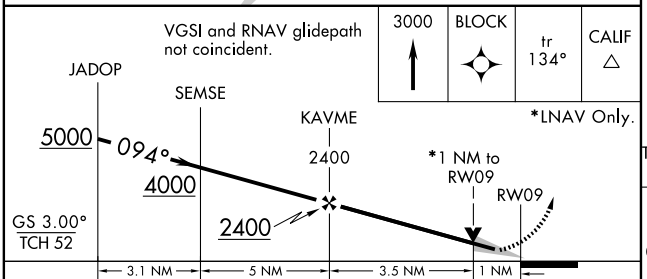
MALSR

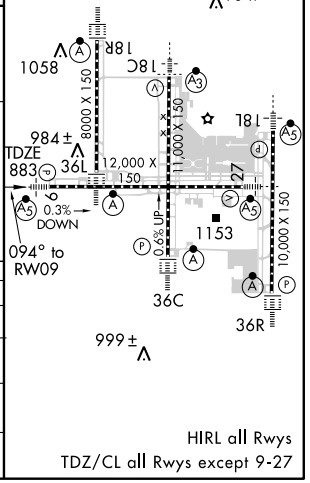
MISSED APPROACH: Climb to 3000 direct BLOCK and via 134° track to CALIF and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7 (WEST) 121.3 (EAST)	CLNC DEL 127.175

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	1083/24 200 (200-½)			
LNAV/VNAV DA	1297/50 414 (500-1)			
LNAV MDA	1260/24 377 (400-½)			1260/50 377 (400-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

HIRL all Rwys

TDZ/CL all Rwys except 9-27

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11000
CH 86803	184°	TDZE	875
W18B		Apt Elev	896

RNAV (GPS) Y RWY 18C

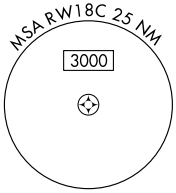
COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

SSALR

MISSED APPROACH: Climb to 3000 direct JITEV and via 179° track to ZIRKE and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175



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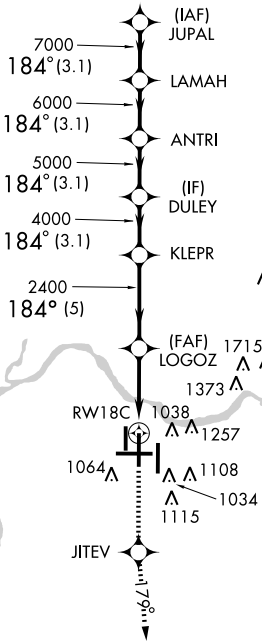
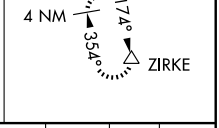
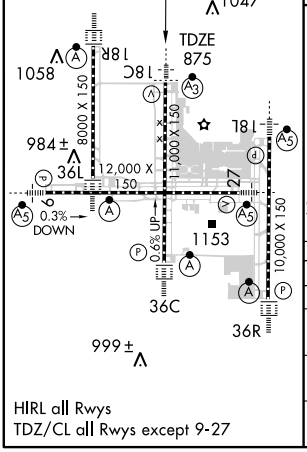
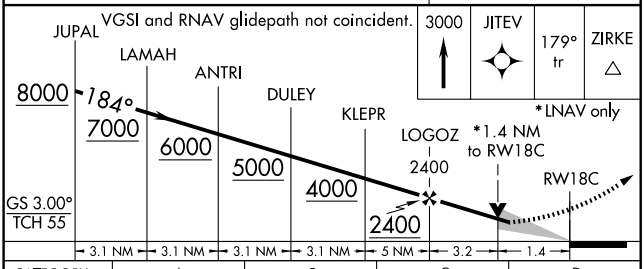








CATEGORY	A	B	C	D
LPV DA	1075/24 200 (200-½)			
LNAV/VNAV DA	1398/60 523 (600-1¼)			
LNAV MDA	1360/24 485 (500-½)		1360/40 485 (500-¾)	1360/50 485 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 40103	184°	TDZE	889
W18A		Apt Elev	896

RNAV (GPS) Y RWY 18L

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

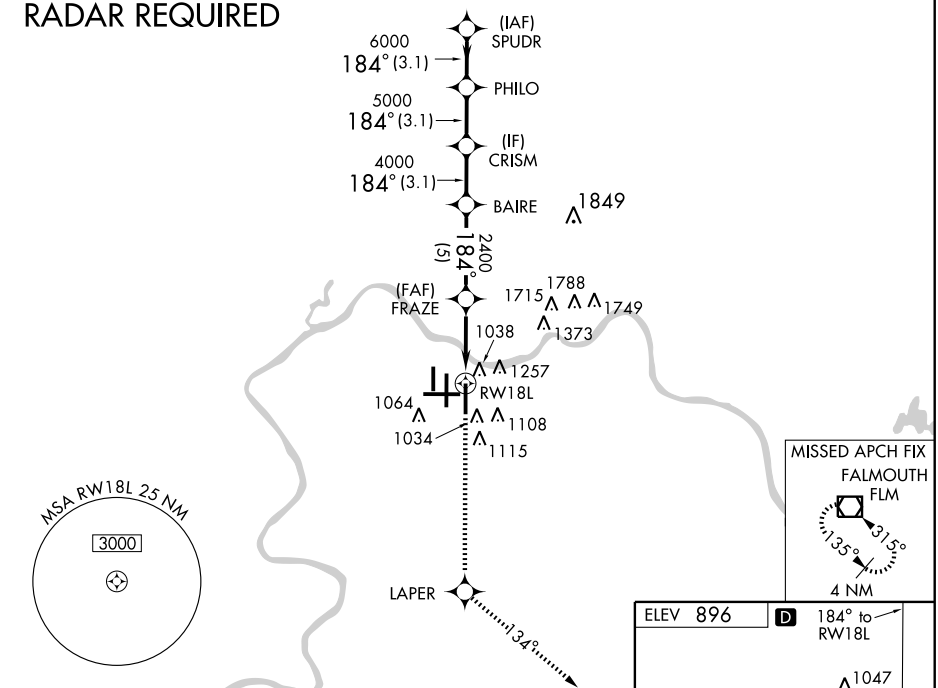
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

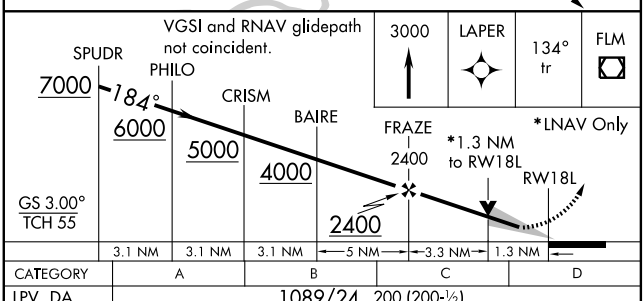
MALSR

MISSED APPROACH: Climb to 3000 direct LAPER and via 134° track to FLM VOR/DME and hold.

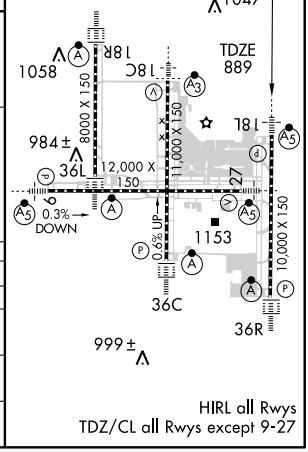
ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1089/24 200 (200-½)			
LNAV/ VNAV DA	1395/60 506 (500-1¼)			
LNAV MDA	1360/24 471 (500-½)		1360/40 471 (500-¾)	1360/50 471 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 58099	184°	TDZE	868
W18D		Apt Elev	896

RNAV (GPS) Y RWY 18R

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

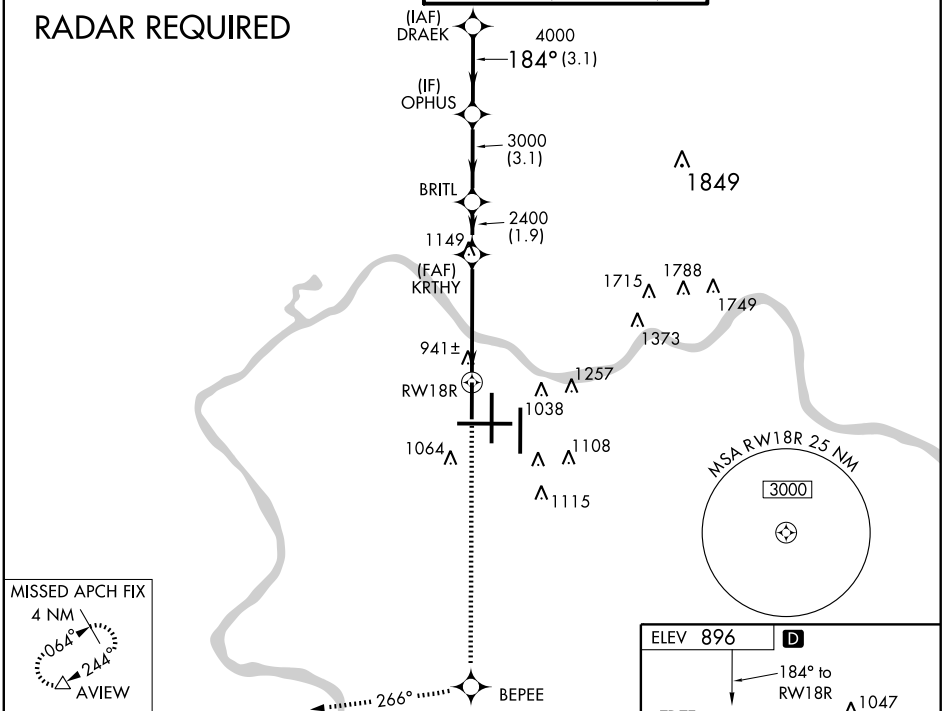
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

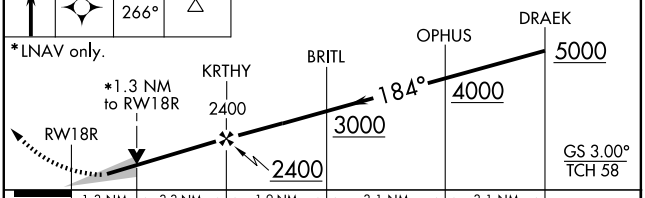
MISSED APPROACH: Climb to 3000 direct BEPEE and via 266° track to AVIEW and hold.

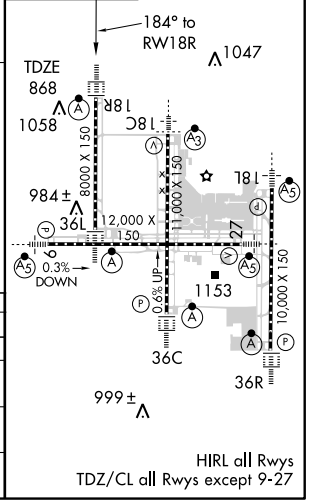
ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED



3000	BEPEE	tr 266°	AVIEW





CATEGORY	A	B	C	D
LPV DA	1068/24 200 (200-½)			
LNAV/ VNAV DA	1321/50 453 (500-1)			
LNAV MDA	1320/24 452 (500-½)		1320/40 452 (500-¾)	1320/50 452 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12000
CH 86809	274°	TDZE	875
W27A		Apt Elev	896

RNAV (GPS) Y RWY 27

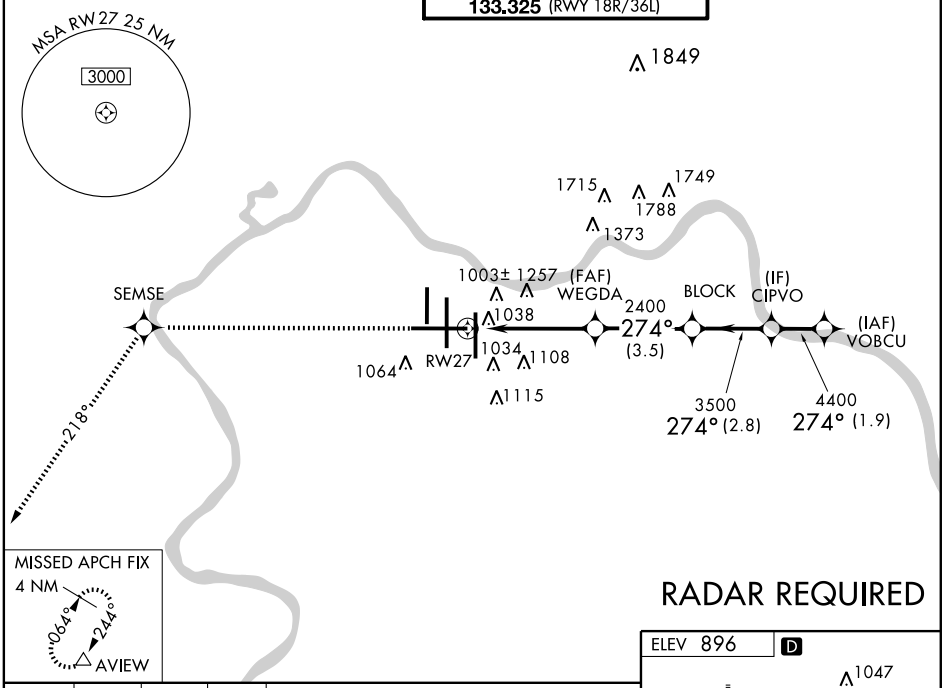
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct SEMSE then via 218° track to AVIEW and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		



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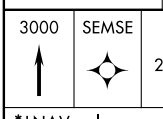
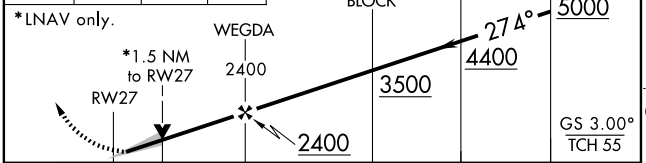
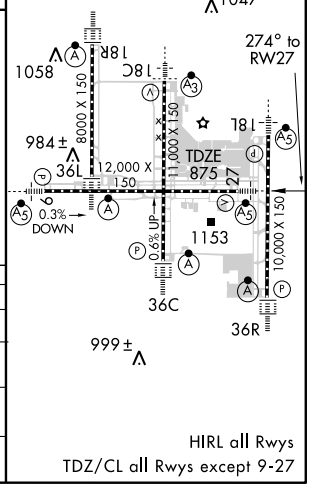


3000	SEMSE	tr 218°	AVIEW

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	1075/24 200 (200-½)			
LNAV/VNAV DA	1349/60 474 (500-1¼)			
LNAV MDA	1420/24 545 (600-½)		1420/50 545 (600-1)	1420/60 545 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11000
CH 97609	004°	TDZE	851
W36B		Apt Elev	896

RNAV (GPS) Y RWY 36C

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LOGOZ and via 005° track to NEATS and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°-269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°-089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

MISSED APCH FIX

NEATS 010° 190° 4 NM

MSA RW36C 25 NM 3000

005°

LOGOZ

1849 1788 1715 1749 1373 1038 1257 1034 1064 1108 1115 1159 1022

RW36C

(FAF) JITEV 2400 004°(5)

CIMRU 4000 004°(3.1)

(IF) UMPTA 5000 004°(3.1)

PUPPT

Procedure NA for arrivals at DARKS via V97 Southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 Southeast bound.

6000 347° (8.2)

7000 271° (14.5)

FALMOUTH FLM

(IAF) DARKS

ELEV 896 D

1047 1058 984± 999±

18R 18C 18L 36L 27

8000 X 150 12,000 X 150 11,000 X 150 10,000 X 150

0.3% DOWN 0.6% UP

1153

TDZE 851

36C 36R

004° to RW36C

HIRL all Rwys

TDZ/CL all Rwys except 9-27

3000	LOGOZ	tr 005°	NEATS

VGSI and RNAV glidepath not coincident.

Procedure Turn NA

*LNAV only.

*1.5 NM to RW36C

RW36C JITEV 2400 CIMRU 4000 UMPTA 5000 PUPPT 6000 004°

GS 3.00° TCH 52

1.5 NM | 3.2 NM | 5 NM | 3.1 NM | 3.1 NM

CATEGORY	A	B	C	D
LPV DA	1051/24 200 (200-½)			
LNAV/VNAV DA	1347/60 496 (500-1¼)			
LNAV MDA	1400/24 549 (600-½)		1400/50 549 (600-1)	1400/60 549 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 49099 W36A | APP CRS 004° | Rwy Idg 8000 TDZE 873 Apt Elev 896

RNAV (GPS) Y RWY 36L

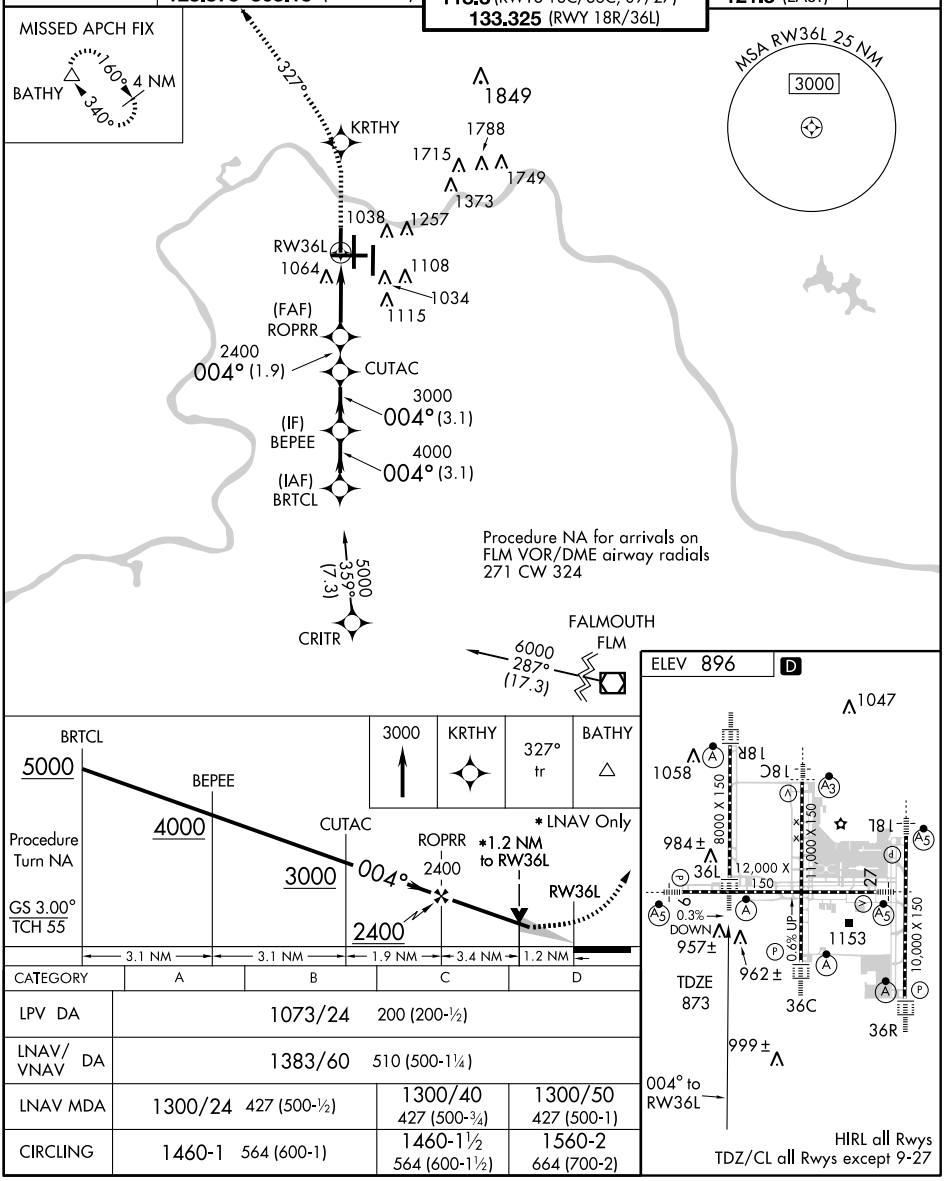
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct KRTHY and via 327° track to BATHY and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175



CATEGORY	A	B	C	D
LPV DA	1073/24 200 (200-½)			
LNAV/VNAV DA	1383/60 510 (500-1¼)			
LNAV MDA	1300/24 427 (500-½)		1300/40 427 (500-¾)	1300/50 427 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42709 W36D | APP CRS 004° | Rwy Idg 10000 TDZE 896 Apt Elev 896

RNAV (GPS) Y RWY 36R

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct to BAIRE and via 081° track to MOAKS and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375 DEP 135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

MSA RW36R 25 NM 3000

MISSED APCH FIX MOAKS 059° 239° 4 NM

BAIRE 081° 1849 1788 1715 1749 1038 1373 1257 1064 1108 RW36R 1034 1115 1110 (FAF) TROYF 2400 004° (5) LAPER 4000 004° (3.1) (IF) NUYLI

Procedure NA for arrivals at DARKS via V97 Southbound.

(IAF) DARKS 5000 357° (10.9)

Procedure NA for arrivals at FLM VOR/DME via V517 Southeastbound.

6000 271° (14.5) FALMOUTH FLM

ELEV 896 D

1047 1058 18R 18C 18L 984± 36L 12,000 X 150 8000 X 150 11,000 X 150 9 27 0.3% DOWN 0.6% UP 1153 10,000 X 150 36C TDZE 896 36R 999± 004° to RW36R

HIRL all Rwys
TDZ/CL all Rwys except 9-27

3000 | BAIRE | tr 081° | MOAKS

VGSI and RNAV glidepath not coincident.

*LNAV only. *1.2 NM to RW36R

NUYLI 5000 004° 4000 LAPER TROYF RW36R 2400

Procedure Turn NA

GS 3.00° TCH 55

1.2 3.3 NM 5 NM 3.1 NM

CATEGORY	A	B	C	D
LPV DA	1096/24 200 (200-½)			
LNAV/ VNAV DA	1340/50 444 (500-1)			
LNAV MDA	1360/24 464 (500-½)		1360/40 464 (500-¾)	1360/50 464 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11880
094°	TDZE	883
	Apt Elev	896

RNAV (RNP) Z RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

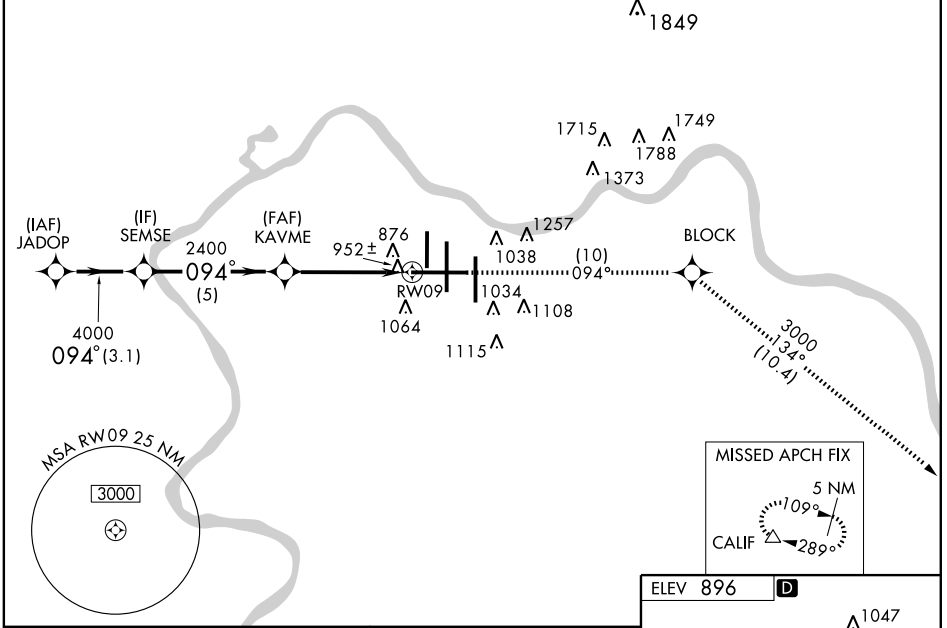
T A NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.18 visibility to RVR 5000, RNP 0.30 visibility to RVR 6000.

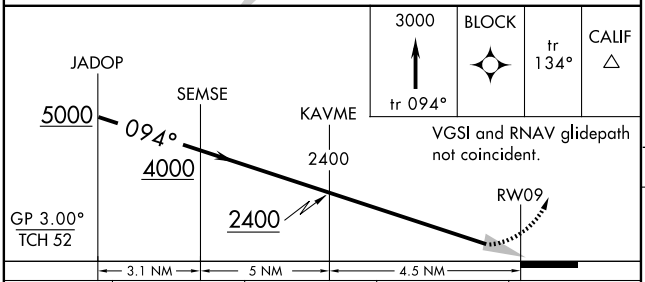
MALSR (A5)

MISSED APPROACH: Climb to 3000 via 094° track to BLOCK and via 134° track to CALIF and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

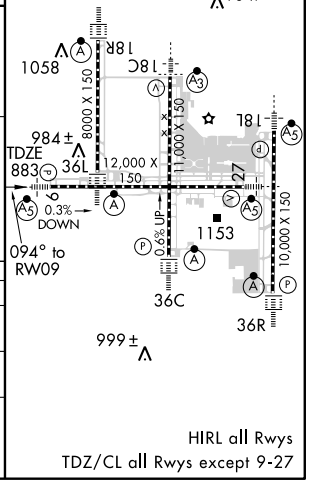
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.18 DA	1199/24	316 (400-½)		
RNP 0.30 DA	1233/40	350 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 18C

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

APP CRS	Rwy Idg	11000
184°	TDZE	875
	Apt Elev	896

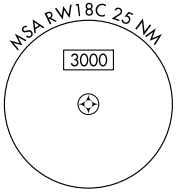
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative SSALR, increase RNP 0.15 visibility to 1½, RNP 0.30 visibility to 1¾. Visibility reduction by helicopters NA.

T NA

SSALR (A3)

MISSED APPROACH: Climb to 3000 via 184° track to JITEV and via 179° track to ZIRKE and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175



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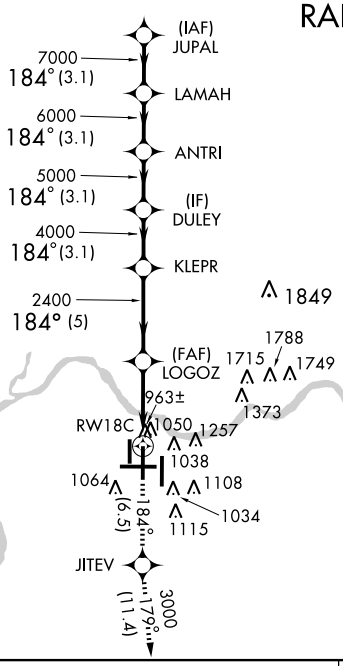
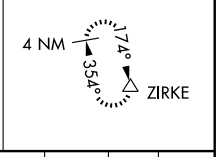
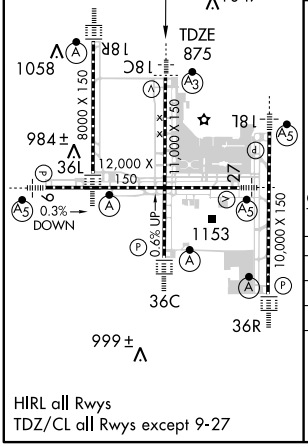
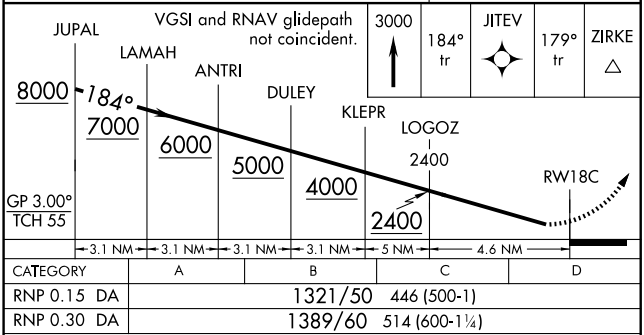








CATEGORY	A	B	C	D
RNP 0.15 DA	1321/50 446 (500-1)			
RNP 0.30 DA	1389/60 514 (600-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	10000
184°	TDZE	889
	Apt Elev	896

RNAV (RNP) Z RWY 18L

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

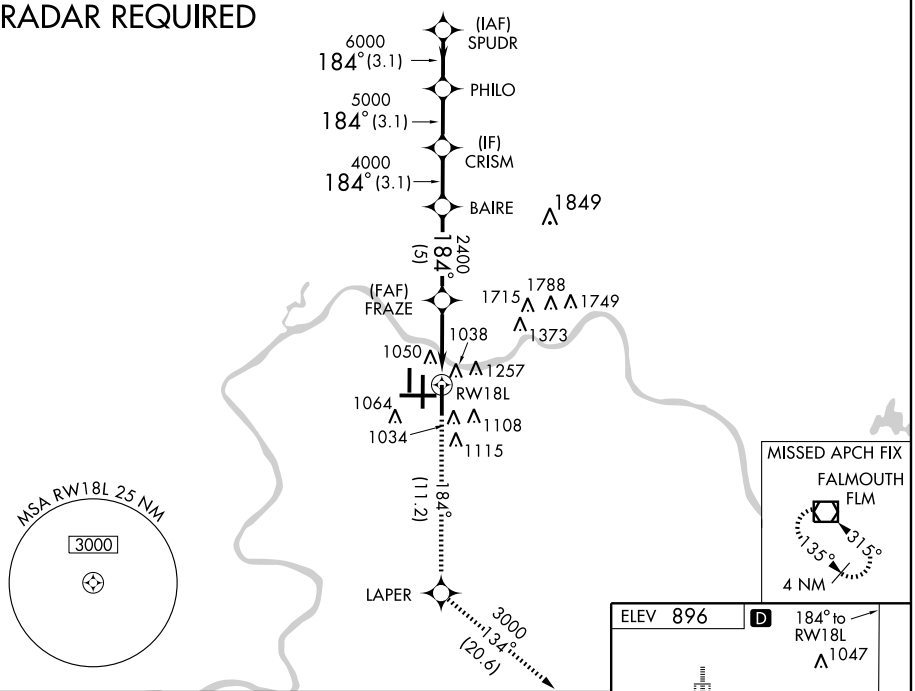
V NA — For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.21 and RNP 0.25 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

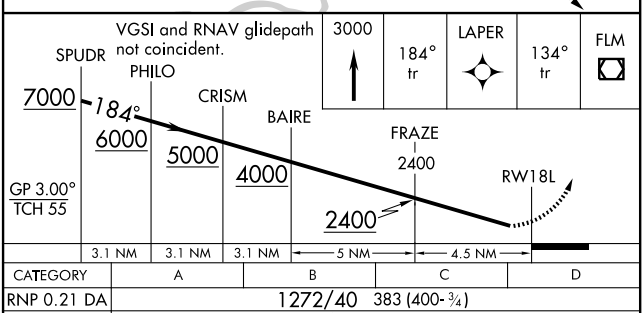
MALSR

MISSED APPROACH: Climb to 3000 via 184° track to LAPER and via 134° track to FLM VOR/DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

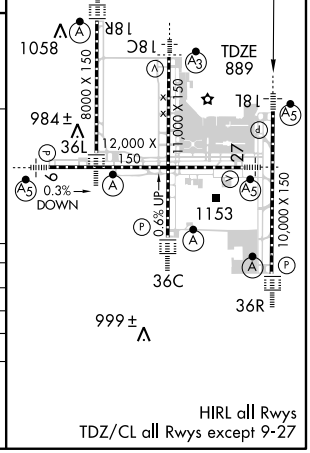
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.21 DA	1272/40	383 (400-¾)		
RNP 0.25 DA	1283/50	394 (400-1)		
RNP 0.30 DA	1472-1½	583 (600-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
184°	TDZE	868
	Apt Elev	896

RNAV (RNP) Z RWY 18R

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T NA — For inoperative ALSF, increase RNP 0.29 visibility to RVR 6000, RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). GPS required.

ALSF-2

MISSED APPROACH: Climb to 3000 via 184° track to BEPEE and via 266° track to AVIEW and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED

(IAF) DRAEK — 4000 — 184° (3.1)

(IF) OPHUS — 3000 (3.1)

BRITL — 2400 (1.9)

(FAF) KRTHY

955±

941± RW18R

1849 1715 1788 1749 1373 1257 1038 1064 1034 1108 1115

MSA RW18R 25 NM — 3000

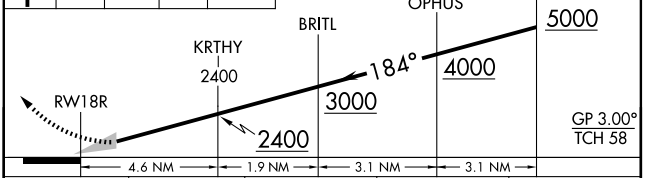
184° (10.9)

BEPEE

3000 266° (18.4)

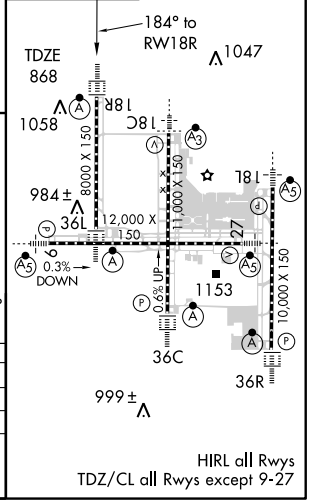
MISSED APCH FIX 4 NM 064° 244° AVIEW

3000	tr 184°	BEPEE	tr 266°	AVIEW



CATEGORY	A	B	C	D
RNP 0.29 DA	1243/40 375 (400-¾)			
RNP 0.30 DA	1281/50 413 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12000
274°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

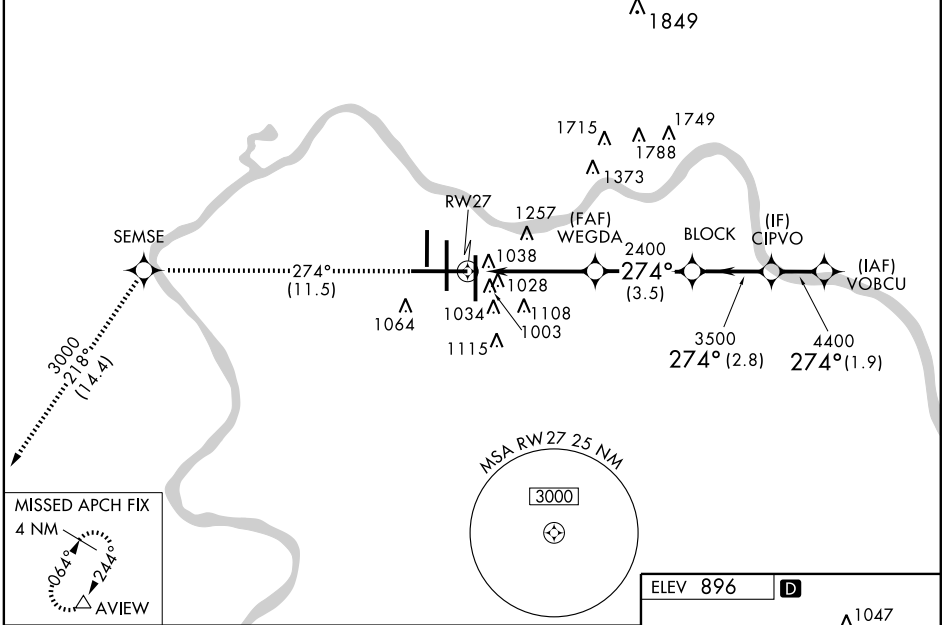
T NA — For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.15 visibility to 1½, RNP 0.23 visibility to 1¾, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

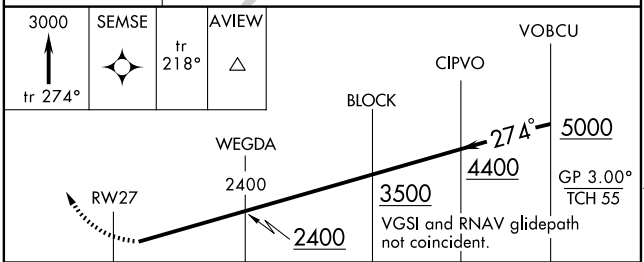
MALSR (A5)

MISSED APPROACH: Climb to 3000 via 274° track to SEMSE and via 218° track to AVIEW and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

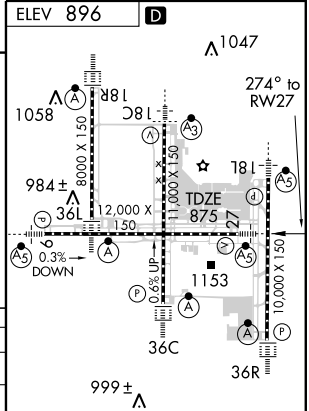
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.15 DA	1296/50	421 (400-1)		
RNP 0.23 DA	1378/60	503 (500-1¼)		
RNP 0.30 DA	1445-1½	570 (600-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 36C

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

APP CRS	Rwy Idg	11000
004°	TDZE	851
	Apt Elev	896

For uncompensated Baro-VNAV systems, Procedure NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.24 visibility to 1½, RNP 0.30 visibility 1¾. GPS REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to LOGOZ and via 005° track to NEATS and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWY 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

MISSED APCH FIX

NEATS 010° 190° 4 NM

MSA RW36C 25 NM 3000

3000 005° (10.4) LOGOZ 004° (6.4) 004° (4.7) (FAA) JITEV 004°(5) CIMRU 004°(3.1) (IF) UMPTA 004°(3.1) PUPPT

1849 1788 1715 1749 1038 1373 1257 RW36C 1034 1064 1108 927± 1115 974±

2400 4000 5000

Procedure NA for arrivals at DARKS via V97 Southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 Southeast bound.

6000 347° (8.2) (IAF) DARKS

7000 271° (14.5) FALMOUTH FLM

ELEV 896 D

1047 1058 18R 18C 18L 984± 36L 12,000 X 150 8000 X 150 11,000 X 150 27 0.3% DOWN 0.6% UP 1153 10,000 X 150 TDZE 851 36C 36R 999± 004° to RW36C

HIRL all Rwys

TDZ/CL all Rwys except 9-27

3000 tr 004°	LOGOZ	tr 005°	NEATS

VGSI and RNAV glidepath not coincident.

Procedure Turn NA

PUPPT 6000 UMPTA 5000 CIMRU 4000 JITEV 2400 004° RW36C 2400 GP 3.00° TCH 52

4.7 NM 5 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
RNP 0.24 DA	1295/50	444 (400-1)		
RNP 0.30 DA	1318/60	467 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
004°	TDZE	873
	Apt Elev	896

RNAV (RNP) Z RWY 36L

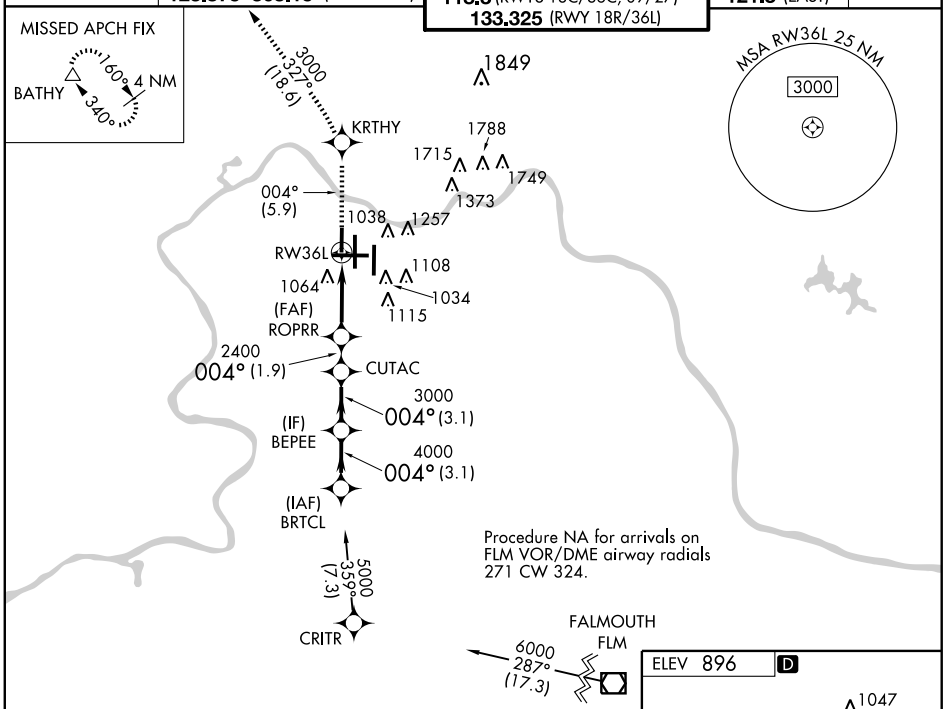
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

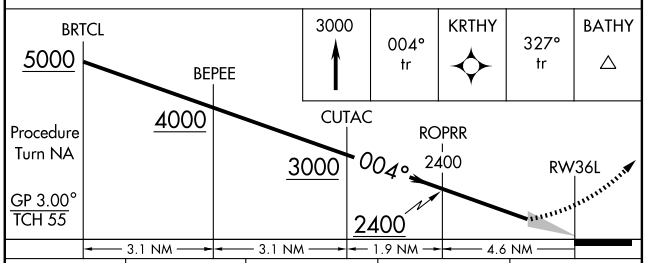
T NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.29 and RNP 0.30 visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to KRTHY and via 327° track to BATHY and hold.

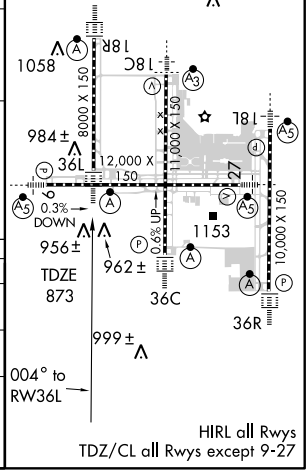
ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175





CATEGORY	A	B	C	D
RNP 0.29 DA	1261/40 388 (400-¾)			
RNP 0.30 DA	1264/50 391 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
004°	TDZE	896
	Apt Elev	896

RNAV (RNP) Z RWY 36R

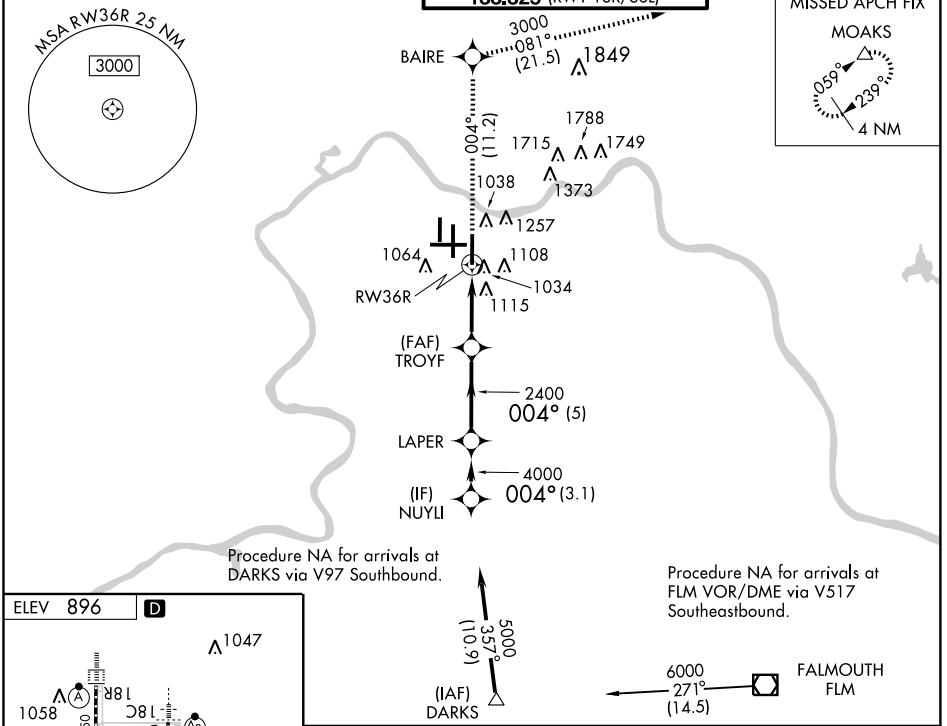
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

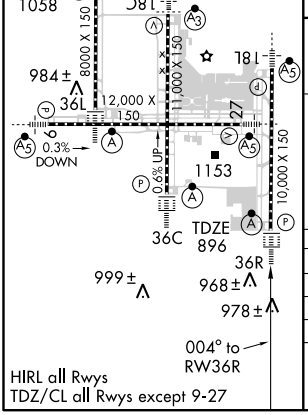
T A NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.16 and RNP 0.20 visibility to RVR 6000, RNP 0.30 visibility to 1½. Visibility reduction by helicopters NA.

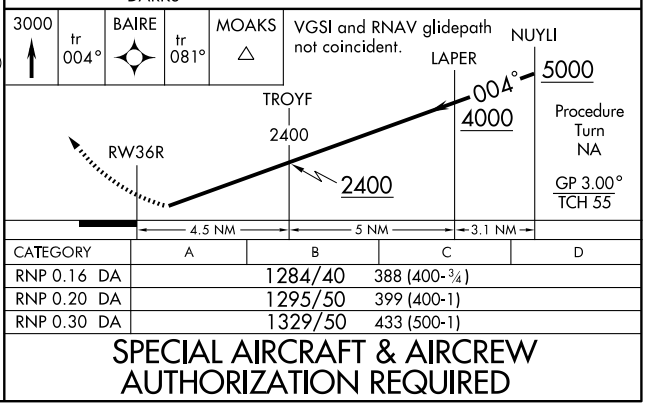
ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to BAIRE and via 081° track to MOAKS and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		







CATEGORY	A	B	C	D
RNP 0.16 DA		1284/40	388 (400-¾)	
RNP 0.20 DA		1295/50	399 (400-1)	
RNP 0.30 DA		1329/50	433 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ROCKT FIVE DEPARTURE (RNAV)

(ROCKT5.ROCKT) 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON 121.7 (WEST) 121.3 (EAST)
CLNC DEL 127.175
CINCINNATI DEP CON
126.65 (001°-180°)
128.7 (181°-360°)

(NARRATIVE ON FOLLOWING PAGE)

CUNKI
(33)
WADAL
8000
FARUM
13000
(19) 068°
(23) 068°
(15) 068°
FL180
*2700
038° (61)
TIVERTON
TVT
FL180
*2700
088°
(68)
ROCKT
FL180
*3900
080°
(49)
AHTIY
CADRE
CIVLO
FL230
BUCKEYE
MOA
HAGSS
092° (9)
HOMIX
CIGMA
(12)
114°
(10)
(15) 074°
CERPO
MOIER
054°
(8)
(13)
325°
325°
004°
004°
004°
1400
N
274°
BONLE
1400
184°
184°
184°
1400
054°
(6)
SLUBY
203°
168°
CAMUM
(3)
122°
FANSA
FLOEE
111°
(5)
094°
(4)
ANTEO
CODKO
(16) 069°
065°
(16)
TAPIE
156°
(5)
HIPAS
(4)
094°
065°
(4)
JABDU

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L: STANDARD with minimum climb of 500' per NM to 1400.

NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 36L, 36C, 36R. ABB, CVG, and FLM DMEs must be operational for Takeoff Rwy 27.

NOTE: Departure procedure limited to aircraft with the following destination airports and departure times:
Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CGF, CLE, LNN, LPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, SWF, TTN, UNV, and overseas flights.
LGA, between 1000-1800 UTC.

NOTE: If unable to accept ATC climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Tiverton Transition (ROCKT5.TVT) limited to aircraft landing BKL, CAK, CLE, CGF, LNN, and LPR.

(ROCKT5.ROCKT) 10154

ROCKT FIVE DEPARTURE (RNAV)

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SL-655 (FAA)

COVINGTON, KENTUCKY

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct CUNKI, then right turn direct WADAL, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to WADAL, thence. . . .

. . . . via depicted route to ROCKT. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT5.AHTIY):

TIVERTON TRANSITION (ROCKT5.TVT):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 21 OCT 2010 to 18 NOV 2010

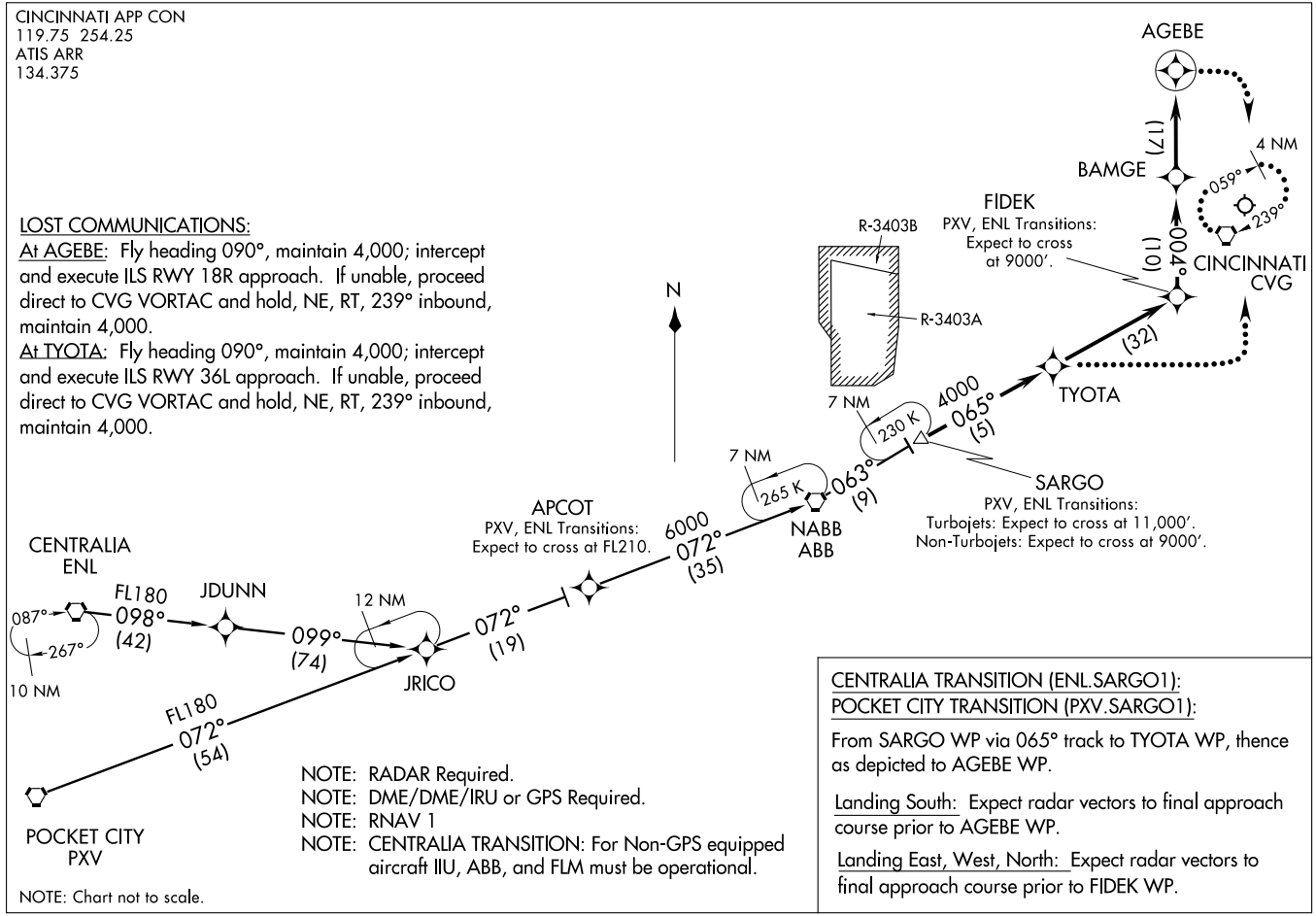
SARGO ONE ARRIVAL (RNAV)

(SARGO.SARGO1) 09295

CINCINNATI/NORTHERN KENTUCKY INTL

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.75 254.25
ATIS ARR
134.375



LOST COMMUNICATIONS:

At AGEBE: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

At TYOTA: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: CENTRALIA TRANSITION: For Non-GPS equipped aircraft IIU, ABB, and FLM must be operational.

NOTE: Chart not to scale.

CENTRALIA TRANSITION (ENL.SARGO1):
POCKET CITY TRANSITION (PXV.SARGO1):

From SARGO WP via 065° track to TYOTA WP, thence as depicted to AGEBE WP.

Landing South: Expect radar vectors to final approach course prior to AGEBE WP.

Landing East, West, North: Expect radar vectors to final approach course prior to FIDEK WP.

SARGO ONE ARRIVAL (RNAV)
(SARGO.SARGO1) 09295
CINCINNATI/NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY

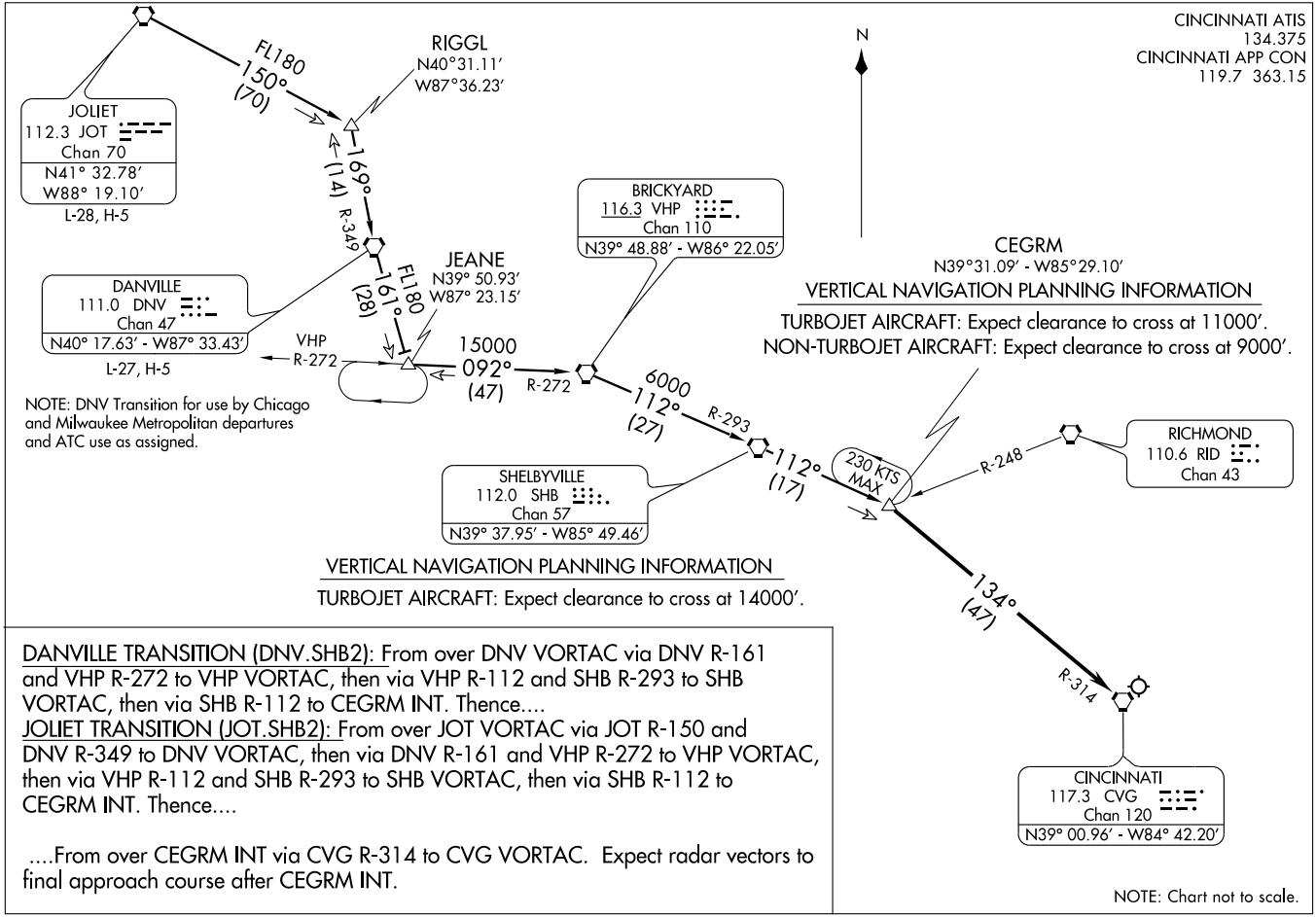
ST-655 (FAA)

SHELBYVILLE TWO ARRIVAL

(CEGRM.SHB2) 09295

CINCINNATI/NORTHERN KENTUCKY INTL

COVINGTON, KENTUCKY



DANVILLE TRANSITION (DNV.SHB2): From over DNV VORTAC via DNV R-161 and VHP R-272 to VHP VORTAC, then via VHP R-112 and SHB R-293 to SHB VORTAC, then via SHB R-112 to CEGRM INT. Thence....

JOLIET TRANSITION (JOT.SHB2): From over JOT VORTAC via JOT R-150 and DNV R-349 to DNV VORTAC, then via DNV R-161 and VHP R-272 to VHP VORTAC, then via VHP R-112 and SHB R-293 to SHB VORTAC, then via SHB R-112 to CEGRM INT. Thence....

....From over CEGRM INT via CVG R-314 to CVG VORTAC. Expect radar vectors to final approach course after CEGRM INT.

SHELBYVILLE TWO ARRIVAL

(CEGRM.SHB2) 09295

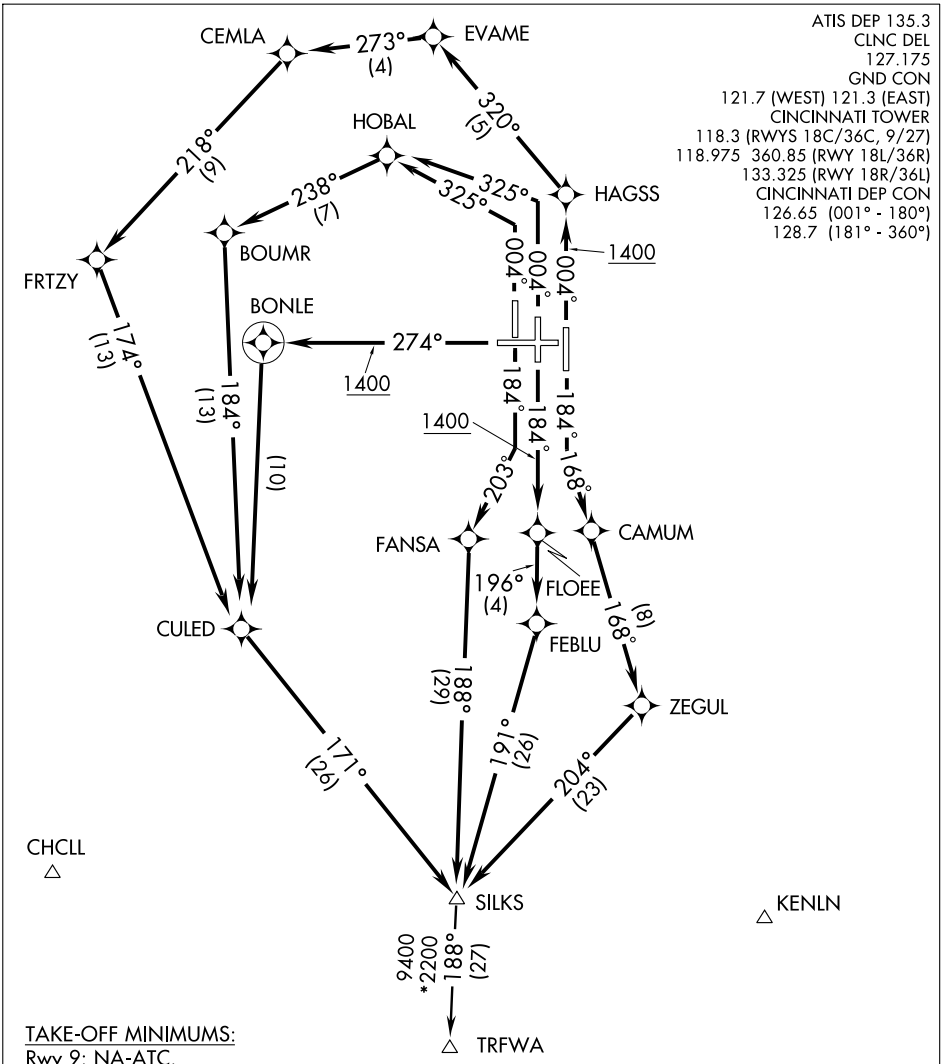
CINCINNATI/NORTHERN KENTUCKY INTL

COVINGTON, KENTUCKY

ST-655 (FAA)

SILKS TWO DEPARTURE (RNAV)

SL-655 (FAA) COVINGTON, KENTUCKY



TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L: STANDARD with minimum climb of 500′ per NM to 1400.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 27, 36C, 36L. CVG, FLM, and RID DMEs must be operational for Takeoff Rwy 36R.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS2.TRFWA):

TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882′ from DER, 834′ left of centerline, up to 75′ AGL/974′ MSL.
Trees 3473′ from DER, 904′ right of centerline, up to 70′ AGL/929′ MSL.
RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 85′ AGL/964′ MSL.
RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 94′ AGL/963′ MSL.
RWY 36R: Light pole 1476′ from DER, 813′ left of centerline, 47′ AGL/926′ MSL.
Trees 1602′ from DER, 754′ right of centerline, up to 59′ AGL/938′ MSL.

TIGRR ONE ARRIVAL (RNAV)

(TIGRR.TIGRR1) 09295

CINCINNATI/ NORTHERN KENTUCKY INTL

COVINGTON, KENTUCKY

TIGRR ONE ARRIVAL (RNAV)

(TIGRR.TIGRR1) 09295

CINCINNATI/ NORTHERN KENTUCKY INTL

COVINGTON, KENTUCKY

CINCINNATI APP CON
123.875 257.2
ATIS ARR
134.375

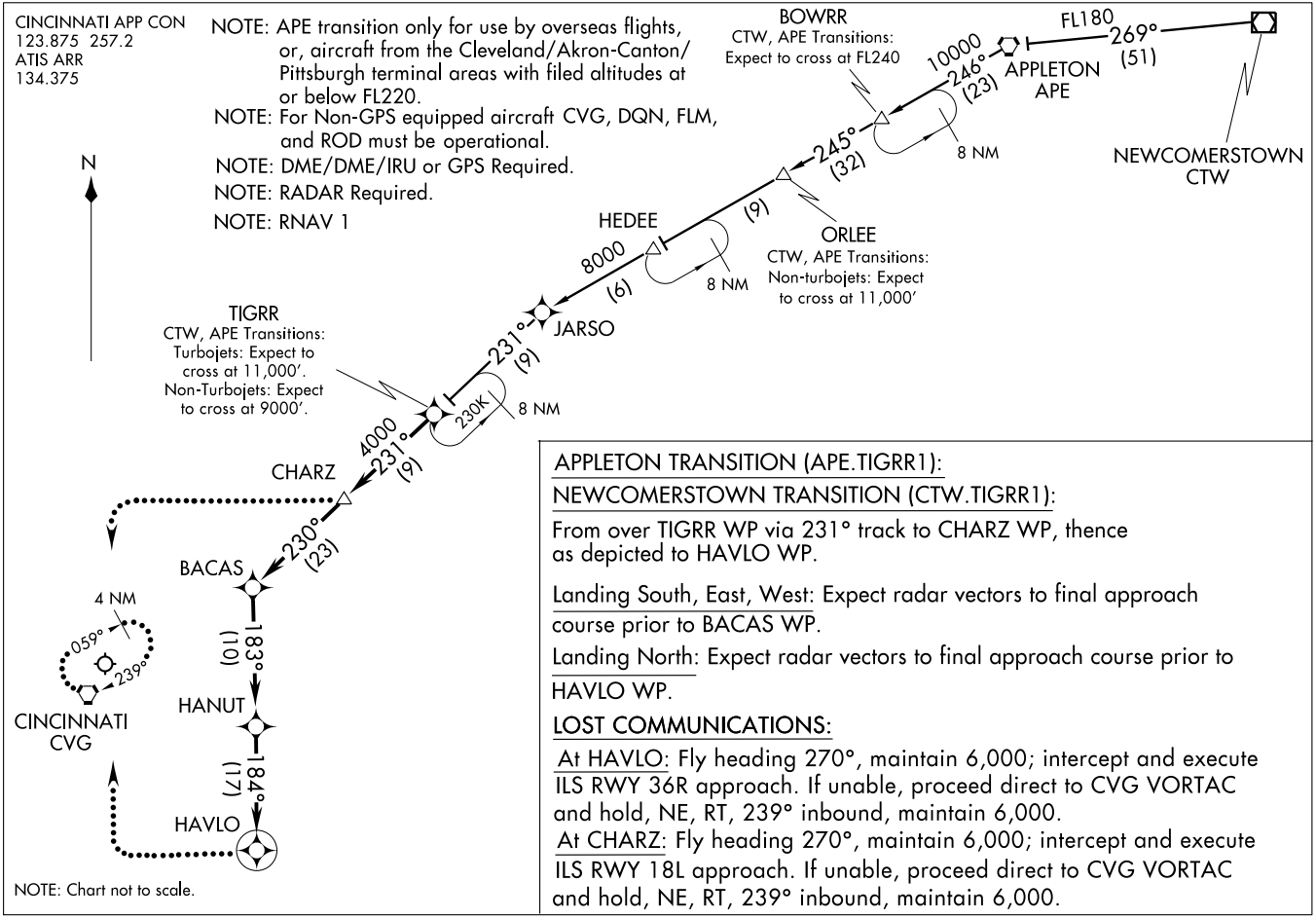
NOTE: APE transition only for use by overseas flights, or, aircraft from the Cleveland/Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: For Non-GPS equipped aircraft CVG, DQN, FLM, and ROD must be operational.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1



NOTE: Chart not to scale.

APPLETON TRANSITION (APE.TIGRR1):

NEWCOMERSTOWN TRANSITION (CTW.TIGRR1):

From over TIGRR WP via 231° track to CHARZ WP, thence as depicted to HAVLO WP.

Landing South, East, West: Expect radar vectors to final approach course prior to BACAS WP.

Landing North: Expect radar vectors to final approach course prior to HAVLO WP.

LOST COMMUNICATIONS:

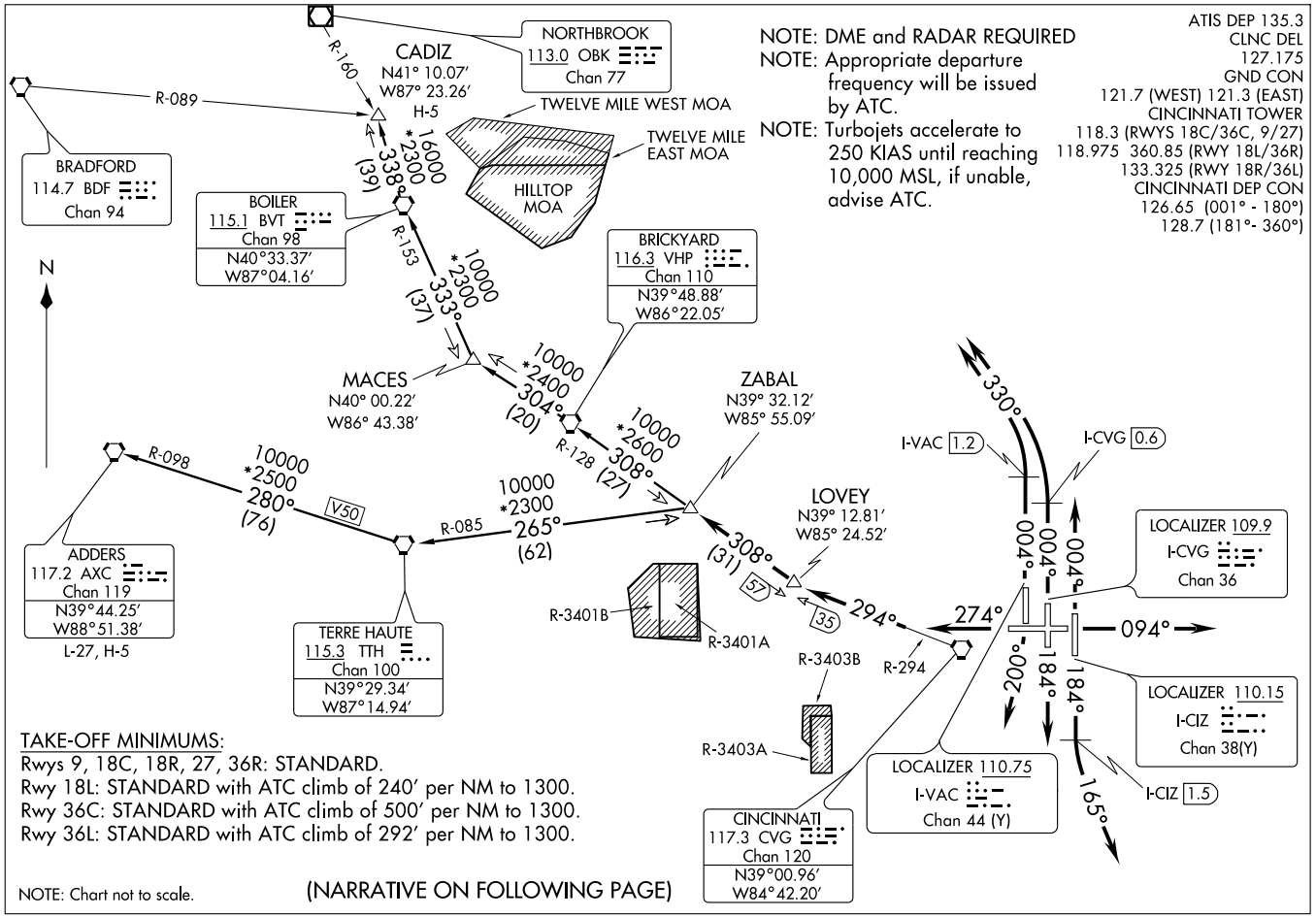
At HAVLO: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.

At CHARZ: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.

WHITEWATER EIGHT DEPARTURE

(WHWTR8.ZABAL) 10266 COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY



TAKE-OFF MINIMUMS:
Rwys 9, 18C, 18R, 27, 36R: STANDARD.
Rwy 18L: STANDARD with ATC climb of 240′ per NM to 1300.
Rwy 36C: STANDARD with ATC climb of 500′ per NM to 1300.
Rwy 36L: STANDARD with ATC climb of 292′ per NM to 1300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WHITEWATER EIGHT DEPARTURE

(WHWTR8.ZABAL) 10266 COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SL-655 (FAA)

COVINGTON, KENTUCKY

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....
TAKEOFF RUNWAY 27: Climb heading 274° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned by ATC, Thence....

....expect radar vectors to CVG R-294, then via CVG R-294 to LOVEY/CVG 35 DME, then via VHP R-128 to ZABAL/VHP 26.7 DME, then via transition or assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within10 minutes after departure.

ADDERS TRANSITION (WHWTR8.AXC): From over ZABAL via TTH R-085 to TTH VORTAC, then via TTH R-280 and AXC R-098 to AXC VORTAC.
CADIZ TRANSITION (WHWTR8.CADIZ): From over ZABAL via VHP R-128 to VHP VORTAC, then via VHP R-304 to MACES , then via BVT R-153 to BVT VORTAC, then via BVT R-338 to CADIZ.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.
Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.
Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PQQ	APP CRS	Rwy Idg	5000
108.9	305°	TDZE	1016
Chan 26		Apt Elev	1022

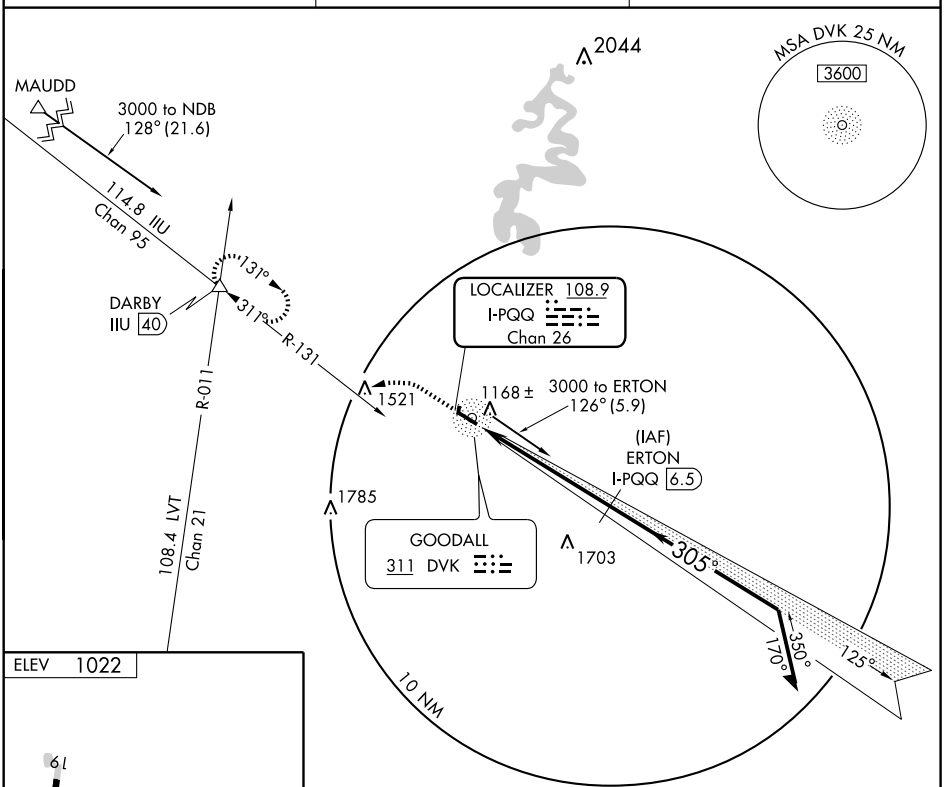
LOC/DME RWY 30

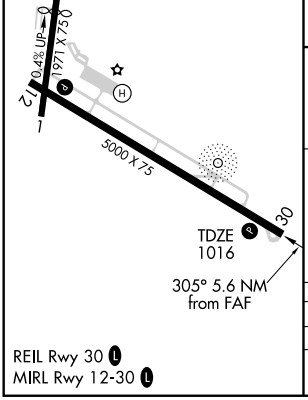
DANVILLE/ STUART POWELL FIELD (DVK)

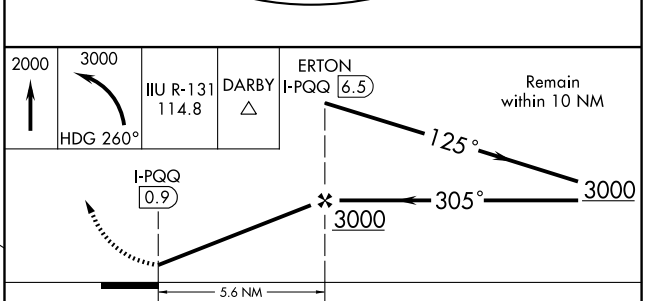
T
NA
If local altimeter not received, use Lexington altimeter setting and increase all MDAs 80 feet. ADF or RADAR Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and IIU R-131 to DARBY Int and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	1440-1	424 (500-1)	1440-1¼	424 (500-1¼)
CIRCLING	1480-1 458 (500-1)	1560-1 538 (600-1)	1560-1½ 538 (600-1½)	1720-2¼ 698 (700-2¼)

REIL Rwy 30 L
MIRL Rwy 12-30 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB DVK 311	APP CRS 211°	Rwy Idg N/A TDZE N/A Apt Elev 1022

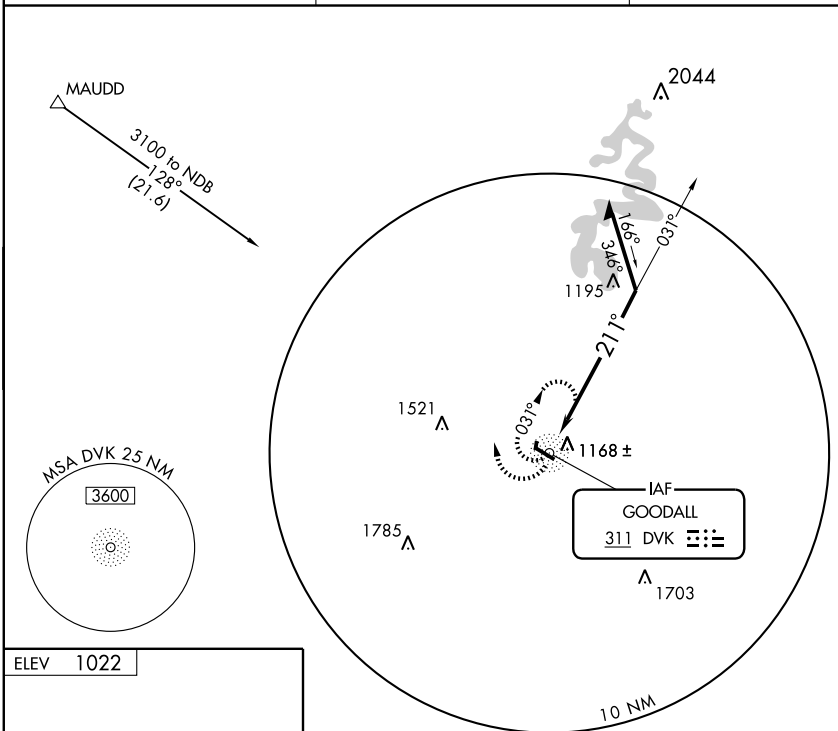
NDB-A

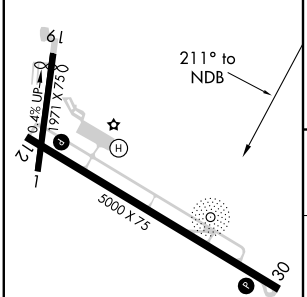
DANVILLE/ STUART POWELL FIELD (DVK)

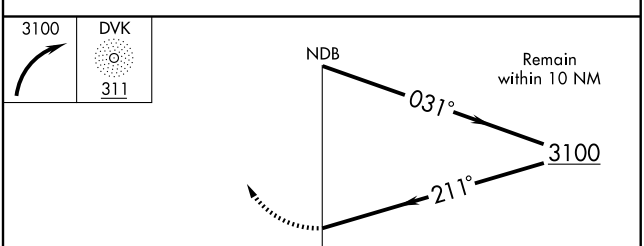
T NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1600-1	578 (600-1)	1600-1½ 578 (600-1½)	1720-2¼ 698 (700-2¼)

REIL Rwy 30 L
MIRL Rwy 12-30 L

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 93706	124°	TDZE	1017
W12A		Apt Elev	1022

RNAV (GPS) RWY 12

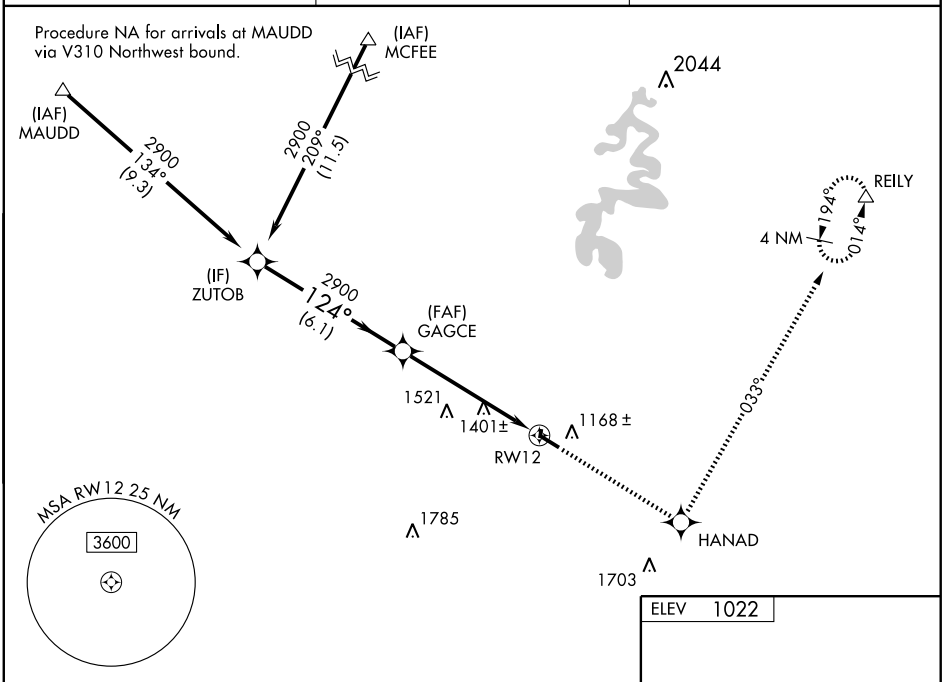
DANVILLE/ STUART POWELL FIELD (DVK)

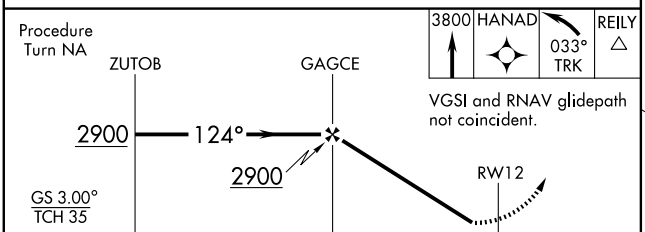
When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cats C/D and Circling Cats C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

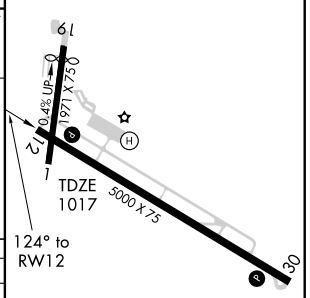
NA

MISSED APPROACH: Climb to 3800 direct HANAD and left turn via 033° track to REILY and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1357-1¼ 340 (400-1¼)			
LNAV/VNAV DA	1785-2¾ 768 (800-2¾)			
LNAV MDA	1660-1 643 (700-1)		1660-1¾ 643 (700-1¾)	1660-2 643 (700-2)
CIRCLING	1660-1 638 (700-1)		1660-1¾ 638 (700-1¾)	1720-2¼ 698 (700-2¼)

REIL Rwy 30 L
MIRL Rwy 12-30 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 70506	305°	TDZE	1016
W30A		Apt Elev	1022

RNAV (GPS) RWY 30

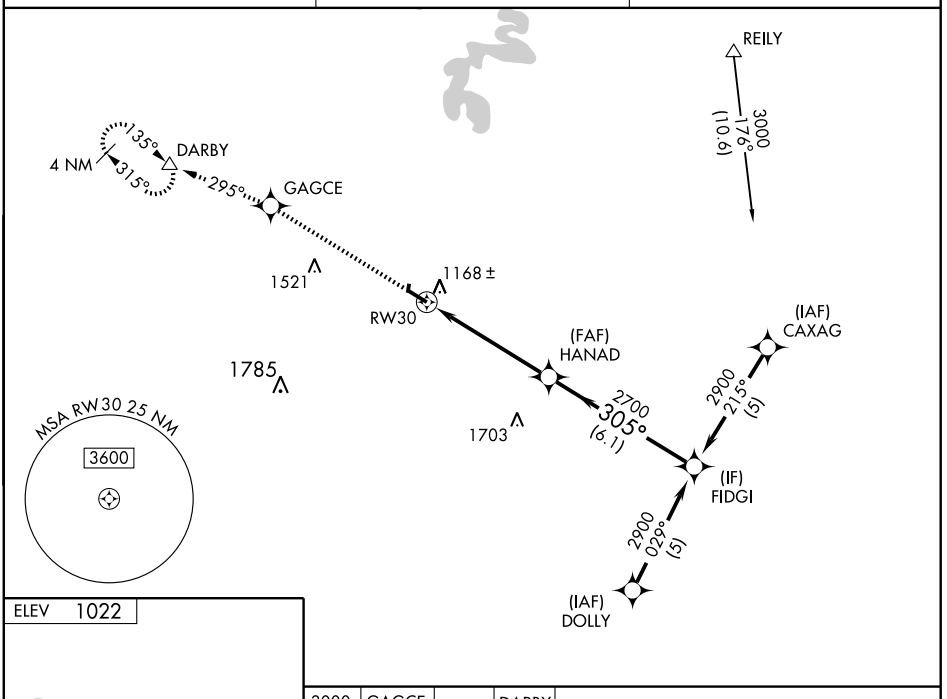
DANVILLE/ STUART POWELL FIELD (DVK)

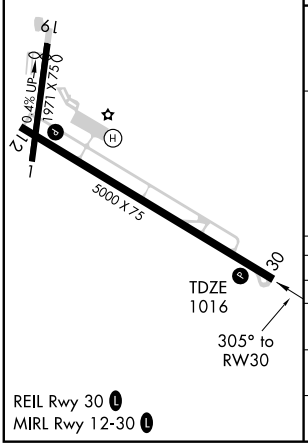
When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cat C/D and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). VDP and Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

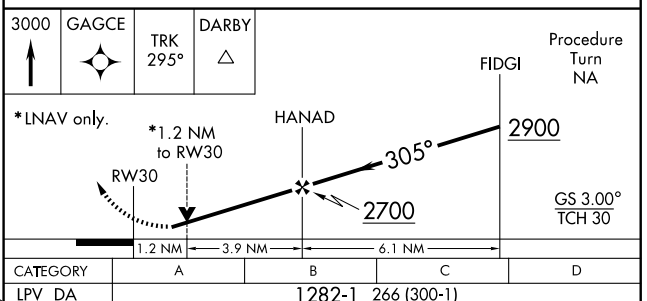
NA

MISSED APPROACH: Climb to 3000 direct GAGCE and via 295° track to DARBY and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1282-1 266 (300-1)			
LNAV/VNAV DA	1439-1½ 423 (500-1½)			
LNAV MDA	1440-1 424 (500-1)		1440-1¼ 424 (500-1¼)	
CIRCLING	1480-1 458 (500-1)	1560-1 538 (600-1)	1560-1½ 538 (600-1½)	1720-2¼ 698 (700-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ADR	APP CRS	Rwy Idg	6001
109.75	050°	TDZE	764
Chan 34 (Y)		Apt Elev	775

LOC RWY 5

ELIZABETHTOWN/ADDINGTON FIELD (EKX)

If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX
R-035
035°
215°
MYSTIC
108.2 MYS

MSA EWO 25 NM
3100

MYSTIC
108.2 MYS
4000
163°
(21.6)

RADAR or DME REQUIRED

LOCALIZER 109.75
I-ADR
Chan 34 (Y)

1401
1304
1000±
1334
879±
892
922
1450
960
R-147
R-163
R-104
104°
284°
4000
256°
(21)
NEW HOPE
110.8 EWO
Chan 45
CIHAD INT
I-ADR 6.5
2500
050°
(6)
R-256
4000 NoPT
to Riszo Int
110° (7.3) and
050° (4.5)
(IF/IAF)
RISZO INT
I-ADR 12.5
EWO 21
050°
1 min
230°
(IAF)
OSINE
230°
(JEPIV)
10 NM

ELEV 775
TDZE
764
6001 X 100
0.4% UP
050° 5.3 NM
from FAF

One Minute
Holding Pattern
RISZO INT
I-ADR 12.5
EWO 21
CIHAD INT
I-ADR 6.5
3000
EWO
110.8
4000
230°
050°
050°
2500
I-ADR
2.6
I-ADR
1.2
3.05°
TCH 40
VGSI and descent
angles not coincident.
6 NM
3.9 NM
1.4

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-5	1240-1 476 (500-1)		1240-1¼ 476 (500-1¼)	1240-1½ 476 (500-1½)
CIRCLING	1240-1 465 (500-1)	1260-1 485 (500-1)	1260-1½ 485 (500-1½)	1360-2 585 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6001
CH 77700	050°	TDZE	764
W05A		Apt Elev	775

RNAV (GPS) RWY 5

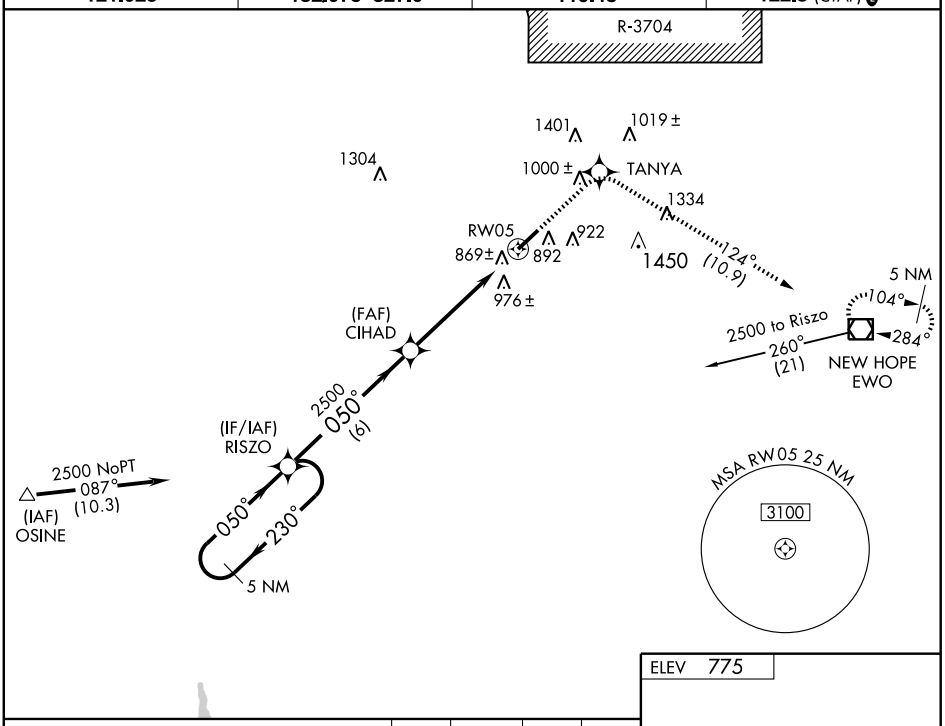
ELIZABETHTOWN/ADDINGTON FIELD (EKX)

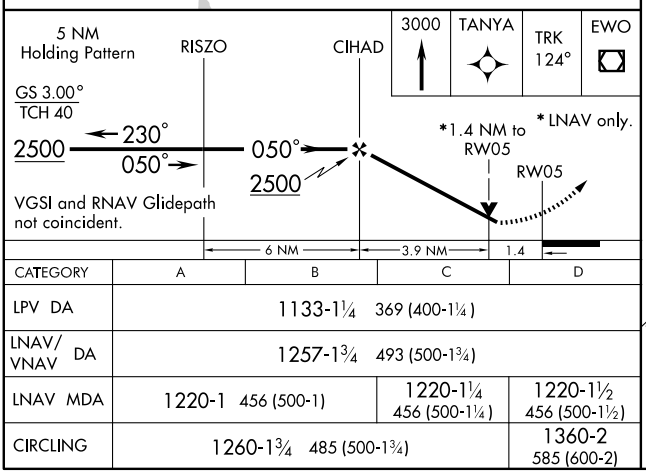
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F).
If local altimeter setting not received, use Louisville Intl altimeter setting and increase all DAs/MDAs 120 feet.
VDP and Baro-VNAV NA when using Louisville Intl altimeter setting.

NA

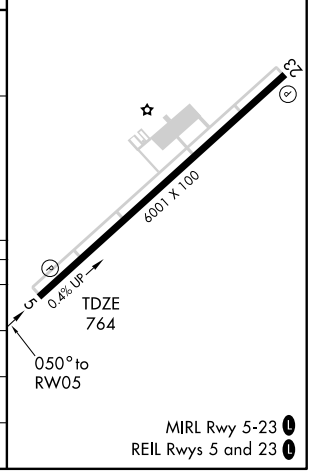
MISSED APPROACH: Climb to 3000 direct TANYA and via 124° track to EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1133-1¼ 369 (400-1¼)			
LNAV/VNAV DA	1257-1¾ 493 (500-1¾)			
LNAV MDA	1220-1 456 (500-1)		1220-1¼ 456 (500-1¼)	1220-1½ 456 (500-1½)
CIRCLING	1260-1¾ 485 (500-1¾)			1360-2 585 (600-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

ELIZABETHTOWN/ADDINGTON FIELD (EKX)

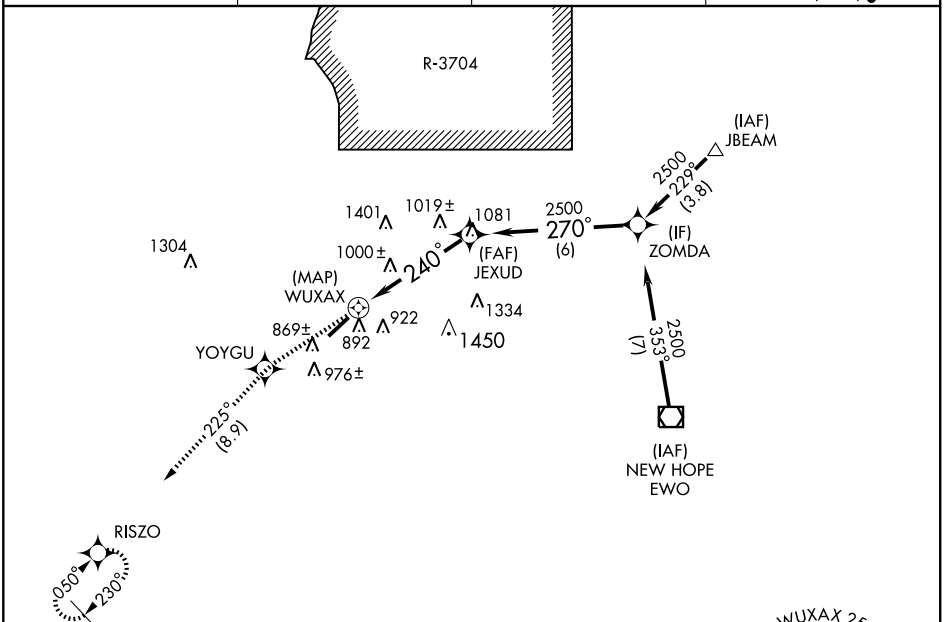
APP CRS	Rwy Idg	6001
240°	TDZE	775
	Apt Elev	775

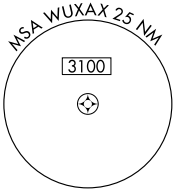
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.
VDP NA when using Louisville Intl altimeter setting.

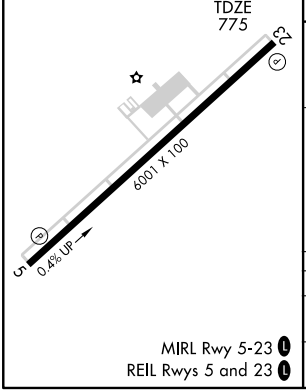
NA

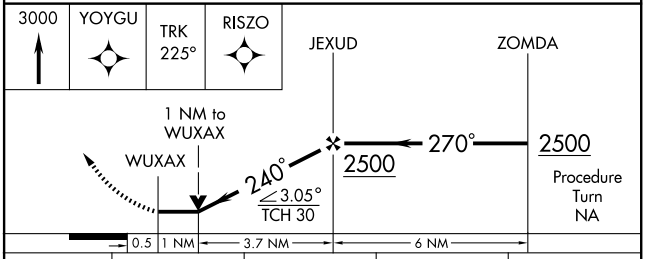
MISSED APPROACH: Climb to 3000 direct YOYGU and via 225° track to RISZO and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1280-1 505 (600-1)		1280-1½ 505 (600-1½)	
CIRCLING	1280-1 505 (600-1)		1280-1½ 505 (600-1½)	1360-2 585 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME EWO	APP CRS	Rwy Idg	N/A
110.8	284°	TDZE	N/A
Chan 45		Apt Elev	775

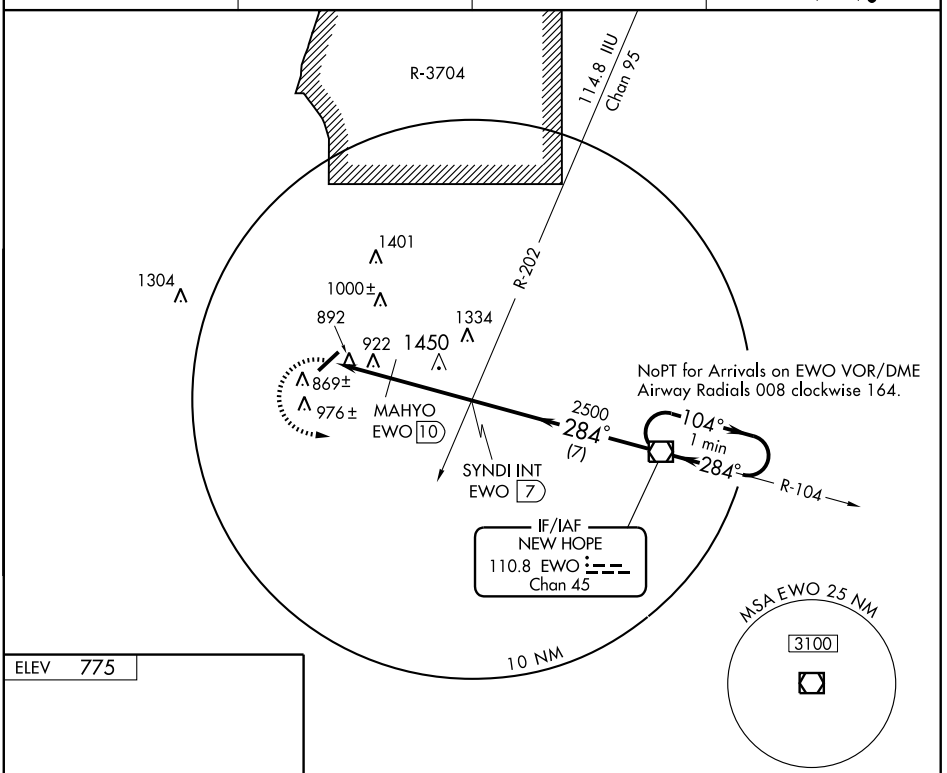
VOR-A

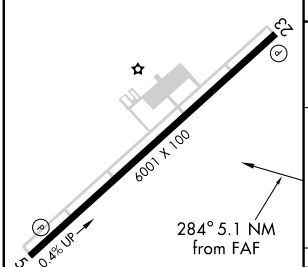
ELIZABETHTOWN/ADDINGTON FIELD (EKX)

If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.

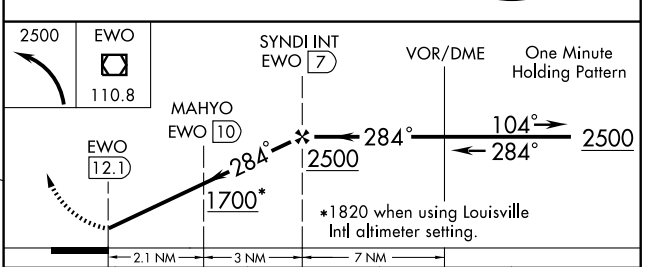
MISSED APPROACH: Climbing left turn to 2500 direct to EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L





MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 925 (1000-1¼)		1700-2¾ 925 (1000-2¾)	1700-3 925 (1000-3)

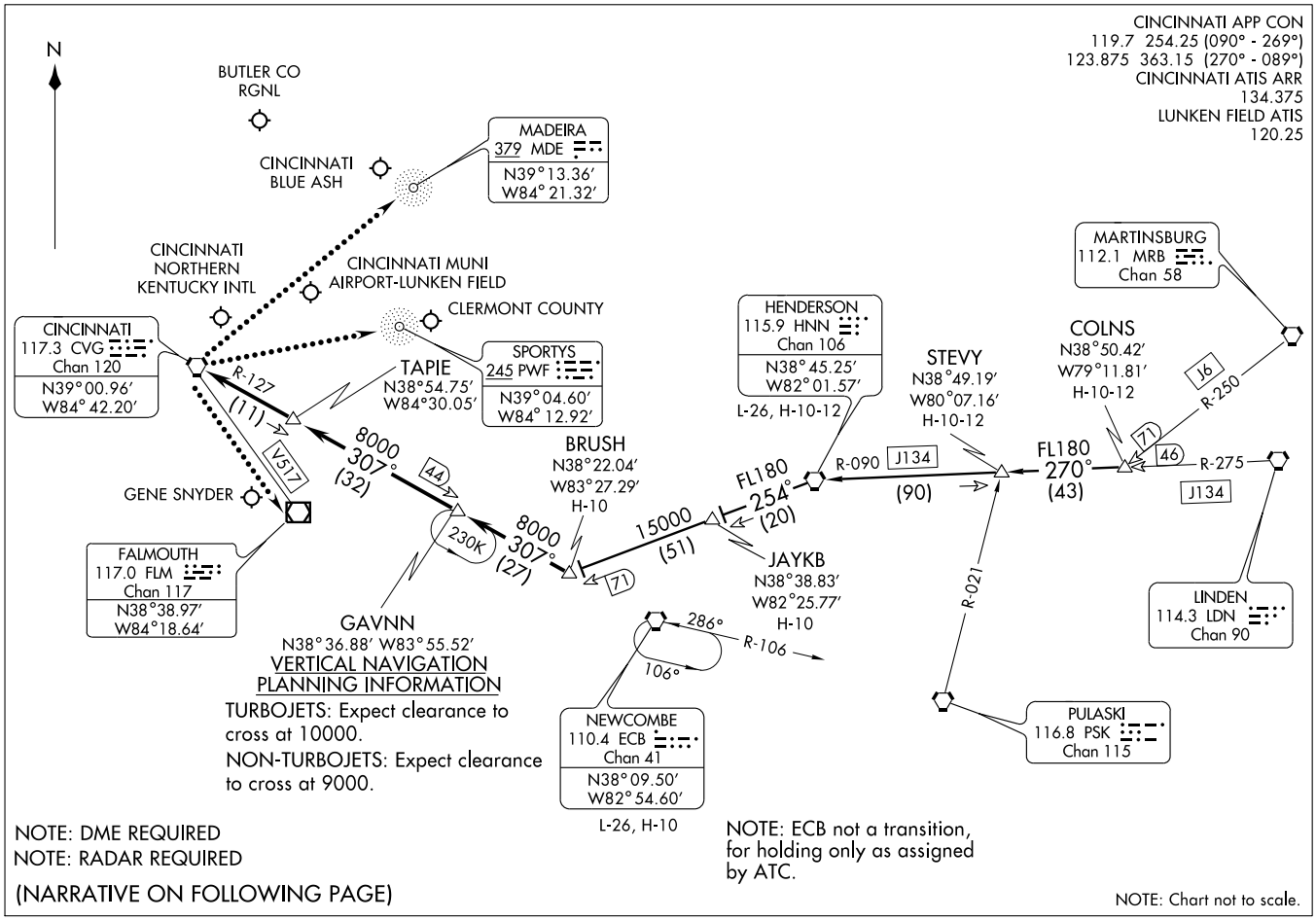
MAHYO FIX MINIMUMS				
CIRCLING	1220-1 445 (500-1)	1260-1 485 (500-1)	1260-1½ 485 (500-1½)	1360-2 585 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

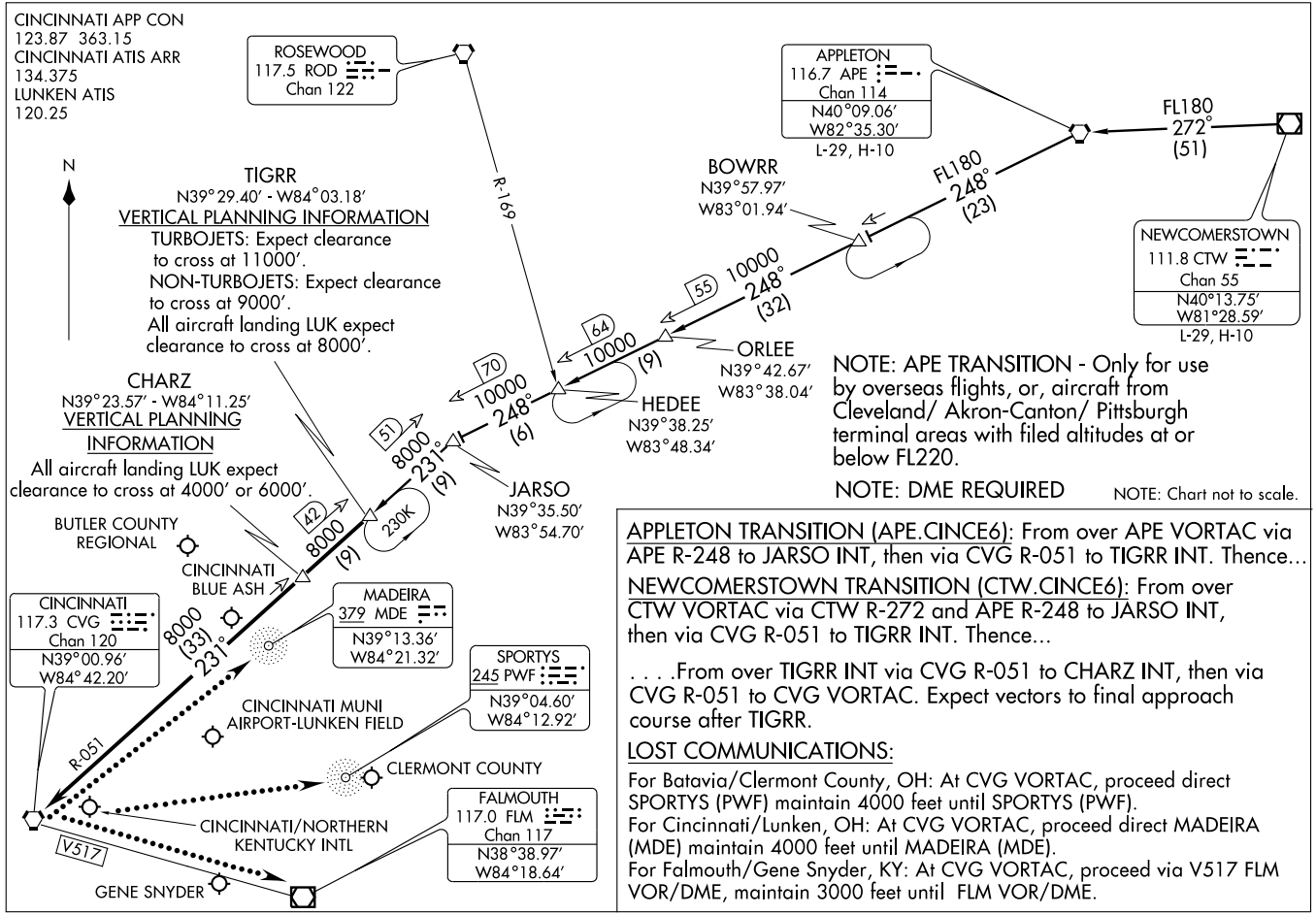
For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO



APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

07298

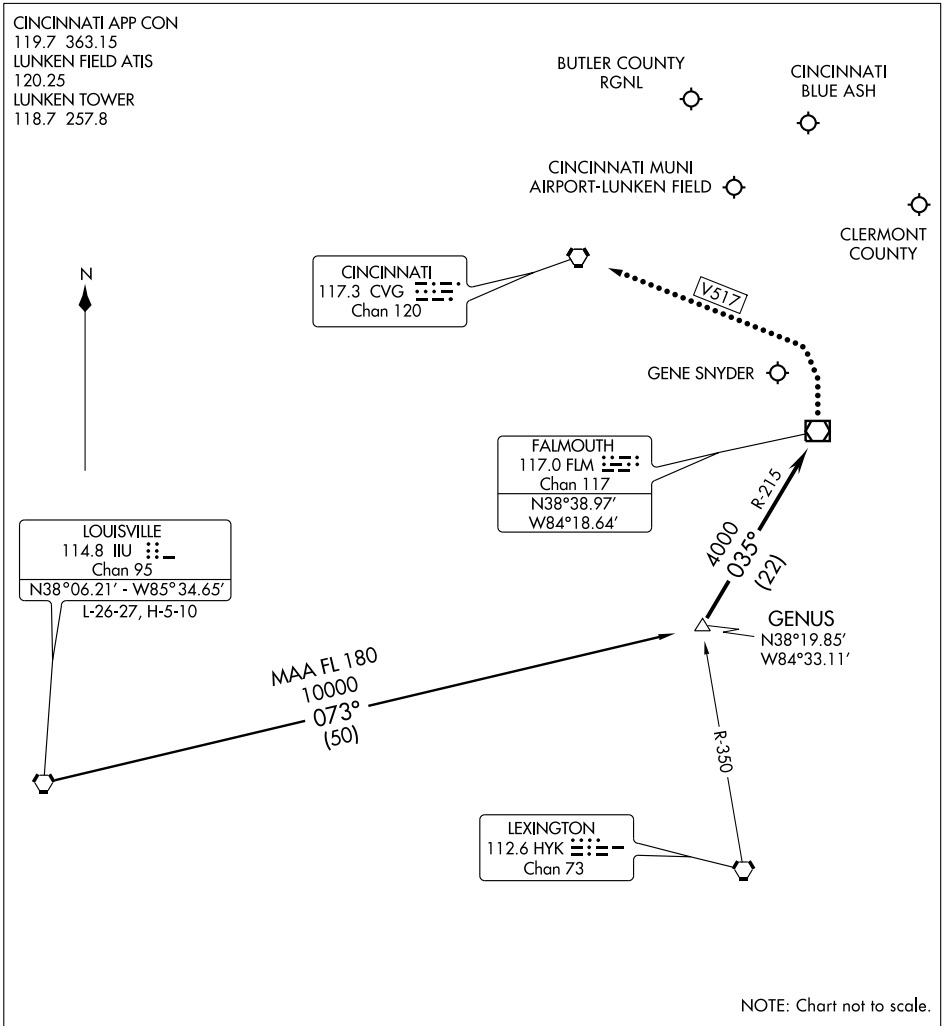
CINCE SIX ARRIVAL (TIGRR.CINCE6)

ST-655 (FAA)

CINCINNATI, OHIO

GENUS ONE ARRIVAL

CINCINNATI, OHIO



ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

GENUS ONE ARRIVAL

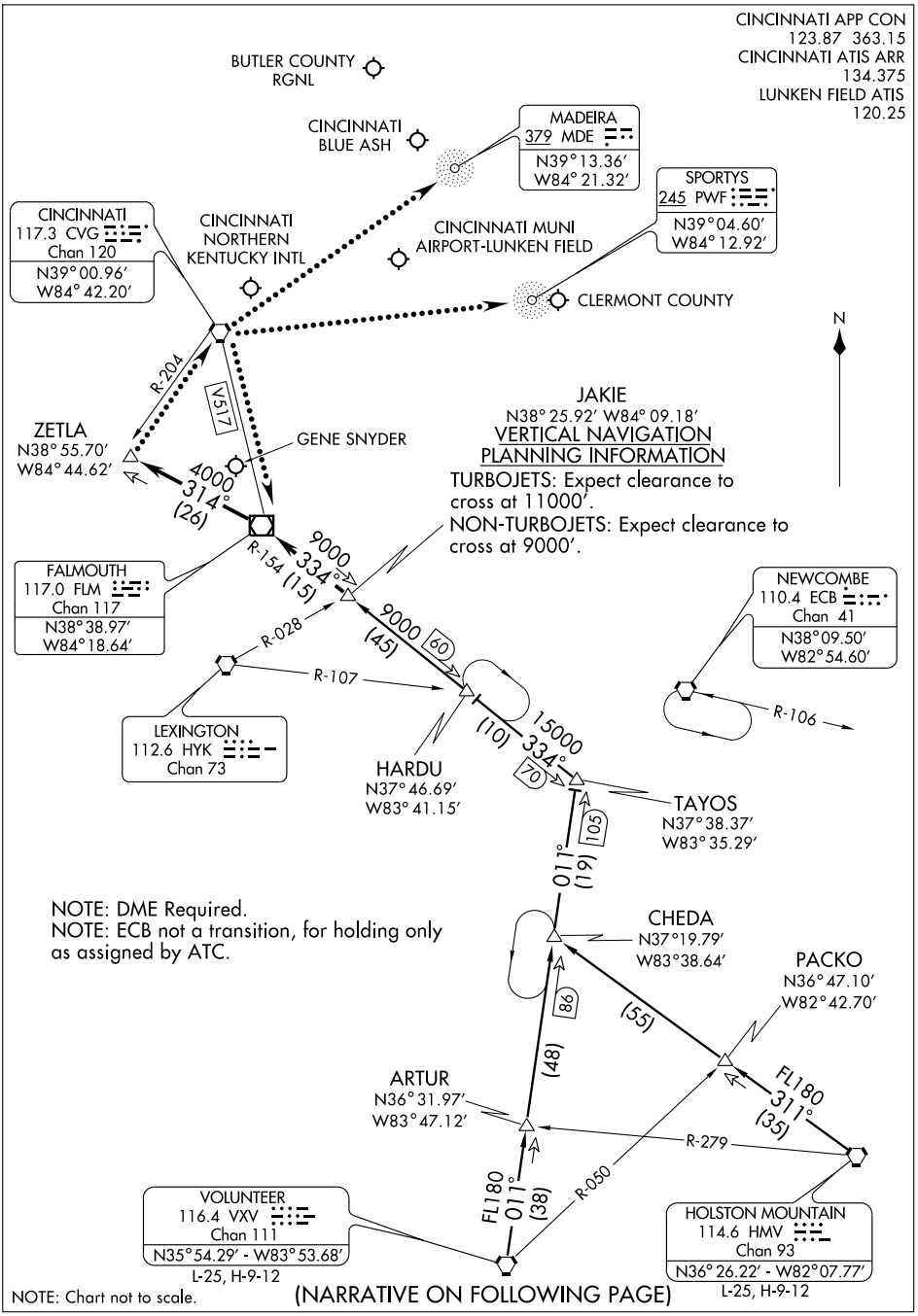
CINCINNATI, OHIO

(GENUS.GENUS1) 08157

EC-2, 21 OCT 2010 to 18 NOV 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



SE-1, 21 OCT 2010 to 18 NOV 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

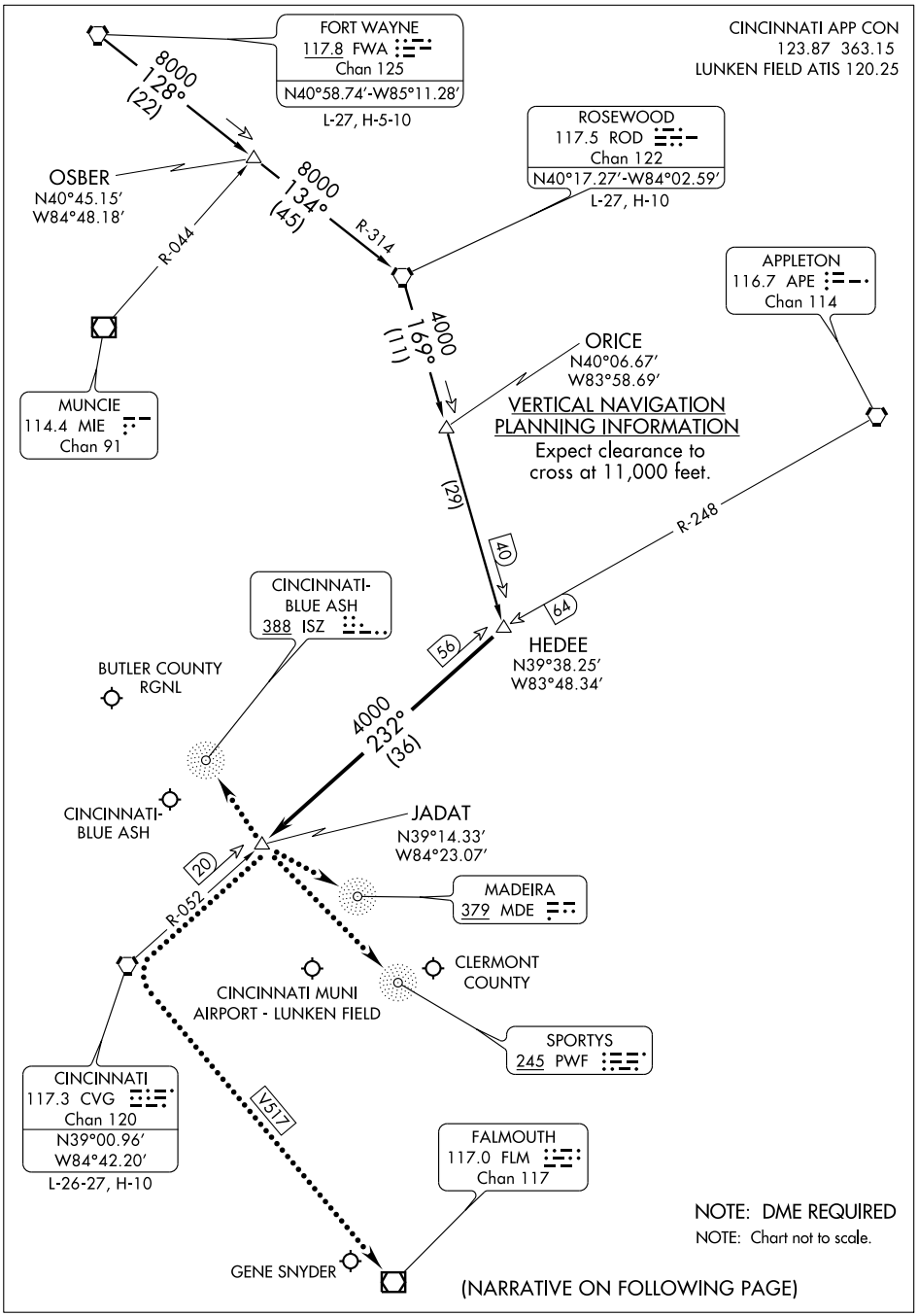
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



HEDEE TWO ARRIVAL

CINCINNATI, OHIO

(HEDEE.HEDEE2) 10098

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

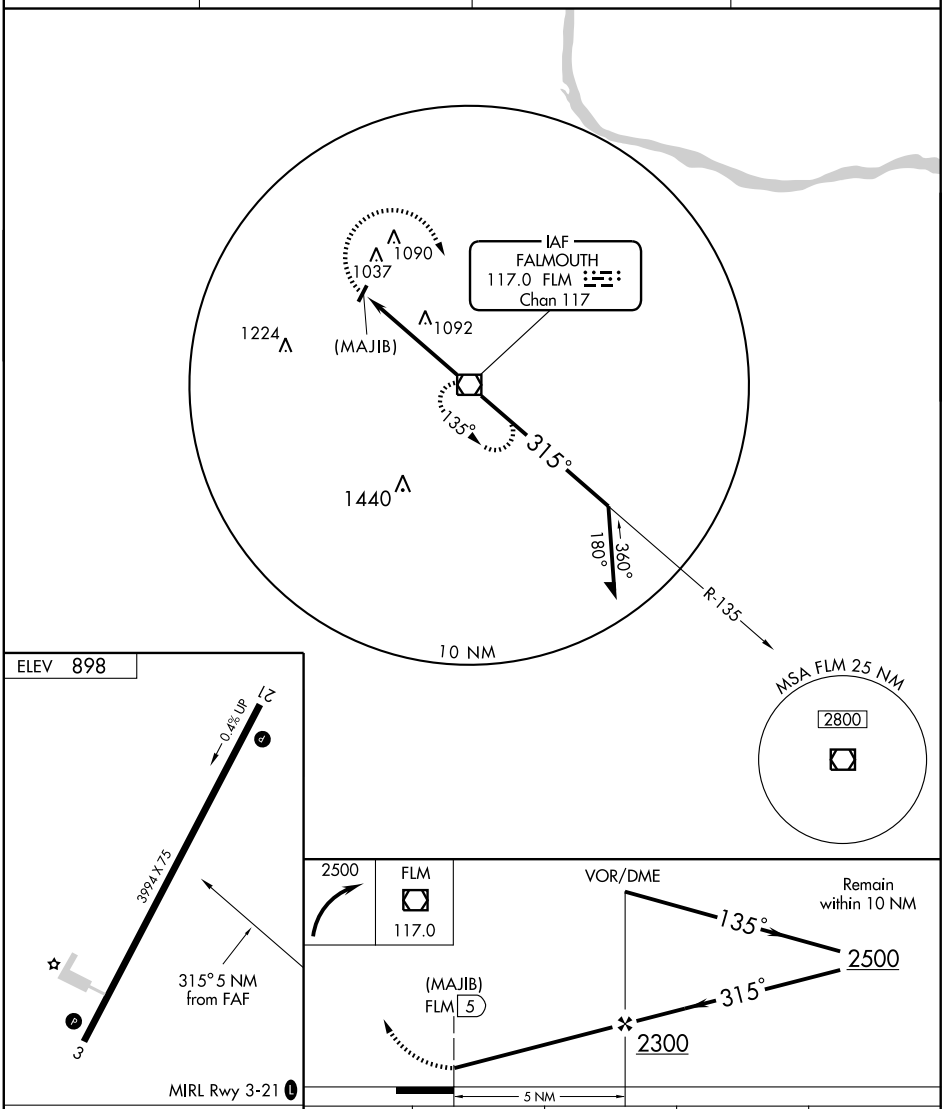
VOR/DME FLM 117.0 Chan 117	APP CRS 315°	Rwy Idg N/A TDZE N/A Apt Elev 898

VOR or GPS-A

FALMOUTH/GENE SNYDER (K62)

T NA Use Cincinnati/Northern Kentucky Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

AWOS-3	CINCINNATI APP CON	UNICOM	
123.825	121.0 257.725	122.7 (CTAF)	122.9 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1500-1	602 (700-1)	1500-1¾ 602 (700-1¾)	1500-2 602 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-XWI	APP CRS	Rwy Idg	5001
109.15	251°	TDZE	914
		Apt Elev	914

LOC RWY 25

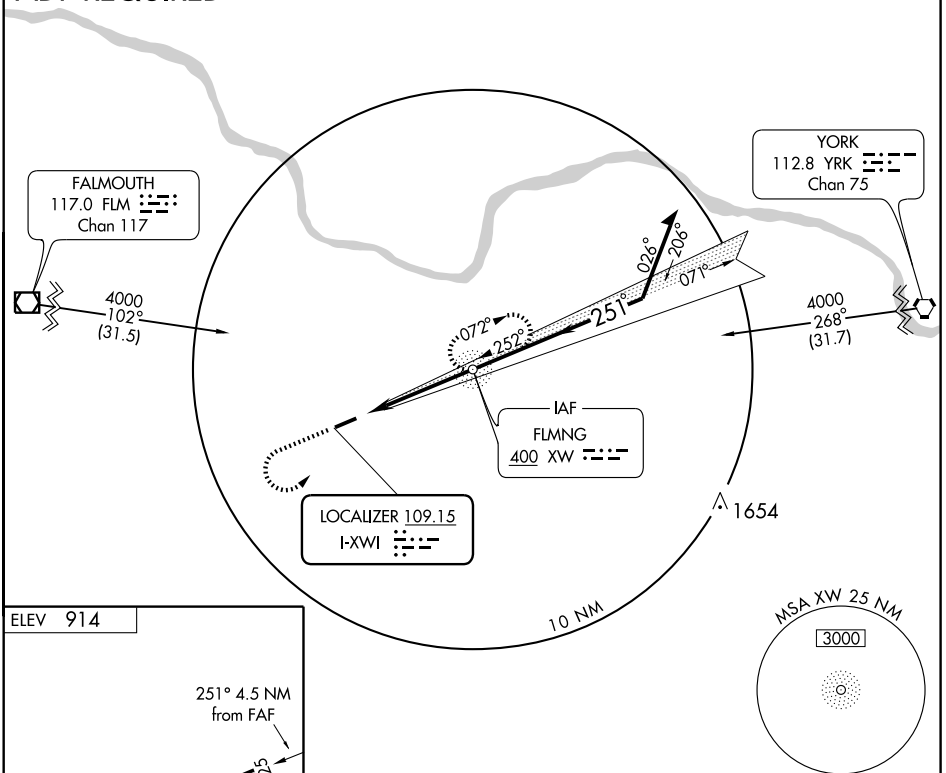
FLEMINGSBURG/FLEMING-MASON (FGX)

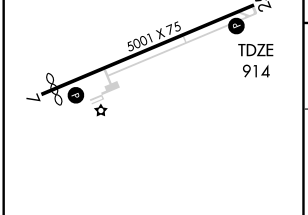
NA

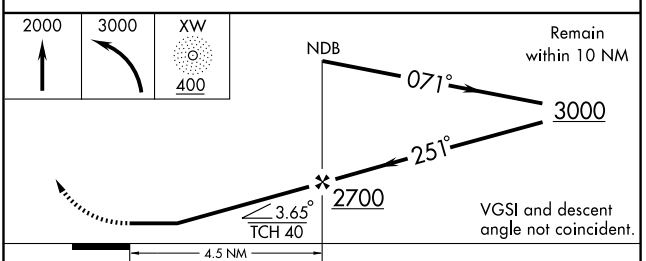
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct XW NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L

ADF REQUIRED







MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-25	1320-1	406 (500-1)	1320-1¼	406 (500-1¼)
CIRCLING	1360-1 446 (500-1)	1380-1 466 (500-1)	1380-1½ 466 (500-1½)	1480-2 566 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4702
CH 56312	072°	TDZE	913
W07A		Apt Elev	913

RNAV (GPS) RWY 7

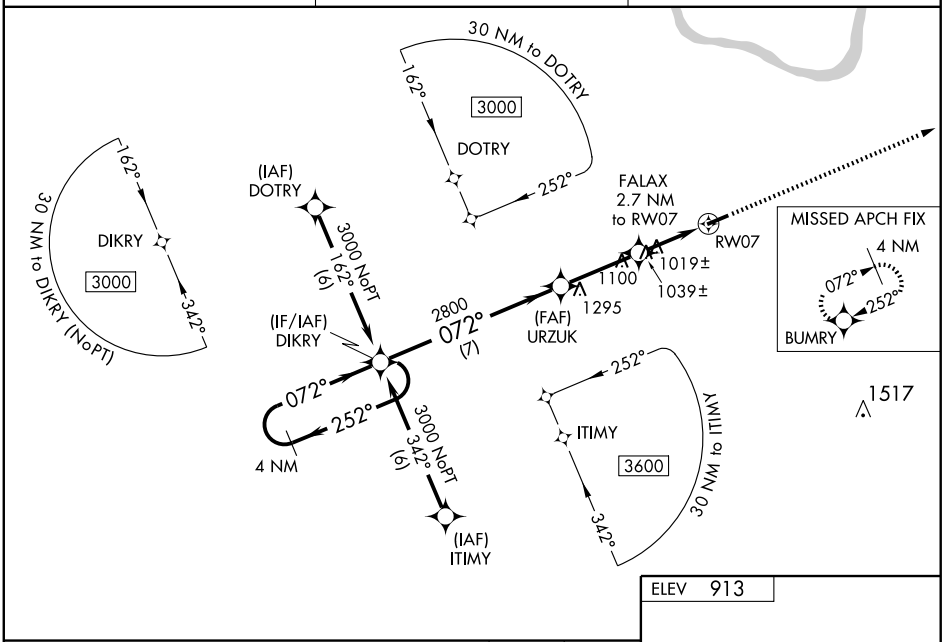
FLEMINGSBURG/FLEMING-MASON (FGX)

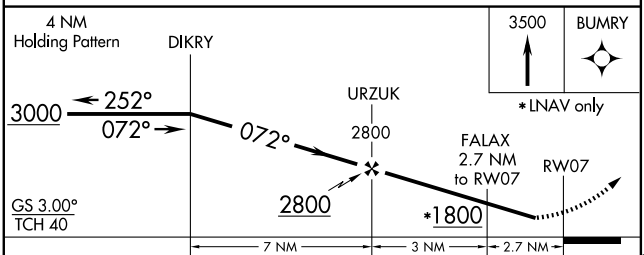
T
A NA

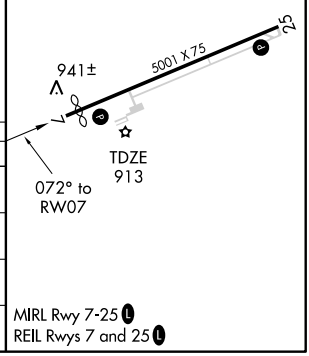
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1383 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ¼ mile, Cat D ½ mile. Increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct BUMRY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/VNAV DA	1256-1¼ 343 (400-1¼)			
LNAV MDA	1320-1 407 (500-1)		1320-1¼ 407 (500-1¼)	
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 69212	252°	TDZE	913
W25A		Apt Elev	913

RNAV (GPS) RWY 25

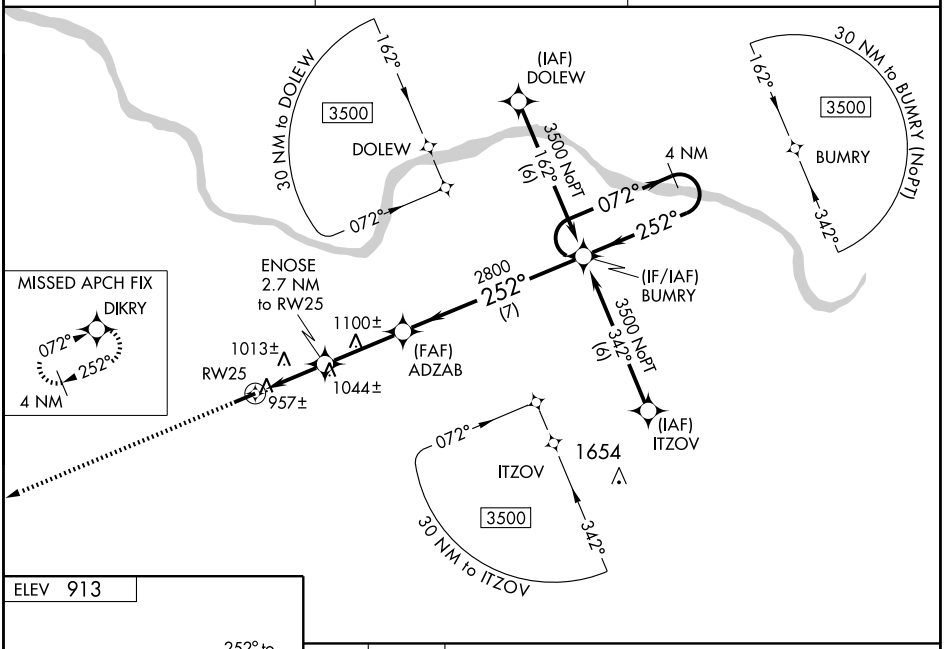
FLEMINGSBURG/ FLEMING-MASON (FGX)

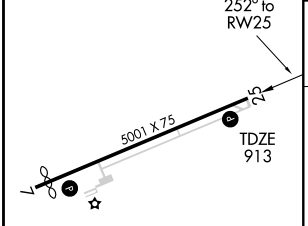
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1344 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ½ mile, Cat D ¼ mile. Increase Circling Cats C/D visibility ¼ mile.

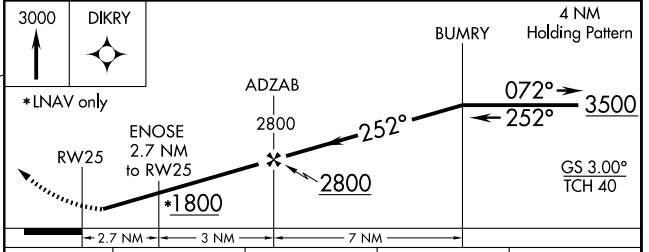
NA

MISSED APPROACH: Climb to 3000 direct DIKRY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/ VNAV DA	1217-1 304 (400-1)			
LNAV MDA	1280-1 367 (400-1)			1280-1¼ 367 (400-1¼)
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLM 117.0 Chan 117	APP CRS 107°	Rwy Idg N/A TDZE N/A Apt Elev 913

VOR/DME-A

FLEMINGSBURG/FLEMING-MASON (FGX)

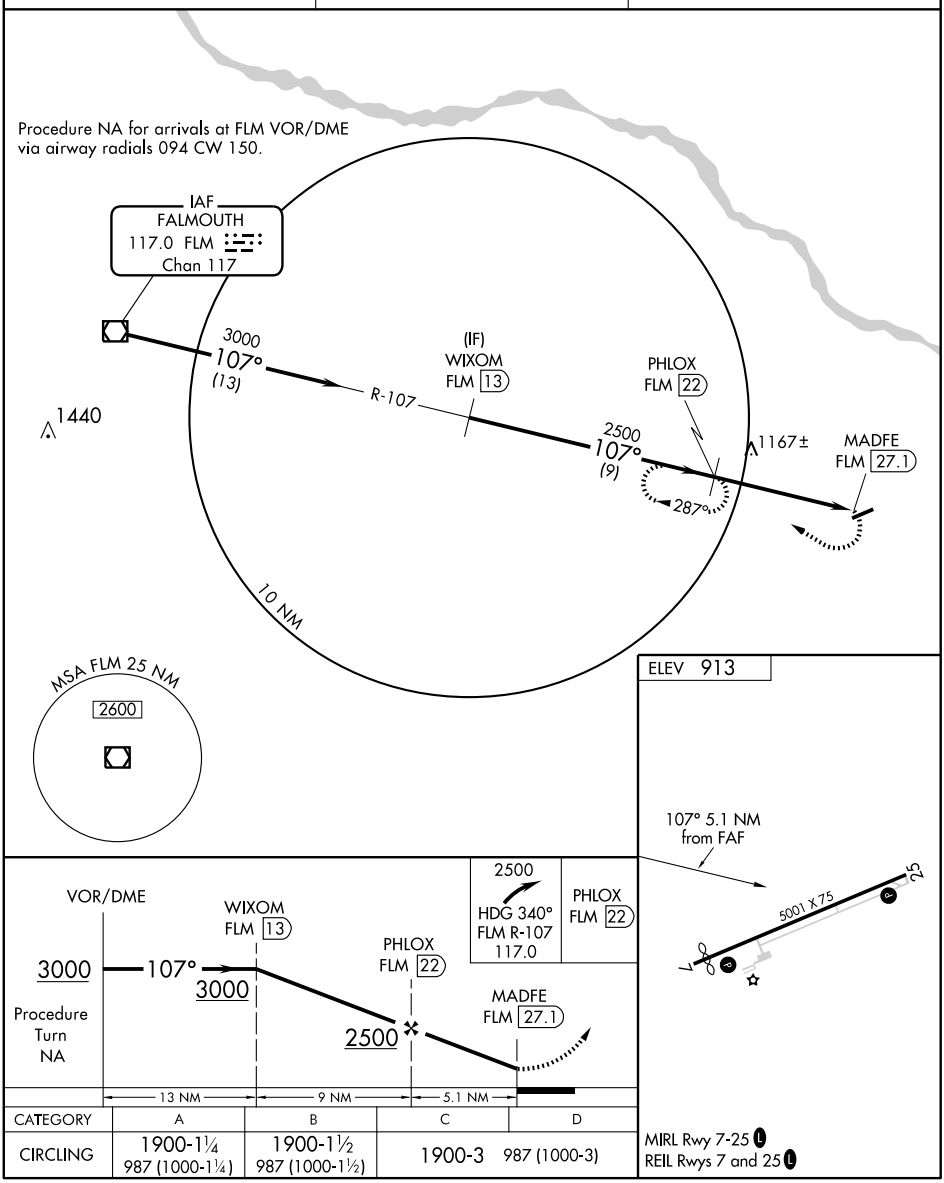
T
NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L

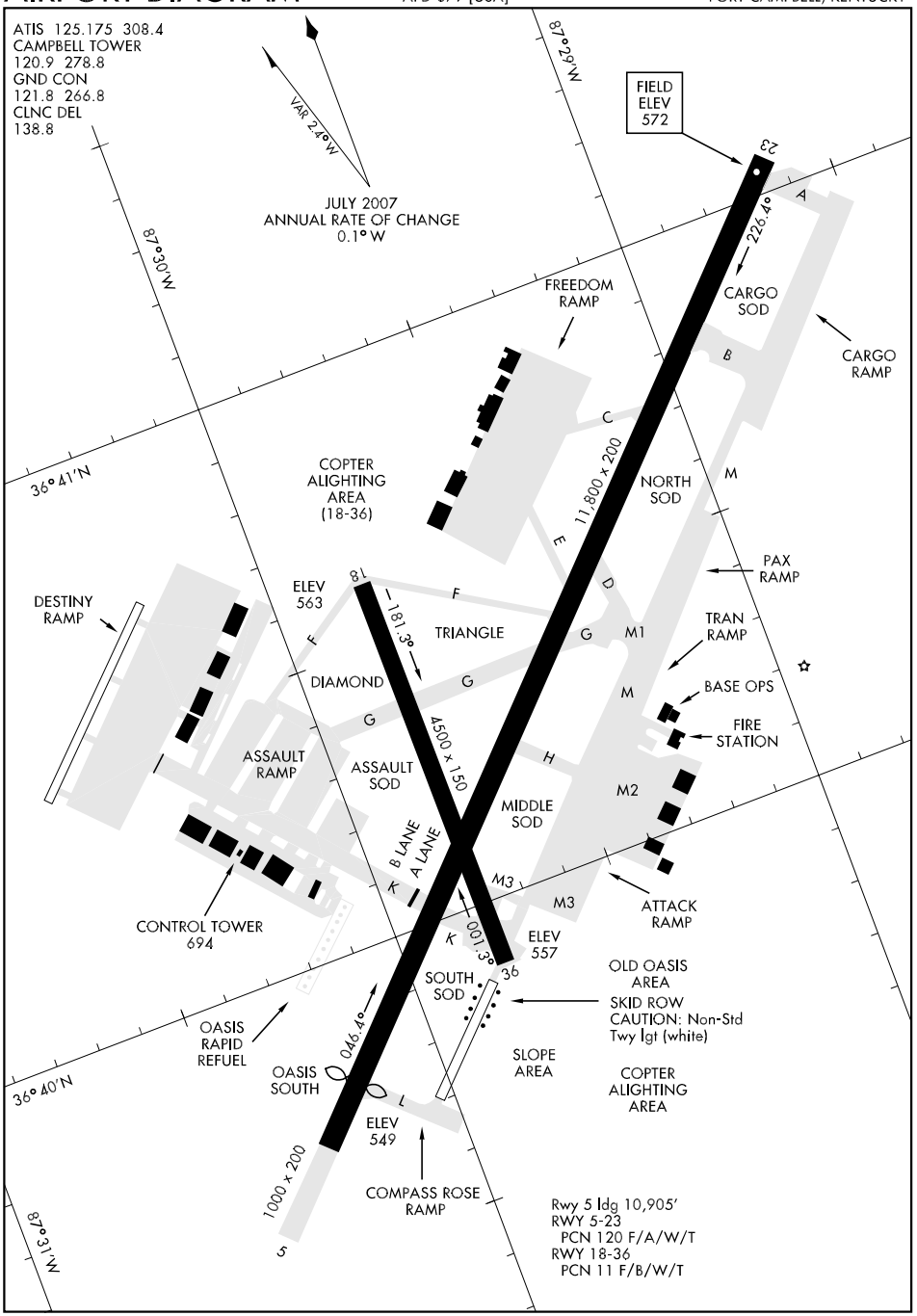
SE-1, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.



CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 987 (1000-1¼)	1900-1½ 987 (1000-1½)	1900-3 987 (1000-3)	

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 23

LOC I-FKP 111.9 Chan 56	APCH CRS 225°	Rwy ldg 11,800 TDZE 572 Arpt Elev 572

AL-679 [USA]

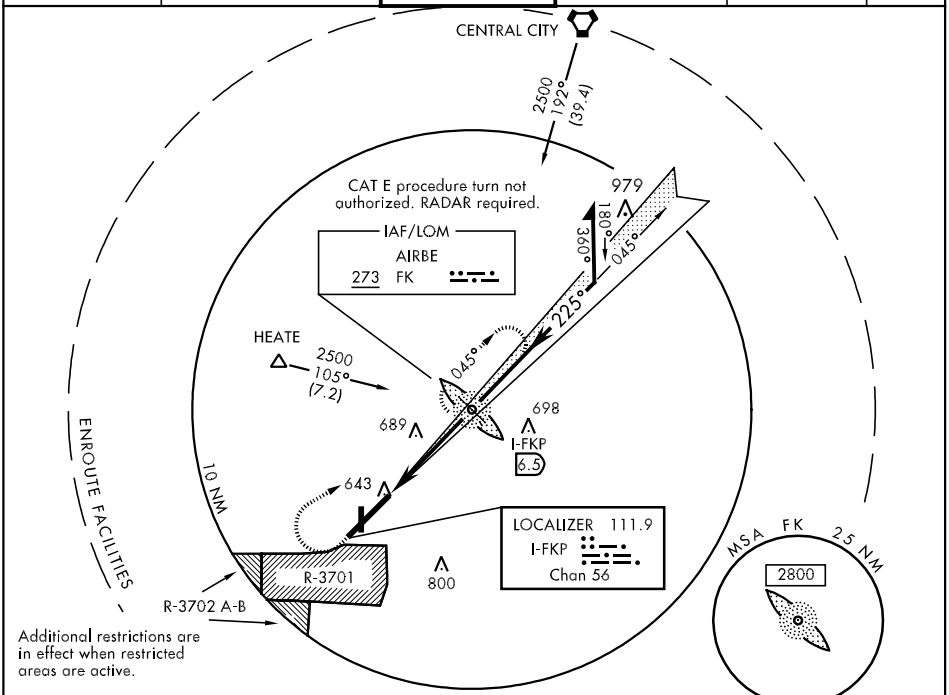
CAMPBELL AAF (KHOP)

▼ * When ALS inop, increase CAT E RVR to 60 and vis to 1¼ miles.
** Circling not authorized SE Rwy 5-23.

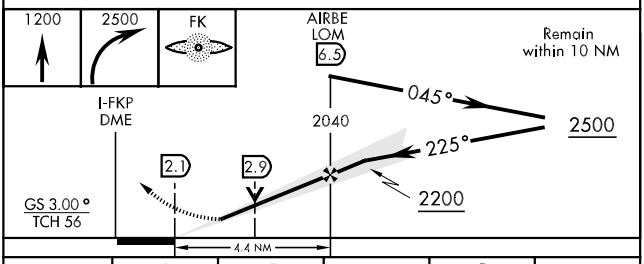
SALS A2

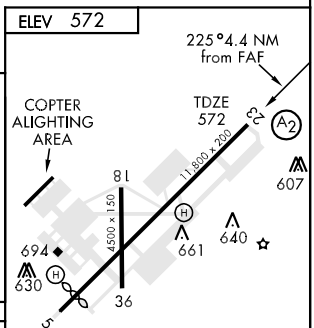
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct to AIRBE LOM/I-FKP 6.5 DME and hold, continue climb in hold to 2500.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	



ADF or DME REQUIRED





CATEGORY	A	B	C	D	E
S-ILS 23	772/24 200 (200-½)		772/40 200 (200-¾)		
S-LOC 23 *	900/40 328 (400-¾)				900/50 328 (400-1)
CIRCLING **	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2 568 (600-2)	

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB RWY 23

NDB FK	APCH CRS	Rwy ldg 11,800 / TDZE 572 / Arpt Elev 572
273	225°	

AL-679 [USA]

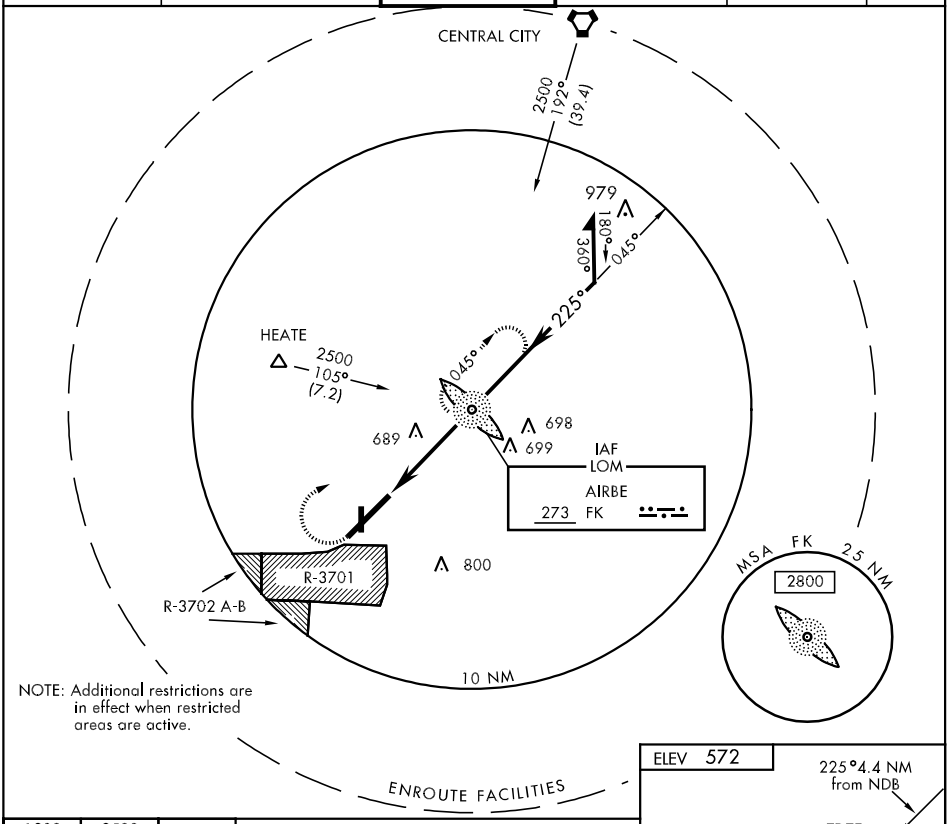
CAMPBELL AAF (KHOP)

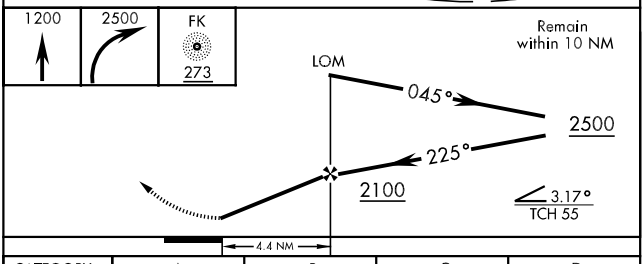
* Circling not authorized SE Rwy 5-23.

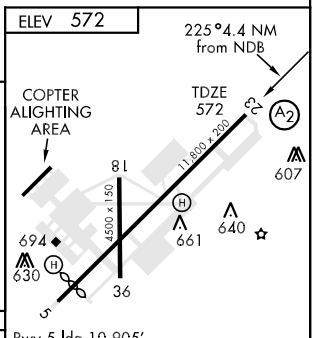
SALS A2

MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	







CATEGORY	A	B	C	D
S-23	1000/40 428 (500-¾)		1000/50 428 (500-1)	1000/60 428 (500-1¼)
CIRCLING *	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2 568 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	4500
180°	TDZE	562
	Arpt Elev	572

AL-679 [USA]

CAMPBELL AAF (KHOP)

* Circling NA SE of RWY 5-23.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct GNSHP and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

Procedure NA for arrivals at BWG VORTAC via V94 northeast bound.
Procedure NA for arrivals at BNA VORTAC via V140 eastbound.

CENTRAL CITY
109.8 CCT
Chan 35

BOWLING GREEN
117.9 BWG
Chan 126

NASHVILLE
114.1 BNA
Chan 88

VERTS
3000 109° (42.0)
(IAF) BRDLY
3000 110° (5.0)
(IAF) PATNN
3000 201° (5.0)
3000 201° (28.2)
SHRMN
3000 262° (8.5)
(IAF) GNSHP
007° 187°
3000 268° (42.5)
3100 322° (54.5)
180° (6.1) 2200
(FAF) HUPTO
180° 749
RW18

MSA RW18 25 NM
2700

R3702A R3702B R3701

ELEV 572

COPTER ALIGHTING AREA
180° to RW18
TDZE 562 8L
11,800 x 200
4500 x 150
607 661 640 694 630 36 5 23 A2

3000 GNSHP

SHRMN
3000
180°
HUPTO
2200
1.2 NM to RW18
RW18
3.04°
TCH 45
4.9 NM

CATEGORY	A	B	C	D
LNAV MDA	1000-1 438 (500-1)		1000-1¼ 438 (500-1¼)	NA
CIRCLING *	1020-1 448 (500-1)		1040-1½ 468 (500-1½)	NA

Rwy 5 ldg 10,905'
HIRL Rwy 5-23

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

WAAS Chan 56203 W23A	APCH CRS 225°	Rwy ldg 11,800 TDZE 572 Arpt Elev 572

AL-679 [USA]

CAMPBELL AAF (KHOP)

* When ALS inop, increase CAT DE RVR to 60 and vis to 1¼ miles.
** When ALS inop, increase RVR to 60 and vis to 1½ miles.
*** Circling NA SE of Rwy 5-23.

SALS (A2)

MISSED APPROACH: Climb to 3000 direct JANEL and right turn via 324° track to HALUX and right turn via 065° track to GNSHP and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

CENTRAL CITY
109.8 CCT
Chan 35

BOWLING GREEN
117.9 BWG
Chan 126

NASHVILLE
114.1 BNA
Chan 88

3000 187° (30.0)

007° 187°

(IAF) GNSHP

3000 177° (4.2)

Procedure NA for arrivals at GNSHP via V7 northbound.

(IAF) ROTRR

3000 262° (37.7)

3000 262° (5.0)

CHNUK

2200 225° (6.1)

Procedure NA for arrivals at BWG VORTAC via V94 northeast bound.

Procedure NA for arrivals at BNA VORTAC via V140 eastbound.

3100 329° (48.8)

HALUX

(FAF) HOOAH

225°

RW23

672

MSA RW23 25 NM

2700

R3702A
R3702B

R3701

JANEL

3000 JANEL tr 324°

† LNAV ONLY

CHNUK

HOOAH 225° 3000

† 1.0 NM to RW23

RW23

2200

GS 3.00°
TCH 55

4.9 NM

ELEV 572

225° to RW23

COPTER ALIGHTING AREA

TDZE 572

11,800 x 200

8 l

4500 x 150

694 630 661 640 672

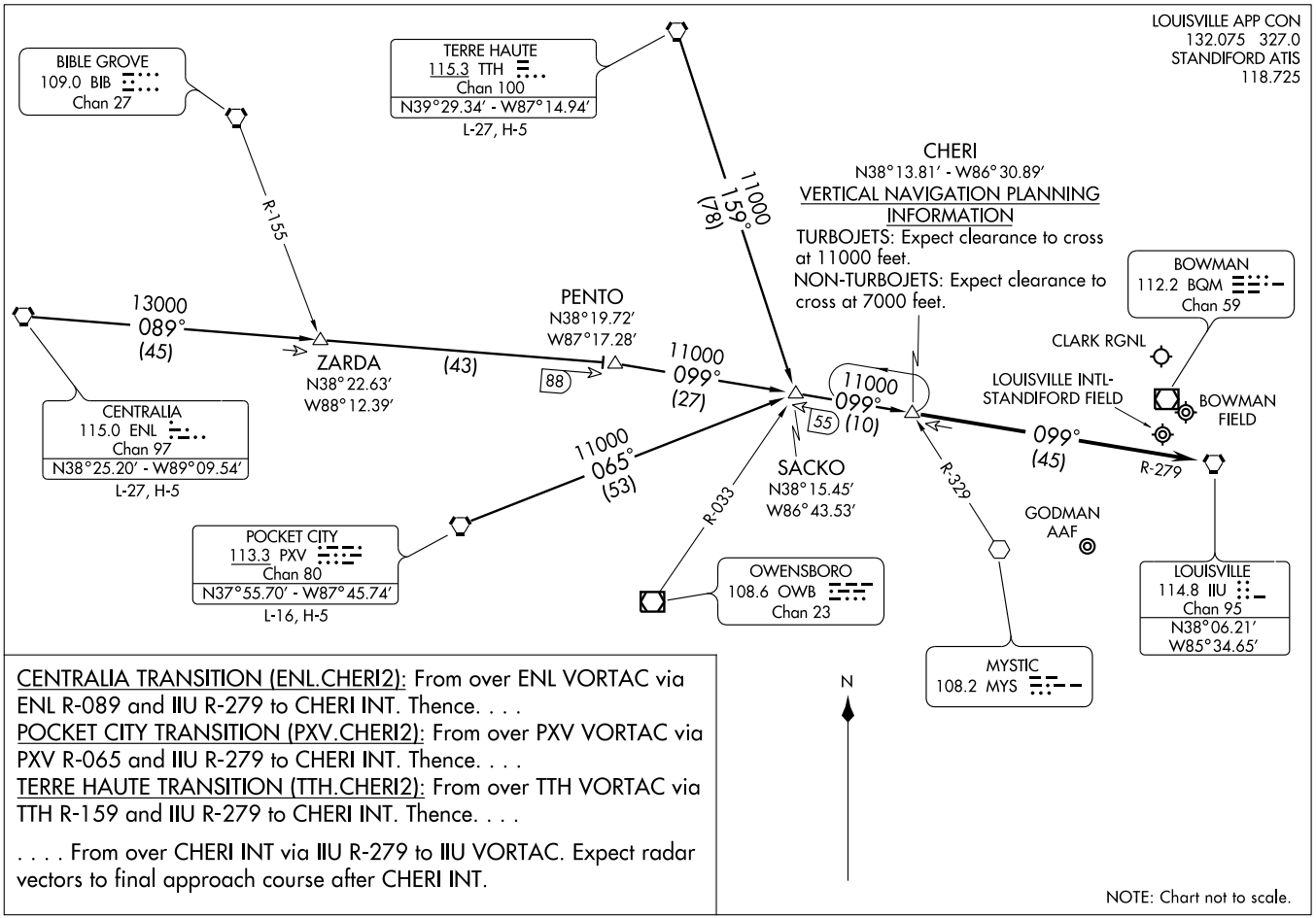
5 36

Rwy 5 ldg 10,905'
HIRL Rwy 5-23

CATEGORY	A	B	C	D	E
LPV DA	822/40		250	(300-¾)	
LNAV/VNAV DA**	922/50		350	(400-1)	
LNAV MDA*	940/40		368 (400-¾)	940/50	368 (400-1)
CIRCLING***	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2	568 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

08101 CHERI TWO ARRIVAL (CHERI.CHERI2) LOUISVILLE, KENTUCKY



CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

NDB RWY 18

NDB GOI 396	APCH CRS 177°	Rwy Idg 4985 TDZE 754 Arpt Elev 755

AL-151 [USA]

GODMAN AAF (KFTK)

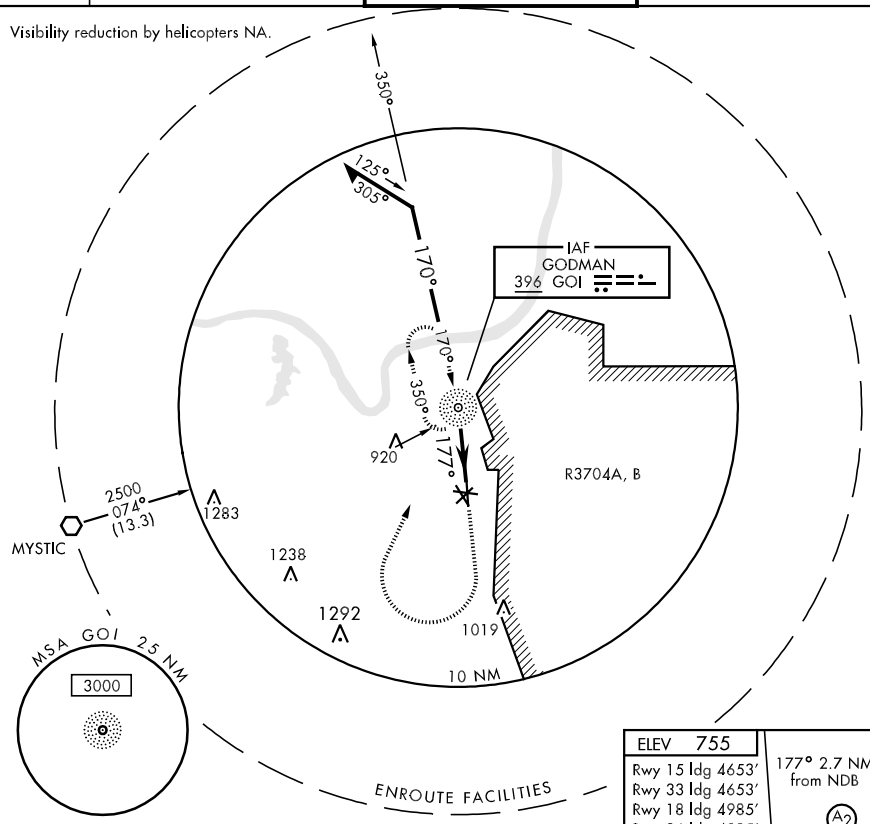
▼ *Circling not authorized E of Rwy 18-36.

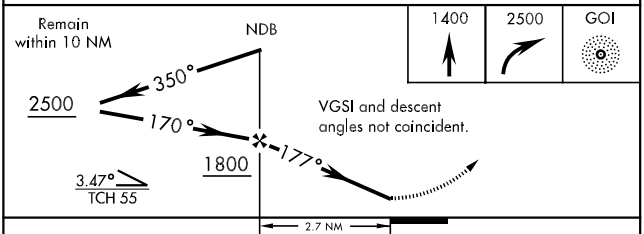
SALS A2

MISSED APPROACH: Climb to 1400, then climbing right turn to 2500 direct GOI NDB and hold.

ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3

Visibility reduction by helicopters NA.

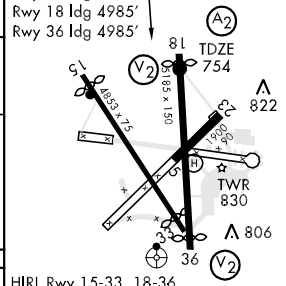




ELEV 755

Rwy 15 ldg 4653′
Rwy 33 ldg 4653′
Rwy 18 ldg 4985′
Rwy 36 ldg 4985′

177° 2.7 NM from NDB



HIRL Rwy 15-33, 18-36
REIL Rwy 15

CATEGORY	A	B	C	D
S-18	1220-1 466 (500-1)		1220-1¼ 466 (500-1¼)	1220-1½ 466 (500-1½)
CIRCLING *	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 15

VOR/DME FTK	APCH CRS	Rwy Idg 4653
109.6	144°	TDZE 755
Chan 33		Arpt Elev 755

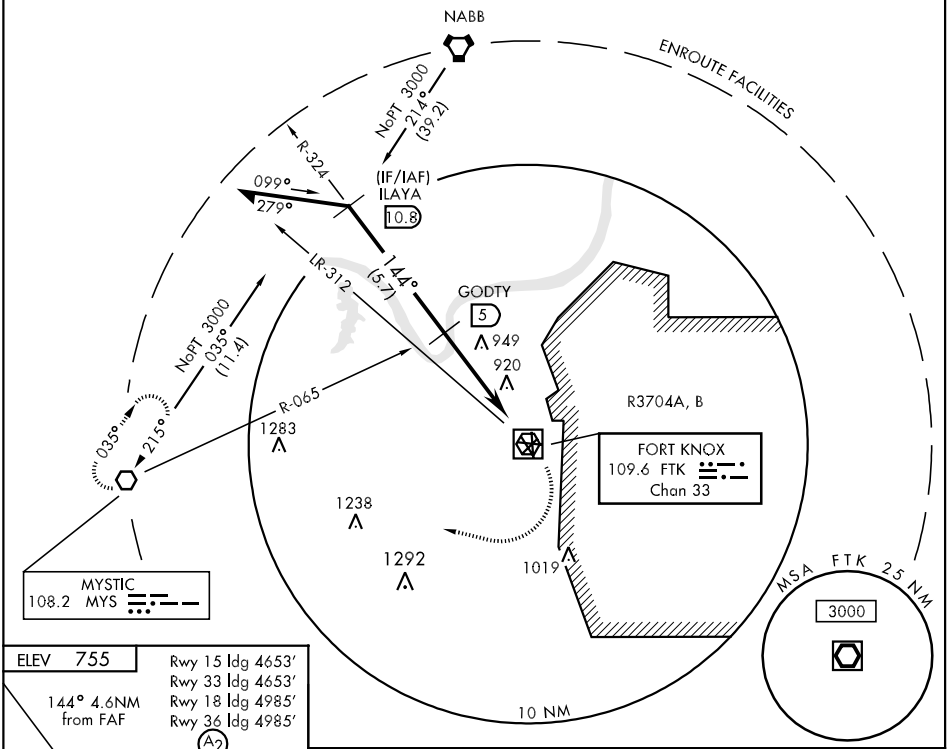
AL-151 [USA]

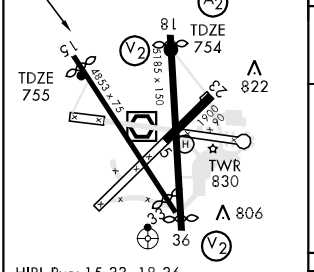
GODMAN AAF (KFTK)

MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

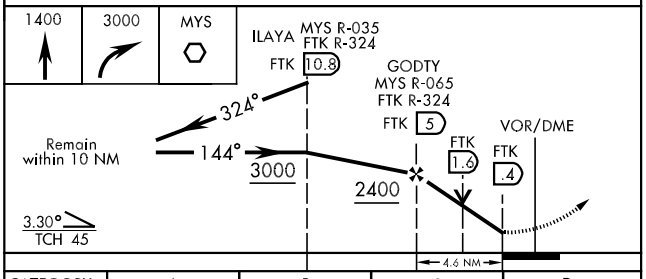
ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3

CAUTION: Configure for final approach prior to intercepting FTK R-324.





HIRL Rwy 15-33, 18-36
REIL Rwy 15



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-15	1200-1 445	(500-1)	1200-1¼ 445	(500-1¼) 1200-1½ 445 (500-1½)
CIRCLING	1300-1 545	(600-1)	1300-1½ 545	(600-1½) 1320-2 565 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 18

VOR/DME FTK	APCH CRS	Rwy ldg 4985
109.6	186°	TDZE 755
Chan 33		Arpt Elev 755

AL-151 [USA]

GODMAN AAF (KFTK)

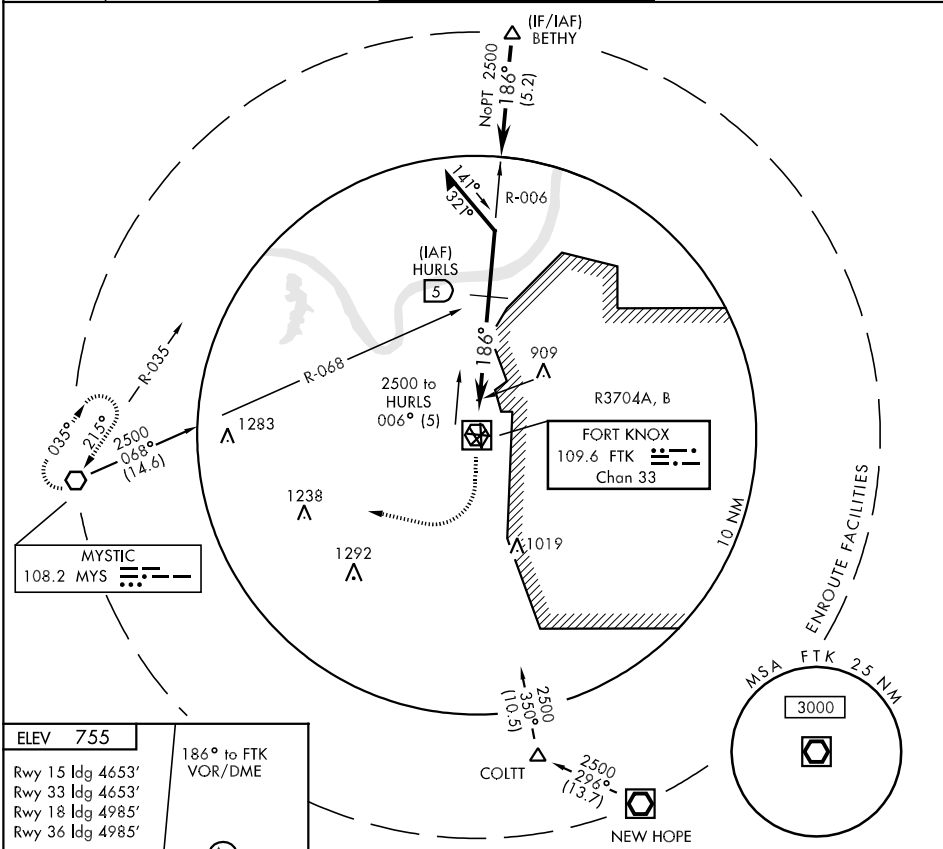
Visibility reduction by helicopters NA.

SALS (A2)

MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3

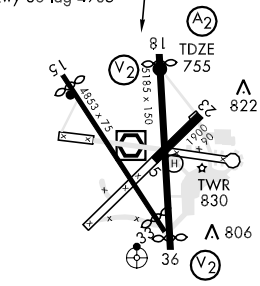
SE-1, 21 OCT 2010 to 18 NOV 2010



ELEV 755

Rwy 15 ldg 4653'
Rwy 33 ldg 4653'
Rwy 18 ldg 4985'
Rwy 36 ldg 4985'

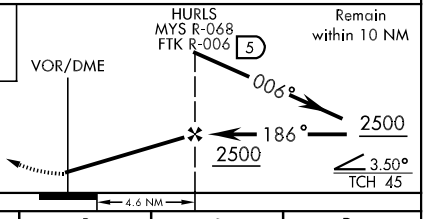
186° to FTK VOR/DME



HIRL Rwy 15-33, 18-36
REIL Rwy 15

1400	3000	MYS

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-18	1160-1 405 (500-1)		1160-1¼ 405 (500-1¼)	
CIRCLING	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

VOR RWY 36

VOR/DME FTK	APCH CRS	Rwy ldg 4985
109.6	349°	TDZE 741
Chan 33		Arpt Elev 755

AL-151 [USA]

GODMAN AAF (KFTK)

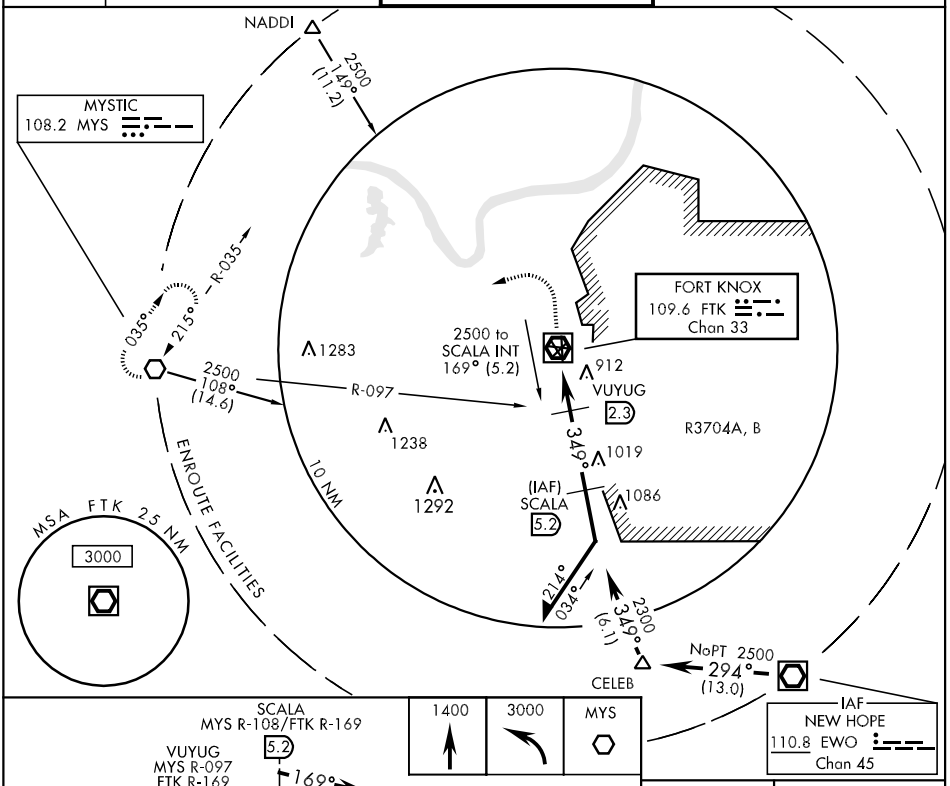
Visibility reduction by helicopters NA.

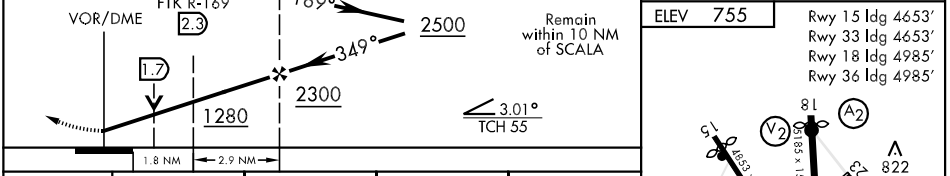
* For inoperative ODALS, increase S-36 visibility CAT D ¼ mile.

ODALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 direct MYS VOR and hold.

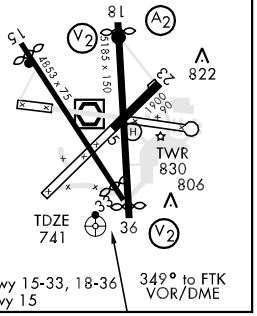
ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3





ELEV 755

Rwy 15 ldg 4653′
Rwy 33 ldg 4653′
Rwy 18 ldg 4985′
Rwy 36 ldg 4985′



CATEGORY	A	B	C	D
S-36 *	1280-¾ 539 (600-¾)		1280-1½ 539 (600-1½)	1280-1¾ 539 (600-1¾)
CIRCLING	1300-1 545 (600-1)	1300-1 545 (600-1)	1300-1½ 545 (600-1½)	1320-2 565 (600-2)
VUYUG MINIMA (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-36 *	1180-¾ 439 (500-¾)		1180-1¼ 439 (500-1)	1180-1½ 439 (500-1¼)
CIRCLING	1300-1 545 (600-1)		1300-1½ 545 (600-½)	1320-2 565 (600-2)

37°54′N-85°58′W

GODMAN AAF (KFTK)
VOR RWY 36

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FFT	APP CRS	Rwy Idg	5900
109.95	247°	TDZE	790
Chan 36 (Y)		Apt Elev	806

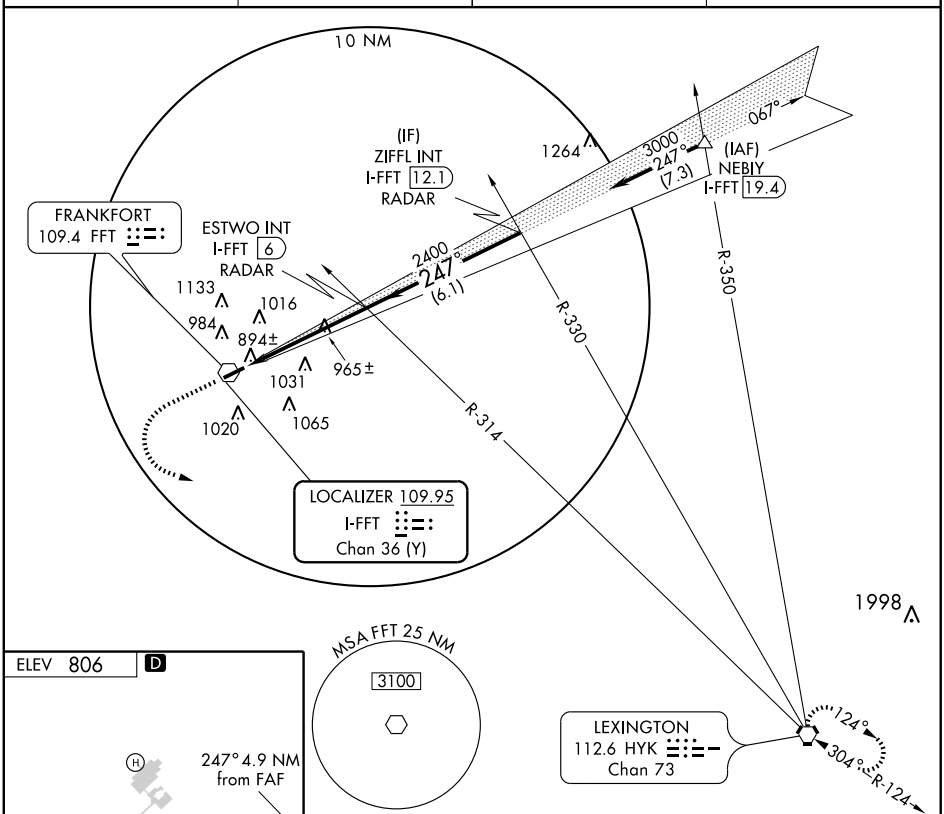
LOC RWY 24

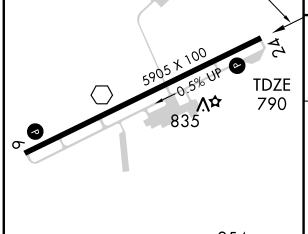
FRANKFORT/ CAPITAL CITY (FFT)

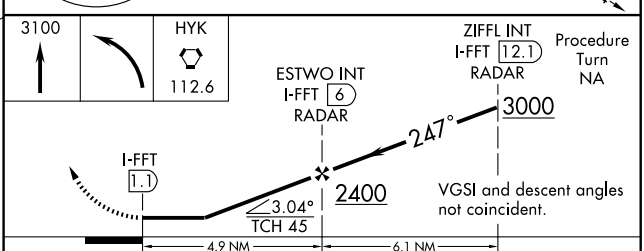
NA Visibility reduction by helicopters NA. If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L







MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-24	1280-1	490 (500-1)	1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1 474 (500-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

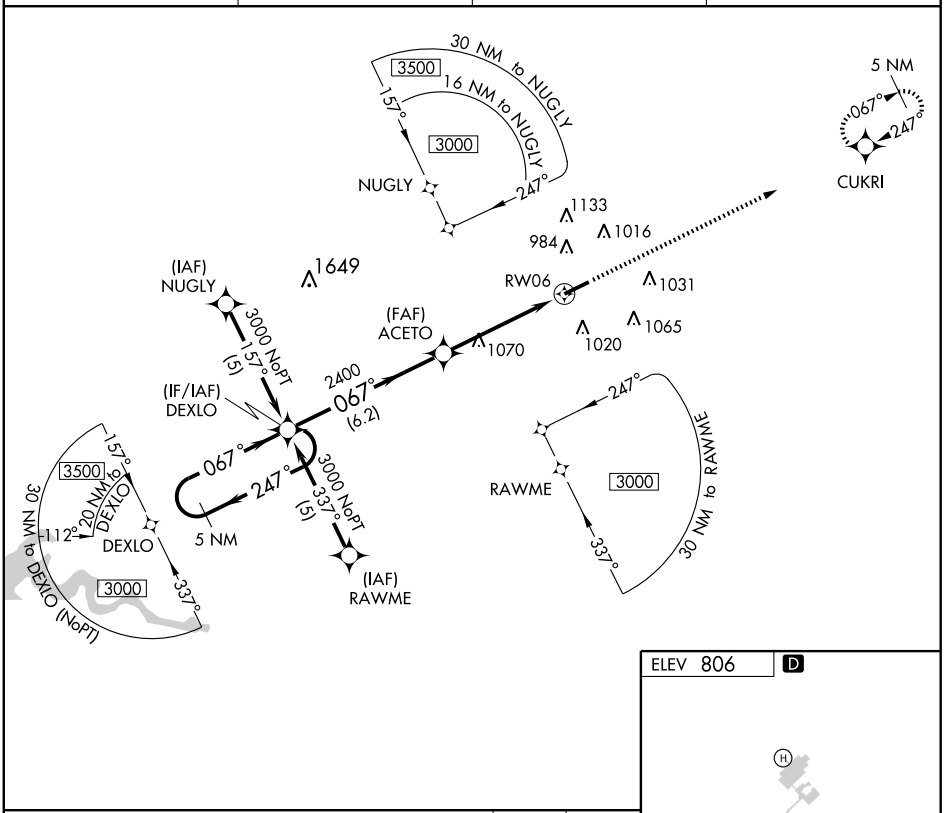
FRANKFORT/ CAPITAL CITY (FFT)

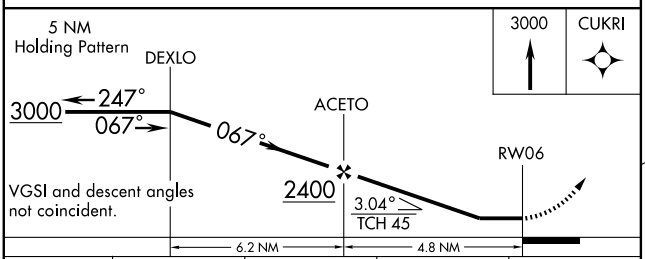
APP CRS	Rwy Idg	5500
067°	TDZE	806
	Apt Elev	806

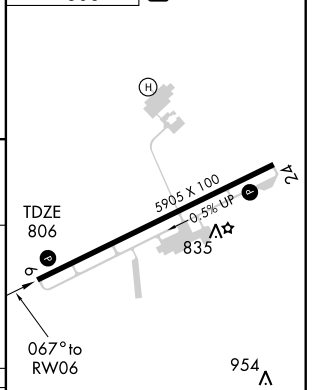
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct CUKRI and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1320-1¾ 514 (600-1¾)
CIRCLING	1320-1 514 (600-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5900
247°	TDZE	790
	Apt Elev	806

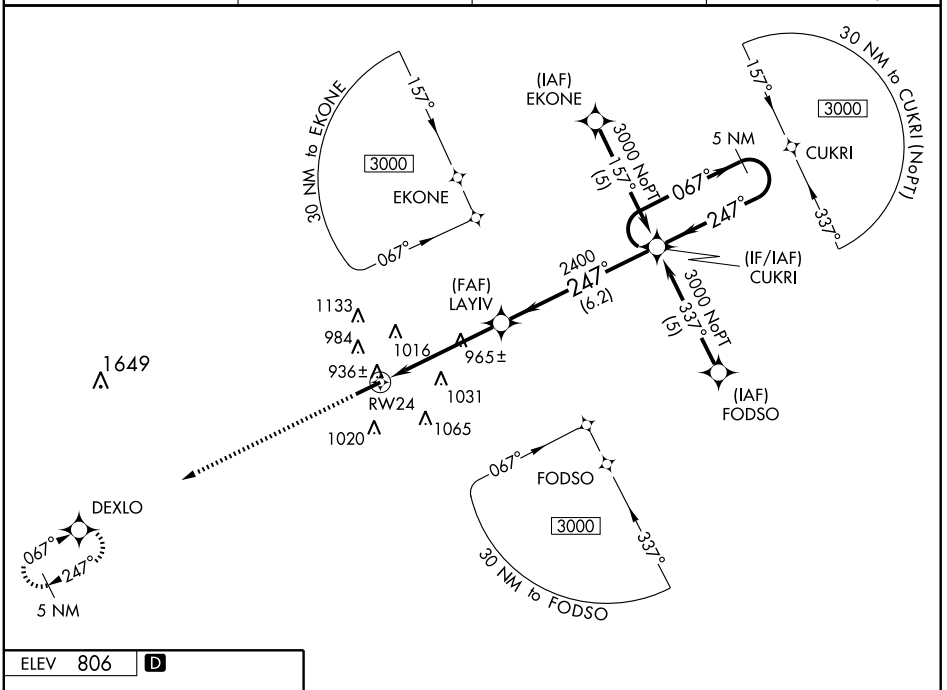
RNAV (GPS) RWY 24

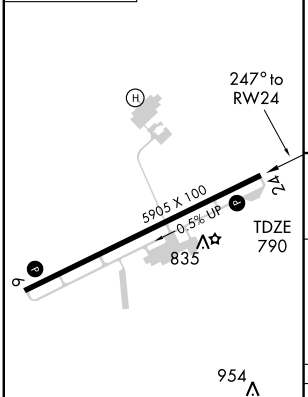
FRANKFORT/ CAPITAL CITY (FFT)

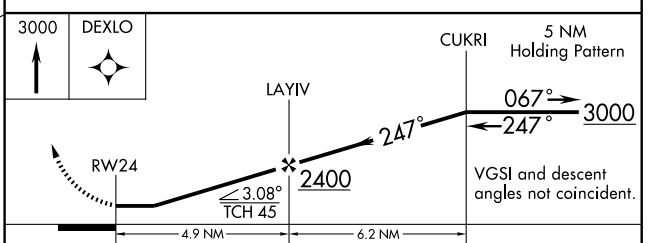
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct DEXLO and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1 490 (500-1)		1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1 474 (500-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR FFT	APP CRS	Rwy Idg	5900
109.4	251°	TDZE	785
		Apt Elev	803

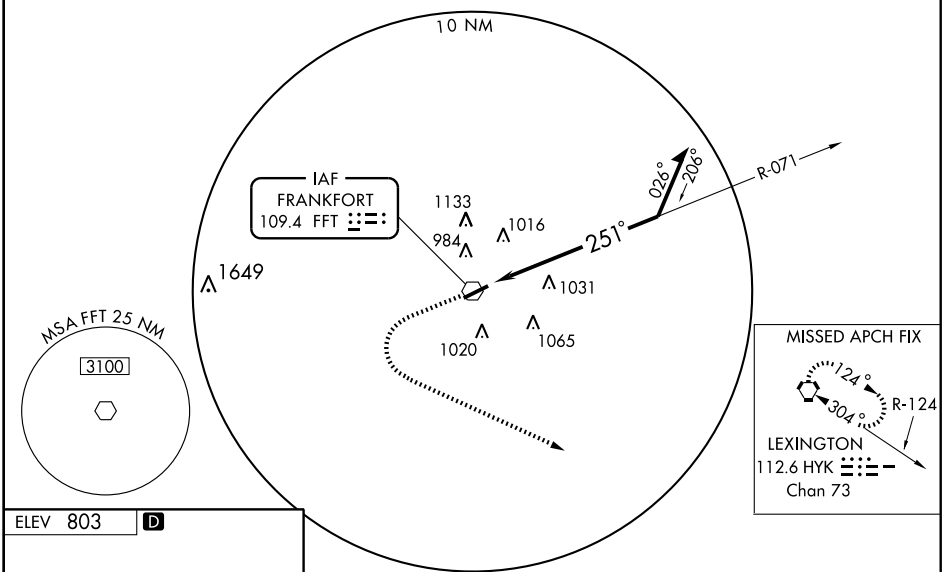
VOR RWY 24

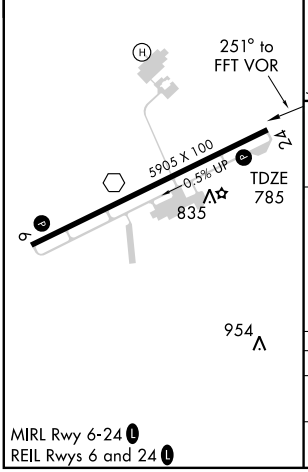
FRANKFORT/ CAPITAL CITY (FFT)

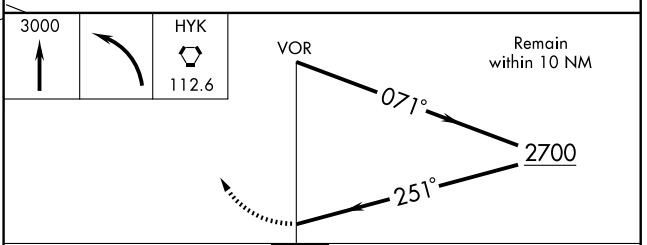
T
A NA

MISSED APPROACH: Climb to 3000 then left turn direct HYK VORTAC and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	1440-1 655 (700-1)		1440-1¾ 655 (700-1¾)	1440-2 655 (700-2)
CIRCLING	1440-1 637 (700-1)		1440-1¾ 637 (700-1¾)	1440-2 637 (700-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5498
CH 56309	029°	TDZE	940
W03A		Apt Elev	947

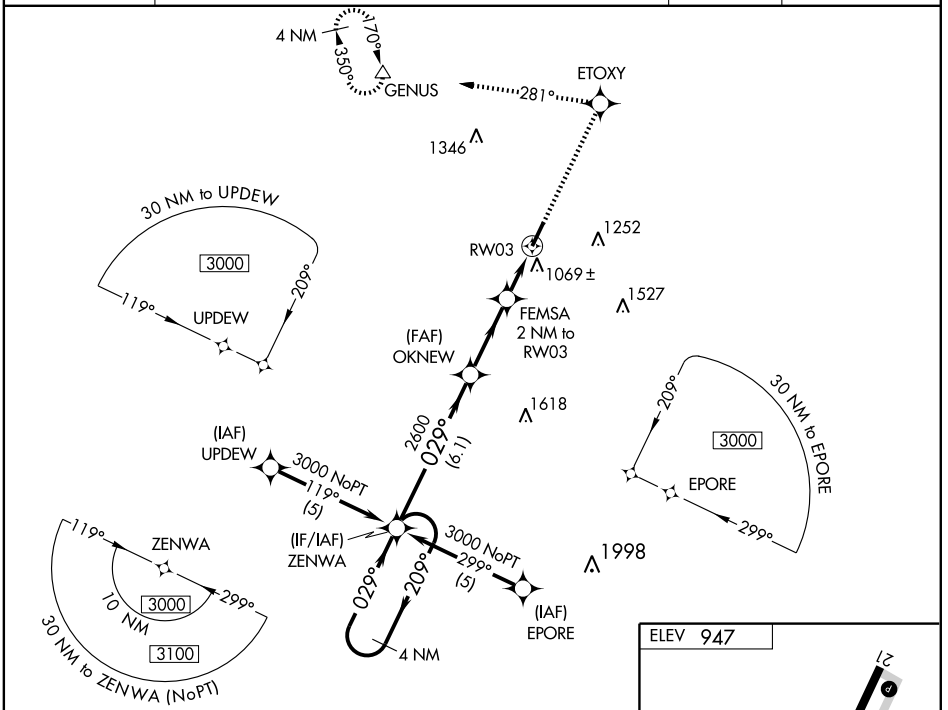
RNAV (GPS) RWY 3

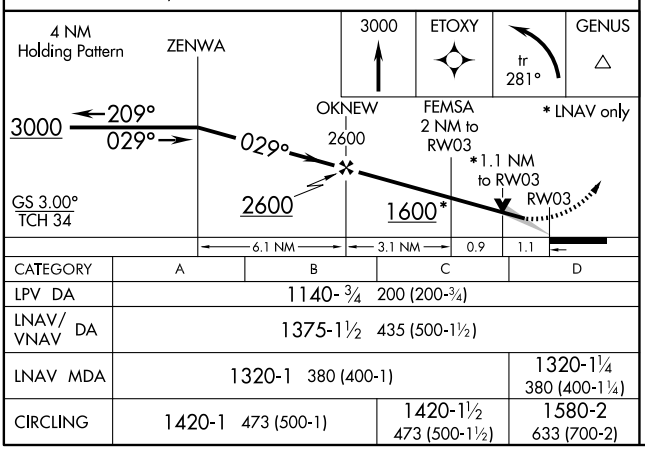
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

T NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1178, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

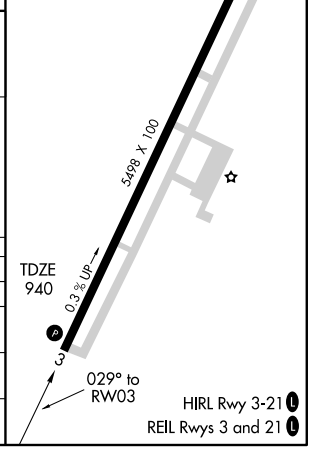
MISSED APPROACH: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1140-¾ 200 (200-¾)			
LNAV/ VNAV DA	1375-1½ 435 (500-1½)			
LNAV MDA	1320-1 380 (400-1)			1320-1¼ 380 (400-1¼)
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1580-2 633 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5498
209°	TDZE	947
	Apt Elev	947

RNAV (GPS) Y RWY 21

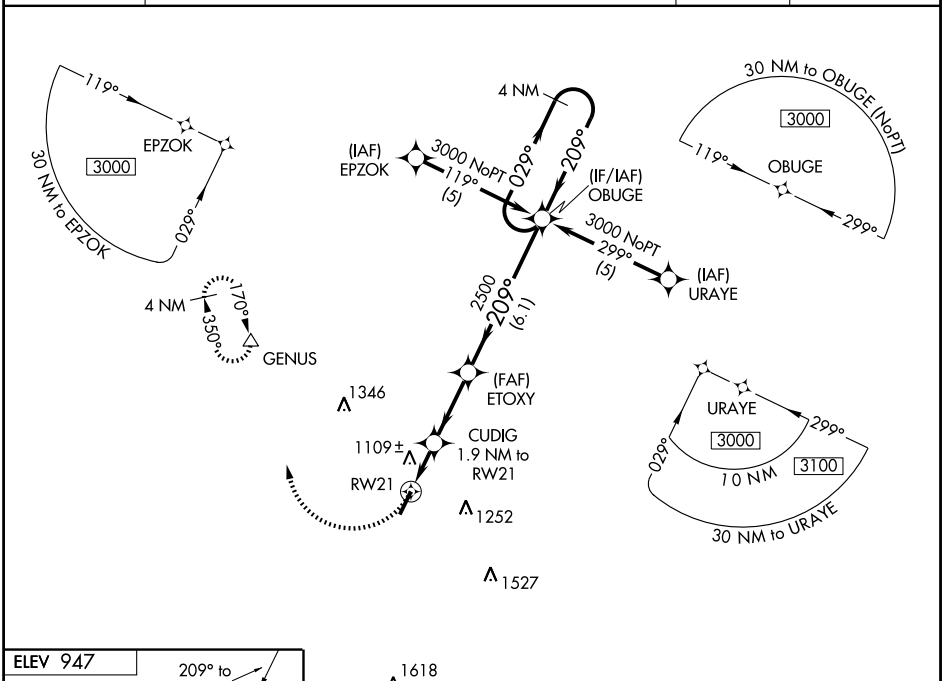
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

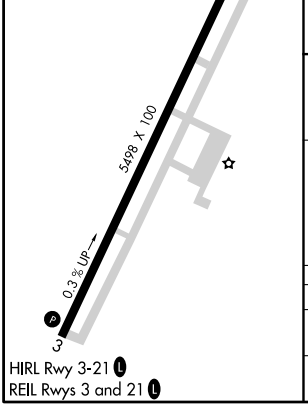
T
A NA

DME/DME RNP-0.3 NA. VDP NA with Lexington altimeter setting.
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase LNAV and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct GENUS and hold.

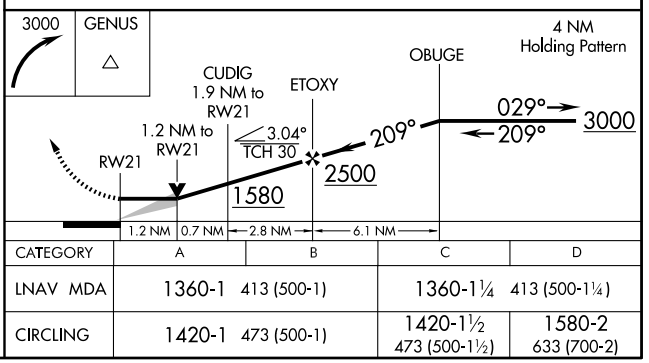
AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L





1618

1624



CATEGORY	A	B	C	D
LNAV MDA	1360-1 413 (500-1)		1360-1¼ 413 (500-1¼)	
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1580-2 633 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5498
CH 48909	209°	TDZE	947
W21A		Apt Elev	947

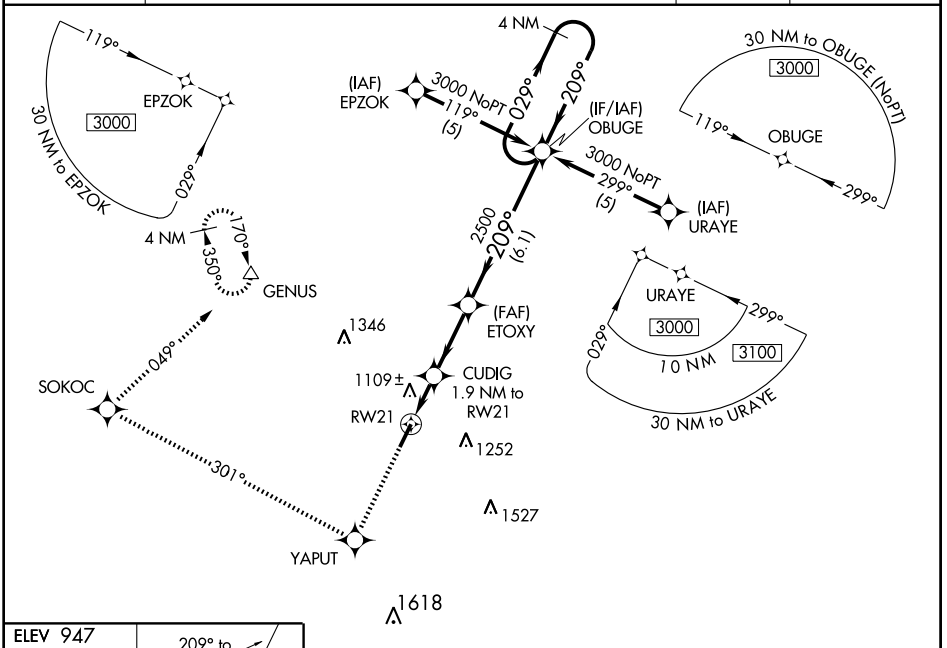
RNAV (GPS) Z RWY 21

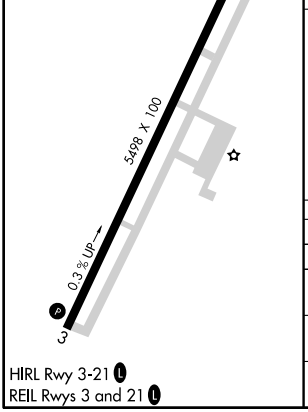
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1185, LNAV/VNAV DA to 1459, and all MDA 40 feet; increase LPV all Cats and LNAV Cat D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Lexington altimeter setting.

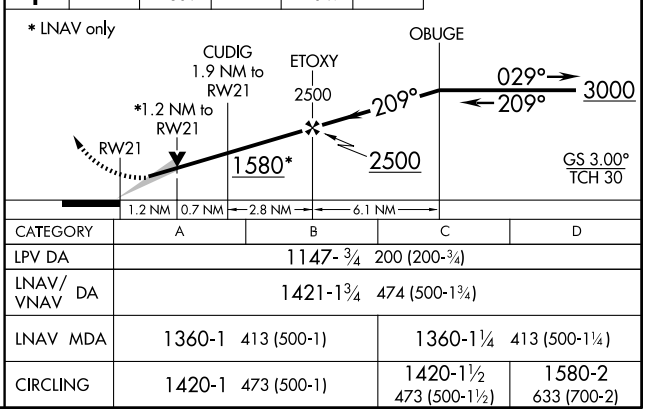
MISSED APPROACH: Climb to 3000 direct YAPUT and right turn on track 301° to SOKOC and right turn on track 049° to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L





HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LPV DA	1147- ¾ 200 (200-¾)			
LNAV/VNAV DA	1421-1¾ 474 (500-1¾)			
LNAV MDA	1360-1 413 (500-1)		1360-1¼ 413 (500-1¼)	
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1580-2 633 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC HYK	APP CRS	Rwy ldg	5498
112.6	006°	TDZE	940
Chan 73		Apt Elev	947

VOR/DME RWY 3

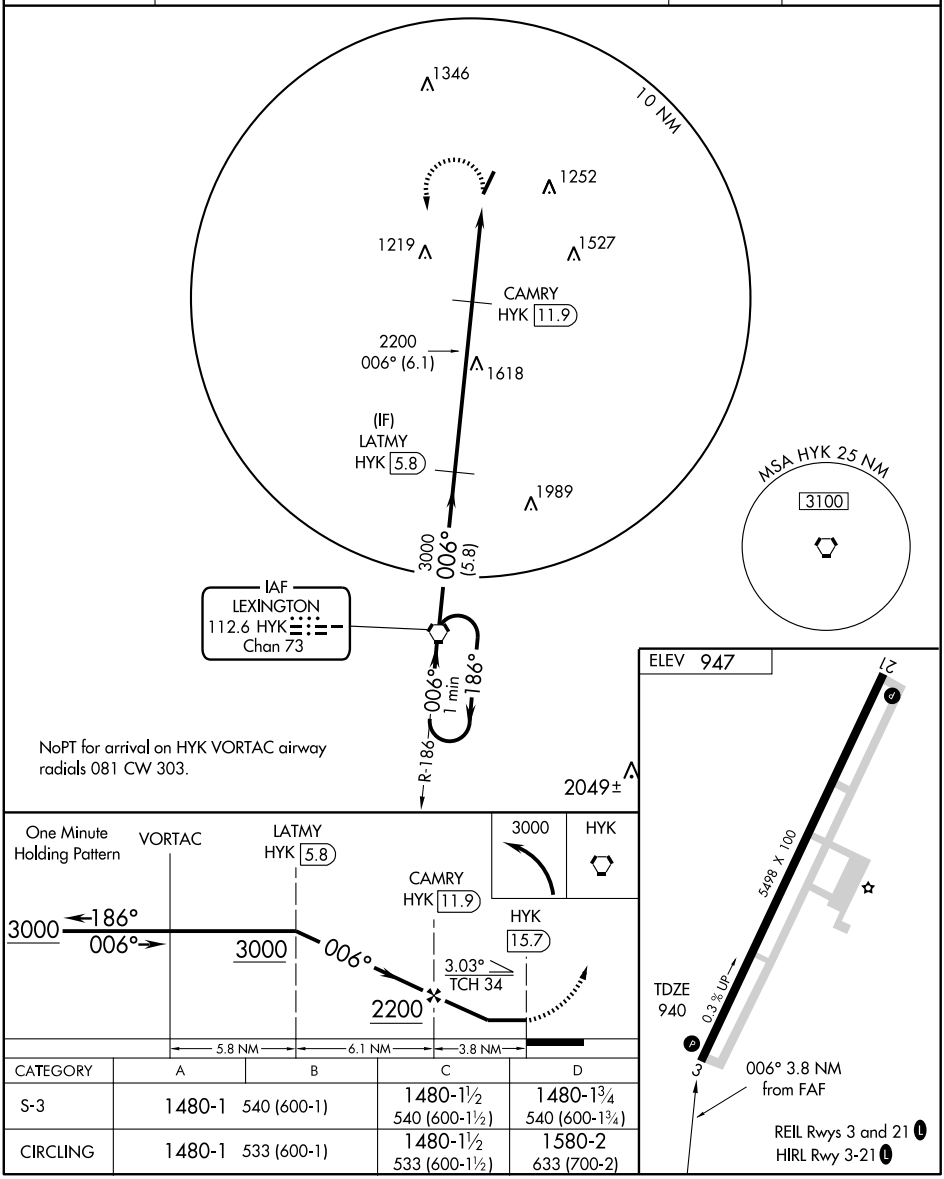
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

NA

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct HYK VORTAC and hold.

AWOS-3	LEXINGTON APP CON				CLNC DEL	UNICOM
119.975	120.15	259.3 (040°-220°)	120.75	298.9 (221°-039°)	127.425	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-3	1480-1	540 (600-1)	1480-1½ 540 (600-1½)	1480-1¾ 540 (600-1¾)
CIRCLING	1480-1	533 (600-1)	1480-1½ 533 (600-1½)	1580-2 633 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	5000
CH 77607	073°	TDZE	709
W07A		Apt Elev	716

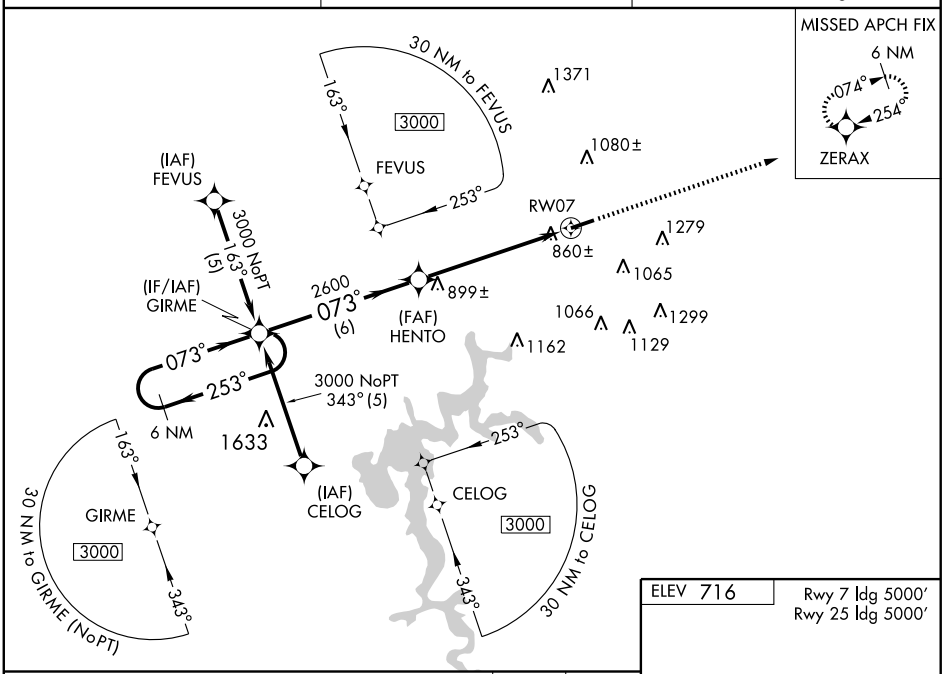
RNAV (GPS) RWY 7

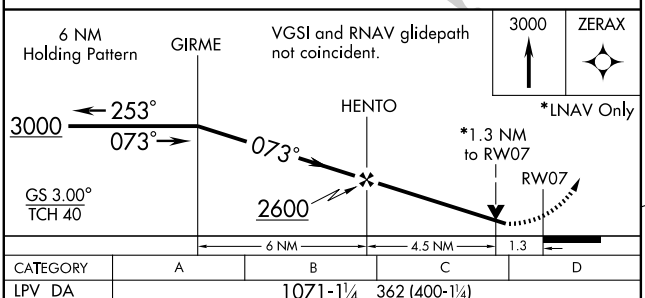
GLASGOW MUNI (GLW)

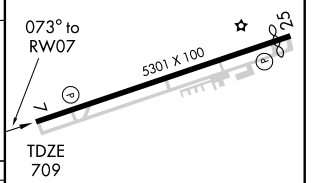
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LPV DA to 1214 feet, LNAV/VNAV DA to 1313 feet, LPV and LNAV/VNAV all Cats. visibilities ½ mile, LNAV Cats. C and D visibilities ¼ mile, and Circling Cat. C visibility ½ mile, Cat. D visibility ¼ mile. VDP NA when using Bowling Green altimeter setting. Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F).

MISSED APPROACH: Climb to 3000 direct ZERAX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1071-1¼ 362 (400-1¼)			
LNAV/VNAV DA	1170-1¾ 461 (500-1¾)			
LNAV MDA	1140-1 431 (500-1)		1140-1¼ 431 (500-1¼)	1140-1½ 431 (500-1½)
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

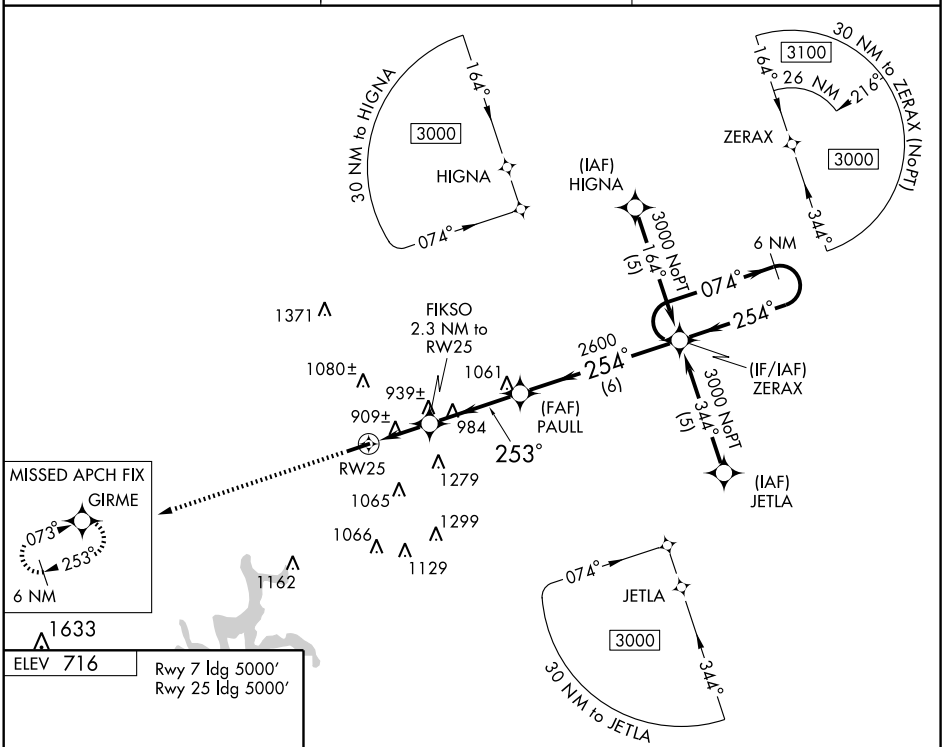
GLASGOW MUNI (GLW)

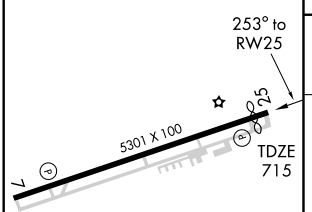
APP CRS	Rwy ldg	5000
253°	TDZE	715
	Apt Elev	716

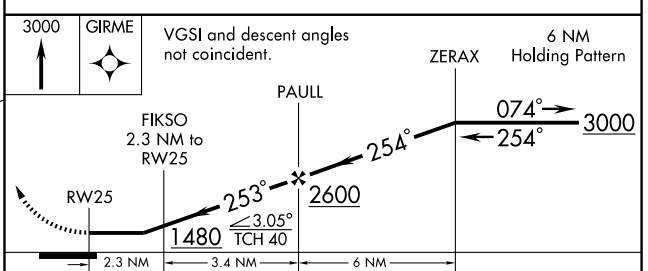
When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LNAV Cat. C and D visibility ½ mile, Circling Cat. C ½ mile, Cat. D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GIRME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 485 (500-1)		1200-1¼ 485 (500-1¼)	1200-1½ 485 (500-1½)
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

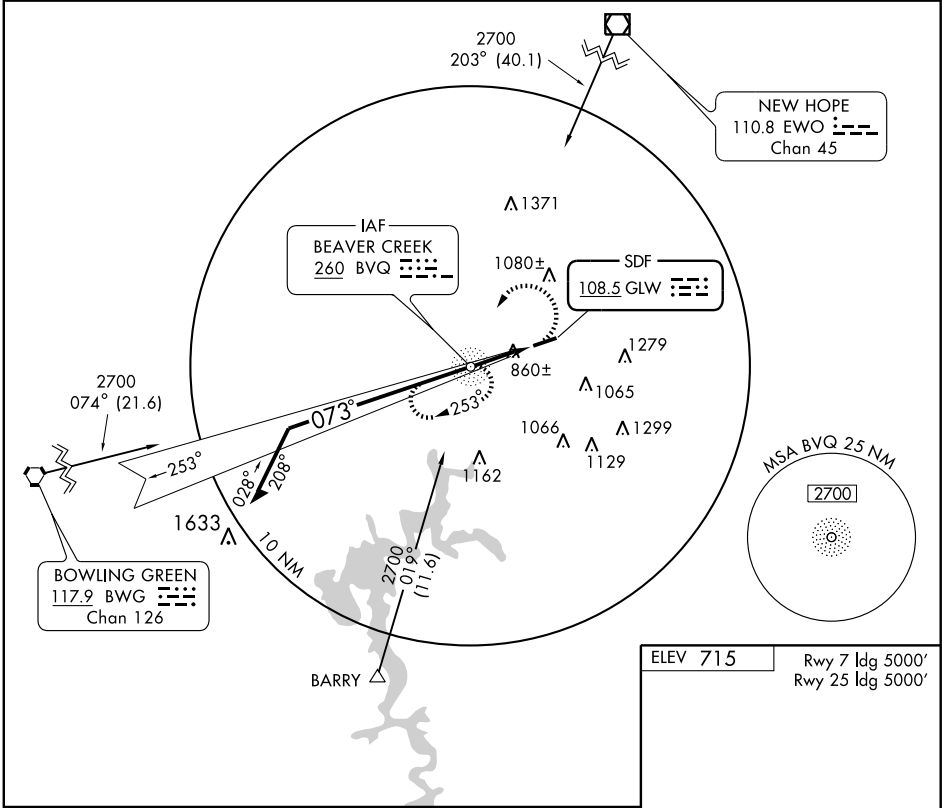
SDF GLW	APP CRS	Rwy Idg	5000
108.5	073°	TDZE	710
		Apt Elev	715

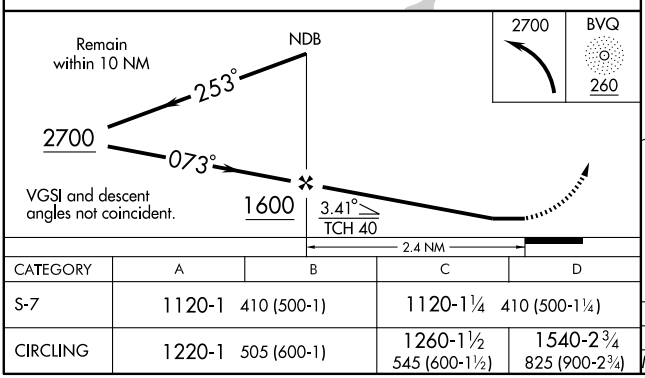
SDF RWY 7
GLASGOW MUNI (GLW)

T NA — If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 140 feet. ADF REQUIRED.

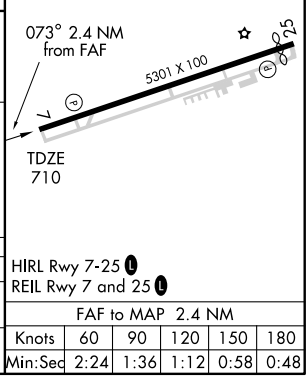
MISSED APPROACH: Climbing left turn to 2700 direct BVQ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-7	1120-1	410 (500-1)	1120-1¼	410 (500-1¼)
CIRCLING	1220-1	505 (600-1)	1260-1½ 545 (600-1½)	1540-2¾ 825 (900-2¾)



HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

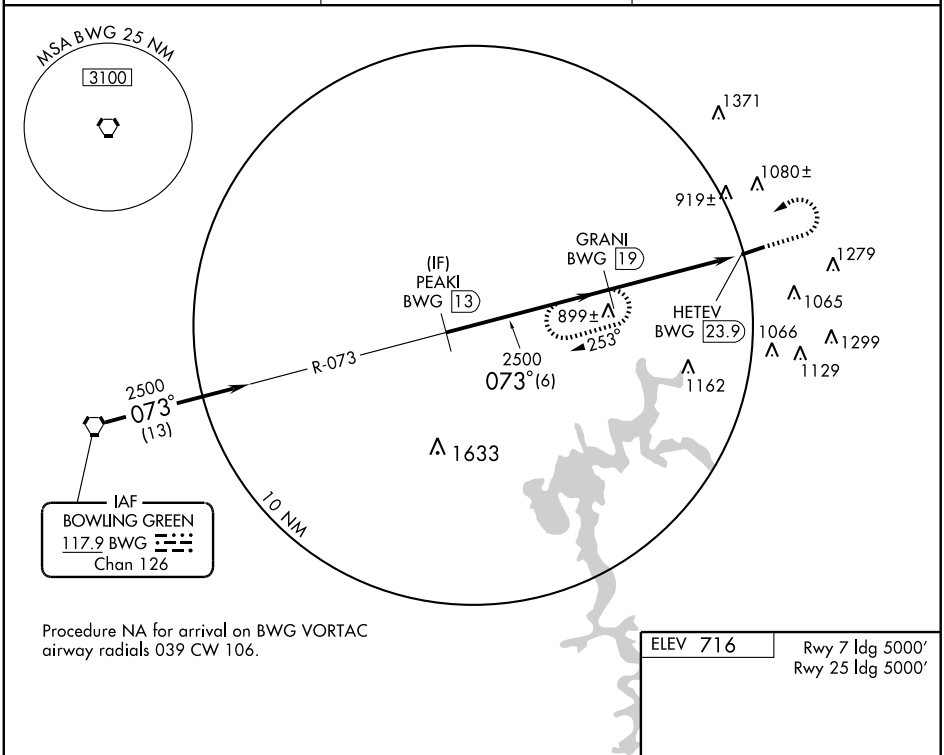
VORTAC BWG 117.9 Chan 126	APP CRS 073°	Rwy Idg 5000 TDZE 709 Apt Elev 716

VOR/DME RWY 7
GLASGOW MUNI (GLW)

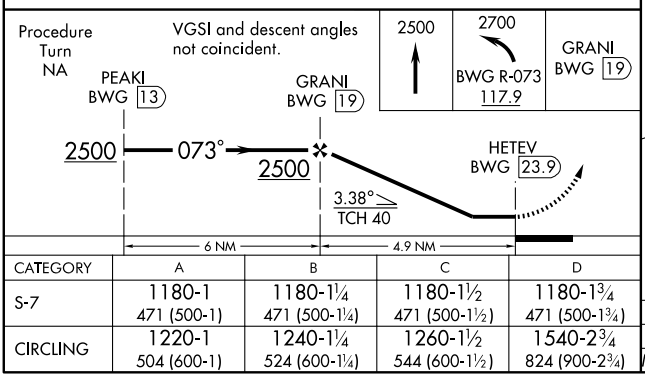
When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 160 feet, S-7 Cat. C and D visibility ¼ mile, Circling Cat. C visibility ½ mile, Cat. D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 via BWG VORTAC R-073 to GRANI/19 DME and hold

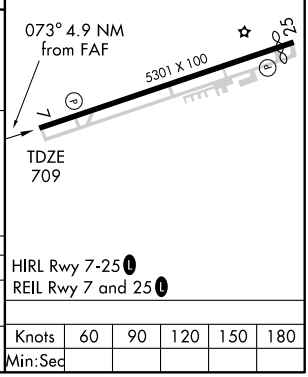
AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L



Procedure NA for arrival on BWG VORTAC airway radials 039 CW 106.



CATEGORY	A	B	C	D
S-7	1180-1 471 (500-1)	1180-1¼ 471 (500-1¼)	1180-1½ 471 (500-1½)	1180-1¾ 471 (500-1¾)
CIRCLING	1220-1 504 (600-1)	1240-1¼ 524 (600-1¼)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)



Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

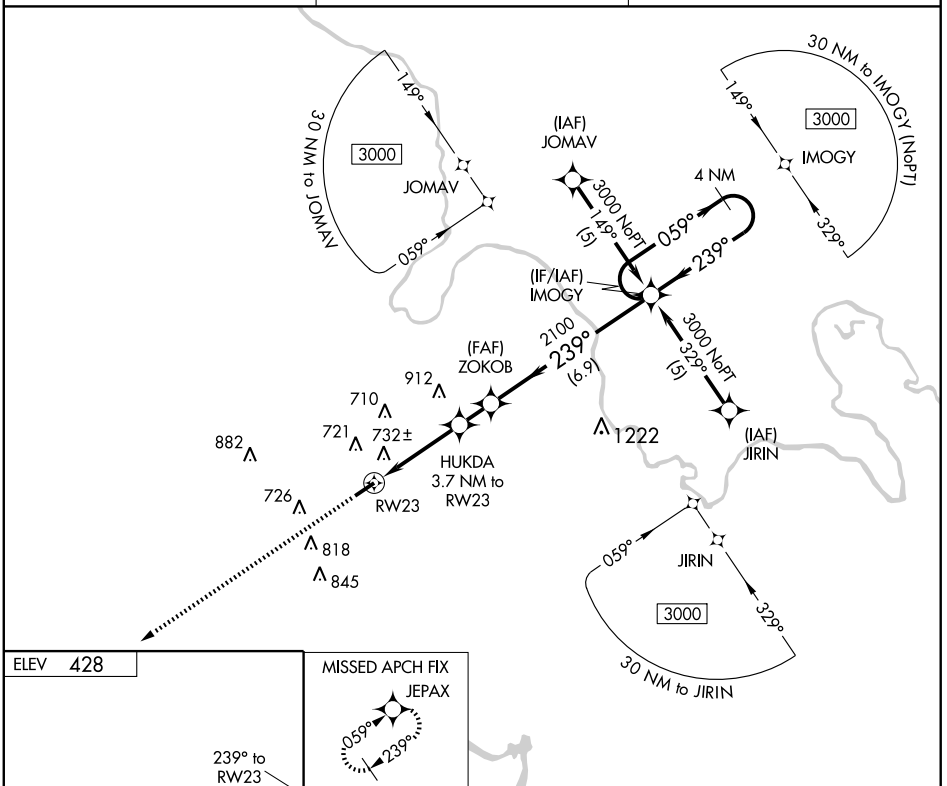
GREENVILLE/ MUHLENBERG COUNTY (M21)

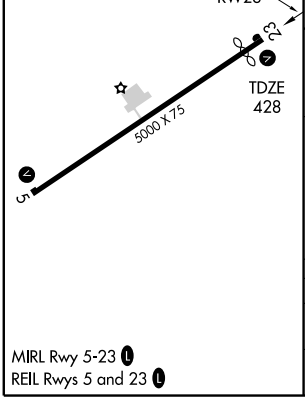
APP CRS	Rwy Idg	4600
239°	TDZE	428
	Apt Elev	428

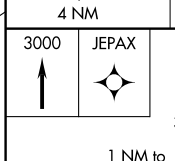
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet and LNAV and circling Cats C and D visibility ¼ mile. VDP NA with Owensboro altimeter setting.

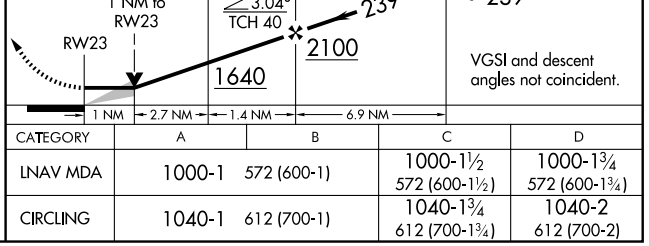
MISSED APPROACH: Climb to 3000 direct JEPAX and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
120.375	126.4 226.4	123.0 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1000-1	572 (600-1)	1000-1½ 572 (600-1½)	1000-1¾ 572 (600-1¾)
CIRCLING	1040-1	612 (700-1)	1040-1¾ 612 (700-1¾)	1040-2 612 (700-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CCT	APP CRS	Rwy Idg	N/A
109.8	153°	TDZE	N/A
Chan 35		Apt Elev	428

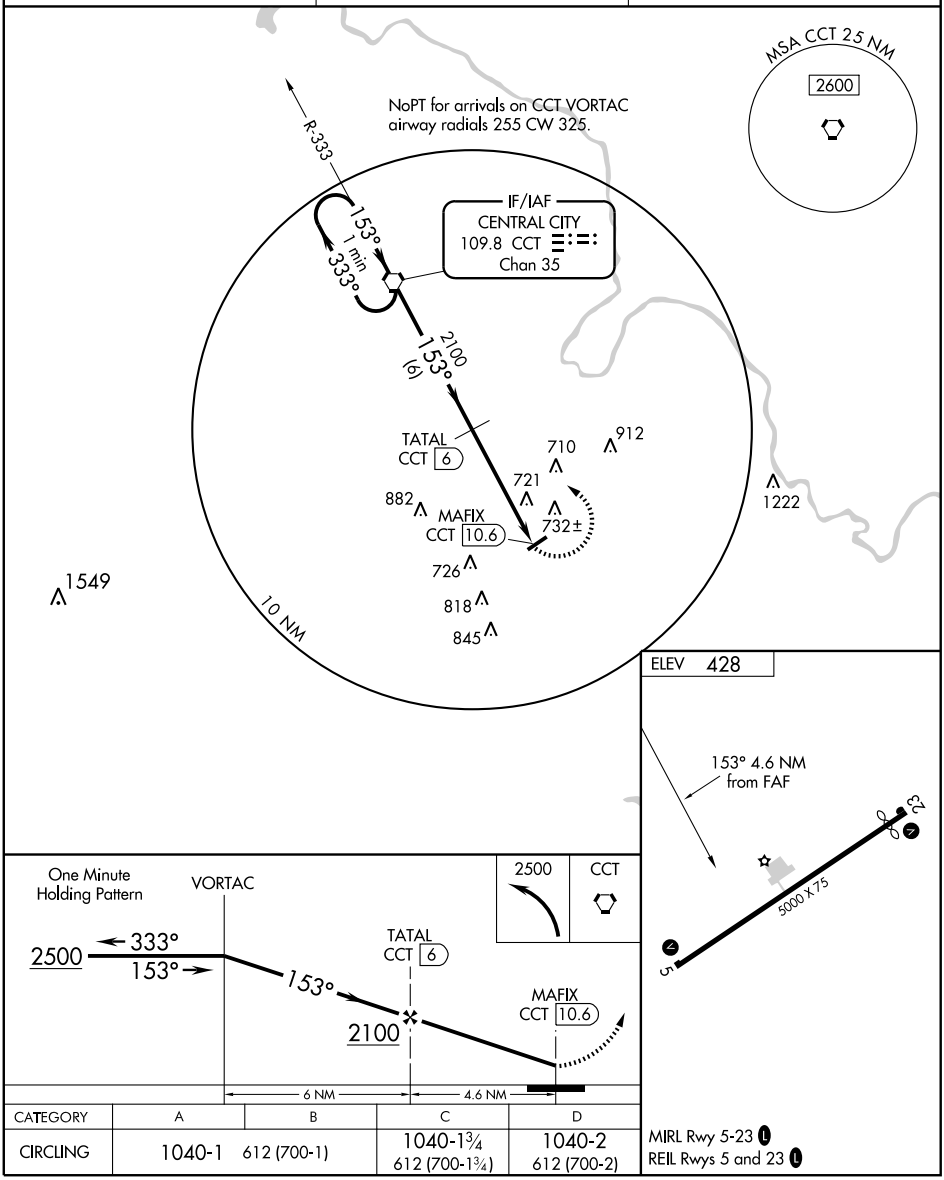
VOR/DME-A

GREENVILLE/ MUHLENBERG COUNTY (M21)

NA When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 direct CCT VORTAC and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
120.375	126.4 226.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1040-1 612 (700-1)		1040-1¾ 612 (700-1¾)	1040-2 612 (700-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4818
027°	TDZE	530
	Apt Elev	535

GPS RWY 3

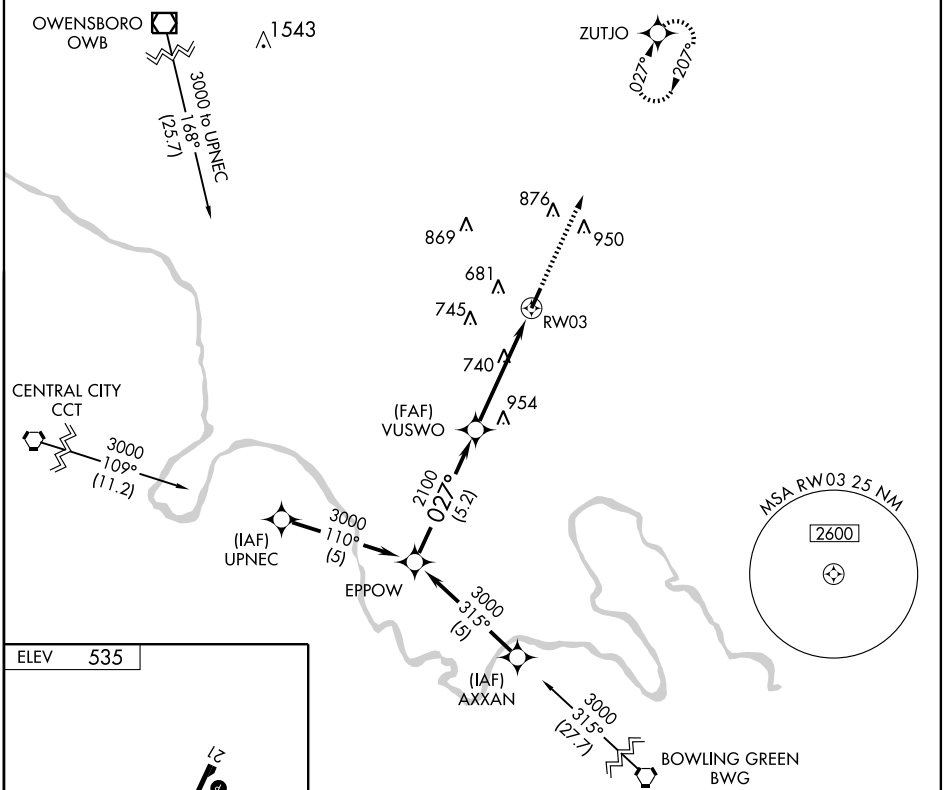
HARTFORD / OHIO COUNTY (7K4)

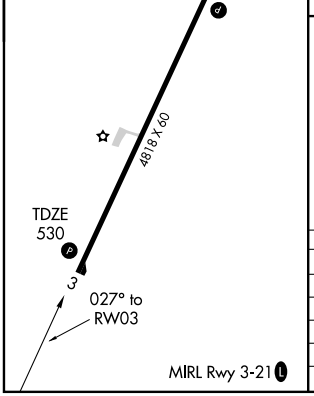
T
NA

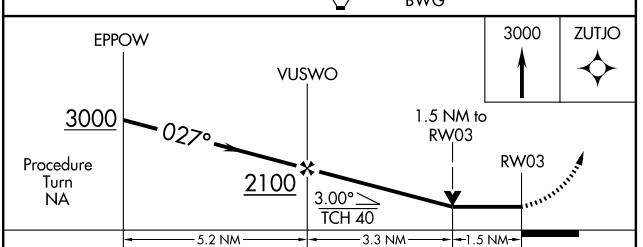
Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUTJO WP and hold.

EVANSVILLE APP CON *	UNICOM
126.4 226.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1040-1	510 (600-1)	NA	
CIRCLING	1040-1	505 (600-1)	NA	
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-3	1140-1	610 (700-1)	NA	
CIRCLING	1140-1	605 (700-1)	NA	

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4818
207°	TDZE	535
	Apt Elev	535

GPS RWY 21

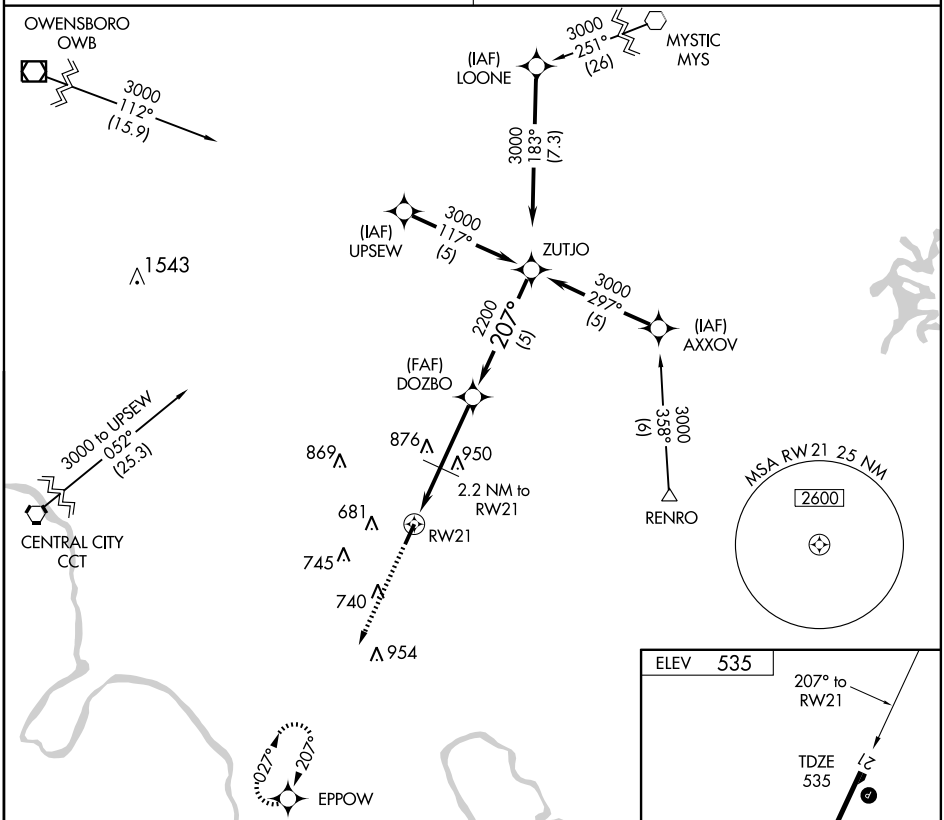
HARTFORD / OHIO COUNTY (7K4)

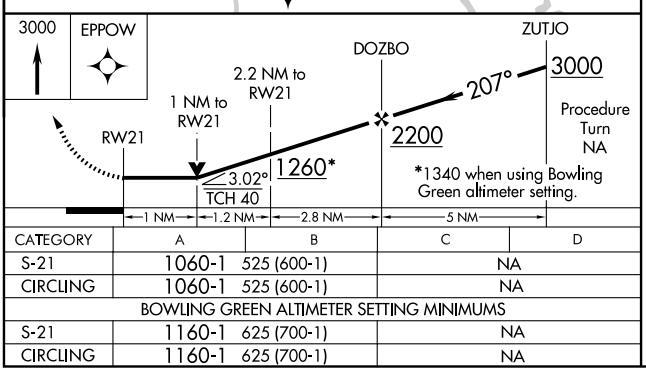
T
NA

Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

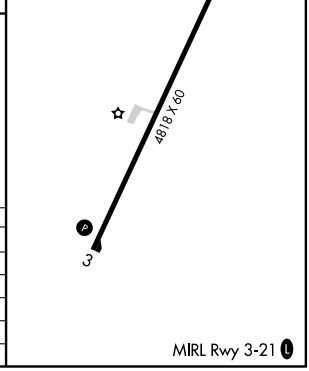
MISSED APPROACH: Climb to 3000 direct EPPOW WP and hold.

EVANSVILLE APP CON *	UNICOM
126.4 226.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-21	1060-1	525 (600-1)	NA	
CIRCLING	1060-1	525 (600-1)	NA	
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-21	1160-1	625 (700-1)	NA	
CIRCLING	1160-1	625 (700-1)	NA	



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CCT	APP CRS	Rwy Idg N/A
109.8	078°	TDZE N/A
Chan 35		Apt Elev 535

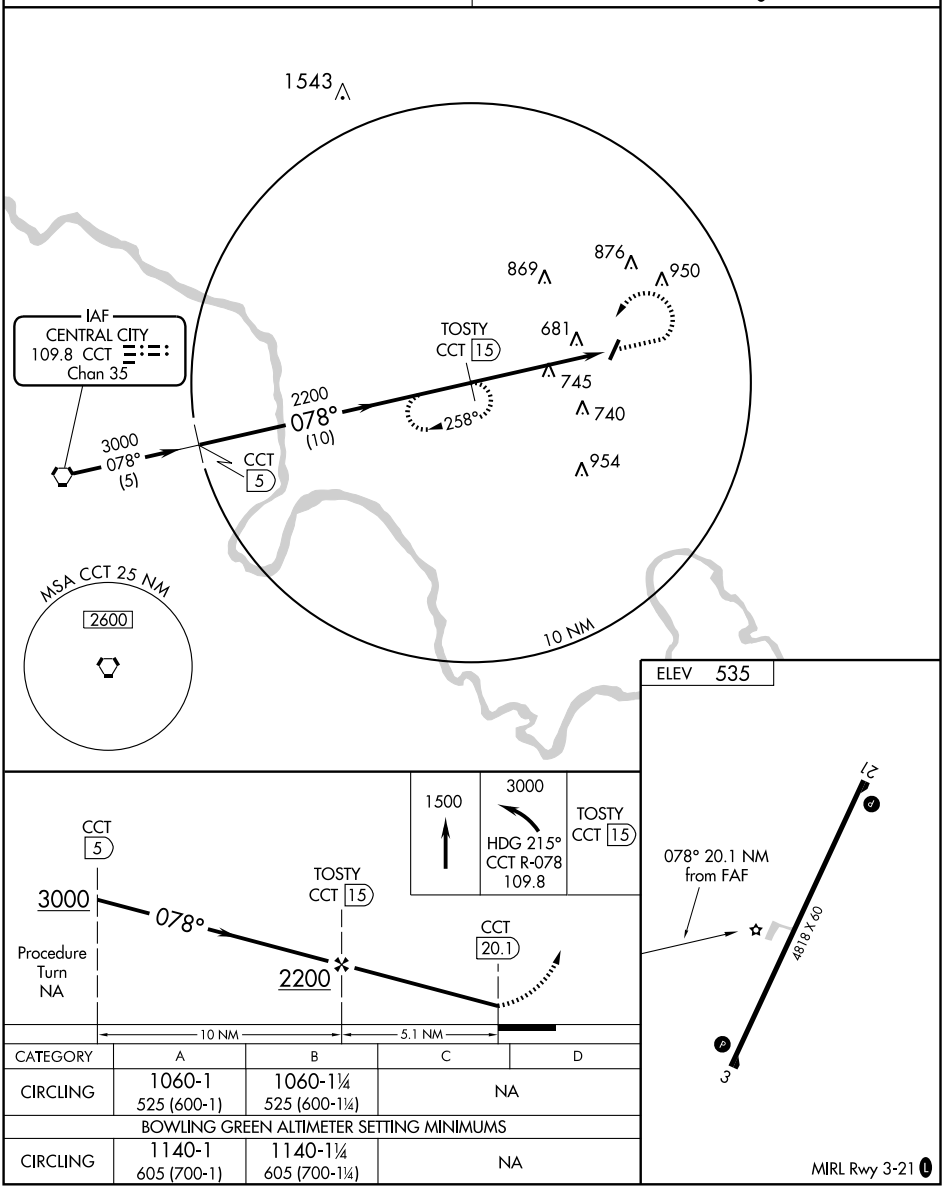
VOR/DME-A

HARTFORD / OHIO COUNTY (7K4)

T NA — Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 215° and CCT R-078 to TOSTY/15 DME and hold.

EVANSVILLE APP CON ★	UNICOM
126.4 226.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1 525 (600-1)	1060-1¼ 525 (600-1¼)	NA	
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
CIRCLING	1140-1 605 (700-1)	1140-1¼ 605 (700-1¼)	NA	

MIRL Rwy 3-21 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
143°	Rwy Idg	5500
	TDZE	1243
	Apt Elev	1253

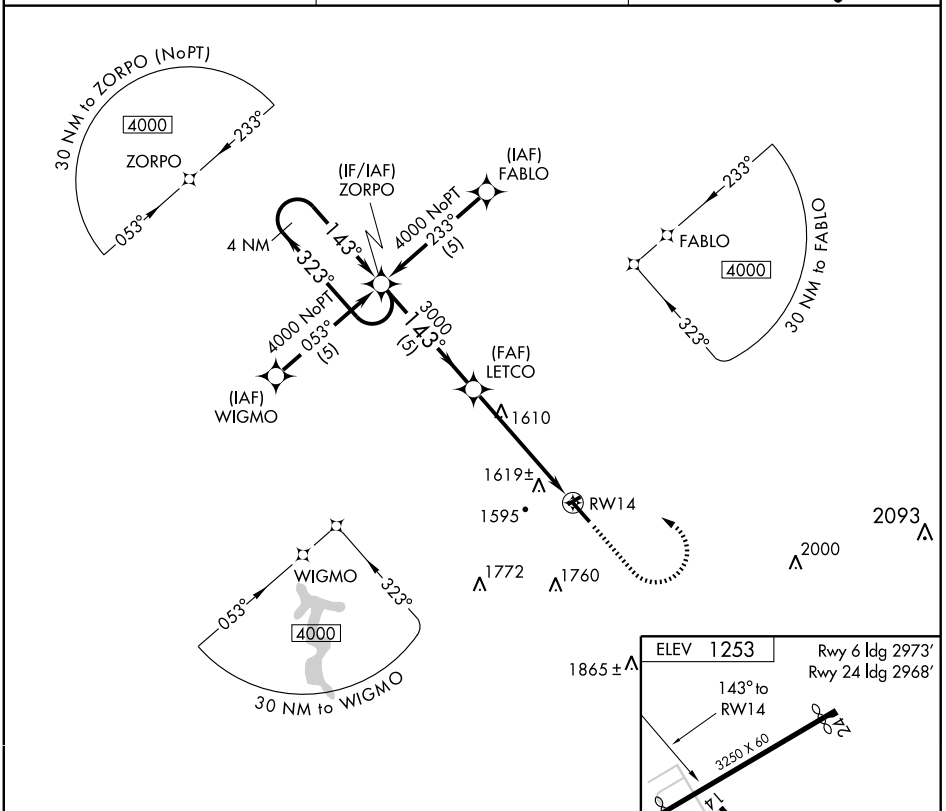
RNAV (GPS) RWY 14

HAZARD/ WENDELL H. FORD (K2Ø)

▼ If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.
▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 not authorized. VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct ZORPO WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.850	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV	1880-1 637 (700-1)		1880-1¾ 637 (700-1¾)	1880-2 637 (700-2)
CIRCLING	2000-1 747 (800-1)	2000-1¼ 747 (800-1¼)	2000-2¼ 747 (800-2¼)	2000-2½ 747 (800-2½)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AZQ	APP CRS	Rwy Idg	5500
111.2	125°	TDZE	1243
Chan 49		Apt Elev	1253

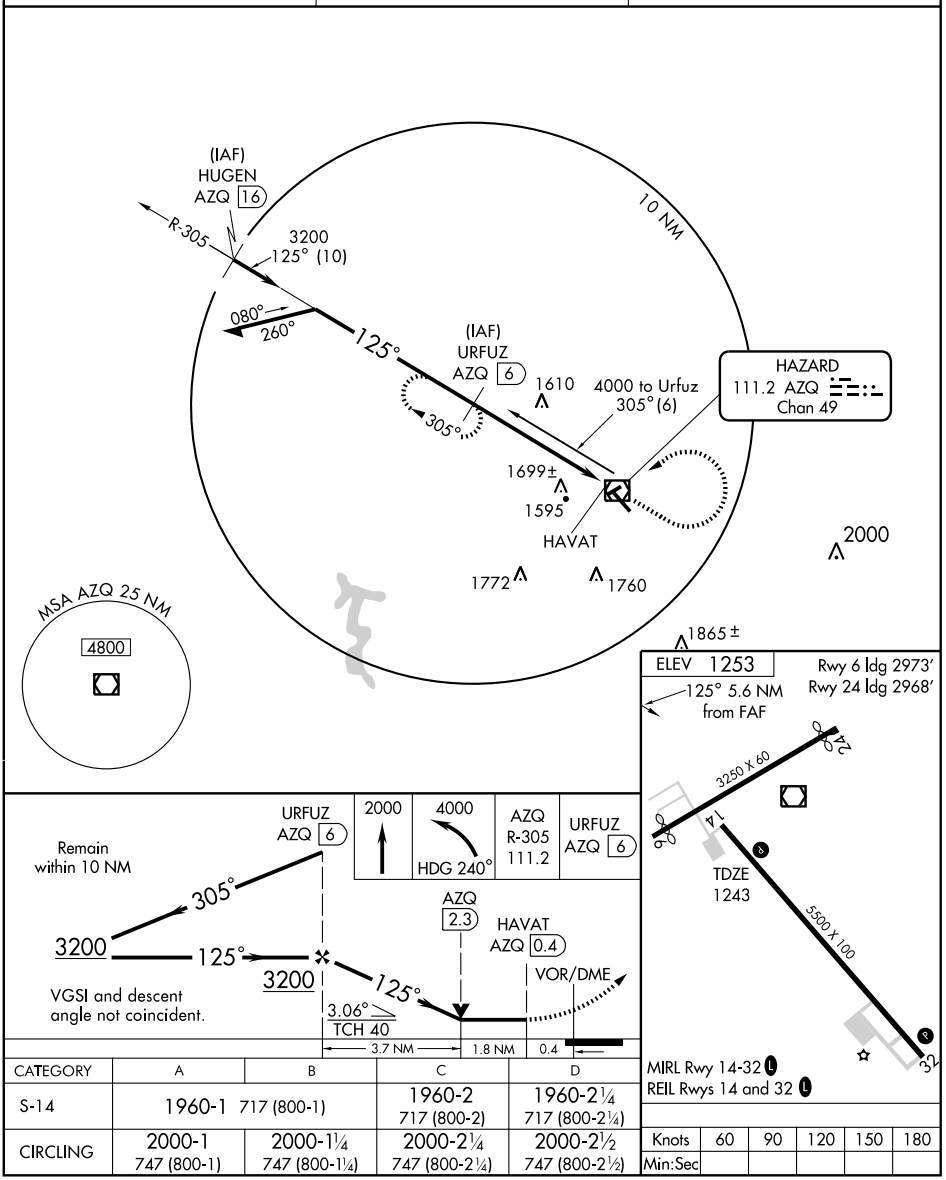
VOR/DME RWY 14

HAZARD/ WENDELL H. FORD (K2Ø)

If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.
NA VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 240° and AZQ R-305 to URFUZ/6 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.850	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-14	1960-1 717 (800-1)		1960-2 717 (800-2)	1960-2¼ 717 (800-2¼)
CIRCLING	2000-1 747 (800-1)	2000-1¼ 747 (800-1¼)	2000-2¼ 747 (800-2¼)	2000-2½ 747 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

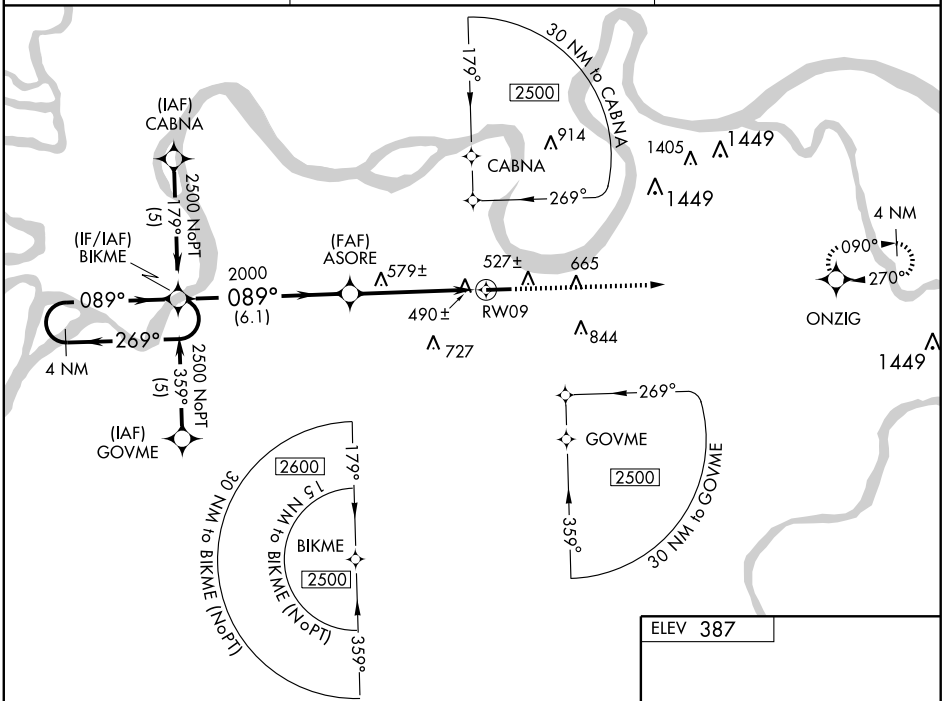
WAAS CH 97709 W09A	APP CRS 089°	Rwy Idg 5504 TDZE 385 Apt Elev 387

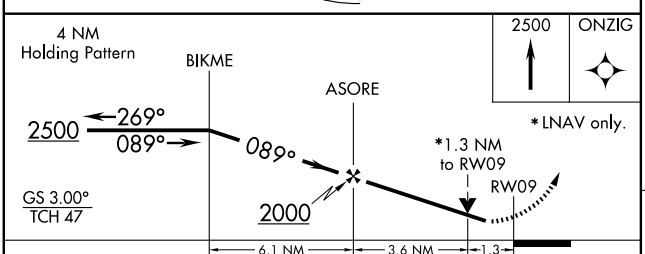
RNAV (GPS) RWY 9
HENDERSON CITY-COUNTY (EHR)

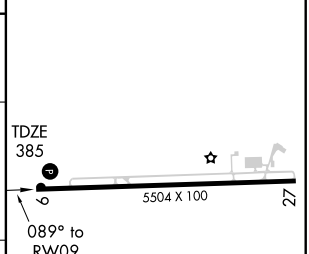
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (118°F). Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct ONZIG and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	694-1 309 (400-1)			
LNAV/VNAV DA	774-1¼ 389 (400-1¼)			
LNAV MDA	840-1 455 (500-1)		840-1¼ 455 (500-1¼)	840-1½ 455 (500-1½)
CIRCLING	880-1 493 (500-1)		880-1½ 493 (500-1½)	940-2 553 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

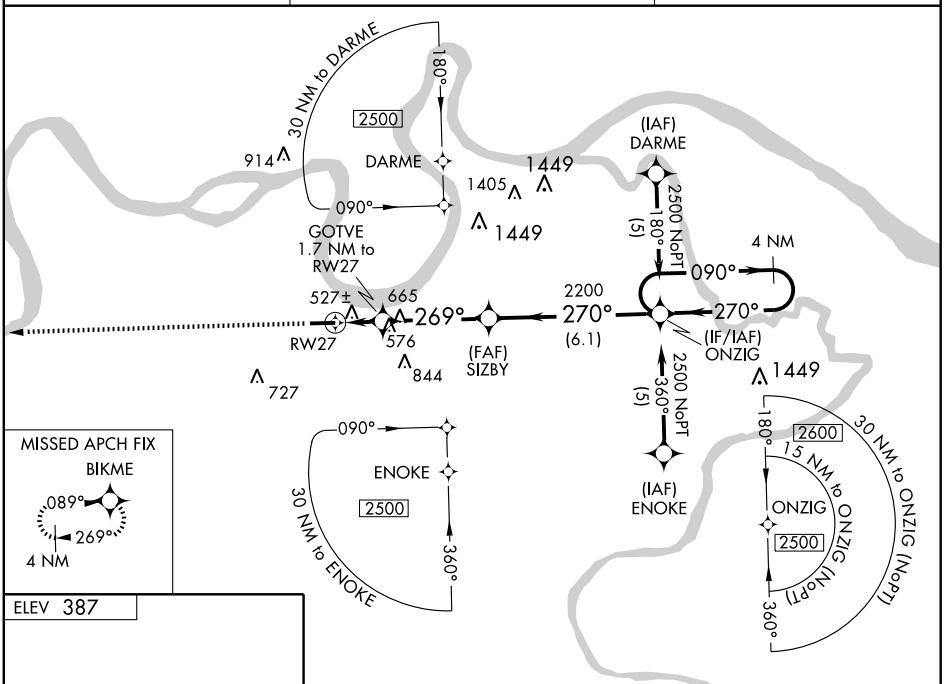
WAAS	APP CRS	Rwy Idg	5504
CH 77909	269°	TDZE	387
W27A		Apt Elev	387

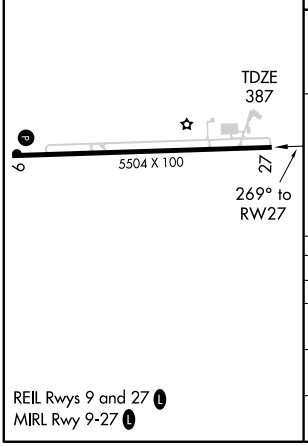
RNAV (GPS) RWY 27
HENDERSON CITY-COUNTY (EHR)

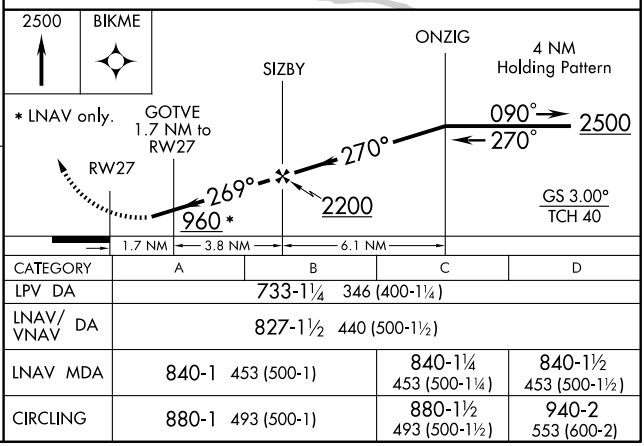
Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct BIKME and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	733-1¼ 346 (400-1¼)			
LNAV/VNAV DA	827-1½ 440 (500-1½)			
LNAV MDA	840-1 453 (500-1)		840-1¼ 453 (500-1¼)	840-1½ 453 (500-1½)
CIRCLING	880-1 493 (500-1)		880-1½ 493 (500-1½)	940-2 553 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

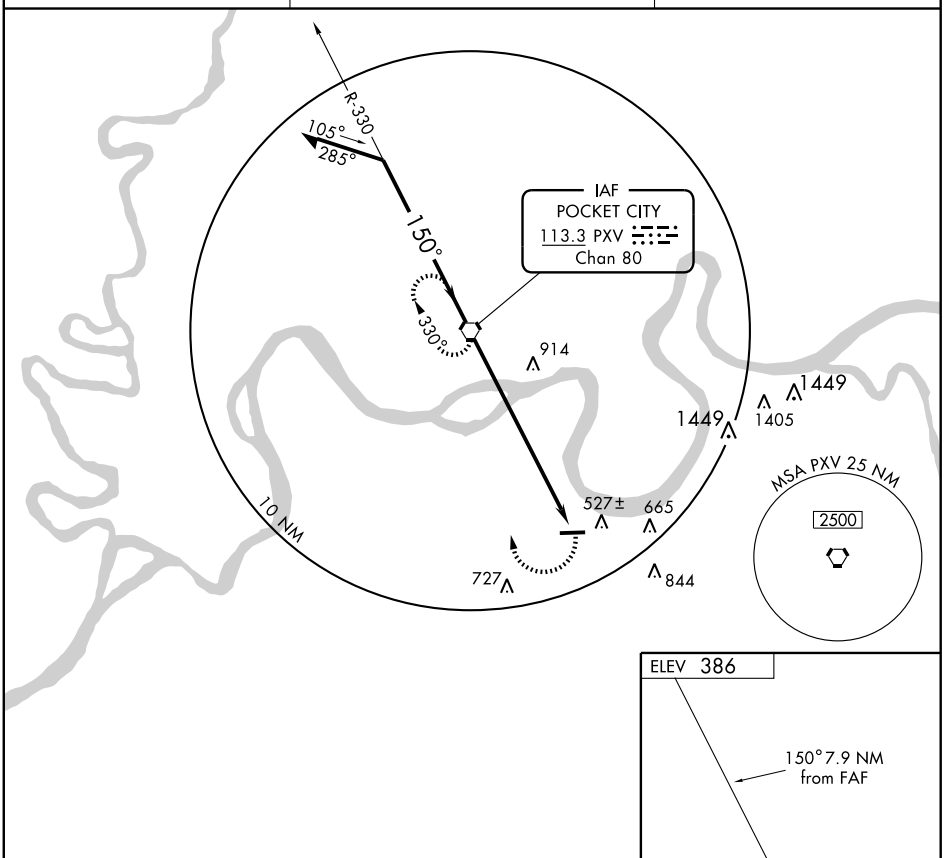
VORTAC PXV 113.3 Chan 80	APP CRS 150°	Rwy Idg N/A TDZE N/A Apt Elev 386

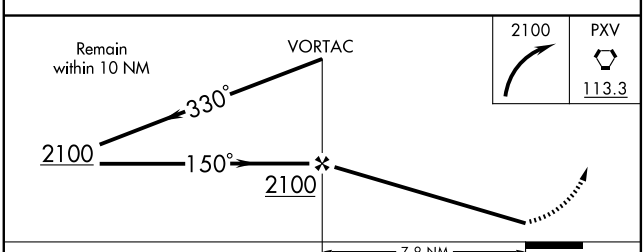
VOR-A
HENDERSON CITY-COUNTY (EHR)

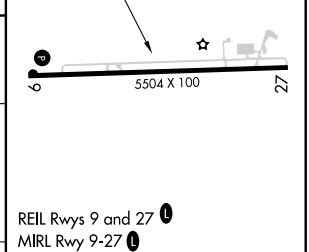
If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	920-1 534 (600-1)		920-1½ 534 (600-1½)	940-2 554 (600-2)

FAF to MAP 7.9 NM					
Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-HVC	APP CRS	Rwy Idg	5505
109.1	259°	TDZE	564
		Apt Elev	564

LOC RWY 26

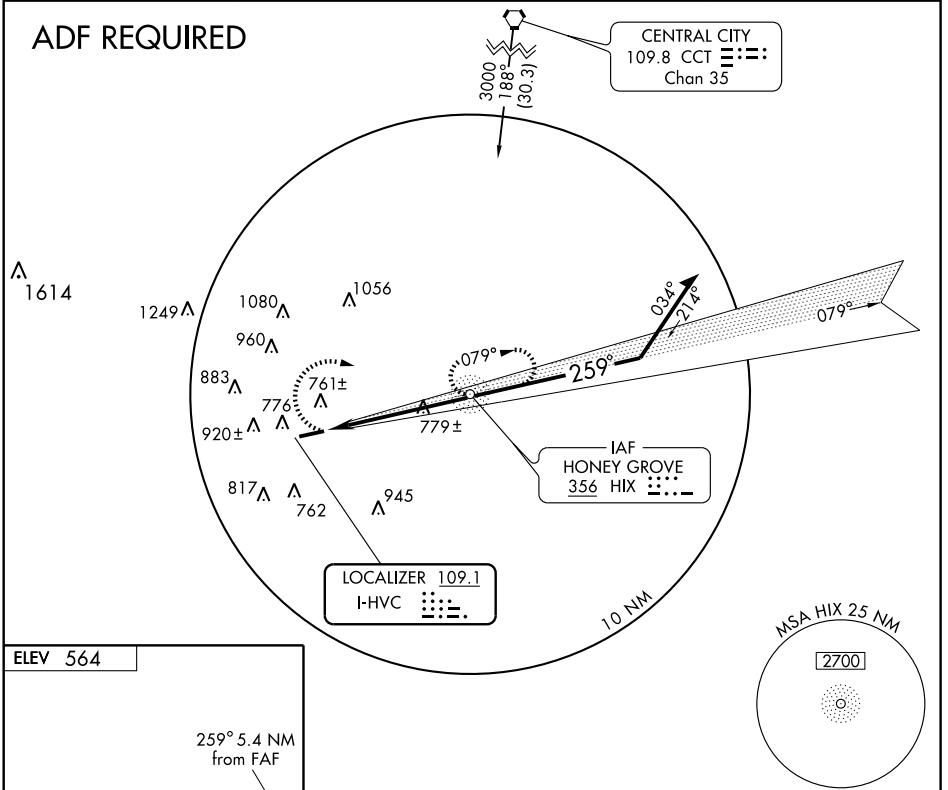
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

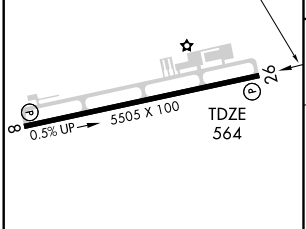
T
NA

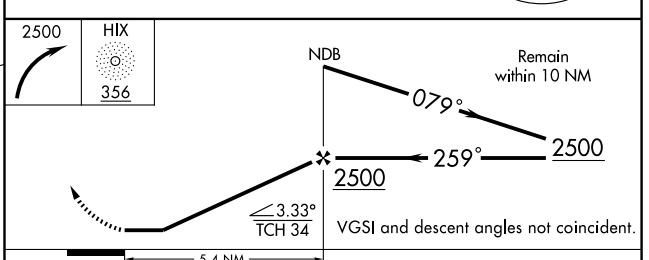
ADF REQUIRED. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase S-26 Cat. C and D and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct HIX NDB and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L







MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-26	1040-1	476 (500-1)	1040-1¼ 476 (500-1¼)	1040-1½ 476 (500-1½)
CIRCLING	1140-1	576 (600-1)	1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB HIX 356	APP CRS 257°	Rwy Idg 5505 TDZE 564 Apt Elev 564

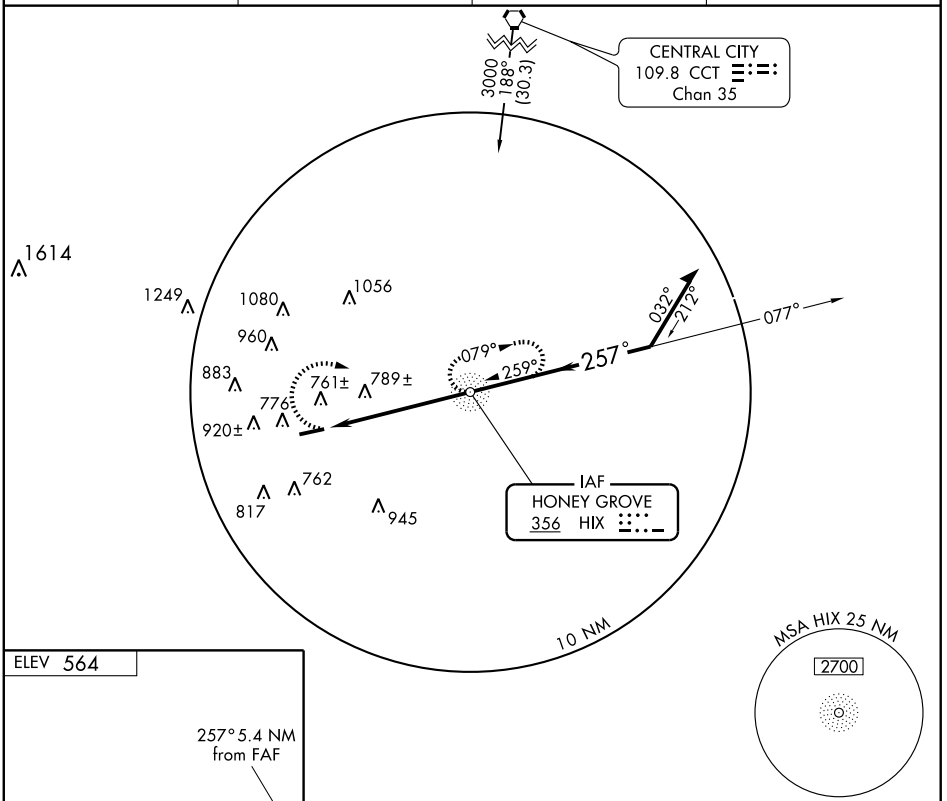
NDB RWY 26

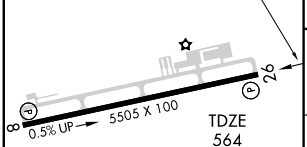
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

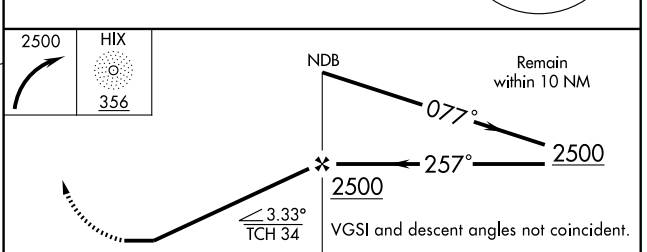
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct HIX NDB and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L







MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-26	1100-1	536 (600-1)	1100-1½ 536 (600-1½)	1100-1¾ 536 (600-1¾)
CIRCLING	1140-1	576 (600-1)	1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5505
079°	TDZE	540
	Apt Elev	564

RNAV (GPS) RWY 8

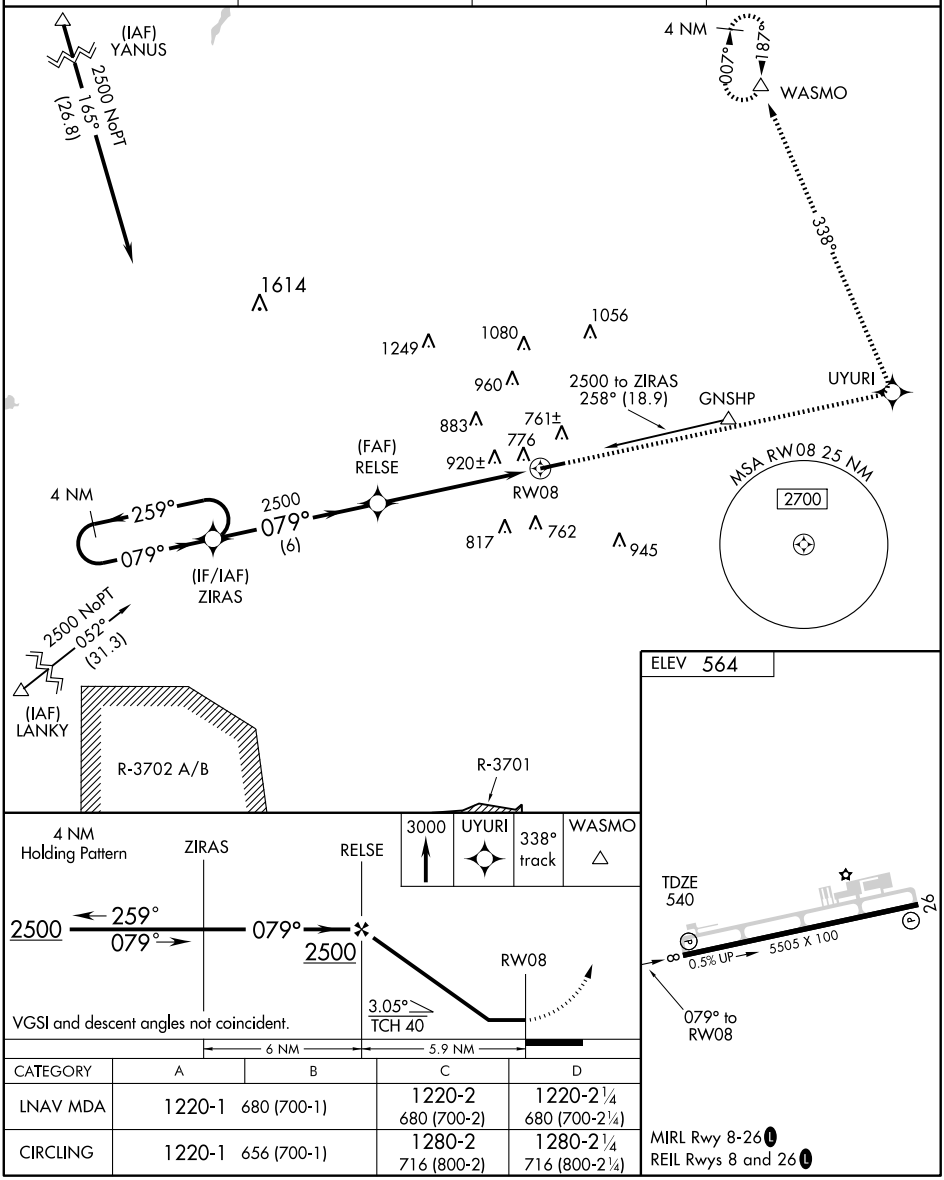
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet and Circling Cat. C and D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1	680 (700-1)	1220-2 680 (700-2)	1220-2¼ 680 (700-2¼)
CIRCLING	1220-1	656 (700-1)	1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5505
259°	TDZE	564
	Apt Elev	564

RNAV (GPS) RWY 26

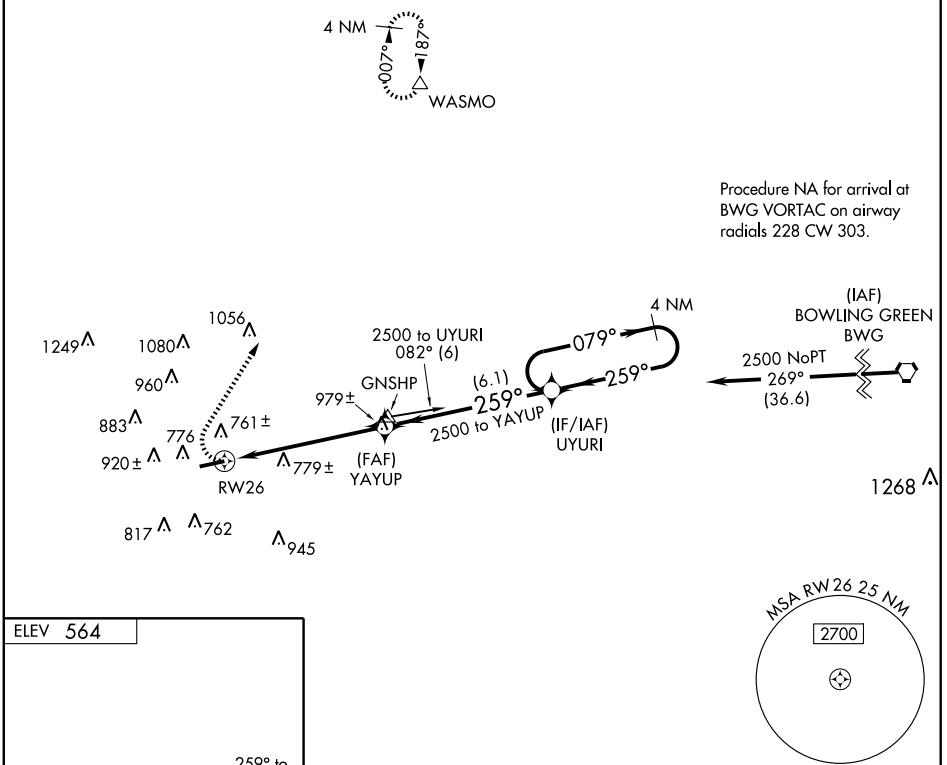
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, increase LNAV and Circling Cat. C and D visibility ¼ mile.

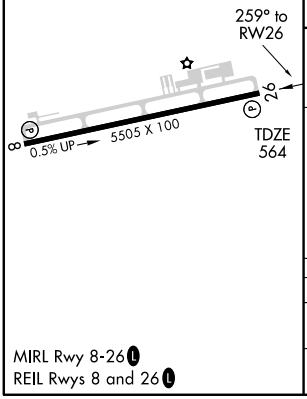
MISSED APPROACH: Climbing right turn to 3000 direct WASMO and hold.

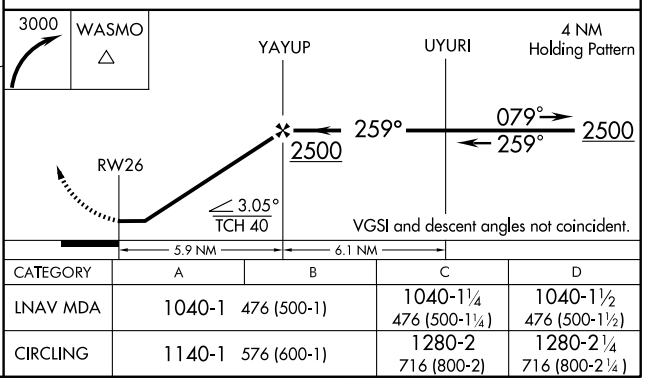
AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	1040-1 476 (500-1)		1040-1¼ 476 (500-1¼)	1040-1½ 476 (500-1½)
CIRCLING	1140-1 576 (600-1)		1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

APP CRS	Rwy Idg	4400
012°	TDZE	1367
	Apt Elev	1381

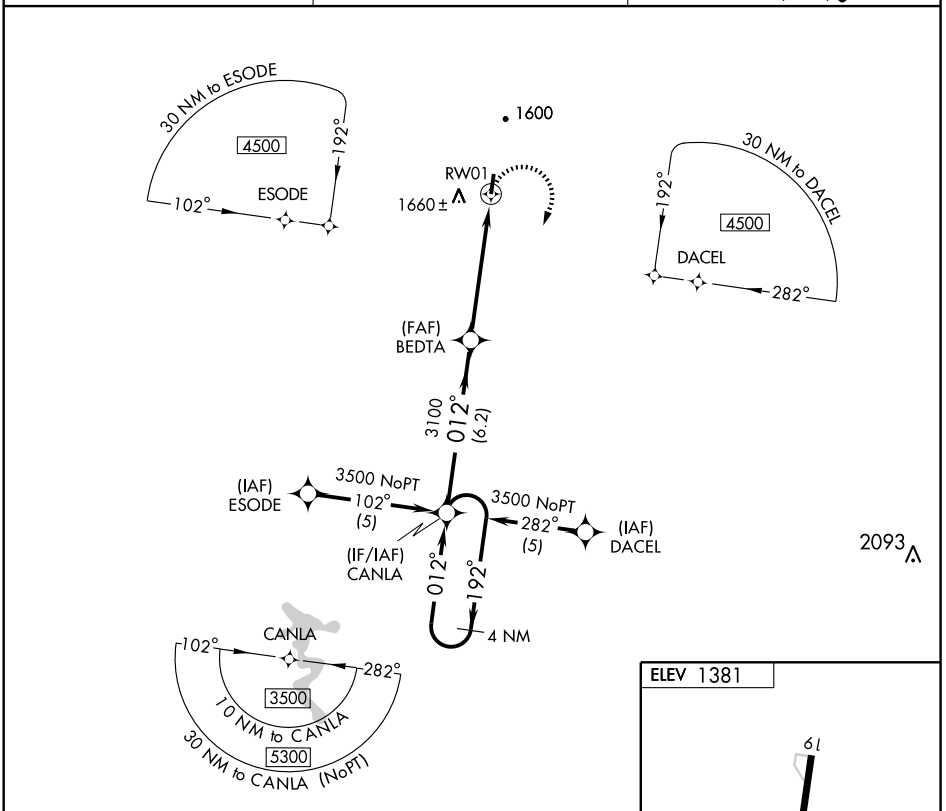
RNAV (GPS) RWY 1

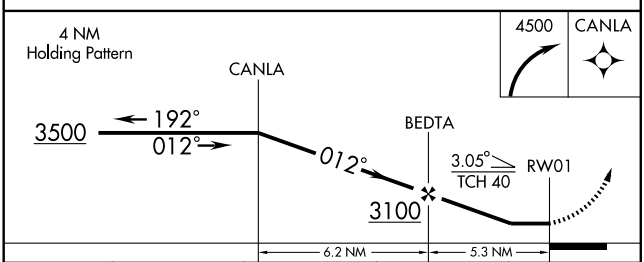
JACKSON/JULIAN CARROLL (JKL)

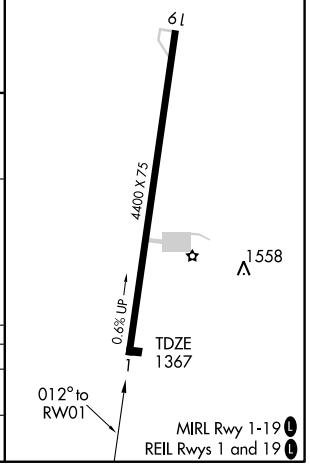
NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4500 direct CANLA WP and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.375	126.57 253.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV	1860-1	493 (500-1)	1860-1¼ 493 (500-1¼)	1860-1½ 493 (500-1½)
CIRCLING	2020-1	639 (700-1)	2020-1¾ 639 (700-1¾)	2020-2 639 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AZQ 111.2 Chan 49	APP CRS 351°	Rwy Idg 4400 TDZE 1367 Apt Elev 1381

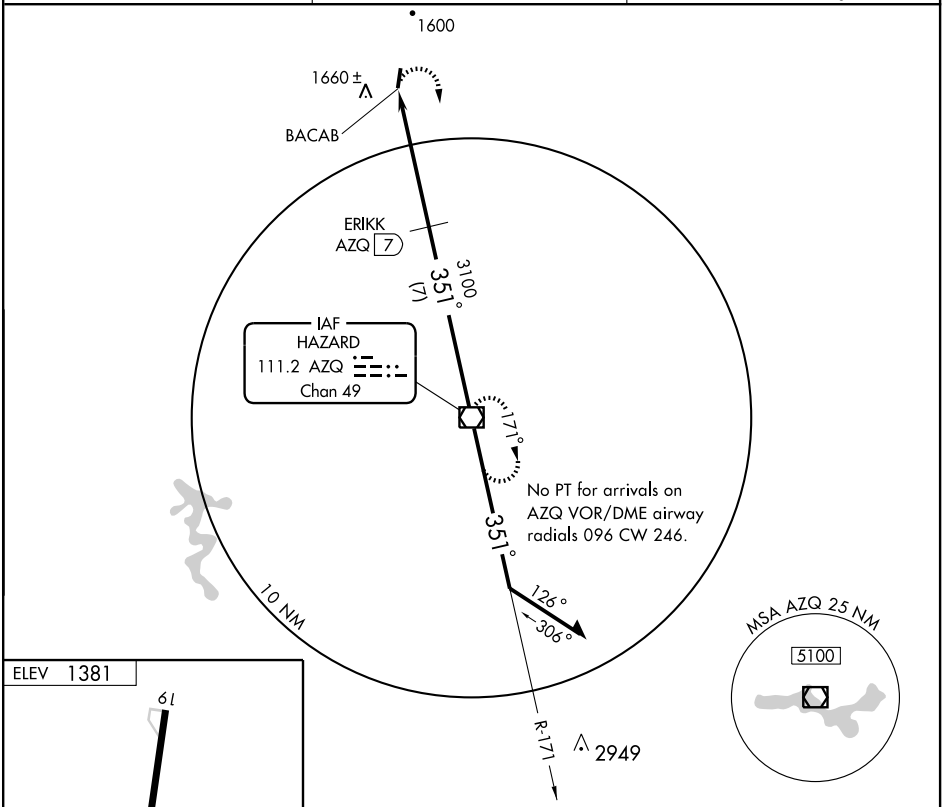
VOR/DME RWY 1

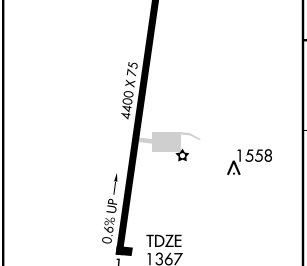
JACKSON/JULIAN CARROLL (JKL)

NA

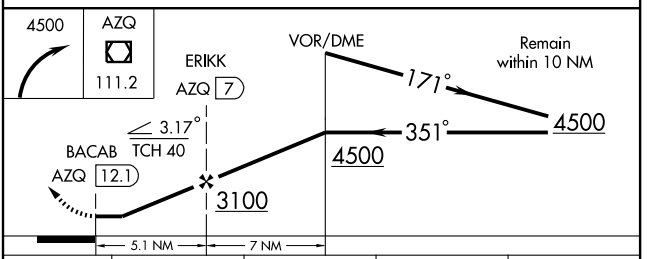
MISSED APPROACH: Climbing right turn to 4500 direct AZQ VOR/DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.375	126.57 253.5	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-1	1960-1	593 (600-1)	1960-1½ 593 (600-1½)	1960-1¾ 593 (600-1¾)
CIRCLING	2020-1	639 (700-1)	2020-1¾ 639 (700-1¾)	2020-2 639 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
179°	TDZE	1011
	Apt Elev	1011

RNAV (GPS) RWY 17

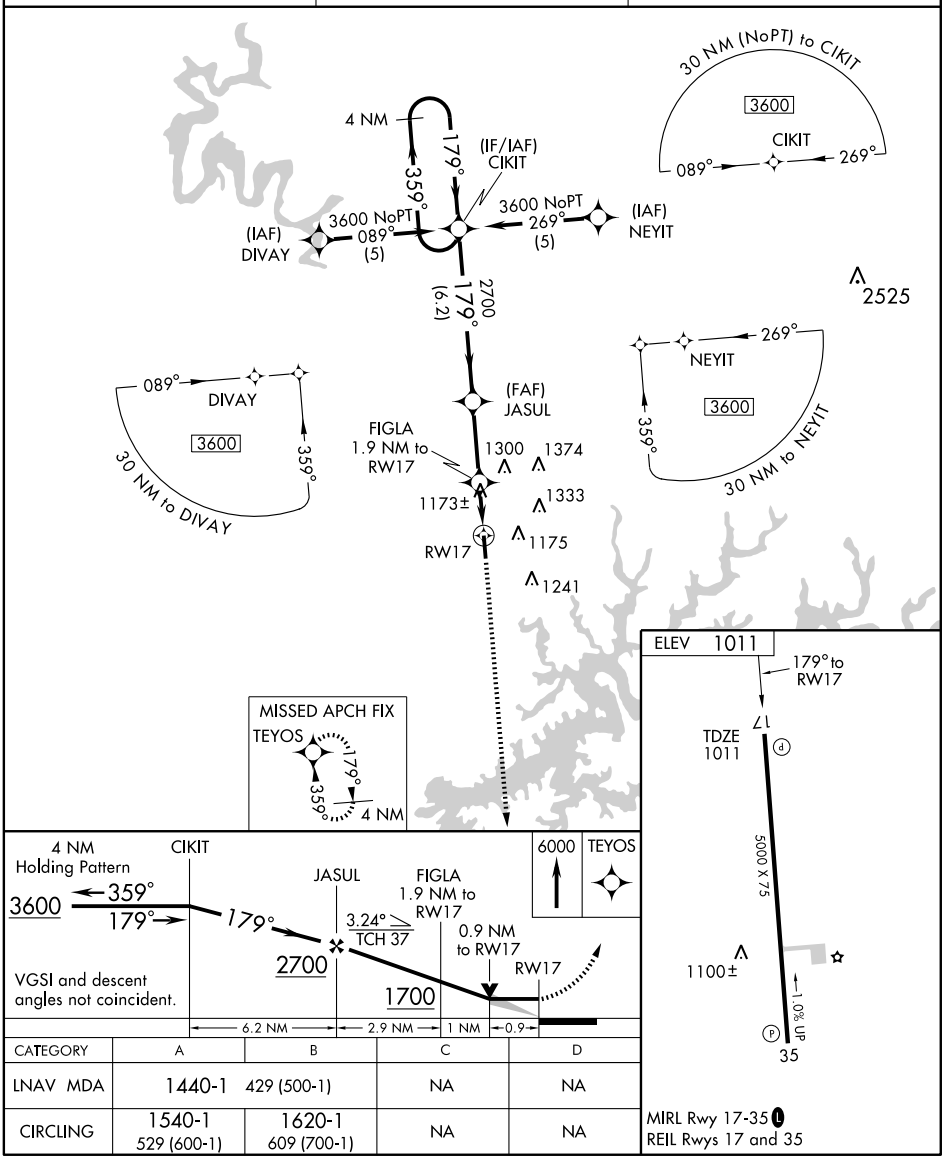
JAMESTOWN/ RUSSELL COUNTY (K24)

T
NA

If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct TEYOS WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	429 (500-1)	NA	NA
CIRCLING	1540-1 529 (600-1)	1620-1 609 (700-1)	NA	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
359°	TDZE	967
	Apt Elev	1011

RNAV (GPS) RWY 35

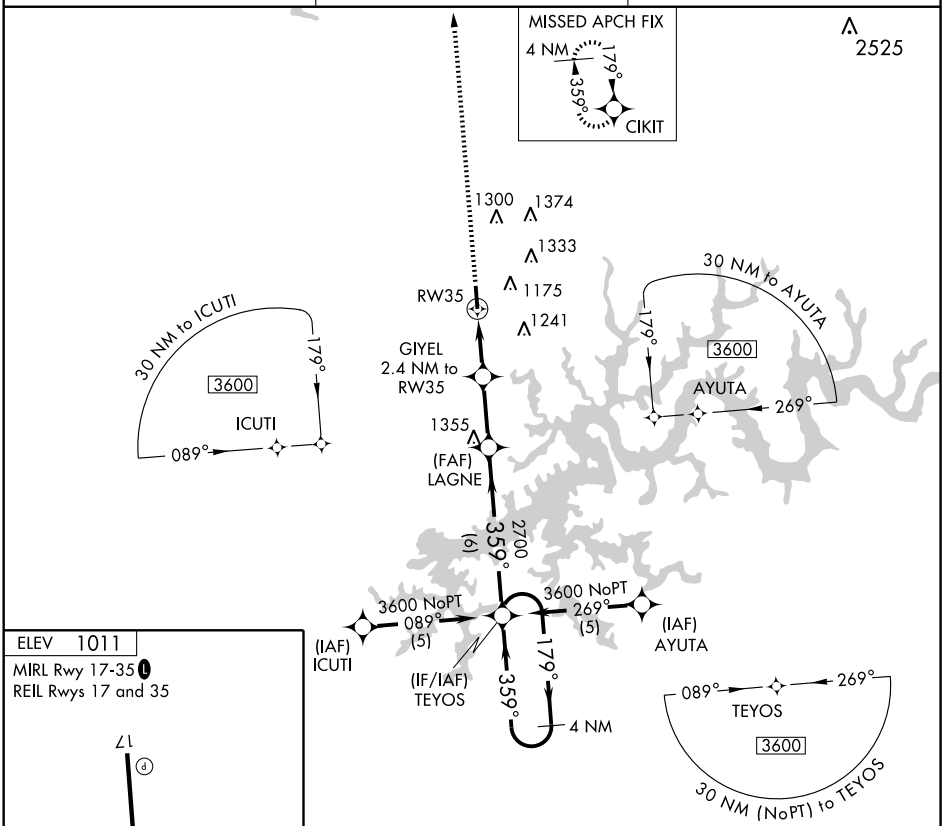
JAMESTOWN/ RUSSELL COUNTY (K24)

If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 6000 direct CIKIT WP and hold.

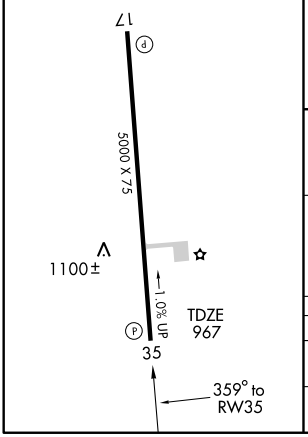
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L

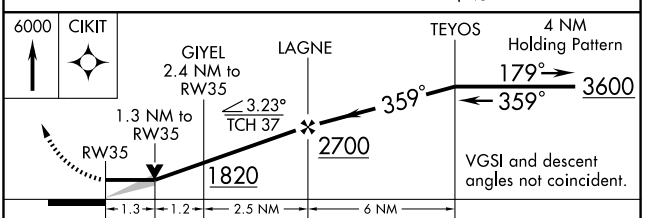


ELEV 1011

MIRL Rwy 17-35 L

REIL Rwys 17 and 35





CATEGORY	A	B	C	D
LNAV MDA	1400-1 433 (400-1)		NA	NA
CIRCLING	1540-1 529 (600-1)	1620-1 609 (700-1)	NA	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

LEWISPORT/ HANCOCK CO-RON LEWIS FIELD (KY8)

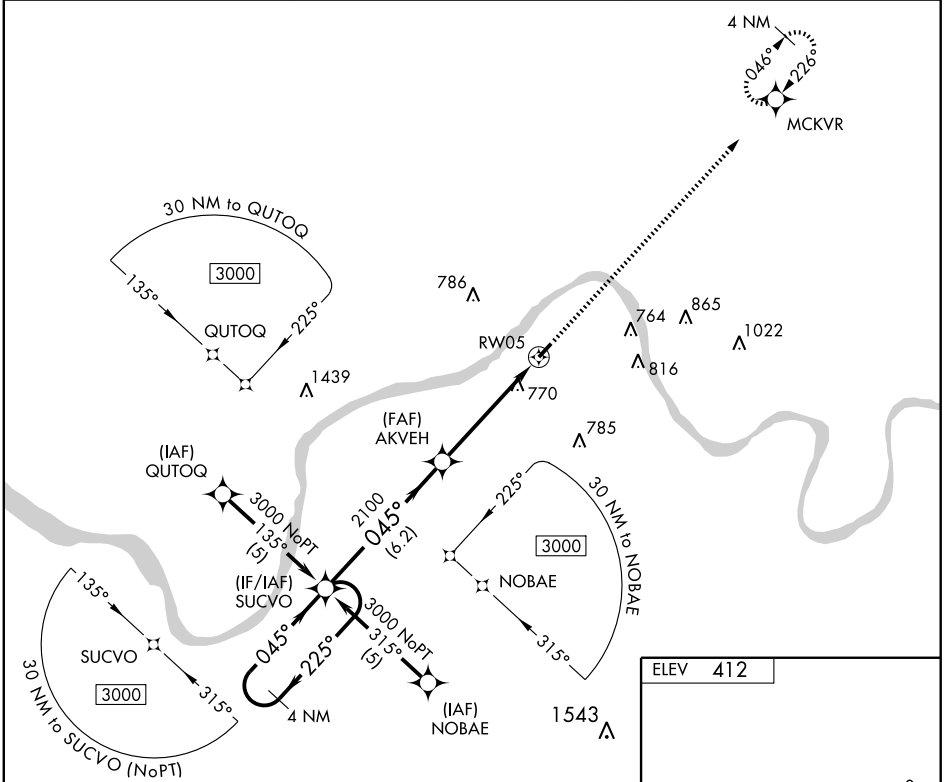
APP CRS	Rwy Idg	4000
045°	TDZE	411
	Apt Elev	412

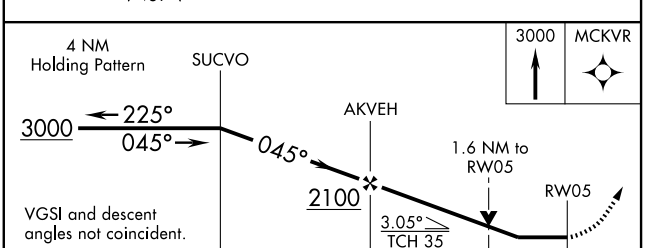
DME/DME RNP-0.3 NA. When VGSI INOP, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

NA

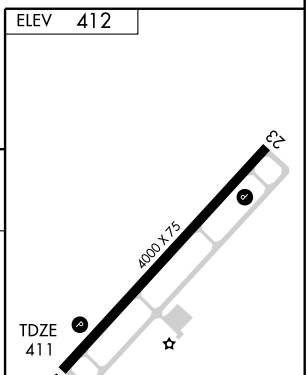
MISSED APPROACH: Climb to 3000 direct MCKVR and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
119.775	126.4 226.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1020-1 609 (700-1)		1020-1¾ 609 (700-1¾)	NA
CIRCLING	1020-1 608 (700-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA



MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
226°	TDZE	412
	Apt Elev	412

RNAV (GPS) RWY 23

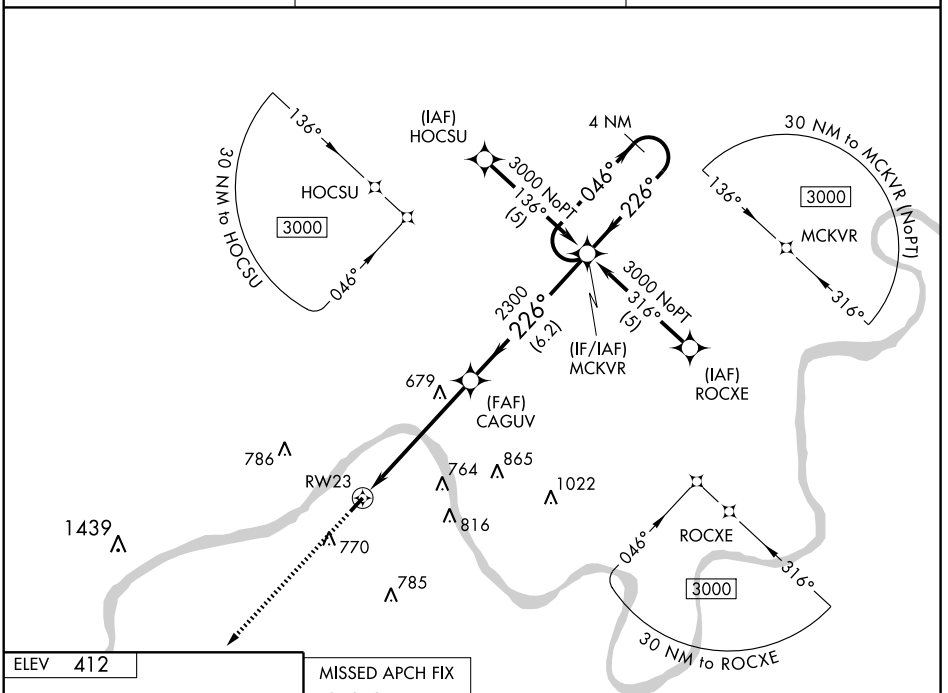
LEWISPORT/ HANCOCK CO-RON LEWIS FIELD (KY8)

DME/DME RNP-0.3 NA. When VGSI INOP, Straight-in/Circling Rwy 23 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

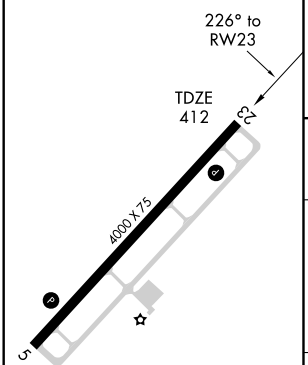
NA

MISSED APPROACH: Climb to 3000 direct SUCVO and hold.

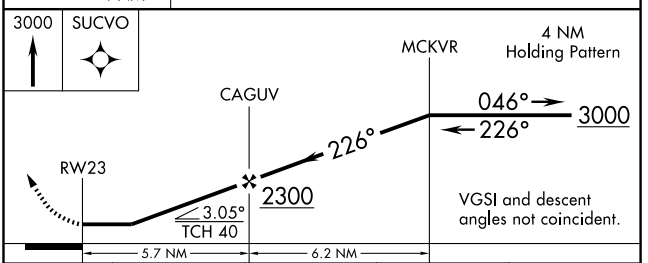
AWOS-3	EVANSVILLE APP CON ★	UNICOM
119.775	126.4 226.4	123.0 (CTAF) L



ELEV 412



MISSED APCH FIX



CATEGORY	A	B	C	D
LNAV MDA	940-1 528 (600-1)		940-1½ 528 (600-1½)	NA
CIRCLING	980-1 568 (600-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-697 (FAA)

LEXINGTON /BLUE GRASS (LEX)
LEXINGTON, KENTUCKY

SE-1, 21 OCT 2010 to 18 NOV 2010

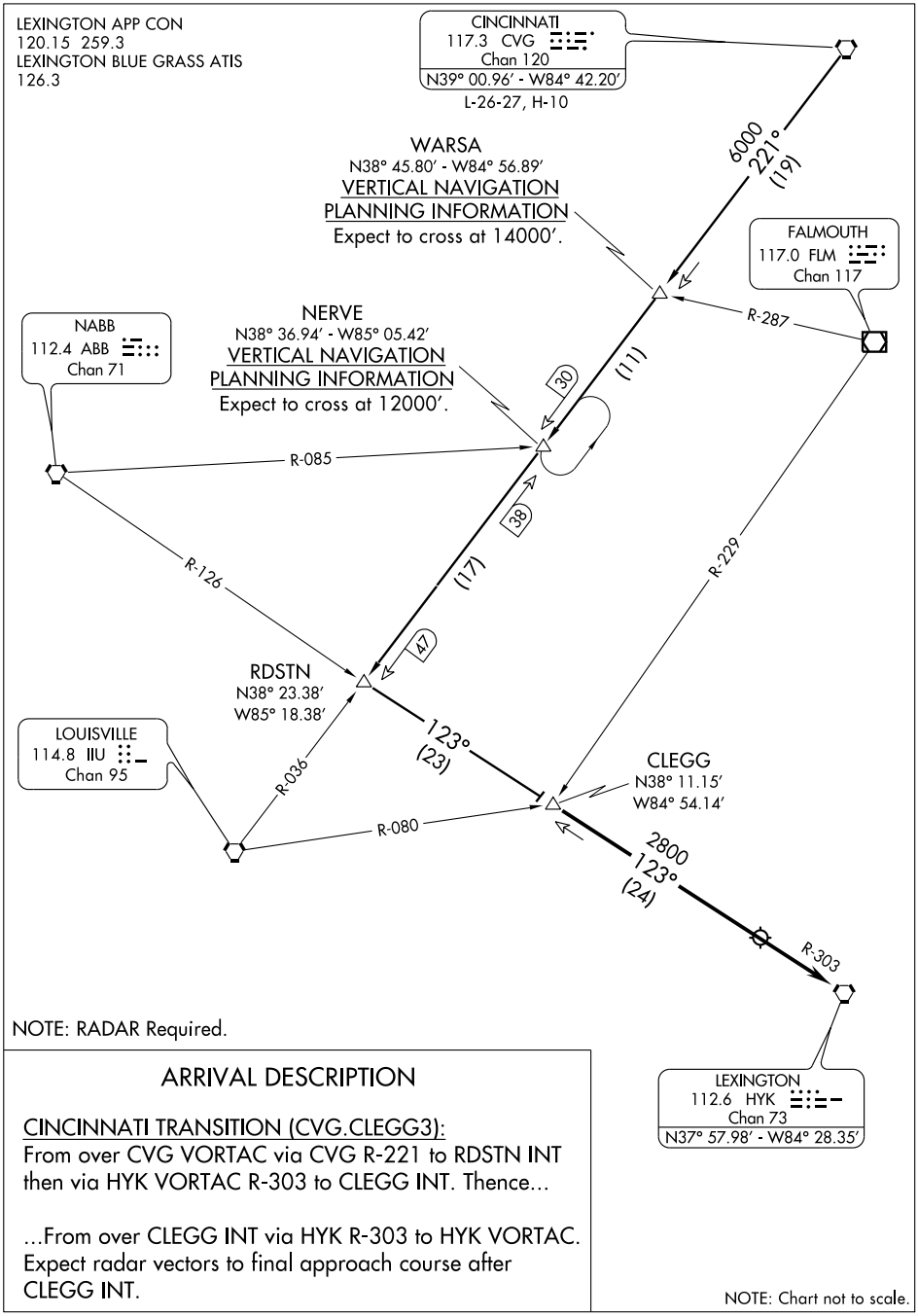
SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LEXINGTON, KENTUCKY
LEXINGTON /BLUE GRASS (LEX)

10266

CLEGG THREE ARRIVAL (CLEGG.CLEGG3)



NOTE: RADAR Required.

ARRIVAL DESCRIPTION

CINCINNATI TRANSITION (CVG.CLEGG3):
From over CVG VORTAC via CVG R-221 to RDSTN INT then via HYK VORTAC R-303 to CLEGG INT. Thence...

...From over CLEGG INT via HYK R-303 to HYK VORTAC. Expect radar vectors to final approach course after CLEGG INT.

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A.
	HS 4	Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-LEX	APP CRS	Rwy Idg	6603
110.1	046°	TDZE	971
		Apt Elev	979

ILS or LOC RWY 4

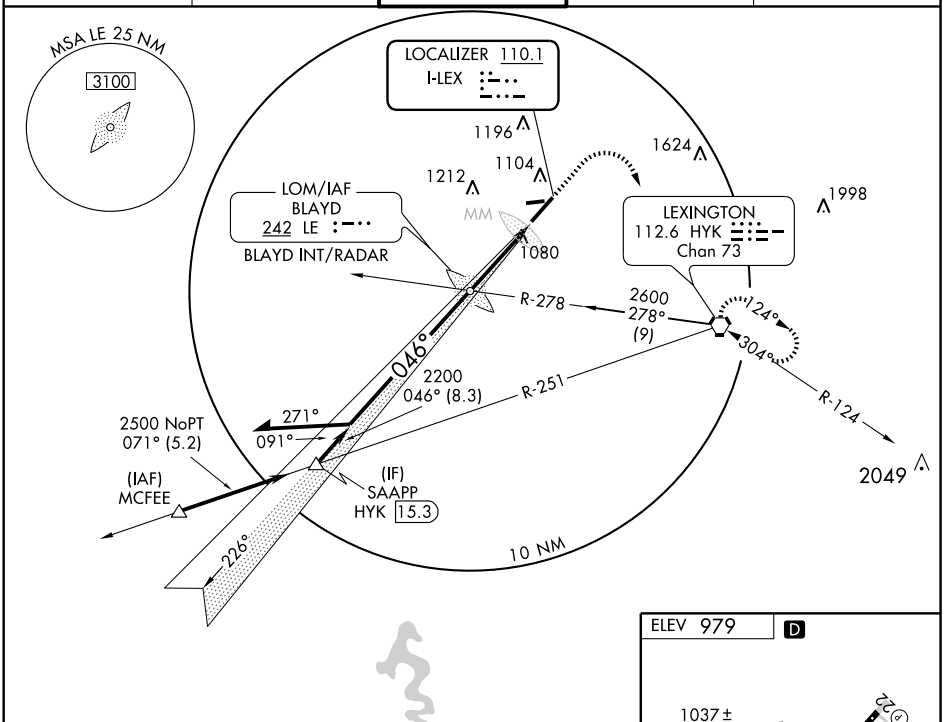
LEXINGTON/BLUE GRASS (LEX)

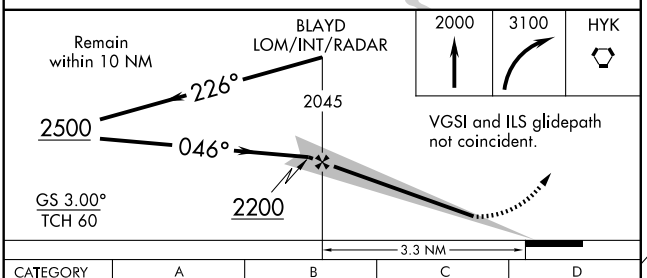
Inoperative table does not apply to S-ILS. For inoperative MALSR increase S-LOC all Cats visibility to RVR 5000. If local altimeter setting not received, use Capital City altimeter setting and increase DA to 1234 and all MDAs 80 feet. Visibility reduction by helicopters NA.

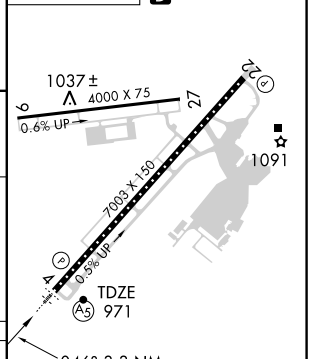
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35







CATEGORY	A	B	C	D
S-ILS 4	1171/40 200 (200-¾)			
S-LOC 4	1300/40 329 (400-¾)			
CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1440-1½ 461 (500-1½)	1540-2 561 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-GNJ	APP CRS	Rwy Idg	6603
111.75	226°	TDZE	979
		Apt Elev	979

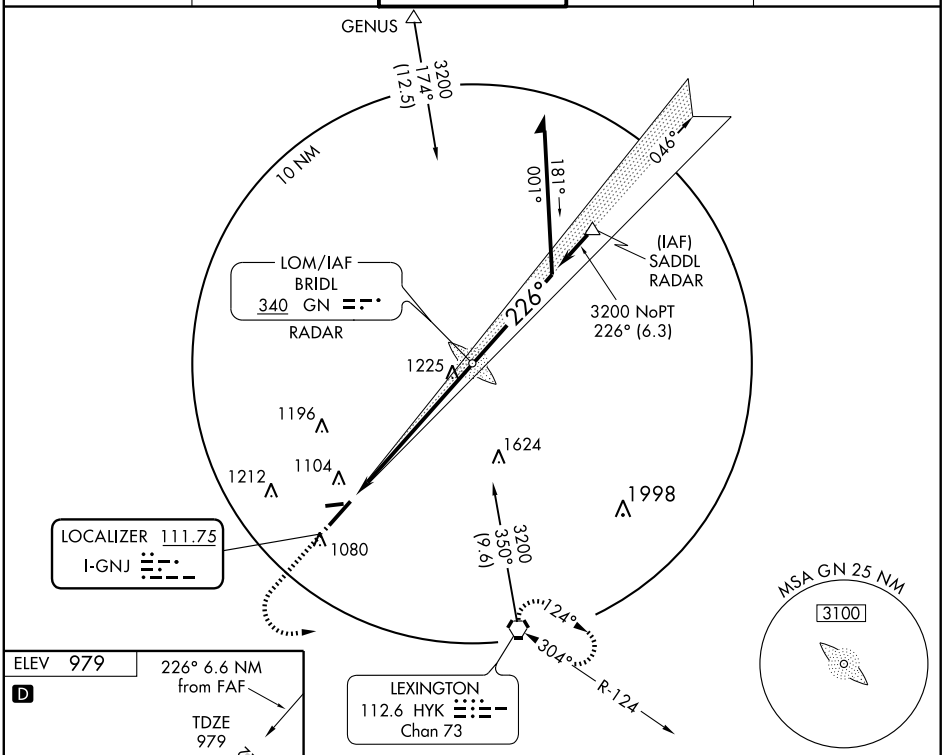
ILS or LOC RWY 22

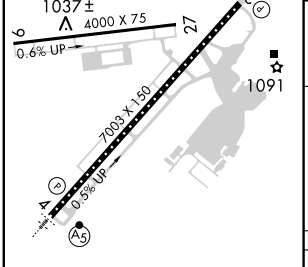
LEXINGTON/BLUE GRASS (LEX)

If local altimeter setting not received, use Capital City altimeter setting and increase DA to 1242 and all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

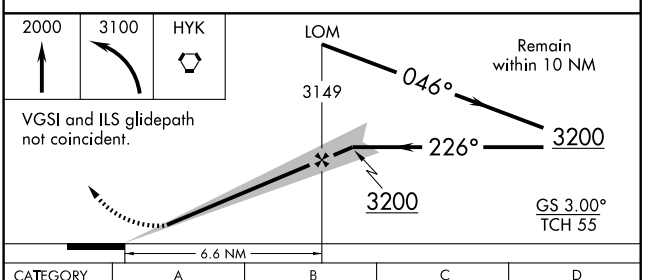
ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35





TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-ILS 22	1179-¾ 200 (200-¾)			
S-LOC 22	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
CIRCLING	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1540-2 561 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70401 W04A	APP CRS 046°	Rwy Idg 6603 TDZE 971 Apt Elev 979

RNAV (GPS) RWY 4

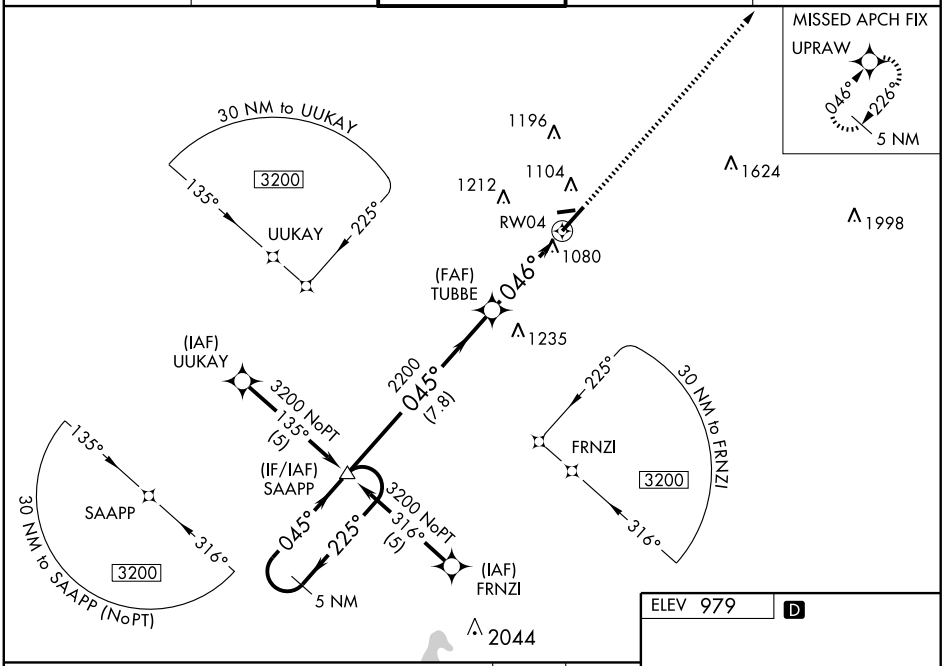
LEXINGTON/BLUE GRASS (LEX)

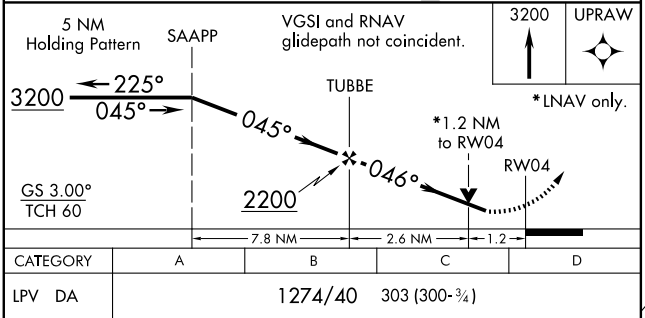
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cats visibilities to RVR 5000, and LNAV Cats A, B, C to RVR 5000, Cat D to RVR 6000. Visibility reduction by helicopters NA.

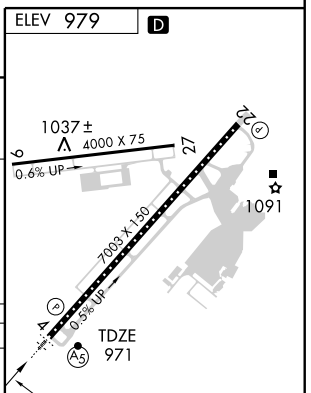
MALSR

MISSED APPROACH: Climb to 3200 direct UPRAW and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35







CATEGORY	A	B	C	D
LPV DA	1274/40 303 (300-¾)			
LNAV/VNAV DA	1362/50 391 (400-1)			
LNAV MDA	1340/40 369 (400-¾)			1340/50 369 (400-1)
CIRCLING	1420-1½ 441 (500-1½)	1440-1½ 461 (500-1½)		1540-2 561 (600-2)

TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86918 W09A	APP CRS 087°	Rwy Idg 4000 TDZE 967 Apt Elev 980

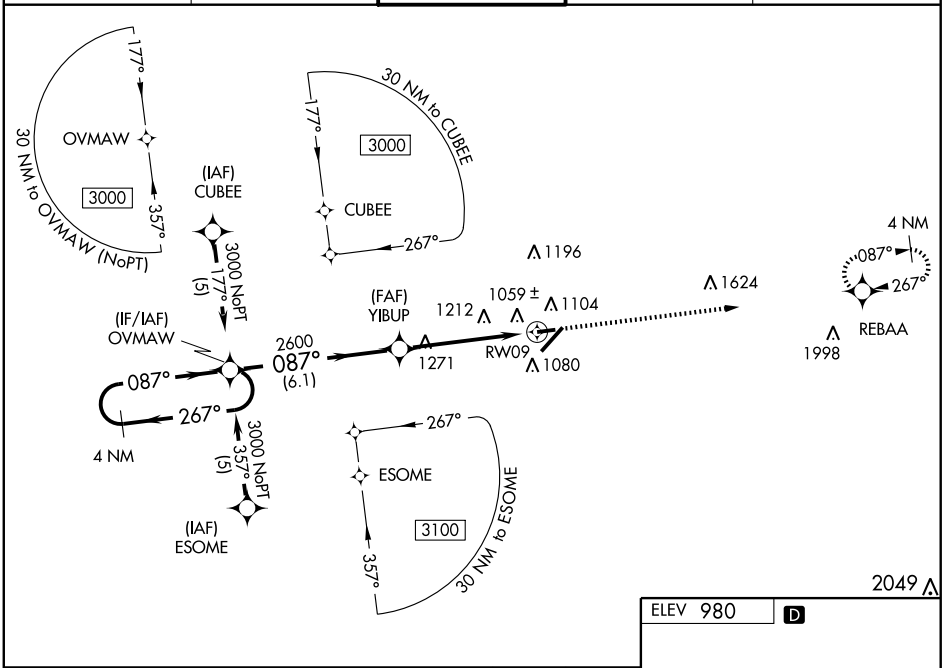
RNAV (GPS) RWY 9

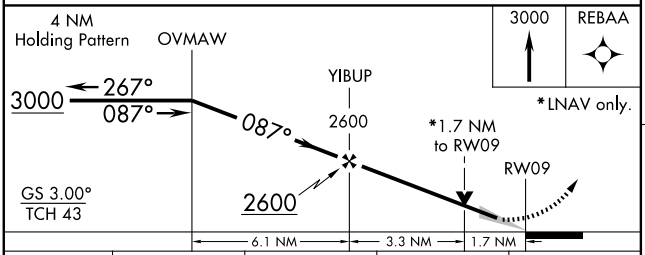
LEXINGTON/BLUE GRASS (LEX)

Straight-in minimums NA at night. Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA with Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile.

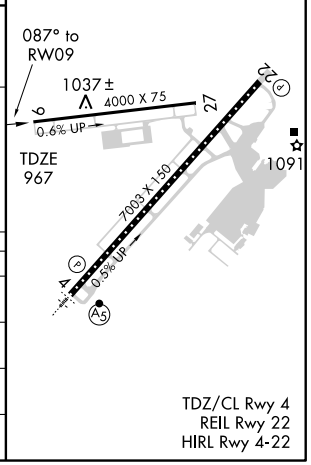
MISSED APPROACH: Climb to 3000 direct REBAA and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35





CATEGORY	A	B	C	D
LPV DA	1217-1		250 (300-1)	
LNAV/VNAV DA	1359-1½		392 (400-1½)	
LNAV MDA	1540-1		573 (600-1)	
CIRCLING	1540-1 560 (600-1)		1540-1½ 560 (600-1½)	1540-2 560 (600-2)



TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90201 W22A	APP CRS 226°	Rwy Idg 6603 TDZE 979 Apt Elev 979

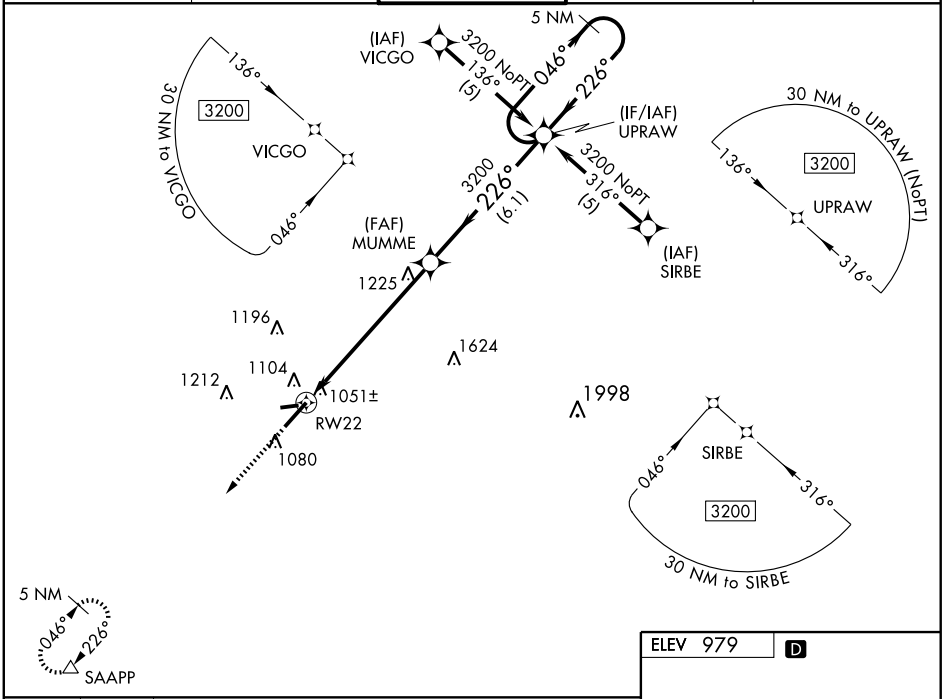
RNAV (GPS) RWY 22

LEXINGTON/BLUE GRASS (LEX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct SAAPP and hold.

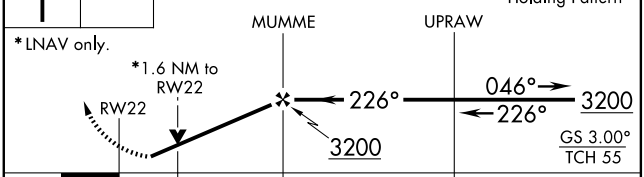
ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35



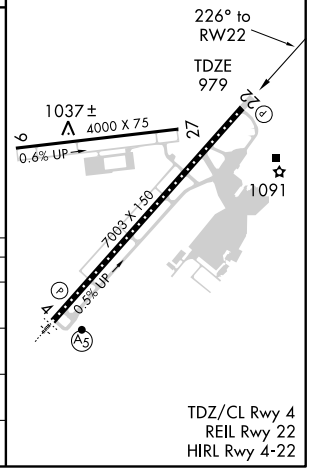
3200	SAAPP

VGSI and RNAV glidepath not coincident.

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	1267-1 288 (300-1)			
LNAV/VNAV DA	1332-1¼ 353 (400-1¼)			
LNAV MDA	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
CIRCLING	1520-1¼ 541 (600-1¼)		1520-1½ 541 (600-1½)	1540-2 561 (600-2)



TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78218 W27A	APP CRS 267°	Rwy Idg 4000 TDZE 974 Apt Elev 980

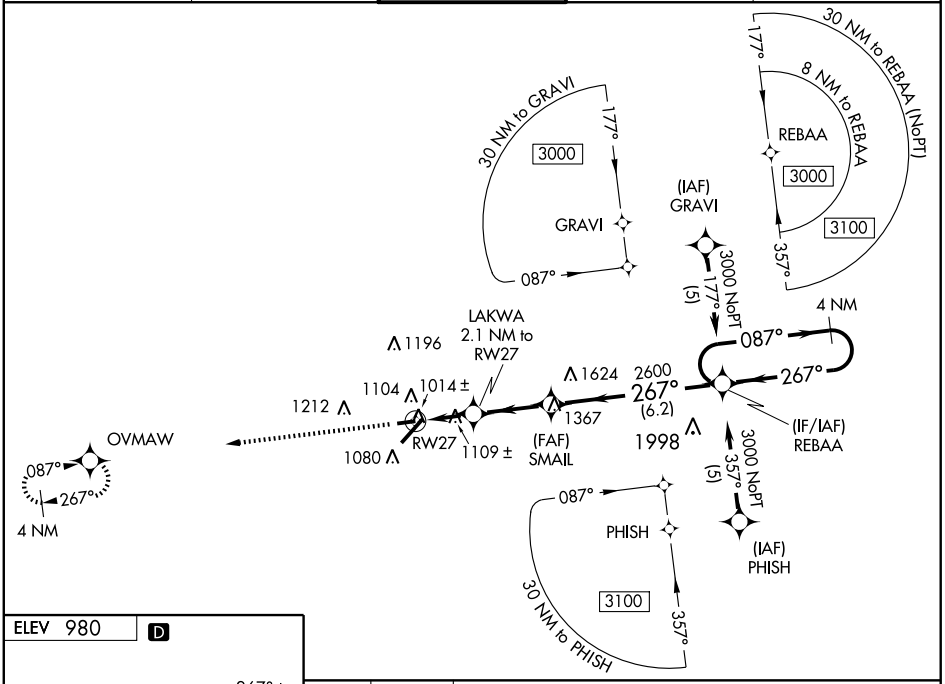
RNAV (GPS) RWY 27

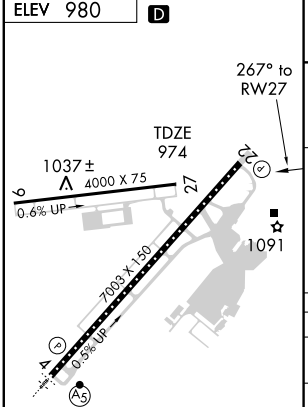
LEXINGTON/BLUE GRASS (LEX)

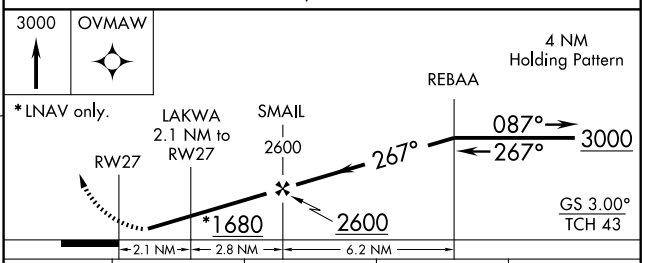
Straight-in minimums NA at night. Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Frankfort altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OVMAW and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35







CATEGORY	A	B	C	D
LPV DA	1224-1 250 (300-1)			
LNAV/VNAV DA	1372-1½ 398 (400-1½)			
LNAV MDA	1360-1 386 (400-1)			1360-1¼ 386 (400-1¼)
CIRCLING	1420-1 440 (500-1)	1440-1 460 (500-1)	1440-1½ 460 (500-1½)	1540-2 560 (600-2)

TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC HYK	APP CRS	Rwy Idg	N/A
112.6	304°	TDZE	N/A
Chan 73		Apt Elev	979

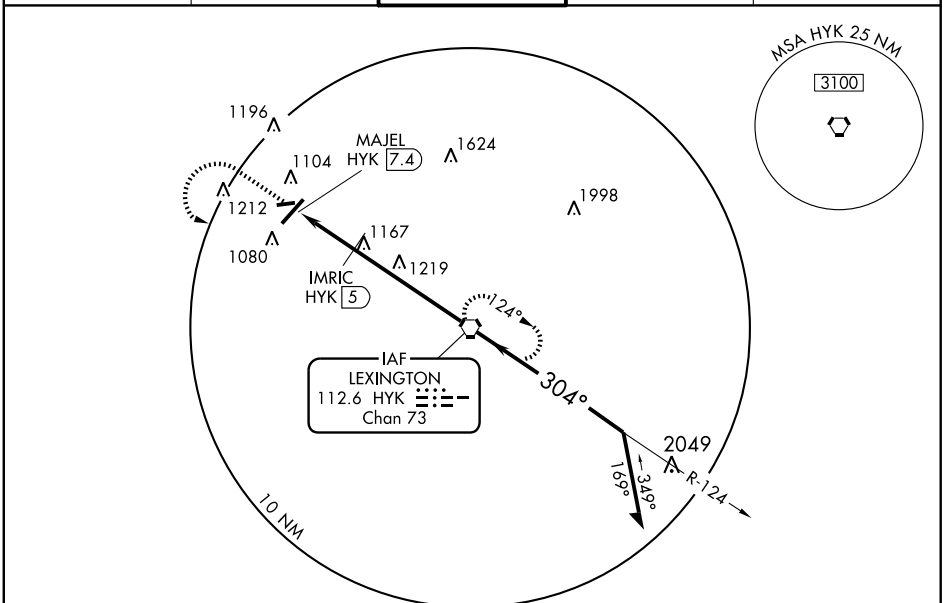
VOR-A

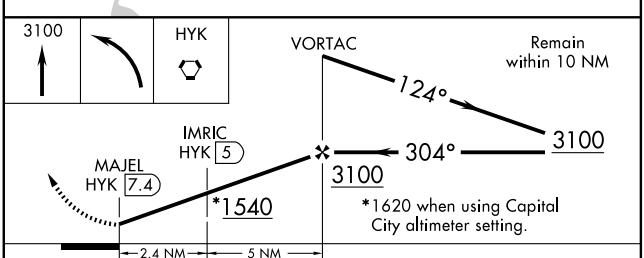
LEXINGTON/ BLUE GRASS (LEX)

If local altimeter setting not received, use Capital City altimeter setting and increase all MDAs 80 feet.

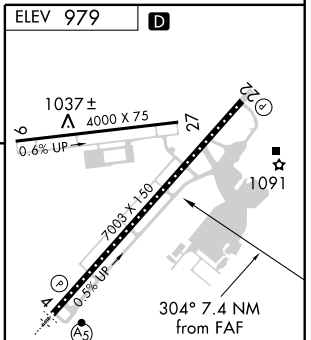
MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35





CATEGORY	A	B	C	D
CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	1540-2 561 (600-2)
IMRIC FIX MINIMUMS				
CIRCLING	1460-1 481 (500-1)		1460-1½ 481 (500-1½)	1540-2 561 (600-2)



TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LOZ	APP CRS	Rwy Idg	5650
110.9	057°	TDZE	1212
Chan 46		Apt Elev	1212

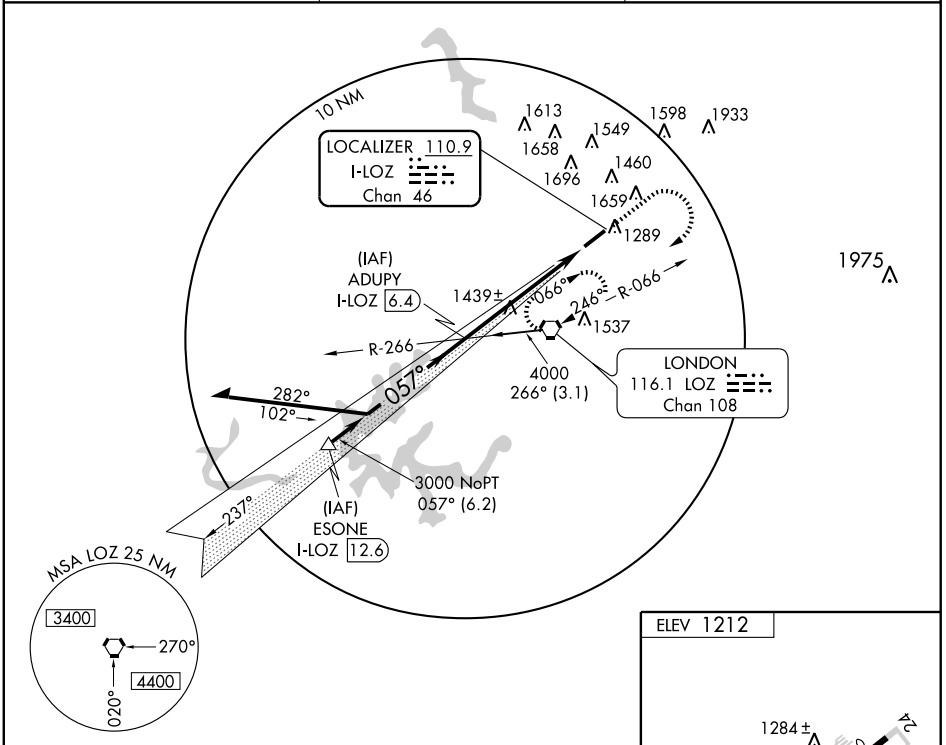
ILS or LOC RWY 6

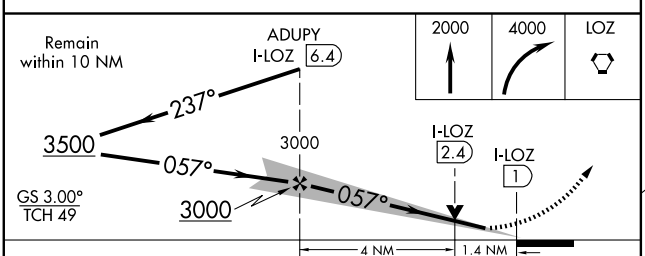
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

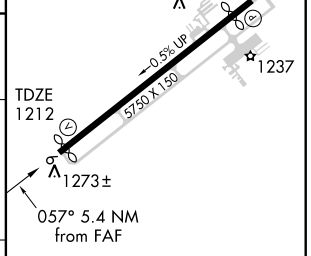
Visibility reduction by helicopters NA. VDP NA when using Somerset altimeter setting. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet, and increase visibility S-ILS 6¼ mile all Cats, S-LOC 6 Cat C ¼ mile Cat D ½ mile and Circling Cats C/D ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6		1462-1	250 (300-1)	
S-LOC 6	1720-1 508 (600-1)		1720-1½ 508 (600-1½)	
CIRCLING	1780-1 568 (600-1)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5650
CH 65799	057°	TDZE	1212
W06A		Apt Elev	1212

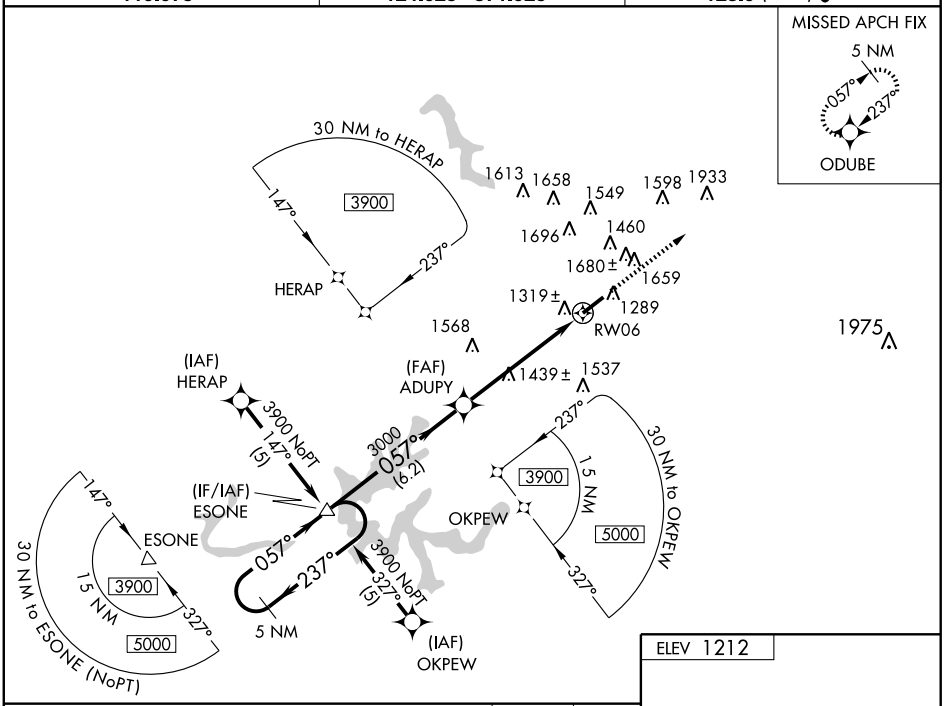
RNAV (GPS) RWY 6

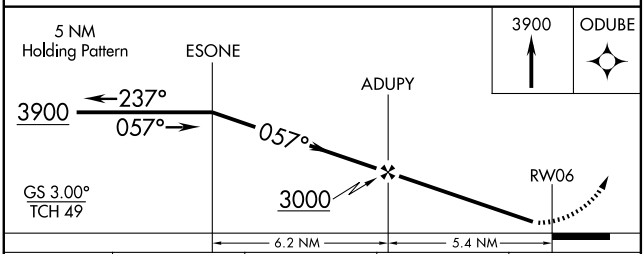
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

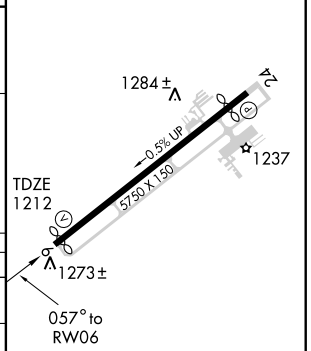
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet and increase visibility LPV ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C ¼ mile and Cat D ½ mile, and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (116° F) Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climb to 3900 direct ODUBE and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1466-1 254 (300-1)			
LNAV/VNAV DA	1602-1¼ 390 (400-1¼)			
LNAV MDA	1720-1 508 (600-1)		1720-1½ 508 (600-1½)	
CIRCLING	1780-1 568 (600-1)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78108 W24A	APP CRS 237°	Rwy Idg 5100 TDZE 1201 Apt Elev 1212

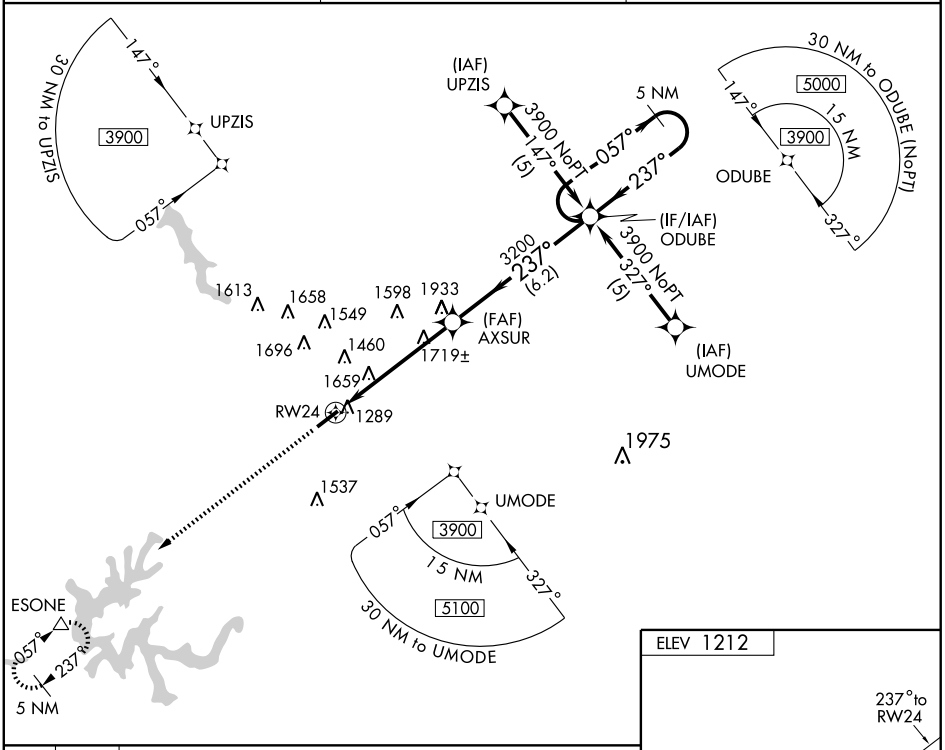
RNAV (GPS) RWY 24

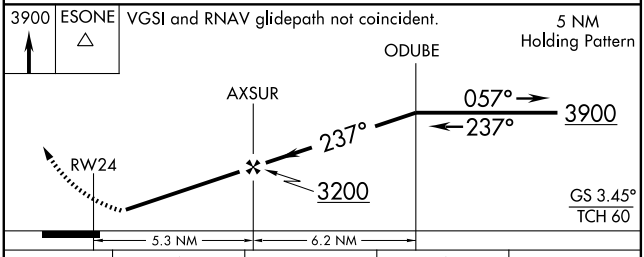
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

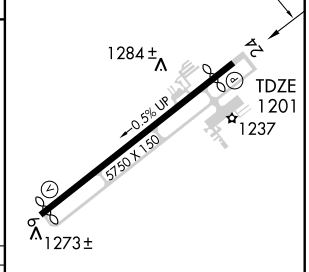
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Somerset altimeter setting and increase all DA/MDAs 100 feet, increase LPV all Cats, LNAV Cats C/D, and circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3900 direct ESONE and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1510-1 309 (300-1)			NA
LNAV MDA	1980-1 779 (800-1)	1980-1¼ 779 (800-1¼)	1980-2¼ 779 (800-2¼)	1980-2½ 779 (800-2½)
CIRCLING	1980-1 768 (800-1)	1980-1¼ 768 (800-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LOZ 116.1 Chan 108	APP CRS 025°	Rwy Idg 5650 TDZE 1212 Apt Elev 1212

VOR RWY 6

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

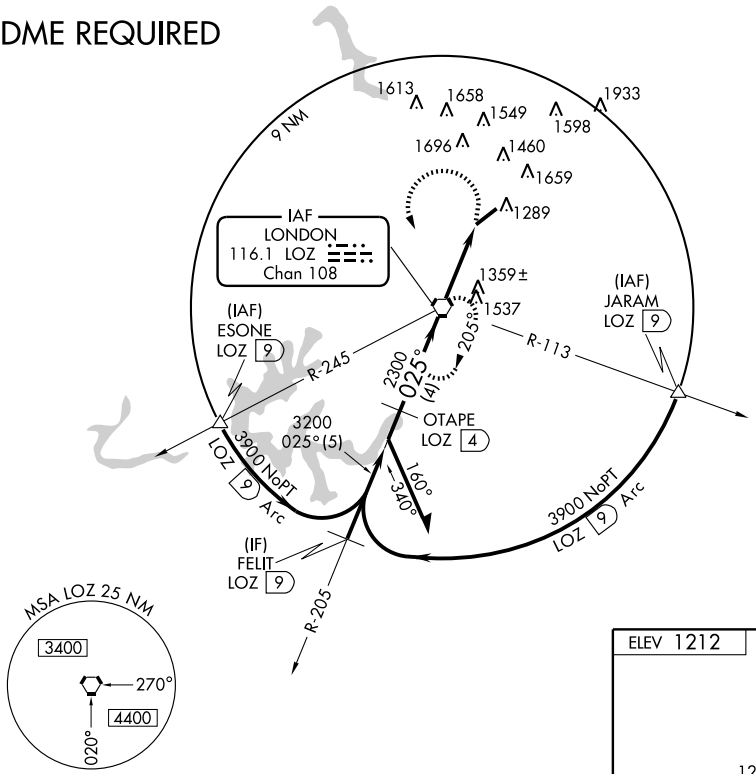
If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet. VDP NA when using Somerset altimeter setting.

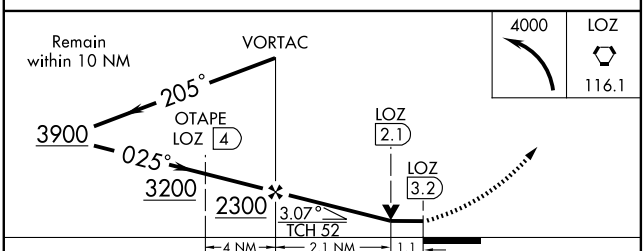
MISSED APPROACH: Climbing left turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

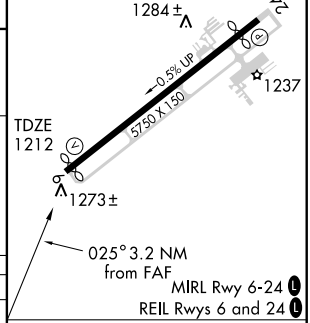
ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L

SE-1, 21 OCT 2010 to 18 NOV 2010

DME REQUIRED







CATEGORY	A	B	C	D
S-6	1620-1	408 (500-1)	1620-1¼	408 (500-1¼)
CIRCLING	1780-1	568 (600-1)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

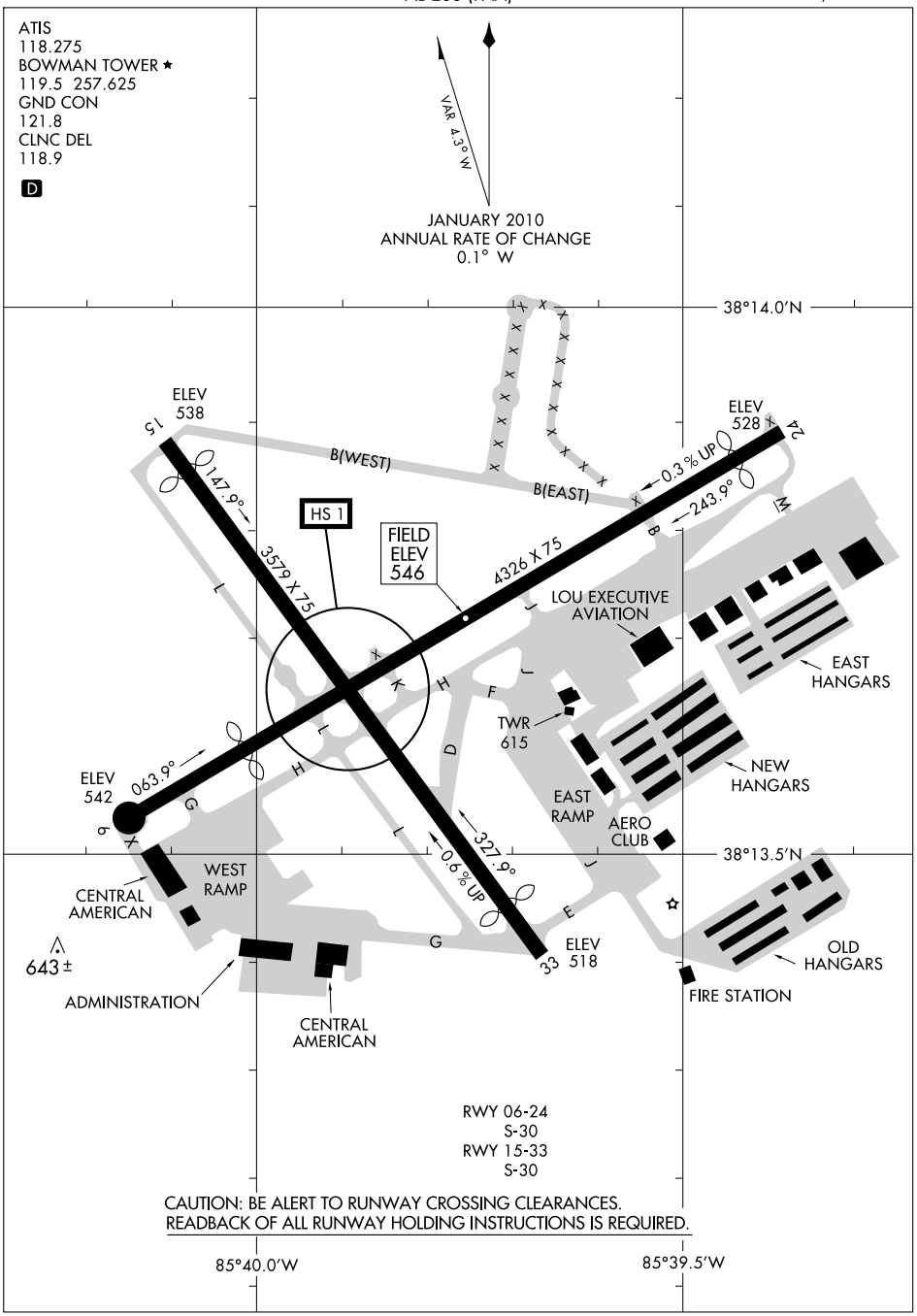
FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

AIRPORT DIAGRAM

LOUISVILLE/BOWMAN FIELD (LOU)
LOUISVILLE, KENTUCKY

AL-238 (FAA)



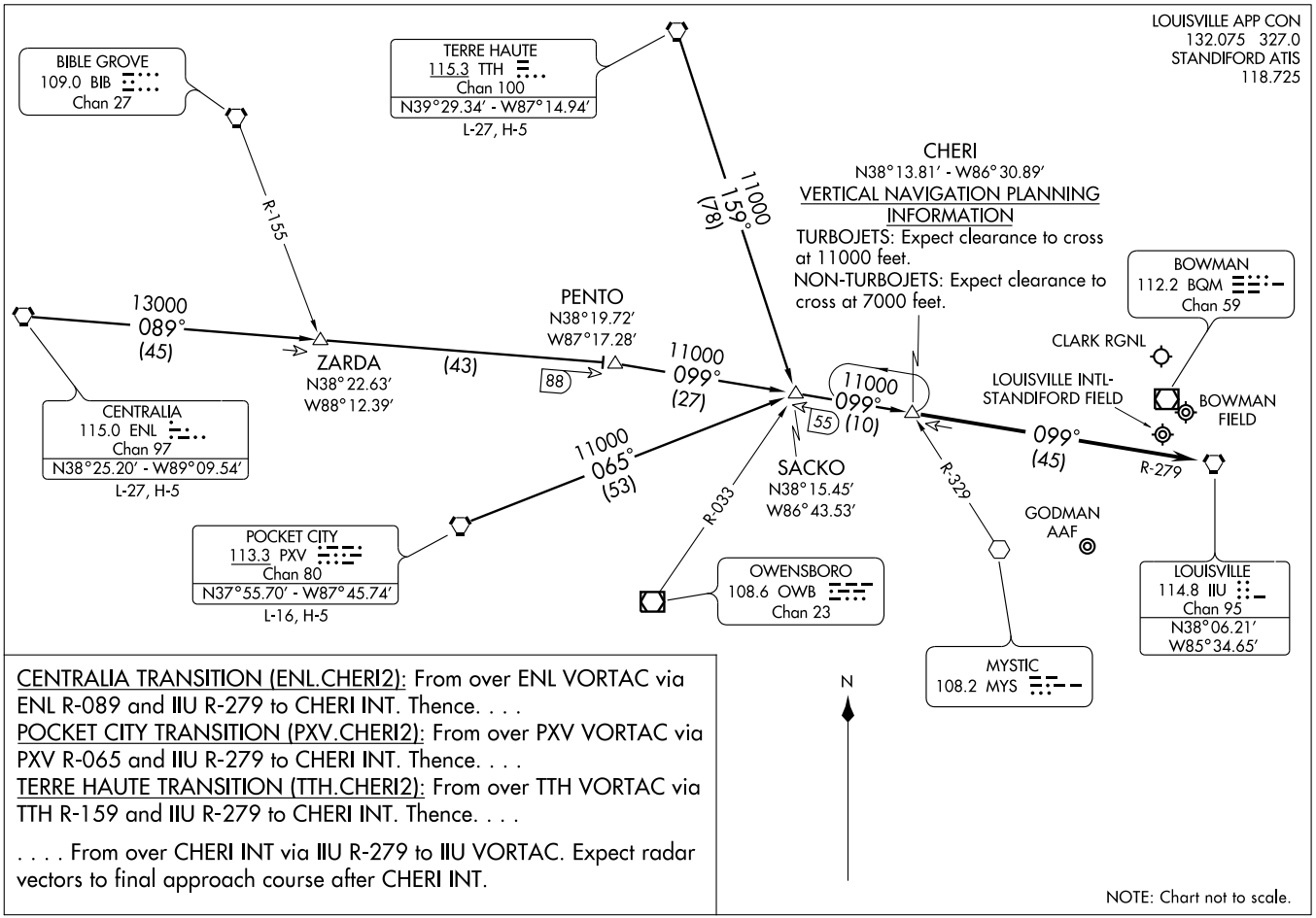
SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LOUISVILLE, KENTUCKY
LOUISVILLE/BOWMAN FIELD (LOU)

10266

08101 CHERI TWO ARRIVAL (CHERI.CHERI2) LOUISVILLE, KENTUCKY



CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

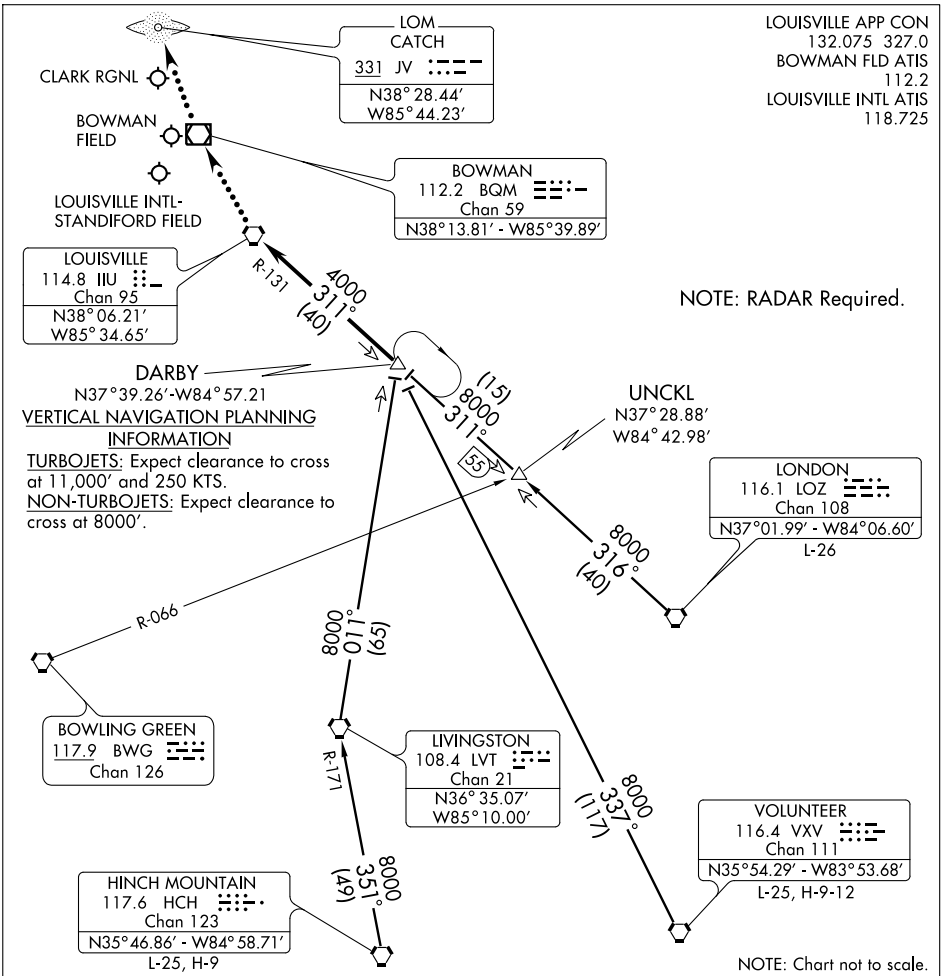
POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY

SE-1, 21 OCT 2010 to 18 NOV 2010

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HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A.
	HS 4	Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOM LK	APP CRS	Rwy Idg	3125
414	347°	TDZE	546
		Apt Elev	547

NDB or GPS RWY 33

LOUISVILLE/ BOWMAN FIELD (LOU)

RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER ★	GND CON	CLNC DEL
118.275	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9

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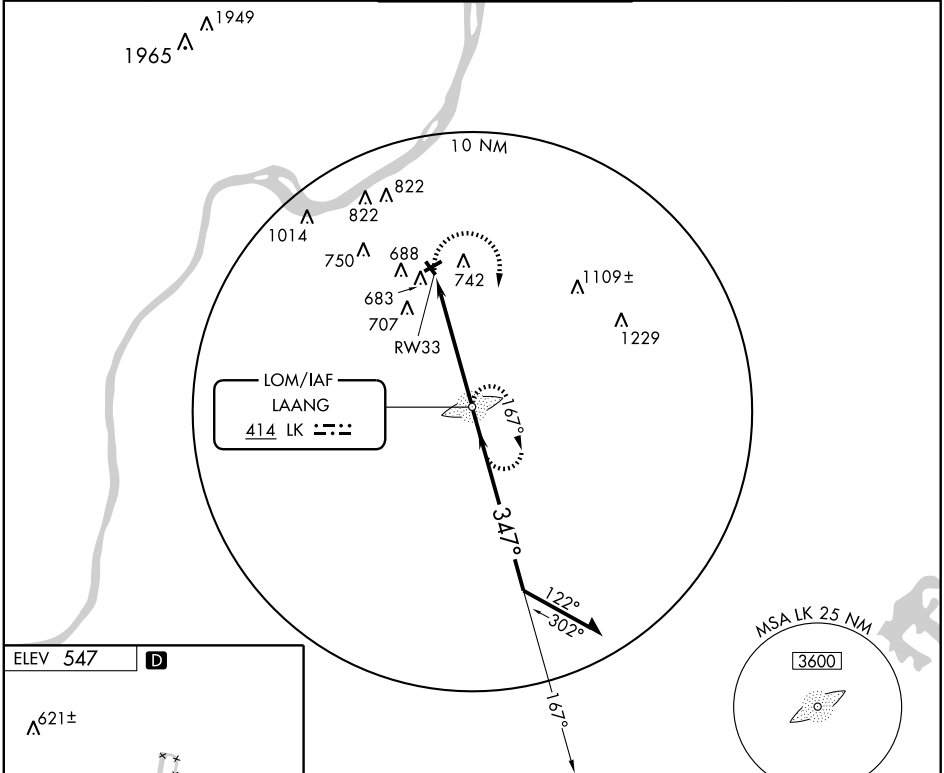
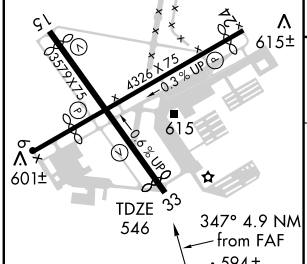
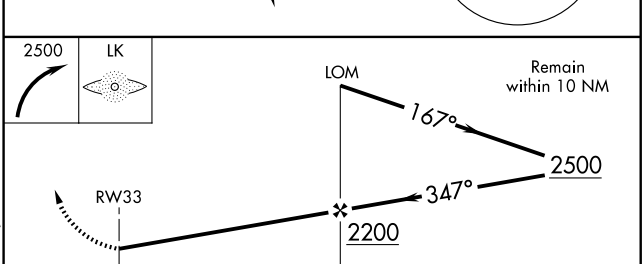




REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L

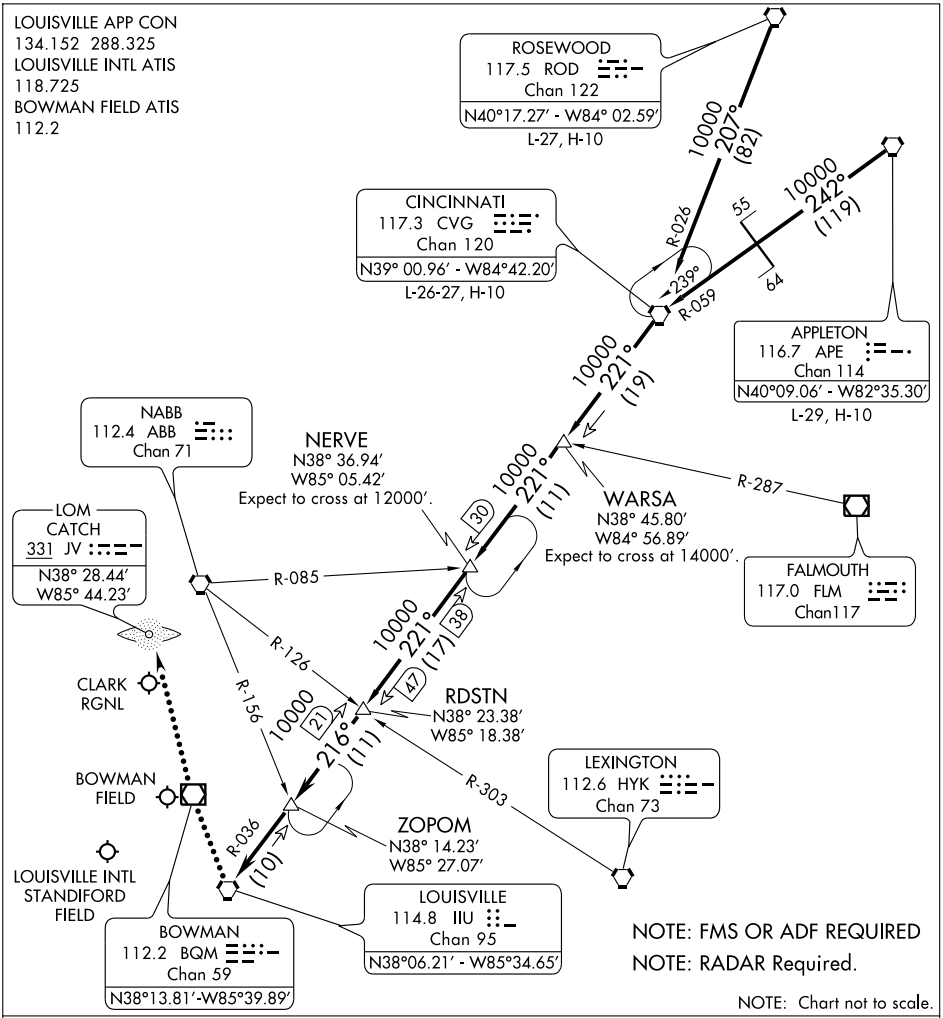
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-33	1060-1 514 (600-1)		NA	
CIRCLING	1060-1 513 (600-1)		NA	

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

(RDSTN.RDSTN2) 10154

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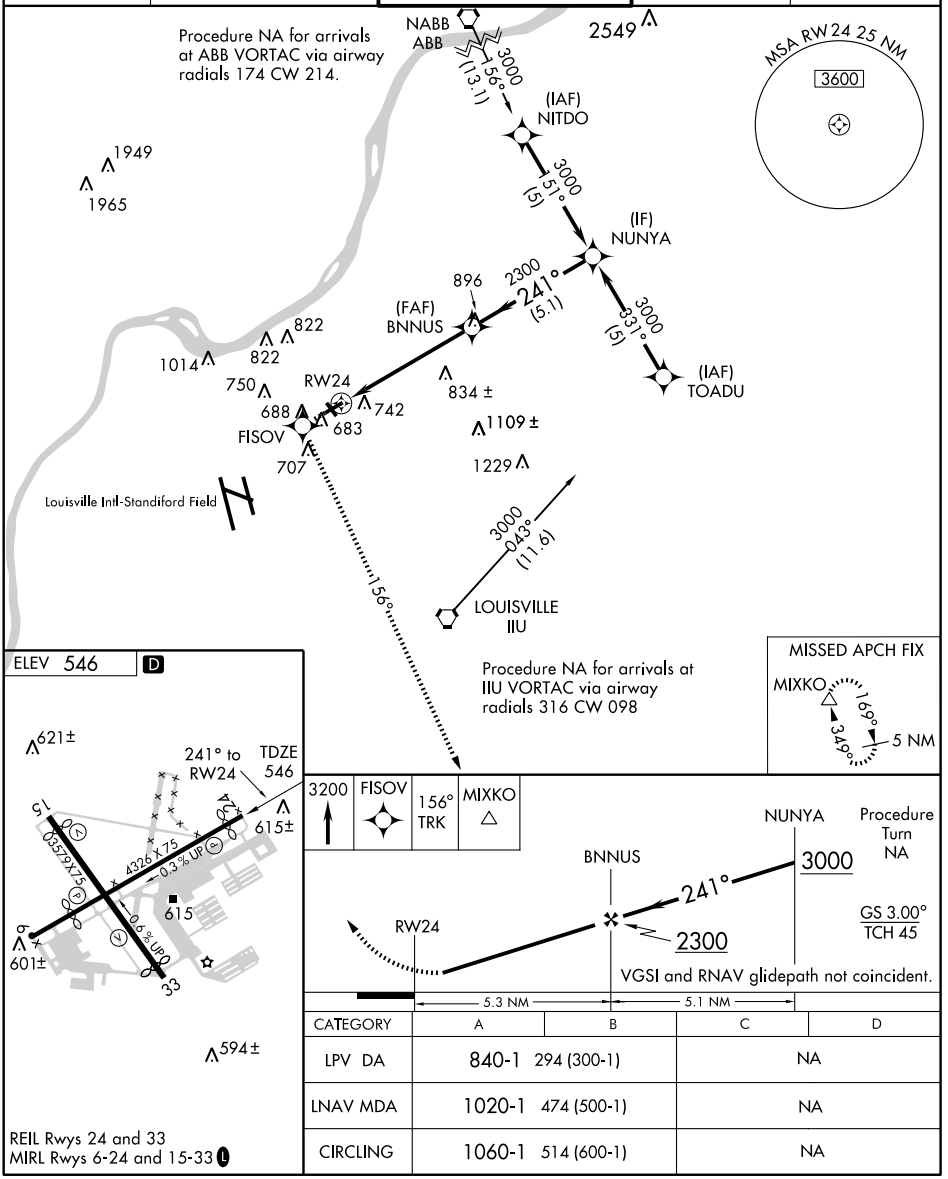
WAAS CH 45802 W24A	APP CRS 241°	Rwy Idg 3856 TDZE 546 Apt Elev 546

RNAV (GPS) RWY 24
LOUISVILLE/BOWMAN FIELD (LOU)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting.

MISSED APPROACH: Climb to 3200 direct FISOV and via 156° track to MIXKO and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER ★	GND CON	CLNC DEL
118.275	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9



CATEGORY	A	B	C	D
LPV DA	840-1 294 (300-1)		NA	
LNAV MDA	1020-1 474 (500-1)		NA	
CIRCLING	1060-1 514 (600-1)		NA	

REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L

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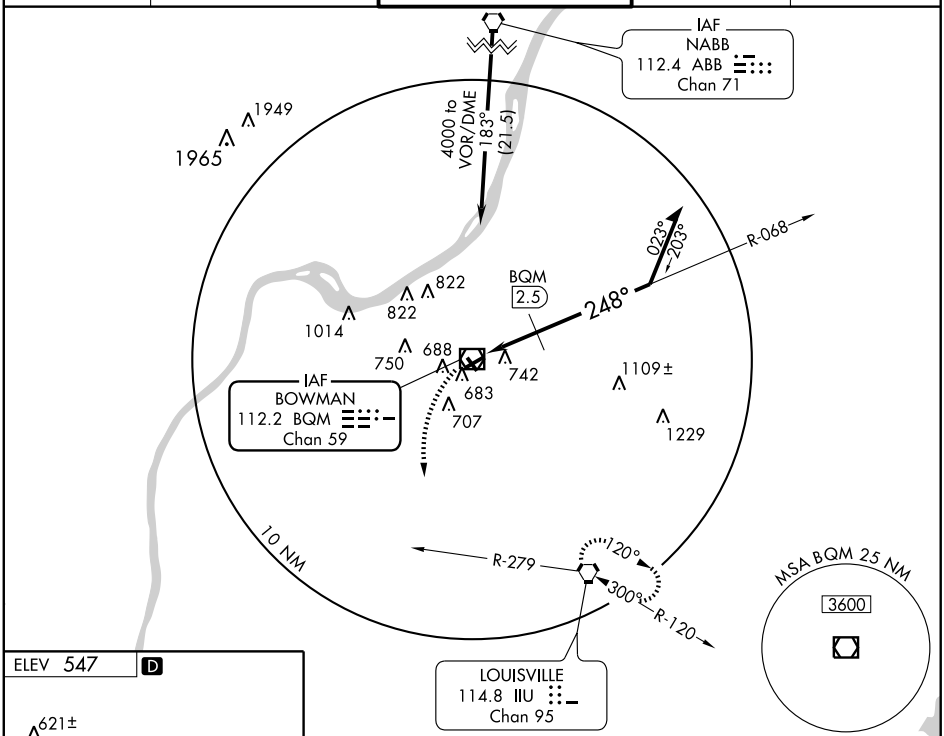
VOR/DME BQM	APP CRS	Rwy Idg	3856
112.2	248°	TDZE	546
Chan 59		Apt Elev	547

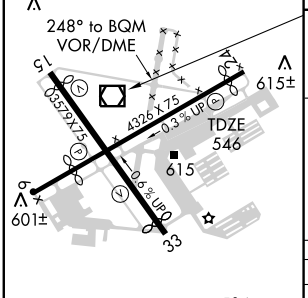
VOR RWY 24

LOUISVILLE/ BOWMAN FIELD (LOU)

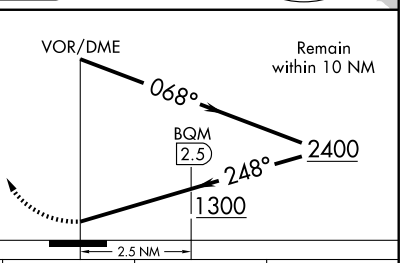
MISSED APPROACH: Climbing left turn to 3000 via heading 180° and IIU VORTAC R-279 to IIU VORTAC and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER ★	GND CON	CLNC DEL
118.275	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9





3000	IIU R-279	IIU
HDG 180°		



CATEGORY	A	B	C	D
S-24	1300-1 754 (800-1)	1300-1¼ 754 (800-1¼)	NA	
CIRCLING	1300-1 753 (800-1)	1300-1¼ 753 (800-1¼)	NA	
DME MINIMUMS				
S-24	1000-1 454 (500-1)		NA	
CIRCLING	1060-1 513 (600-1)		NA	

REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L

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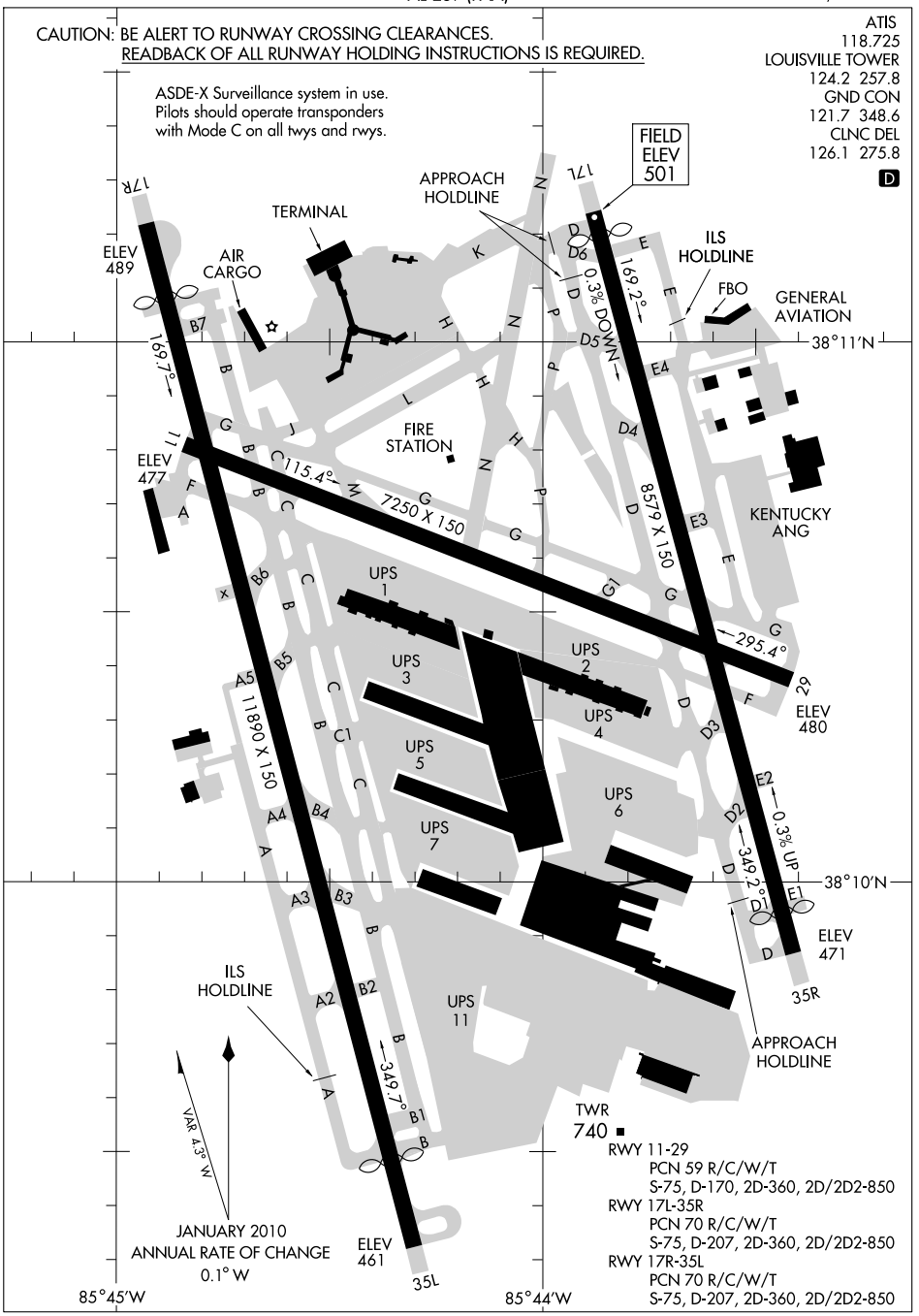
AIRPORT DIAGRAM

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

AL-239 (FAA)

LOUISVILLE, KENTUCKY



SE-1, 21 OCT 2010 to 18 NOV 2010

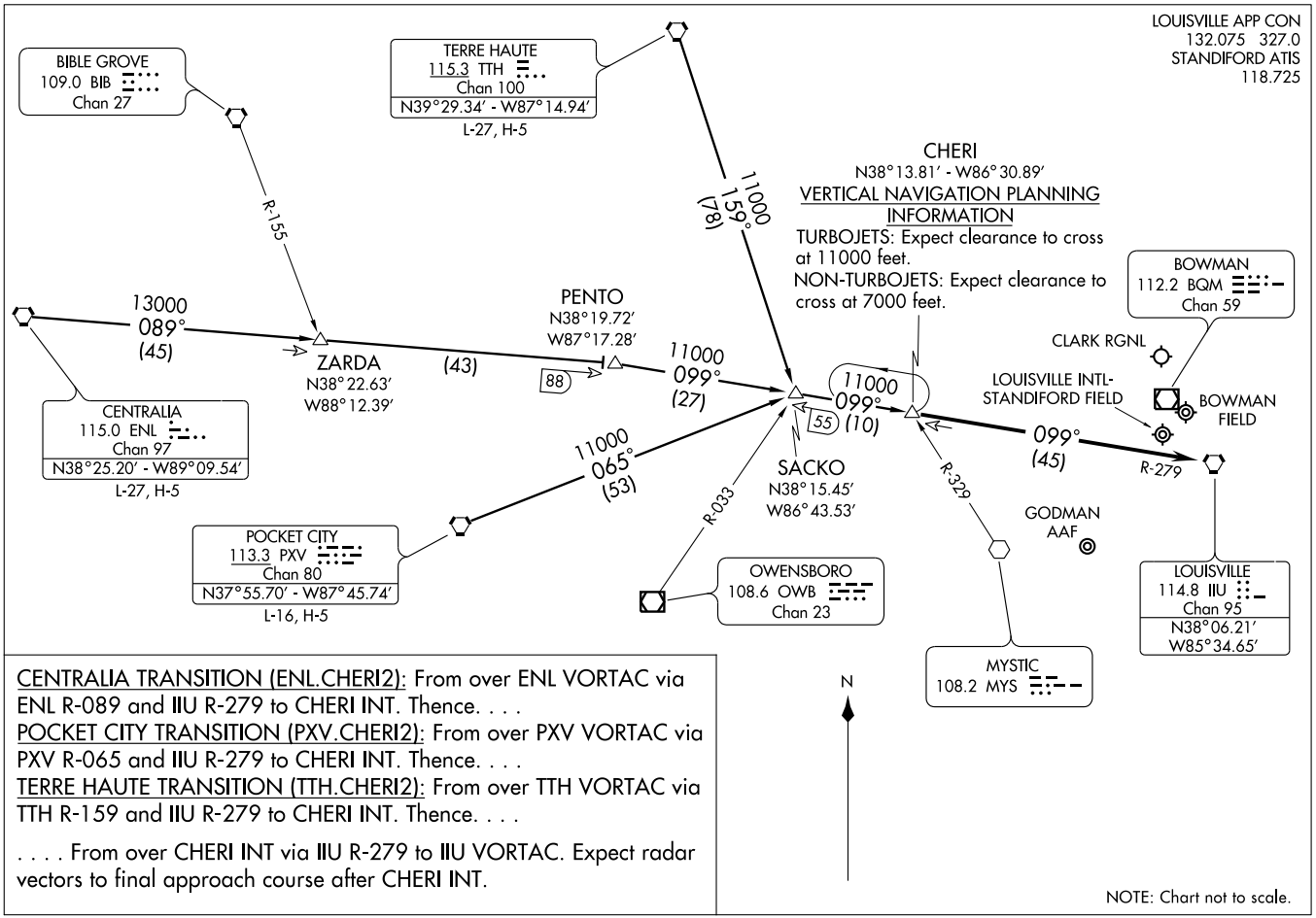
SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LOUISVILLE, KENTUCKY
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

10210

08101 CHERI TWO ARRIVAL (CHERI.CHERI2) LOUISVILLE, KENTUCKY



CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

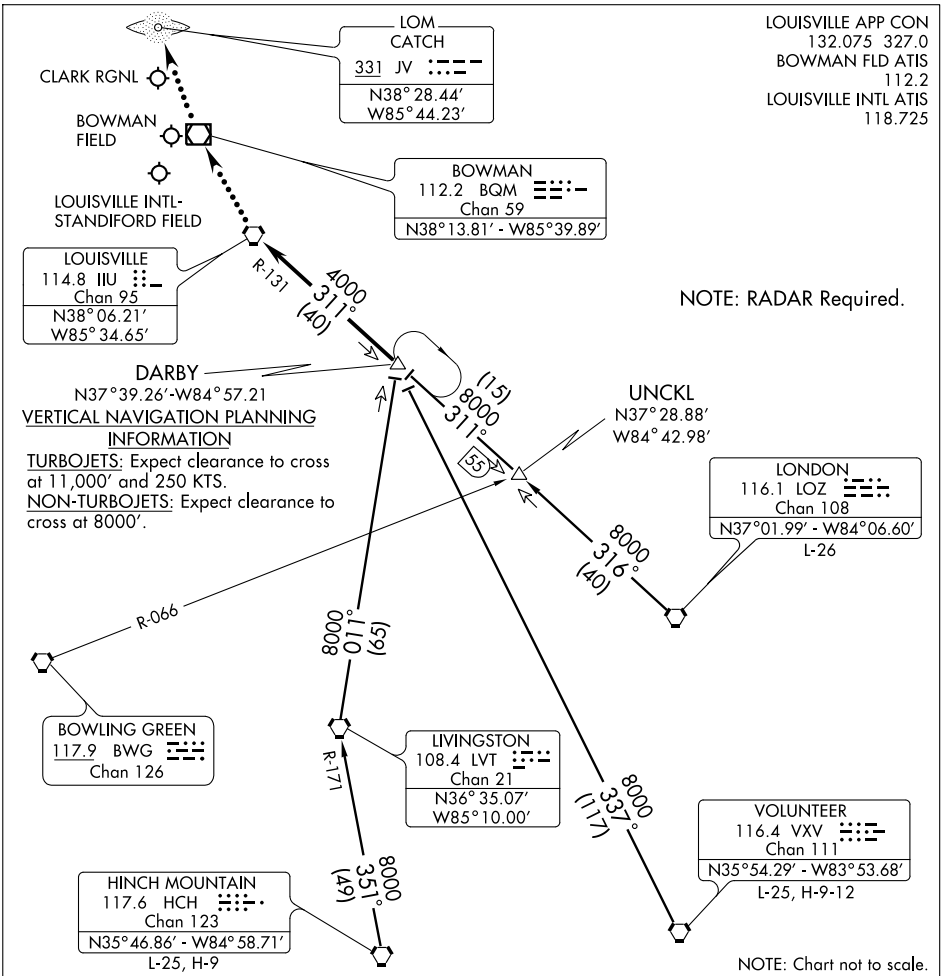
POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY

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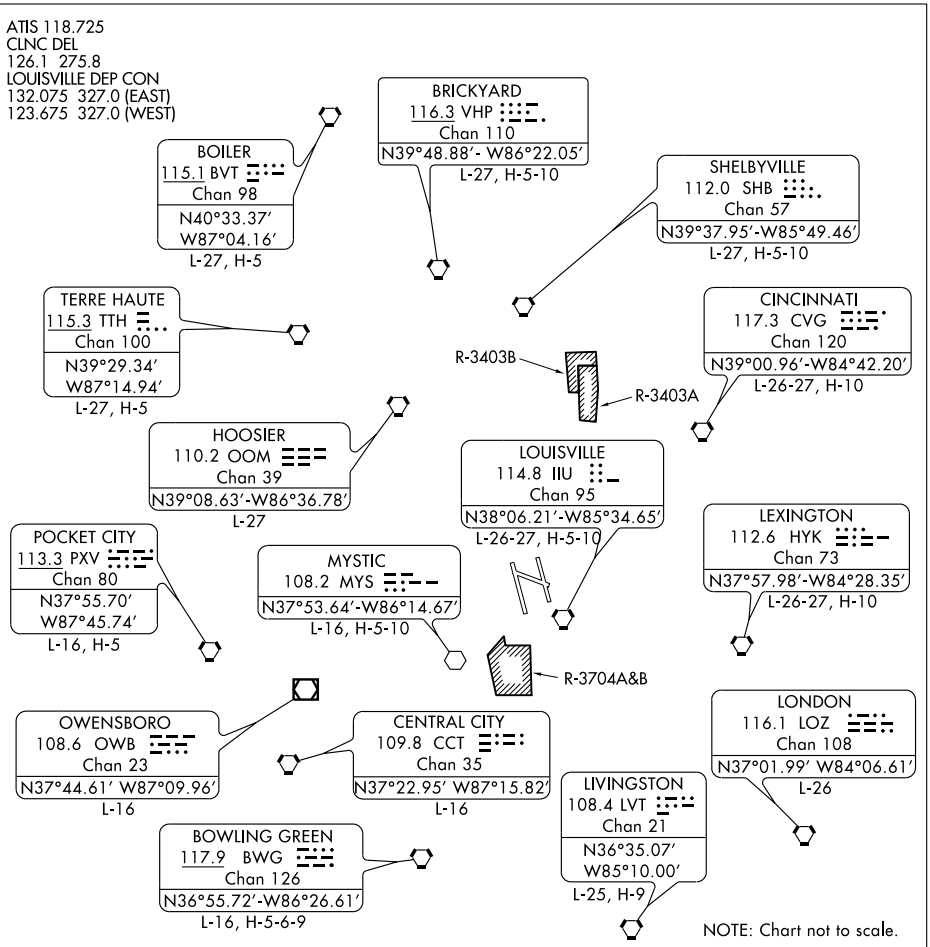
DERBY CITY ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb on runway heading or as assigned for vectors to join filed route. Maintain 5,000 feet or assigned lower altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

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LOC/DME I-PKI	APP CRS	Rwy Idg	7800
111.95	168°	TDZE	499
Chan 56 (Y)		Apt Elev	501

ILS or LOC RWY 17L

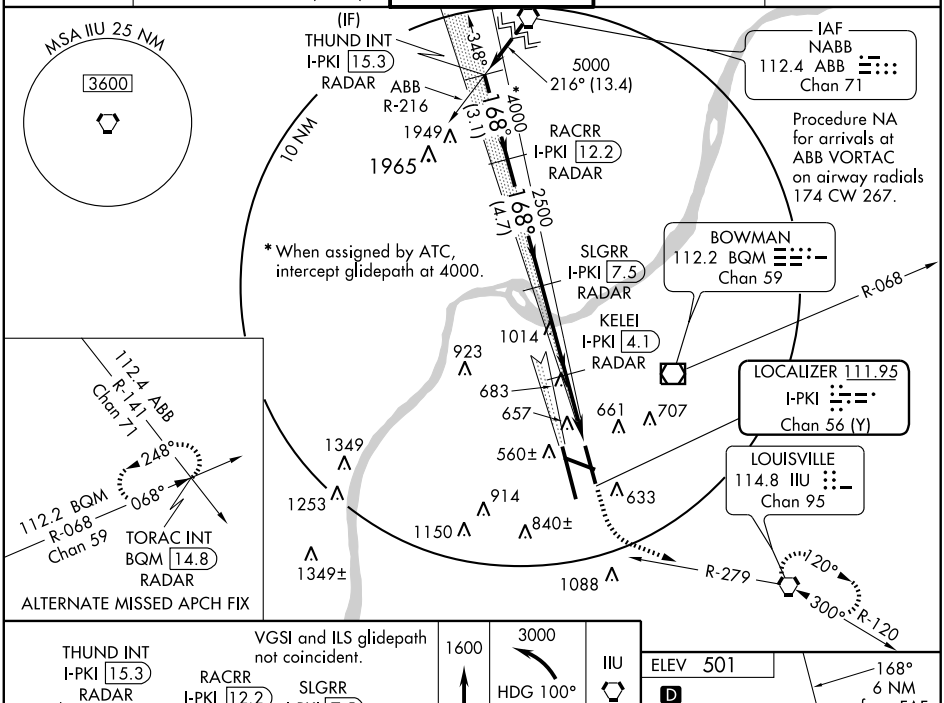
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

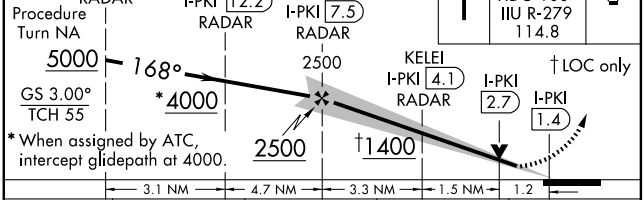
DME or RADAR Required.

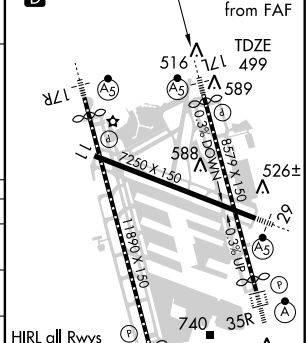
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 100° and IIU R-279 to IIU VORTAC and hold, continue climb-in-hold to 3000.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
S-ILS 17L	699/18 200 (200-½)			
S-LOC 17L	1400/40 901 (900-¾)		1400-2¼ 901 (900-2¼)	1400-2½ 901 (900-2½)
CIRCLING	1400-1¼ 899 (900-1¼)		1400-2¾ 899 (900-2¾)	1400-3 899 (900-3)
KELEI FIX MINIMUMS				
S-LOC 17L	1000/24 501 (500-½)		1000/50 501 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

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SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SNU	APP CRS	Rwy Idg 10000
110.3	168°	TDZE 490
Chan 40		Apt Elev 501

ILS or LOC RWY 17R

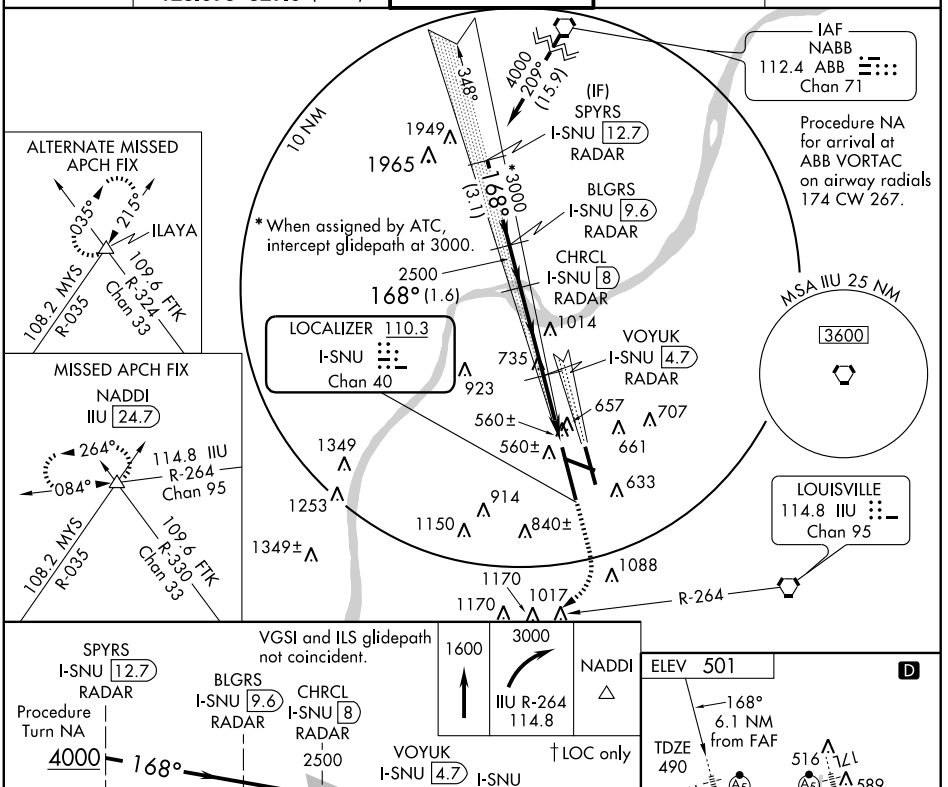
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

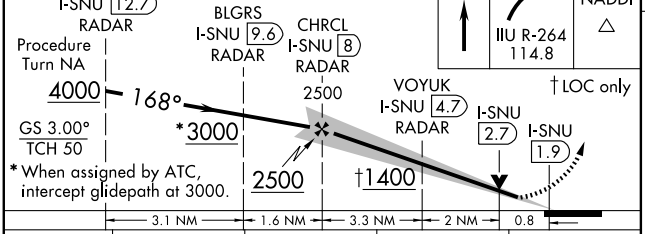
▼ For inoperative MALSR, increase VOYUK FIX minimums S-LOC 17R Cat. D visibility to RVR 5000. DME or RADAR Required.
▲ **RVR 1800 authorized with the use of FD or AP or HUD to DA.

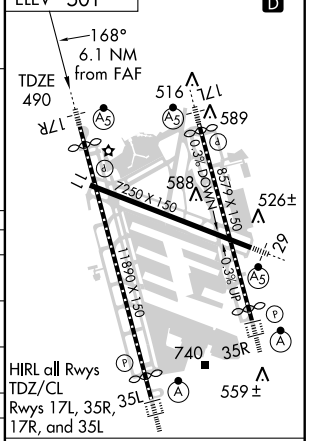
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via IIU R-264 to NADDI Int/IIU 24.7 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
S-ILS 17R	**690/24 200 (200-½)			
S-LOC 17R	1400/40 910 (900-¾)		1400-2¼ 910 (900-2¼)	1400-2½ 910 (900-2½)
CIRCLING	1400-1¼ 899 (900-1¼)		1400-2¾ 899 (900-2¾)	1400-3 899 (900-3)
VOYUK FIX MINIMUMS				
S-LOC 17R	820/24 330 (400-½)			820/40 330 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

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LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	348°	TDZE	464
Chan 30 (Y)		Apt Elev	501

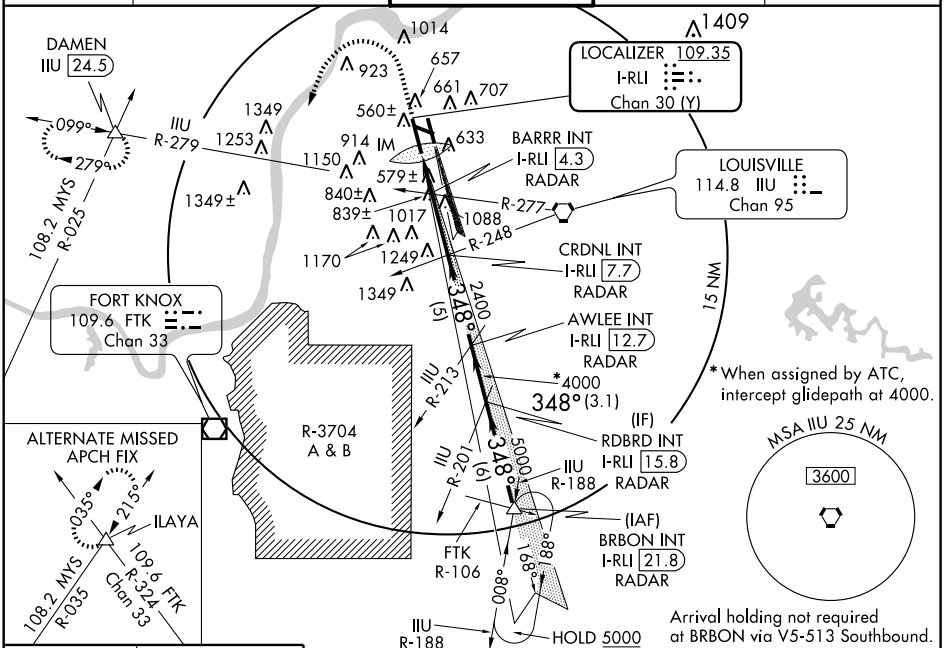
ILS or LOC RWY 35L

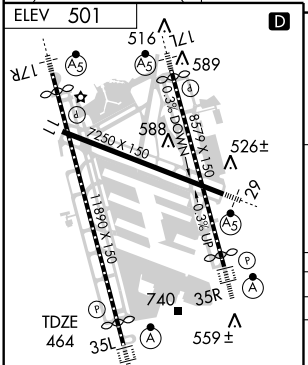
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

ALSF-2

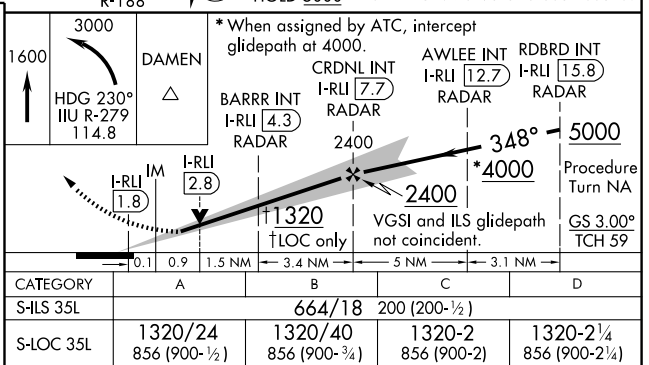
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 35L	664/18 200 (200-½)			
S-LOC 35L	1320/24 856 (900-½)	1320/40 856 (900-¾)	1320-2 856 (900-2)	1320-2¼ 856 (900-2¼)
CIRCLING	1320-1 819 (900-1)	1320-1¼ 819 (900-1¼)	1320-2½ 819 (900-2½)	1320-2¾ 819 (900-2¾)
BARRR FIX MINIMUMS				
S-LOC 35L	840/24 376 (400-½)			840/40 376 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

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SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JJM	APP CRS	Rwy Idg	7800
110.55	348°	TDZE	480
Chan 42 (Y)		Apt Elev	501

ILS or LOC RWY 35R

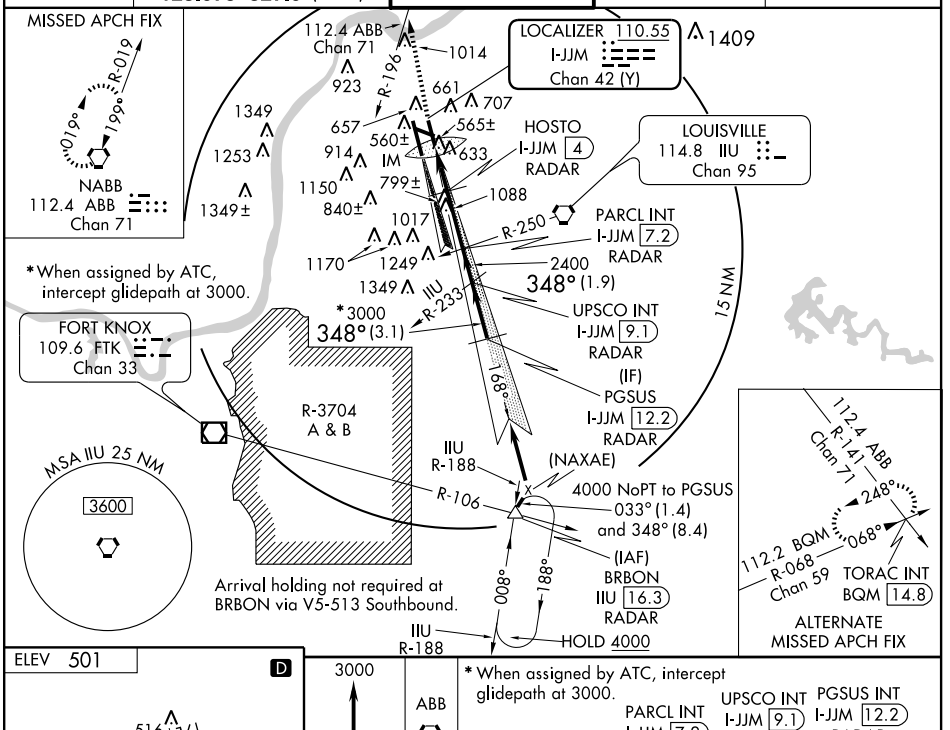
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

For inoperative ALSF-2, increase S-LOC 35R (DME MINIMUMS) Cat. D visibility to RVR 5000. DME or RADAR REQUIRED.

ALSF-2

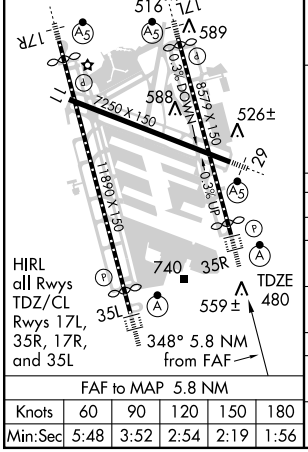
MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8

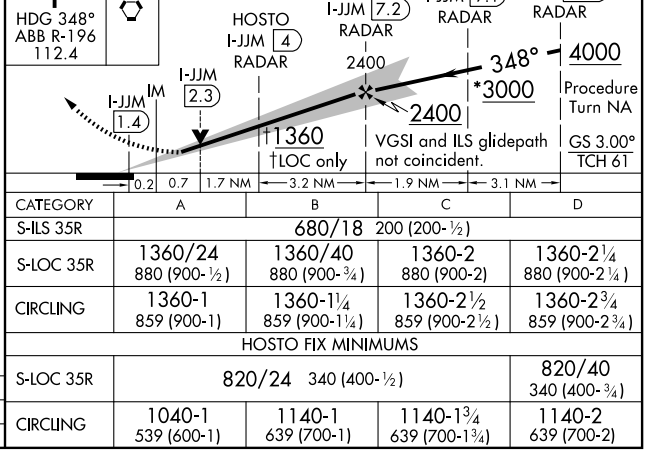


SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 35R	680/18 200 (200-½)			
S-LOC 35R	1360/24 880 (900-½)	1360/40 880 (900-¾)	1360-2 880 (900-2)	1360-2¼ 880 (900-2¼)
CIRCLING	1360-1 859 (900-1)	1360-1¼ 859 (900-1¼)	1360-2½ 859 (900-2½)	1360-2¾ 859 (900-2¾)
HOSTO FIX MINIMUMS				
S-LOC 35R	820/24 340 (400-½)			820/40 340 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	348°	TDZE	464
Chan 30 (Y)		Apt Elev	501

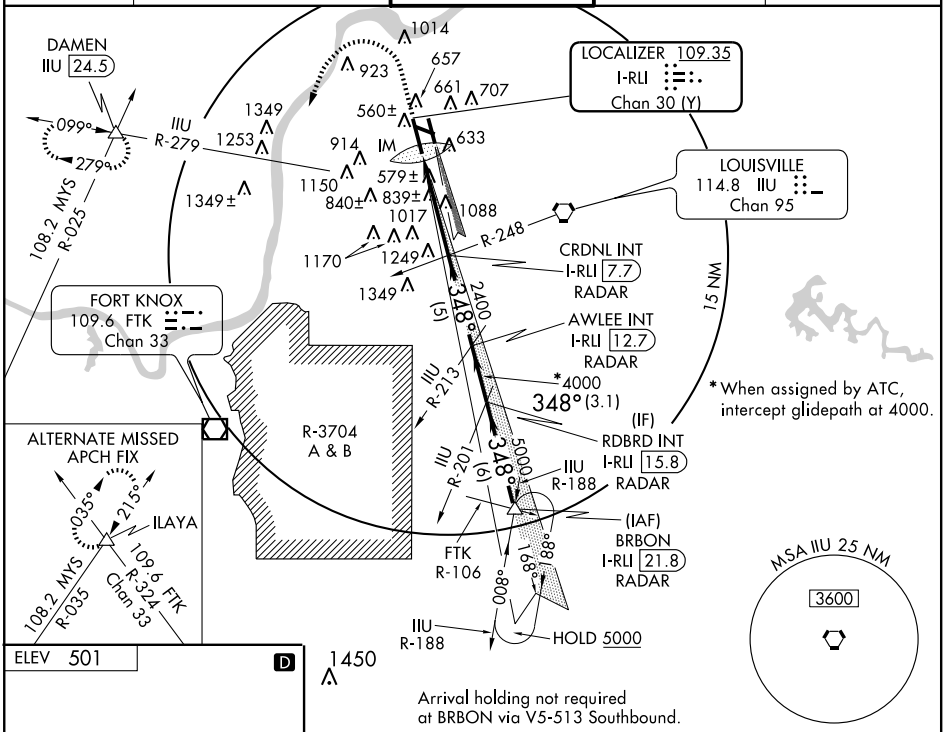
ILS RWY 35L (CAT II)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8

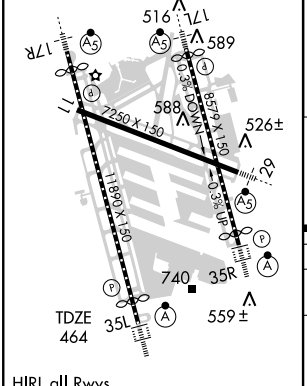


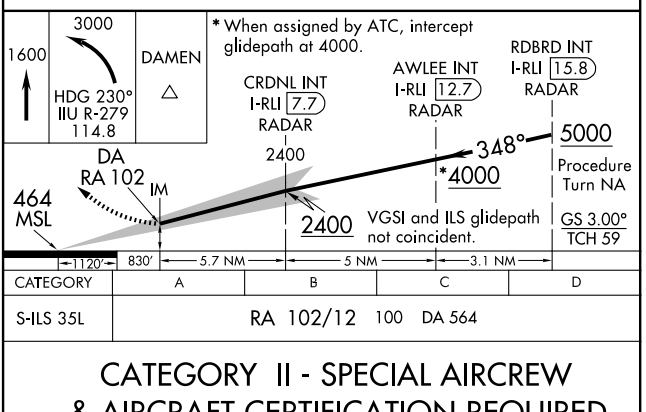
ELEV 501

D

1450

Arrival holding not required at BRBON via V5-513 Southbound.





CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	348°	TDZE	464
Chan 30 (Y)		Apt Elev	501

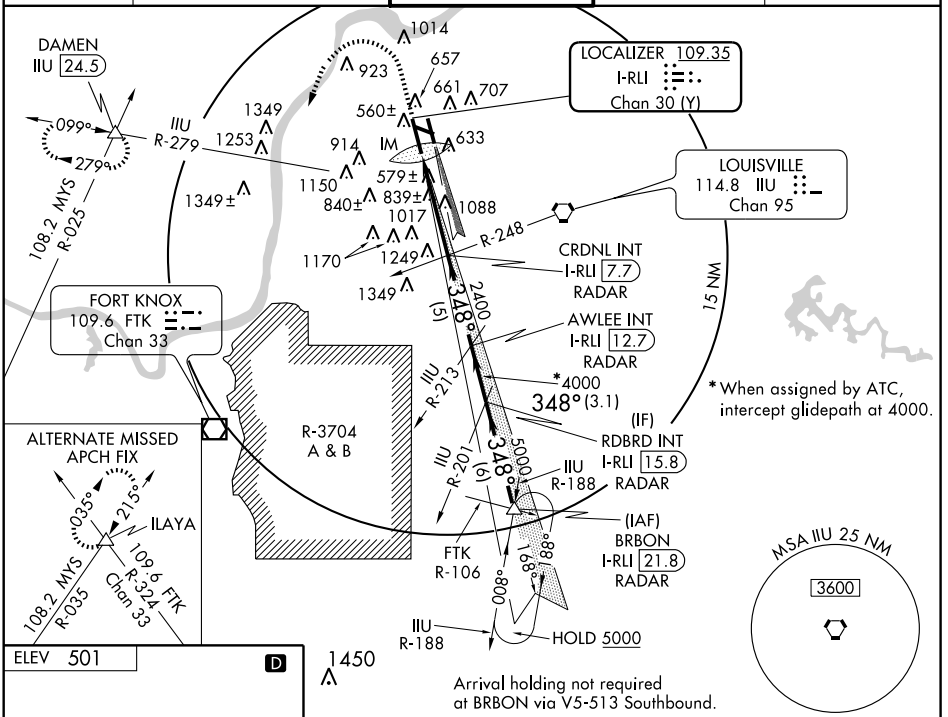
ILS RWY 35L (CAT III)

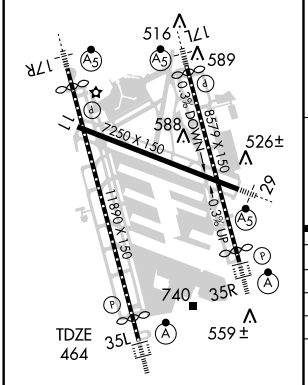
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

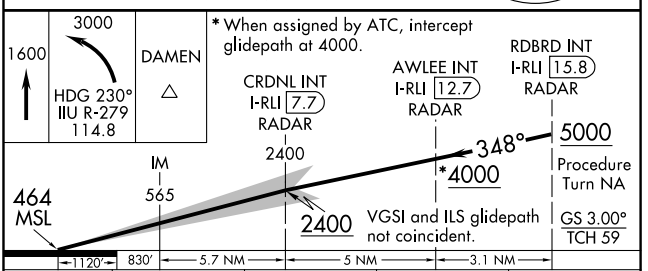
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
S-ILS 35L	CAT IIIa	RVR 07		
S-ILS 35L	CAT IIIb	RVR 06		
S-ILS 35L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JJM	APP CRS	Rwy Idg	7800
110.55	348°	TDZE	480
Chan 42 (Y)		Apt Elev	501

ILS RWY 35R (CAT II)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8

MISSED APCH FIX

019° R-019 190°

NABB
112.4 ABB
Chan 71

112.4 ABB Chan 71 R-196 1014 923 661 707 1349 657 565± 560± 1253 914 IM 633 1150 799± 840± 1088 1349± 1017 1170 1249 2400 1349 IIU R-233 R-250 R-106 R-188 R-141 R-068 248° 068° 800° 188°

LOCALIZER 110.55
I-JJM
Chan 42 (Y)

LOUISVILLE
114.8 IIU
Chan 95

PARCL INT
I-JJM 7.2
RADAR

348° (1.9)

UPSCO INT
I-JJM 9.1
RADAR

15 NM

(IF)
PGSUS
I-JJM 12.2
RADAR

(NAXAE)

4000 NoPT to PGSUS
033° (1.4)
and 348° (8.4)

(IAF)
BRBON
IIU 16.3
RADAR

HOLD 4000

*When assigned by ATC, intercept glidepath at 3000.

*3000
348° (3.1)

FORT KNOX
109.6 FTK
Chan 33

R-3704
A & B

MSA IIU 25 NM
3600

1450

Arrival holding not required at BRBON via V5-513 Southbound.

112.4 ABB
Chan 71

112.2 BQM
Chan 59

TORAC INT
BQM 14.8

ALTERNATE MISSED APCH FIX

ELEV 501 D

516 589 588 526± 559± 740 1450

7250 X 150
8579 X 150
11890 X 150
0.3% DOWN
0.3% UP
TDZE 480

17L 17R 11 29 35R 35L

HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L

3000
HDG 348°
ABB R-196
112.4

ABB

* When assigned by ATC, intercept glidepath at 3000.

PARCL INT
I-JJM 7.2
RADAR

UPSCO INT
I-JJM 9.1
RADAR

PGSUS INT
I-JJM 12.2
RADAR

2400 *3000 348° 4000

Procedure Turn NA

DA
RA 110 IM
480 MSL

2400 VGSI and ILS glidepath not coincident.

GS 3.00°
TCH 61

1100' 906' 5.6 NM 1.9 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 35R	RA 110/12 100 DA 580			

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JJM	APP CRS	Rwy Idg	7800
110.55	348°	TDZE	480
Chan 42 (Y)		Apt Elev	501

ILS RWY 35R (CAT III)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8

MISSED APCH FIX

NABB
112.4 ABB
Chan 71

LOCALIZER 110.55
I-JJM
Chan 42 (Y)

LOUISVILLE
114.8 IIU
Chan 95

*When assigned by ATC, intercept glidepath at 3000.

FORT KNOX
109.6 FTK
Chan 33

R-3704 A & B

MSA IIU 25 NM
3600

15 NM

PARCL INT
I-JJM 7.2
RADAR

UPSCO INT
I-JJM 9.1
RADAR

PGSUS INT
I-JJM 12.2
RADAR

(IF)

(NAXAE)

(IAF)
BRBON
IIU 16.3
RADAR

4000 NoPT to PGSUS
033° (1.4)
and 348° (8.4)

HOLD 4000

1450
Arrival holding not required at BRBON via V5-513 Southbound.

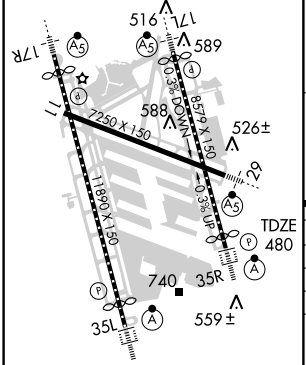
ALTERNATE MISSED APCH FIX

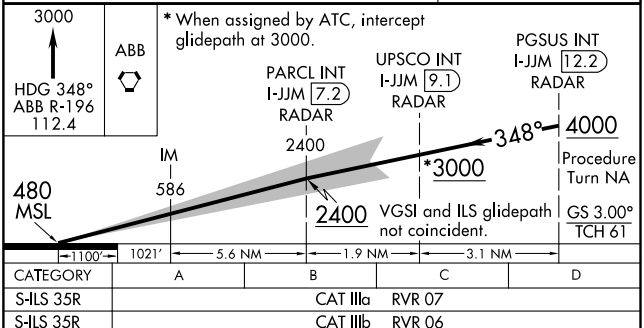
TORAC INT
BQM 14.8

ELEV 501

D

HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L





CATEGORY	A	B	C	D
S-ILS 35R		CAT IIIa	RVR 07	
S-ILS 35R		CAT IIIb	RVR 06	
S-ILS 35R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-LKS	APP CRS	Rwy Idg	7250
109.1	294°	TDZE	481
		Apt Elev	500

LOC RWY 29

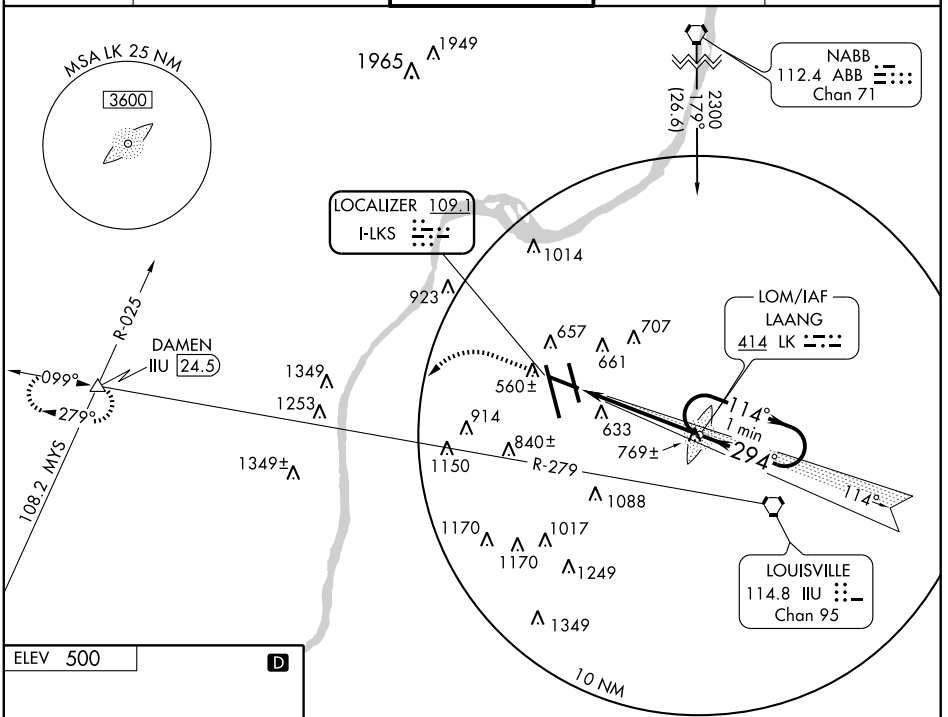
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

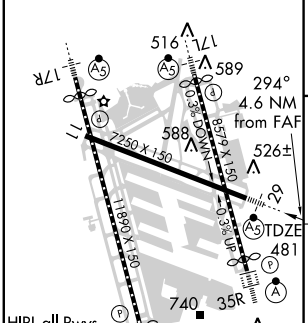
ADF Required.

MALSR

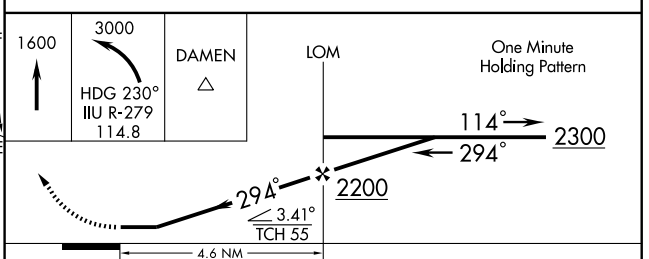
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

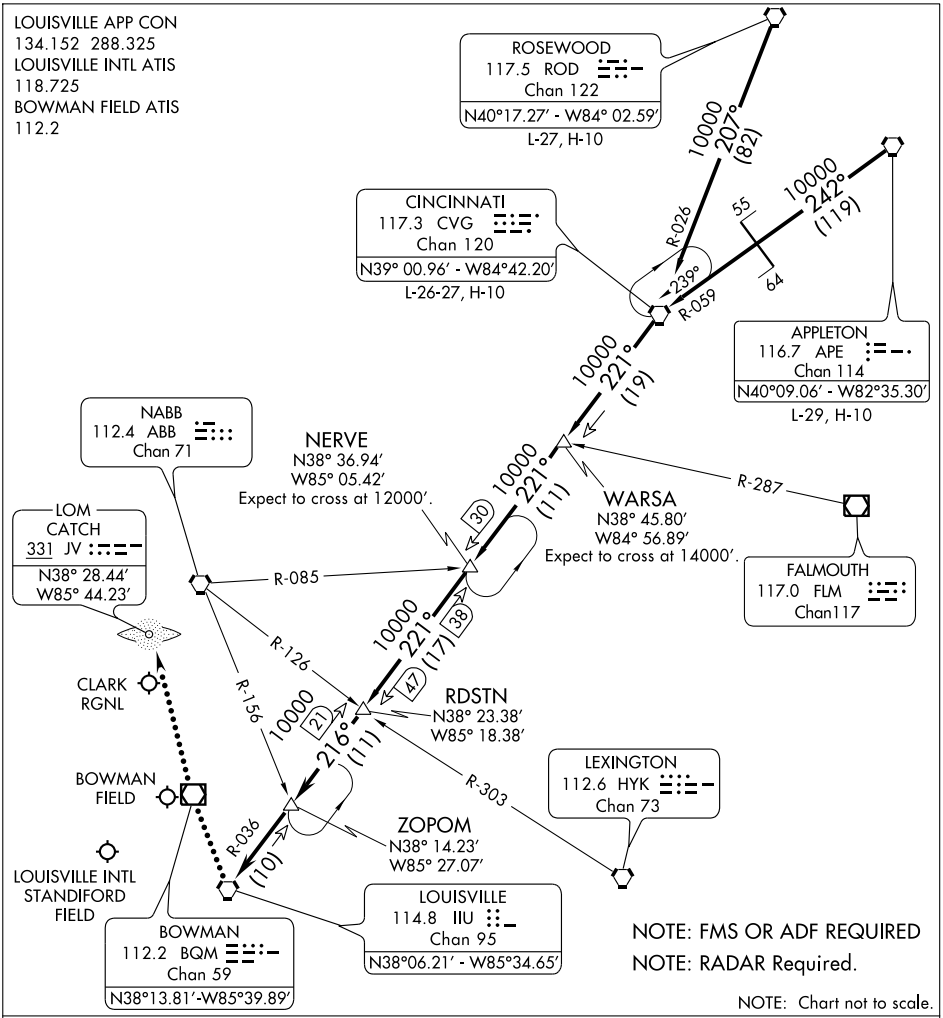


CATEGORY	A	B	C	D
S-29	980/24 499 (500-½)		980/40 499 (500-¾)	980/50 499 (500-1)
CIRCLING	1040-1 540 (600-1)	1140-1 640 (700-1)	1140-1¾ 640 (700-1¾)	1140-2 640 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

(RDSTN.RDSTN2) 10154

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7800
CH 90101	168°	TDZE	499
W17B		Apt Elev	501

RNAV (GPS) RWY 17L

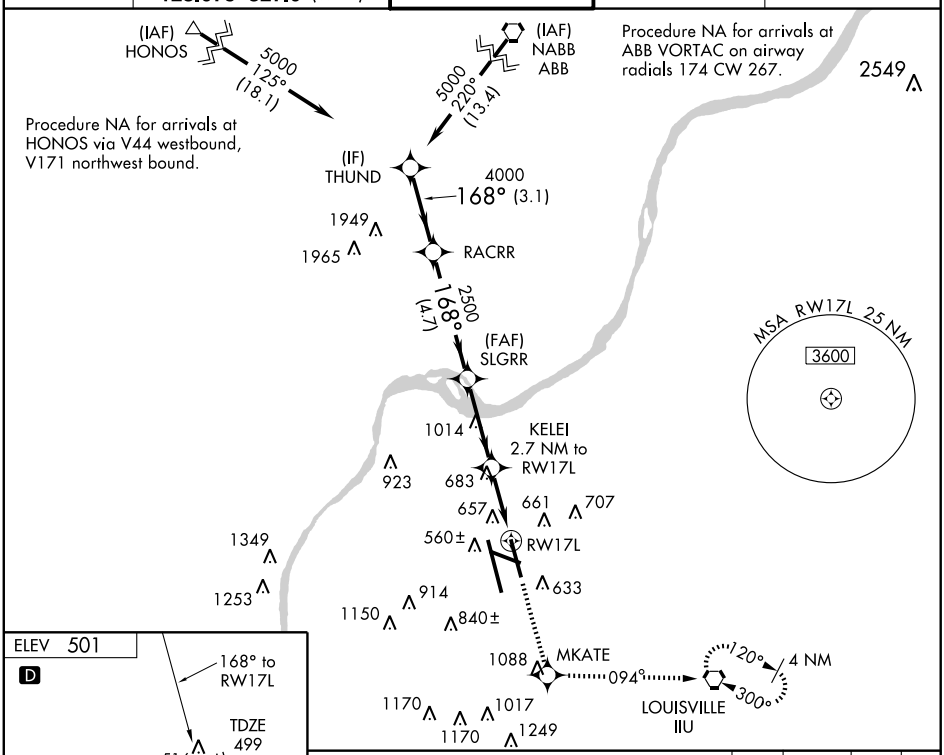
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

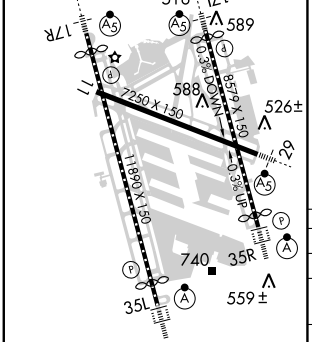
For inoperative MALSR. increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

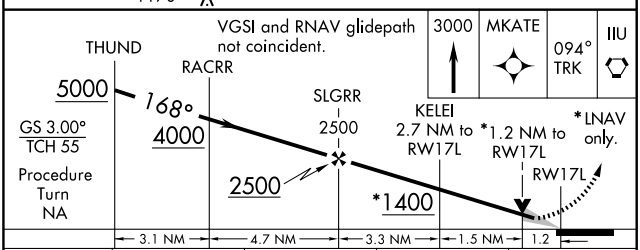
MALSR

MISSED APPROACH: Climb to 3000 direct MKATE and via 094° track to IIU VORTAC and hold, continue climb-in-hold to 3000.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
LPV DA	793/24 294 (300-½)			
LNAV/VNAV DA	943/50 444 (500-1)			
LNAV MDA	1000/24 501 (500-½)		1000/50 501 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 57909	168°	TDZE	490
W17A		Apt Elev	501

RNAV (GPS) RWY 17R

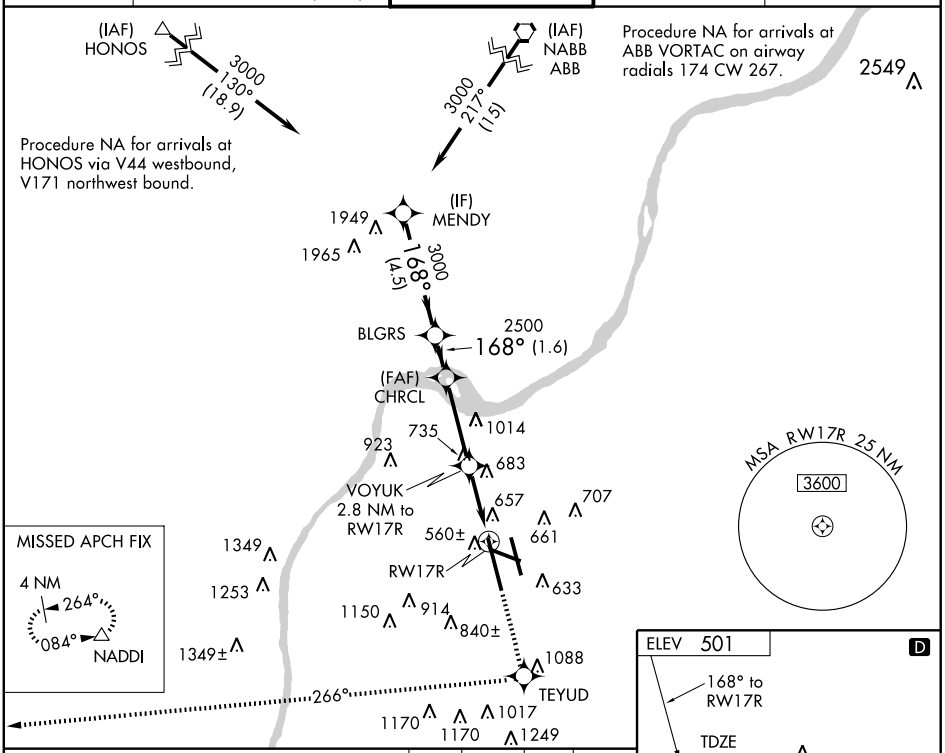
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

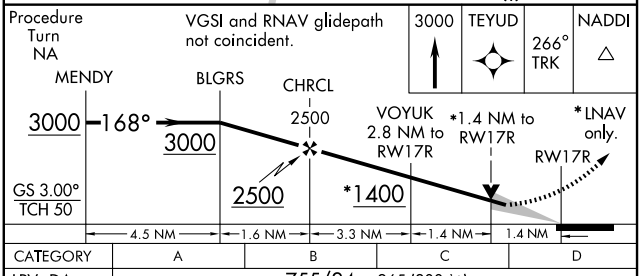
For inoperative MALSR. increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

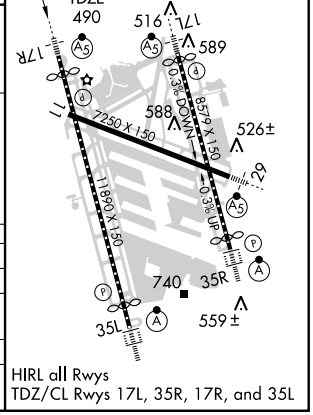
MISSED APPROACH: Climb to 3000 direct TEYUD and via 266° track to NADDI and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





CATEGORY	A	B	C	D
LPV DA	755/24	265 (300-½)		
LNAV/VNAV DA	946/50	456 (500-1)		
LNAV MDA	1000/24	510 (500-½)	1000/50	510 (500-1)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81801 W29A	APP CRS 294°	Rwy Idg 7250 TDZE 480 Apt Elev 501

RNAV (GPS) RWY 29

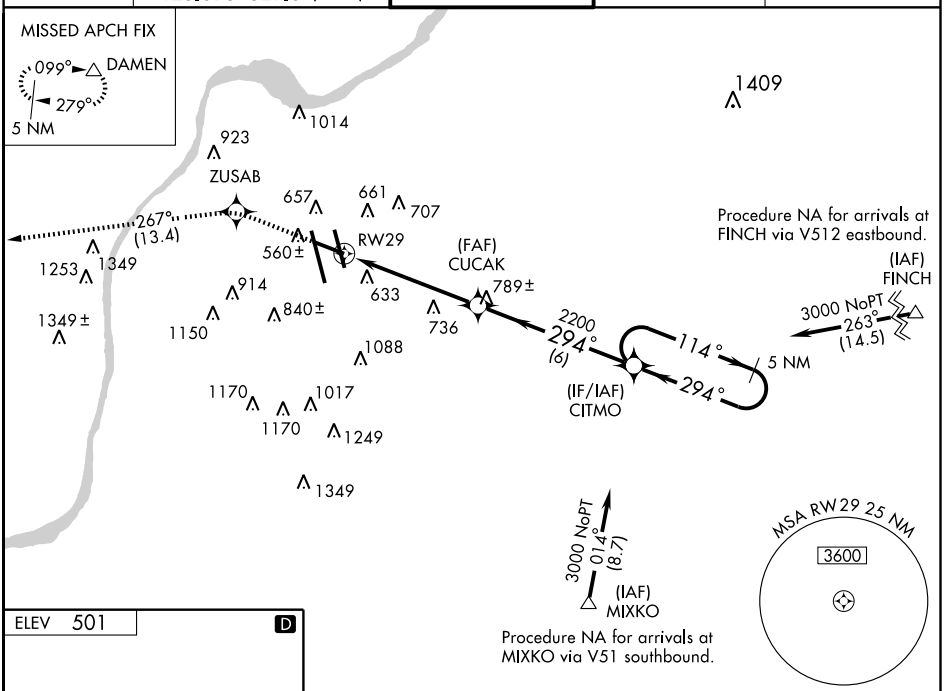
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

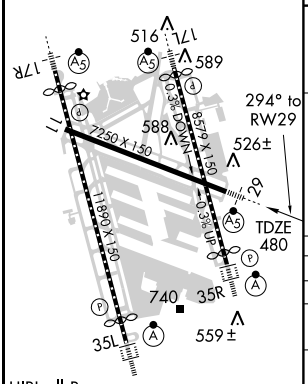
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). If local altimeter setting not received, use Bowman Field altimeter setting. Baro-VNAV NA when using Bowman Field altimeter setting. For inoperative MALSR increase LPV visibility all Cats. to RVR 5000.

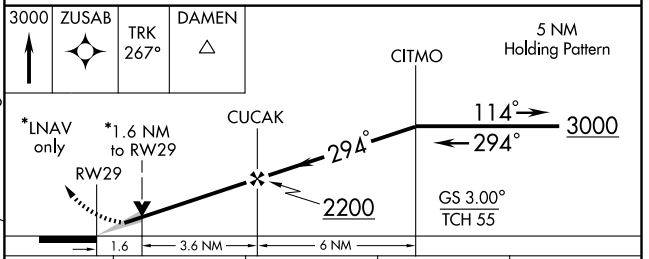
MALSR

MISSED APPROACH: Climb to 3000 direct ZUSAB and via 267° track to DAMEN and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
LPV DA	773/24 293 (300-½)			
LNAV/VNAV DA	917/50 437 (500-1)			
LNAV MDA	1040/24 560 (600-½)		1040/50 560 (600-1)	1040/60 560 (600-1¼)
CIRCLING	1040-1½ 539 (600-1½)	1160-1½ 659 (700-1½)	1160-1¾ 659 (700-1¾)	1180-2¼ 679 (700-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70709 W35D	APP CRS 348°	Rwy Idg 7800 TDZE 480 Apt Elev 501

RNAV (GPS) RWY 35R

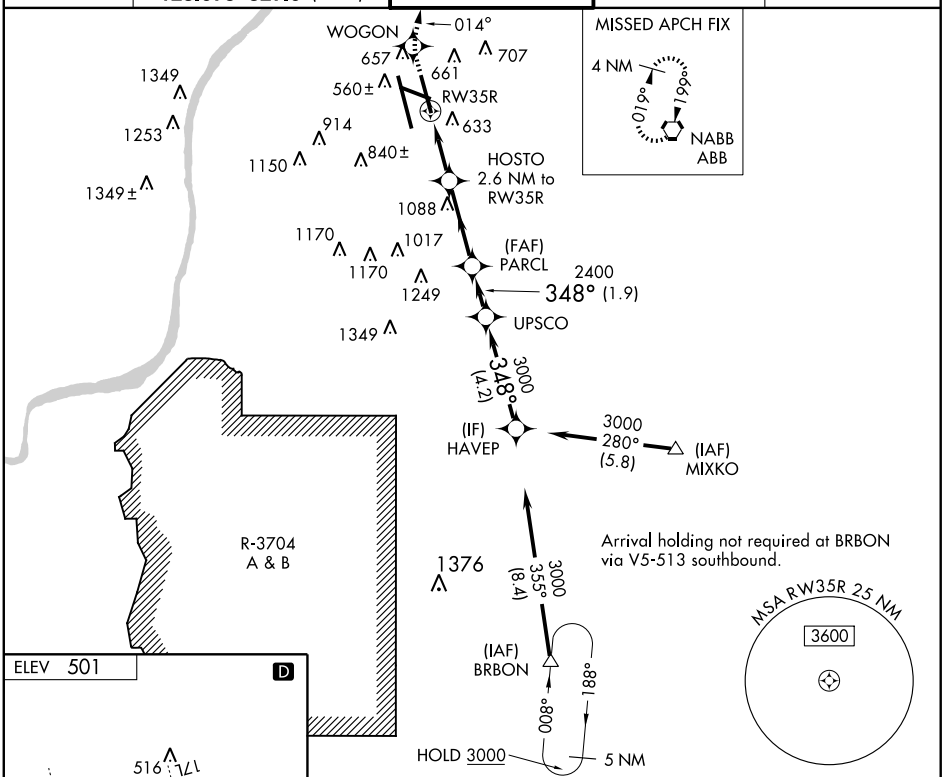
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

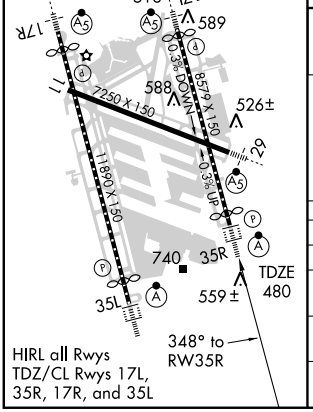
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

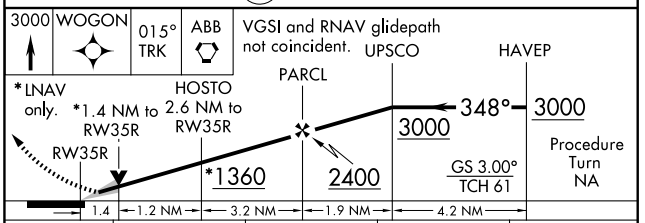
ALSF-2

MISSED APPROACH: Climb to 3000 direct WOGON and via 015° track to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
LPV DA	680/24 200 (200-½)			
LNAV/VNAV DA	990/60 510 (500-1¼)			
LNAV MDA	1000/24 520 (500-½)		1000/50 520 (500-1)	1000/60 520 (500-1¼)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 86203	348°	TDZE	464
W35A		Apt Elev	501

RNAV (GPS) Y RWY 35L

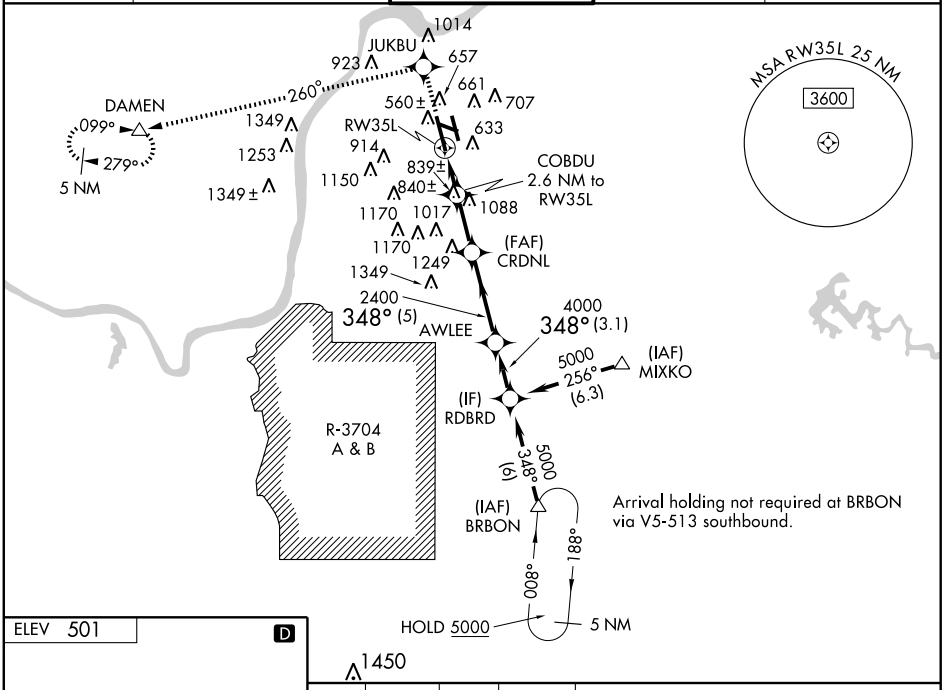
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

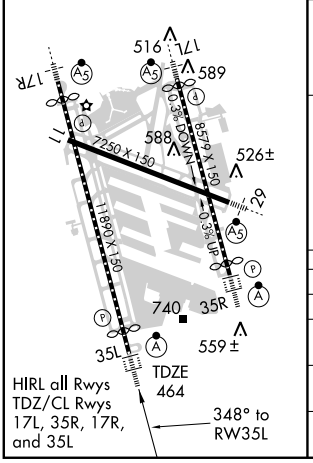
Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

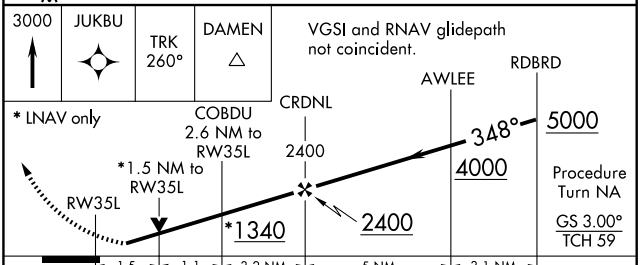
ALSF-2

MISSED APPROACH: Climb to 3000 direct JUKBU and via 260° track to DAMEN and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
LPV DA	714/24 250 (300-½)			
LNAV/VNAV DA	1648-5 1184 (1200-5)			
LNAV MDA	1000/24 536 (500-½)		1000/50 536 (500-1)	1000/60 536 (500-1¼)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
348°	TDZE	464
	Apt Elev	501

RNAV (RNP) Z RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

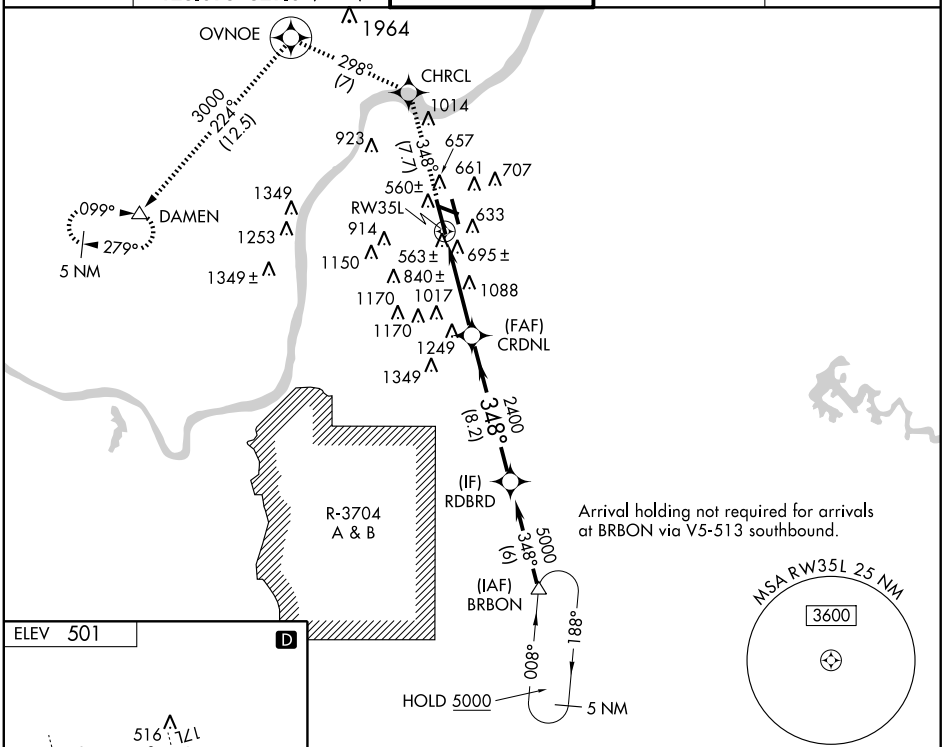
GPS Required. For inoperative ALSF-2, increase RNP 0.16 all Cats. visibility to 1½ miles, RNP 0.30 all Cats. visibility to 2 miles. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F).

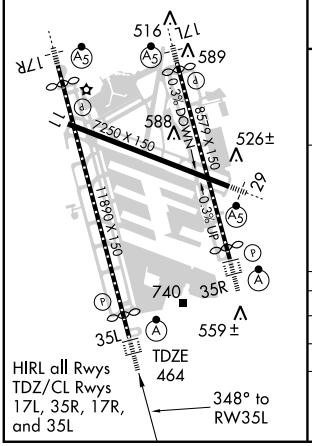
NA

ALSF-2

MISSED APPROACH: Climb to 3000 direct CHRCL and via 298° track to OVNOE and via 224° track to DAMEN and hold.

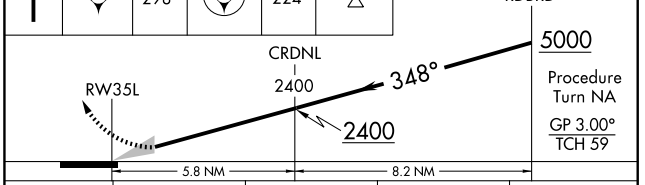
ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





3000	CHRCL	TRK 298°	OVNOE	TRK 224°	DAMEN

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.16 DA	905/50 441 (500-1)			
RNP 0.30 DA	1057-1½ 593 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82512 W05A	APP CRS 054°	Rwy Idg 6050 TDZE 439 Apt Elev 439

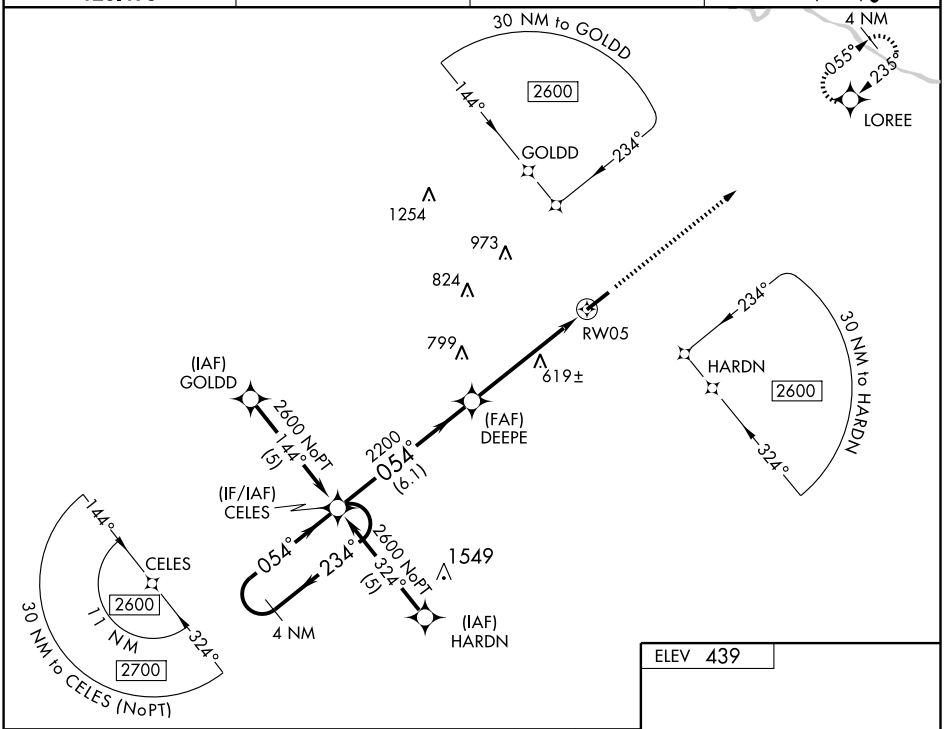
RNAV (GPS) RWY 5

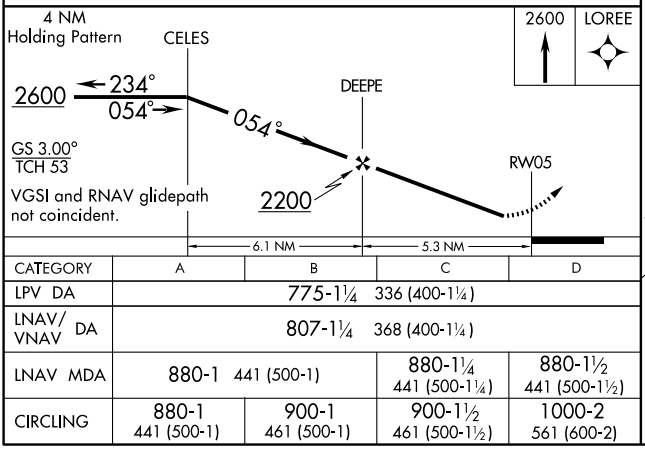
MADISONVILLE MUNI (2I0)

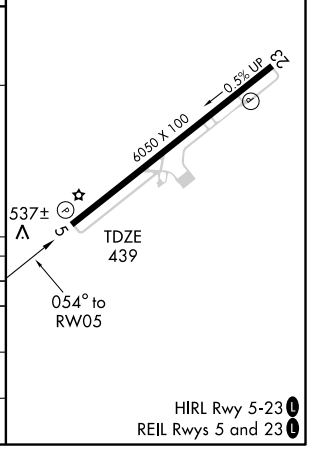
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA 99 feet, and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cats. C and D visibility ¼ mile. Baro VNAV NA when using Evansville Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 direct LOREE and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	126.4 226.4	120.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	775-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	807-1¼ 368 (400-1¼)			
LNAV MDA	880-1 441 (500-1)		880-1¼ 441 (500-1¼)	880-1½ 441 (500-1½)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6050
CH 77911	235°	TDZE	418
W23A		Apt Elev	439

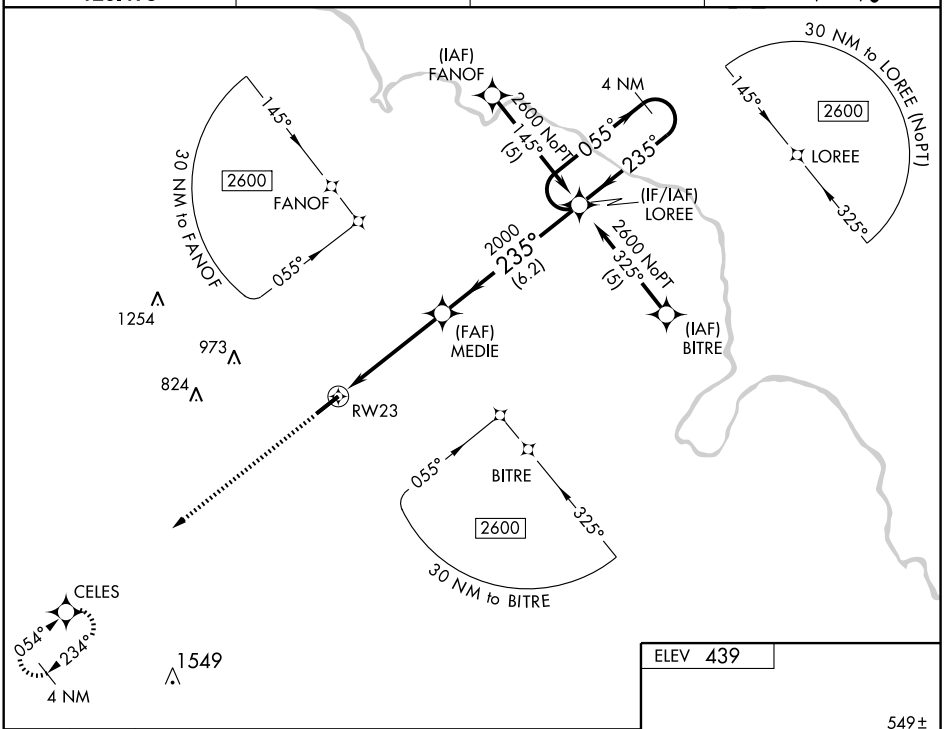
RNAV (GPS) RWY 23

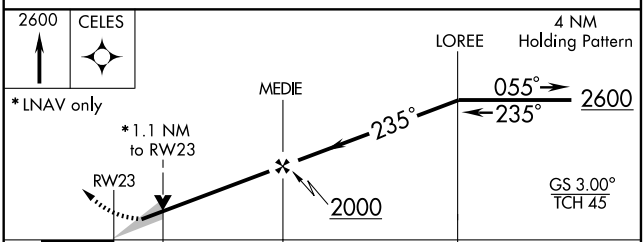
MADISONVILLE MUNI (2I0)

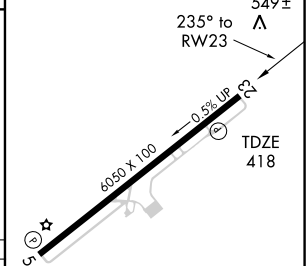
T NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cats. C and D visibility ¼ mile. Baro VNAV and VDP NA when using Evansville Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 direct CELES and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	126.4 226.4	120.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	740-1¼ 322 (400-1¼)			
LNAV/VNAV DA	819-1½ 401 (400-1½)			
LNAV MDA	800-1 382 (400-1)			800-1¼ 382 (400-1¼)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CCT	APP CRS	Rwy Idg	6050
109.8	259°	TDZE	418
Chan 35		Apt Elev	439

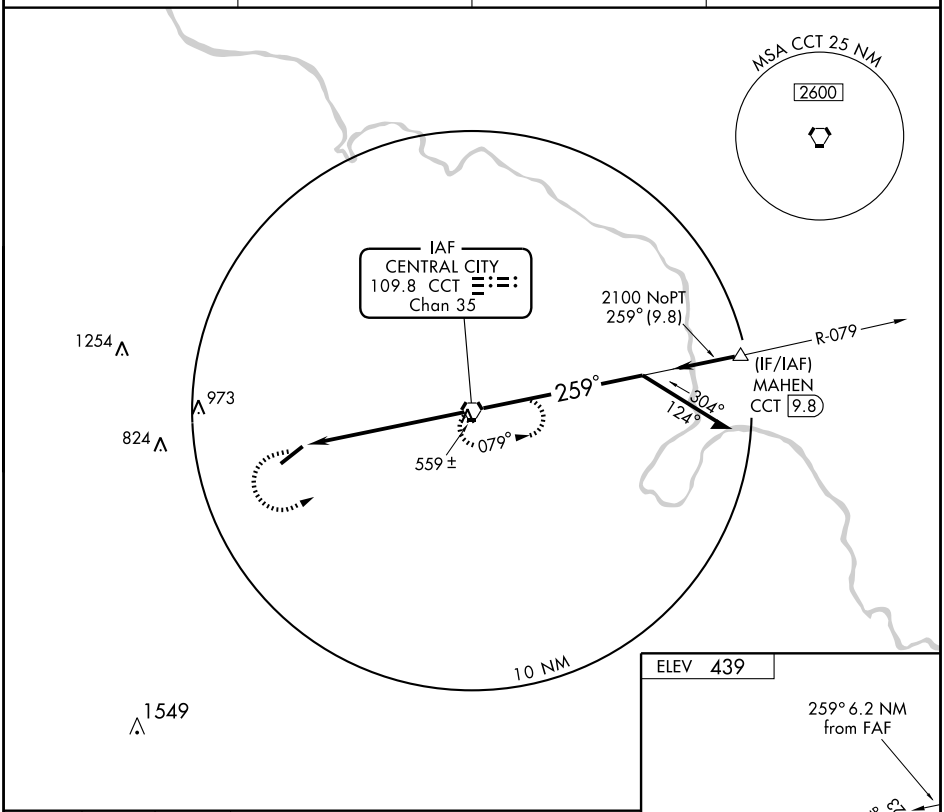
VOR RWY 23

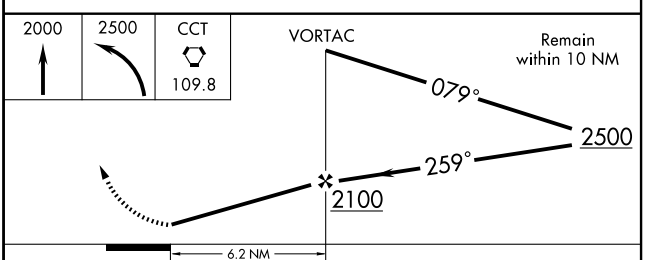
MADISONVILLE MUNI (2I0)

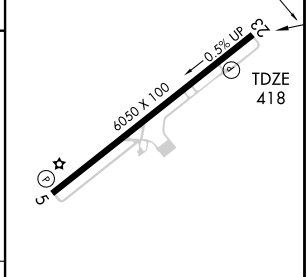
T A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 100 feet, and increase S-23 Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn 2500 direct CCT VORTAC and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	126.4 226.4	120.1	122.7 (CTAF) L







HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-23	820-1 402 (400-1)		820-1¼ 402 (400-1¼)	
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
068°	TDZE	650
	Apt Elev	652

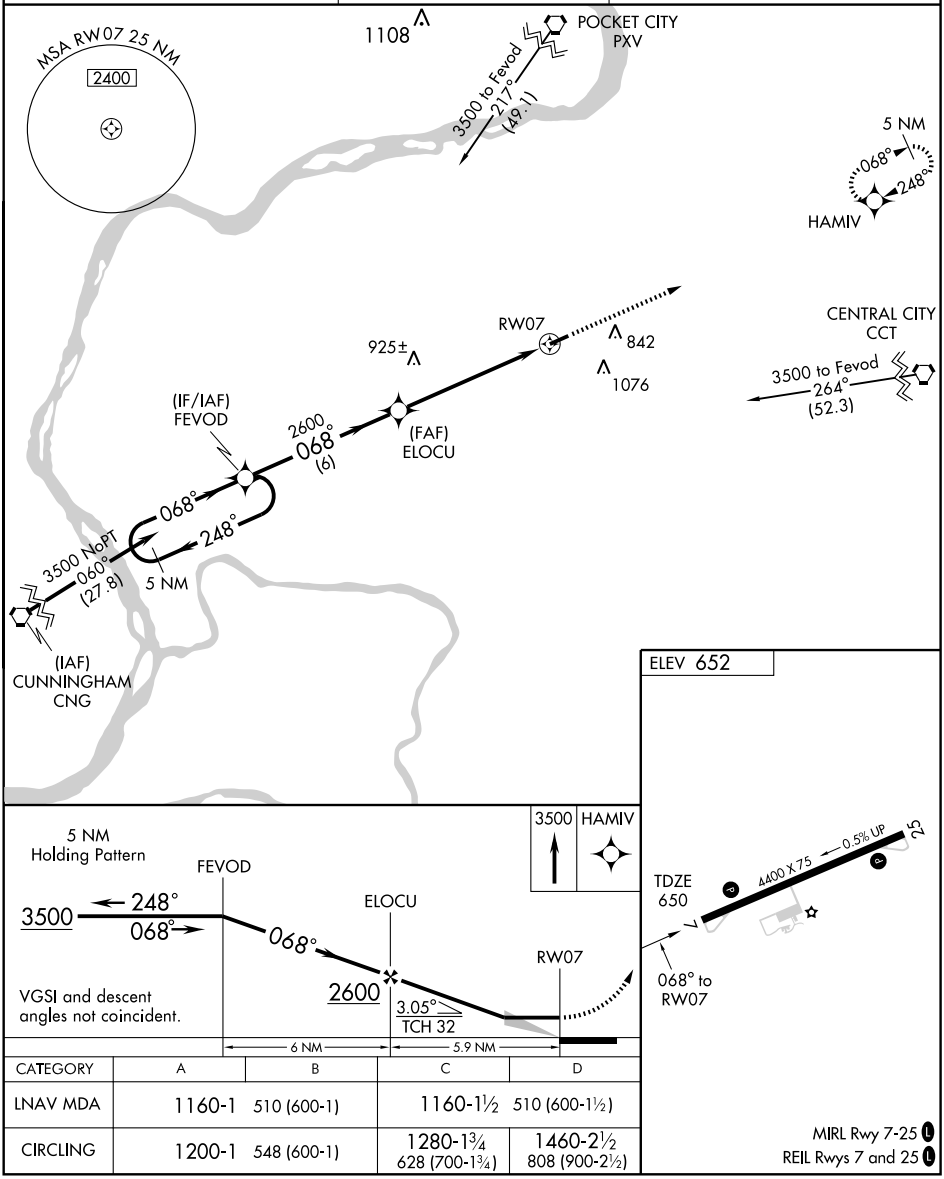
RNAV (GPS) RWY 7
MARION-CRITTENDEN COUNTY (5M9)

NA

DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3500 direct HAMIV and hold.

STURGIS MUNI AWOS-3	MEMPHIS CENTER	CTAF
118.775	133.65 292.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1160-1	510 (600-1)	1160-1½	510 (600-1½)
CIRCLING	1200-1	548 (600-1)	1280-1¾ 628 (700-1¾)	1460-2½ 808 (900-2½)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
248°	TDZE	643
	Apt Elev	652

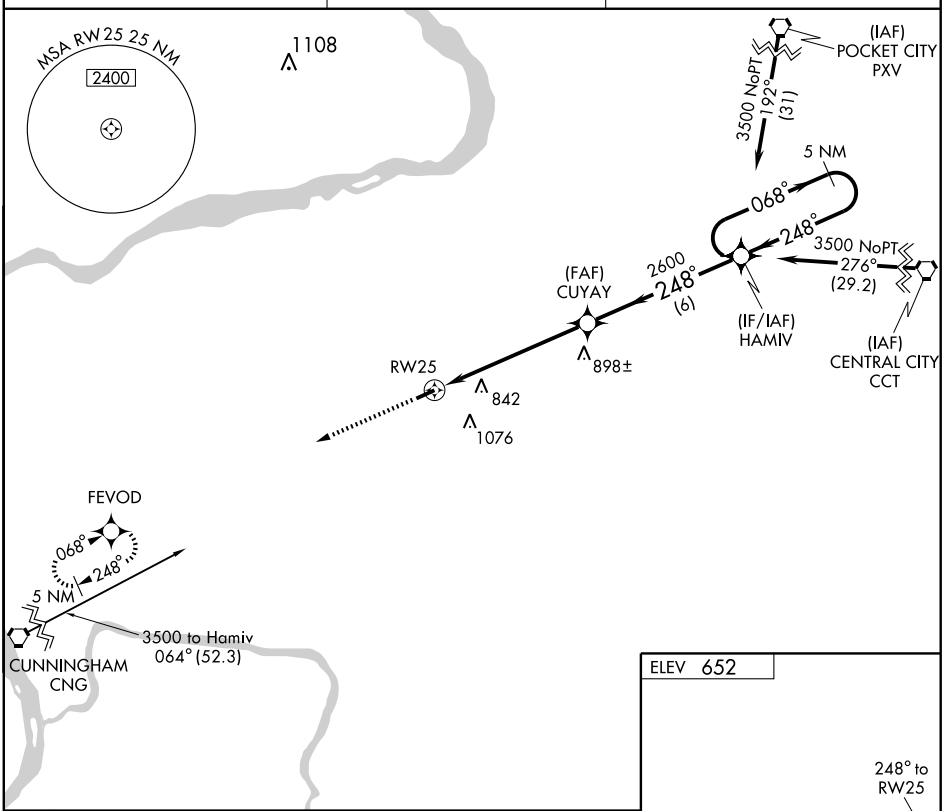
RNAV (GPS) RWY 25

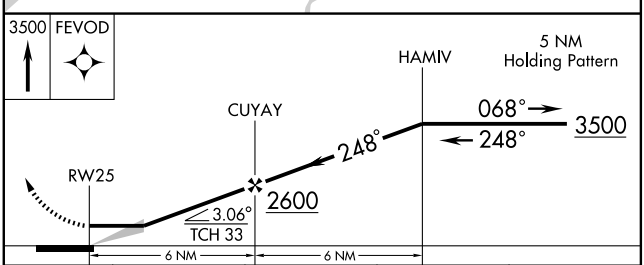
MARION-CRITTENDEN COUNTY (5M9)

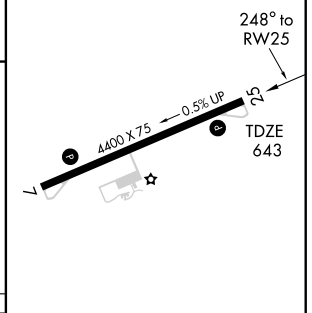
NA — DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3500 direct FEVOD and hold.

STURGIS MUNI AWOS-3	MEMPHIS CENTER	CTAF
118.775	133.65 292.15	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1220-1	577 (600-1)	1220-1½ 577 (600-1½)	1220-1¾ 577 (600-1¾)
CIRCLING	1220-1	568 (600-1)	1280-1¾ 628 (700-1¾)	1460-2½ 808 (900-2½)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

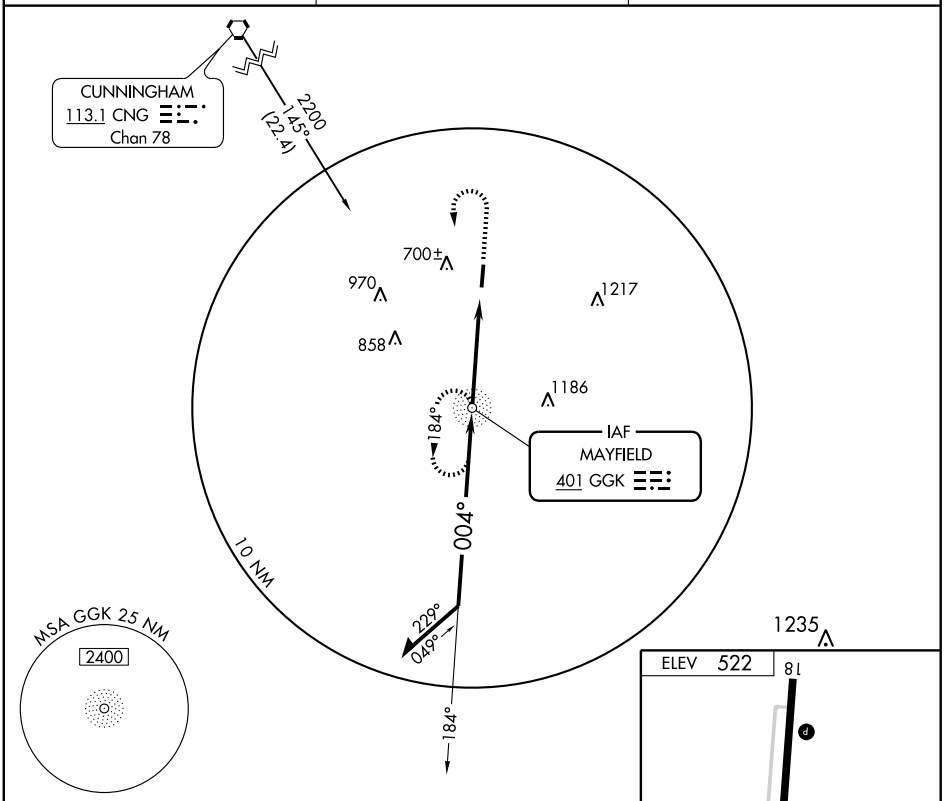
NDB GGK 401	APP CRS 004°	Rwy Idg 5001 TDZE 522 Apt Elev 522

NDB RWY 36

MAYFIELD GRAVES COUNTY (M25)

▼ NA If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climb to 2200 then left turn direct GGK NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1060-1¾ 538 (600-1¾)
CIRCLING	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1080-2 558 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

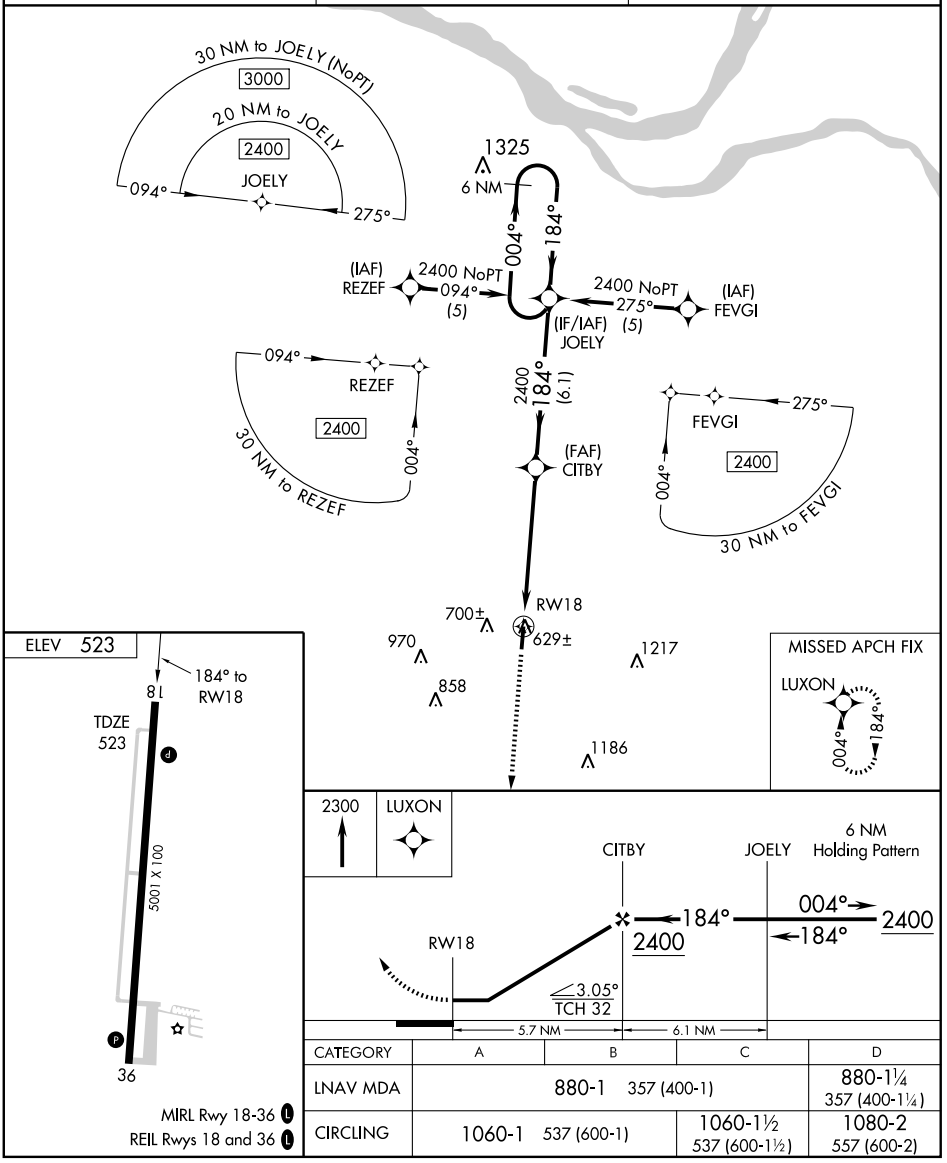
MAYFIELD GRAVES COUNTY (M25)

APP CRS	Rwy Idg	5001
184°	TDZE	523
	Apt Elev	523

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct LUXON and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	880-1 357 (400-1)			880-1¼ 357 (400-1¼)
CIRCLING	1060-1 537 (600-1)		1060-1½ 537 (600-1½)	1080-2 557 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
004°	TDZE	523
	Apt Elev	523

RNAV (GPS) RWY 36

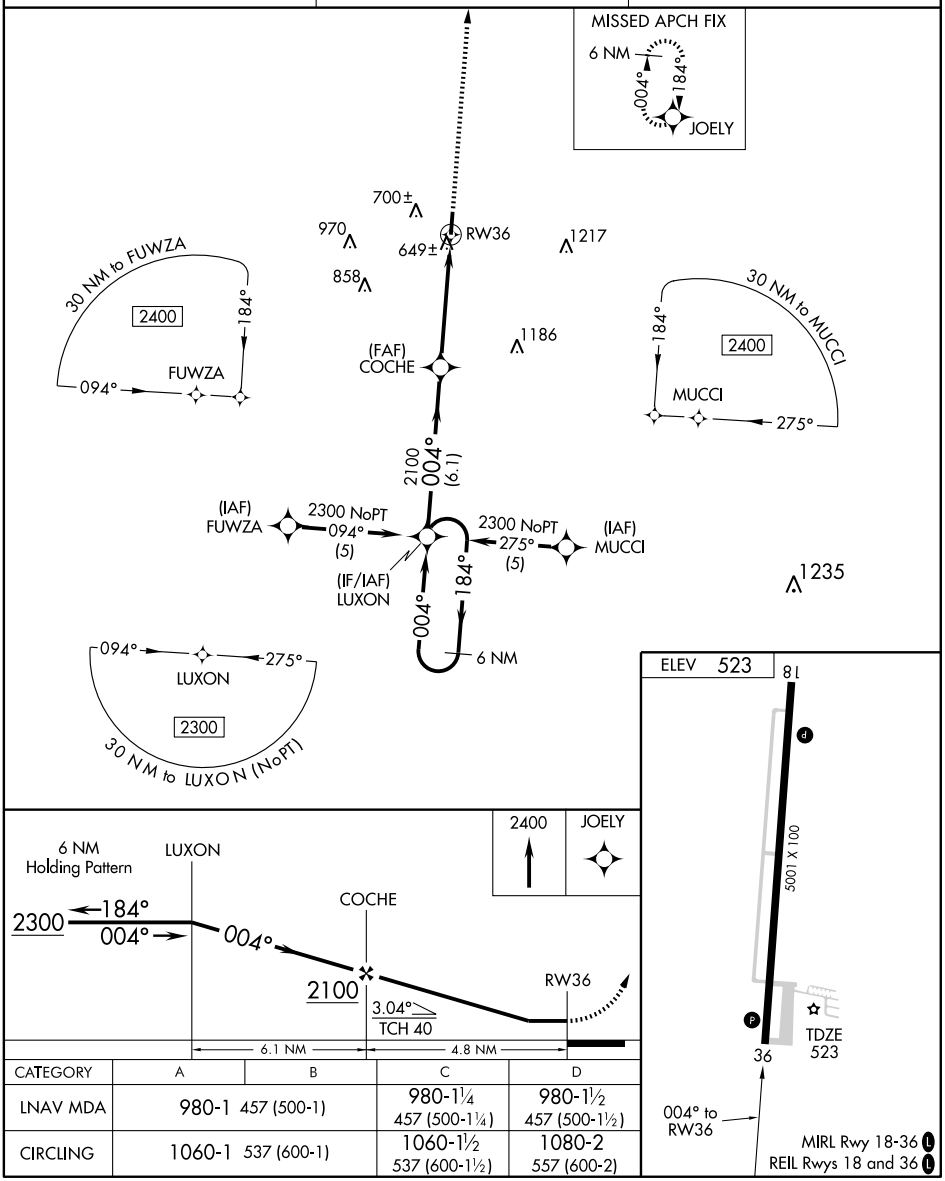
MAYFIELD GRAVES COUNTY (M25)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	980-1 457 (500-1)		980-1¼ 457 (500-1¼)	980-1½ 457 (500-1½)
CIRCLING	1060-1 537 (600-1)		1060-1½ 537 (600-1½)	1080-2 557 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CNG	APP CRS	Rwy Idg	N/A
113.1	137°	TDZE	N/A
Chan 78		Apt Elev	523

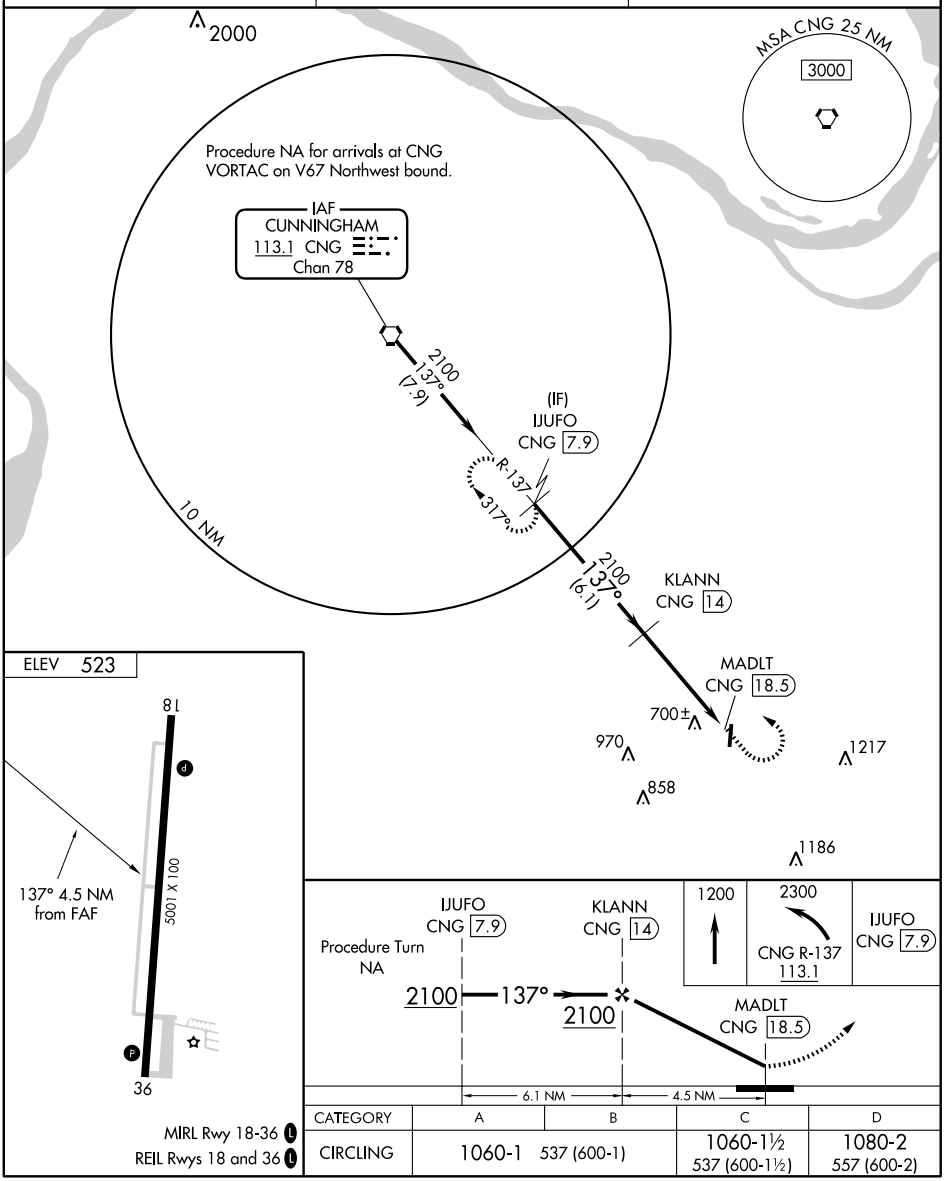
VOR/DME-A

MAYFIELD GRAVES COUNTY (M25)

T NA When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 via CNG VORTAC R-137 to IJUFO 7.9 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1 537 (600-1)		1060-1½ 537 (600-1½)	1080-2 557 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	NA
224°	TDZE	NA
	Apt Elev	1153

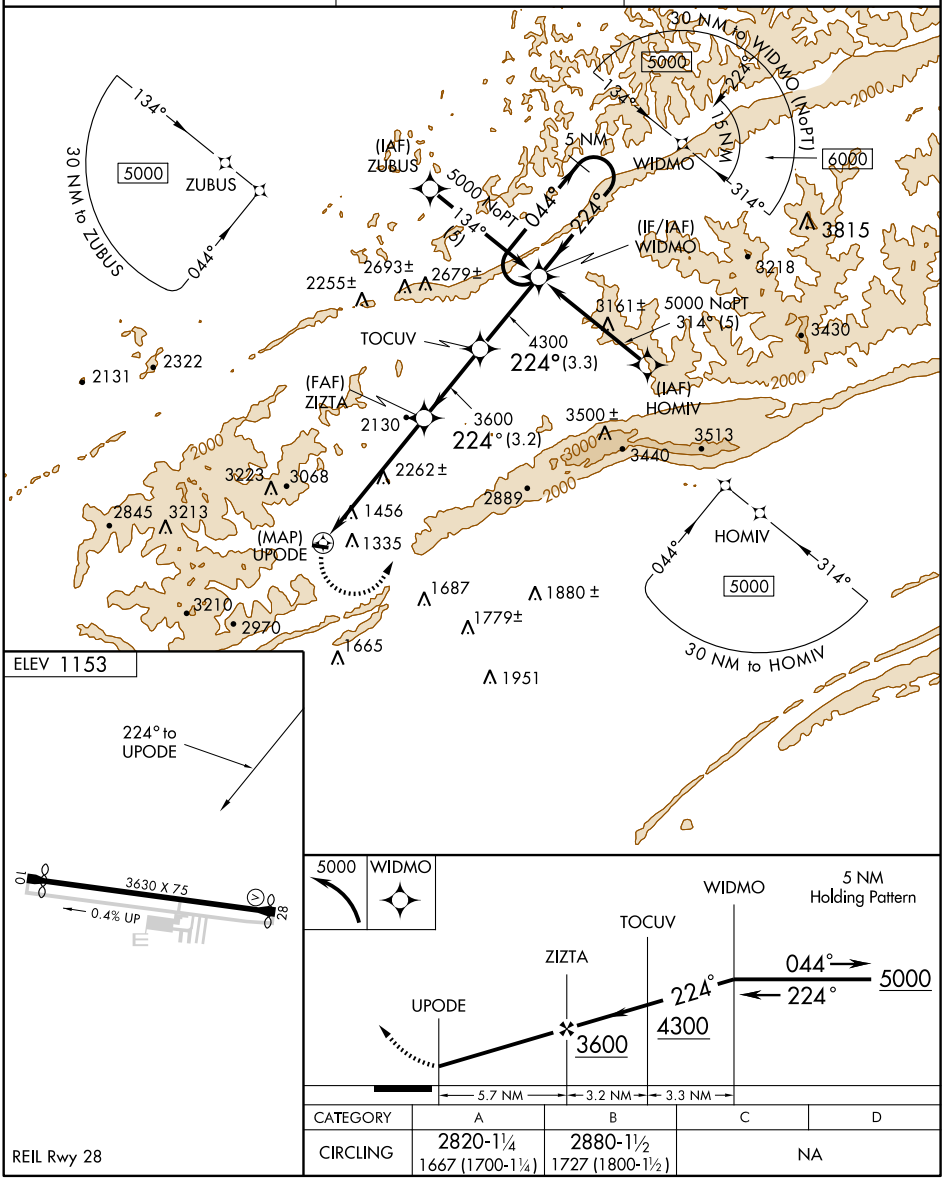
RNAV (GPS)-A

MIDDLESBORO-BELL COUNTY (1A6)

If local altimeter setting not received, use London altimeter setting and increase all MDAs 380 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct WIDMO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.625 371.925	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	2820-1¼ 1667 (1700-1¼)	2880-1½ 1727 (1800-1½)	NA	

REIL Rwy 28

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
039°	TDZE	962
	Apt Elev	963

GPS RWY 3

MONTICELLO/ WAYNE COUNTY (EKQ)

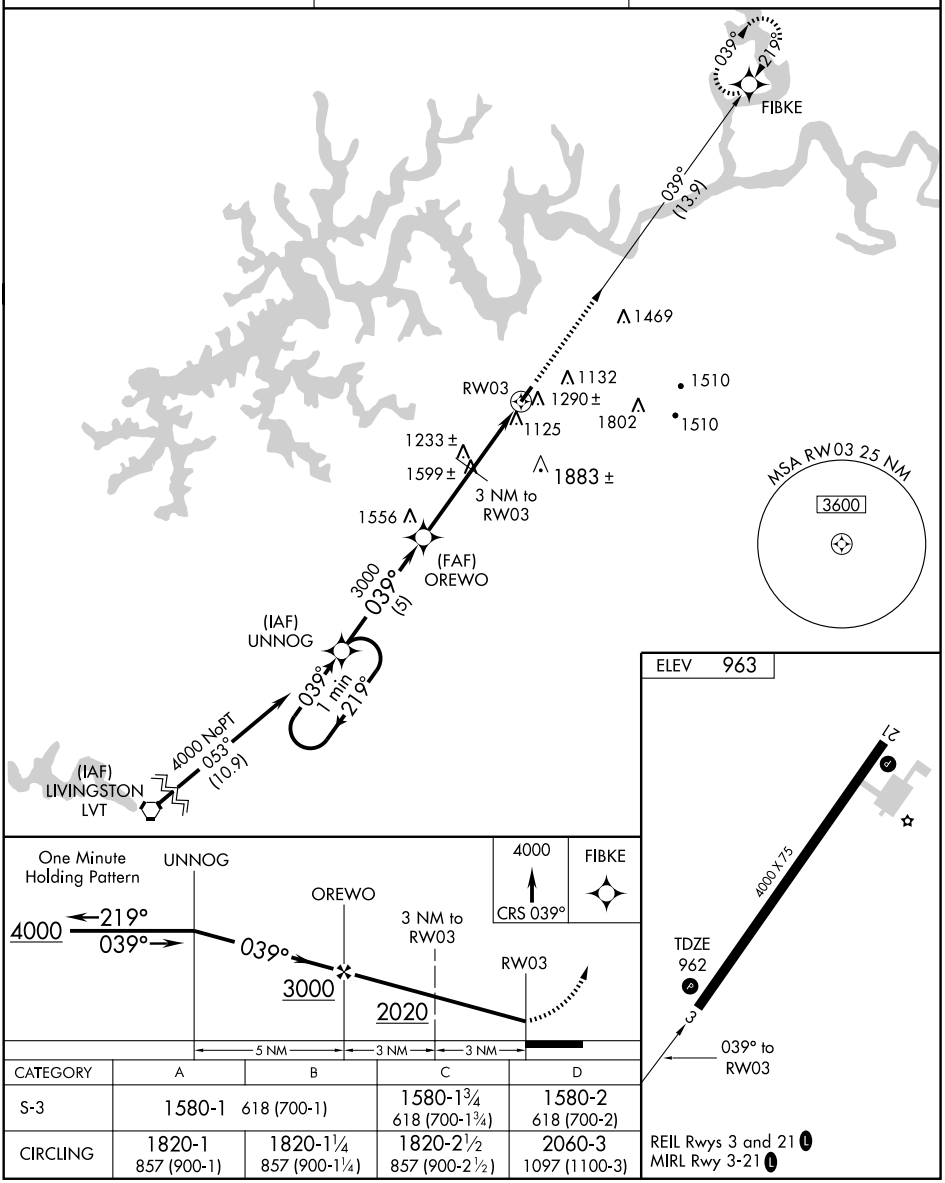
Use Somerset altimeter setting; when not received, procedure not authorized.

NA

MISSED APPROACH: Climb to 4000 via 039° course to FIBKE WP and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L

SE-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-3	1580-1 618 (700-1)		1580-1¾ 618 (700-1¾)	1580-2 618 (700-2)
CIRCLING	1820-1 857 (900-1)	1820-1¼ 857 (900-1¼)	1820-2½ 857 (900-2½)	2060-3 1097 (1100-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

APP CRS	Rwy Idg	4000
219°	TDZE	963
	Apt Elev	963

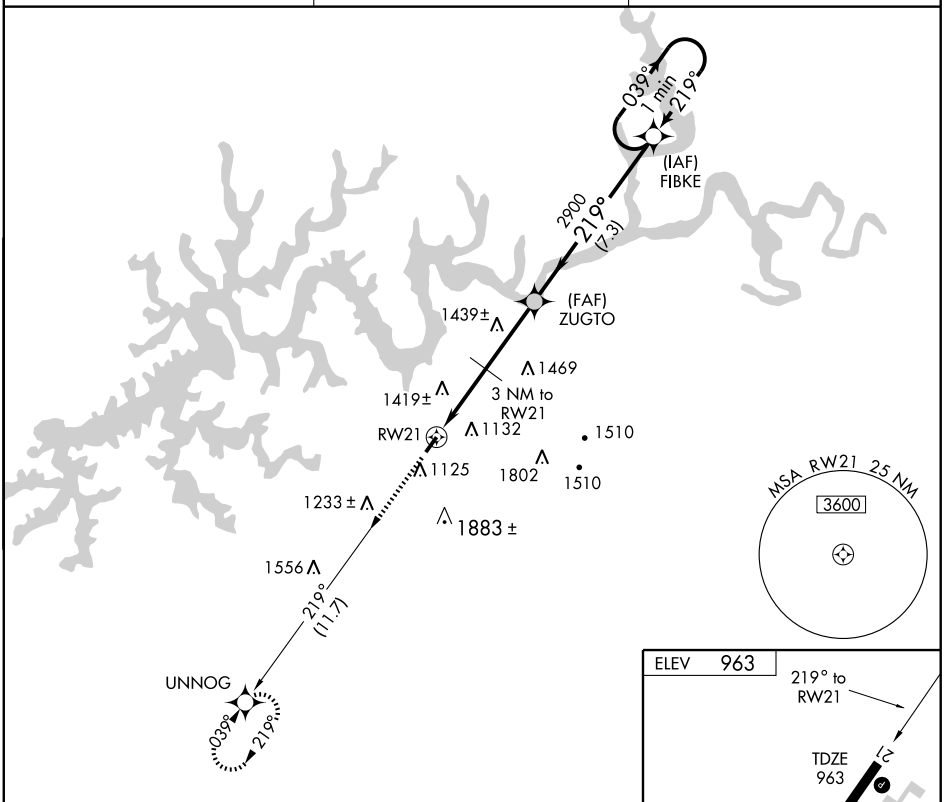
GPS RWY 21

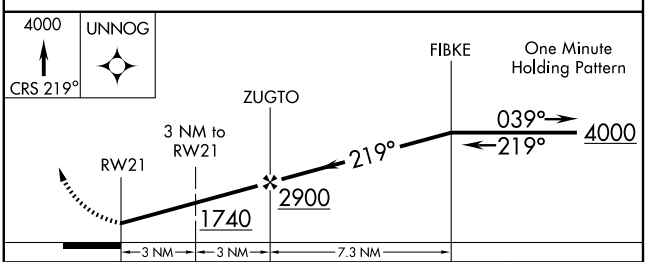
MONTICELLO/ WAYNE COUNTY (EKQ)

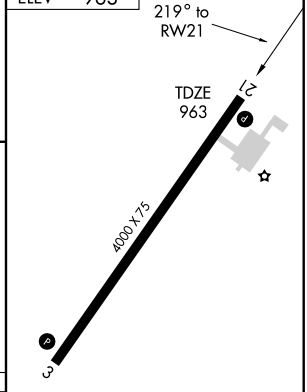
Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000 via 219° course to UNNOG WP and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1680-1 717 (800-1)		1680-2 717 (800-2)	1680-2¼ 717 (800-2¼)
CIRCLING	1820-1 857 (900-1)	1820-1¼ 857 (900-1¼)	1820-2½ 857 (900-2½)	2060-3 1097 (1100-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 86909	026°	TDZE	1028
W02A		Apt Elev	1028

RNAV (GPS) RWY 2

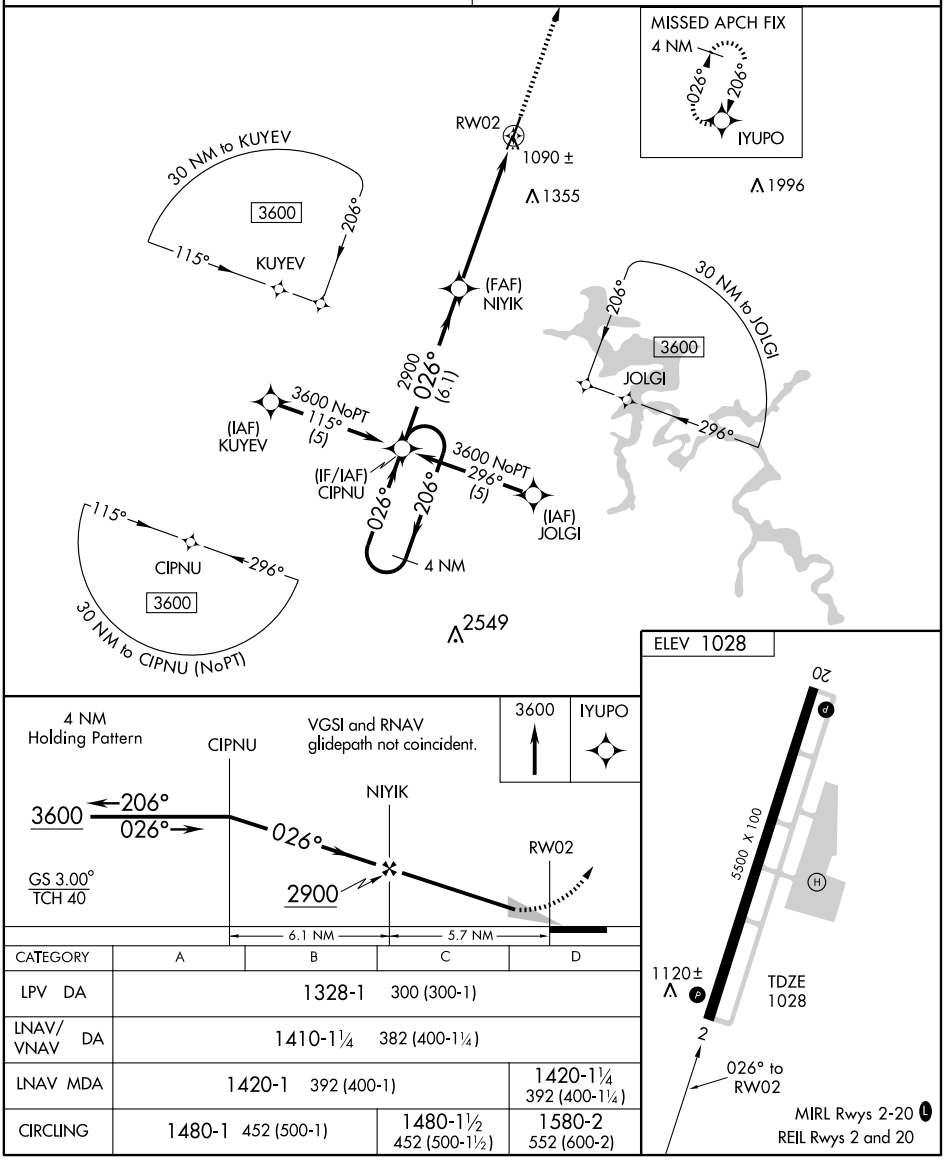
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct IYUPO and hold.

INDIANAPOLIS CENTER	UNICOM
124.225 360.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1328-1	300 (300-1)		
LNAV/VNAV DA	1410-1¼	382 (400-1¼)		
LNAV MDA	1420-1	392 (400-1)		1420-1¼ 392 (400-1¼)
CIRCLING	1480-1	452 (500-1)	1480-1½ 452 (500-1½)	1580-2 552 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 78209	206°	TDZE	1020
W20A		Apt Elev	1028

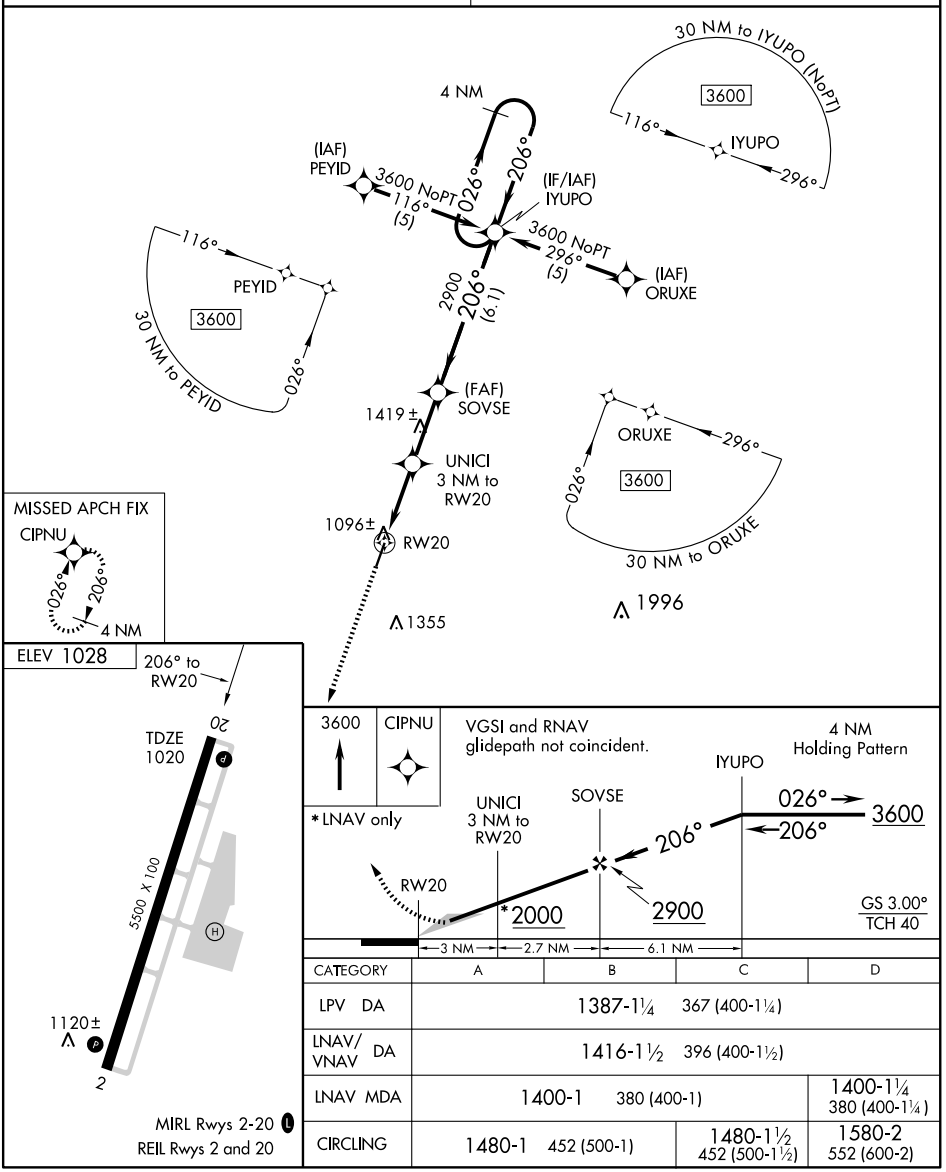
RNAV (GPS) RWY 20

MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, and LPV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CIPNU and hold.

INDIANAPOLIS CENTER	UNICOM
124.225 360.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1387-1¼ 367 (400-1¼)			
LNAV/VNAV DA	1416-1½ 396 (400-1½)			
LNAV MDA	1400-1 380 (400-1)			1400-1¼ 380 (400-1¼)
CIRCLING	1480-1 452 (500-1)		1480-1½ 452 (500-1½)	1580-2 552 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
211°	TDZE	1006
	Apt Elev	1019

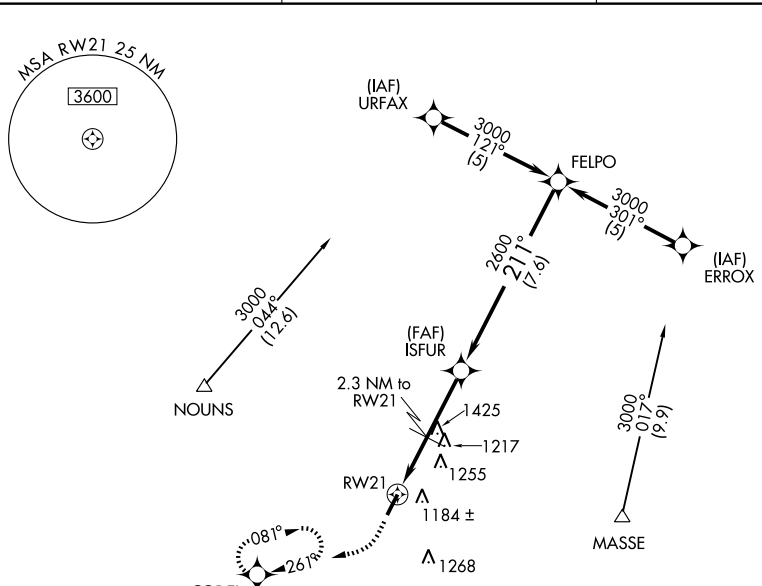
GPS RWY 21

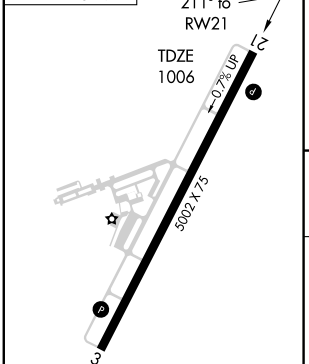
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CODEL WP and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
120.675	120.15 259.3	122.8 (CTAF) L





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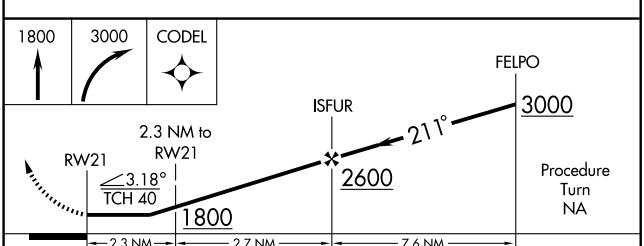


CATEGORY	A	B	C	D
S-21	1460-1	454 (500-1)	1460-1¼ 454 (500-1¼)	1460-1½ 454 (500-1½)
CIRCLING	1540-1	521 (600-1)	1540-1½ 521 (600-1½)	1580-2 561 (600-2)

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB IOB	APP CRS	Rwy Idg	5002
210	018°	TDZE	1020
		Apt Elev	1019

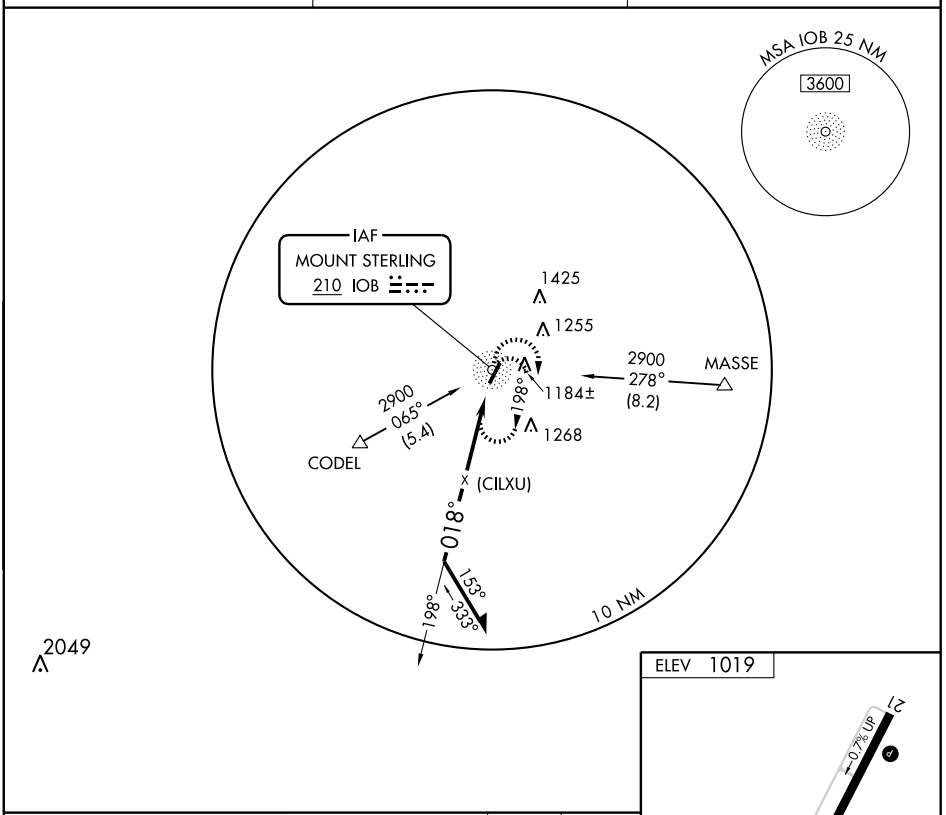
NDB or GPS RWY 3

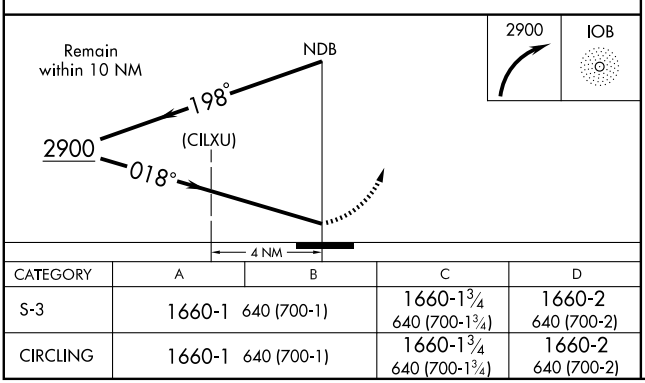
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

T
A NA

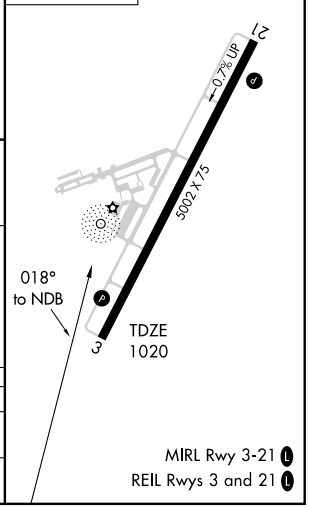
MISSED APPROACH: Climbing right turn to 2900 in IOB NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
120.675	120.15 259.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-3	1660-1 640 (700-1)		1660-1¾ 640 (700-1¾)	1660-2 640 (700-2)
CIRCLING	1660-1 640 (700-1)		1660-1¾ 640 (700-1¾)	1660-2 640 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010

NDB IOB	APP CRS	Rwy Idg	5002
210	221°	TDZE	1007
		Apt Elev	1019

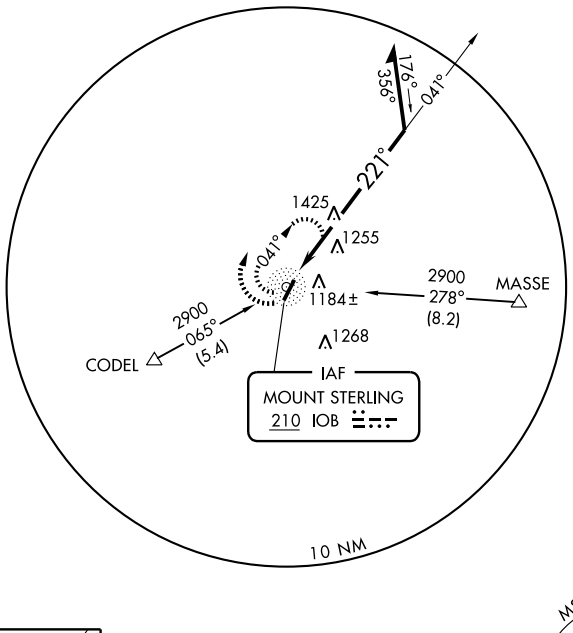
NDB RWY 21

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

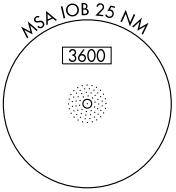
T
A NA

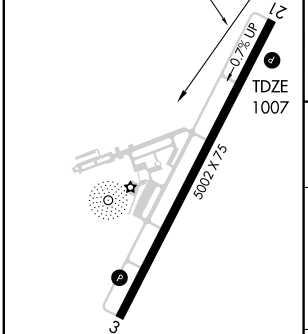
MISSED APPROACH: Climbing right turn to 2900 in IOB NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
120.675	120.15 259.3	122.8 (CTAF) L

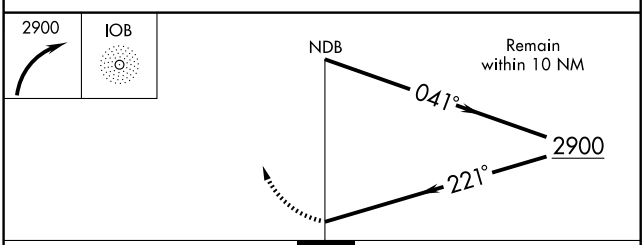


2049





MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
S-21	1840-1 833 (900-1)	1840-1¼ 833 (900-1¼)	1840-2½ 833 (900-2½)	1840-2¾ 833 (900-2¾)
CIRCLING	1840-1 820 (900-1)	1840-1¼ 820 (900-1¼)	1840-2½ 820 (900-2½)	1840-2¾ 820 (900-2¾)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6203
051°	TDZE	573
	Apt Elev	573

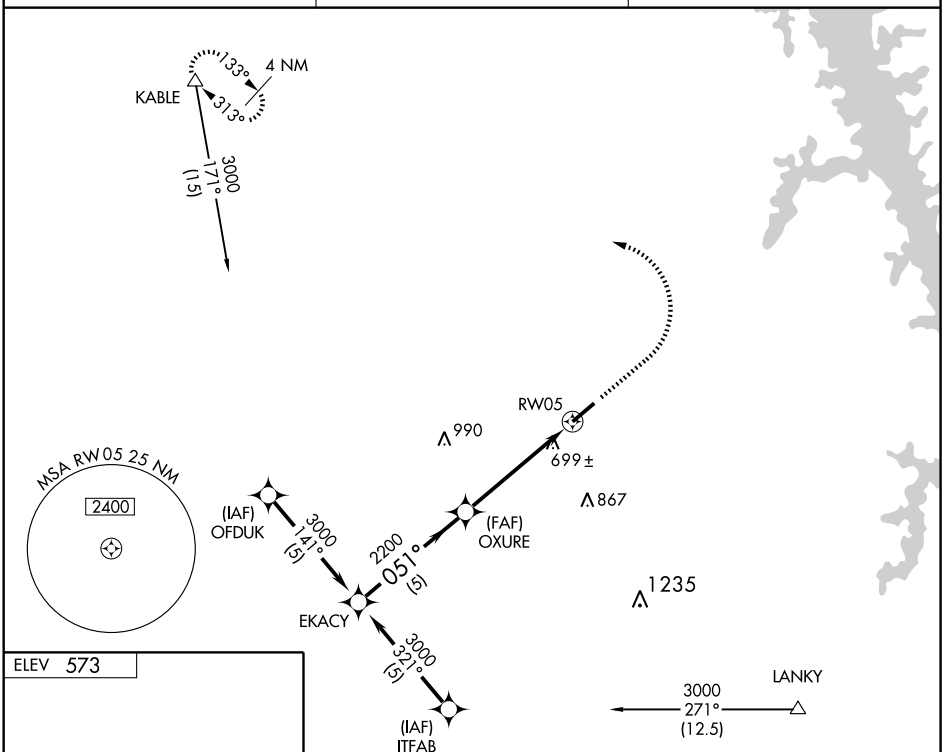
GPS RWY 5

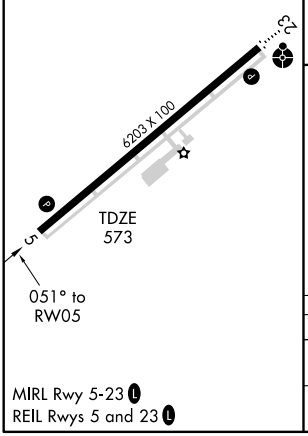
MURRAY/ KYLE-OAKLEY FIELD (CEY)

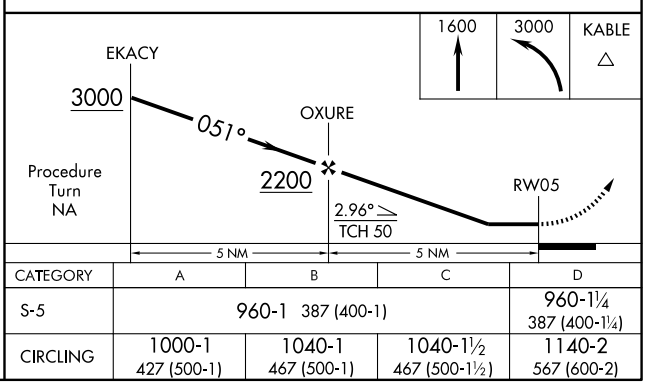
NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct KABLE WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	960-1 387 (400-1)			960-1¼ 387 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6203
231°	TDZE	567
	Apt Elev	573

GPS RWY 23

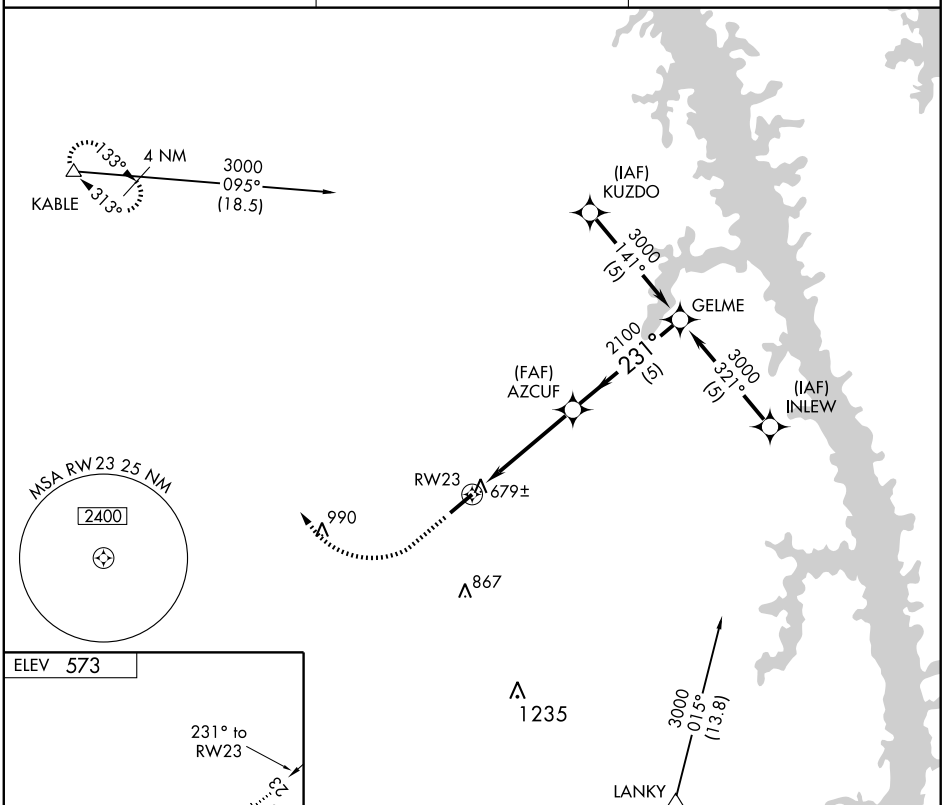
MURRAY/ KYLE-OAKLEY FIELD (CEY)

T
NA

ODALS

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct KABLE WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-23	940-1 373 (400-1)			940-1¼ 373 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-EUY	APP CRS	Rwy Idg	6203
110.5	231°	TDZE	567
		Apt Elev	573

LOC RWY 23

MURRAY/ KYLE-OAKLEY FIELD (CEY)

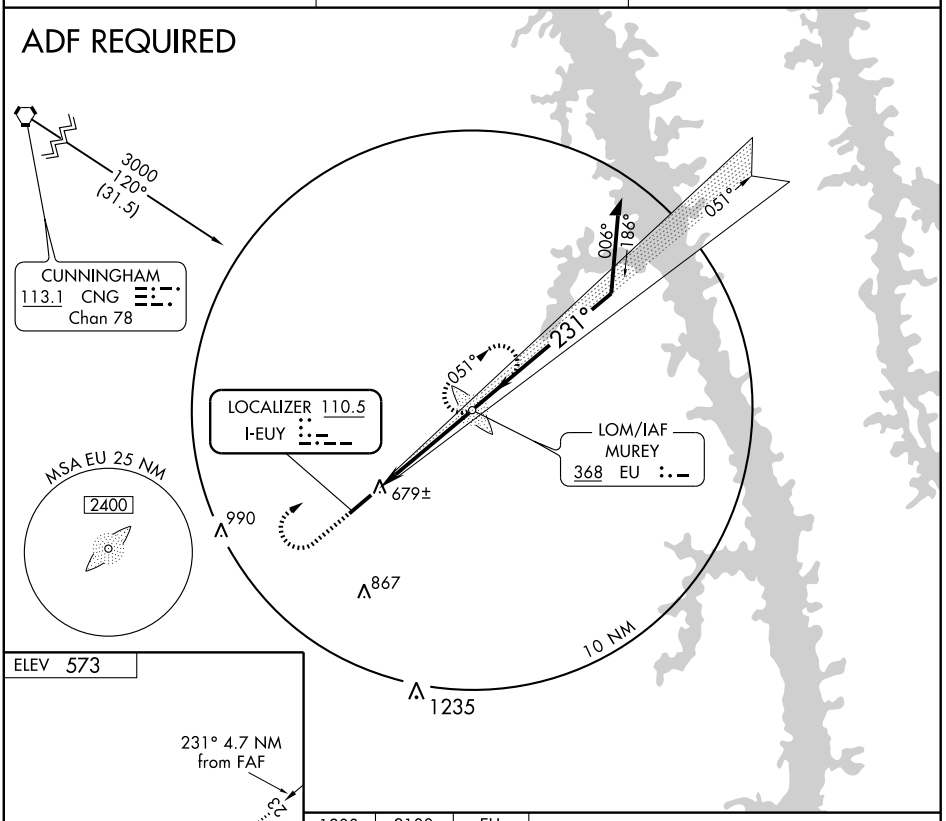
NA

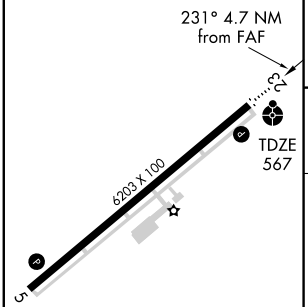
ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct EU LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L

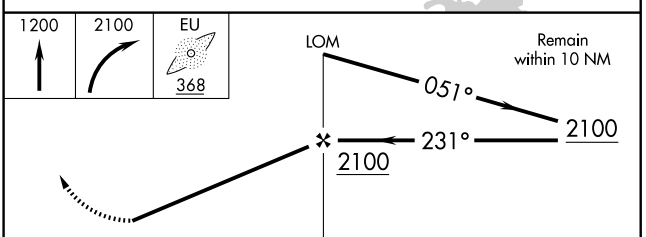
ADF REQUIRED





REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

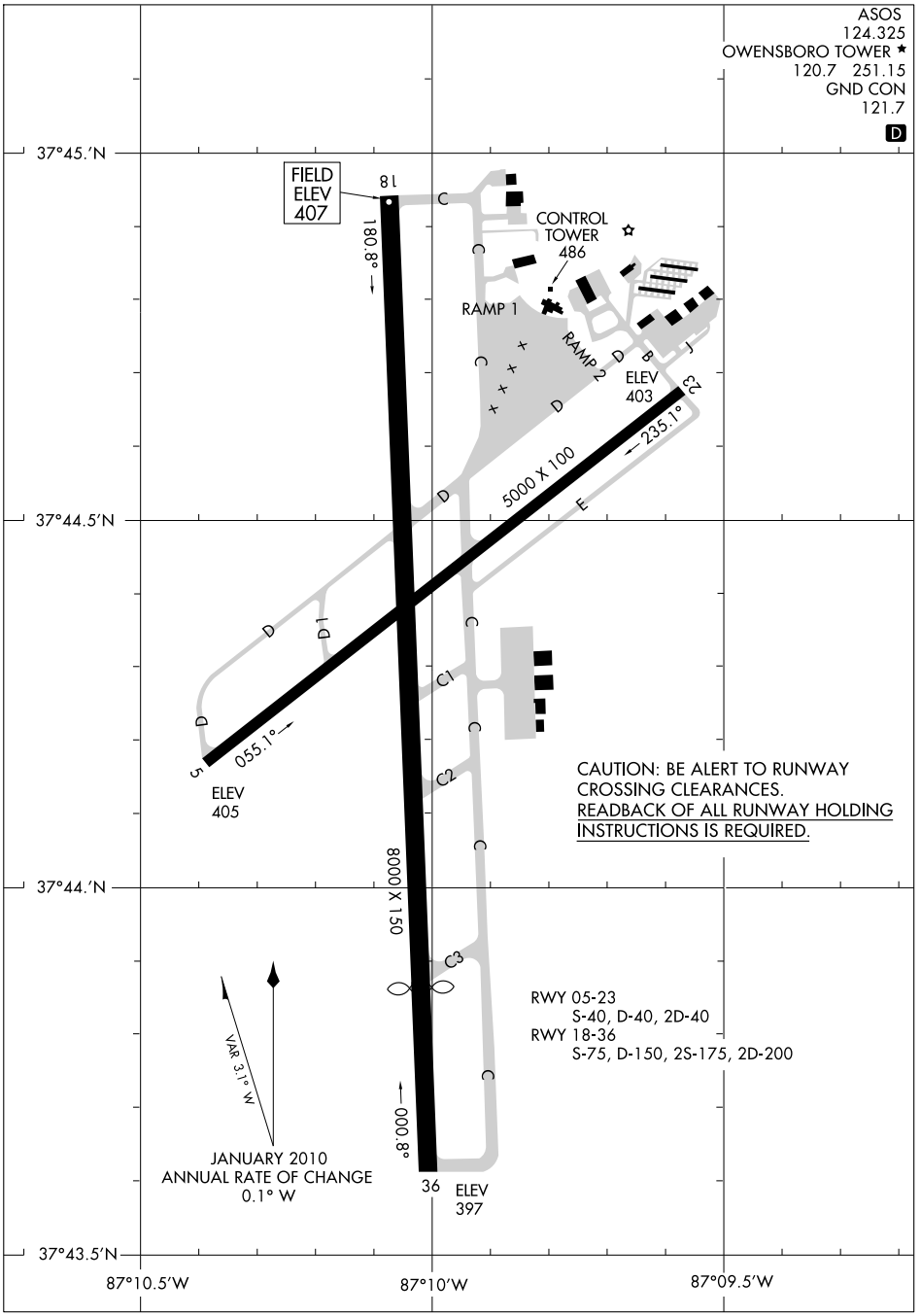
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-23	940-1 373 (400-1)			940-1¼ 373 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 36

OWENSBORO-DAVIESS COUNTY (OWB)

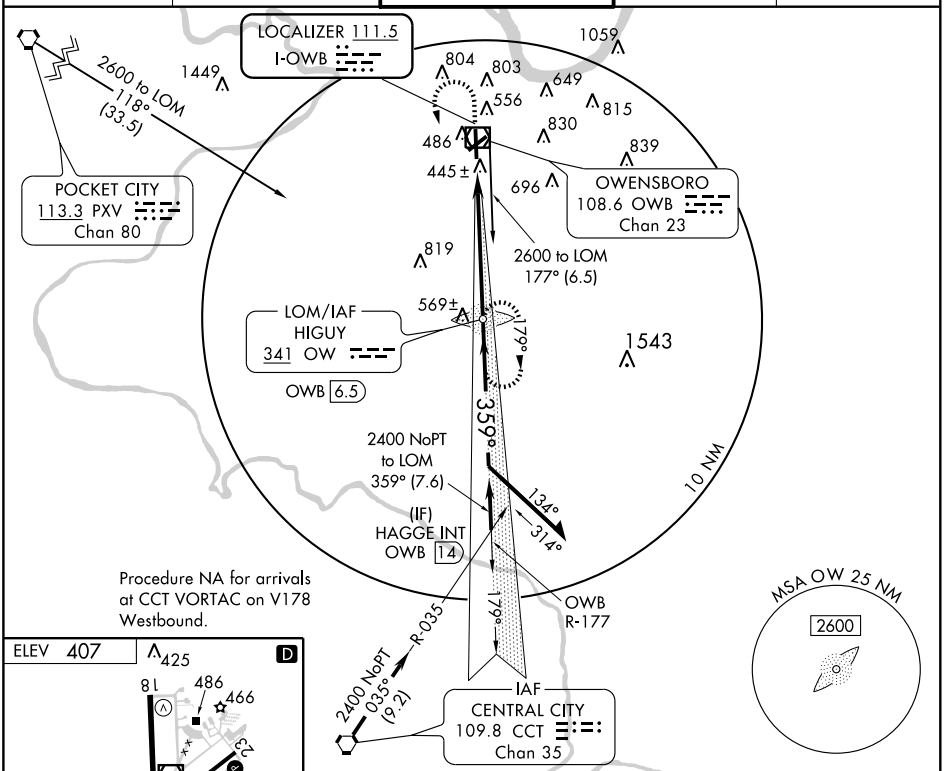
LOC I-OWB	APP CRS	Rwy Idg	6500
111.5	359°	TDZE	401
		Apt Elev	407

ADF Required. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase S-LOC 36 Cat D and Circling Cats C and D visibility ¼ mile.

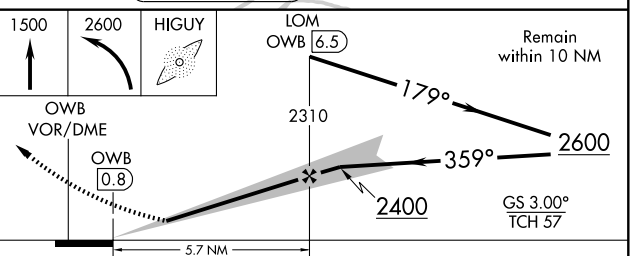
MALSR

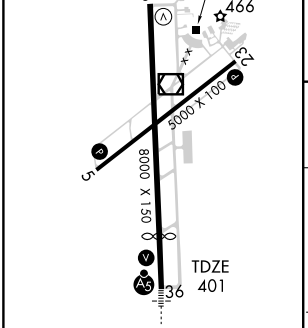
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct HIGUY LOM/OWB VOR/DME 6.5 DME and hold.

ASOS	EVANSVILLE APP CON★	OWENSBORO TOWER★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95



Procedure NA for arrivals at CCT VORTAC on V178 Westbound.

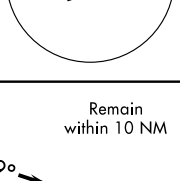




FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 36	601-¾ 200 (200-¾)			
S-LOC 36	720-1 319 (400-1)			
CIRCLING	920-1 513 (600-1)		1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
053°	TDZE	405
	Apt Elev	406

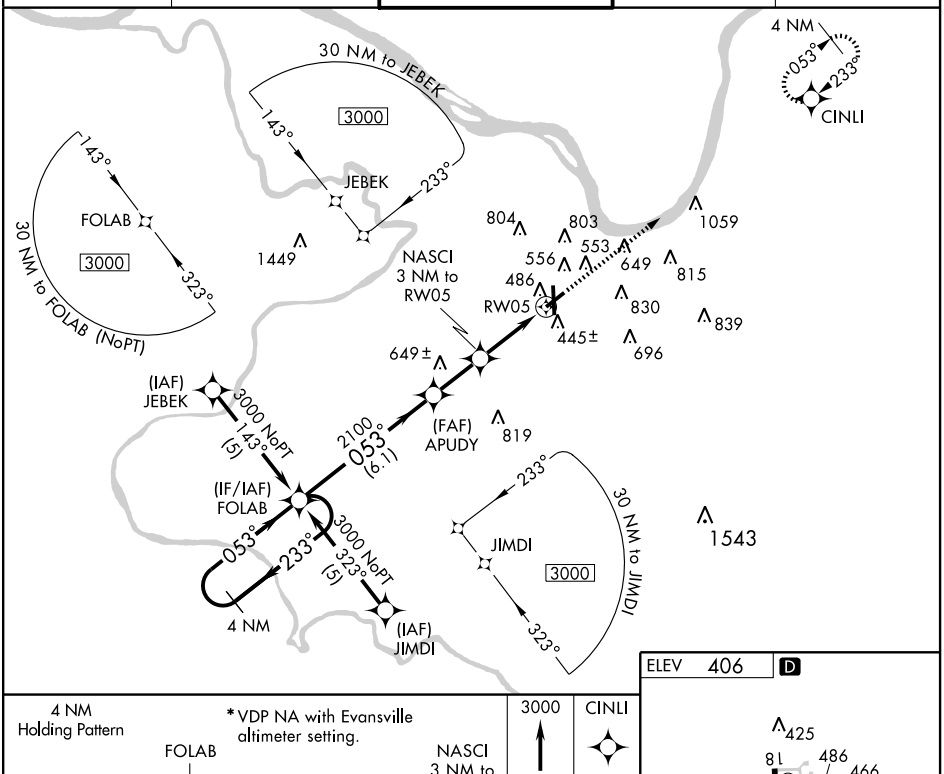
RNAV (GPS) RWY 5

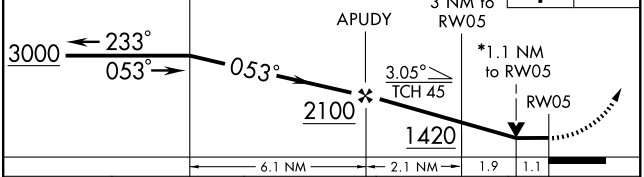
OWENSBORO-DAVIESS COUNTY (OWB)

T A NA — When control tower closed, use Evansville altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

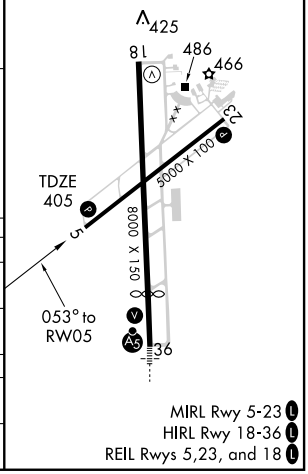
MISSED APPROACH: Climb to 3000 direct CINLI WP and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
LNAV MDA	800-1 395 (400-1)			800-1¼ 395 (400-1¼)
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
LNAV MDA	860-1 455 (500-1)		860-1¼ 455 (500-1¼)	860-1½ 455 (500-1½)
CIRCLING	920-1 514 (600-1)		1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 78216	179°	TDZE	407
W18A		Apt Elev	407

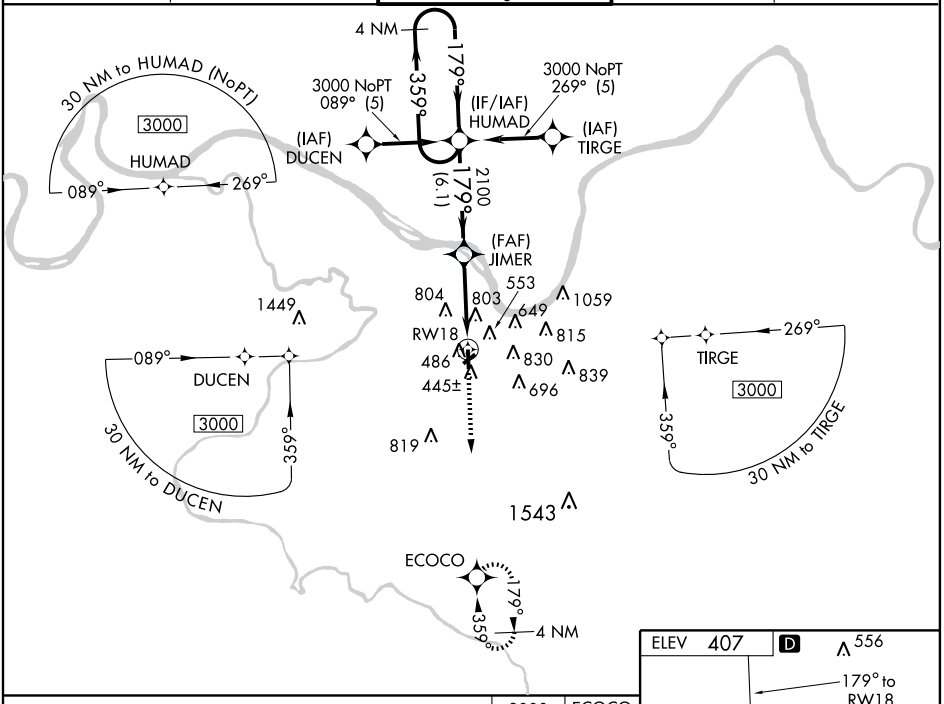
RNAV (GPS) RWY 18

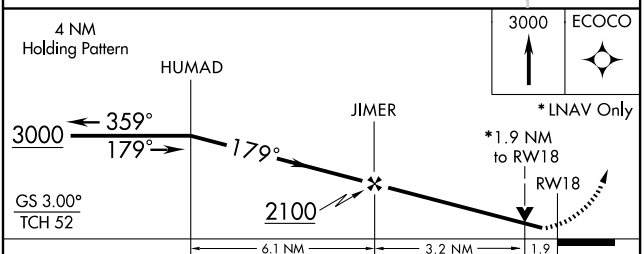
OWENSBORO-DAVIESS COUNTY (OWB)

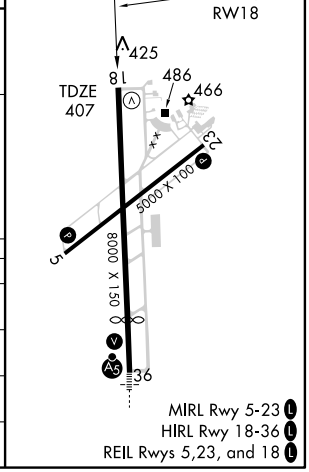
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH: Climb to 3000 direct ECOCO and hold.

ASOS	EVANSVILLE APP CON★	OWENSBORO TOWER★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	607-1 200 (200-1)			
LNAV/ VNAV DA	1176-2¾ 769 (800-2¾)			
LNAV MDA	1060-1 653 (700-1)		1060-1¾ 653 (700-1¾)	1060-2 653 (700-2)
CIRCLING	1060-1 653 (700-1)		1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 49116 W23A	APP CRS 233°	Rwy Idg 5000 TDZE 403 Apt Elev 407

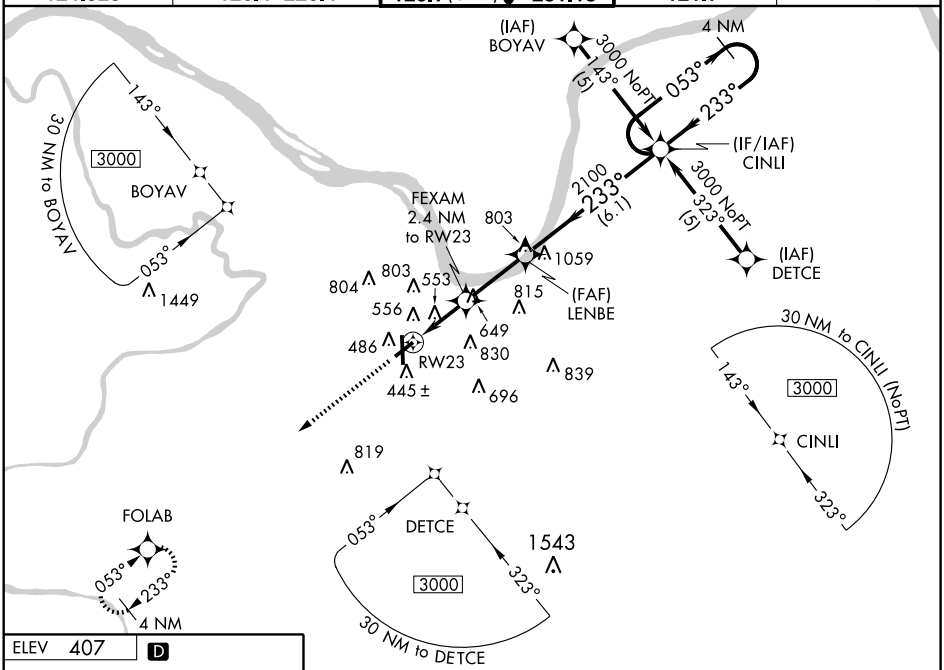
RNAV (GPS) RWY 23

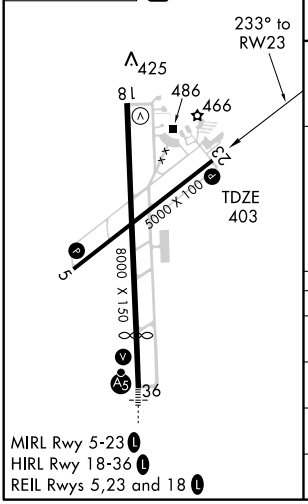
OWENSBORO-DAVIESS COUNTY (OWB)

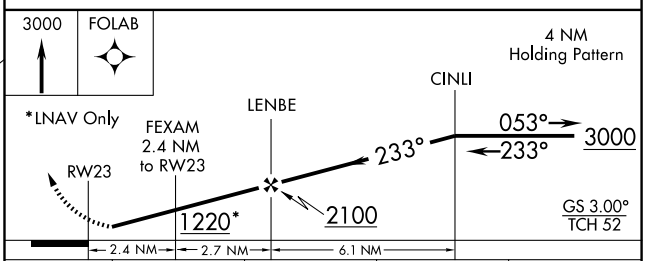
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FOLAB and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	672-1 269 (300-1)			
LNAV/VNAV DA	1160-2¾ 757 (800-2¾)			
LNAV MDA	820-1 417 (500-1)		820-1¼ 417 (500-1¼)	
CIRCLING	920-1 513 (600-1)		1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 45508	359°	TDZE	401
W36A		Apt Elev	407

RNAV (GPS) RWY 36

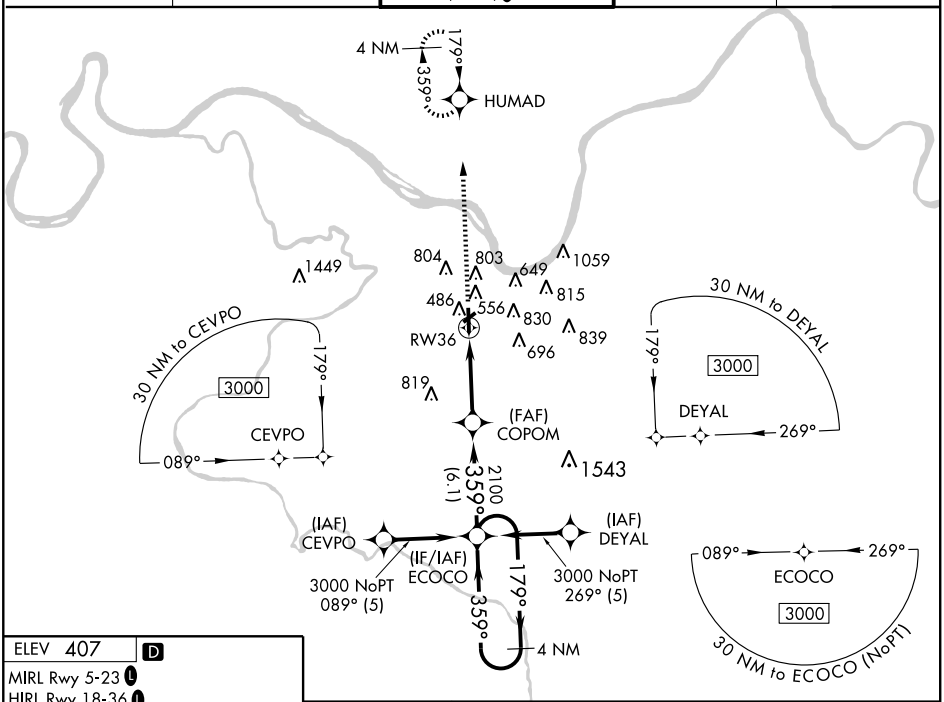
OWENSBORO-DAVIESS COUNTY (OWB)

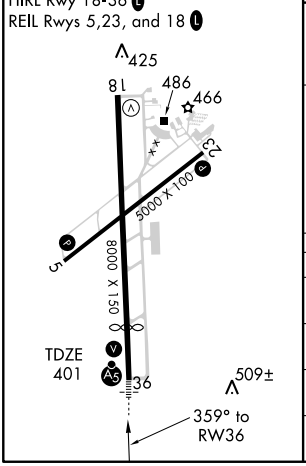
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

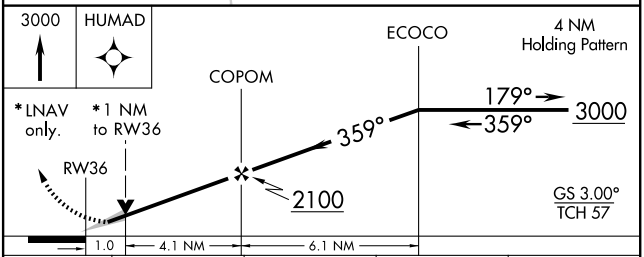
MALSR

MISSED APPROACH: Climb to 3000 direct HUMAD and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	601-¾ 200 (200-¾)			
LNAV/VNAV DA	779-1¼ 378 (400-1¼)			
LNAV MDA	760-1 359 (400-1)			760-1¼ 359 (400-1¼)
CIRCLING	920-1 513 (600-1)		1120-2 713 (800-2)	1140-2¼ 733 (800-2 ¼)

SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME OWB	APP CRS	Rwy Idg	5000
108.6	043°	TDZE	405
Chan 23		Apt Elev	406

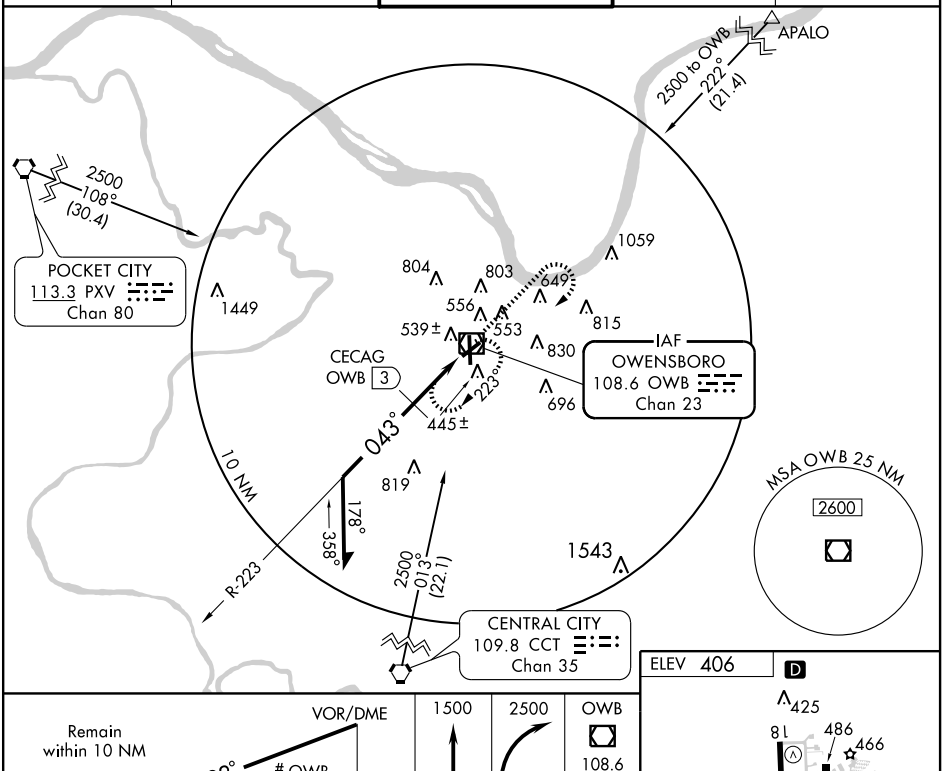
VOR RWY 5

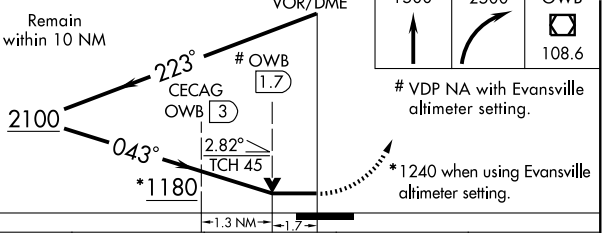
OWENSBORO-DAVIESS COUNTY (OWB)

When control tower closed, use Evansville altimeter setting and increase all MDAs 60 feet and visibility Cats. C and D ¼ mile.

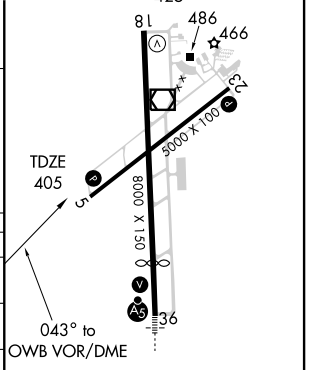
MISSED APPROACH: Climb to 1500, then climbing right turn to 2500 direct OWB VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
S-5	1180-1 775 (800-1)	1180-1¼ 775 (800-1¼)	1180-2¼ 775 (800-2¼)	1180-2½ 775 (800-2½)
CIRCLING	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1180-2½ 774 (800-2½)
CECAG FIX MINIMUMS				
S-5	820-1 415 (500-1)		820-1¼ 415 (500-1¼)	
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)



MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23, and 18 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME OWB	APP CRS	Rwy Idg	8000
108.6	171°	TDZE	406
Chan 23		Apt Elev	406

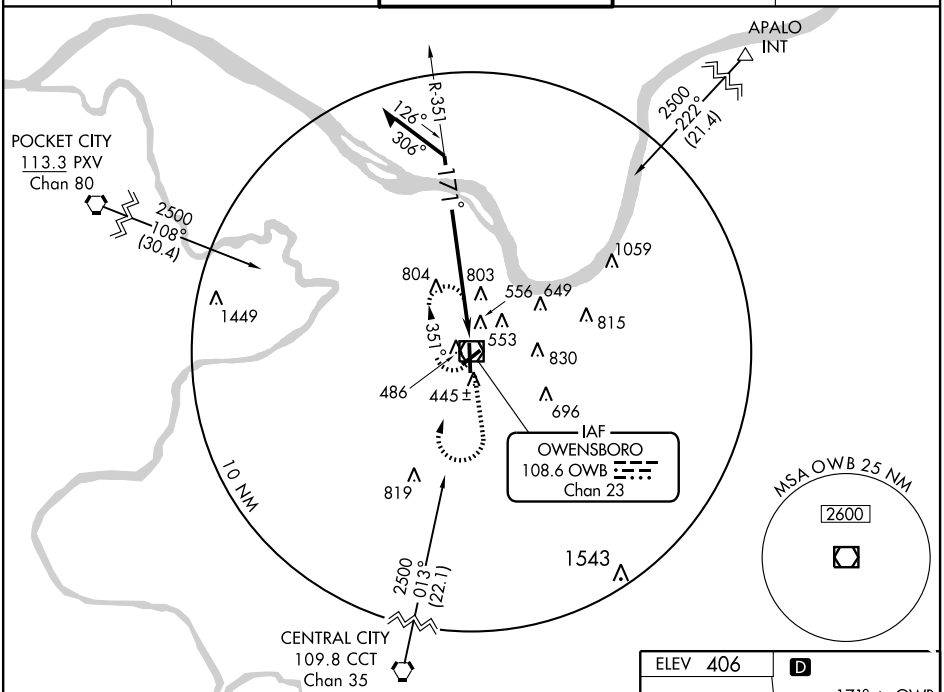
VOR RWY 18

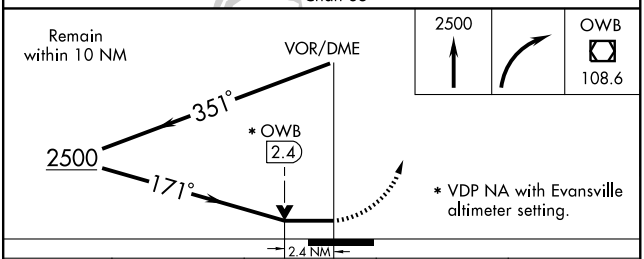
OWENSBORO-DAVIESS COUNTY (OWB)

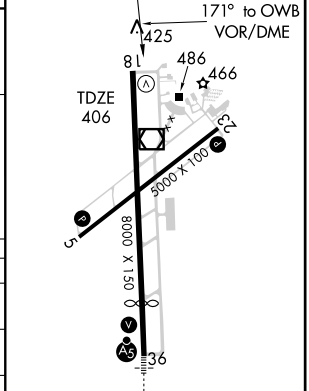
When control tower closed, use Evansville altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct OWB VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) (L) 251.15	121.7	122.95







CATEGORY	A	B	C	D
S-18	1120-1	714 (800-1)	1120-2 714 (800-2)	1120-2¼ 714 (800-2¼)
CIRCLING	1120-1	714 (800-1)	1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-18	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1180-2½ 774 (800-2½)
CIRCLING	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)

MIRL Rwy 5-23 (L)
HIRL Rwy 18-36 (L)
REIL Rwys 5,23, and 18 (L)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME OWB	APP CRS	Rwy Idg	6500
108.6	356°	TDZE	401
Chan 23		Apt Elev	407

VOR RWY 36

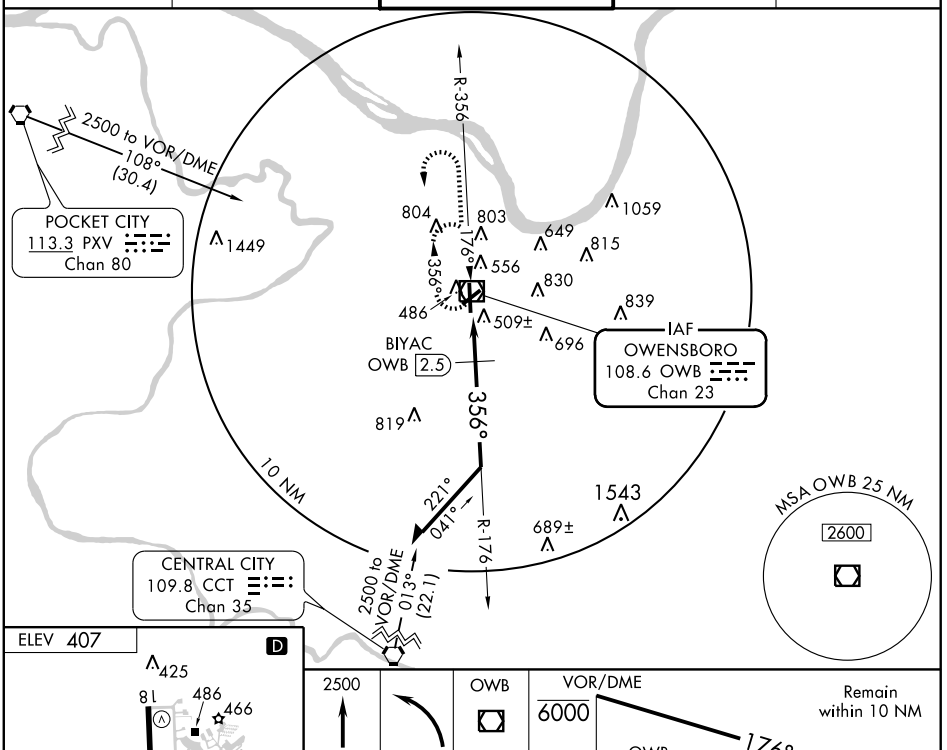
OWENSBORO-DAVIESS COUNTY (OWB)

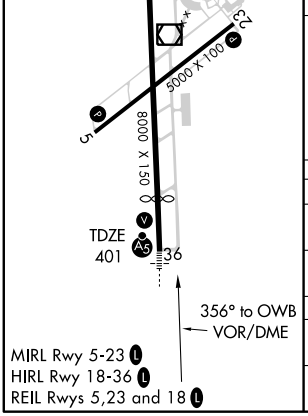
When local altimeter setting not received, use Evansville altimeter setting and increase all MDA 60 feet, increase S-36 and Circling Cats C and D visibility ¼ mile. BIYAC fix minimums: When using Evansville altimeter setting, increase all MDA 60 feet; increase S-36 and Circling Cats C and D visibility ¼ mile. VDP NA with Evansville altimeter setting.

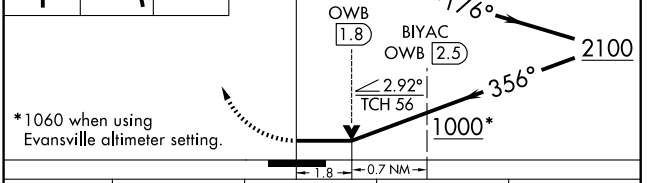
MALSR

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95

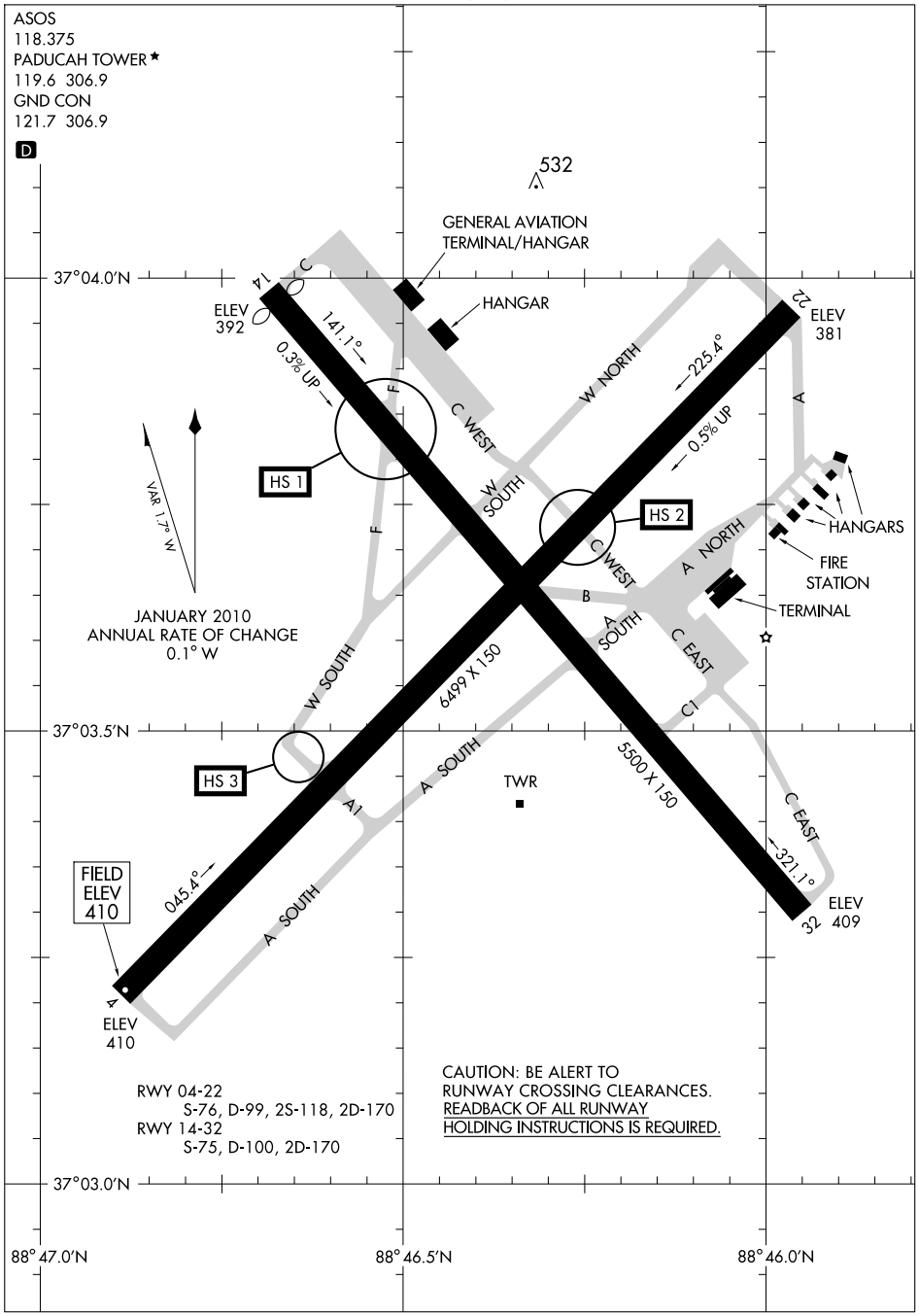






CATEGORY	A	B	C	D
S-36	1000-1 599 (600-1)		1000-1½ 599 (600-1½)	1000-1¾ 599 (600-1¾)
CIRCLING	1000-1 593 (600-1)		1120-2 713 (800-1)	1140-2¼ 733 (800-2¼)
BIYAC FIX MINIMUMS				
S-36	780-1 379 (400-1)			780-1¼ 379 (400-1¼)
CIRCLING	920-1 513 (600-1)		1120-2 713 (800-1)	1140-2¼ 733 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A.
	HS 4	Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-PAH	APP CRS	Rwy Idg	6499
108.5	045°	TDZE	410
		Apt Elev	410

ILS or LOC RWY 4

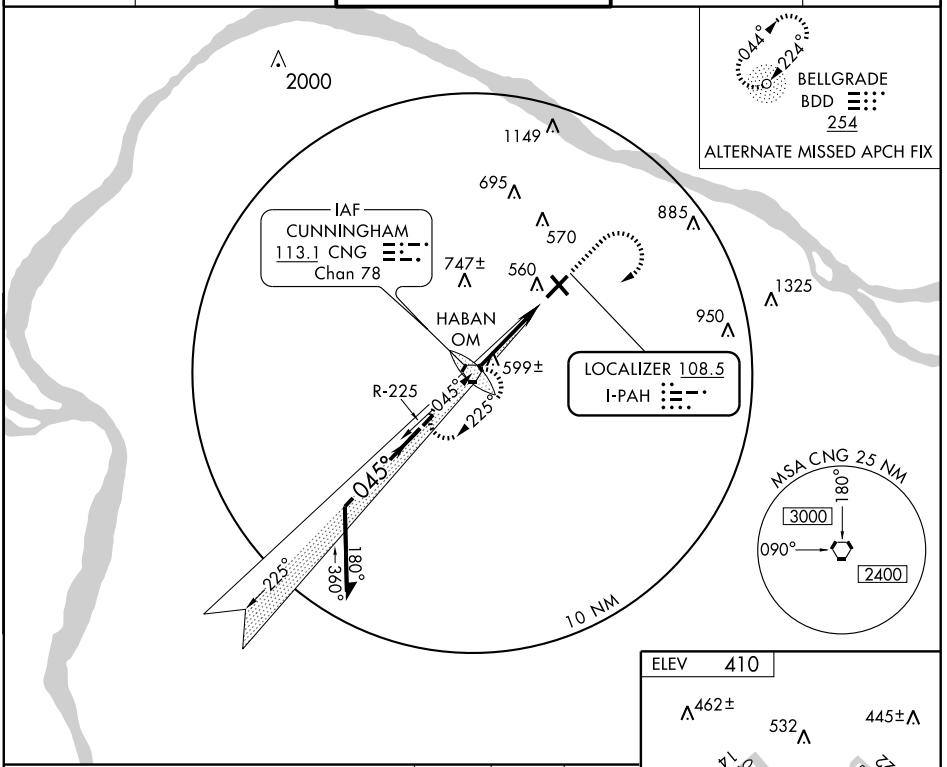
PADUCAH/BARKLEY RGNL (PAH)

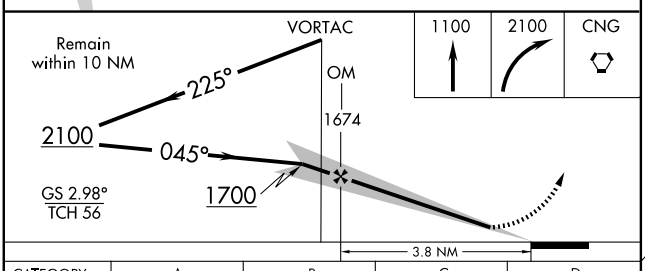
If local altimeter setting not received, use Mayfield altimeter setting and increase S-ILS 4 DA to 672, and all MDAs 80 feet.

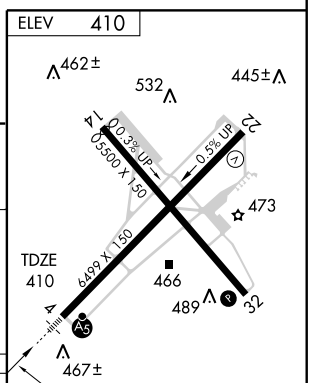
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95







HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

CATEGORY	A	B	C	D
S-ILS 4	610-½ 200 (200-½)			
S-LOC 4	860-½ 450 (500-½)		860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93701 W04A	APP CRS 045°	Rwy Idg 6499 TDZE 410 Apt Elev 410

RNAV (GPS) RWY 4

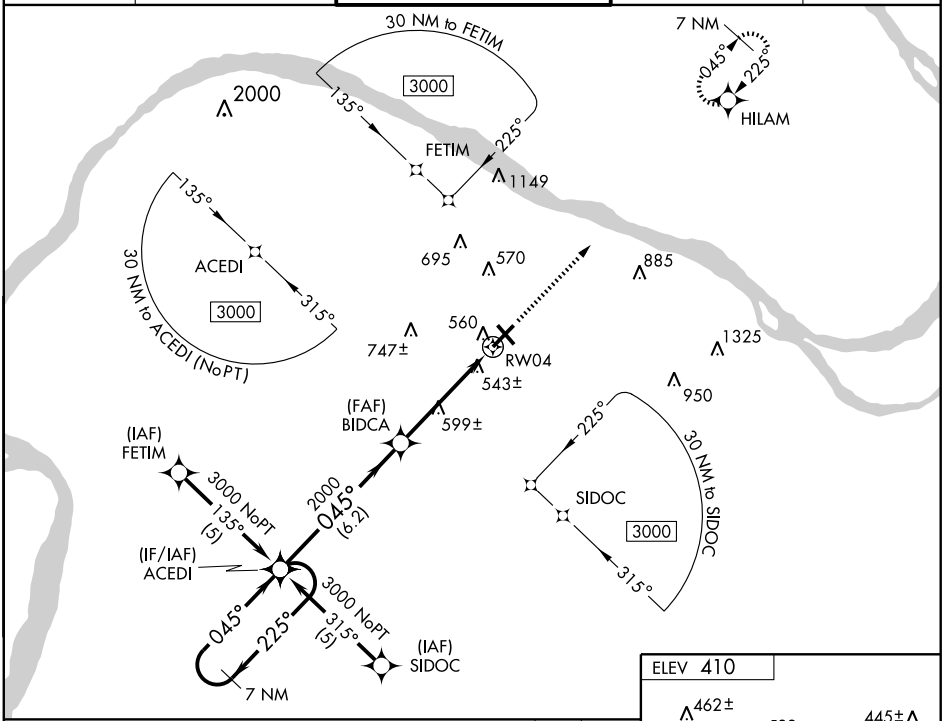
PADUCAH/BARKLEY RGNL (PAH)

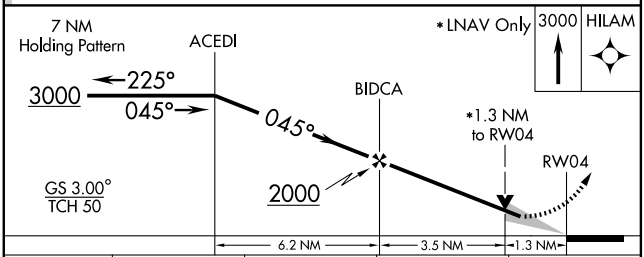
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). VDP and Baro-VNAV NA when using Mayfield altimeter setting. For inoperative MALSR, increase LPV visibility to 1¼ .

MALSR

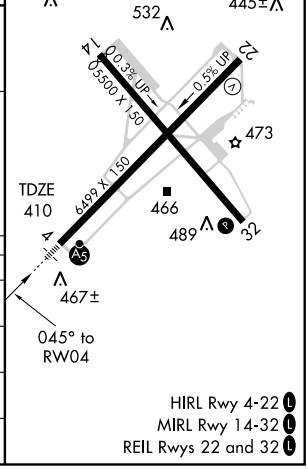
MISSED APPROACH: Climb to 3000 direct HILAM and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95





CATEGORY	A	B	C	D
LPV DA	756-¾ 346 (400-¾)			
LNAV/ VNAV DA	884-1¼ 474 (500-1¼)			
LNAV MDA	860-½ 450 (500-½)		860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1¾ 490 (500-1¾)			960-2 550 (600-2)



HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6499
CH 49001	225°	TDZE	401
W22A		Apt Elev	410

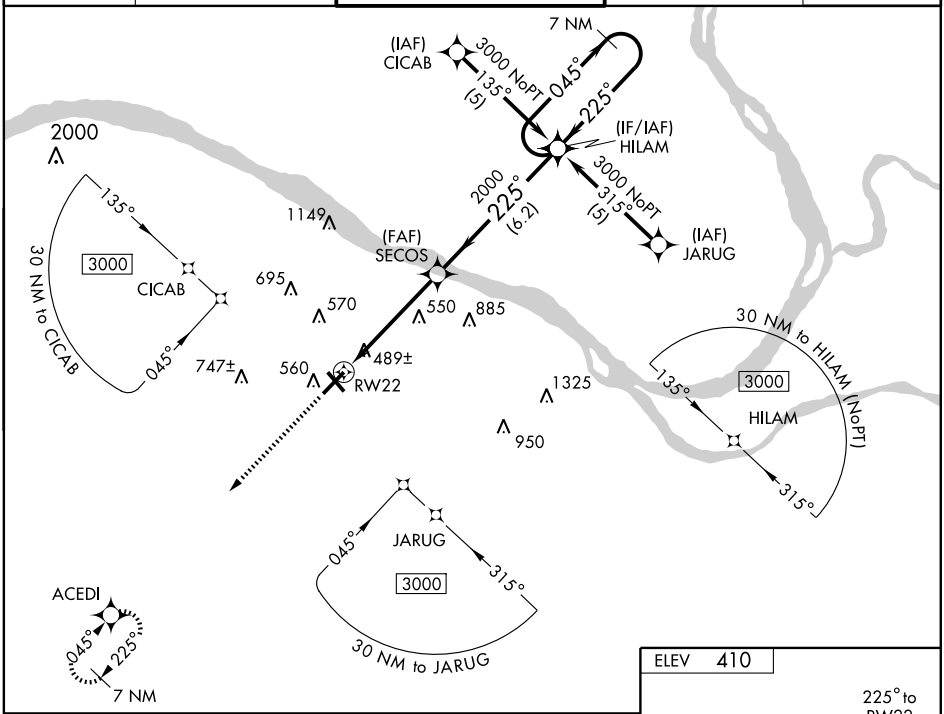
RNAV (GPS) RWY 22

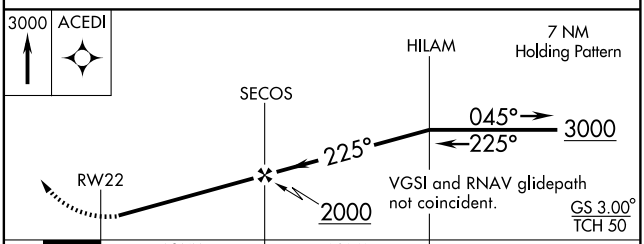
PADUCAH/BARKLEY RGNL (PAH)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA with Mayfield altimeter setting. Visibility reduction by helicopters NA.

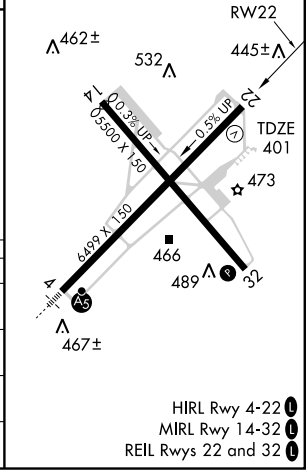
MISSED APPROACH: Climb to 3000 direct ACEDI and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95





CATEGORY	A	B	C	D
LPV DA	677-1 276 (300-1)			
LNAV/ VNAV DA	789-1½ 388 (400-1½)			
LNAV MDA	800-1 399 (400-1)			800-1¼ 399 (400-1¼)
CIRCLING	900-1½ 490 (500-1½)			960-2 550 (600-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

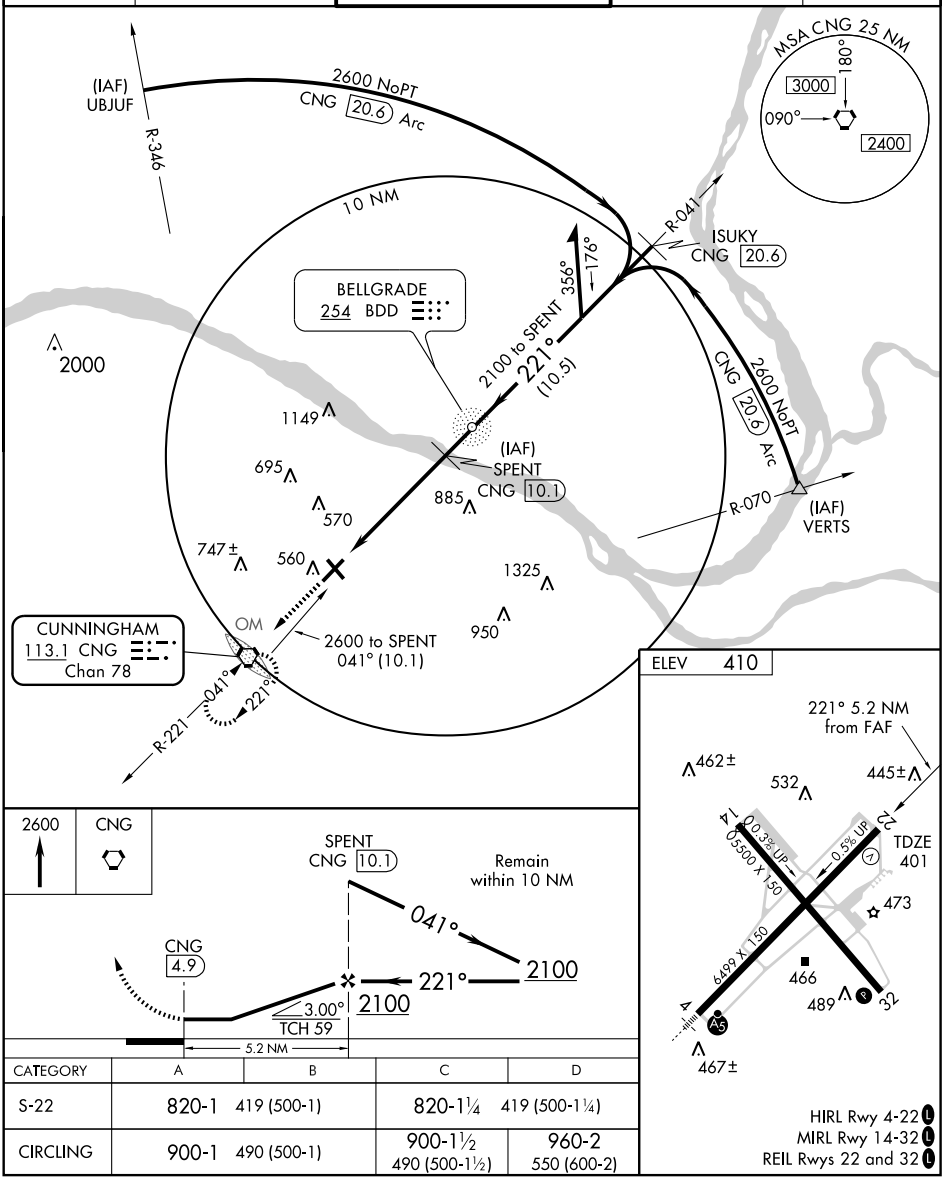
VORTAC CNG	APP CRS	Rwy Idg	6499
113.1	221°	TDZE	401
Chan 78		Apt Elev	410

VOR/DME RWY 22

PADUCAH/BARKLEY RGNL (PAH)

MISSED APPROACH: Climb to 2600 direct CNG VORTAC and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95



CATEGORY	A	B	C	D
S-22	820-1	419 (500-1)	820-1¼	419 (500-1¼)
CIRCLING	900-1	490 (500-1)	900-1½ 490 (500-1½)	960-2 550 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CNG	APP CRS	Rwy Idg	6499
113.1	042°	TDZE	410
Chan 78		Apt Elev	410

VOR RWY 4

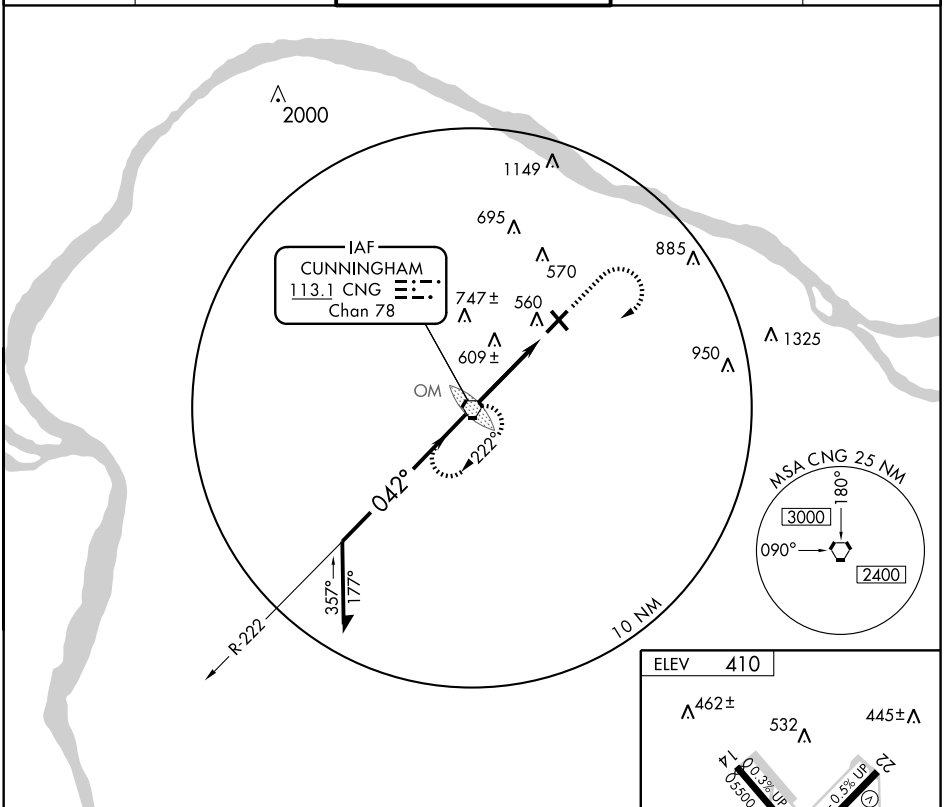
PADUCAH/ BARKLEY RGNL (PAH)

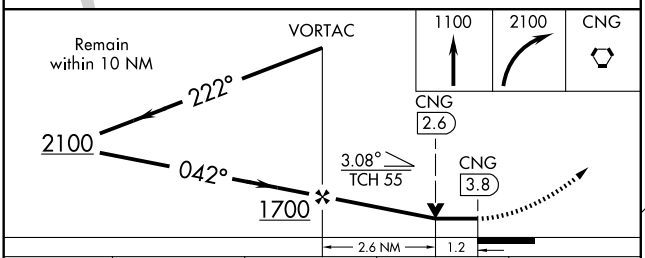
If local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet. VDP NA when using Mayfield altimeter setting.

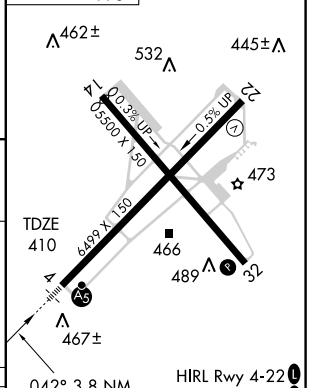
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95







HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

CATEGORY	A	B	C	D
S-4	860-½	450 (500-½)	860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1	490 (500-1)	900-1½ 490 (500-1½)	960-2 550 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PBX	APP CRS	Rwy Idg 4650
109.7	273°	TDZE 1466
Chan 34		Apt Elev 1473

ILS or LOC/DME RWY 27

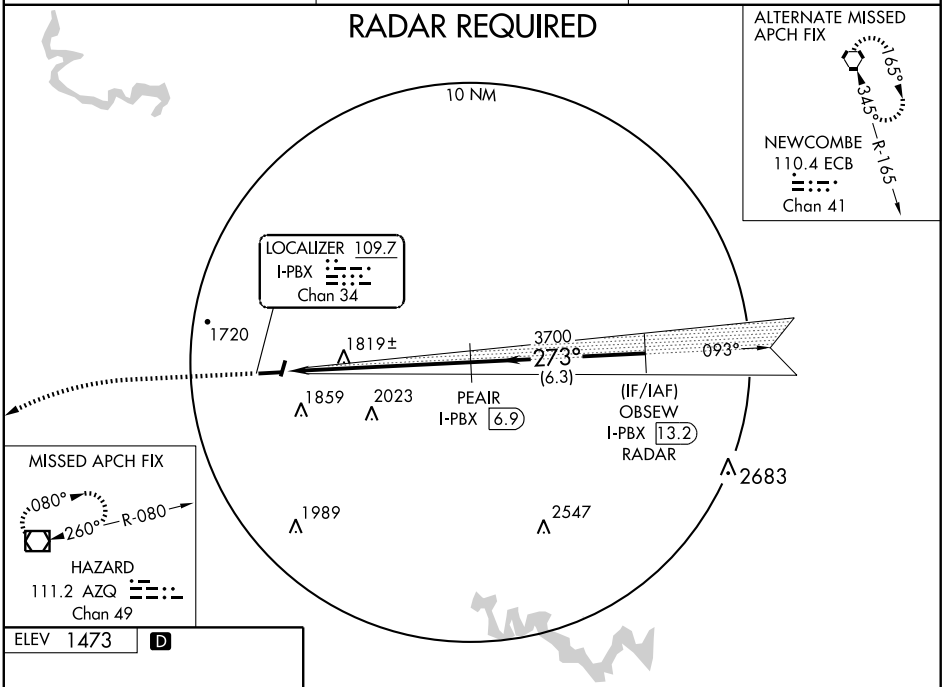
PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase S-ILS 27 DA to 1762 and all MDA 100 feet; increase S-LOC 27 visibility Cat B ¼ mile and Cat C ½ mile; increase Circling visibility Cat B and C ¼ mile.

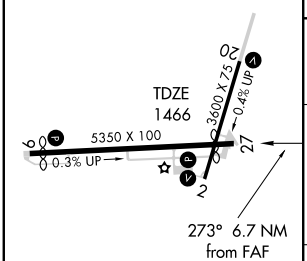
MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct AZQ VOR/DME and hold.

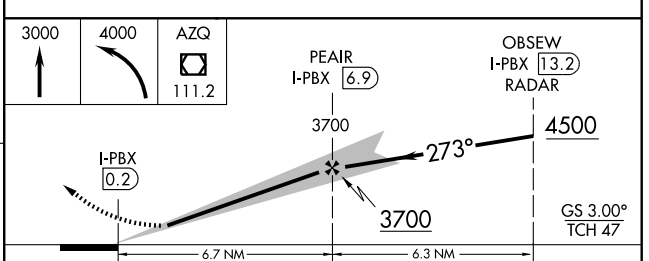
AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.850	122.8 (CTAF) L

RADAR REQUIRED



ELEV 1473 D





CATEGORY	A	B	C	D
S-ILS 27	1666-1 200 (200-1)			NA
S-LOC 27	2120-1 654 (700-1)		2120-1¾ 654 (700-1¾)	NA
CIRCLING	2120-1 647 (700-1)		2160-2 687 (700-2)	NA

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 9, 20 and 27 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

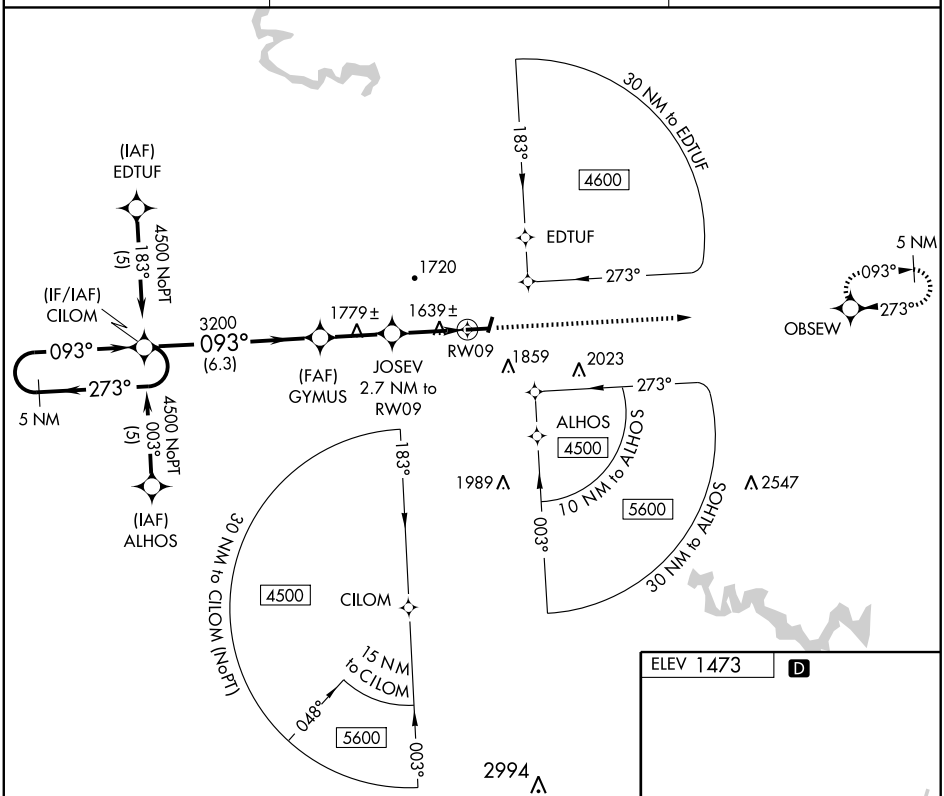
PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

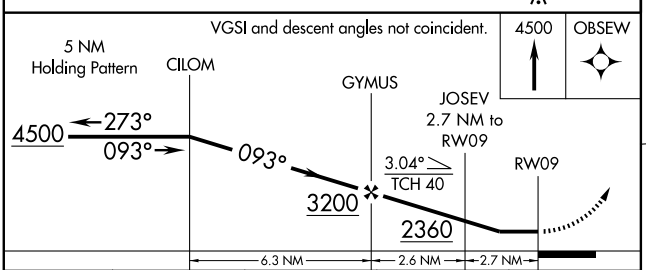
APP CRS	Rwy Ldg	4650
093°	TDZE	1454
	Apt Elev	1473

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and all Cat C visibility ¼ mile.

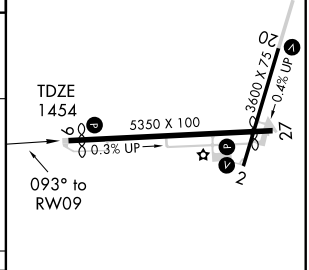
MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.850	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1960-1 506 (500-1)		1960-1½ 506 (500-1½)	NA
CIRCLING	2000-1 527 (600-1)	2080-1 607 (700-1)	2160-2 687 (700-2)	NA



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
273°	Rwy Ldg	4650
	TDZE	1466
	Apt Elev	1473

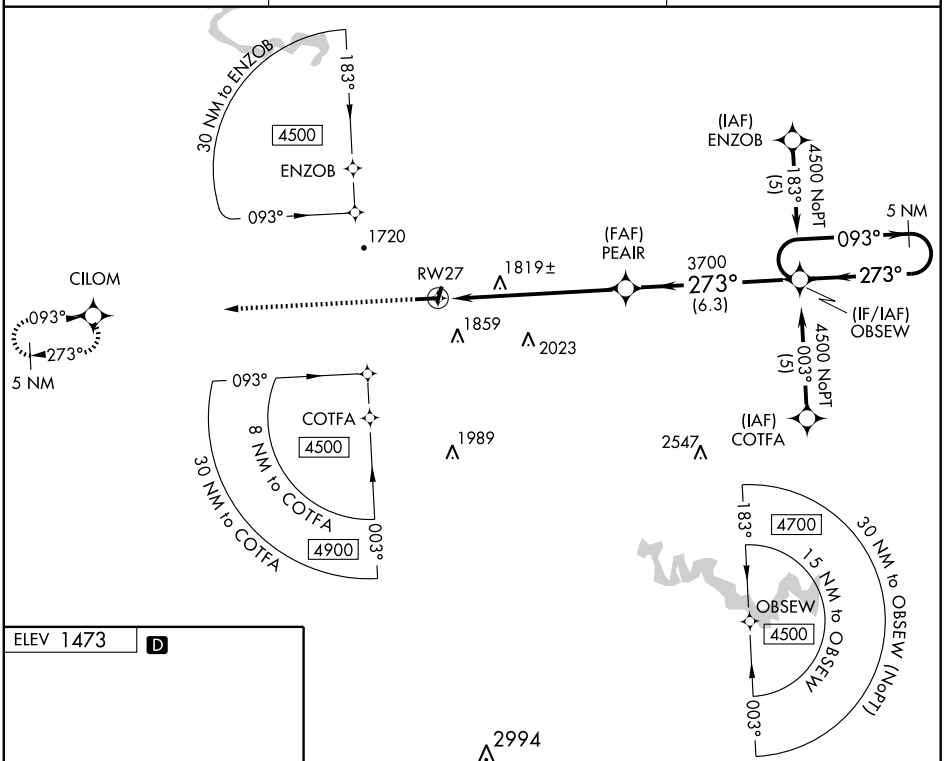
RNAV (GPS) RWY 27

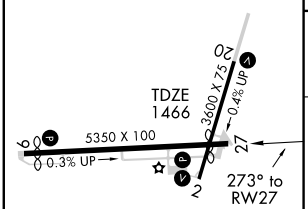
PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

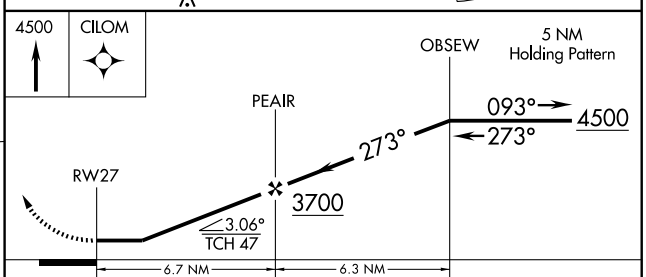
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and LNAV visibility Cat B ¼ mile, and Cat C ½ mile, and Circling visibility Cat B and C ¼ mile.

MISSED APPROACH: Climb to 4500 direct CILOM and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.850	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2120-1 654 (700-1)		2120-1¾ 654 (700-1¾)	NA
CIRCLING	2120-1 647 (700-1)		2160-2 687 (700-2)	NA

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2,9,20, and 27 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
036°	TDZE	1210
	Apt Elev	1221

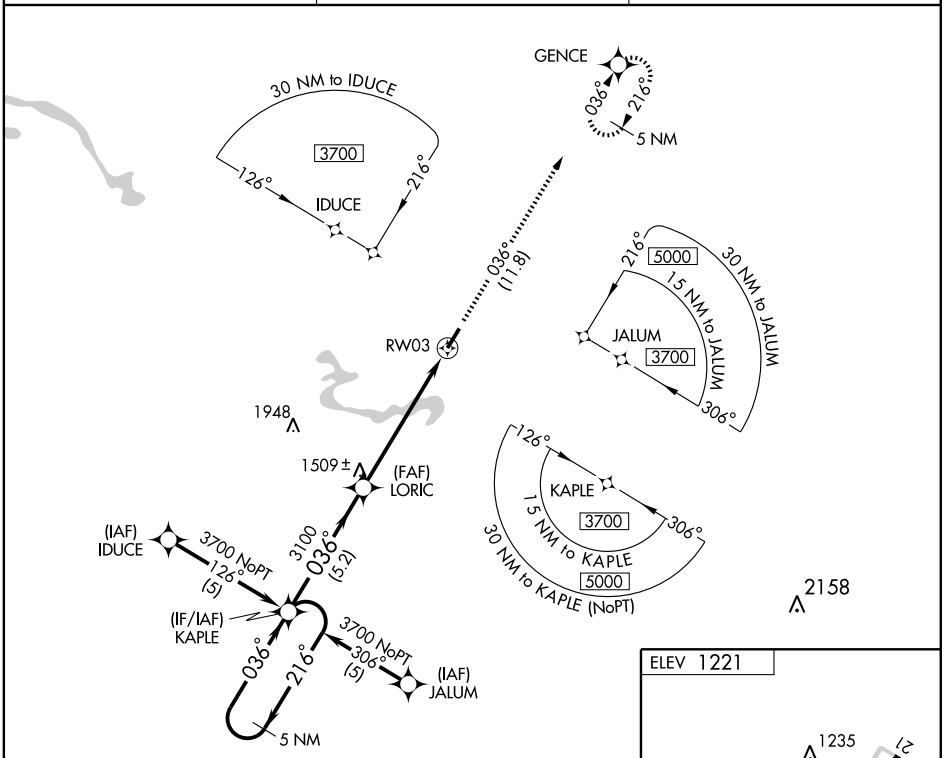
RNAV (GPS) RWY 3

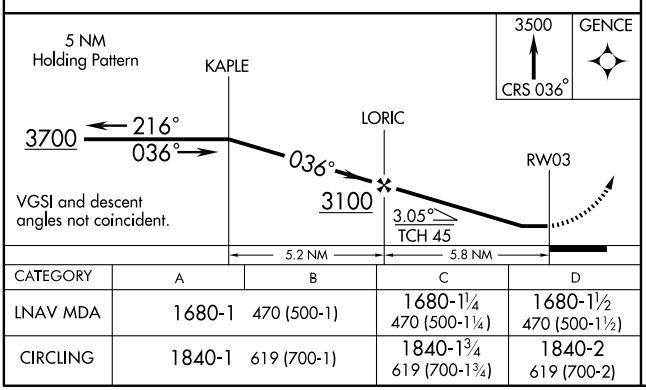
PRESTONSBURG/ BIG SANDY RGNL (K22)

NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

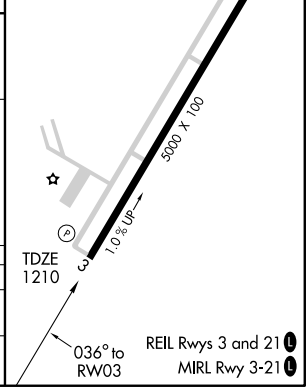
MISSED APPROACH: Climb to 3500 via 036° course to GENCE WP and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1680-1	470 (500-1)	1680-1¼ 470 (500-1¼)	1680-1½ 470 (500-1½)
CIRCLING	1840-1	619 (700-1)	1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77801	216°	TDZE	1221
W21A		Apt Elev	1221

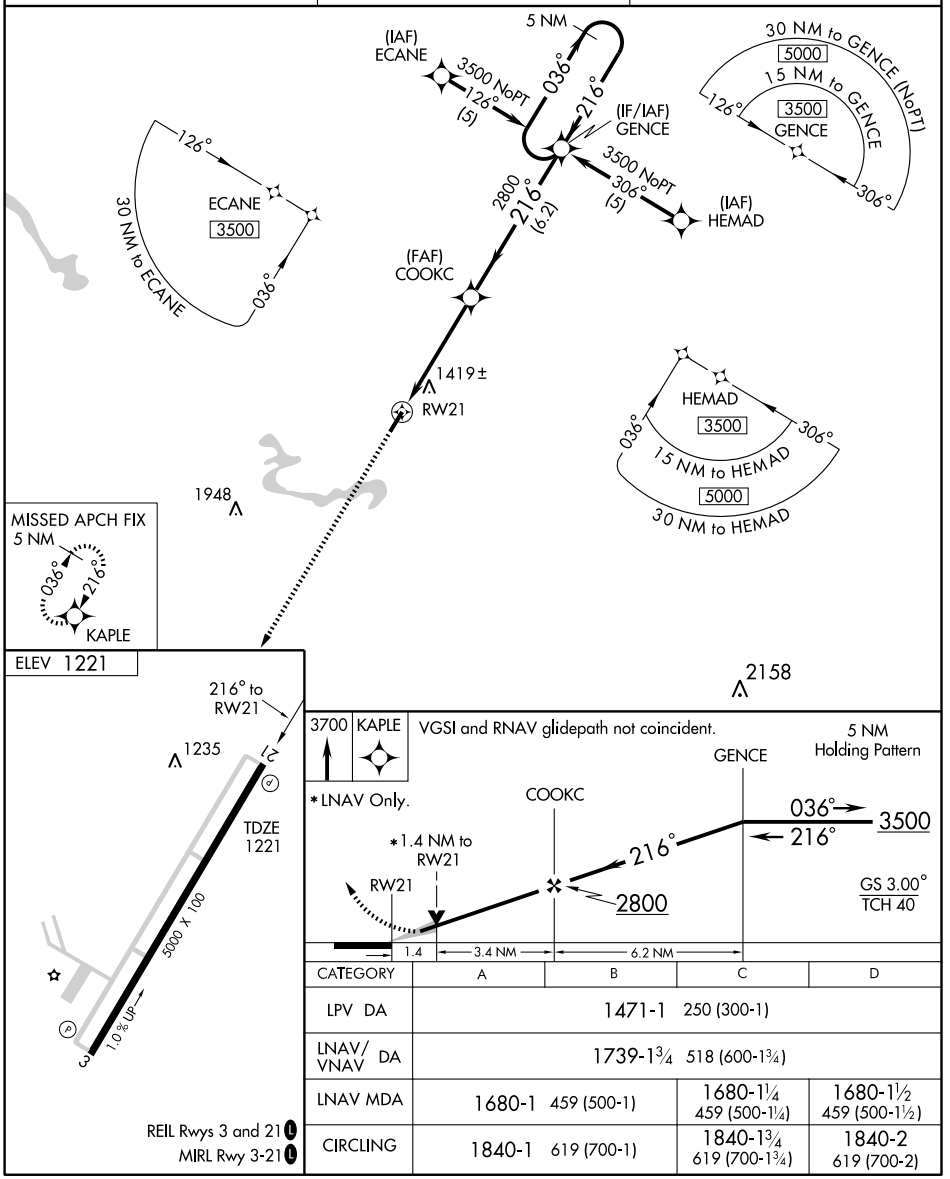
RNAV (GPS) RWY 21

PRESTONSBURG/BIG SANDY RGNL (K22)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pikeville altimeter setting and increase LPV DA to 1534 feet; LNAV/VNAV DA to 1802 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Pikeville altimeter setting.

MISSED APPROACH: Climb to 3700 direct KAPLE and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1471-1 250 (300-1)			
LNAV/ VNAV DA	1739-1¾ 518 (600-1¾)			
LNAV MDA	1680-1 459 (500-1)		1680-1¼ 459 (500-1¼)	1680-1½ 459 (500-1½)
CIRCLING	1840-1 619 (700-1)		1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ECB 110.4 Chan 41	APP CRS 154°	Rwy Idg N/A TDZE N/A Apt Elev 1221

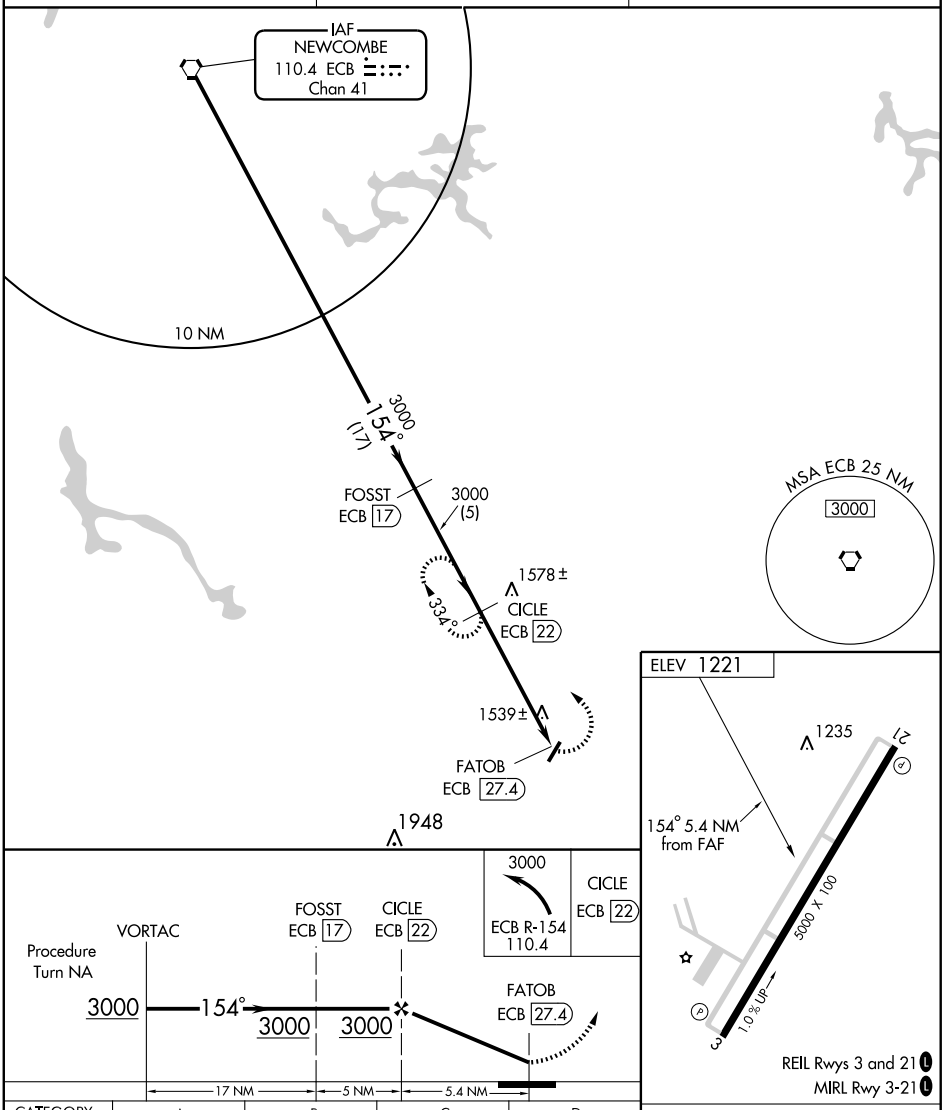
VOR/DME-A

PRESTONSBURG/ BIG SANDY RGNL (K22)

MISSED APPROACH: Climbing left turn to 3000 via ECB R-154 to CICLE/ECB 22 DME and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L

SE-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	1840-1 619 (700-1)	1840-1¼ 619 (700-1¼)	1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)

Knots	60	90	120	150	180
Min:Sec					

WAAS	APP CRS	Rwy ldg	4410
CH 63114	180°	TDZE	985
W18A		Apt Elev	1002

RNAV (GPS) RWY 18

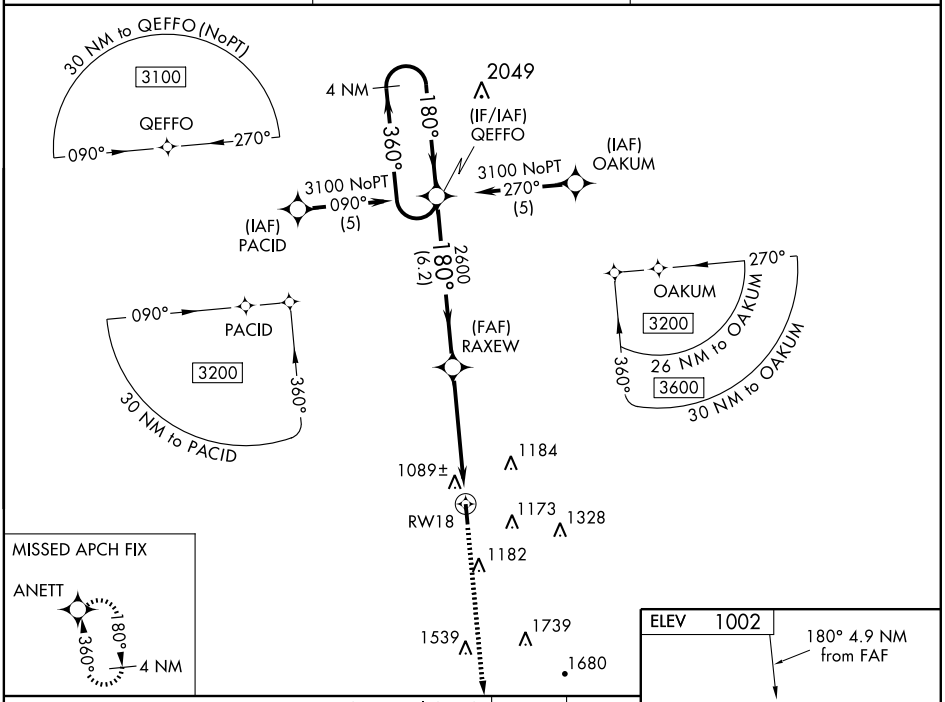
RICHMOND/MADISON (I39)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Lexington altimeter setting. When local altimeter setting not received use Lexington altimeter setting and increase all DA 67 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

NA

MISSED APPROACH: Climb to 3200 direct ANETT and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1235-1 250 (300-1)			
LNAV/VNAV DA	1378-1½ 393 (400-1½)			
LNAV MDA	1460-1 475 (500-1)		1460-1¼ 475 (500-1¼)	1460-1½ 475 (500-1½)
CIRCLING	1480-1 478 (500-1)		1480-1½ 478 (500-1½)	1560-2 558 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 18

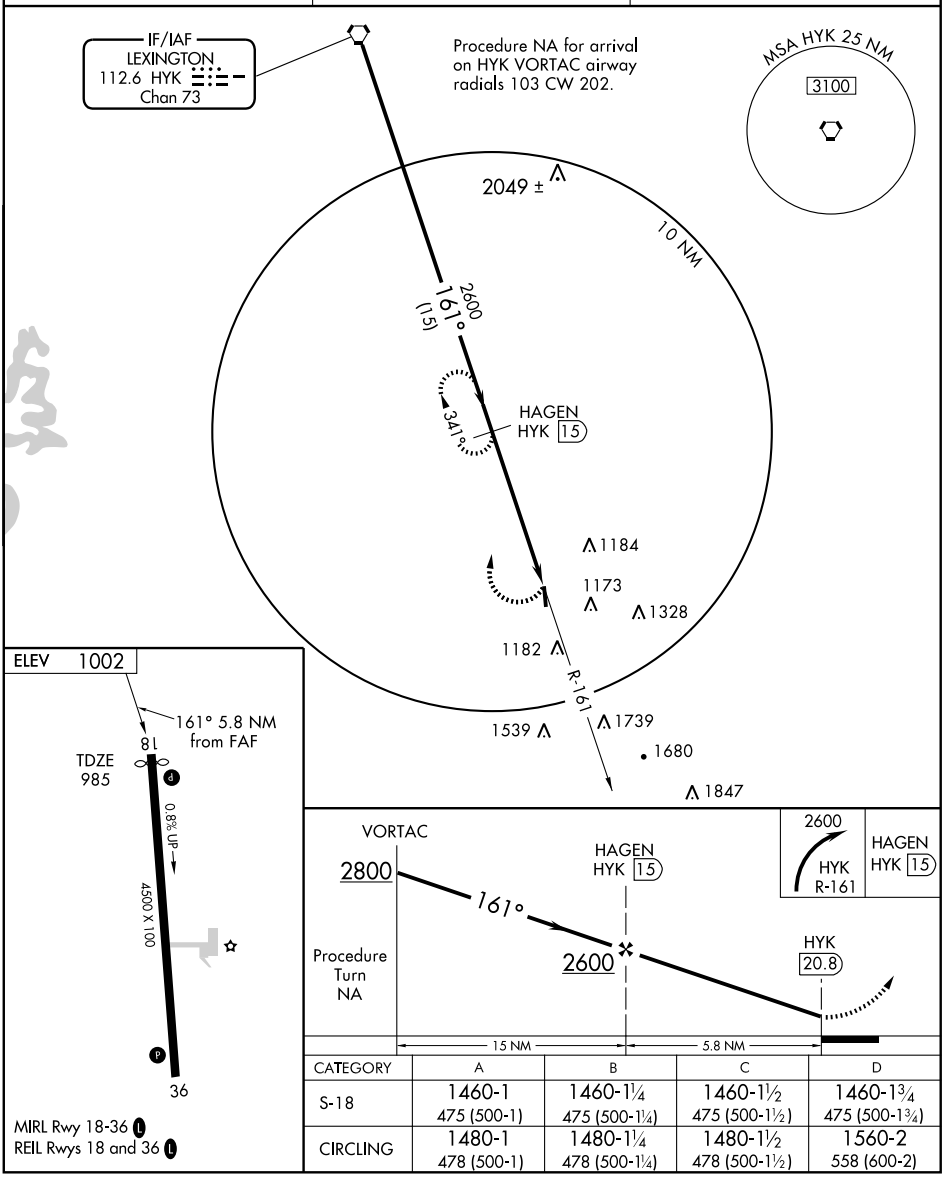
RICHMOND/MADISON (I39)

VORTAC HYK	APP CRS	Rwy Idg	4410
112.6	161°	TDZE	985
Chan 73		Apt Elev	1002

NA — Visibility reduction by helicopters NA. When local altimeter setting not received use Lexington altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 2600 via HYK VORTAC R-161 to HAGEN/15 DME and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1460-1 475 (500-1)	1460-1¼ 475 (500-1¼)	1460-1½ 475 (500-1½)	1460-1¾ 475 (500-1¾)
CIRCLING	1480-1 478 (500-1)	1480-1¼ 478 (500-1¼)	1480-1½ 478 (500-1½)	1560-2 558 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BWG	APP CRS	Rwy Idg	3999
117.9	245°	TDZE	686
Chan 126		Apt Elev	686

VOR/DME or GPS RWY 24

RUSSELLVILLE-LOGAN COUNTY (4M7)

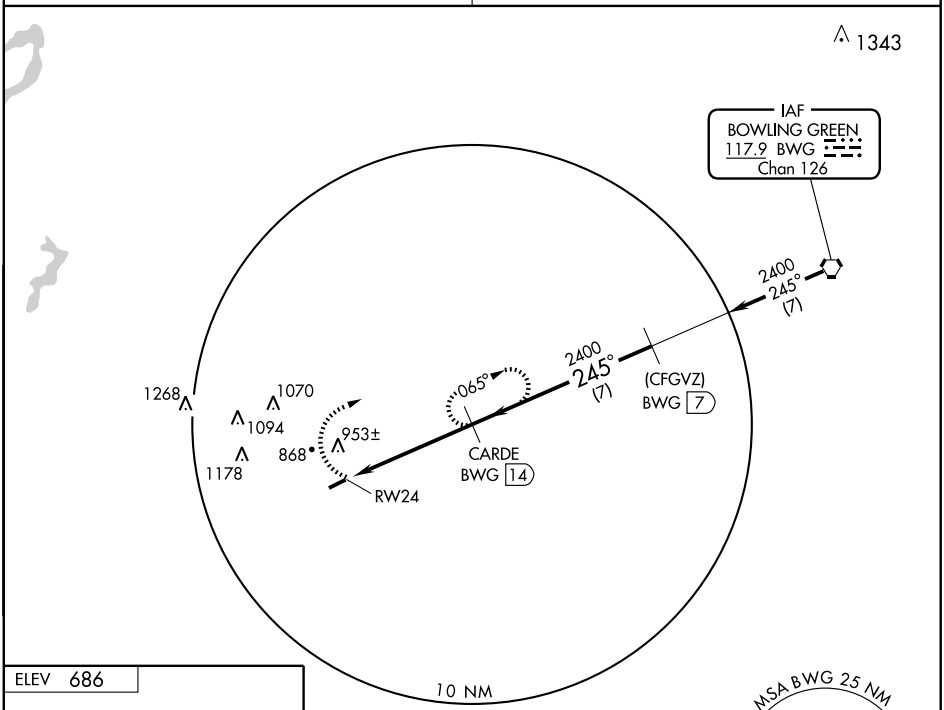
NA

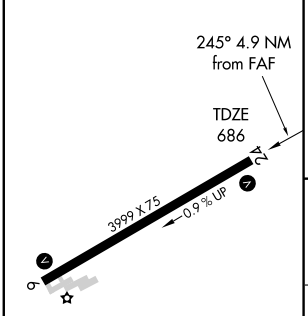
Use Bowling Green altimeter setting.

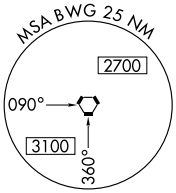
MISSED APPROACH: Climbing right turn to 2400 via BWG R-245 CARDE/14 DME and hold.

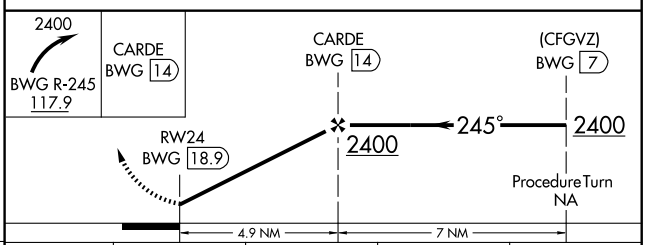
MEMPHIS CENTER
133.85 317.6

UNICOM
122.7 (CTAF) L









Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-24	1280-1	594 (600-1)	NA	
CIRCLING	1340-1	654 (700-1)	NA	

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SME	APP CRS	Rwy Idg	5287
109.3	048°	TDZE	927
Chan 30		Apt Elev	927

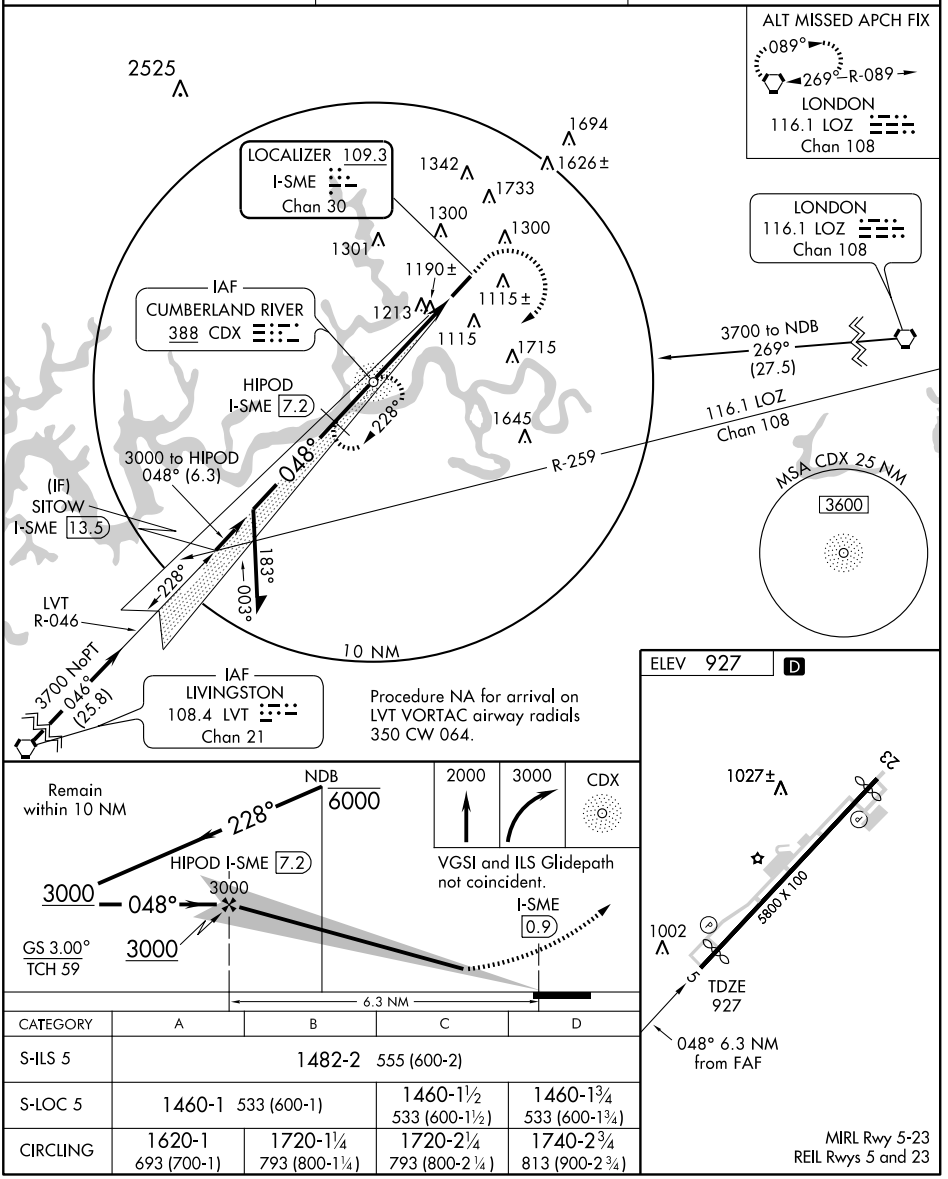
ILS or LOC/DME RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monticello altimeter setting and increase DA 44 feet and all MDA 60 feet; increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)



CATEGORY	A	B	C	D
S-ILS 5	1482-2 555 (600-2)			
S-LOC 5	1460-1 533 (600-1)		1460-1½ 533 (600-1½)	1460-1¾ 533 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
243°	TDZE	927
	Apt Elev	927

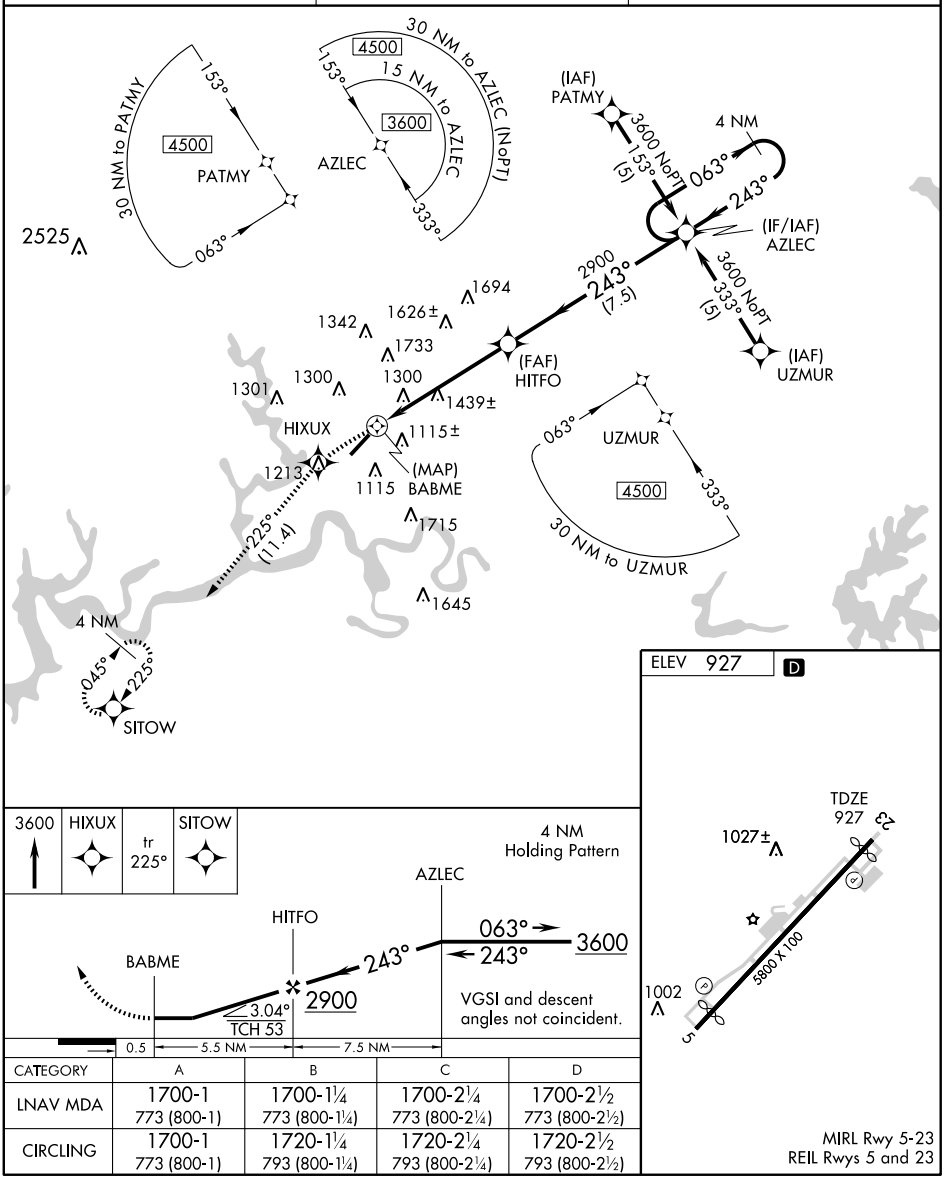
RNAV (GPS) RWY 23

SOMERSET / LAKE CUMBERLAND RGNL (SME)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use London altimeter setting and increase all MDAs 180 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3600 direct HIXUX and via 225° track to SITOW and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)



3600	HIXUX	tr 225°	SITOW

CATEGORY	A	B	C	D
LNAV MDA	1700-1 773 (800-1)	1700-1¼ 773 (800-1¼)	1700-2¼ 773 (800-2¼)	1700-2½ 773 (800-2½)
CIRCLING	1700-1 773 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5287
048°	TDZE	927
	Apt Elev	927

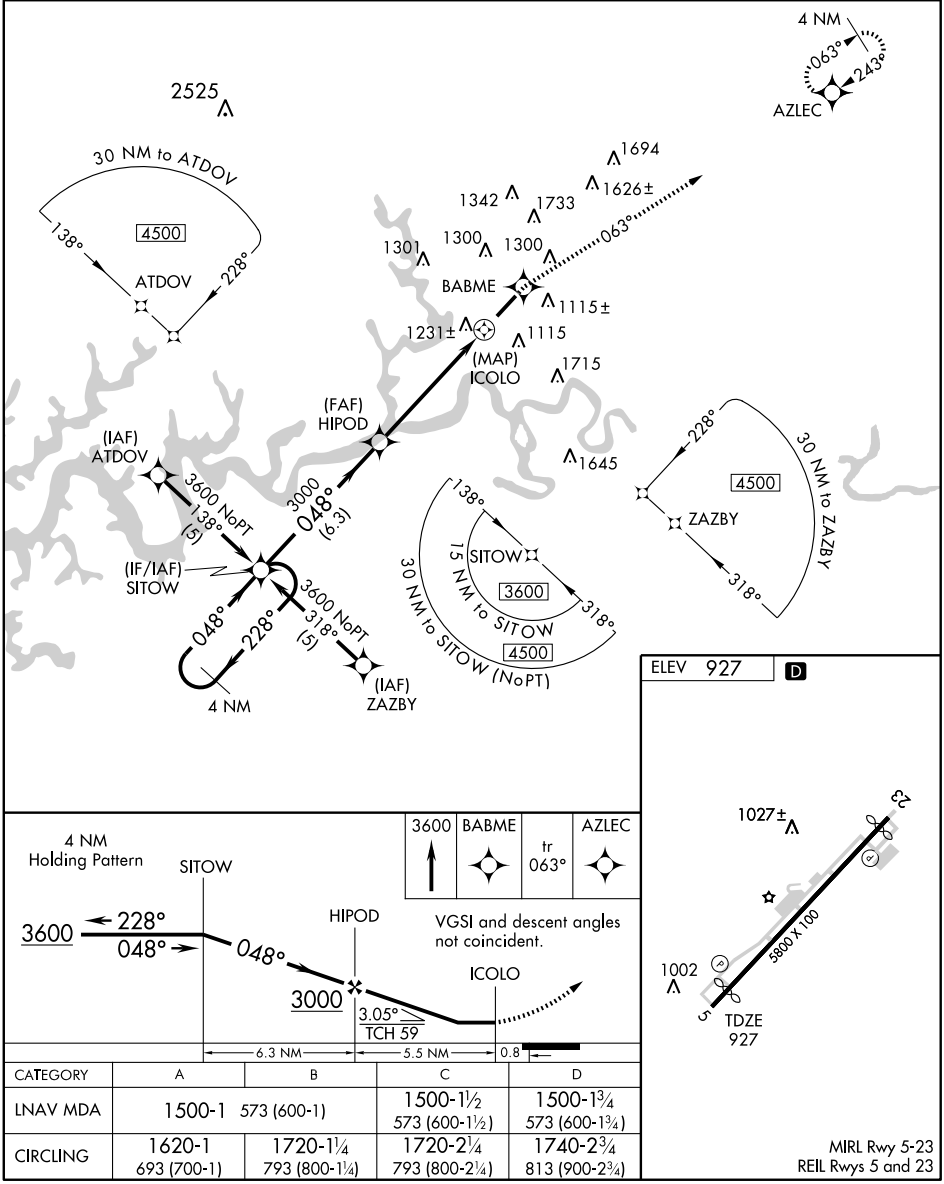
RNAV (GPS) Y RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 60 feet; increase LNAV Cat. C/D, and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1500-1 573 (600-1)		1500-1½ 573 (600-1½)	1500-1¾ 573 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH **97510**	**048°**	Rwy Idg	**5287**
W05A		TDZE	**927**
		Apt Elev	**927**

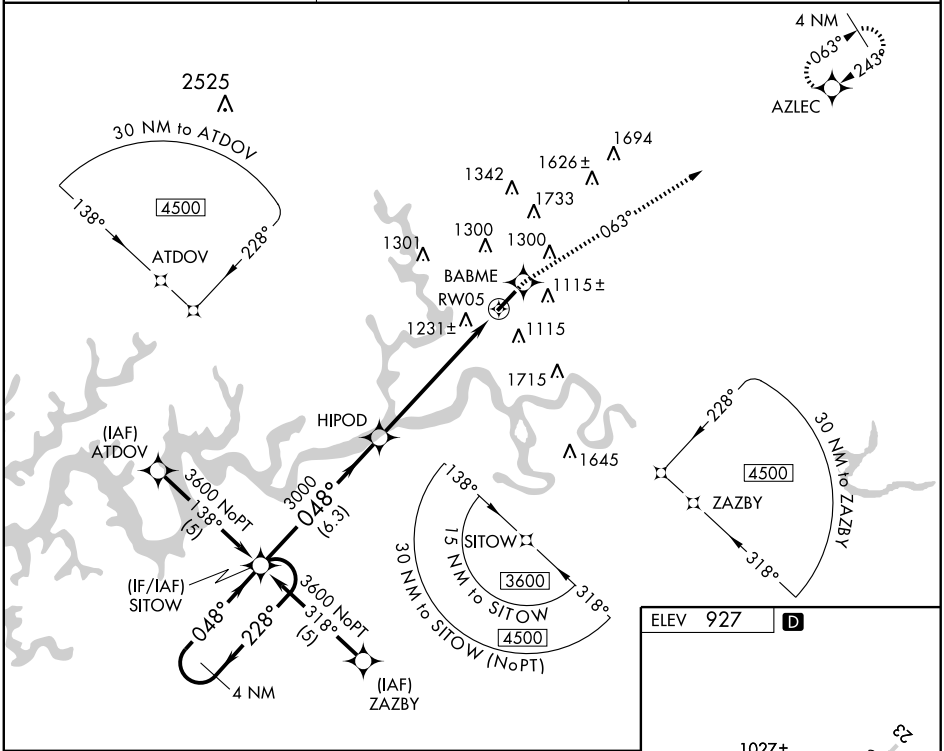
RNAV (GPS) Z RWY 5

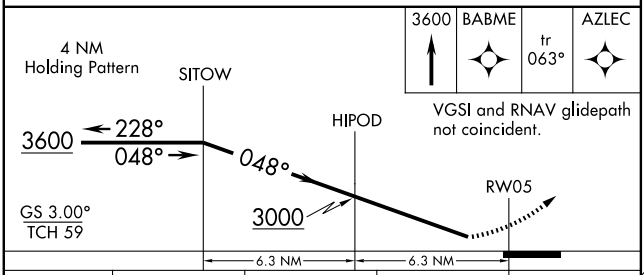
SOMERSET / LAKE CUMBERLAND RGNL (SME)

T Baro-VNAV NA when using Monticello altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter not received, use Monticello altimeter setting and increase all DA 44 and LNAV/VNAV all Cats visibility ¼ mile.

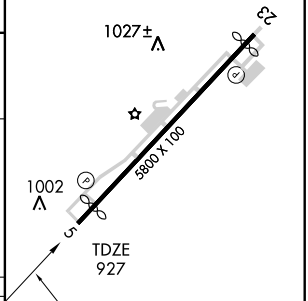
MISSED APPROACH: Climb to 3600 direct BABME and on track 063° to AZLEC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	**124.625 371.925**	**122.8** (CTAF)





CATEGORY	A	B	C	D
LPV DA	1460-2 533 (600-2)			
LNAV/ VNAV DA	1584-2 657 (700-2)			



MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

NDB IKY 429	APP CRS 101°	Rwy Idg 4875 TDZE 855 Apt Elev 865

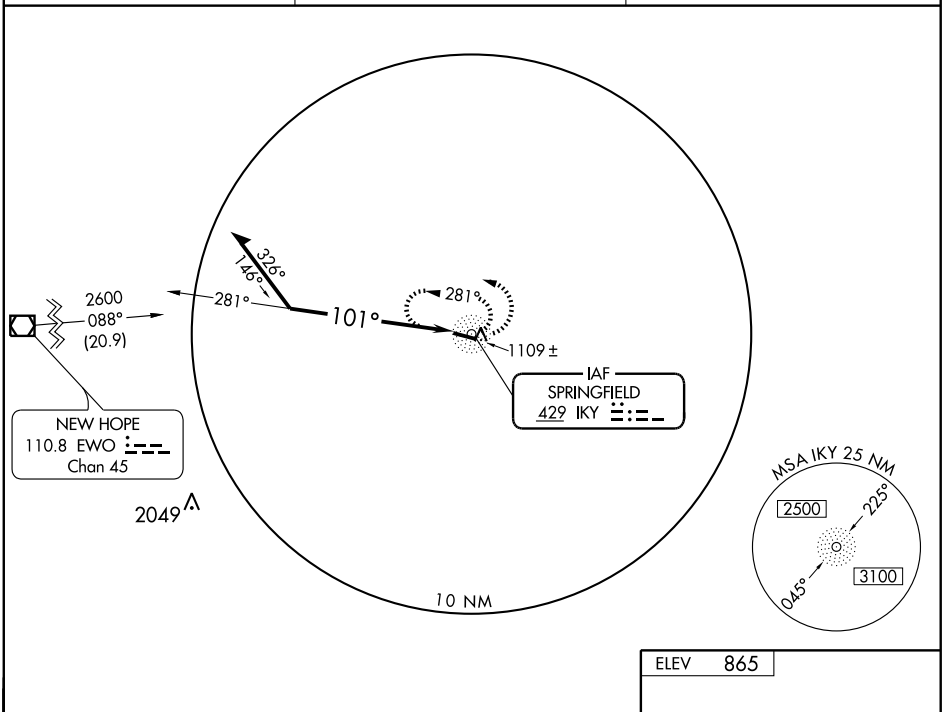
NDB RWY 11

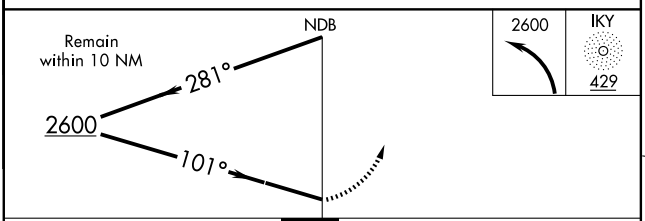
SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

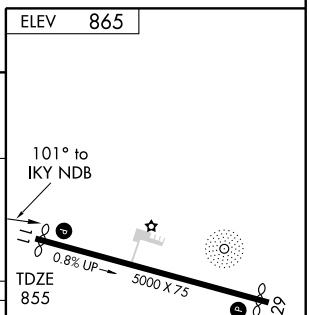
T NA Obtain local altimeter on CTAF, when not received use Louisville Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 in IKY NDB holding pattern.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.725	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	1600-1 745 (800-1)	1600-1¼ 745 (800-1¼)	1600-2¼ 745 (800-2¼)	1600-2½ 745 (800-2½)
CIRCLING	1600-1 735 (800-1)	1600-1¼ 735 (800-1¼)	1600-2¼ 735 (800-2¼)	1600-2½ 735 (800-2½)
LOUISVILLE INTL ALTIMETER SETTING MINIMUMS				
S-11	1780-1¼ 925 (1000-1¼)		1780-2¾ 925 (1000-2¾)	1780-3 925 (1000-3)
CIRCLING	1780-1¼ 915 (1000-1¼)		1780-2¾ 915 (1000-2¾)	1780-3 915 (1000-3)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME EWO	APP CRS	Rwy Idg	4875
110.8	088°	TDZE	855
Chan 45		Apt Elev	865

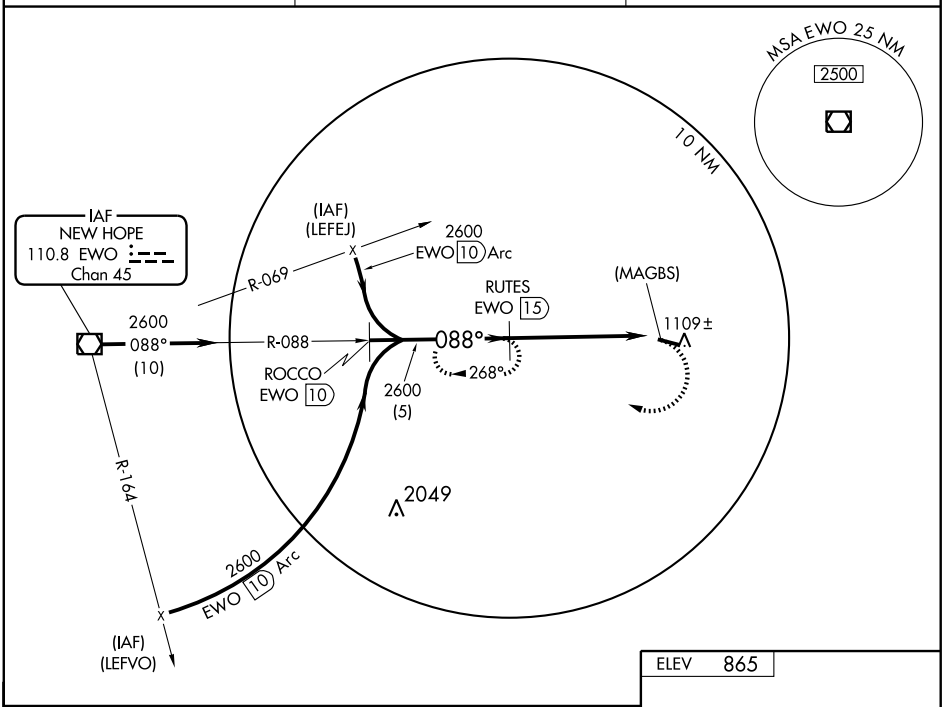
VOR/DME or GPS RWY 11

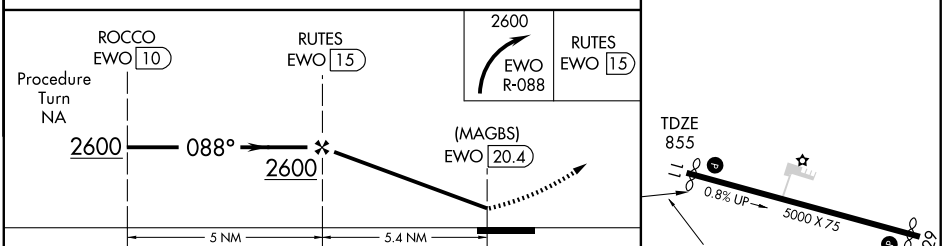
SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

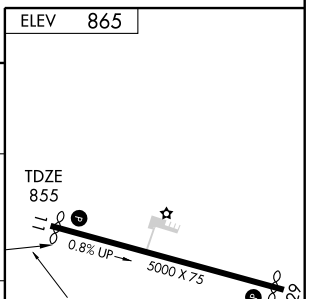
T NA Obtain local altimeter on CTAF, when not received use Louisville Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via EWO R-088 to RUTES 15 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.725	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	1260-1 405 (400-1)	1260-1¼ 405 (400-1¼)	1260-1½ 405 (400-1½)	1260-1¾ 405 (400-1¾)
CIRCLING	1420-1 555 (600-1)	1420-1¼ 555 (600-1¼)	1420-1½ 555 (600-1½)	1420-2 555 (600-2)
LOUISVILLE INTL ALTIMETER SETTING MINIMUMS				
S-11	1440-1 585 (600-1)	1440-1¼ 585 (600-1¼)	1440-1½ 585 (600-1½)	1440-1¾ 585 (600-1¾)
CIRCLING	1600-1 735 (800-1)	1600-1¼ 735 (800-1¼)	1600-2 735 (800-2)	1600-2¼ 735 (800-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

STURGIS MUNI (TWT)

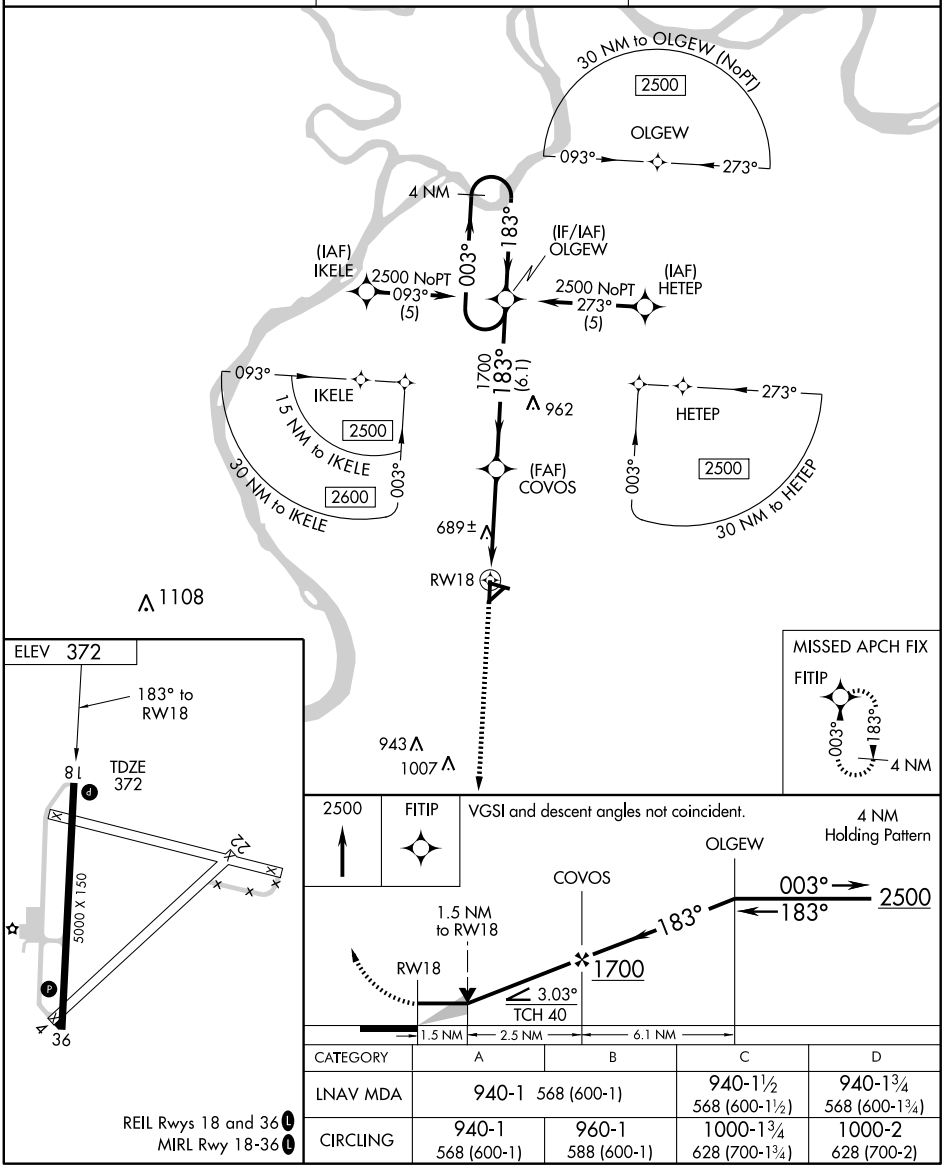
APP CRS	Rwy Idg	5000
183°	TDZE	372
	Apt Elev	372

NA

DME/DME RNP-0.3 NA. VDP NA when using Henderson altimeter setting. When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet and increase LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct FITIP and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
118.775	126.4 226.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	940-1 568 (600-1)		940-1½ 568 (600-1½)	940-1¾ 568 (600-1¾)
CIRCLING	940-1 568 (600-1)	960-1 588 (600-1)	1000-1¾ 628 (700-1¾)	1000-2 628 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

STURGIS MUNI (TWT)

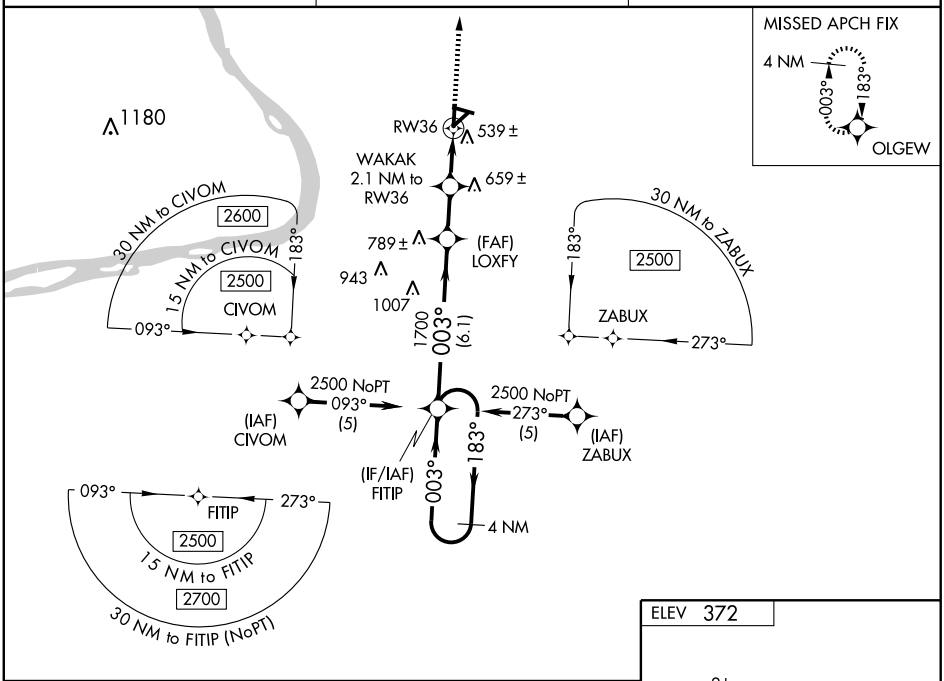
WAAS	APP CRS	Rwy Idg	5000
CH 49217	003°	TDZE	372
W36A		Apt Elev	372

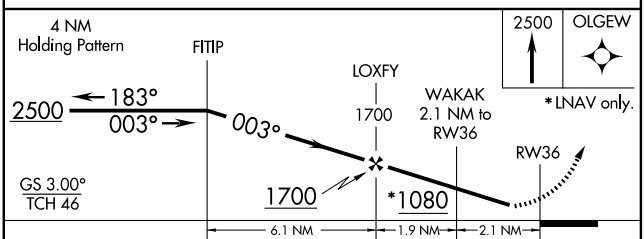
Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats and Circling Cats C and D visibility¼ mile.

NA

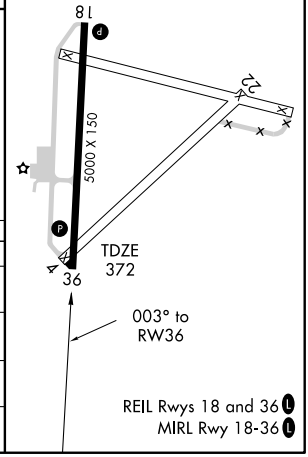
MISSED APPROACH: Climb to 2500 direct OLGEW and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
118.775	126.4 226.4	122.8(CTAF) L





CATEGORY	A	B	C	D
LPV DA	657-1 285 (300-1)			
LNAV/VNAV DA	900-1¾ 528 (600-1¾)			
LNAV MDA	900-1 528 (600-1)		900-1½ 528 (600-1½)	900-1¾ 528 (600-1¾)
CIRCLING	900-1 528 (600-1)	960-1 588 (600-1)	1000-1¾ 628 (700-1¾)	1000-2 628 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
029°	TDZE	1033
	Apt Elev	1036

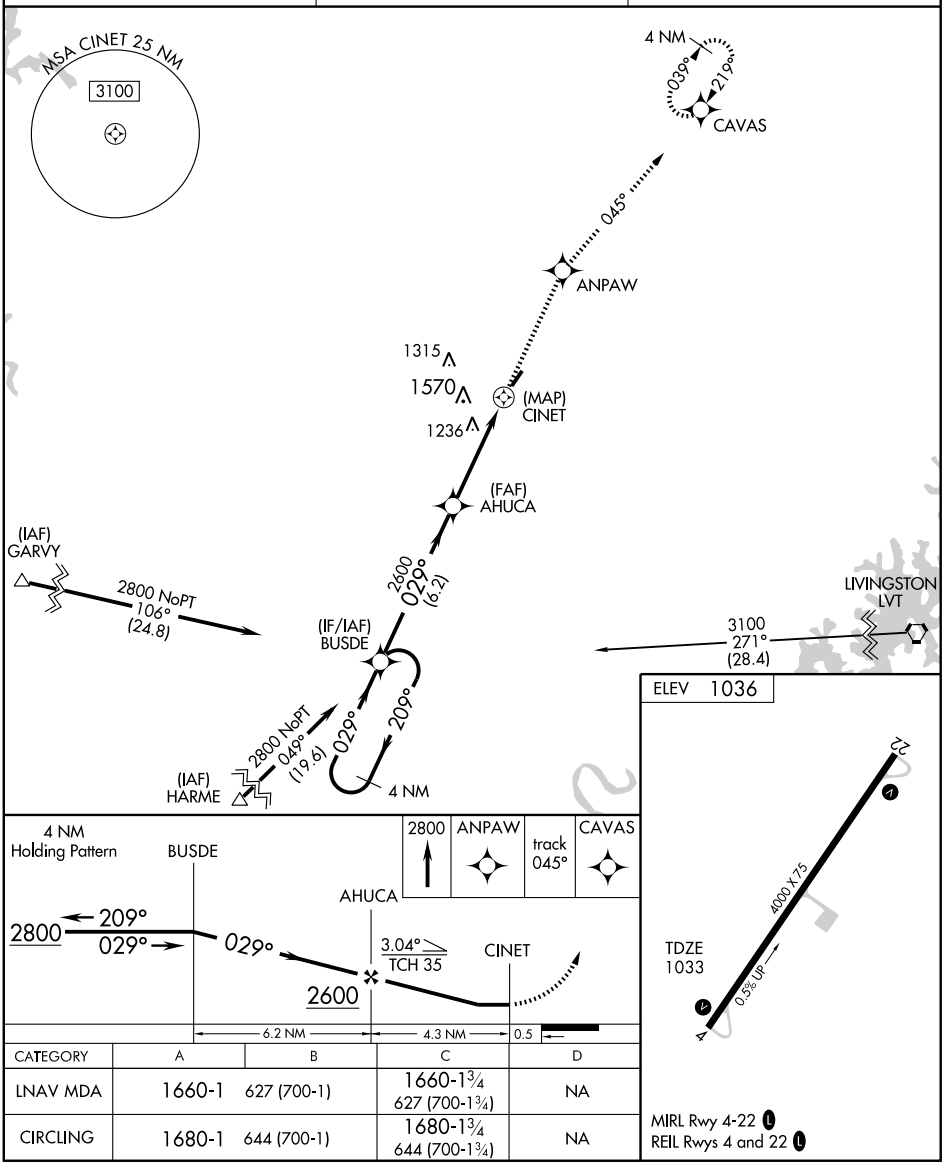
RNAV (GPS) RWY 4

TOMPKINSVILLE-MONROE COUNTY (TZV)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

MISSED APPROACH: Climb to 2800 direct ANPAW and via track 045° to CAVAS and hold.

LIVINGSTON AWOS-3	MEMPHIS CENTER	UNICOM
126.175	132.1 263.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1660-1	627 (700-1)	1660-1¾ 627 (700-1¾)	NA
CIRCLING	1680-1	644 (700-1)	1680-1¾ 644 (700-1¾)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 56314	218°	TDZE	1036
W22A		Apt Elev	1036

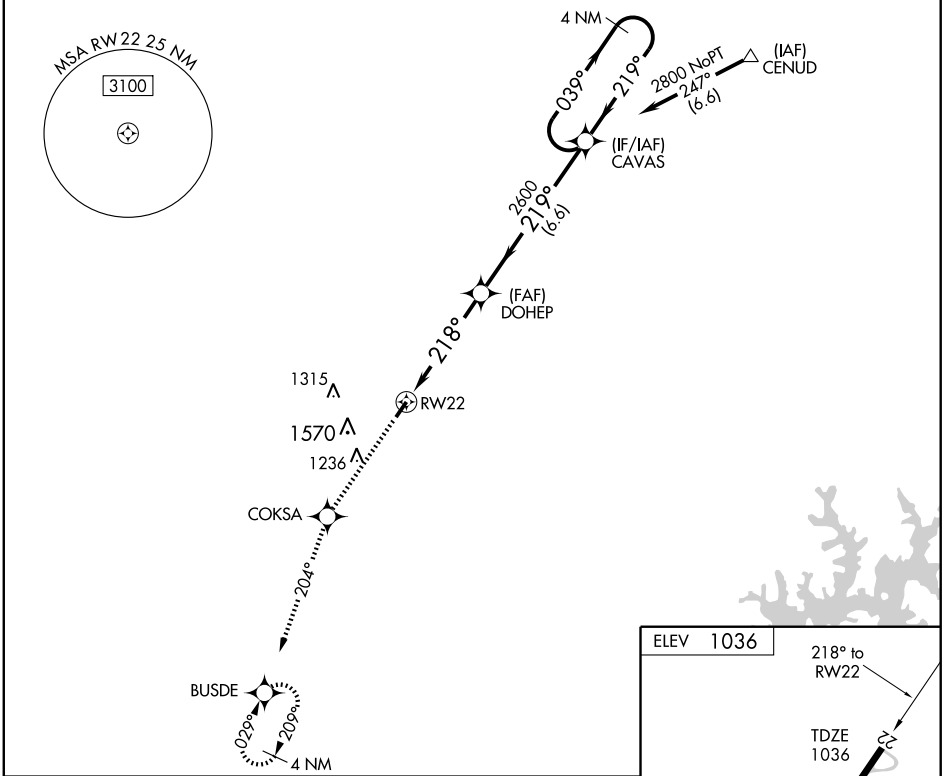
RNAV (GPS) RWY 22

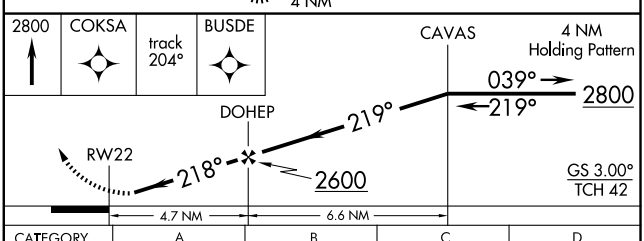
TOMPKINSVILLE-MONROE COUNTY (TZV)

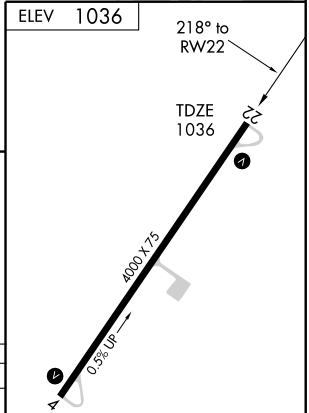
DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

MISSED APPROACH: Climb to 2800 direct COKSA and via track 204° to BUSDE and hold.

LIVINGSTON AWOS-3	MEMPHIS CENTER	UNICOM
126.175	132.1 263.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1391-1¼ 355 (400-1¼)			NA
LNAV MDA	1680-1 644 (700-1)		1680-1¾ 644 (700-1¾)	NA
CIRCLING	1680-1 644 (700-1)		1680-1¾ 644 (700-1¾)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 53312	023°	TDZE	1168
W02A		Apt Elev	1178

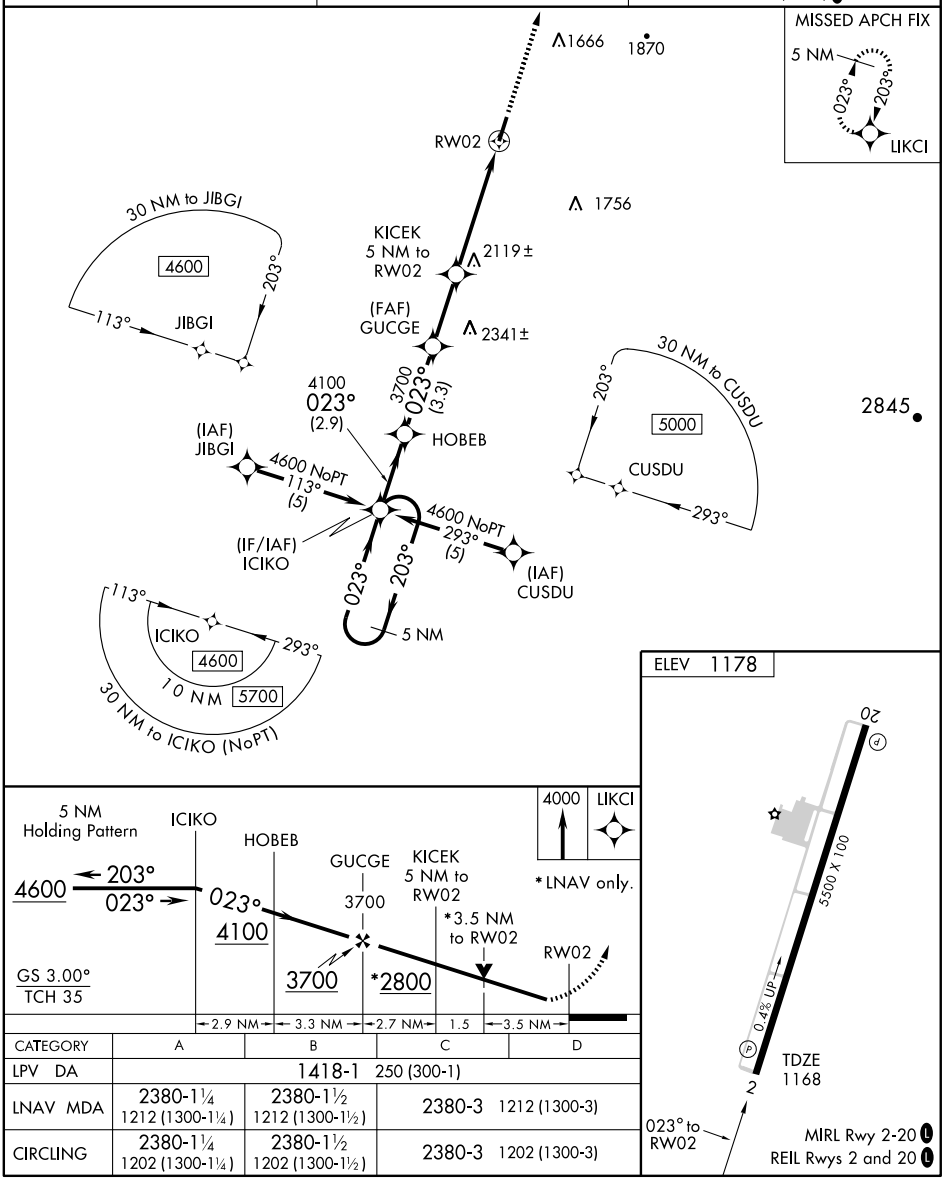
RNAV (GPS) RWY 2

WILLIAMSBURG-WHITLEY COUNTY (W38)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase DA 48 feet and MDA 60 feet. Circling to Rwy 20 NA at night.

MISSED APPROACH: Climb to 4000 direct LIKCI and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1418-1 250 (300-1)			
LNAV MDA	2380-1¼ 1212 (1300-1¼)	2380-1½ 1212 (1300-1½)	2380-3 1212 (1300-3)	
CIRCLING	2380-1¼ 1202 (1300-1¼)	2380-1½ 1202 (1300-1½)	2380-3 1202 (1300-3)	

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 70403	203°	TDZE	1178
W20A		Apt Elev	1178

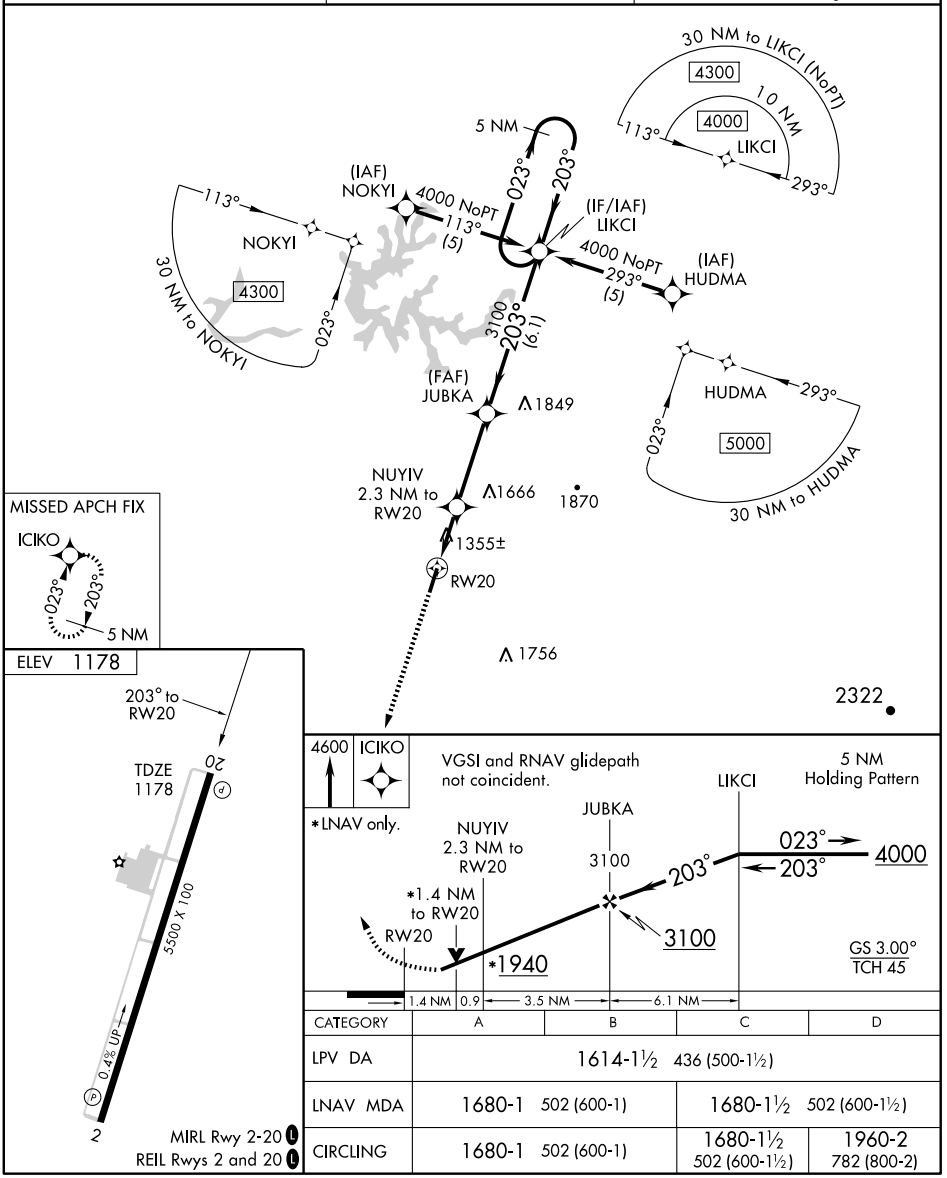
RNAV (GPS) RWY 20

WILLIAMSBURG-WHITLEY COUNTY (W38)

If local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. VDP NA when using London-Corbin Arpt-Magee Fld altimeter setting.

MISSED APPROACH: Climb to 4600 direct ICIKO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1614-1½ 436 (500-1½)			
LNAV MDA	1680-1 502 (600-1)		1680-1½ 502 (600-1½)	
CIRCLING	1680-1 502 (600-1)		1680-1½ 502 (600-1½)	1960-2 782 (800-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LOZ	APP CRS	Rwy Idg	5500
116.1	200°	TDZE	1178
Chan 108		Apt Elev	1178

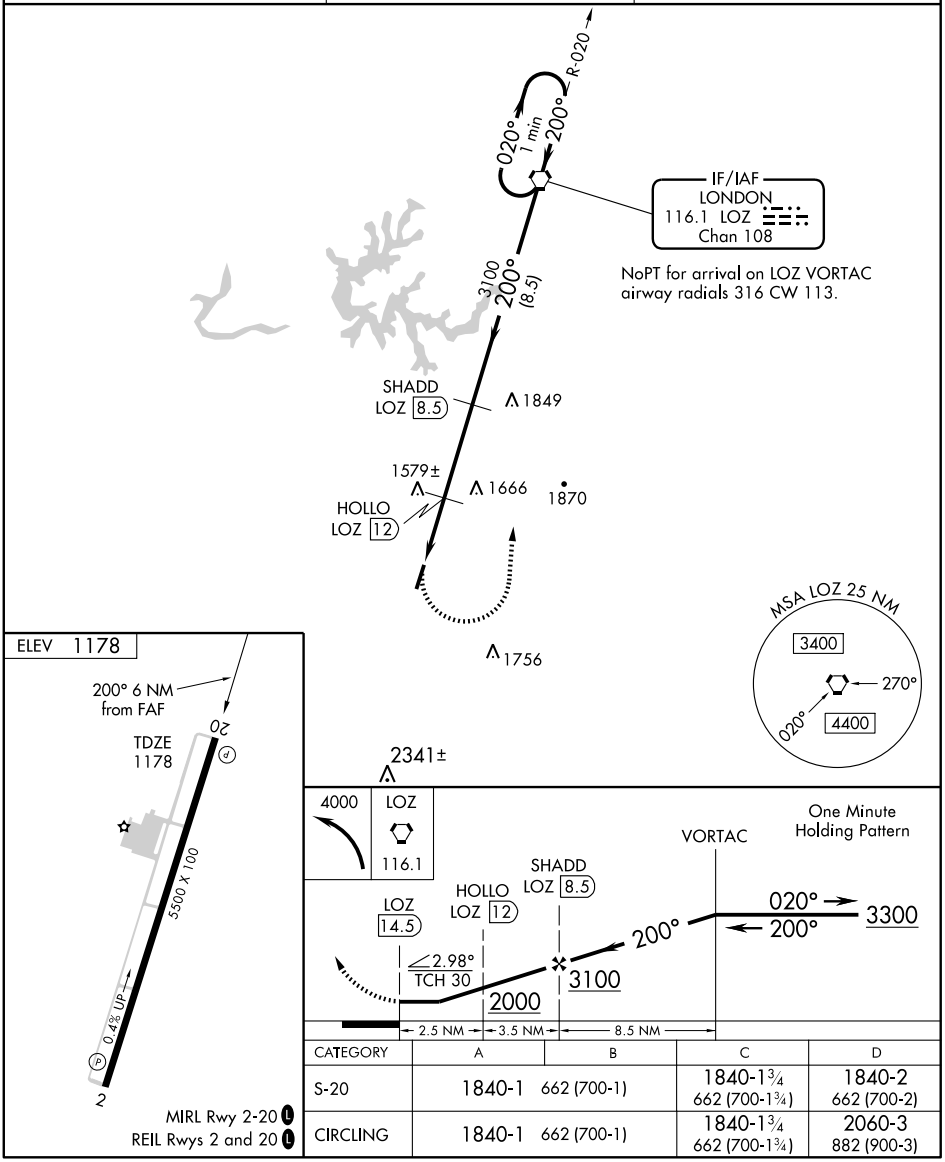
VOR/DME RWY 20

WILLIAMSBURG-WHITLEY COUNTY (W38)

Visibility reduction by helicopters NA. Straight-in/Circling Rwy 20 NA at night. When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all MDA 60 feet and increase S-20 Cats. C and D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct LOZ VORTAC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-20	1840-1	662 (700-1)	1840-1¾ 662 (700-1¾)	1840-2 662 (700-2)
CIRCLING	1840-1	662 (700-1)	1840-1¾ 662 (700-1¾)	2060-3 882 (900-3)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBEMARLE, NC

STANLY COUNTY ..... **ILS or LOC Rwy 22L[12]**
NDB Rwy 22L[1]
RNAV (GPS) Rwy 4R
RNAV (GPS) Rwy 22L

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, D, 700-2.

ANDERSON, SC

ANDERSON RGNL ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
VOR Rwy 5

NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNL ..... **ILS or LOC Rwy 16[12]**
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[34]
RNAV (GPS) Rwy 34[35]
RADAR-1, 900-2¾[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[5]Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BARNWELL RGNL ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

BEAUFORT, NC

MICHAEL J.
SMITH FIELD ..... **LOC Rwy 26**
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26

NA when local weather not available.

NAME — ALTERNATE MINIMUMS

BEAUFORT, SC

BEAUFORT COUNTY ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-
H E AVENT FIELD.. ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME-A

NA when local weather not available.

BURLINGTON, NC

BURLINGTON-ALAMANCE
RGNL ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Category D, 800-2¼.

CHARLESTON, SC

CHARLESTON AFB/INTL .. **ILS or LOC Rwy 15[1]**
ILS or LOC/DME Rwy 33[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 33[2]
VOR/DME or TACAN Rwy 3[3]
VOR/DME or TACAN Rwy 21[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]Category E, NA.

CHARLESTON
EXECUTIVE.. ..... **ILS or LOC Rwy 9**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

CHARLOTTE, NC
CHARLOTTE/DOUGLAS INTL ..... **ILS or LOC Rwy 23**
ILS, Categories A, B, C, D, 700-2.

CHESTER, SC
CHESTER CATAWBA RGNL.. ..... **NDB Rwy 35[1]**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

CLEMSON, SC
OCONEE COUNTY RGNL.. **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

CLINTON, NC
CLINTON-SAMPSON COUNTY.. ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A
NA when local weather not available.

COLUMBIA, SC
COLUMBIA METROPOLITAN ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 11[2]
ILS or LOC Rwy 29[2]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C 800-2¼; Category D, 800-2½.
[2]ILS, Categories C, D, 700-2.

CONCORD, NC
CONCORD RGNL ..... **ILS or LOC Rwy 20[1]**
RNAV (GPS) Rwy 2[2]
RNAV (GPS) Rwy 20[2]
Category D, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available.

CURRITUCK, NC
CURRITUCK COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

DARLINGTON, SC
DARLINGTON COUNTY JETPORT ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

EDENTON, NC
NORTHEASTERN RGNL ..... **LOC Rwy 19**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.

ELIZABETH CITY, NC
ELIZABETH CITY CG AIR STATION/RGNL . **ILS or LOC Rwy 10[12]**
RNAV (GPS) Rwy 10
NA when local weather not available.
[1]ILS, Category D 700-2.
[2]ILS,LOC,NA when control tower closed.

ELIZABETHTOWN, NC
CARL L BROWN JR FIELD ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR/DME Rwy 15
NA when local weather not available.

ERWIN, NC
HARNETT RGNL JETPORT ..... **LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

FAYETTEVILLE, NC
FAYETTEVILLE RGNL/GRANNIS FIELD ..... **LOC BC Rwy 22[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 22
NA when local weather not available.
[1]NA when control tower closed.

FLORENCE, SC
FLORENCE RGNL ..... **ILS or LOC Rwy 9[12]**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 27
VOR or TACAN-A
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when control tower closed.

FRANKLIN, NC
MACON COUNTY ..... **RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 1600-2; Category C, 1800-3.

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NAME ALTERNATE MINIMUMS

GASTONIA, NC
GASTONIA MUNI ..... **RNAV (GPS) Rwy 21**
NA when local weather not available.

GEORGETOWN, SC
GEORGETOWN
COUNTY ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.
Category D, 800-2½.

GOLDSBORO, NC
GOLDSBORO-
WAYNE MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
NA when local weather not available.

GREENSBORO, NC
PIEDMONT TRIAD INTL .. **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

GREENVILLE, NC
PITT-GREENVILLE ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26
NA when local weather not available.

GREENVILLE, SC
DONALDSON CENTER..... **ILS or LOC Rwy 5**
NA when local weather not available.
NA when control tower closed.

GREENVILLE
DOWNTOWN ..... **ILS or LOC Rwy 1[123]**
RNAV (GPS) Rwy 1[24]
RNAV (GPS) Rwy 10[24]
RNAV (GPS) Rwy 19[24]
RADAR-1[14]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2. LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.

GREENWOOD, SC
GREENWOOD
COUNTY ..... **NDB or GPS Rwy 27**
VOR OR GPS Rwy 9
VOR Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

GREER, SC
GREENVILLE-SPARTANBURG
INTL-ROGER MILLIKEN ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RADAR-1
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

JACKSONVILLE, NC
ALBERT J ELLIS ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

JEFFERSON, NC
ASHE COUNTY ..... **LOC Rwy 28**
RNAV (GPS) Rwy 28
Categories A, B, 1100-2; Category C, 1100-3; Category D, 1500-3.
NA when local weather not available.

KINGSTREE, SC
WILLIAMSBURG RGNL ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 1000-3.

KINSTON, NC
KINSTON RGNL JETPORT AT
STALLINGS FIELD ..... **ILS Rwy 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
VOR Rwy 23[1]
[1]NA when control tower closed.
[2]Category D, 700-2.
[3]NA when local weather not available.

LANCASTER, SC
LANCASTER COUNTY-
MC WHIRTER FIELD ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LINCOLNTON, NC
LINCOLNTON-LINCOLN
COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

LOUISBURG, NC
TRIANGE
NORTH EXECUTIVE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MONROE, NC
CHARLOTTE-
MONROE EXECUTIVE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

MORGANTON, NC
FOOTHILLS RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MOUNT AIRY, NC
MOUNT AIRY/
SURRY COUNTY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category C, 900-2½; Category D, 1000-3.

MOUNT PLEASANT, SC
MT PLEASANT RGNL-
FAISON FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

NEW BERN, NC
COASTAL CAROLINA
RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

NEWBERRY, SC
NEWBERRY COUNTY ..... **NDB Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

NORTH MYRTLE BEACH, SC
GRAND STRAND .... **ILS or LOC/DME Rwy 23[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
VOR Rwy 5[2]
VOR Rwy 23[2]
NA when local weather not available.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

OAK ISLAND, NC
CAPE FEAR RGNL JETPORT/HOWIE
FRANKLIN FIELD ..... **RNAV (GPS) Rwy 5**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ORANGEBURG, SC
ORANGEBURG MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

OXFORD, NC
HENDERSON-OXFORD ..... **LOC Rwy 6**
NDB Rwy 6
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

RALEIGH/DURHAM, NC
RALEIGH-DURHAM
INTL ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 5R[1]
ILS or LOC Rwy 23L[2]
ILS or LOC Rwy 23R[2]
NDB Rwy 23L[3]
VOR Rwy 32[4]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

REIDSVILLE, NC
ROCKINGHAM COUNTY NC
SHILOH ..... **NDB Rwy 31**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

ROANOKE RAPIDS, NC
HALIFAX-NORTHAMPTON
RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
VOR/DME Rwy 2
NA when local weather not available.

ROCK HILL, SC
ROCK HILL/YORK CO/
BRYANT FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ROCKINGHAM, NC
RICHMOND COUNTY ..... **NDB Rwy 32**
RNAV (GPS) Rwy 32
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

ROCKY MOUNT, NC
ROCKY MOUNT-
WILSON RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR/DME Rwy 22
NA when local weather not available.

ROXBORO, NC
PERSON COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

RUTHERFORDTON, NC
RUTHERFORD CO/
MARCHMAN FIELD ..... **RNAV (GPS) Rwy 1**[1]
RNAV (GPS) Rwy 19
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

SHELBY, NC
SHELBY-CLEVELAND
COUNTY RGNL ..... **NDB Rwy 23**[1]
RNAV (GPS) Rwy 5
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

SMITHFIELD, NC
JOHNSTON COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.
Category D, 800-2½.

STATESVILLE, NC
STATESVILLE RGNL ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

SUMMERVILLE, SC
SUMMERVILLE ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2¼.

SUMTER, SC
SUMTER ..... **RNAV (GPS) Rwy 5**[1]
RNAV (GPS) Y Rwy 23
RNAV (GPS) Z Rwy 23
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

WADESBORO, NC
ANSON COUNTY-
JEFF CLOUD FIELD ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

WALLACE, NC
HENDERSON FIELD ..... **NDB Rwy 27**
Category D, 800-2½.

WALTERBORO, SC
LOWCOUNTRY RGNL ..... **NDB Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WASHINGTON, NC
WARREN FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WHITEVILLE, NC
COLUMBUS COUNTY
MUNI ..... **NDB Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

WILMINGTON, NC
WILMINGTON INTL .. **ILS or LOC/DME Rwy 6**[1,2]
ILS or LOC/DME Rwy 24[1,2]
ILS Rwy 35[2,3]
RADAR-1[3]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 24[1]
RNAV (GPS) Rwy 35[1]
[1]NA when local weather not available.
[2]Category D, 700-2.
[3]NA when control tower closed.

WINSTON-SALEM, NC
SMITH REYNOLDS ..... **ILS or LOC Rwy 33**[1,2]
RNAV (GPS) Rwy 15[3,4]
RNAV (GPS) Rwy 33[3,5]
VOR/DME Rwy 15[5]
[1]NA when control tower closed.
[2]ILS,Categories B,C, 700-2,Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.

21 OCT 2010 to 18 NOV 2010

ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA) ELEV **2165**

ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34	AB	**2800**/24	660	(700-½)	C	**2800**/60	660	(700-1¼)
		D	**2800**-1½	660	(700-1½)				
	16	A	**3000**/50	835	(900-1)	B	**3000**/60	835	(900-1¼)
		C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)
CIRCLING		A	**3000**-1	835	(900-1)	B	**3000**-1¼	835	(900-1¼)
		C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)

Circling not authorized west of Rwy 16-34. Night circling not authorized.

BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA) ELEV **10**

BEAUFORT COUNTY

RADAR-1 118.45 292.125 A NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**440**-1¼	430	(500-1¼)				
CIRCLING		AB	**500**-1¼	490	(500-1¼)	C	**500**-1½	490	(500-1½)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

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BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (10266 USN) ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	23[2 5]	3.0°/44/821	ABCDE	116-¼	100	(100-¼)
	5[2 5]	3.0°/38/779	ABCDE	137-¼	100	(100-¼)
	32	3.0°/40/771	ABCDE	275-1	250	(300-1)
	14	3.0°/40/768	ABCDE	282-1	250	(300-1)
PAR W/O GS[1]	23[4 8]		ABCDE	360-¾	344	(400-¾)
	5[4 9]		ABCDE	360-1	323	(400-1)
	14[8]		ABCDE	380-1¼	348	(400-1¼)
	32[6]		ABCDE	380-1¼	355	(400-1¼)
ASR[8]	23[3]		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5[7]		AB	460-¾	423	(500-¾)
			CD	460-1	423	(500-1)
			E	460-1¼	423	(500-1¼)
	14		ABC	420-1	388	(400-1)
			DE	420-1¼	388	(400-1¼)
	32		AB	520-1	495	(500-1)
			C	520-1¼	495	(500-1¼)
			D	520-1½	495	(500-1½)
			E	520-1¾	495	(500-1¾)
CIR	5, 14, 23		AB	500-1¼	463	(500-1¼)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)
	32		AB	520-1¼	483	(500-1¼)
			C	520-1½	483	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)

[1]No-NOTAM MP 1200-2000Z++ Sat. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]CAUTION: PAR and VGSI not coincident. [6]Cross 2 NM from touchdown, 640 min alt. [7]When ALS inop, increase vis CAT AB to 1 mile,CAT CD to 1¼ miles,CAT E to 1½ miles. [8]VDA and VGSI not coincident. [9]Cross 2 NM from touchdown 660 min alt.

BOGUE MCALF (KNJM), NC (10070 USA) ELEV 22

RADAR [1] **- (E)** 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	23[2]	3.0°/37/706	ABCDE	271-1	250	(300-1)
ASR	23[23]		ABCDE	400-1	379	(400-1)

[1]RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR. [2]CAUTION: 20:1 visual area penetrated. Procedure NA at night. [3]When ALS inop, increase vis CAT CDE to 1¼ miles.

21 OCT 2010 to 18 NOV 2010

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32L[1] [3]	3.0°/36/668	ABCDE	126-¼	100	(100-¼)
	23R	3.0°/55/1051	AB	273-¾	250	(300-¾)
			CDE	273-1	250	(300-1)
	14L[3]	3.0°/40/763	ABCDE	126-½	100	(100-½)
	5R[3]	3.0°/39/733	ABCDE	127-½	100	(100-½)
ASR	32L[2]		AB	340-½	314	(400-½)
			CDE	340-¾	314	(400-¾)
	23R[4]		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
			E	440-1½	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			C	440-1¼	414	(500-1¼)
			DE	440-1½	414	(500-1½)
CIR	All Rwys		AB	520-1	491	(500-1)
			C	540-1½	511	(600-1½)
			DE	580-2	551	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCDE to 1 mile.[3]CAUTION: PAR RPI and PAPI RRP are not coincident. [4]When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

21 OCT 2010 to 18 NOV 2010

COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA) ELEV **236**

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	5	AB	**700**/24	472 (500-½)	C	**700**/40	472 (500-¾)
		D	**700**/50	472 (500-1)			
	11	AB	**680**/24	444 (500-½)	C	**680**/40	444 (500-¾)
		D	**680**/50	444 (500-1)			
	29	AB	**720**/24	493 (500-½)	C	**720**/40	493 (500-¾)
		D	**720**/50	493 (500-1)			
	23	AB	**680**/50	467 (500-1)	C	**680**/60	467 (500-1¼)
		D	**680**-1½	467 (600-1½)			
CIRCLING		AB	**740**-1	504 (600-1)	C	**840**-1¾	604 (700-1¾)
		D	**880**-2	644 (700-2)			

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC

Amdt. 2A, JUL 29, 2010 (FAA) ELEV **193**

JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	31	AB	**720**-1¼	535 (600-1¼)	C	**720**-1½	535 (600-1½)
		D	**720**-1¾	535 (600-1¾)			
CIRCLING		NA					

When local altimeter setting not received, use Columbia Metropolitan altimeter setting.
Visibility reduction by helicopters NA. Lost Communications (All Rwys): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA) ELEV **146**

FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ⚠NA.

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	1	ABC	**480**-1	346 (400-1)	D	**480**-1¼	346 (400-1¼)
	9*	AB	**680**-½	534 (600-½)	C	**680**-1	534 (600-1)
		D	**680**-1¼	534 (600-1¼)			
	19**	AB	**860**-1	717 (800-1)	C	**860**-2	717 (800-2)
		D	**860**-2¼	717 (800-2¼)			
	27	AB	**560**-1	421 (500-1)	CD	**560**-1¼	421 (500-1¼)
CIRCLING		AB	**640**-1	494 (500-1)	C	**640**-1½	494 (500-1½)
		D	**740**-2	594 (600-2)			
CIRCLING*		AB	**680**-1	534 (600-1)	C	**680**-1½	534 (600-1½)
		D	**740**-2	594 (600-2)			
CIRCLING**		AB	**860**-1	714 (800-1)	C	**860**-2	714 (800-2)
		D	**860**-2¼	714 (800-2¼)			

When approach control closed, ASR NA.
LOST COMMUNICATIONS: As directed by ATC on initial contact.

GREENVILLE, SC
Amdt. 13A, SEP 25, 2008 (FAA) ELEV **1048**

GREENVILLE DOWNTOWN

RADAR- 118.8 385.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1	ABC	**1480**-1¼	465	(500-1¼)	D	**1480**-1½	465	(500-1¼)
CIRCLING		AB	**1620**-1¼	572	(600-1¼)	C	**1620**-1½	572	(600-1½)
		D	**1740**-2¼	692	(700-2¼)				

Alternate minimums: Standard, except CAT D 800-2¼, NA when control tower closed.

GREER, SC
Amdt. 6, SEP 1, 2005 (FAA) ELEV **964**

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22	ABC	**1340**/40	376	(400-¾)	D	**1340**/50	376	(400-1)
	4	ABC	**1420**/40	471	(500-¾)	D	**1420**/50	471	(500-1)
CIRCLING		AB	**1420**-1¼	456	(500-1¼)	C	**1420**-1½	456	(500-1½)
		D	**1520**-2	556	(600-2)				

When APP CON closed, ASR NA.
For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.
If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

21 OCT 2010 to 18 NOV 2010

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 10266 USAF) ELEV 254

RADAR[1 2] 125.4 285.4 143.55 379.5 281.525x 316.4x 269.05x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	32	2.5°/52/1169	ABCDE	443/24	200	(200-½)
ASR[4]	32		AB	640-½	397	(400-½)
			CD	640-¾	397	(400-¾)
			E	640-1	397	(400-1)
CIR	32		A	840-1	588	(600-1)
			B	860-1	608	(700-1)
			C	880-1¾	628	(700-1¾)
			D	880-2	628	(700-2)
			E	1020-2¾	768	(800-2¾)

[1]If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/ NAVAID/approach procedure. [2]Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA) ELEV **19**

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4	ABC	**400**-1	383	(400-1)	D	**400**-1¼	383	(400-1¼)
	22	AB	**540**-1	525	(600-1)	C	**540**-1½	525	(600-1½)
		D	**540**-1¾	525	(600-1¾)				
CIRCLING		AB	**560**-1	541	(600-1)	C	**560**-1½	541	(600-1½)
		D	**580**-2	561	(600-2)				

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorized.

NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 **ELEV 26**

21 OCT 2010 to 18 NOV 2010

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	1[1]	3.0°/45/877	ABCD	124-¼	100	(100-¼)
	5[1]	3.0°/35/646	ABCD	126-¼	100	(100-¼)
	19	3.0°/41/750	ABCD	123-½	100	(100-½)
	23	3.0°/36/655	ABCD	125-½	100	(100-½)
PAR W/O GS	5[2]		ABCD	400-1	374	(400-1)
	1[2]		ABCD	400-1	376	(400-1)
	23		ABCD	420-1¼	395	(400-1¼)
	19		ABCD	420-1¼	397	(400-1¼)
ASR	5[3]		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-1¼	415	(500-1¼)
	19		AB	440-1	417	(500-1)
			CD	440-1¼	417	(500-1¼)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR W/O GS	All Rwy		AB	500-1¼	474	(500-1¼)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

[1]When ALS inop, increase vis to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles.
[3]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

21 OCT 2010 to 18 NOV 2010

SIMMONS AAF (KFBG), NC (Fort Bragg) (1-Amdt 12, 2-Orig 10154 USA) ELEV 244

RADAR[1] **- (E)** 120.8 124.2 257.65 284.675 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	27	3.0°/36/628	ABC	**428-**¾	357	(200-¾)
			D	NA	NA	NA
PAR	27		AB	**640-1**	412	(500-1)
W/O GS			C	**640-**1¼	412	(500-1¼)
			D	NA	NA	NA
CIR			AB	**780-1**	536	(600-1)
			C	**780-1**½	536	(600-1½)
			D	NA	NA	NA
RADAR-2						
PAR	9	3.9°/33/487	COPTER	**491-**½	250	(300-½)

[1]Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

21 OCT 2010 to 18 NOV 2010

WILMINGTON, NC

Amdt. 6C, JUN 3, 2010 (FAA) ELEV **32**

WILMINGTON INTL

RADAR- 118.25 135.75 284.65 317.425 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		ABC	**460**-1¼	428	(500-1¼)	D	**460**-1½	428	(500-1½)
	24		ABC	**460**-1¼	433	(500-1¼)	D	**460**-1½	433	(500-1½)
	6		ABC	**480**-1¼	451	(500-1¼)	D	**480**-1½	451	(500-1½)
	35		AB	**540**/40	509	(600-¾)	CD	**540**/50	509	(600-1)
CIRCLING			AB	**540**-1¼	508	(600-1¼)	C	**540**-1½	508	(600-1½)
			D	**640**-2	608	(700-2)				

When control tower closed procedure not authorized.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

AIKEN, SC

AIKEN MUNI (AIK)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 186° to 1100 before turning west.

NOTE: **Rwy 1**, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7,** terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

NAME	TAKE-OFF MINIMUMS

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25,** tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561' MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4L,22R,** NA-VFR runway. **Rwy 4R,** 300-1½ or std. w/ min. climb of 297' per NM to 1000.

NOTE: **Rwy 4R,** trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. **Rwy 22L,** multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

ALLENDALE, SC

ALLENDALE COUNTY (88J)

ORIG 10042 (FAA)

NOTE: **Rwy 17,** trees beginning 103' from DER, 52' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway beginning 286' from DER, 174' left of centerline, up to 15' AGL/174' MSL. Trees beginning 416' from DER, 355' right of centerline, up to 100' AGL/239' MSL. **Rwy 35,** trees beginning 10' from DER, 437' right of centerline, up to 100' AGL/269' MSL. Trees beginning 52' from DER, 503' left of centerline, up to 100' AGL/269' MSL. Trees beginning 780' from DER, 308' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2557' from DER, 117' left of centerline, up to 100' AGL/289' MSL.

ANDERSON, SC

ANDERSON RGNL

NOTES: **Rwy 5,** multiple trees beginning 1282' from departure end of runway, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89'AGL/878' MSL. **Rwy 17,** multiple trees beginning 1017' from departure end of runway, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23,** transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35,** multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL (RHP)

AMDT 1A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3.

DEPARTURE PROCEDURE: **Rwys 8, 26,** procedure NA at night. Remain within 3 NM of Western Carolina RGNL while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS, SC

ROBERT F. SWINNE

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 400-1.

DEPARTURE PROCEDURE: **Rwy s18, 36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 18,** tower 165' from departure end of runway, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36,** tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85'MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 230' per NM to 1200. **Rwy 21,** 400-2 or std. with a min. climb of 340' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct BRA NDB, climb in holding pattern; hold South, right turns, 344° inbound to cross BRA NDBat or above 6100 before proceeding on course or for climb in visual conditions: cross Asheville Rgnl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course. NOTE: climb in visual NA at night. **Rwy 34,** climb direct KEANS (IM) LOM, climb in holding pattern; hold North, left turns, 164° inbound to cross KEANS LOM at or above 7000 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night.

NOTE: **Rwy 16,** tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. **Rwy 34,** tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

BARNWELL, SC

BARNWELL RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2½ or std. w/ min. climb of 241' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 165° to 1100 before turning. **Rwy 23,** climb heading 230° to 1100 before turning south.

NOTE: **Rwy 5,** trees beginning 1959' from departure end of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. **Rwy 17,** trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100'AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. **Rwy 23,** trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. **Rwy 35,** trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/359' MSL.

21 OCT 2010 to 18 NOV 2010

BEAUFORT, NC
MICHAEL J. SMITH FIELD
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 500' per NM to 500.
NOTE: **Rwy 21,** tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

BEAUFORT, SC
BEAUFORT COUNTY
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1700 before turning right. **Rwy 25,** climb runway heading to 300 before turning right.
NOTE: **Rwy 25,** tree 1100' from departure end of runway, 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway, on centerline, 30' AGL/35' MSL.

BENNETTSVILLE, SC
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)
AMDT 1 10210 (FAA)
NOTE: **Rwy 7,** pole 97' from DER, 379' right of centerline, 35' AGL/181' MSL. Trees beginning 1415' from DER, 412' left of centerline, up to 86' AGL/232' MSL. Trees beginning 2495' from DER, 256' right of centerline, up to 89' AGL/235' MSL. **Rwy 25,** tree 77' from DER, 148' right of centerline, 18' AGL/156' MSL. Trees beginning 2681' from DER, 382' right of centerline, up to 89' AGL/227' MSL.

BOGUE MCALF (KNJM),
SWANSBORO, NC. 10070
TAKE-OFF OBSTACLES: **Rwy 5,** Trees 65' AGL/145' MSL, 1649' from DER. Trees, 125' AGL/145' MSL, 1252' from DER, 257' right of centerline. Trees, 125' AGL/145' MSL, 761' from DER, 262' left of centerline. **Rwy 23,** Trees, 70' AGL/90' MSL, 607' from DER, 54' left of centerline. Trees, 70' AGL/90' MSL, 540' from DER, 439' left of centerline. Trees, 125' AGL/145' MSL, 414' from DER, 572' left of centerline.

BURLINGTON, NC
BURLINGTON-ALAMANCE RGNL
DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1200 before turning left.

CAMDEN, SC
WOODWARD FIELD
TAKE-OFF MINIMUMS: **Rwy 6,** 200-1¼ or std. w/ min. climb of 362' per NM to 700.
NOTE: **Rwy 6,** light 184' from departure end of runway, 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL. **Rwy 14,** trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. **Rwy 32,** trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

CHAPEL HILL, NC
HORACE WILLIAMS
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 1400 before turning southwest. **Rwy 27,** climb heading 270° to 2400 before turning south.
NOTE: **Rwy 9,** trees 1084' from departure end of runway, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27,** trees 200' from departure end of runway, 240' left of centerline, 43' AGL/542' MSL.

CHARLESTON, SC
CHARLESTON AFB/INTL (CHS)
AMDT 6 08045 (FAA)
NOTE: **Rwy 3,** multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGL/111' MSL. Electrical equipment, microwave tower, and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. **Rwy 15,** multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. **Rwy 21,** multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. **Rwy 33,** trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSL.

CHARLESTON EXECUTIVE (JZI)
AMDT 1 10238 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 217° to 600 before turning right.
NOTE: **Rwy 4,** trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL. **Rwy 22,** trees 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL. Trees beginning 2183' from DER, left to right of centerline up to 100' AGL/109' MSL. **Rwy 27,** trees beginning 779' from DER, 84' left of centerline, up to 77' AGL/96' MSL. Pole 1011' from DER, 585' left of centerline, 42' AGL/61' MSL. Trees beginning 90' from DER, 273' right of centerline, up to 60' AGL/78' MSL.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)
AMDT 5 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 1700 before turning right. **Rwy 36C,** climb heading 003° to 1400 before turning left. **Rwy 36L,** climb heading 003° to 1800 before turning left.

NOTE: **Rwy 5,** trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL. **Rwy 18L,** tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL. **Rwy 18C,** trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL. Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL. **Rwy 23,** trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL. **Rwy 36C,** trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL. **Rwy 36R,** pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: **Rwy 8,** multiple trees 465' from departure end of runway, 176' right of centerline, up to 100' AGL/279' MSL. Power lines 845' from departure end of runway, 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline, up to 100' AGL/279' MSL. **Rwy 26,** trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway, 186' right of centerline, 65' AGL/243' MSL.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 5L**: Tree, 2765' from DER, 985' left of centerline, 91' MSL; Tree, 2414' from DER, 974' left of centerline, 87' MSL; Tree, 1470' from DER, 838' left of centerline, 85' MSL; Tree, 686' from DER, 678' left of centerline, 62' MSL; Tree, 1074' from DER, 497' left of centerline, 54' MSL; Tree, 780' from DER, 566' left of centerline, 50' MSL. **Rwy 14R**: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)
ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. **Rwy 17,** trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. **Rwy 23,** trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. **Rwy 35,** vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 252° to 1900 before turning right.

NOTE: **Rwy 7,** multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. **Rwy 25,** multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

CLINTON-SAMPSON COUNTY (CTZ)
AMDT 1 09267 (FAA)

NOTE: **Rwy 6,** trees beginning 9' from DER , 404' right of centerline, up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. **Rwy 24,** trees beginning 13' from DER, left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)
AMDT 1 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL. **Rwy 11,** trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL. **Rwy 23,** trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL. **Rwy 29,** trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

21 OCT 2010 to 18 NOV 2010

COLUMBIA, SC (CON'T)

JIM HAMILTON L.B. OWENS (CUB)

AMDT 3 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2½ or std. with min. climb of 345' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 311° to 1500 before turning Northbound.

NOTE: **Rwy 13,** trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL. Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL. Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. **Rwy 31,** trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL. Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

CONCORD, NC

CONCORD RGNL (JQF)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 2200 before proceeding on course. **Rwy 20,** climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2100 before proceeding on course.

NOTE: **Rwy 2,** poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL. **Rwy 20,** street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: **Rwy 4,** multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL. **Rwy 22,** multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1300 before proceeding on course. **Rwy 23,** climb heading 240° to 4000 before turning southbound.

NOTE: **Rwy 5,** trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL. **Rwy 23,** trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 343° to 900' before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 10,** multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. **Rwy 16,** multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/256' MSL. **Rwy 23,** antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. **Rwy 28,** multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. **Rwy 34,** tree 2008' from departure end of runway, 273' right of centerline, 87' AGL/277' MSL.

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: **Rwys 7,25,** climb to 2200 on runway heading before turning south.

EDENTON, NC

NORTHEASTERN RGNL (EDE)

ORIG 09211 (FAA)

NOTE: **Rwy 1,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19,** poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNL

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: **Rwys 1,10,** climb runway heading to 4000 before turning south. **Rwy 19,** climb to 4000 via ECG R-160 before turning east. **Rwy 28,** climb runway heading to 4000 before turning east.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 2100 before turning left. **Rwy 33,** climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33,** vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

ELKIN, NC

ELKIN MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 270' per NM to1300. **Rwy 25,** 300-1 or std. with a min. climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 7, 25,** climb to 3900 before turning north.

ERWIN, NC

HARNETT RGNL JETPORT

NOTE: **Rwy 5,** multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23,** trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

ORIG 08213 (FAA)

NOTE: **Rwy 4,** trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10,** trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22,** vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.

FLORENCE, SC

FLORENCE RGNL (FLO)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1,** trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9,** trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19,** trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27,** trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN, NC

MACON COUNTY (1A5)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

NOTE: **Rwy 7,** trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. **Rwy 25,** vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC

GASTONIA MUNI (AKH)

AMDT 5 10042 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 049° to 2600 before proceeding West or North. **Rwy 21,** climb heading 214° to 1500 before proceeding North.

NOTE: **Rwy 3,** trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL. Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL. **Rwy 21,** antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL. Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

GEORGETOWN, SC

GEORGETOWN COUNTY

DEPARTURE PROCEDURE: **Rwys 5, 23, 29, 34,** climb runway heading to 500 before turning.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI

NOTE: **Rwy 5,** tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. **Rwy 23,** tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL. Tree 1788' from departure end of runway, 281' right of centerline, 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)
AMDT 1 09295 (FAA)

NOTE: **Rwy 5L,** trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. **Rwy 5R,** terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. **Rwy 14,** pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. **Rwy 23L,** trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. **Rwy 23R,** trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. **Rwy 32,** trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

GREENVILLE, NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1 ½ or std. with a min. climb of 220' per NM to 300. **Rwy 20,** 200-1 or std. with a min. climb of 425' per NM to 300.

NOTE: **Rwy 2,** tree 1633' from departure end of runway, 741' right of centerline, -/115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -/123' MSL. **Rwy 8,** tree 181' from departure end of runway, 517' left of centerline, -/108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -/134' MSL. **Rwy 15,** tower 1.2 NM from departure end of runway,1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -/86' MSL. **Rwy 20,** tree 2834' from departure end of runway, 986' left of centerline, -/171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -/165' MSL. **Rwy 26,** tree 1026' from departure end of runway, 546' left of centerline, -/108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -/81' MSL. **Rwy 33,** tree 199' from departure end of runway, 372' left of centerline, -/92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -/91' MSL.

GREENVILLE, SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 5,** antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. **Rwy 23,** stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL.

GREENVILLE, SC (CON'T)

GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 10,** 400-2¼ or std. with a min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 2400 before turning left. **Rwy 28,** climb heading 276° to 1900 before turning right.

NOTE: **Rwy 1,** numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL. Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106' MSL. Numerous trees 1100' from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. **Rwy 10,** tree 31' from departure end of runway, 190' right of centerline, 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/1051' MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway, 500' right of centerline, 186' AGL/1374' MSL. **Rwy 19,** pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070' MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. **Rwy 28,** tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL. Building 1.93 NM from departure end of runway, 2045' right of centerline, 314' AGL/1315' MSL.

GREENWOOD, SC

GREENWOOD COUNTY (GRD)
ORIG 08017 (FAA)

NOTE: **Rwy 9,** tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)
AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 2500 before turning left.

NOTE: **Rwy 4,** tree 1422' from DER, 832' right of centerline, 100' AGL/1001' MSL. Tree 1454' from DER, 146' left of centerline, 78' AGL/1023' MSL.

HARTSVILLE, SC
HARTSVILLE REGIONAL (HSV)
ORIG 08045 (FAA)
NOTE: **Rwy 3,** trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL. trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21,** trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of centerline, up to 15' AGL/364' MSL.

HATTERAS, NC
BILLY MITCHELL (HSE)
ORIG 09267 (FAA)
NOTE: **Rwy 7,** trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL. **Rwy 25,** trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

HICKORY, NC
HICKORY RGNL
TAKE-OFF MINIMUMS: **Rwys 19, 24,** std. with a min. climb of 300' per NM to 3000.
DEPARTURE PROCEDURE: Use HICKORY ONE DEPARTURE.
NOTE: **Rwy 1,** tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL. **Rwy 19,** tree 1253' from departure end of runway, 661' right of centerline, 92' AGL/1211' MSL. **Rwy 24,** tree 315' from departure end of runway, 584' left of centerline, 99' AGL/1218' MSL.

HILTON HEAD ISLAND, SC
HILTON HEAD
NOTE: **Rwy 3,** numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/97' MSL. **Rwy 21,** numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111' MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91' MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSL.

JACKSONVILLE, NC
ALBERT J. ELLIS
DEPARTURE PROCEDURE: **Rwy 23,** climb on runway heading to 500 before turning right.

JEFFERSON, NC
ASHE COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 1900-3.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC
DUPLIN COUNTY (DPL)
ORIG 09015 (FAA)
NOTE: **Rwy 5,** trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23,** trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of centerline, up to 100' AGL/225' MSL.

KINGSTREE, SC
WILLIAMSBURG RGNL
TAKE-OFF MINIMUMS: **Rwy 32,** 200-1 or std. w/ min. climb of 353' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 132° to 800 before turning north.
NOTE: **Rwy 32,** multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175' MSL.

KINSTON, NC
KINSTON RGNL JETPORT AT STALLINGS FIELD
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 050° to 1800 before turning east.
NOTE: **Rwy 5,** multiple poles 1521' from departure end of runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23,** multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL, multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC
LAKE CITY MUNI CJ EVANS FIELD
TAKE-OFF MINIMUMS: **Rwy 1,** 500-2½ or std. w/ min. climb of 375' per NM to 700. **Rwy 19,** 300-1 or std. w/ min. climb of 404' per NM to 400.
NOTE: **Rwy 1,** tree 1474' from departure end of runway, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19,** tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180' AGL/254' MSL.

LANCASTER, SC
LANCASTER COUNTY- MCWHIRTER FIELD (LKR)
AMDT 1 09351 (FAA)
NOTE: **Rwy 6,** trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL. Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL. Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL. **Rwy 24,** trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

LEXINGTON, NC

DAVIDSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 290' per NM to 900.

LIBERTY, NC

CAUSEY

TAKE-OFF MINIMUMS: **Rwys 2, 20,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 3200 before turning right. **Rwy 23,** climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200.

LORIS, SC

TWIN CITY (5J9)

ORIG 10126 (FAA)

NOTE: **Rwy 8,** vehicles on roadway 18' from DER, 127' right of centerline, up to 15' AGL/119' MSL. Trees beginning 159' from DER, 208' right of centerline, up to 100' AGL/204' MSL. Trees beginning 169' from DER, 314' left of centerline, up to 100' AGL/204' MSL. **Rwy 26,** vehicles on roadway 9' from DER, 113' left of centerline, up to 15' AGL/119' MSL. Trees beginning 20' from DER, 182' left of centerline, up to 100' AGL/204' MSL. Hangar 81' from DER, 267' right of centerline, 50' AGL/154' MSL. Aircraft 87' from DER, 171' right of centerline, up to 30' AGL/134' MSL. Building 665' from DER, 139' left of centerline, 30' AGL/134' MSL. Building 1359' from DER, 226' right of centerline, 30' AGL/134' MSL.

LUMBERTON, NC

LUMBERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 400-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb 270° heading to 600 before turning.

MANNING, SC

SANTEE COOPER RGNL (MNI)

ORIG 09043 (FAA)

NOTE: **Rwy 2,** trees beginning at departure end of runway, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20,** trees beginning 125' from departure end of runway, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 17, 35,** 300-1.

MARION, SC

MARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1 or std. with a min. climb of 330' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning.

MAXTON, NC

LAURINBURG-MAXTON

NOTE: **Rwy 5,** road 606' from departure end of runway, on centerline, 15' AGL/224' MSL. Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/267' MSL. **Rwy 13,** aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. **Rwy 23,** tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. **Rwy 31,** trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

21 OCT 2010 to 18 NOV 2010

MC ENTIRE JNGB (MMT)

EASTOVER, SC. 08353

..... **Rwy5***
..... **Rwy23****
..... **Rwy32*****

* Standard with CG of 310'/NM to 2700.
** Standard with CG of 210'/NM to 1100.
*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: **Rwy 5,** For climb in visual conditions: Ceiling 1400'/, Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 23,** For climb in visual conditions: Ceiling 1300'/, Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 32,** Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600'/, Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5:** Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER, 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL. Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. **Rwy 14:** Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER, 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL. Pylon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. **Rwy 23:** Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259' MSL. Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. **Rwy 32:** Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/293' MSL.

MOCKSVILLE, NC

TWIN LAKES

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1

NOTE: **Rwy 9,** numerous trees beginning 35' from departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. **Rwy 27,** numerous trees beginning 200' from departure end of runway, 78' right of centerline, up to 100' AGL/929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKS CORNER, SC

BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 215' per NM to 400.

NOTE: **Rwy 5,** trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. **Rwy 23,** trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE (EQY)

AMDT 1 10042 (FAA)

NOTES: **Rwy 5,** trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL. Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course. **Rwy 32,** climb heading 324° to 1300 before proceeding on course.

NOTE: **Rwy 14,** terrain and multiple trees beginning 197' from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. **Rwy 32,** tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGL/886' MSL.

21 OCT 2010 to 18 NOV 2010

MORGANTON, NC

FOOTHILLS RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course. **Rwy 21,** climb direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound)to 5000 before proceeding on course.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: **Rwy 18,** climb direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course. **Rwy 36,** climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 36,** 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD (LRO)

AMDT 1 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1400 before proceeding on course. **Rwy 35,** climb heading 354° to 1900 before turning right.

NOTE: **Rwy 17,** AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL. **Rwy 35,** tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL. Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

MYRTLE BEACH, SC

MYRTLE BEACH INTL (MYR)

AMDT 2 10042 (FAA)

NOTE: **Rwy 18,** trees beginning 1770' from DER, 664' left of centerline, up to 60' AGL/88' MSL.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 32,** climb runway heading to 900' before turning north.

NOTES: **Rwy 22,** 75' AGL trees 958' from departure end of runway, 705' right of centerline. **Rwy 14,** 79' AGL trees 1297' from departure end of runway, 531' right of centerline. **Rwy 32,** 91' AGL trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)

AMDT 1 08325 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. **Rwy 22,** multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

NORTH, SC. 08157

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKEOFF OBSTACLES: **Rwy 5,** Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL. Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL. Building 917' from DER 641' right of centerline, 30' AGL/364' MSL. Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL. **Rwy 6,** Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL; Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/ 388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL; Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. **Rwy 24,** Pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

NORTH MYRTLE BEACH, SC

GRAND STAND (CRE)

ORIG 10014 (FAA)

NOTE: **Rwy 5,** vehicles on roadway 8' from DER, 455' right of centerline, up to 16' AGL/41' MSL. Trees beginning 1782' from DER, 6' right of centerline, up to 74' AGL/103' MSL. **Rwy 23,** trees beginning 43' from DER, 399' right of centerline, up to 33' AGL/58' MSL. Sign 60' from DER, 205' left of centerline, 11' AGL/36' MSL. Trees beginning 1393' from DER, 277' left of centerline, up to 62' AGL/88' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

ORIG 09183 (FAA)

NOTE: **Rwy 5,** trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/ 119' MSL. **Rwy 23,** trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

ORANGEBURG, SC

ORANGEBURG MUNI (OGB)
AMDT 3A 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1000 before proceeding on course. **Rwy 35,** climb heading 354° to 900 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 190' from DER, 384' left of centerline, up to 100' AGL/289' MSL. Railroad 768' from DER, 407' right of centerline, 23' AGL/220' MSL. **Rwy 17,** trees beginning 2885' from DER, 1082' left of centerline, up to 100' AGL/282' MSL. Trees beginning 1132' from DER, 798' right of centerline, up to 100' AGL/257' MSL. **Rwy 23,** trees beginning 32' from DER, 45' left of centerline, up to 100' AGL/251' MSL. Power pole 1260' from DER, 127' left of centerline, 50' AGL/202' MSL. Trees beginning 870' from DER, 419' right of centerline, up to 100' AGL/259' MSL. **Rwy 35,** trees beginning 764' from DER, 703' left of centerline, up to 100' AGL/272' MSL. Trees beginning 1567' from DER, 473' right of centerline, up to 100' AGL/282' MSL. Terrain 13' from DER, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. w/ min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 6,** trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL. **Rwy 24,** trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND, SC

PAGELAND (PYG)
ORIG 09071 (FAA)

NOTE: **Rwy 5,** trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23,** trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

PELION, SC

LEXINGTON COUNTY AT PELION (6J0)
ORIG 09155 (FAA)

NOTE: **Rwy 18,** trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL. **Rwy 36,** trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PICKENS, SC

PICKENS COUNTY (LQK)
ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35. **Rwy 23,** climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

NOTE: **Rwy 5,** tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL. Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL. Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL. Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL. **Rwy 23,** tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL. Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)
ORIG 09183 (FAA)

NOTE: **Rwy 5,** terrain 448' from DER, 343' right of centerline, 443' MSL. Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE , NC. 08213

Rwys 5, 23: expect radar vectors from Fayetteville Approach. **Rwy 23,** standard with minimum climb of 220'/NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5,** multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/242' MSL; Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/ 294' MSL; Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL; Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL. C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. **Rwy 23,** fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL; Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL 559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL. C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

RAEFORD, NC

P K AIRPARK

TAKE-OFF MINIMUMS: **Rwy 22,** 200-1.

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 142° to 1400 before turning right. **Rwy 23L,** climb heading 232° to 1900 before turning left. **Rwy 23R,** climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L,** tree 2011' from departure end of runway, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. **Rwy 5R,** tree 1437' from departure end of runway, 803' right of centerline, 80' AGL/469' MSL. **Rwy 14,** multiple trees beginning 2021' from departure end of runway, 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL/559' MSL. **Rwy 23L,** tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32,** multiple poles 1170' from departure end of runway, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2 or std. w/ a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13,** trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31,** power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

AMT 1 10042 (FAA)

NOTE: **Rwy 2,** trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY (RCZ)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 14,** multiple trees beginning 676' from DER, 20' right of centerline, up to 100' AGL/441' MSL. Multiple trees beginning 5' from DER, 75' left of centerline, up to 100' AGL/458' MSL. Train beginning 6' from DER, 355' left of centerline, 23' AGL/382' MSL. **Rwy 32,** tree 1152' from DER, 443' left of centerline, 100' AGL/399' MSL. Tree 181' from DER, 428' right of centerline, 100' AGL/429' MSL. Vehicles on roadway 34' from DER, 498' right of centerline, up to 15' AGL/364' MSL.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 1200 before proceeding on course.

NOTE: **Rwy 4,** tree 1459' from departure end of runway, 791' left of centerline, 207' MSL. Tree 2454' from departure end of runway, 752' right of centerline, 231' MSL. **Rwy 22,** tree 1199' from departure end of runway, 665' right of centerline, 204' MSL. Tree 1215' from departure end of runway, 676' left of centerline, 224' MSL. Tree 1464' from departure end of runway, 616' left of centerline, 222' MSL.

ROXBORO, NC

PERSON COUNTY

NOTE: **Rwy 6,** trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24,** trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

RUTHERFORDTON, NC

RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 255' per NM to 3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course. **Rwy 19,** climb heading 189° to 3600 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

NOTE: **Rwy 1,** trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway, on centerline, up to 100' AGL/1159' MSL. Powerlines left and right of centerline, beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. **Rwy 19,** trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL. Trees 1937' from departure end of runway, on centerline, 100' AGL/1119' MSL.

ST. GEORGE
ST. GEORGE (6J2)
ORIG 08101 (FAA)
NOTE: **Rwy 5,** tree 3021' from departure end of runway, 186' left of centerline, 100' AGL/175' MSL. **Rwy 23,** tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC
ROWAN COUNTY
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.
DEPARTURE PROCEDURE: **Rwy 20,** climb on heading 160° to 1200 before turning west.

SALUDA, SC
SALUDA COUNTY (6J4)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.
NOTE: **Rwy 1,** numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL. **Rwy 19,** numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD, NC
RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1400 before turning right. **Rwy 21,** climb runway heading to 1400 before turning left.

SEYMOUR JOHNSON AFB (KGSB)
GOLDSBORO, NC 10154
TAKE-OFF MINIMUMS: **Rwy 26,** 200-1½ or Standard with minimum climb of 230 ft/NM to 500' or with standard minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1800' prior to DER.
TAKE-OFF OBSTACLES: **Rwy 26,** Trees 110' AGL/251' MSL, 1.2 NM from DER, 1155' left of centerline.

SHAW AFB (KSSC)
SUMTER, SC 07214
TAKE-OFF OBSTACLES: **Rwy 4R**, Terrain 500' left of centerline at the threshold, 235' MSL. **Rwy 22L**, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/293' MSL. **Rwy 22R**, Terrain 253' from DER, 568' right of centerline, 244' MSL.

SHELBY, NC
SHELBY-CLEVELAND COUNTY RGNL (EHO)
ORIG 09015 (FAA)
NOTE: **Rwy 5,** trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway, 804' right of centerline, up to 100' AGL/919' MSL. **Rwy 23,** trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC
SILER CITY MUNI
DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning right.

SIMMONS AAF (KFBG)
FORT BRAGG, NC . . . . . .AMDT 2, 10154
Rwy 27, 400-2½*
* Or standard with minimum climb of 230 ft/NM to 700.
DEPARTURE PROCEDURE: **Rwy 27,** climb heading 273° to 700 before proceeding on course.
TAKE-OFF OBSTACLES: **Rwy 9,** Terrain 233' MSL, beginning 80' from DER, 27' right of centerline. **Rwy 27,** Terrain 283' MSL, beginning 105' from DER, left and right of centerline. Antenna, 292' AGL/584' MSL, 1.9 NM from DER, 3586' right of centerline.

SMITHFIELD, NC
JOHNSTON COUNTY (JNX)
AMDT 3 10238 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1½ or std w/ min climb of 215' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 21,** 500-2¾ or std w/ min climb of 265' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 1500 before turning west. **Rwy 21,** climb heading 212° to 1000 before turning northwest.
NOTE: **Rwy 3,** trees beginning 35' from DER, 486' right of centerline, up to 64' AGL/251' MSL. Poles beginning 2022' from DER, 228' right of centerline, up to 44' AGL/232' MSL. Trees beginning 4352' from DER, 543' left of centerline, up to 100' AGL/349' MSL. Poles beginning 2114' from DER, 69' left of centerline, up to 41' AGL/234' MSL. **Rwy 21,** trees beginning 1' from DER, 492' right of centerline, up to 20' AGL/167' MSL. Trees beginning 60' from DER, 478' left of centerline, up to 46' AGL/192' MSL. Tower 2.3 NM from DER, 2883' right of centerline, 380' AGL/614' MSL.

SPARTANBURG, SC
SPARTANBURG DOWNTOWN MEMORIAL (SPA)
ORIG 09295 (FAA)
NOTE: **Rwy 5,** trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. **Rwy 23,** trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC
STATESVILLE RGNL
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. with a min. climb of 220' per NM to 1300.
NOTE: **Rwy 28,** powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 056° to 600 before turning left. **Rwy 24,** climb heading 236° to 800 before turning right.

NOTE: **Rwy 6,** vehicles on road beginning 7' from DER, left and right of centerline, up to 15' AGL/64' MSL. Trees beginning 556' from DER, left and right of centerline, up to 100' AGL/154' MSL. **Rwy 24,** tree 58' from DER, 459' left of centerline, 84' AGL/114' MSL.

SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-VFR only. **Rwy 23,** std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23,** trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

TARBORO, NC

TARBORO-EDGECOMBE

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 500 before turning.

UNION, SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: **Rwy 5,** tree 1315' from departure end of runway, 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. **Rwy 23,** tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL. Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

WADESBORO, NC

ANSON COUNTY-JEFF CLOUD FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 300-2 or std. with a min. climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 162° to 900 before proceeding on course.

NOTE: **Rwy 16,** terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/356' MSL. Tree 1329' from departure end of runway, 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL. **Rwy 34,** tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL. Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL. Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354' MSL. Tree 1651' from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL. Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/372' MSL.

21 OCT 2010 to 18 NOV 2010

WALLACE, NC

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 389' per NM to 400.

NOTE: **Rwy 9,** trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL. Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. **Rwy 27,** vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL. Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.

WALNUT COVE, NC

MEADOW BROOK FIELD (N63)

AMDT 1 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 400-3 or std. w/ min. climb of 324' per NM to 1400. **Rwy 34,** 600-3 w/ min. climb of 267' per NM to 1400 or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 166° to 1400 before proceeding on course. **Rwy 34,** climb heading 001° to 2800 before turning West or for climb in visual conditions: cross Meadow Brook Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road 428' from DER, 591' left of centerline, up to 15' AGL/674' MSL. Trees beginning 541' from DER, 618' right of centerline, up to 65' AGL/804' MSL. Tank 5738' from DER, 742' right of centerline, 157' AGL/863' MSL. Powerline 2525' from DER, 266' right of centerline, 79' AGL/716' MSL. **Rwy 34,** trees beginning 961' from DER, 389' right of centerline, up to 65' AGL/844' MSL. Trees beginning 1056' from DER, 744' left of centerline, up to 65' AGL/844' MSL.

WALTERBORO, SC

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 280' per NM to 300.

NOTE: **Rwy 5,** 93' AGL tree 960' from departure end of runway, 710' right of centerline. **Rwy 9,** 75' AGL tree 365' from departure end of runway, 575' right of centerline. **Rwy 17,** 74' AGL tree 508' from departure end of runway, 635' right of centerline. **Rwy 23,** 84' AGL tree 710' from departure end of runway, 675' left of centerline. **Rwy 35,** 69' AGL tree 1062' from departure end of runway, 690' right of centerline.

WASHINGTON, NC

WARREN FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 250' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 17, 29, 35,** climb runway heading to 400 before turning.

WAXHAW, NC

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to DER.

NOTE: **Rwy 4,** trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

WHITEVILLE, NC

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: **Rwy 6,** trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. **Rwy 24,** trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.

WILLIAMSTON, NC

MARTIN COUNTY

NOTE: **Rwy 3,** trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21,** trees beginning 130' from departure end of runway, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80' MSL.

WILMINGTON, NC

WILMINGTON INTL

NOTE: **Rwy 6,** tree 2723' from departure end of runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. **Rwy 17,** multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway, 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. **Rwy 24,** tree 163' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. **Rwy 35,** tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.

WILSON, NC

WILSON INDUSTRIAL AIR CENTER

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27,** climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21,** climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33,** climbing left turn to 2500 on heading 320° before proceeding on course.

WINSTON-SALEM, NC

SMITH REYNOLDS (INT)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 500-2¾ or std. with a min. climb of 330' per NM to 1600.

NOTE: **Rwy 4,** multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. **Rwy 15,** bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. **Rwy 22,** multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. **Rwy 33,** floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.

21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4502
008°	TDZE	68
	Apt Elev	68

GPS RWY 1

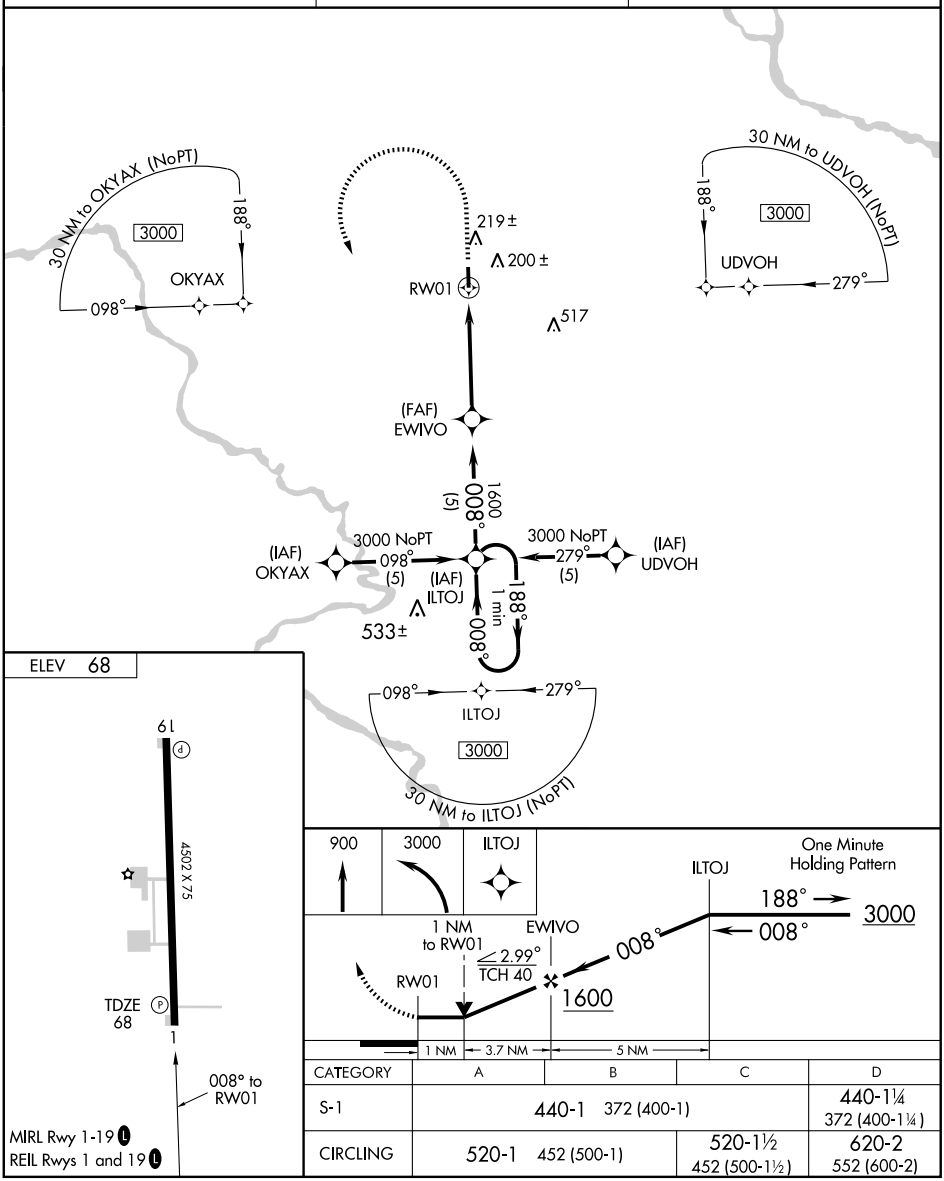
AHOSKIE/TRI-COUNTY (ASJ)

NA

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct ILTOJ WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 323.0	122.8 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-1	440-1 372 (400-1)			440-1¼ 372 (400-1¼)
CIRCLING	520-1 452 (500-1)		520-1½ 452 (500-1½)	620-2 552 (600-2)

APP CRS	Rwy Idg	4502
188°	TDZE	68
	Apt Elev	68

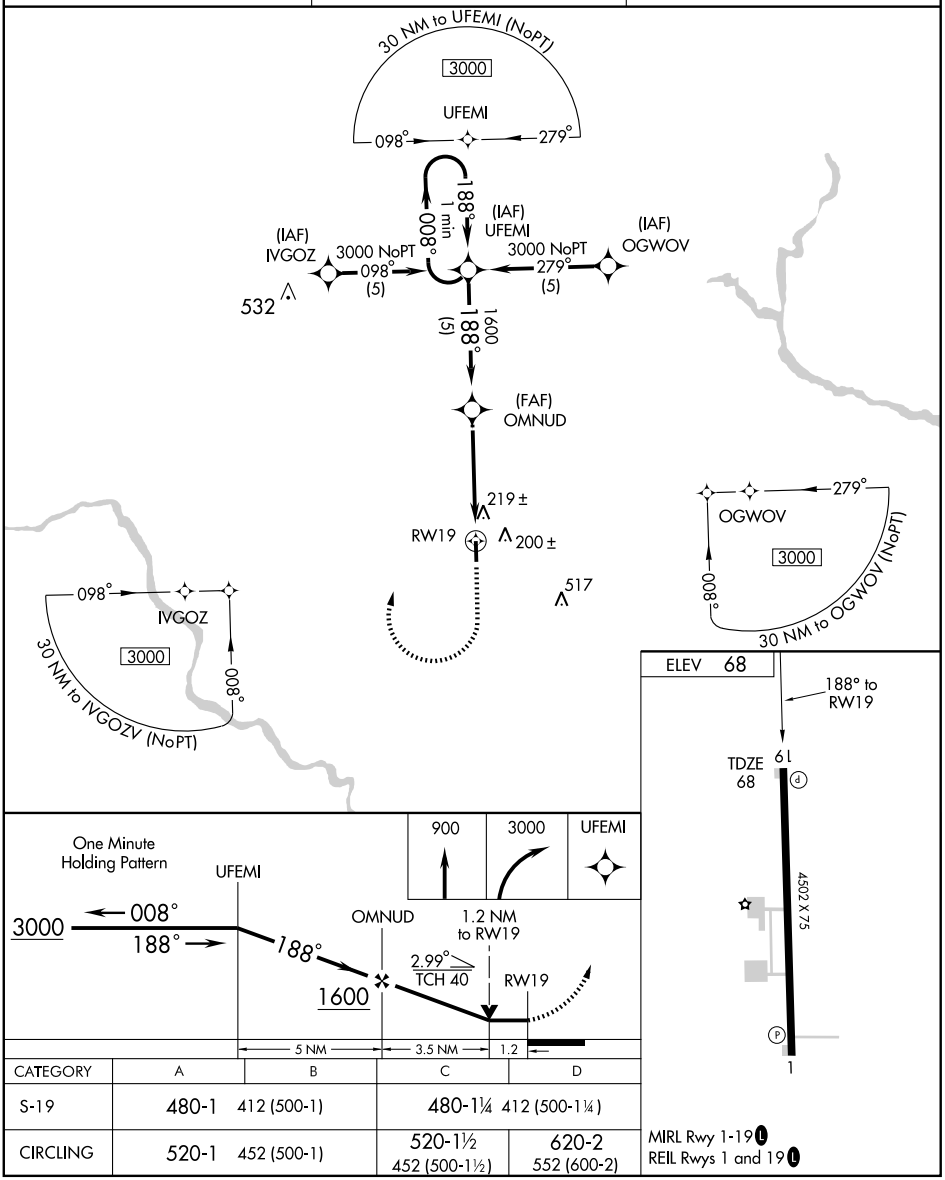
GPS RWY 19

AHOSKIE/TRI-COUNTY (ASJ)

NA

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct UFEMI WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 323.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-19	480-1	412 (500-1)	480-1¼	412 (500-1¼)
CIRCLING	520-1	452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CVI 114.6 Chan 93	APP CRS 262°	Rwy Idg N/A TDZE N/A Apt Elev 68

VOR/DME or GPS-A

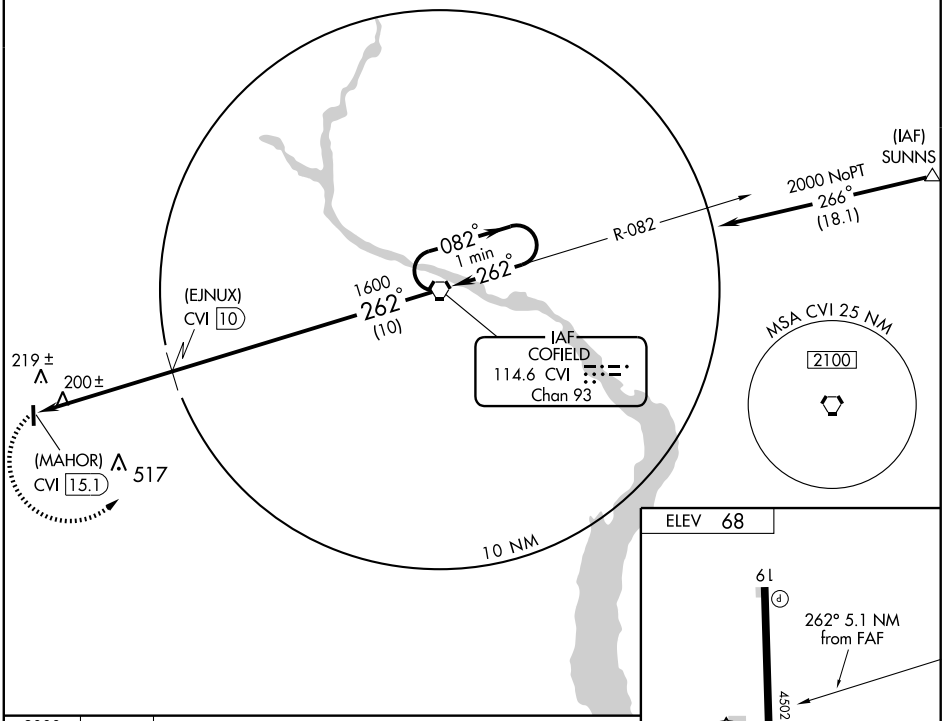
AHOSKIE/ TRI-COUNTY (ASJ)

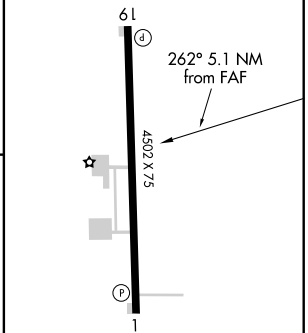
NA

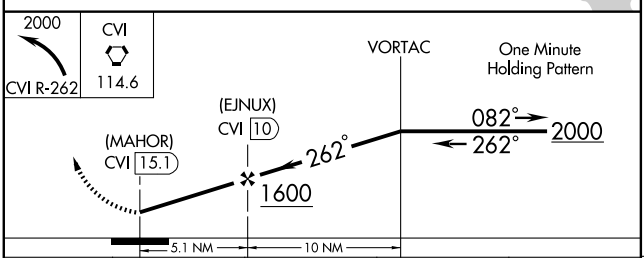
MISSED APPROACH: Climbing left turn to 2000 via CVI R-262 to CVI VORTAC and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 323.0	122.8 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
CIRCLING	720-1 652 (700-1)		720-1¾ 652 (700-1¾)	720-2 652 (700-2)

Knots	60	90	120	150	180
Min:Sec					

LOC I-VUJ	APP CRS	Rwy Idg	5500
110.55	223°	TDZE	584
		Apt Elev	609

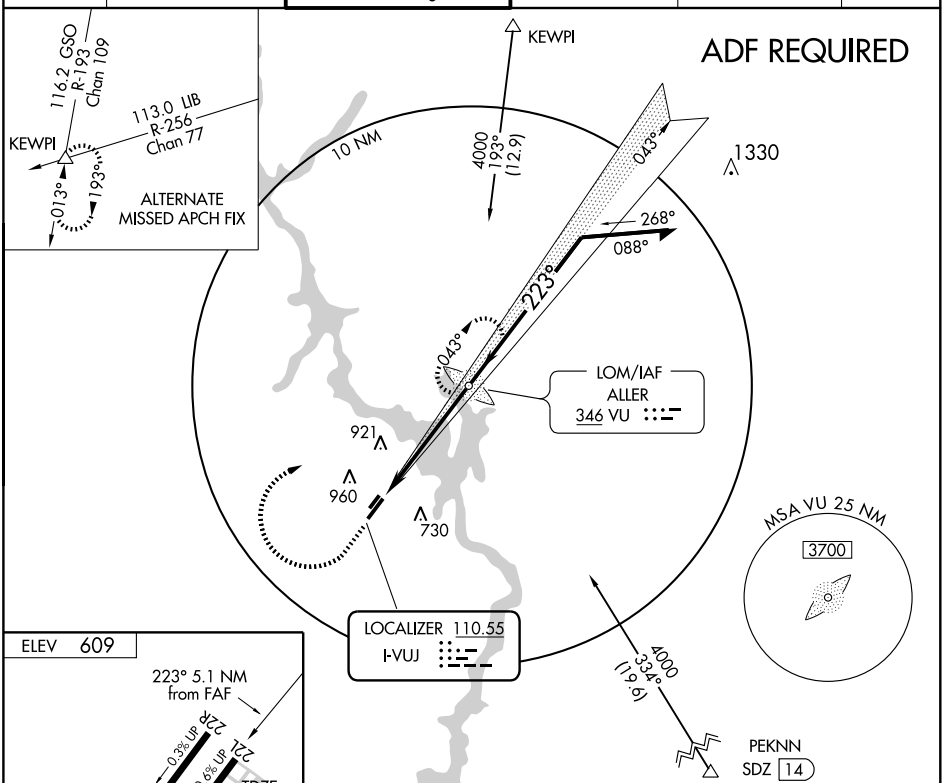
ILS or LOC RWY 22L

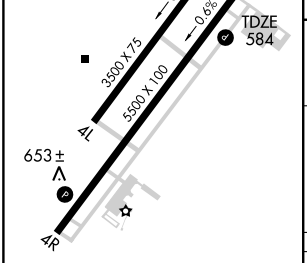
ALBEMARLE/ STANLY COUNTY (VUJ)

Circling to Rwy 4L/22R NA at night. ADF Required. When local altimeter setting not received, use Asheboro altimeter setting and increase all DA to 837 and all MDA 60 feet; increase S-ILS 22L all Cats, S-LOC 22L Cats C and D, and Circling Cats C and D visibility ¼ mile.

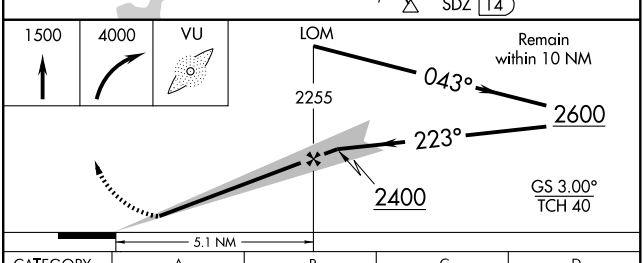
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER*	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0



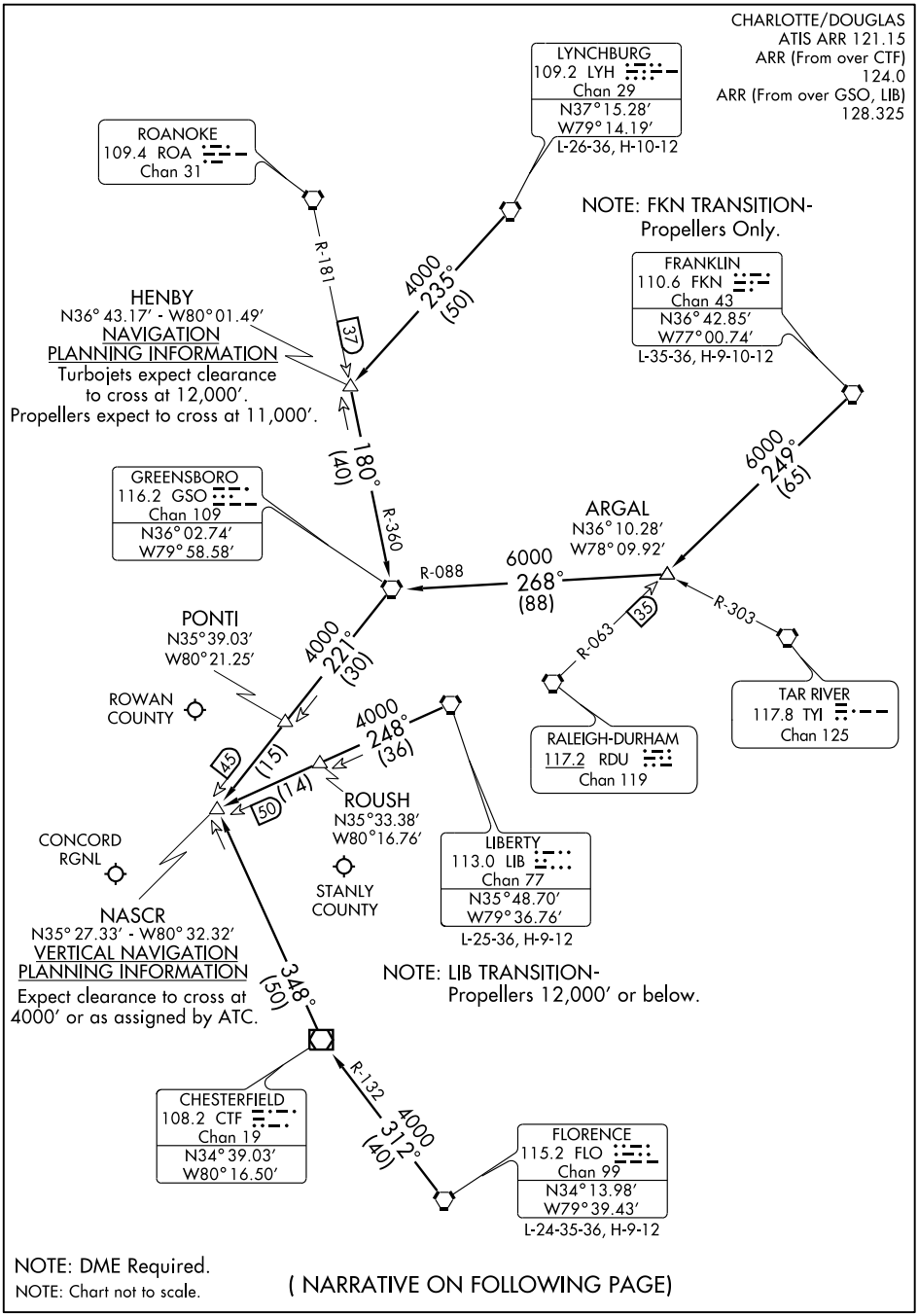


FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 22L	784-¾ 200 (200-¾)			
S-LOC 22L	1040-1 456 (500-1)		1040-1¼ 456 (500-1¼)	1040-1½ 456 (500-1½)
CIRCLING	1260-1 651 (700-1)		1260-1¾ 651 (700-1¾)	1260-2 651 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....
FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....
LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....
LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

....From over NASCR INT expect vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010

LOM VU	APP CRS	Rwy Idg 5500
346	224°	TDZE 584
		Apt Elev 609

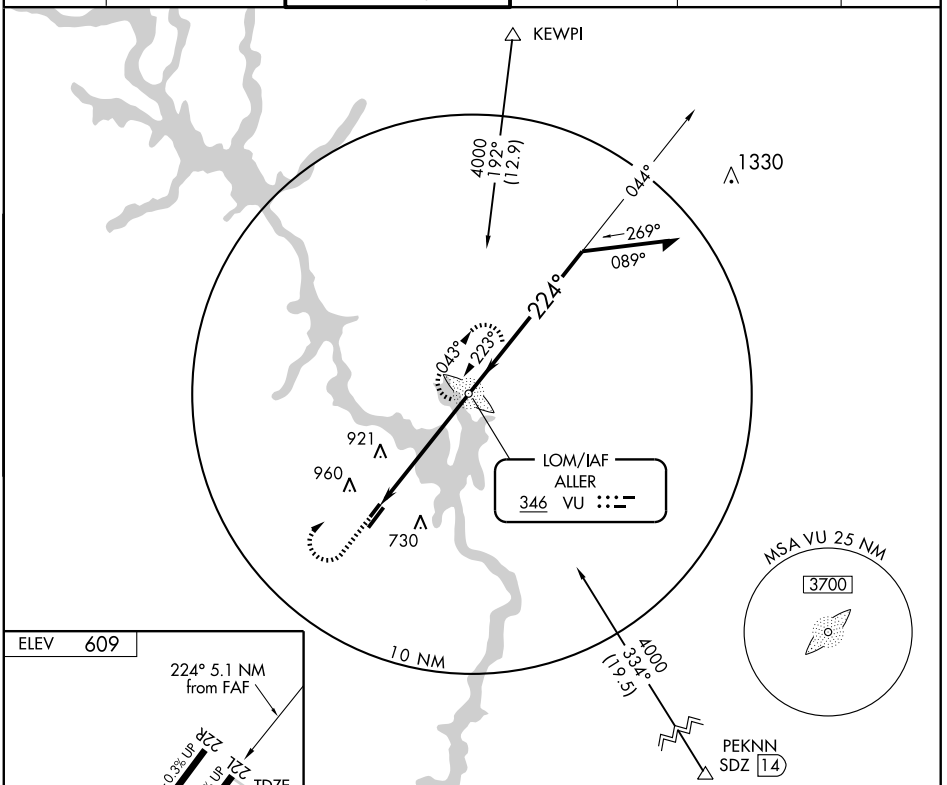
NDB RWY 22L

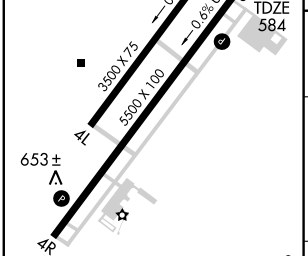
ALBEMARLE/ STANLY COUNTY (VUJ)

Circling to Rwy 4L/22R NA at night. When local altimeter setting not received, use Asheboro altimeter setting and increase all MDA 60 feet; increase S-22L Cats C and D, and Circling Cats C and D visibility ¼ mile.

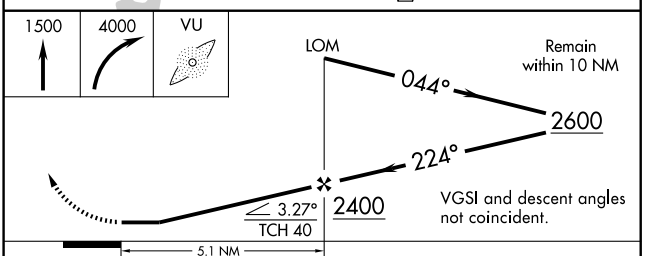
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-22L	1240-1	656 (700-1)	1240-1¾ 656 (700-1¾)	1240-2 656 (700-2)
CIRCLING	1260-1	651 (700-1)	1260-1¾ 651 (700-1¾)	1260-2 651 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 49117	043°	TDZE	609
W04A		Apt Elev	609

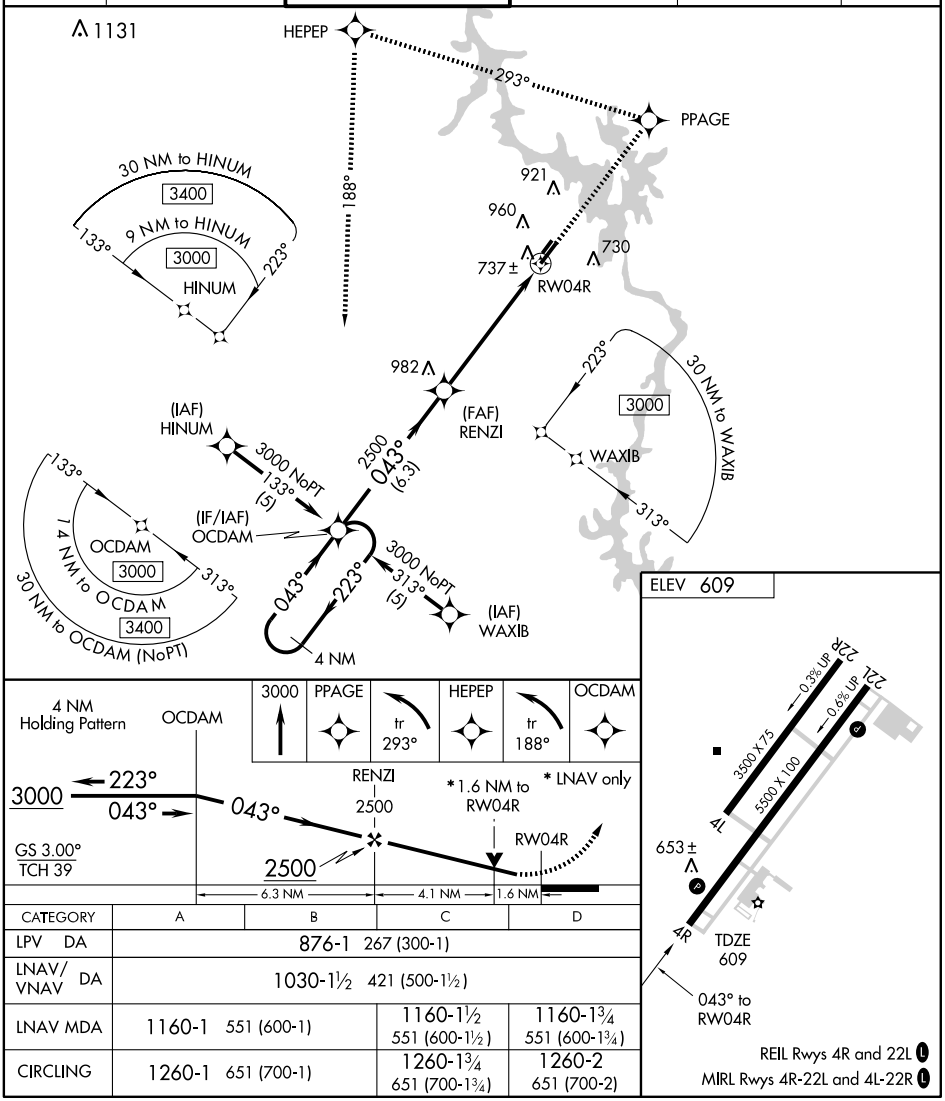
RNAV (GPS) RWY 4R

ALBEMARLE/STANLY COUNTY (VUJ)

Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Asheboro altimeter setting and increase LPV DA to 929, LNAV/VNAV DA to 1083, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheboro altimeter setting. VDP NA with Asheboro altimeter setting.

MISSED APPROACH: Climb to 3000 direct PPAGE and left turn on track 293° to HEPEP and left turn on track 188° to OCDAM and hold.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER*	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0



CATEGORY	A	B	C	D
LPV DA	876-1 267 (300-1)			
LNAV/VNAV DA	1030-1½ 421 (500-1½)			
LNAV MDA	1160-1 551 (600-1)		1160-1½ 551 (600-1½)	1160-1¾ 551 (600-1¾)
CIRCLING	1260-1 651 (700-1)		1260-1¾ 651 (700-1¾)	1260-2 651 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78317 W22A	APP CRS 223°	Rwy Idg 5500 TDZE 584 Apt Elev 609

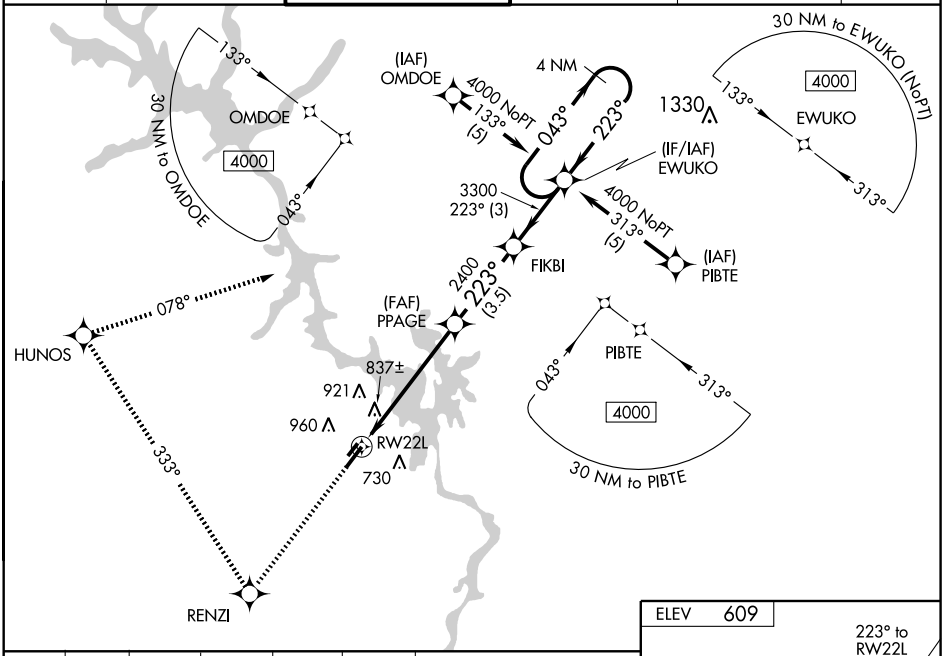
RNAV (GPS) RWY 22L

ALBEMARLE/ STANLY COUNTY (VUJ)

Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Asheboro altimeter setting and increase LPV DA to 837, LNAV/VNAV DA to 1325, and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheboro altimeter setting. VDP NA with Asheboro altimeter setting.

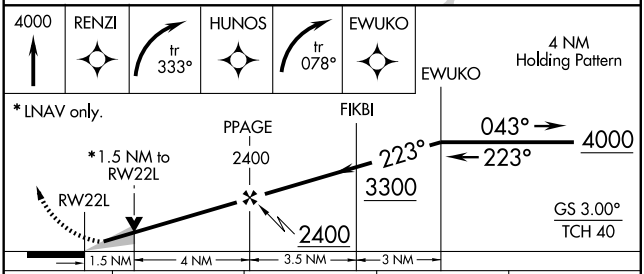
MISSED APPROACH: Climb to 4000 direct RENZI and right turn on track 333° to HUNOS and right turn on track 078° to EWUKO and hold.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER*	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0

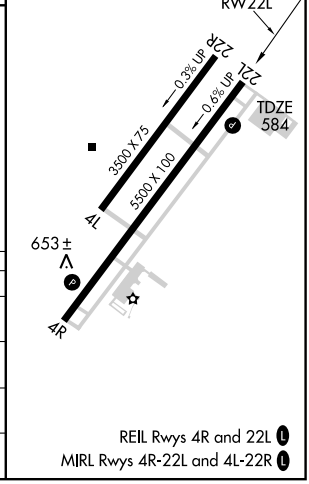


SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	784-¾	200 (200-¾)		
LNAV/ VNAV DA	1272-2½	688 (700-2½)		
LNAV MDA	1100-1 516 (500-1)		1100-1½ 516 (500-1½)	1100-1¾ 516 (500-1¾)
CIRCLING	1260-1 651 (700-1)		1260-1¾ 651 (700-1¾)	1260-2 651 (700-2)

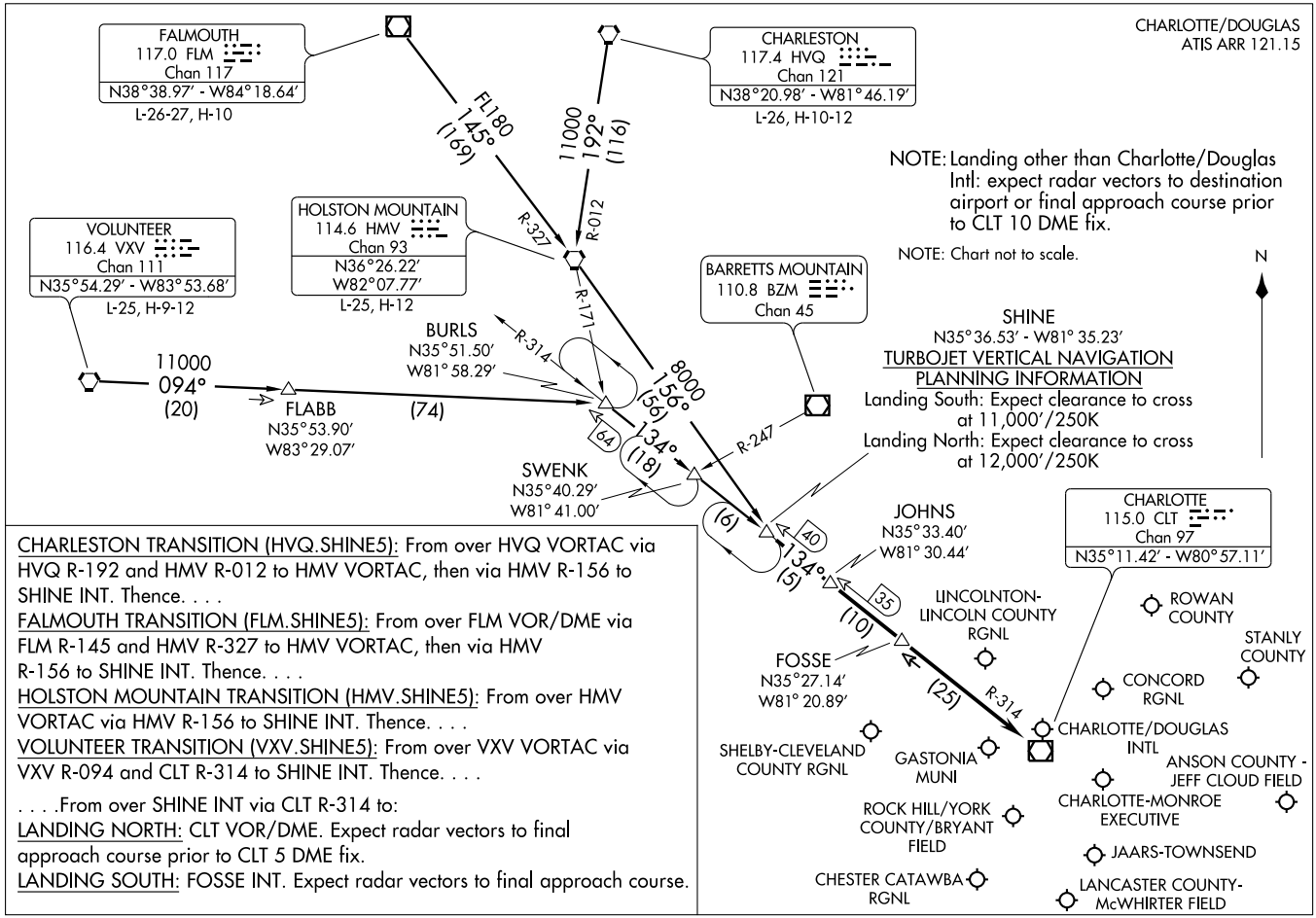


REIL Rwys 4R and 22L L
MIRL Rwys 4R-22L and 4L-22R L

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

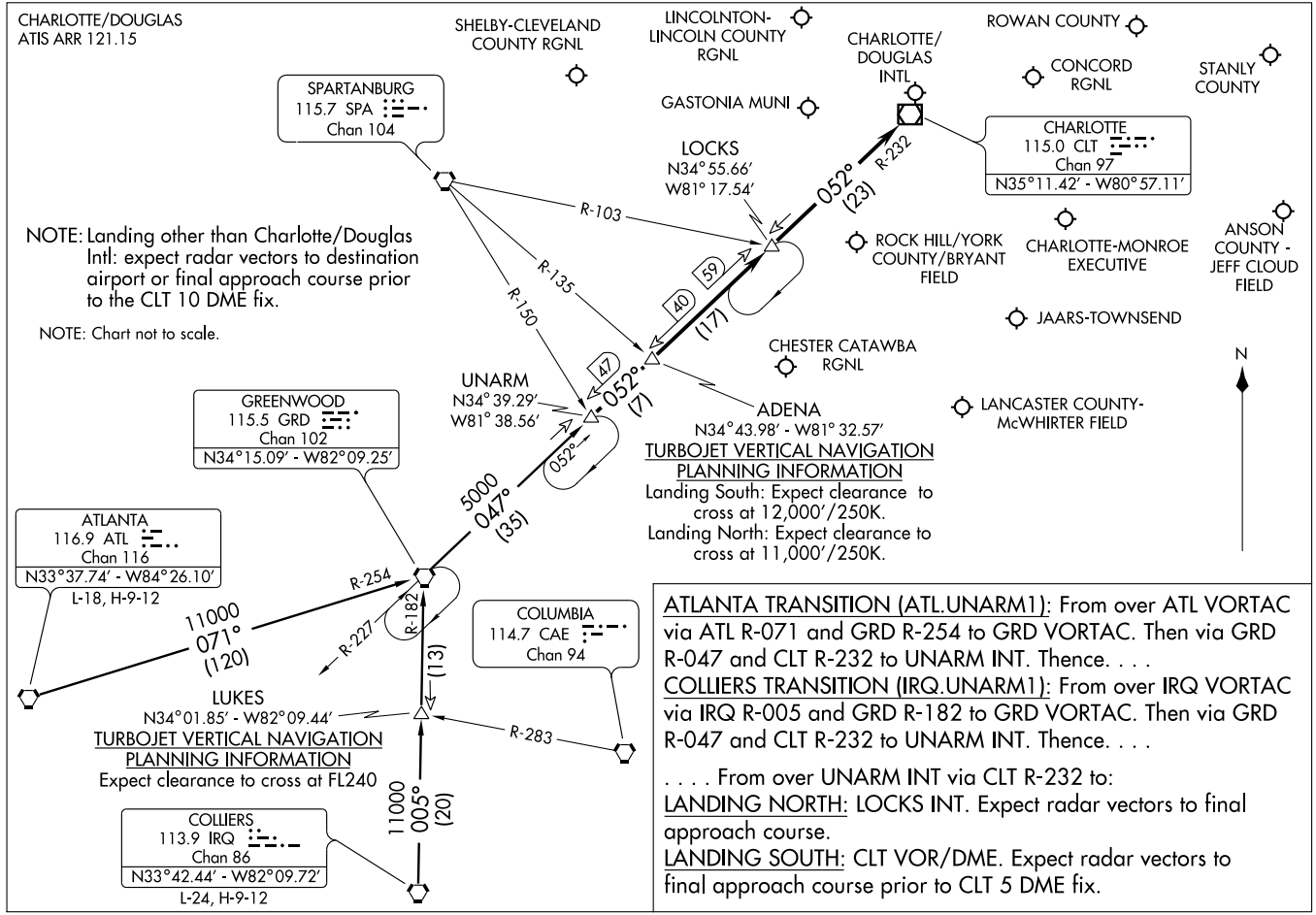
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

APP CRS	Rwy Idg	5500
061°	TDZE	1691
	Apt Elev	1697

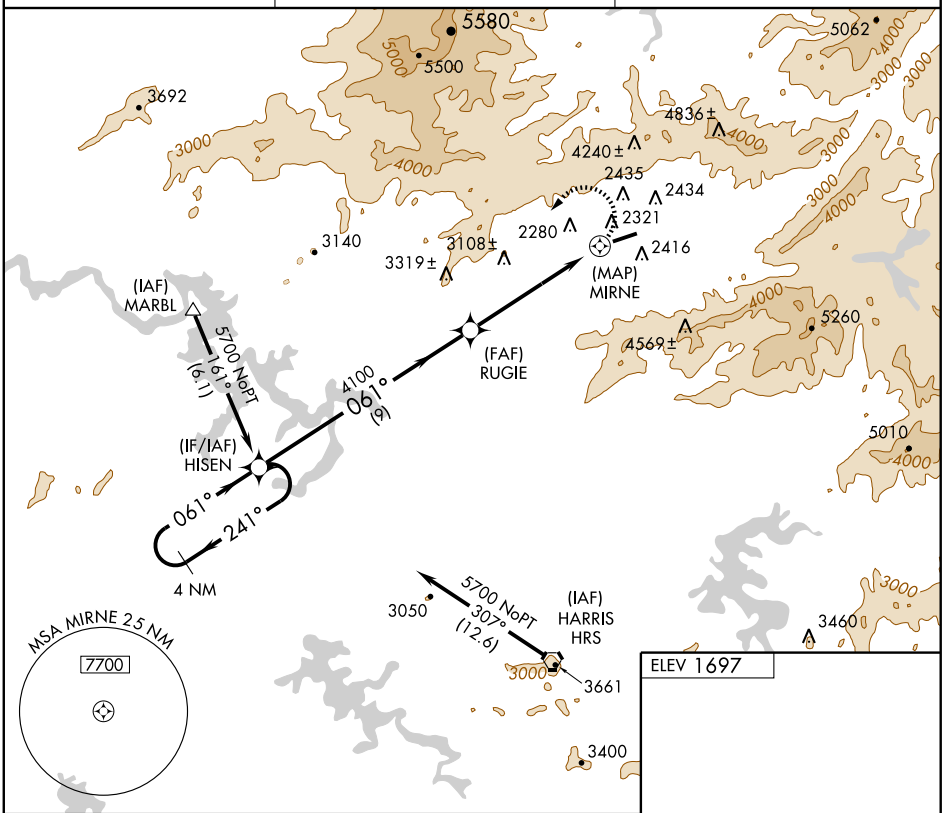
RNAV (GPS) RWY 8

ANDREWS/WESTERN CAROLINA RGNL (RHP)

NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 5700 direct HISEN WP and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.675	134.8 307.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4020-1¼ 2329 (2400-1¼)	4020-1½ 2329 (2400-1½)	4020-3 2329 (2400-3)	NA
CIRCLING	4020-1¼ 2323 (2400-1¼)	4020-1½ 2323 (2400-1½)	4020-3 2323 (2400-3)	NA

REIL Rwy 8 L
MIRL Rwy 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

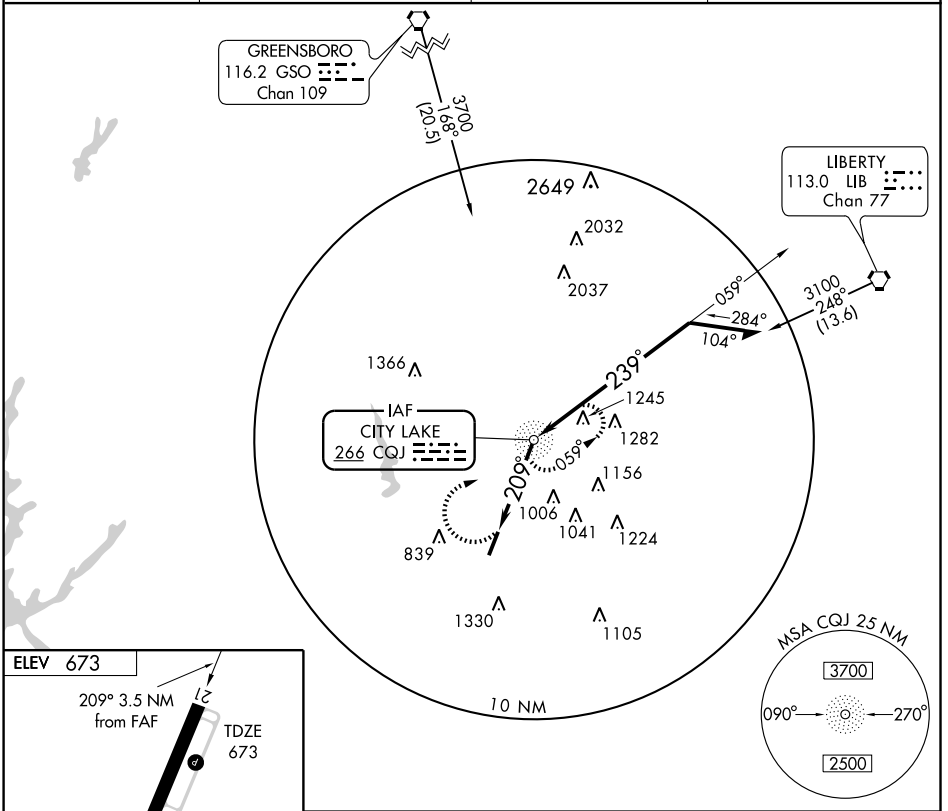
NDB CQJ	APP CRS	Rwy Idg	5501
266	209°	TDZE	673
		Apt Elev	673

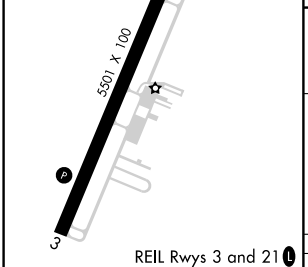
NDB RWY 21
ASHEBORO RGNL (HBI)

NA

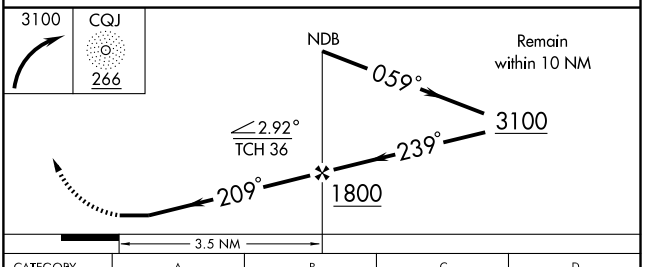
MISSED APPROACH: Climbing right turn to 3100 direct CQJ NDB and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-21	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1300-2 627 (700-2)
CIRCLING	1300-1 627 (700-1)	1360-1 687 (700-1)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5501
030°	TDZE	667
	Apt Elev	673

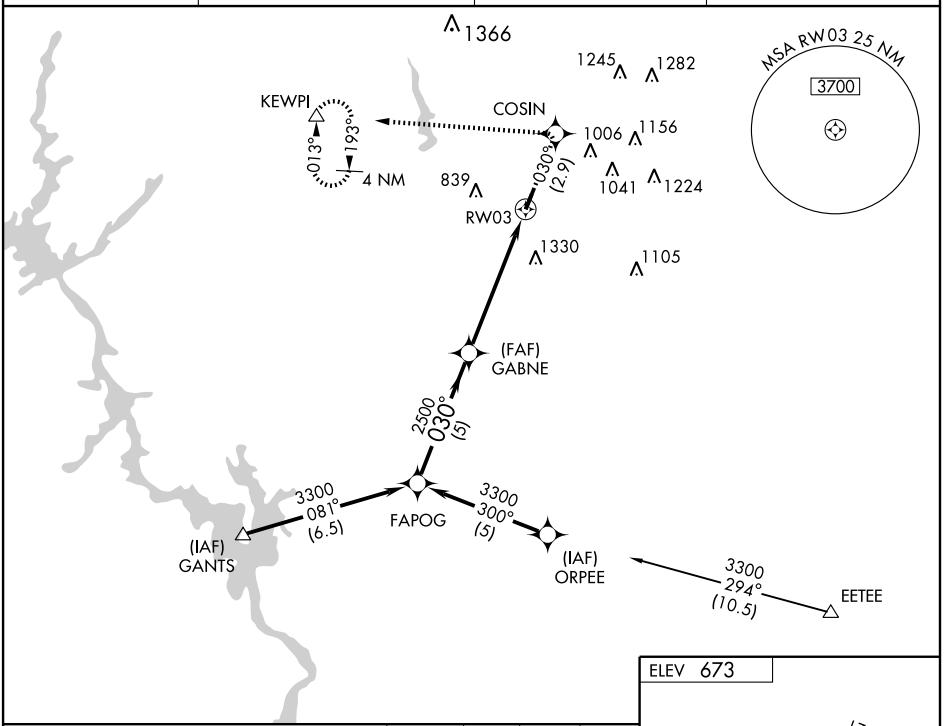
RNAV (GPS) RWY 3
ASHEBORO RGNL (HBI)

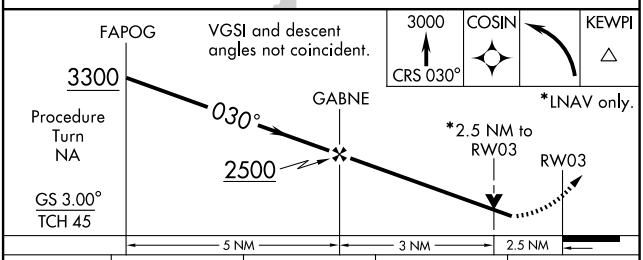
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro VNAV NA below -16°C (3°F)

NA

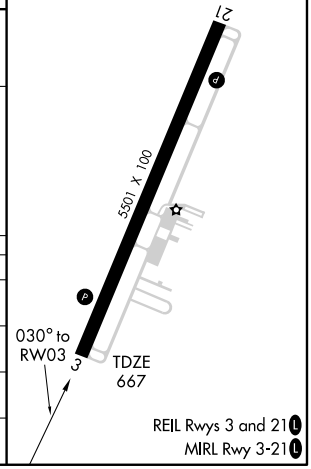
MISSED APPROACH: Climb to 3000 via 030° course to COSIN WP then turn left direct KEWPI WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1320-2¼ 653 (700-2¼)			
LNAV MDA	1520-1 853 (900-1)	1520-1¼ 853 (900-1¼)	1520-2½ 853 (900-2½)	1520-2¾ 853 (900-2¾)
CIRCLING	1520-2¼ 847 (900-2¼)		1520-2½ 847 (900-2½)	1680-3 1007 (1100-3)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

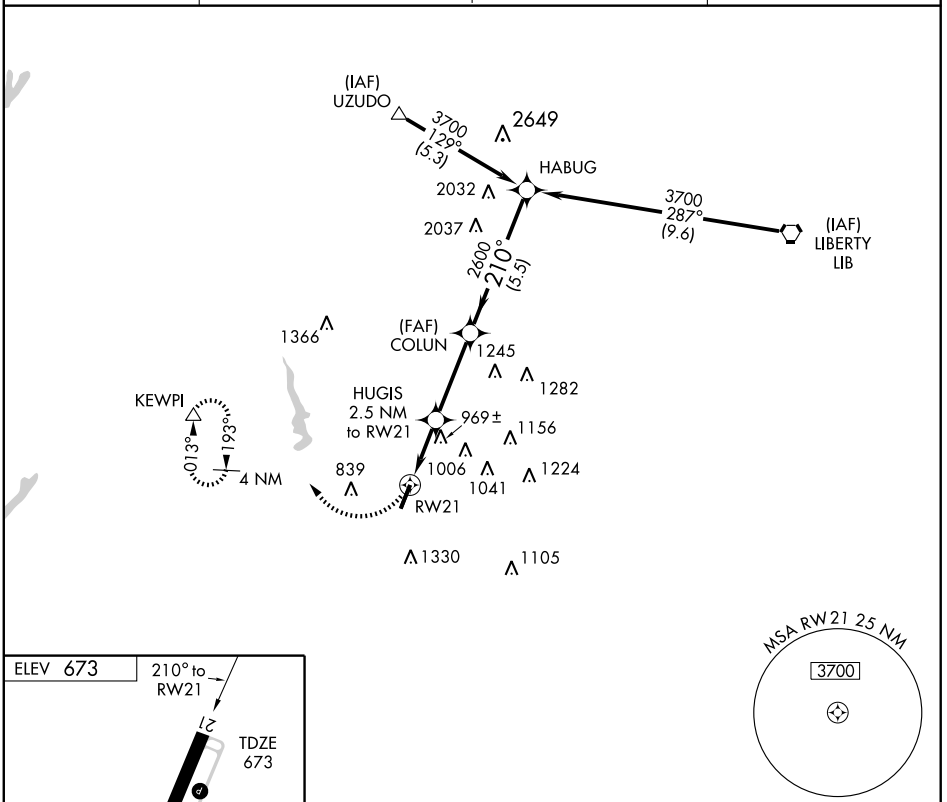
APP CRS	Rwy Idg	5501
210°	TDZE	673
	Apt Elev	673

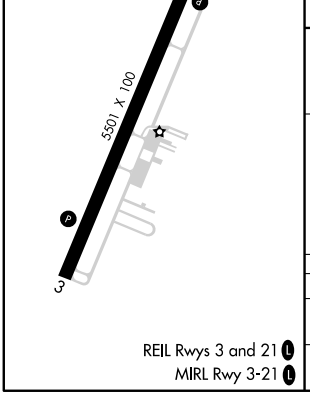
RNAV (GPS) RWY 21

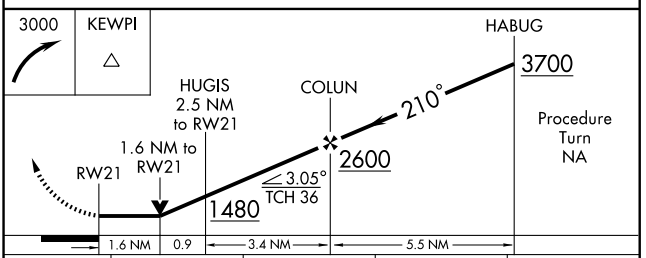
ASHEBORO RGNL (HBI)

T NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 3000 direct KEWPI WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 547 (600-1)		1220-1½ 547 (600-1½)	1220-1¾ 547 (600-1¾)
CIRCLING	1260-1 587 (600-1)	1360-1 687 (700-1)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 21 OCT 2010 to 18 NOV 2010

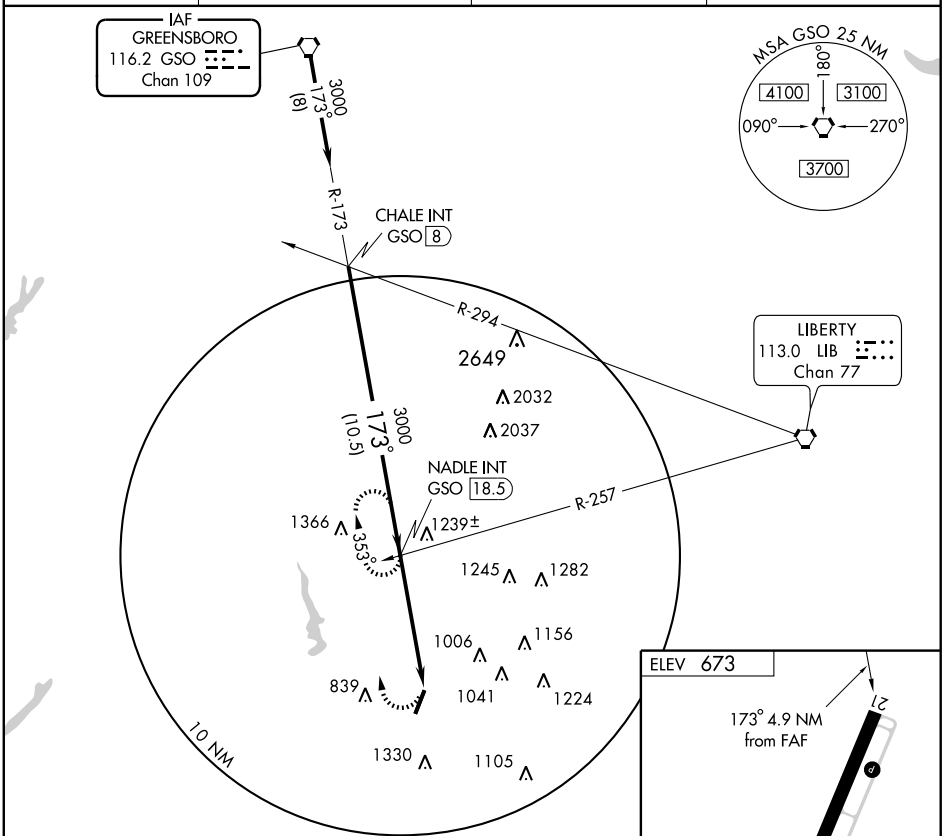
VORTAC GSO	APP CRS	Rwy Idg	N/A
116.2	173°	TDZE	N/A
Chan 109		Apt Elev	673

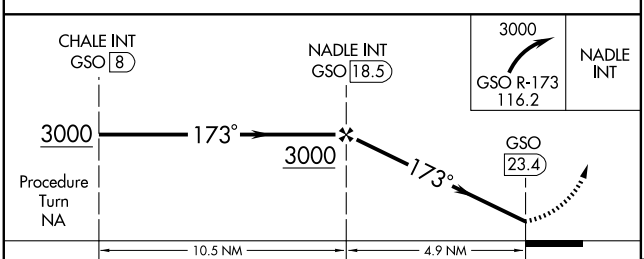
VOR-A
ASHEBORO RGNL (HBI)

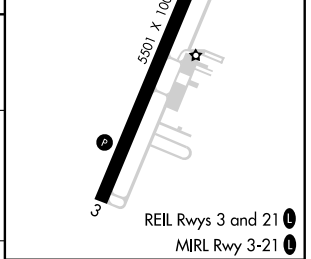
NA

MISSED APPROACH: Climbing right turn to 3000 via GSO R-173 to NADLE Int and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1320-1 647 (700-1)	1360-1¼ 687 (700-1¼)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

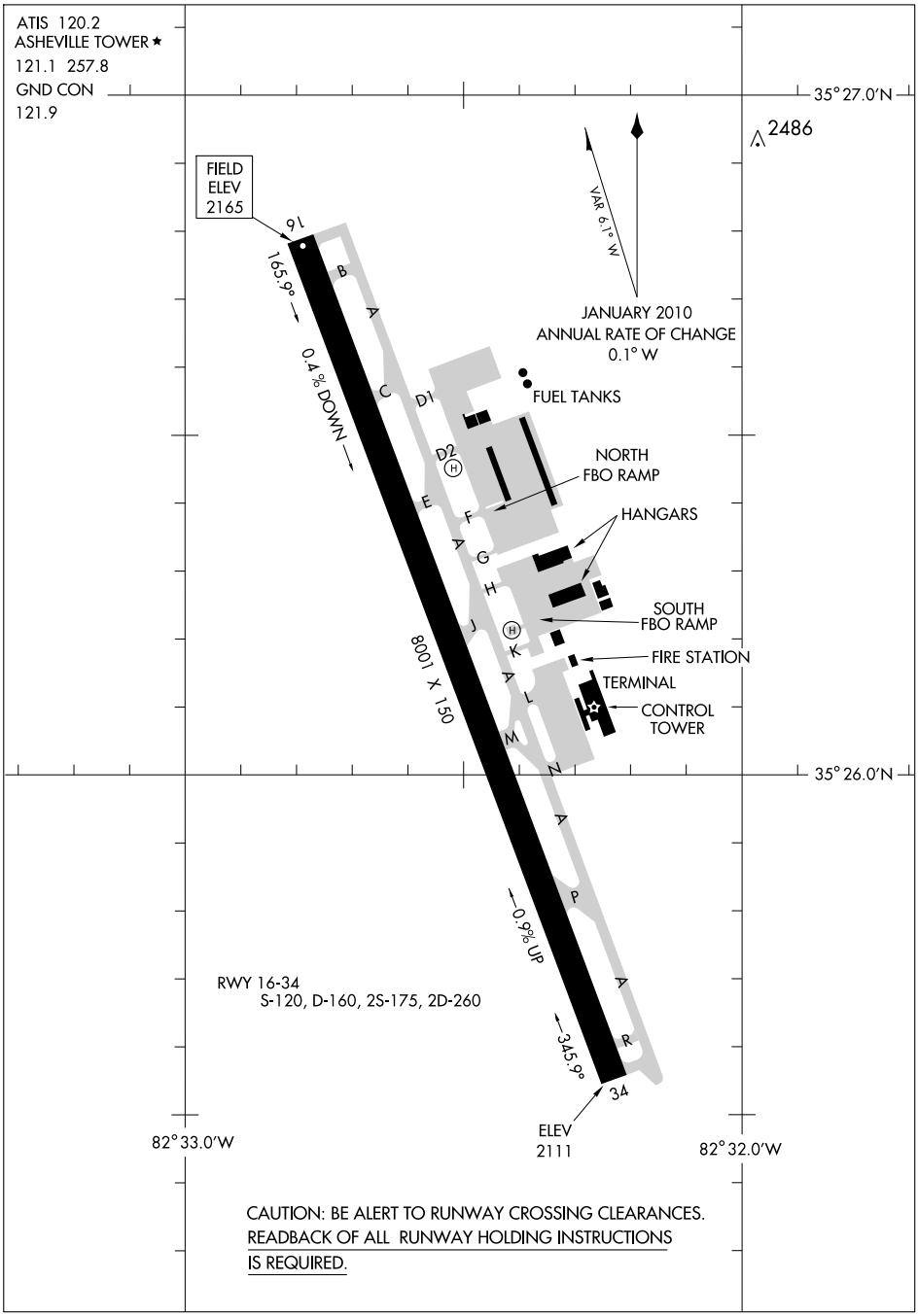
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5061 (FAA)

ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA

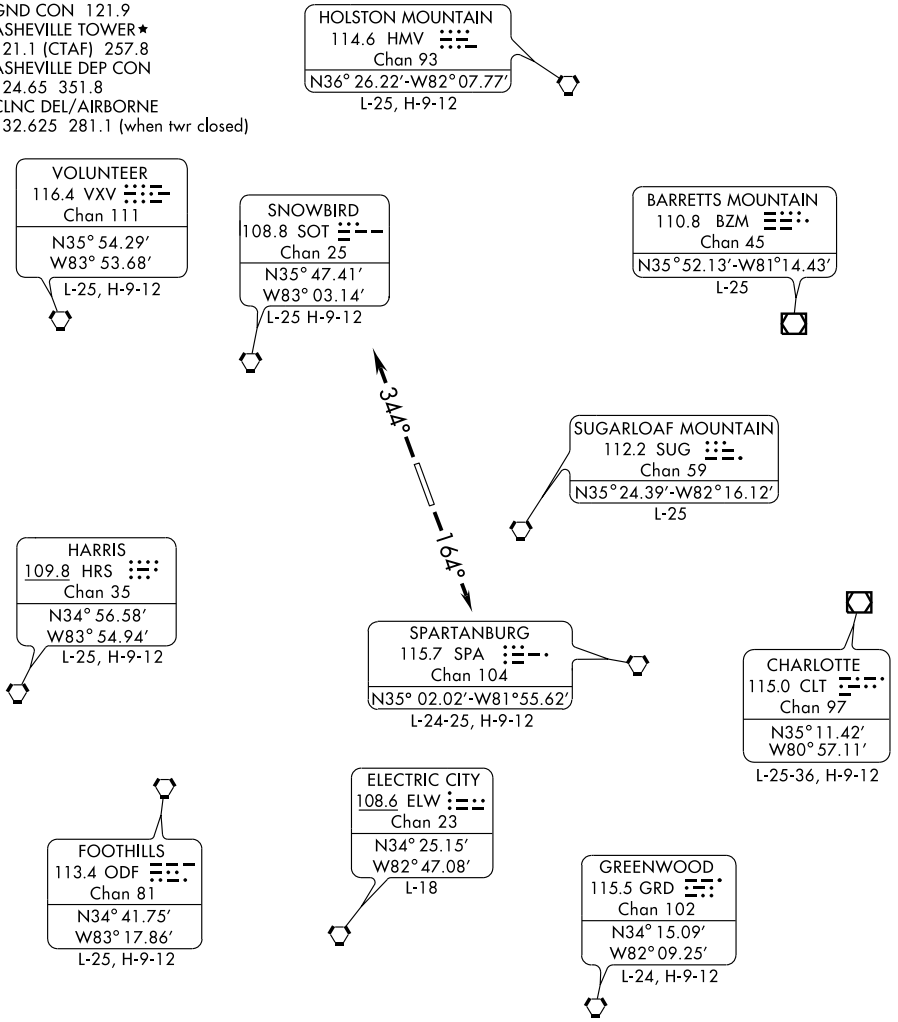


SE-2, 21 OCT 2010 to 18 NOV 2010

ASHEVILLE THREE DEPARTURE

SE-2, 21 OCT 2010 to 18 NOV 2010

ATIS 120.2
GND CON 121.9
ASHEVILLE TOWER★
121.1 (CTAF) 257.8
ASHEVILLE DEP CON
124.65 351.8
CLNC DEL/AIRBORNE
132.625 281.1 (when twr closed)

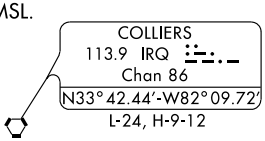


TAKE-OFF OBSTACLE NOTES:

Rwy 16: Tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL.
Rwy 34: Tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.
Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

TAKE-OFF MINIMUMS:

Rwy 16: Standard with minimum climb of 360' per NM to 6100'.
Rwy 34: Standard with minimum climb of 380' per NM to 5700'.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 164° to 10000′ or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 6100′. Thence....

TAKE-OFF RUNWAY 34: Climb heading 344° to 10000′ or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 5700′. Thence....

....Aircraft filed at or above 11000′ maintain 10000′ and expect filed altitude/flight level ten minutes after departure.

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-IMO	APP CRS	Rwy Idg	8001
110.9	164°	TDZE	2165
		Apt Elev	2165

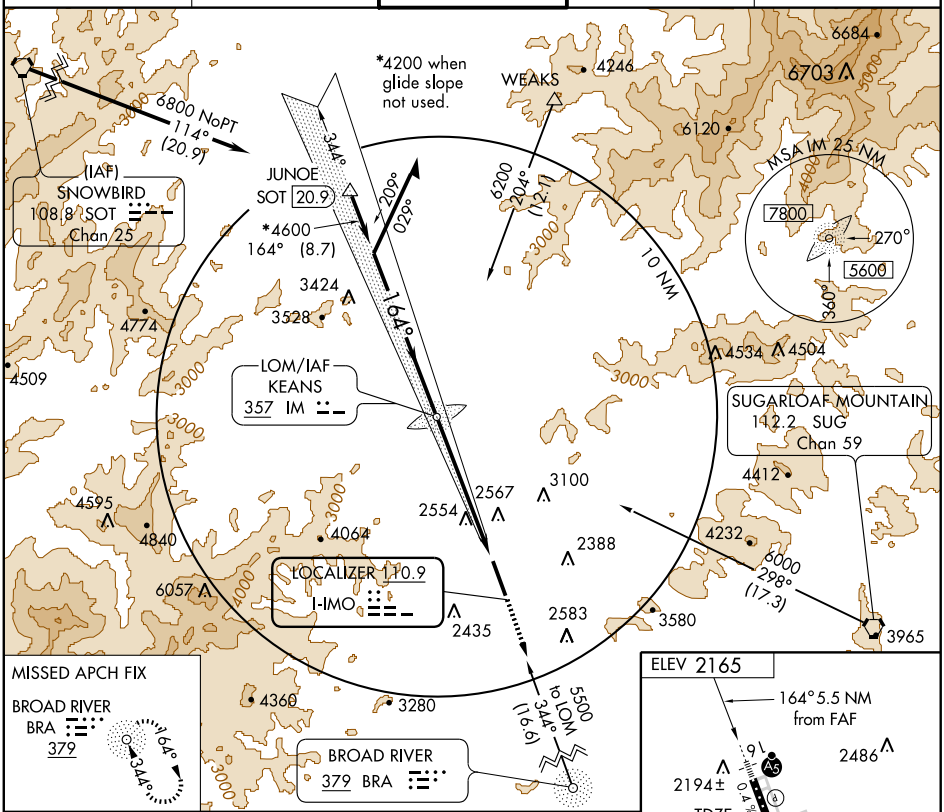
ILS or LOC RWY 16
ASHEVILLE RGNL (AVL)

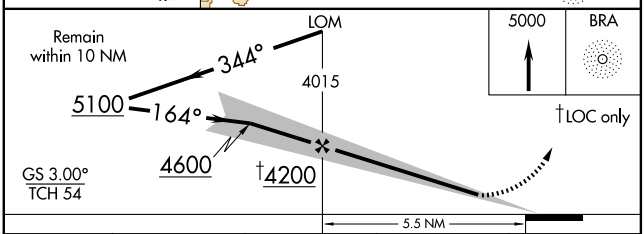
ASR — ADF Required. Circling NA west of runway 16-34, night Circling NA.

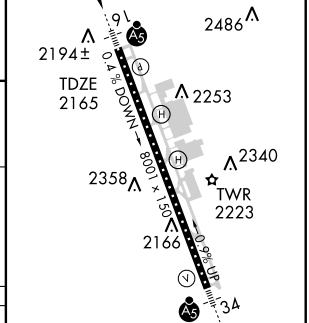
MALSR

MISSED APPROACH: Climb to 5000 direct BRA NDB and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER ★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







TDZ/CL Rwy 34
HIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-ILS 16		2379/40 214 (300-¾)		
S-LOC 16	2840/50 675 (700-1)		2840-2 675 (700-2)	2840-2¼ 675 (700-2¼)
CIRCLING	2880-1 715 (800-1)		2900-2 735 (800-2)	2900-2¼ 735 (800-2¼)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-AVL	APP CRS	Rwy Idg	8001
110.5	344°	TDZE	2140
		Apt Elev	2165

ILS OR LOC RWY 34
ASHEVILLE RGNL (AVL)

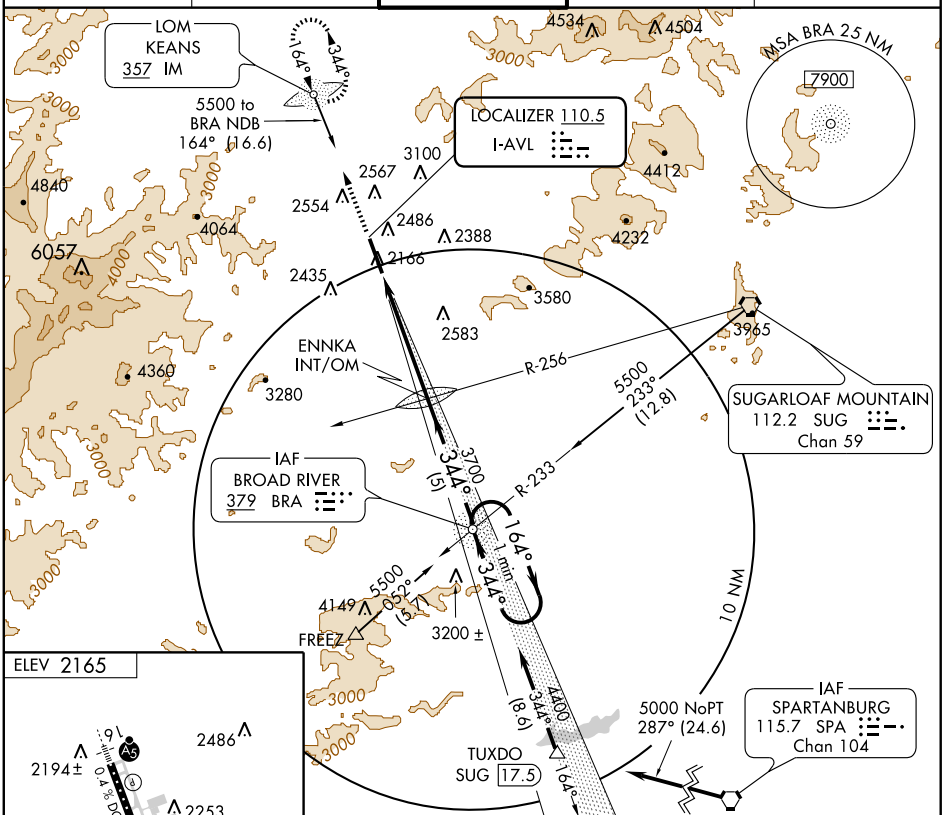
ASR

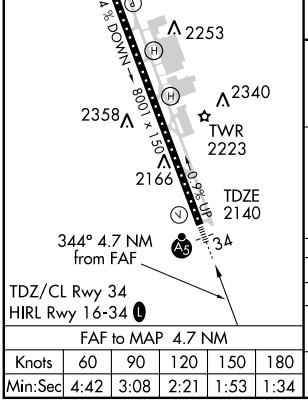
Circling NA West of runway 16-34.Circling NA at night. ADF REQUIRED. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

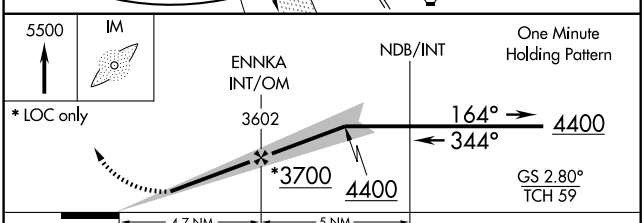
MALSR

MISSED APPROACH: Climb to 5500 direct IM LOM and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER ★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 34		** 2340/24 200 (200-½)		
S-LOC 34	2800/24 660 (700-½)		2800/60 660 (700-1¼)	2800-1½ 660 (700-1½)
CIRCLING	2880-1 715 (800-1)		2920-2¼ 755 (800-2¼)	2920-2½ 755 (800-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 90501	164°	TDZE	2165
W16A		Apt Elev	2165

RNAV (GPS) RWY 16

ASHEVILLE RGNL (AVL)

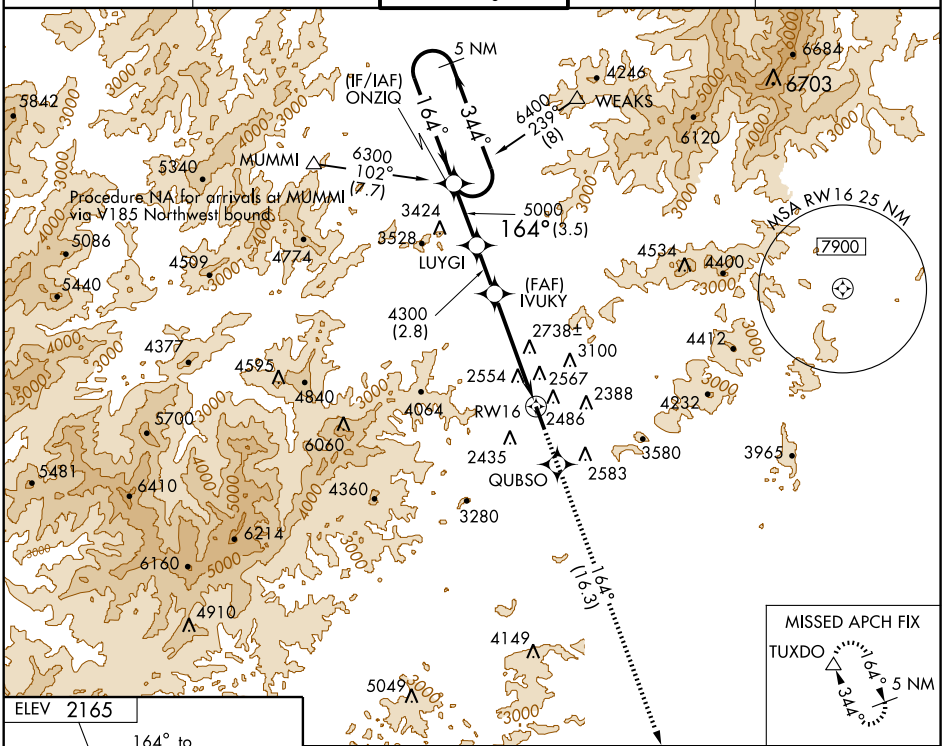
ASR

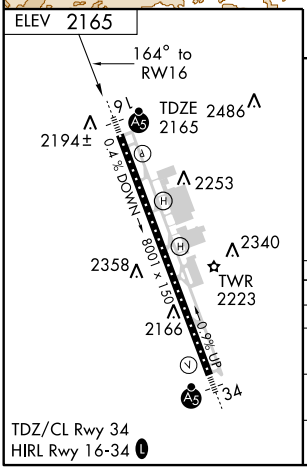
Circling NA West of runway 16/34. Circling NA at night. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000, increase LNAV Cat A visibility to RVR 5000. If local altimeter setting not received, use Rutherfordton altimeter setting and increase all DA/MDAs 240 feet. VDP NA when using Rutherfordton altimeter setting. DME/DME RNP-0.3 NA.

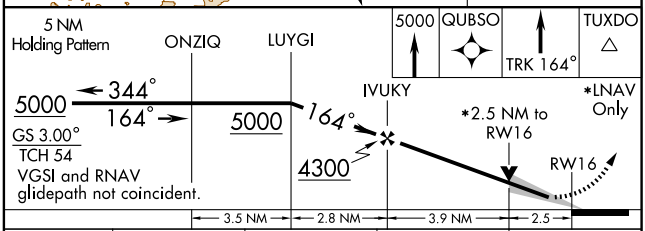
MALSR

MISSED APPROACH: Climb to 5000 direct QUBSO and via 164° track to TUXDO and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	2415/24 250 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	3020/40 855 (900-¾)		3020-2 855 (900-2)	3020-2¼ 855 (900-2¼)
CIRCLING	3020-1 855 (900-1)	3020-1¼ 855 (900-1¼)	3020-2½ 855 (900-2½)	3020-2¾ 855 (900-2¾)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 50501	344°	TDZE	2140
W34A		Apt Elev	2165

RNAV (GPS) RWY 34

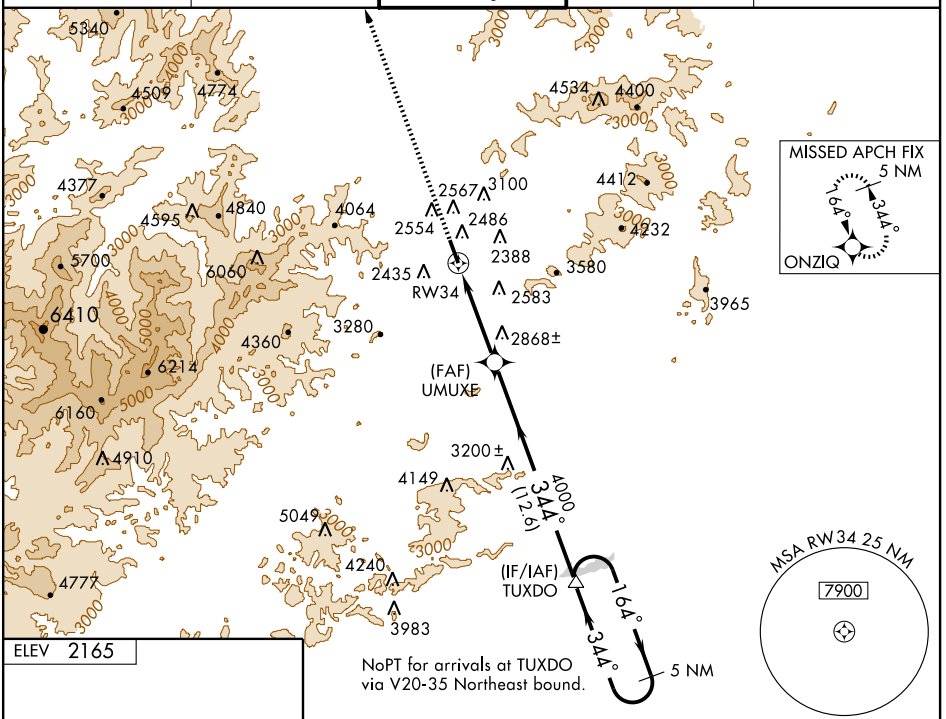
ASHEVILLE RGNL (AVL)

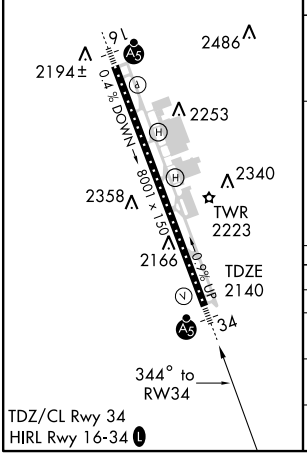
T A ASR — Circling NA West of Rwy 16/34. Circling NA at night. If local altimeter setting not received, use Rutherfordton altimeter setting and increase all DA/MDAs 240 feet. VDP NA with Rutherfordton altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

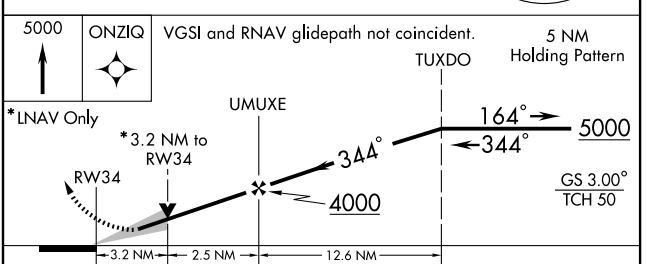
MALSR

MISSED APPROACH: Climb to 5000 direct ONZIQ and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	2390/24 250 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	3120/40 980 (1000-¾)	3120/50 980 (1000-1)	3120-2½ 980 (1000-2½)	
CIRCLING	3120-1¼ 955 (1000-1¼)	3120-1½ 955 (1000-1½)	3120-3 955 (1000-3)	

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BFO	APP CRS	Rwy Idg	4249
108.5	256°	TDZE	7
		Apt Elev	11

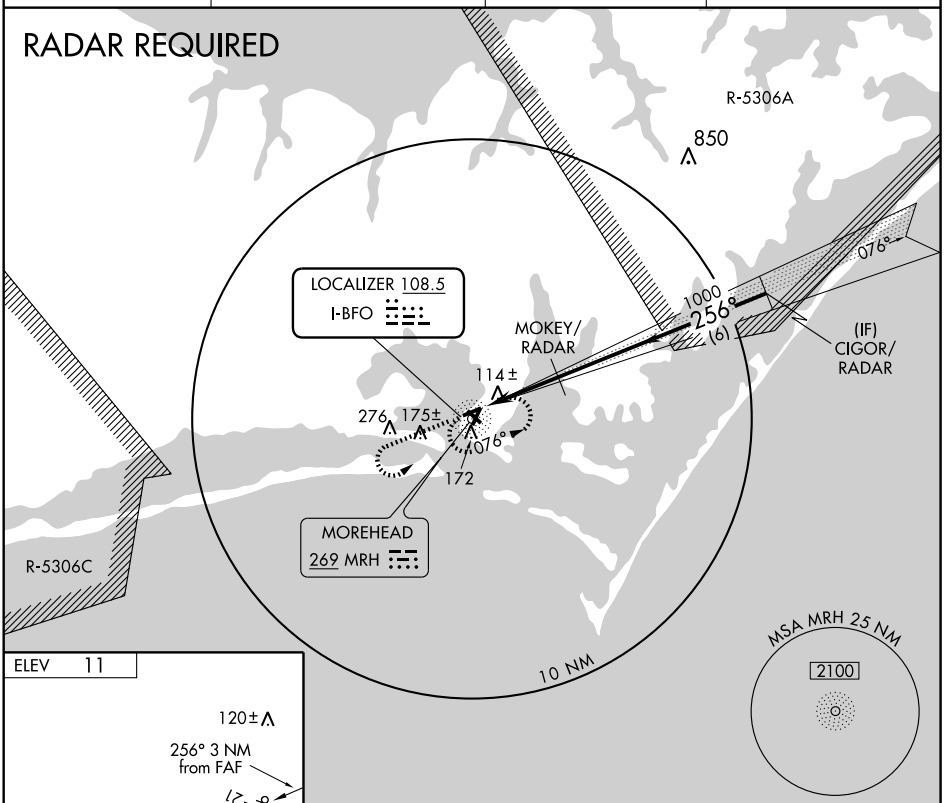
LOC RWY 26

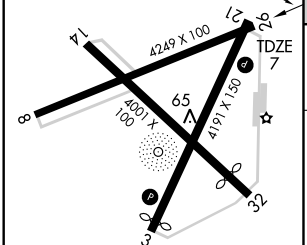
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

Circling to Rwy 14, 32 NA at night. ADF REQUIRED. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet, and increase S-26 visibility Cat C ¼ mile. ATC clearance required to penetrate R-5306A and R-5306C.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

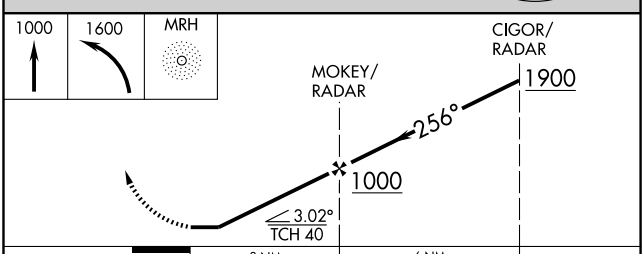
ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L





REIL Rwys 3 and 21 L
MIRL Rwy 3-21 and 8-26 L

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-26	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

NDB MRH	APP CRS	Rwy Idg	4001
269	148°	TDZE	10
		Apt Elev	11

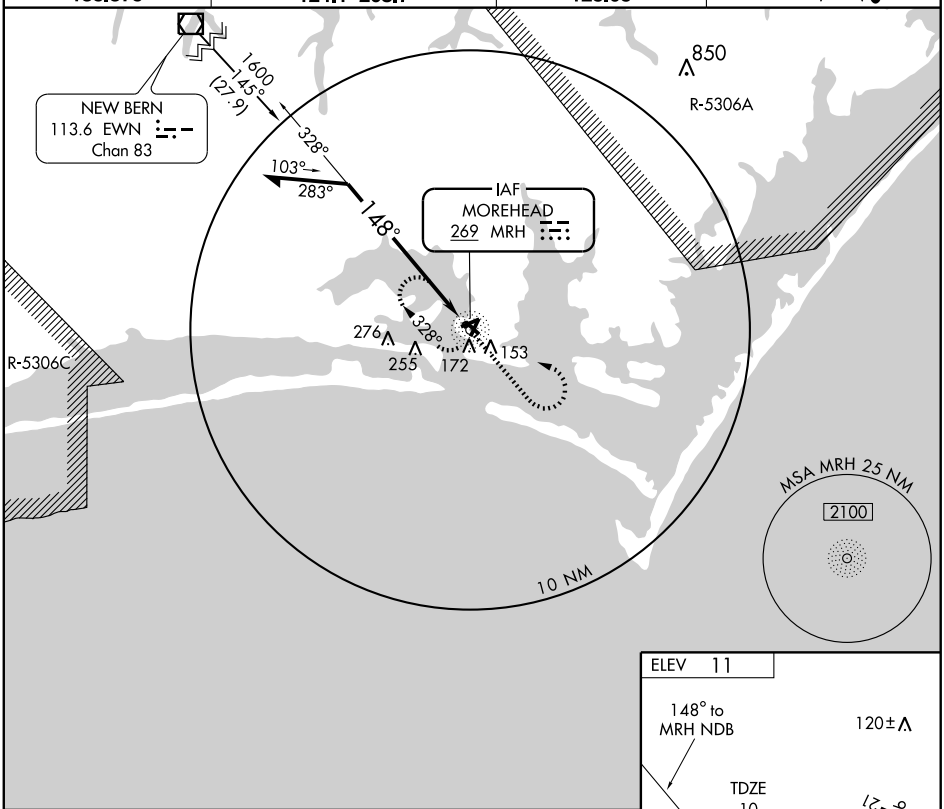
NDB RWY 14

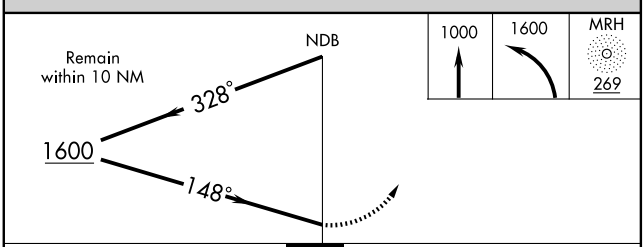
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

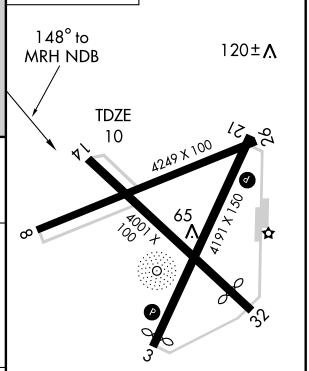
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet.
NA NOTE: ATC clearance required to penetrate R-5306A and R-5306C.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	700-1 690 (700-1)		700-2 690 (700-2)	700-2¼ 690 (700-2¼)
CIRCLING	700-1 689 (700-1)		700-2 689 (700-2)	700-2¼ 689 (700-2¼)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB MRH	APP CRS	Rwy Idg	4191
269	219°	TDZE	10
		Apt Elev	11

NDB RWY 21

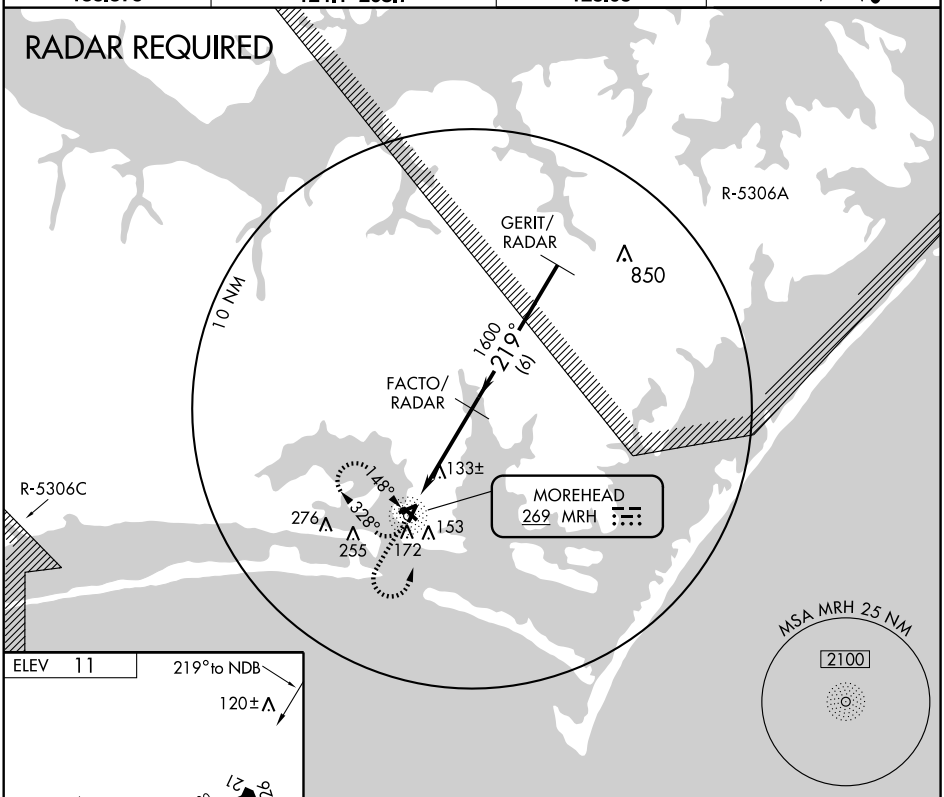
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

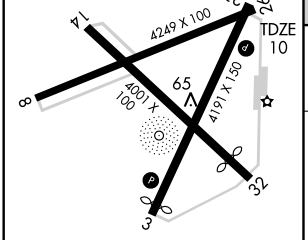
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet.
NA NOTE: ATC clearance required to penetrate R-5306A and R-5306C. RADAR REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

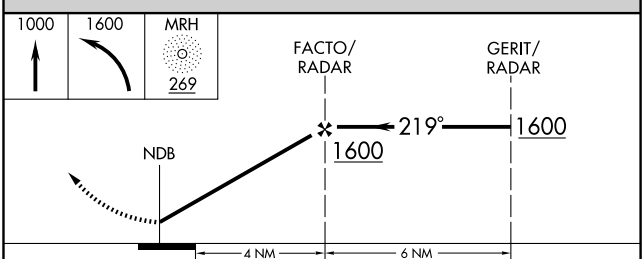
ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L

RADAR REQUIRED





REIL Rwys 3 and 21 L
MIRL Rwy 3-21 and 8-26 L



CATEGORY	A	B	C	D
S-21	440-1	430 (500-1)	440-1¼ 430 (500-1¼)	440-1½ 430 (500-1½)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4005
033°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 3

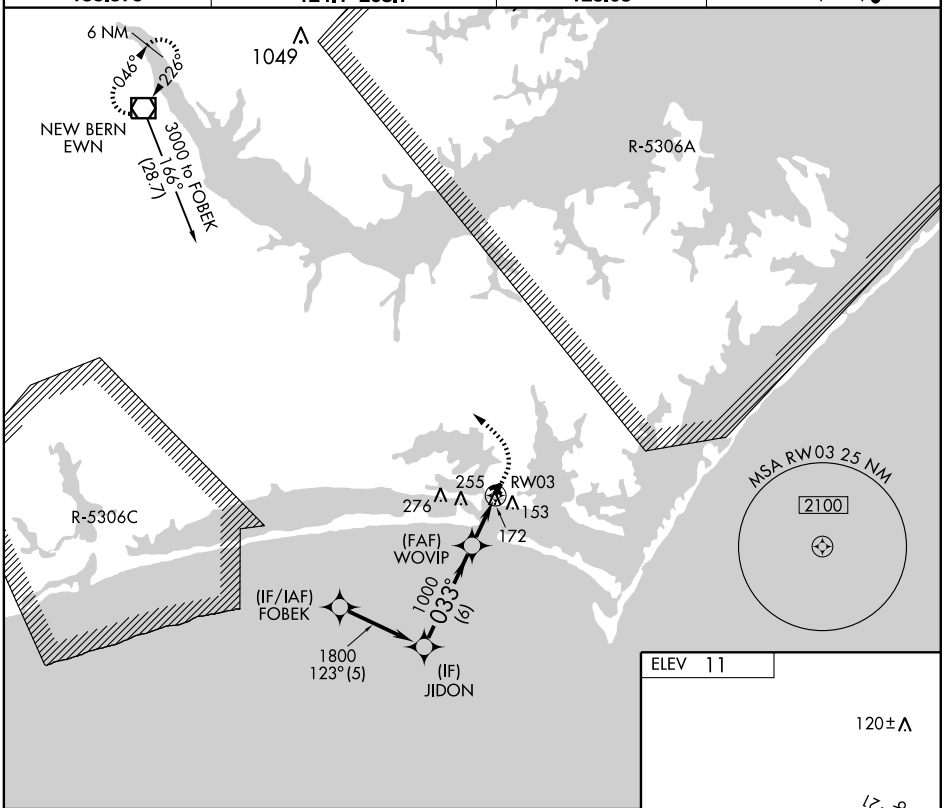
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

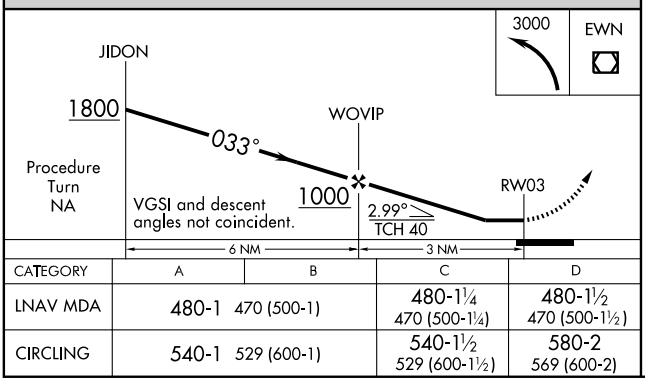
NA

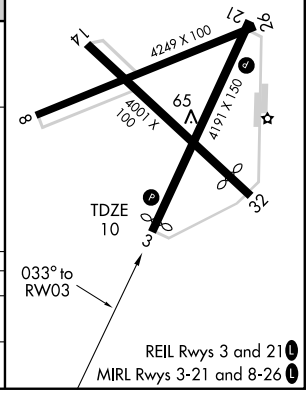
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NOTE: ATC clearance required to penetrate R-5306A and R-5306C.
Straight-in minimums NA at night. Circling NA at night to Rwys 3, 8 and 32.

MISSED APPROACH: Climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 470 (500-1)		480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4249
076°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 8

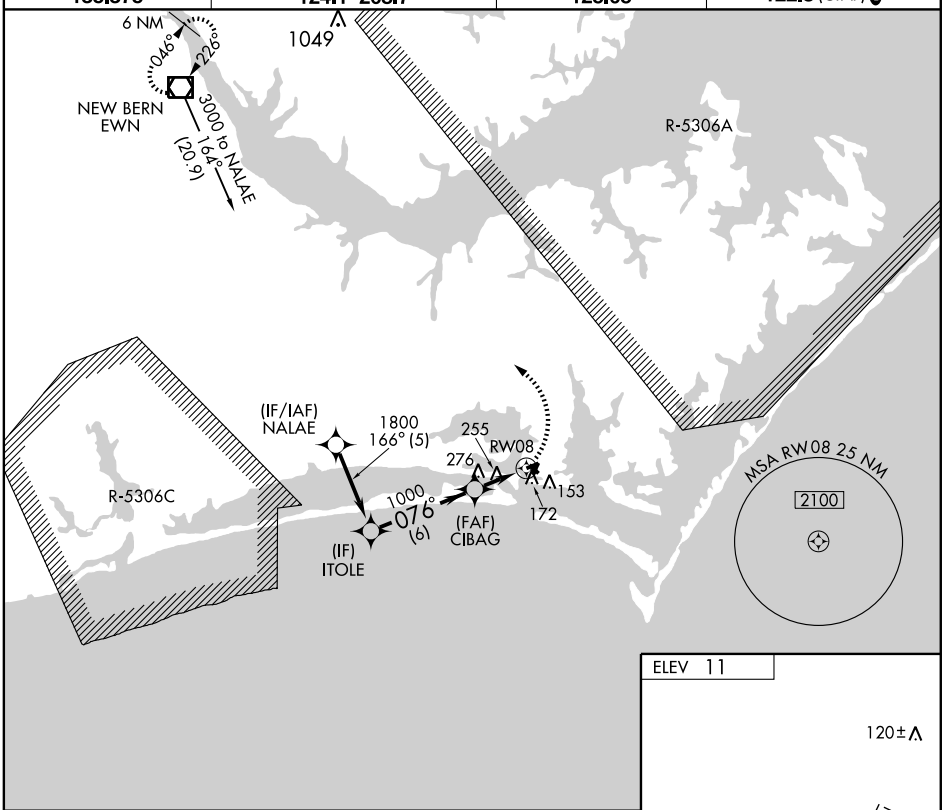
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

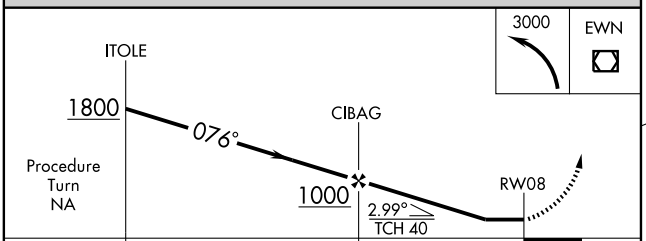
NA

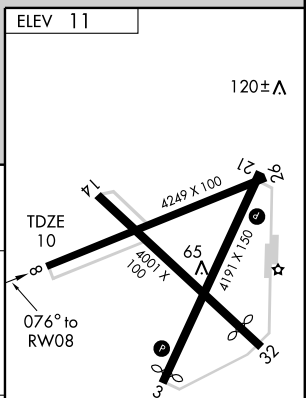
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NOTE: ATC clearance required to penetrate R-5306A and R-5306C.
Straight-in minimums NA at night. Circling NA at night to Rwys 3, 8 and 32.

MISSED APPROACH: Climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 532 (600-1)		540-1½ 532 (600-1½)	540-1¾ 532 (600-1¾)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
141°	TDZE	10
	Apt Elev	11

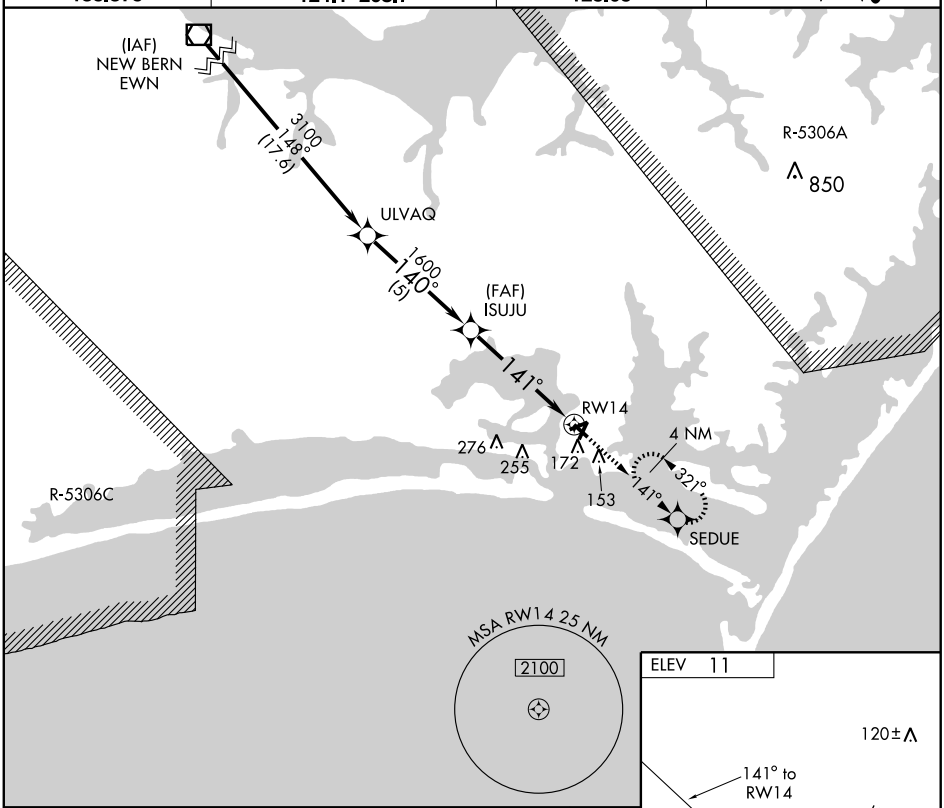
RNAV (GPS) RWY 14

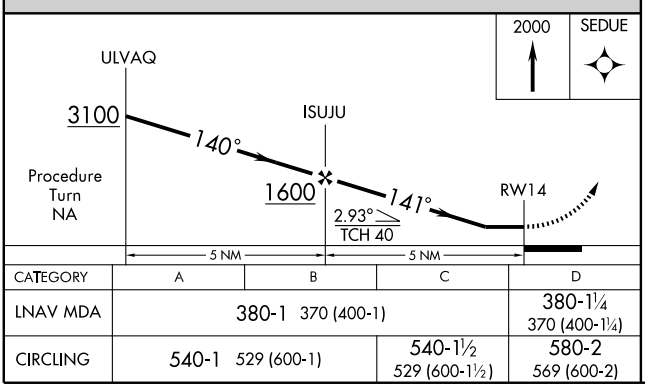
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

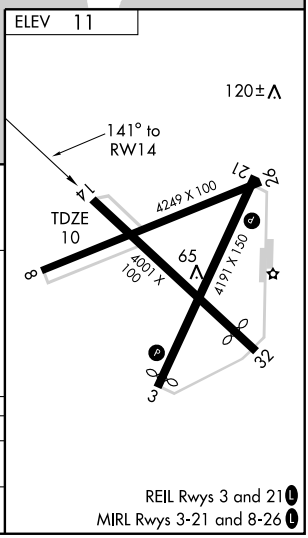
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet.
NA NOTE: ATC clearance required to penetrate R-5306A and R-5306C. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct SEDUE WP and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4191
CH 72620	213°	TDZE	9
W21A		Apt Elev	11

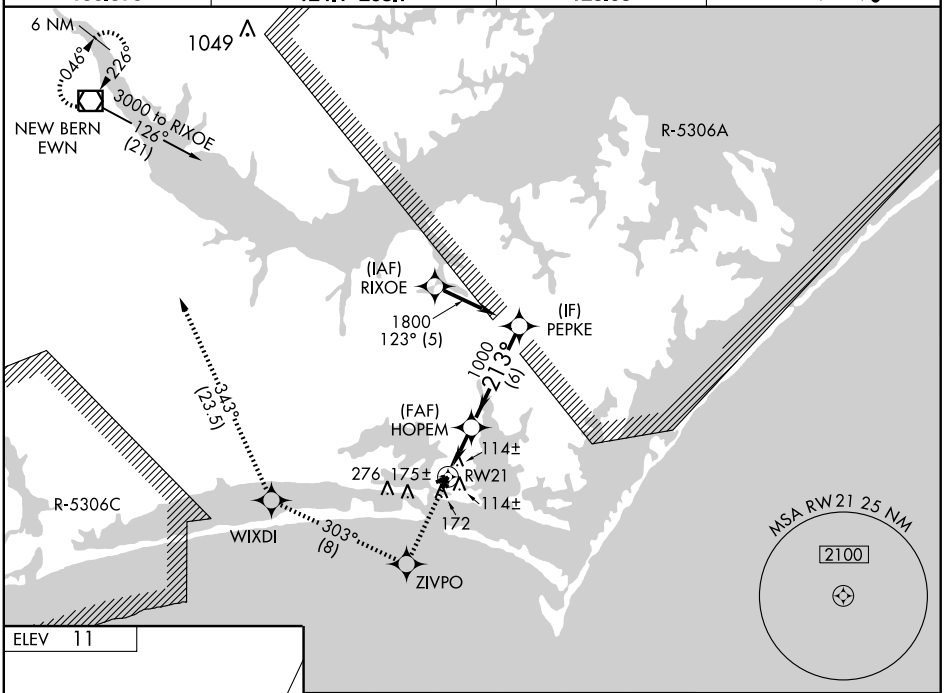
RNAV (GPS) RWY 21

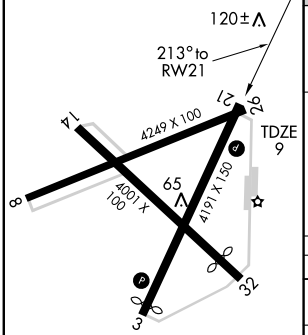
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

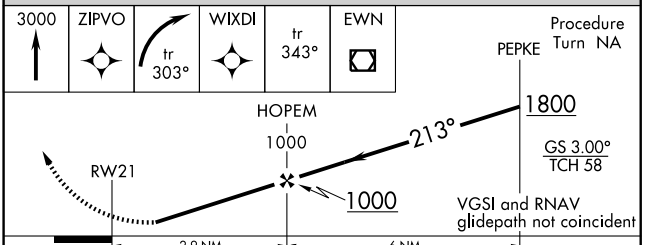
Circling to Rwy 14/32 NA at night. Baro-VNAV NA when using Cherry Point MCAS altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all DA 37 feet and all MDA 40 feet, and increase LNAV visibility Cat C ¼ mile. ATC clearance required to penetrate R-5306A and R-5306C.

MISSED APPROACH: Climb to 3000 direct ZIVPO and right turn on track 303° to WIXDI and on track 343° to EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	344-1¼ 335 (400-1¼)			
LNAV/VNAV DA	413-1½ 404 (500-1½)			
LNAV MDA	380-1 371 (400-1)			380-1¼ 371 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4249
CH 78020	256°	TDZE	7
W26A		Apt Elev	11

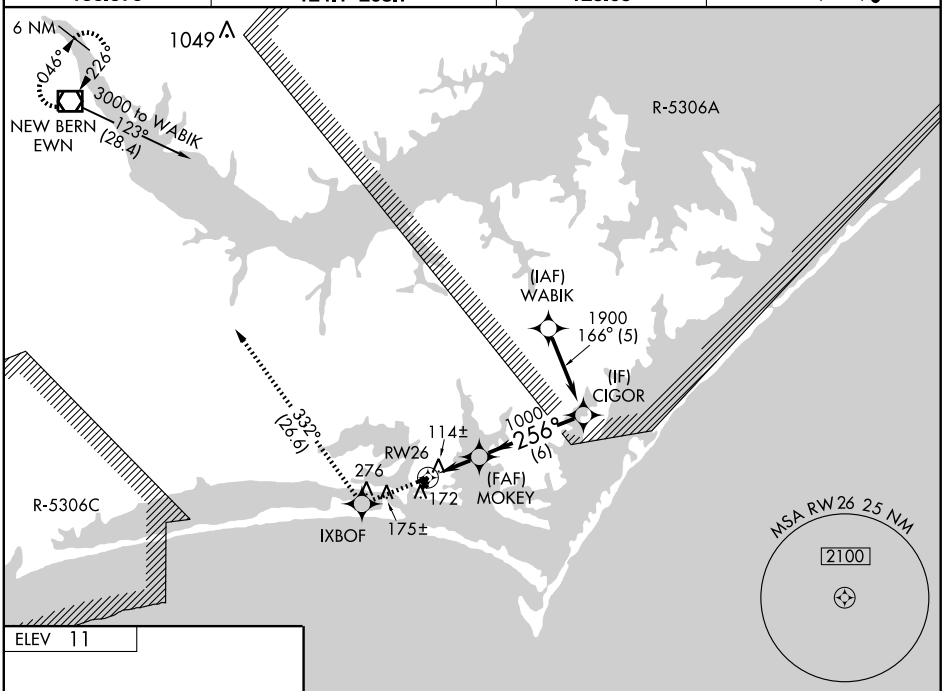
RNAV (GPS) RWY 26

BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

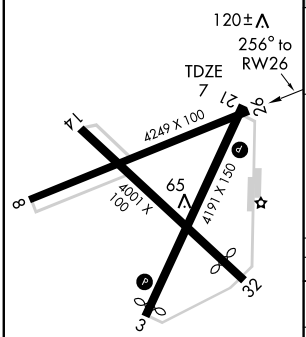
Circling to Rwy 14/32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all DA 37 feet and all MDA 40 feet. ATC clearance required to penetrate R-5306A and R-5306C. Baro-VNAV and VDP NA when using Cherry Point MCAS altimeter setting.

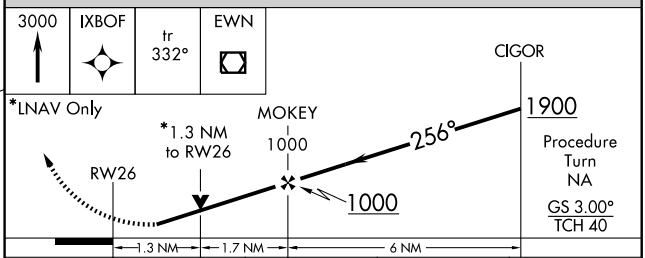
MISSED APPROACH: Climb to 3000 direct IXBOF and on track 332° to EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L



ELEV 11





CATEGORY	A	B	C	D
LPV DA	257-1 250 (300-1)			
LNAV/VNAV DA	413-1½ 406 (500-1½)			
LNAV MDA	460-1 453 (500-1)		460-1¼ 453 (500-1¼)	460-1½ 453 (500-1½)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3511
321°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 32

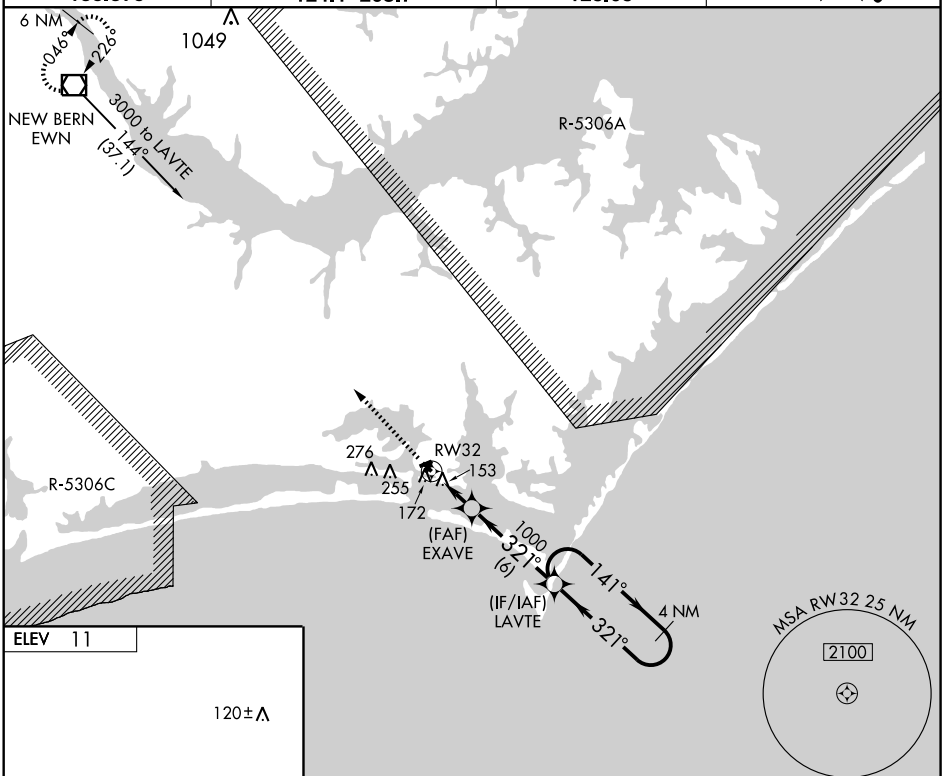
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

T A NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Circling NA at night to Rwys 3, 8 and 32. VDP NA with Cherry Point MCAS altimeter setting. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1	470 (500-1)	480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4999
240°	TDZE	609
	Apt Elev	616

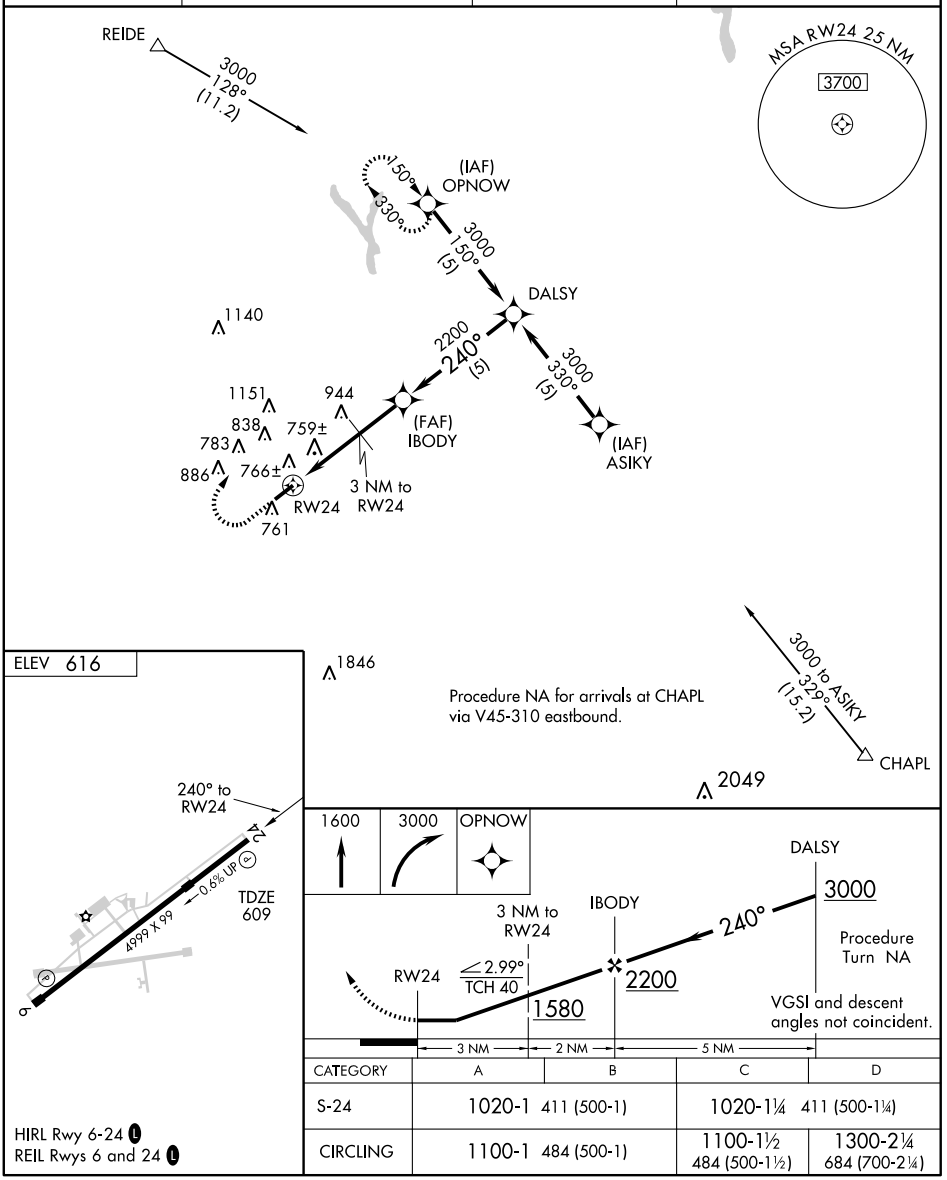
GPS RWY 24

BURLINGTON-ALAMANCE RGNL (BUY)

NA — Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct OPNOW WP and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-24	1020-1 411 (500-1)		1020-1¼ 411 (500-1¼)	
CIRCLING	1100-1 484 (500-1)		1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-HBJ	APP CRS	Rwy Idg	4999
111.35	060°	TDZE	616
		Apt Elev	616

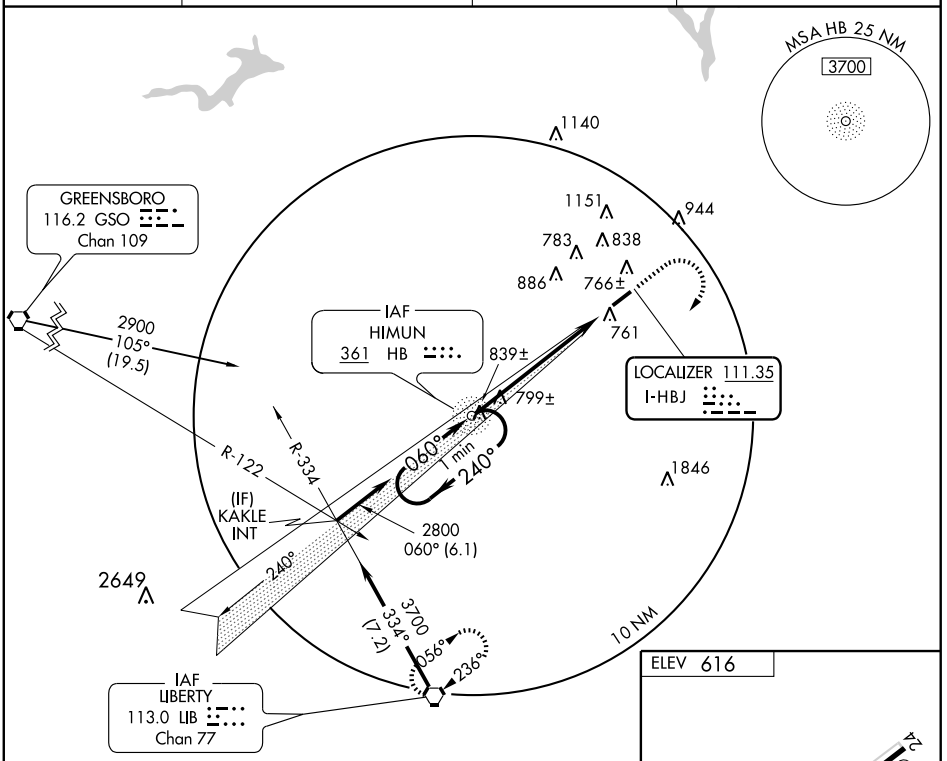
ILS or LOC/NDB RWY 6

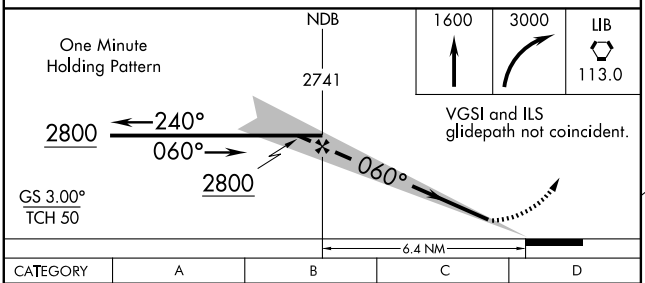
BURLINGTON-ALAMANCE RGNL (BUY)

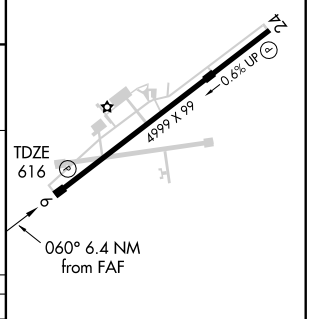
T When local altimeter setting not received, use Greensboro altimeter
A NA setting and increase S-ILS 6 DA 96 feet and all MDA 100 feet and S-ILS 6 all Cats., S-LOC 6 Cat. C/D, and Circling Cat. D visibilities ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	816-¾ 200 (200-¾)			
S-LOC 6	1080-1 464 (500-1)		1080-1¼ 464 (500-1¼)	1080-1½ 464 (500-1½)
CIRCLING	1100-1 484 (500-1)		1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4999
CH 42911	060°	TDZE	616
W06A		Apt Elev	616

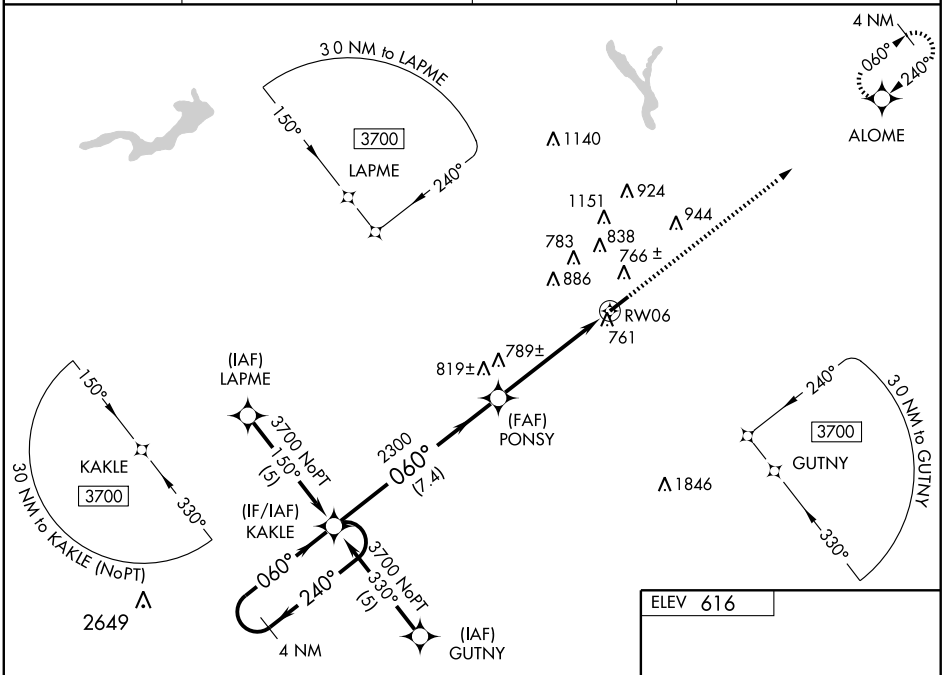
RNAV (GPS) RWY 6

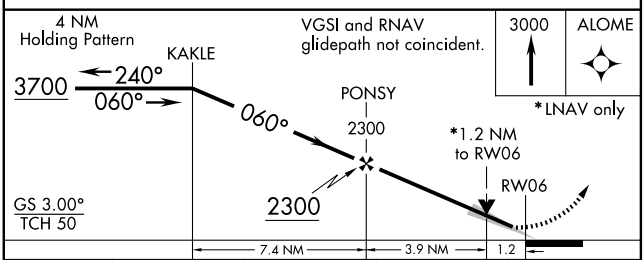
BURLINGTON-ALAMANCE RGNL (BUY)

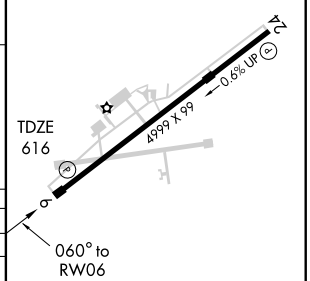
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, Use Greensboro altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. D visibilities ¼ mile and LNAV Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Greensboro alitmeter setting.

MISSED APPROACH: Climb to 3000 direct ALOME and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	816-¾	200 (200-¾)		
LNAV/ VNAV DA	1031-1½	415 (500-1½)		
LNAV MDA	1040-1	424 (500-1)	1040-1¼	424 (500-1¼)
CIRCLING	1100-1	484 (500-1)	1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LIB	APP CRS	Rwy Idg	N/A
113.0	209°	TDZE	N/A
Chan 77		Apt Elev	617

VOR/DME-A

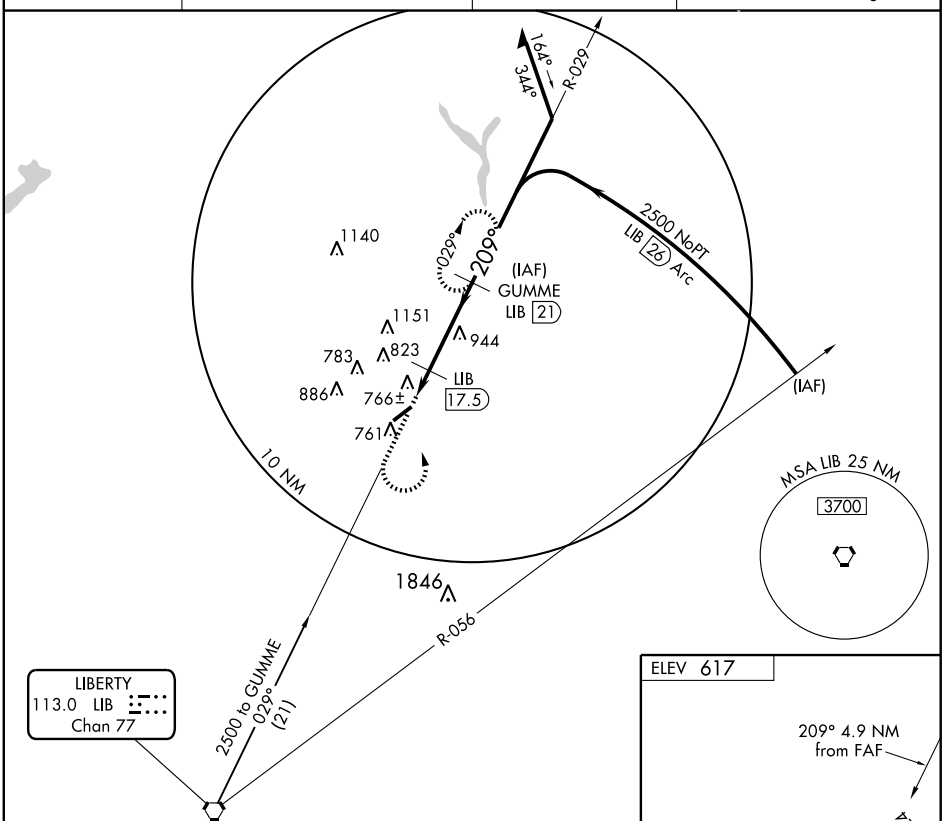
BURLINGTON-ALAMANCE RGNL (BUY)

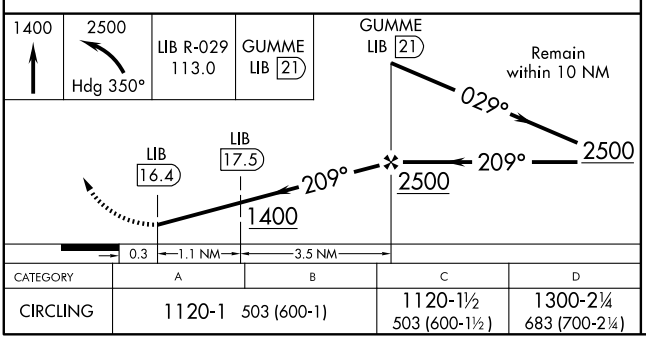
T
A NA

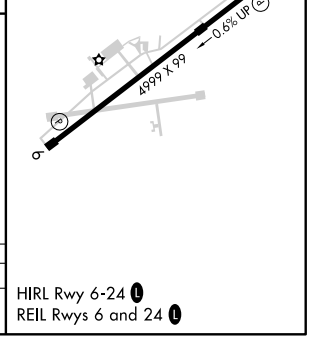
MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 via heading 350° and LIB R-029 to GUMME/21 DME and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
CIRCLING	1120-1 503 (600-1)		1120-1½ 503 (600-1½)	1300-2¼ 683 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

NDB or GPS RWY 11

NDB HFF 278	APCH CRS 115°	Rwy ldg 4239 TDZE 375 Arpt Elev 376

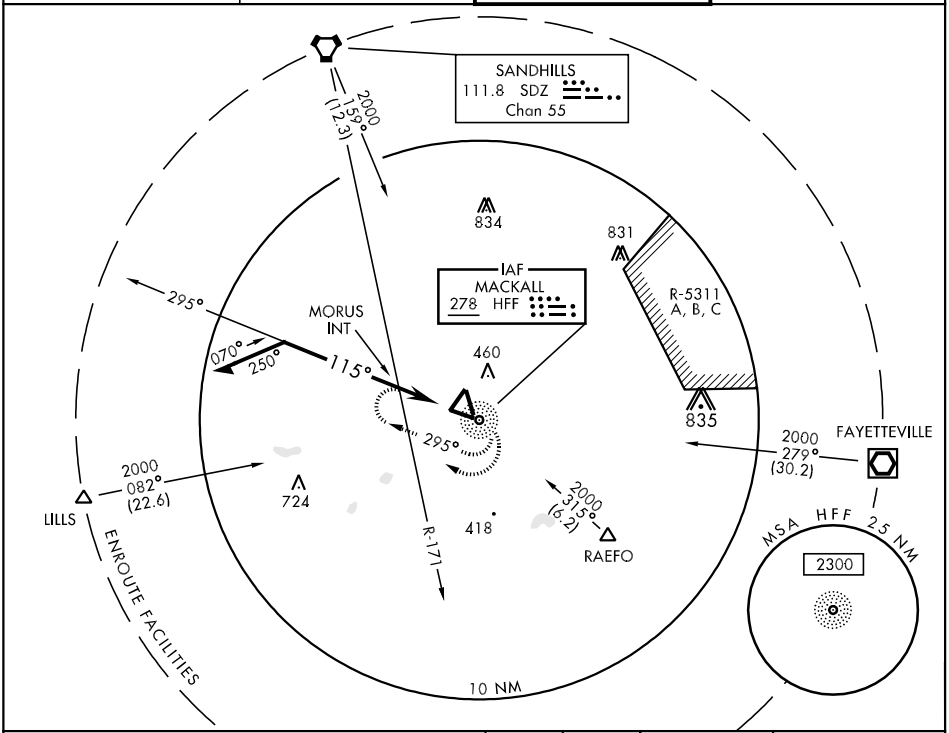
AL-6315 [USA]

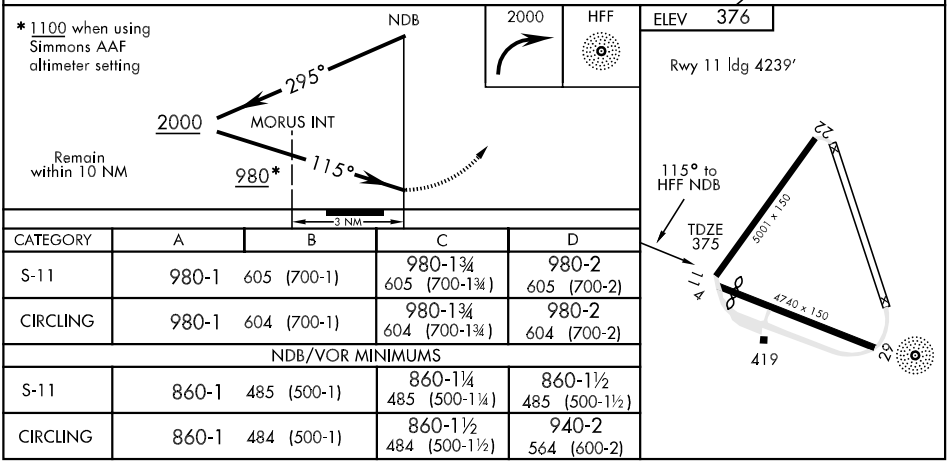
MACKALL AAF (HFF)

NA Procedure not authorized at night when tower closed. When local altimeter setting not available, use SIMMONS AAF altimeter setting and increase all MDA's 120 feet.

MISSED APPROACH: Climbing right turn to 2000 in HFF NDB holding pattern.

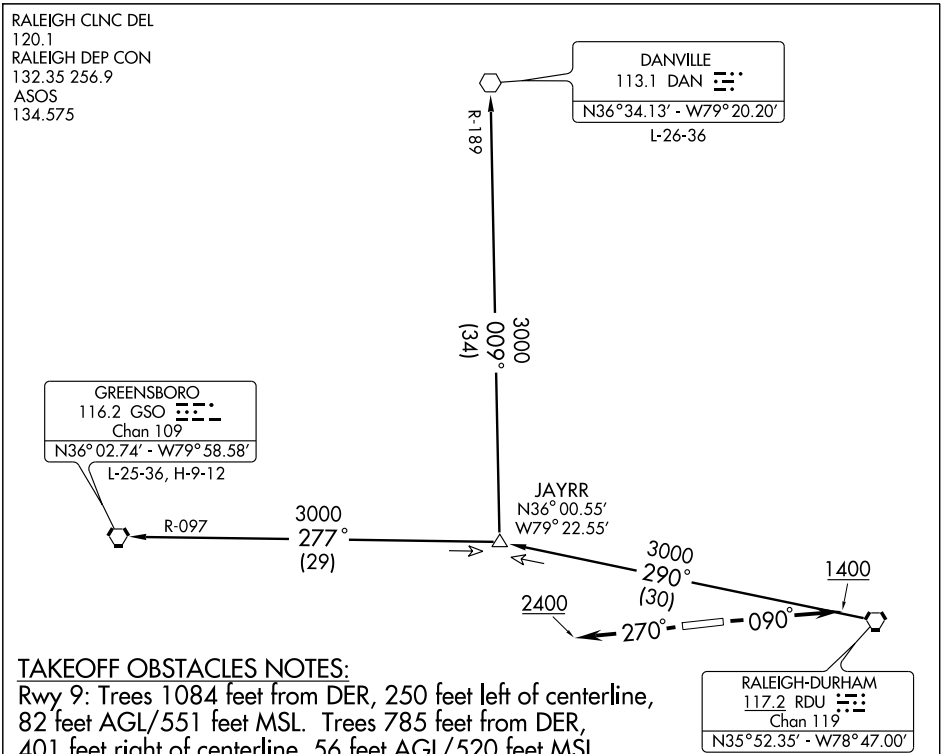
ATIS	FAYETTEVILLE APP CON	MACKALL TOWER ★	GND CON
141.4	127.8 343.725	121.0 254.4	41.75 251.05





CATEGORY	A	B	C	D
S-11	980-1 605 (700-1)		980-1¾ 605 (700-1¾)	980-2 605 (700-2)
CIRCLING	980-1 604 (700-1)		980-1¾ 604 (700-1¾)	980-2 604 (700-2)
NDB/VOR MINIMUMS				
S-11	860-1 485 (500-1)		860-1¼ 485 (500-1¼)	860-1½ 485 (500-1½)
CIRCLING	860-1 484 (500-1)		860-1½ 484 (500-1½)	940-2 564 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010



TAKEOFF OBSTACLES NOTES:
Rwy 9: Trees 1084 feet from DER, 250 feet left of centerline, 82 feet AGL/551 feet MSL. Trees 785 feet from DER, 401 feet right of centerline, 56 feet AGL/520 feet MSL.
Rwy 27: Trees 200 feet from DER, 240 feet left of centerline, 43 feet AGL/542 feet MSL.

NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 9, 27, STANDARD

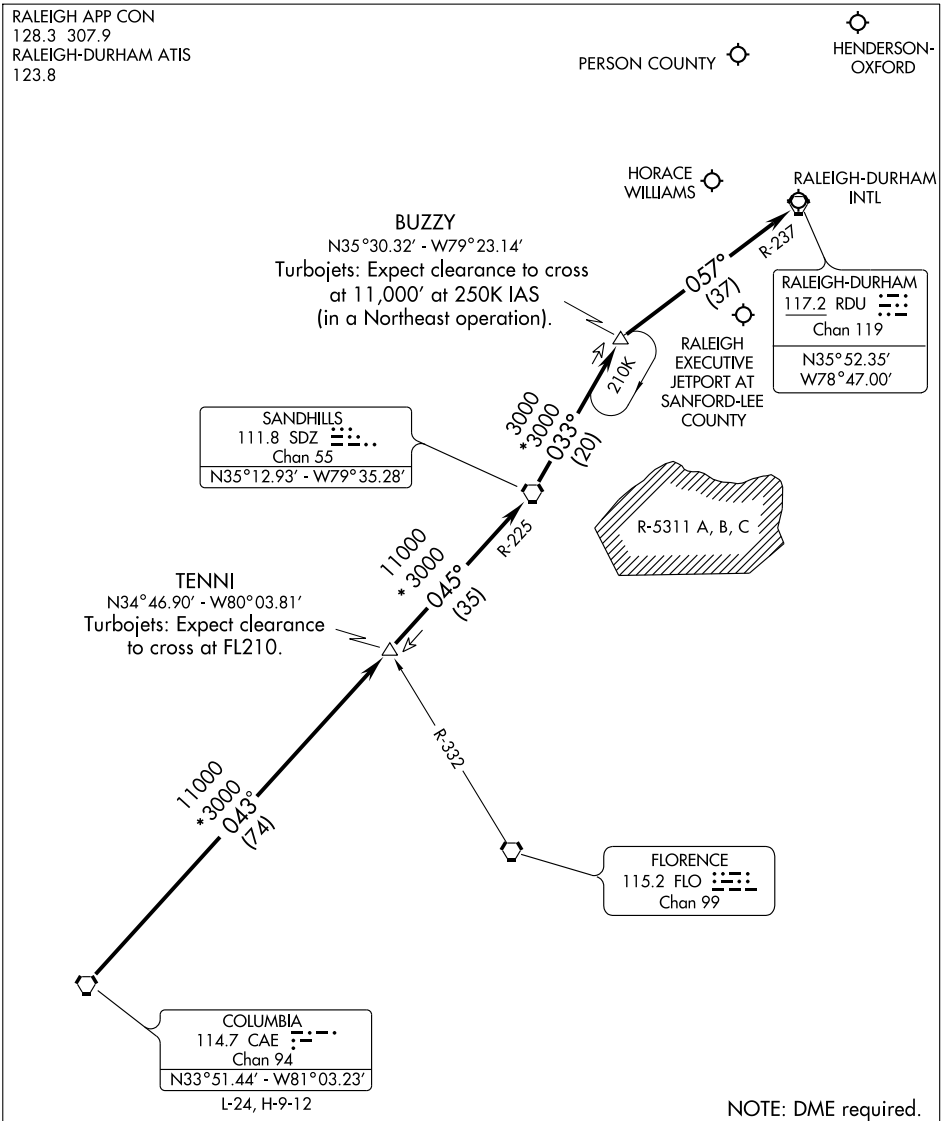
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 090° to 1400, thence....
TAKE-OFF RWY 27: Climb heading 270° to 2400, thence....
....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.
GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

BUZZY SIX ARRIVAL

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

CHAPEL HILL/ HORACE WILLIAMS (IGX)

APP CRS		
090°	Rwy Idg	4005
	TDZE	512
	Apt Elev	512

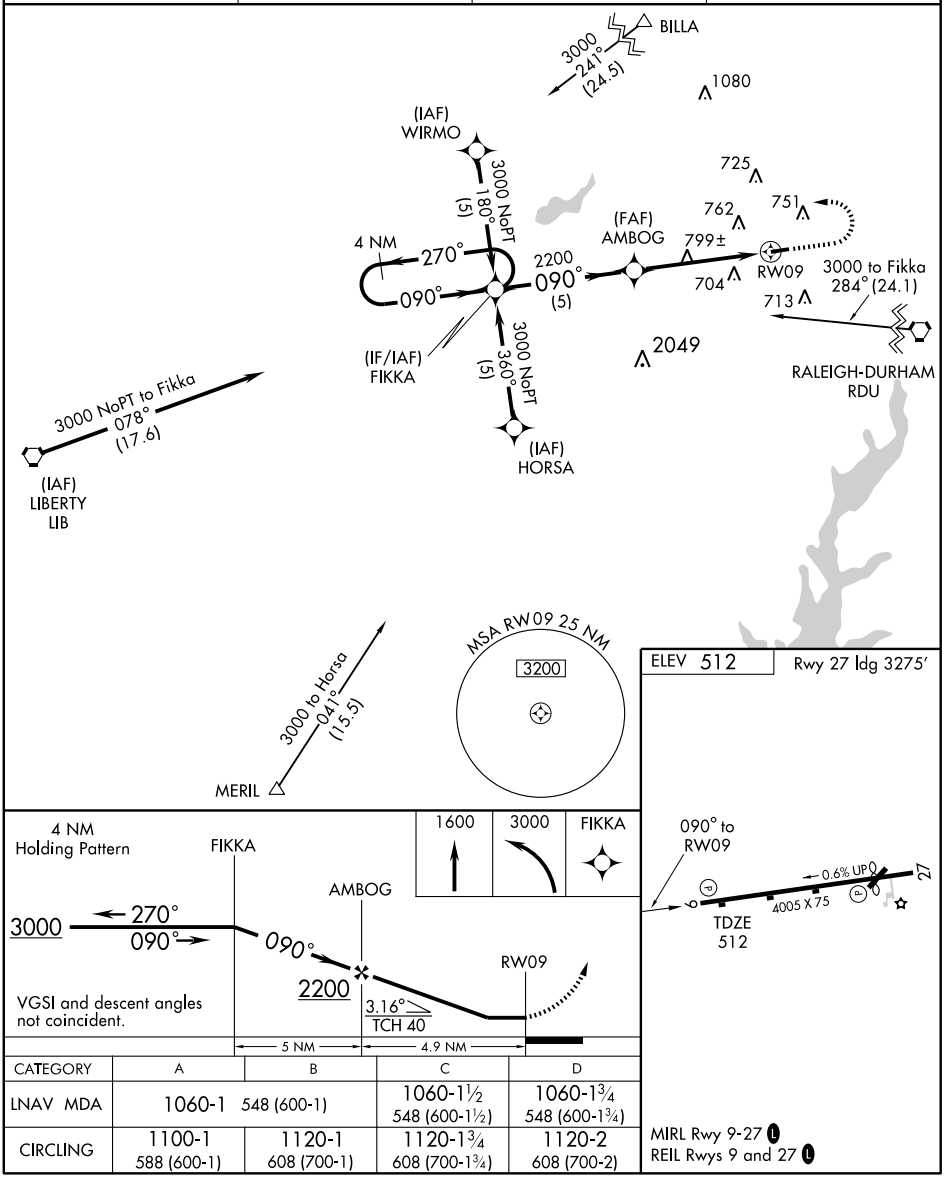
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct FIKKA WP and hold.

ASOS	RALEIGH APP CON	CLNC DEL	UNICOM
134.575	132.35 256.9	126.5	123.0 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	1060-1 548 (600-1)		1060-1½ 548 (600-1½)	1060-1¾ 548 (600-1¾)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

APP CRS		
270°	Rwy Idg	3275
	TDZE	510
	Apt Elev	512

RNAV (GPS) RWY 27

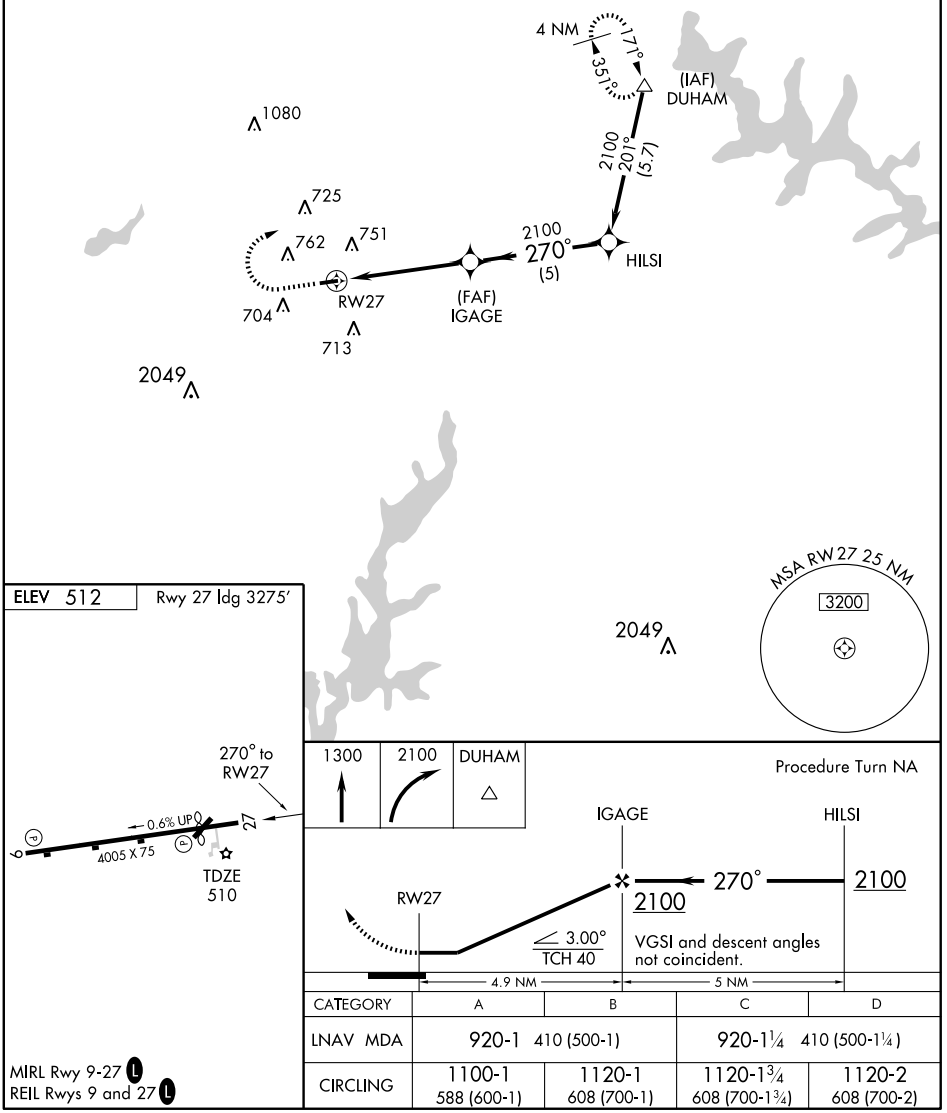
CHAPEL HILL/HORACE WILLIAMS (IGX)

NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2100 direct DUHAM WP and hold.

ASOS	RALEIGH APP CON	CLNC DEL	UNICOM
134.575	132.35 256.9	126.5	123.0 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010

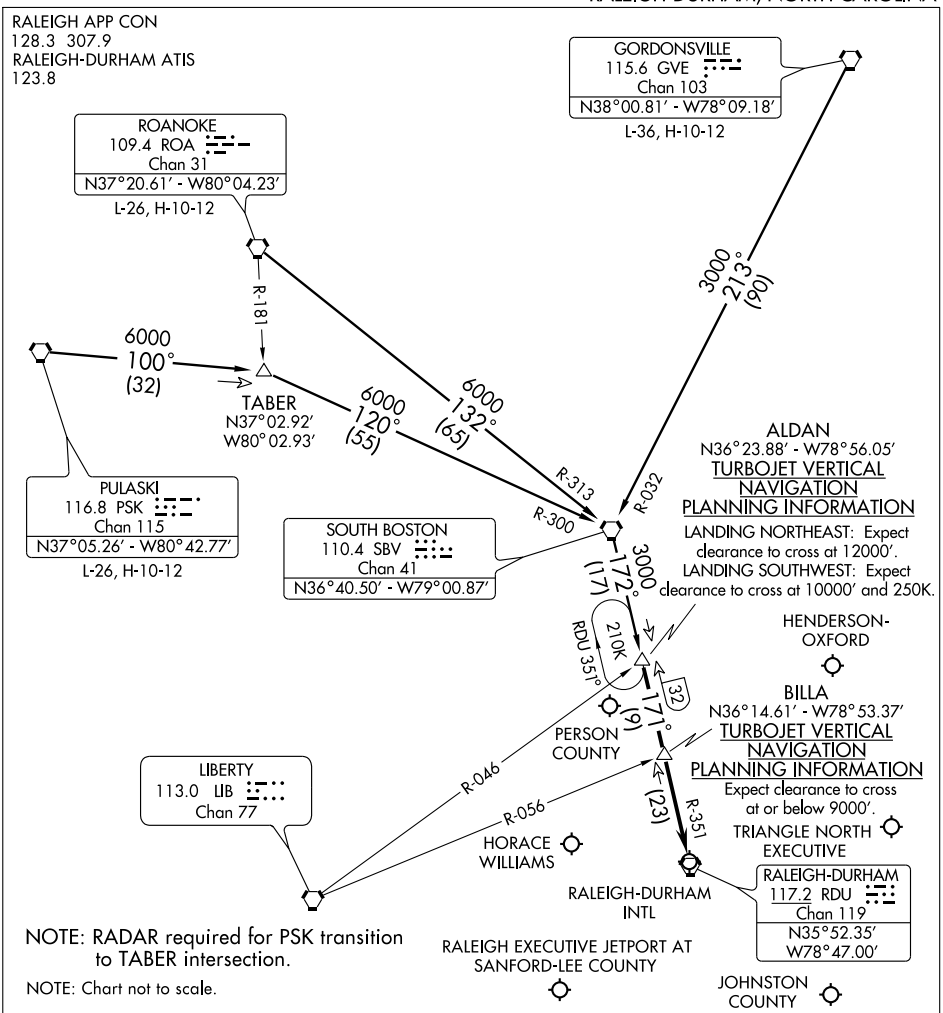


CATEGORY	A	B	C	D
LNAV MDA	920-1 410 (500-1)		920-1¼ 410 (500-1¼)	
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA

(SBV.SBV4) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RDU	APP CRS	Rwy Idg	3275
117.2	290°	TDZE	510
Chan 119		Apt Elev	512

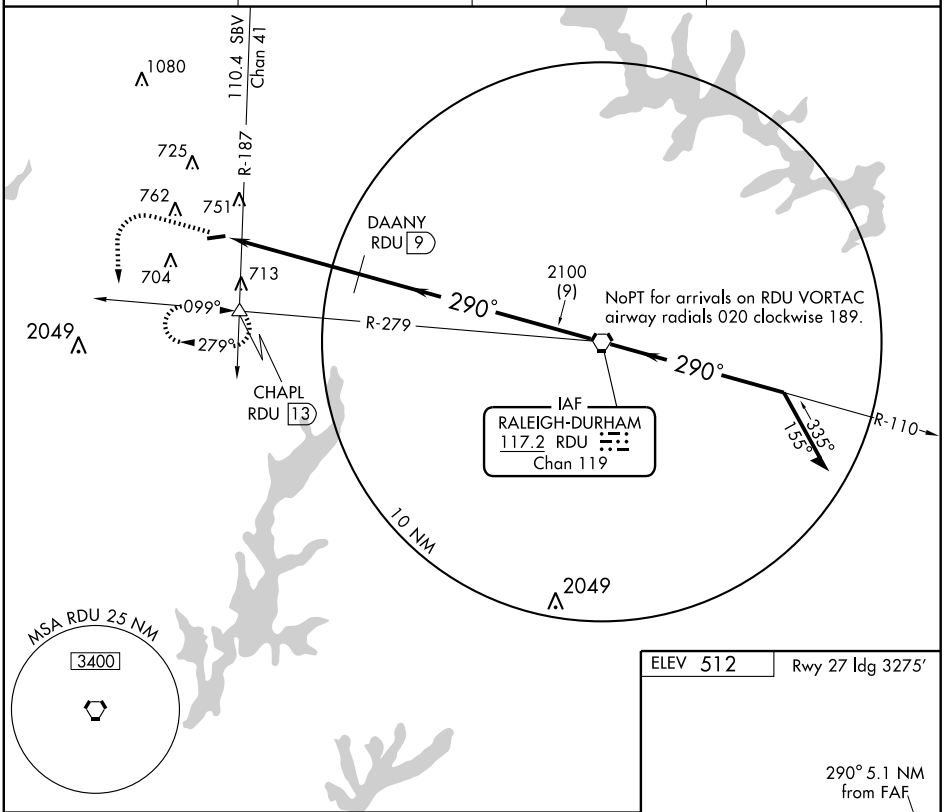
VOR/DME RWY 27

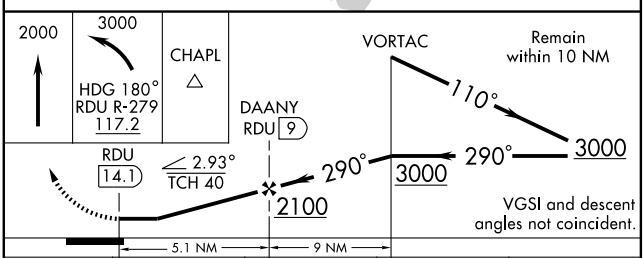
CHAPEL HILL/HORACE WILLIAMS (IGX)

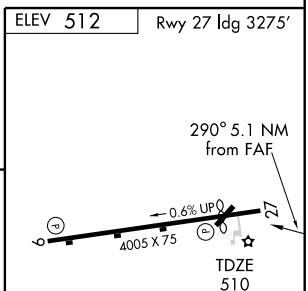
T
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 180° and RDU R-279 to CHAPL Int/13 DME and hold.

ASOS	RALEIGH APP CON	CLNC DEL	UNICOM
134.575	132.35 256.9	126.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-27	1060-1 550 (600-1)		1060-1½ 550 (600-1½)	1060-1¾ 550 (600-1¾)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ADENA TWO ARRIVAL (RNAV)

(ADENA.ADENA2) 09127

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL

ARRIVAL ROUTE DESCRIPTION

ATLANTA TRANSITION (ATL.ADENA2):
COLLIERS TRANSITION (IRQ.ADENA2):
GREENWOOD TRANSITION (GRD.ADENA2):

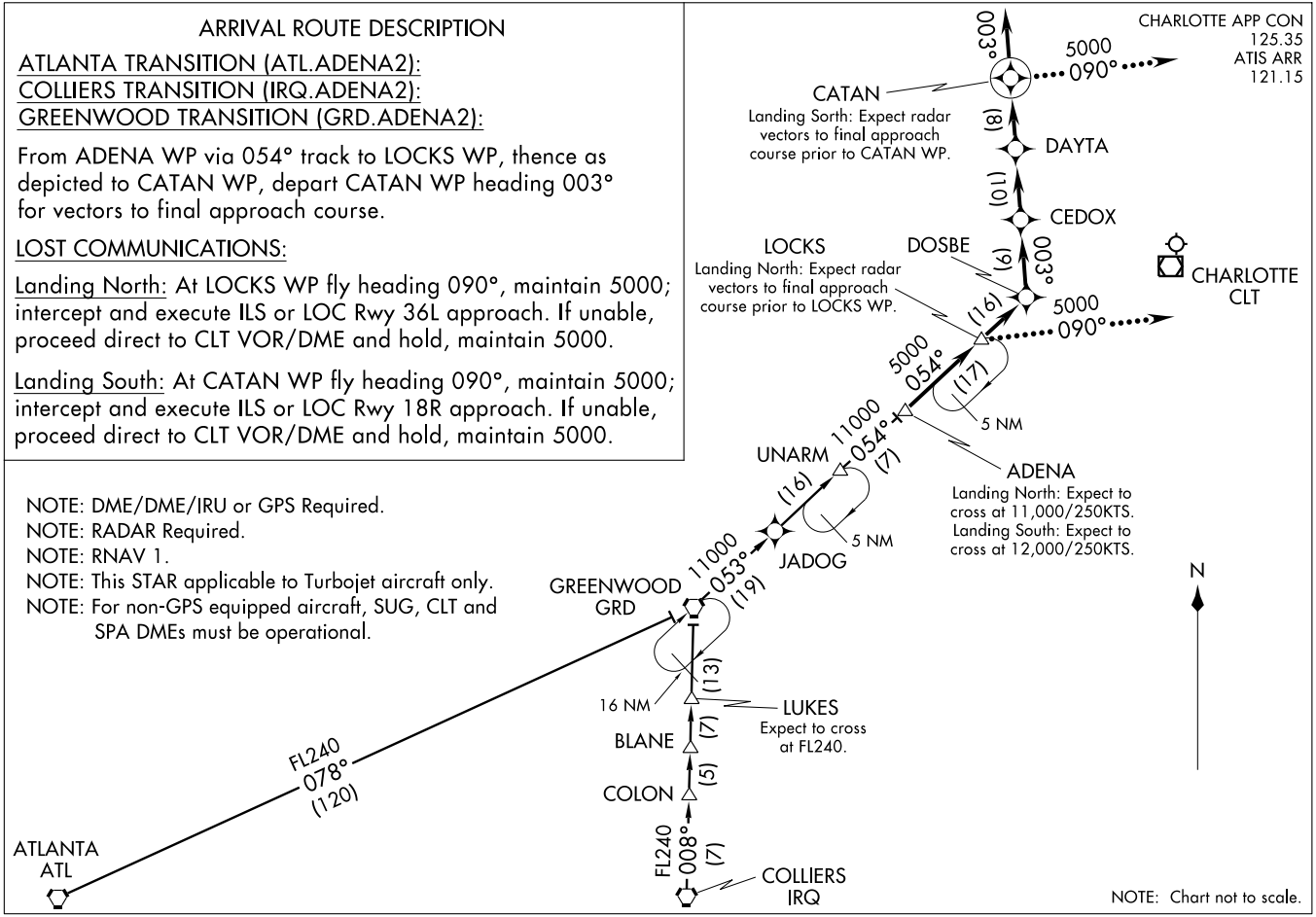
From ADENA WP via 054° track to LOCKS WP, thence as depicted to CATAN WP, depart CATAN WP heading 003° for vectors to final approach course.

LOST COMMUNICATIONS:

Landing North: At LOCKS WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 36L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

Landing South: At CATAN WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 18R approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, SUG, CLT and SPA DMEs must be operational.



(ADENA.ADENA2) 09127
ADENA TWO ARRIVAL (RNAV)

ST-78 (FAA)

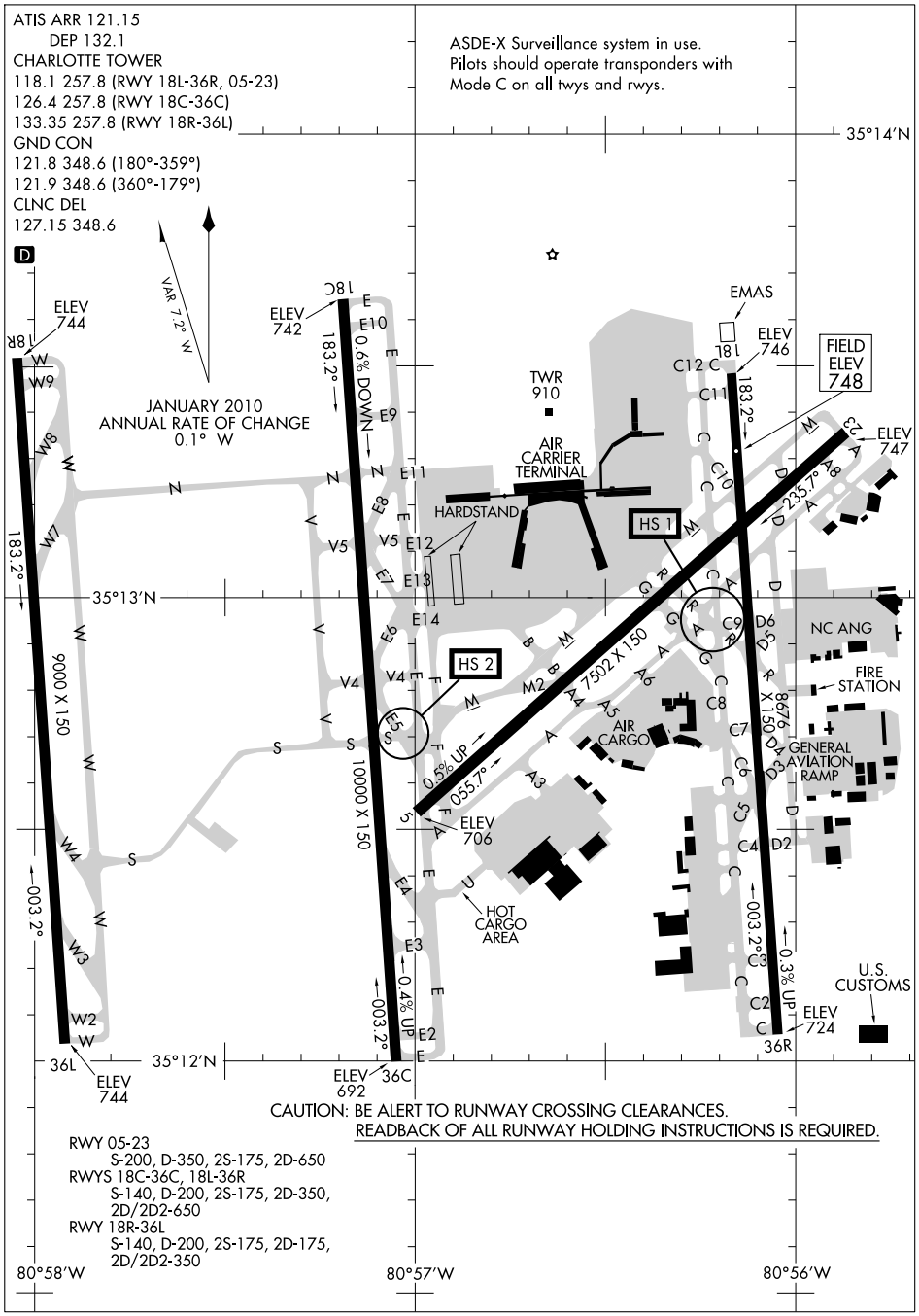
CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA

AIRPORT DIAGRAM

AL-78 (FAA)

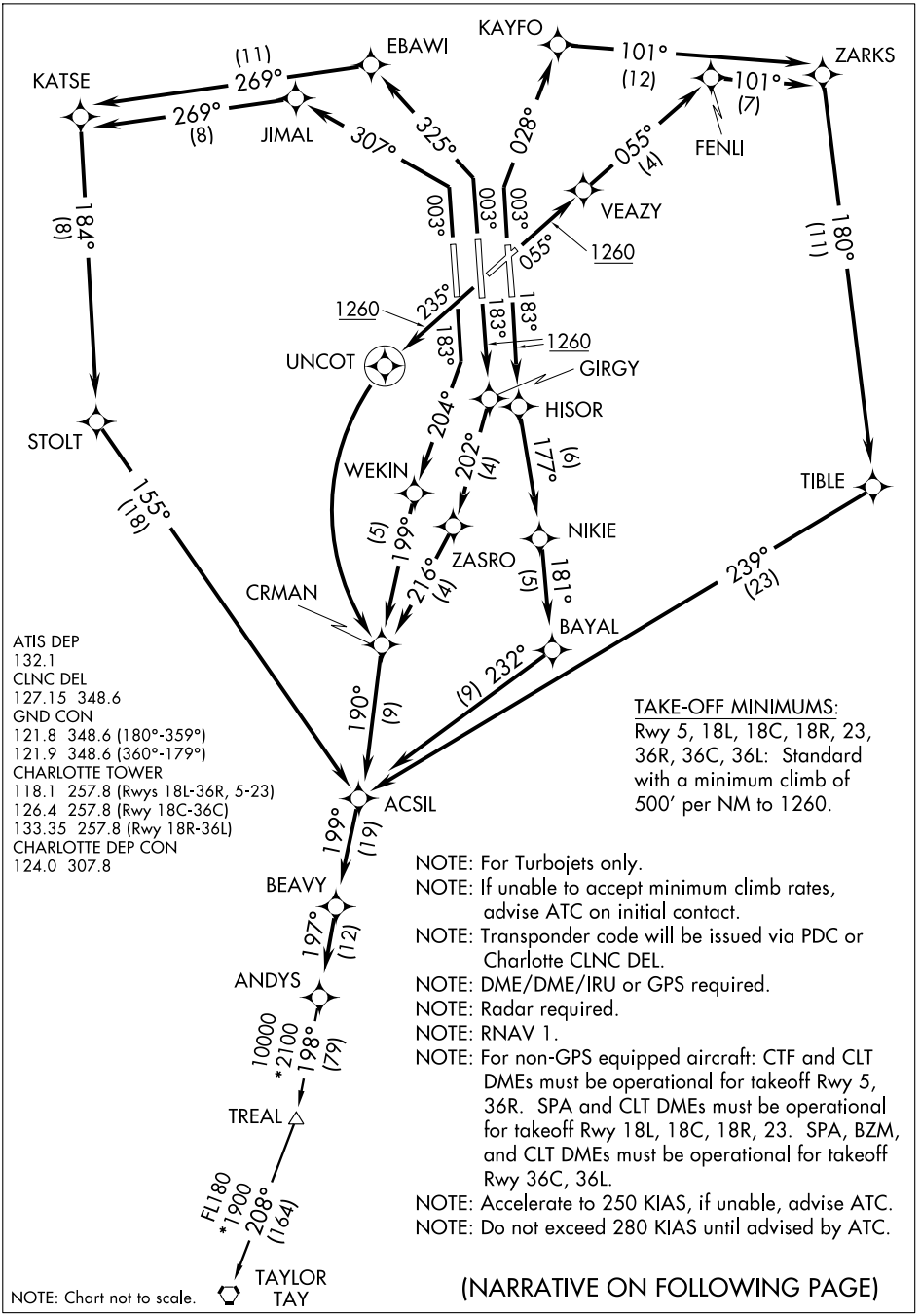
CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

ANDYS SIX DEPARTURE (RNAV)



ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
124.0 307.8

TAKE-OFF MINIMUMS:
Rwy 5, 18L, 18C, 18R, 23, 36R, 36C, 36L: Standard with a minimum climb of 500' per NM to 1260.

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: CTF and CLT DMEs must be operational for takeoff Rwy 5, 36R. SPA and CLT DMEs must be operational for takeoff Rwy 18L, 18C, 18R, 23. SPA, BZM, and CLT DMEs must be operational for takeoff Rwy 36C, 36L.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then via depicted route to ACSIL, thence . . . .
TAKEOFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to ACSIL, thence . . . .
TAKEOFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to ACSIL, thence . . . .
TAKEOFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to ACSIL, thence . . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then left turn direct CRMAN, then via depicted route to ACSIL, thence . . . .
TAKEOFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to ACSIL, thence . . . .
TAKEOFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to ACSIL, thence . . . .
TAKEOFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to ACSIL, thence . . . .

. . . . via depicted route to ANDYS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAYLOR TRANSITION (ANDYS6.TAY):

TAKEOFF OBSTACLES:
RWY 5: Trees beginning 1031′ from DER, 480′ left of centerline, up to 127′ AGL/856′ MSL.
RWY 18L: Tower and pole beginning 981′ from DER, 708′ left of centerline, up to 160′ AGL/850′ MSL.
Trees beginning 1235′ from DER, 707′ right of centerline, up to 88′ AGL/767′ MSL.
RWY 18C: Trees beginning 1688′ from DER, 735′ left of centerline, up to 108′ AGL/787′ MSL.
Trees beginning 3251′ from DER, 995′ right of centerline, up to 102′ AGL/841′ MSL.
RWY 23: Trees beginning 3899′ from DER, 216′ left of centerline, up to 99′ AGL/818′ MSL.
Trees beginning 1491′ from DER, 603′ right of centerline, up to 74′ AGL/823′ MSL.
RWY 36C: Trees beginning 1937′ from DER, 725′ left of centerline, up to 54′ AGL/823′ MSL.
Trees beginning 1420′ from DER, 309′ right of centerline, up to 114′ AGL/823′ MSL.
RWY 36R: Pole and trees beginning 713′ from DER, 416′ left of centerline, up to 94′ AGL/853′ MSL.
Railroad, antenna, poles and trees beginning 471′ from DER, 93′ right of centerline, up to 93′ AGL/852′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

BOBCAT FOUR DEPARTURE

(BOB4.BOB) 10154

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

ATIS DEP
132.1
CLNC DEL
127.15 348.6
CHARLOTTE TOWER
133.35 257.8 (Rwy 18R-36L)
126.4 257.8 (Rwy 18C-36C)
118.1 257.8 (Rwys 18L-36R, 5-23)
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE DEP CON
120.5 257.2

VOLUNTEER
116.4 VXV
Chan 111
N35°54.29'-W83°53.68'
L-25, H-9-12

HARRIS
109.8 HRS
Chan 35
N34°56.58'-W83°54.94'
L-25, H-9-12

CHOO CHOO
115.8 GQO
Chan 105
N34°57.68'-W85°09.20'
L-25, H-9-12

SPARTANBURG
115.7 SPA
Chan 104
N35°02.02'-W81°55.62'
L-24-25, H-9-12

ATHENS
109.6 AHN
Chan 33
N33°56.86'-W83°19.49'
L-18, H-9-12

NOTE: Chart not to scale.

ZAVER
N35°05.31'
W082°16.01'

HARAY
N35°07.76'
W081°45.69'

DEBIE
N34°55.82'
W081°48.53'

65
14000
*5700
270°
(25)

14000
*2900
270°
(40)

14000
*2600
255°
(45)

315°
330°
025°
055°
235°
183°
183°
200°
200°
CLT
1.6

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'-W80°57.11'

N

NOTE: For Turbojets only.
NOTE: Radar and DME Required.
NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF MINIMUMS:
Rwys 5, 18R, 18L, 18C, 23, 36R, 36C: Standard.
Rwy 36L: Standard with minimum climb of 215' per NM to 3500.

(NARRATIVE ON FOLLOWING PAGE)

(BOB4.BOB) 10154
BOBCAT FOUR DEPARTURE

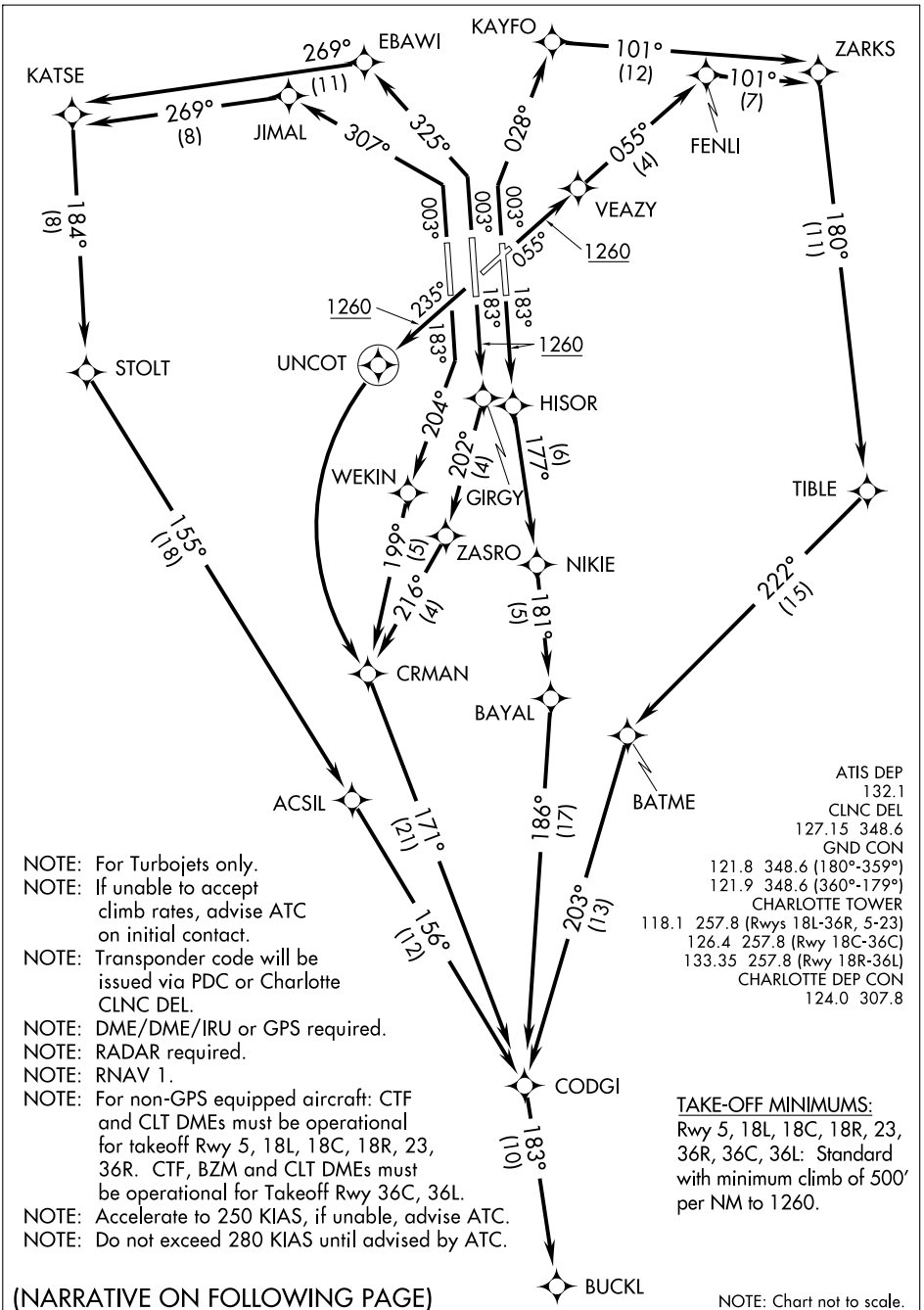
SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL(CLT)
CHARLOTTE, NORTH CAROLINA

BUCKL SIX DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



NOTE: For Turbojets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: CTF and CLT DMEs must be operational for takeoff Rwy 5, 18L, 18C, 18R, 23, 36R. CTF, BZM and CLT DMEs must be operational for Takeoff Rwy 36C, 36L.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
124.0 307.8

TAKE-OFF MINIMUMS:
Rwy 5, 18L, 18C, 18R, 23, 36R, 36C, 36L: Standard with minimum climb of 500′ per NM to 1260.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BUCKL SIX DEPARTURE (RNAV)
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)
(BUCKL6.BUCKL) 10042
SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then via depicted route to CODGI, thence . . . .
TAKEOFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to CODGI, thence . . . .
TAKEOFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to CODGI, thence . . . .
TAKEOFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to CODGI, thence . . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then left turn direct CRMAN, then via depicted route to CODGI, thence . . . .
TAKEOFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to CODGI, thence . . . .
TAKEOFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to CODGI, thence . . . .
TAKEOFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to CODGI, thence . . . .

. . . . via depicted route to BUCKL. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLES:
RWY 5: Trees beginning 1031′ from DER, 480′ left of centerline, up to 127′ AGL/856′ MSL.
RWY 18L: Tower and pole beginning 981′ from DER, 708′ left of centerline, up to 160′ AGL/850′ MSL.
Trees beginning 1235′ from DER, 707′ right of centerline, up to 88′ AGL/767′ MSL.
RWY 18C: Trees beginning 1688′ from DER, 735′ left of centerline, up to 108′ AGL/787′ MSL.
Trees beginning 3251′ from DER, 995′ right of centerline, up to 102′ AGL/841′ MSL.
RWY 23: Trees beginning 3899′ from DER, 216′ left of centerline, up to 99′ AGL/818′ MSL.
Trees beginning 1491′ from DER, 603′ right of centerline, up to 74′ AGL/823′ MSL.
RWY 36C: Trees beginning 1937′ from DER, 725′ left of centerline, up to 54′ AGL/823′ MSL.
Trees beginning 1420′ from DER, 309′ right of centerline, up to 114′ AGL/823′ MSL.
RWY 36R: Pole and trees beginning 713′ from DER, 416′ left of centerline, up to 94′ AGL/853′ MSL.
Railroad, antenna, poles and trees beginning 471′ from DER, 93′ right of centerline, up to 93′ AGL/852′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

DEBIE FIVE DEPARTURE (RNAV)

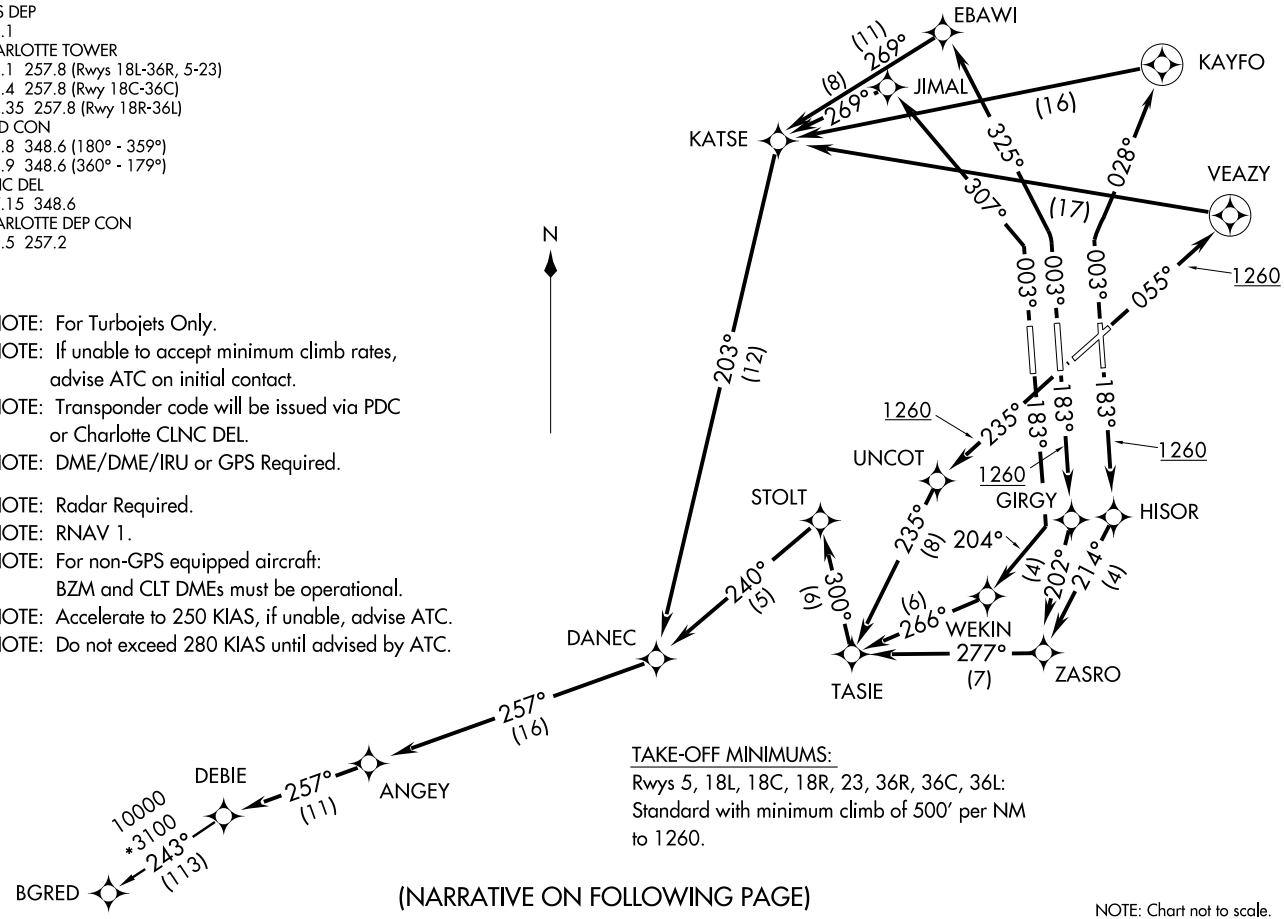
(DEBIE5.DEBIE) 10042

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

ATIS DEP
132.1
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
GND CON
121.8 348.6 (180° - 359°)
121.9 348.6 (360° - 179°)
CLNC DEL
127.15 348.6
CHARLOTTE DEP CON
120.5 257.2

NOTE: For Turbojets Only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: BZM and CLT DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.



TAKE-OFF MINIMUMS:
Rwys 5, 18L, 18C, 18R, 23, 36R, 36C, 36L:
Standard with minimum climb of 500' per NM to 1260.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEBIE FIVE DEPARTURE (RNAV)
(DEBIE5.DEBIE) 10042
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then left turn direct KATSE, then via depicted route to DANEC, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to DANEC, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to DANEC, thence....
TAKE-OFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to DANEC, thence....
TAKE-OFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then via depicted route to DANEC, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then left turn direct KATSE, then via depicted route to DANEC, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to DANEC, thence....
TAKE-OFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to DANEC, thence....

....via depicted route to DEBIE. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

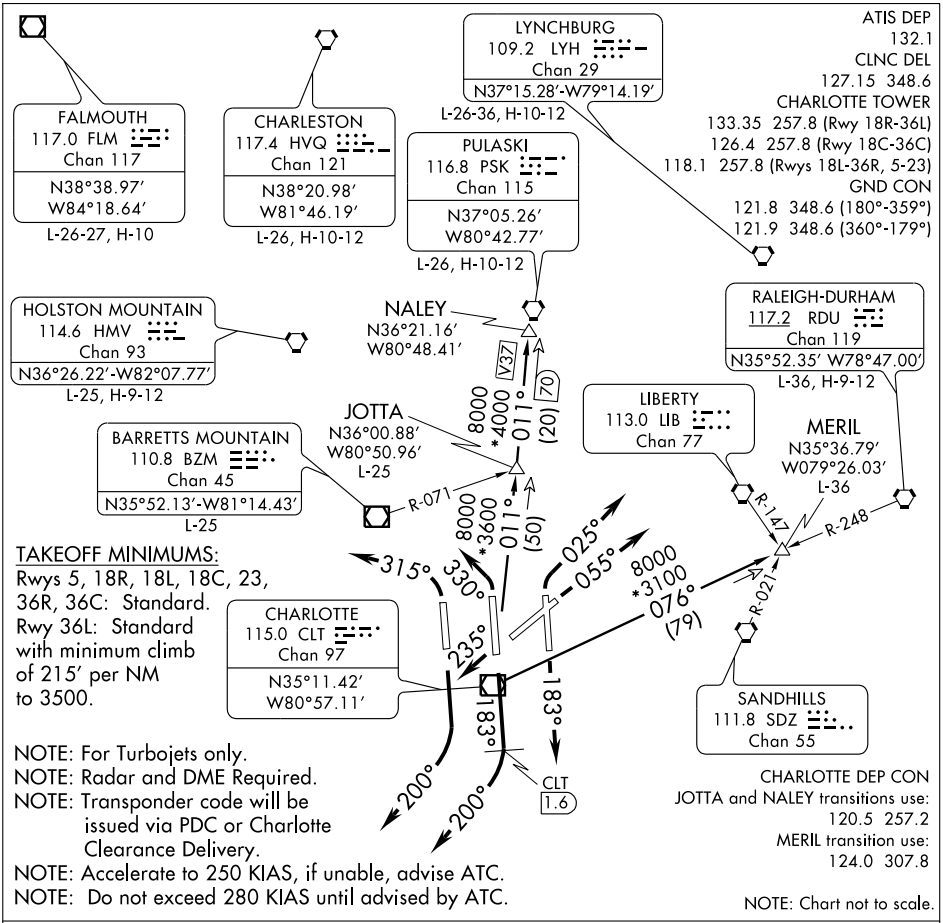
BGRED TRANSITION (DEBIE5.BGRED):

TAKE-OFF OBSTACLES:

Rwy 5: Trees beginning 1031′ from DER, 480′ left of centerline, up to 127′ AGL/856′ MSL.
Rwy 18L: Tower and pole beginning 981′ from DER, 708′ left of centerline, up to 160′ AGL/850′ MSL. Trees beginning 1235′ from DER, 707′ right of centerline, up to 88′ AGL/767′ MSL.
Rwy 18C: Trees beginning 1688′ from DER, 735′ left of centerline, up to 108′ AGL/787′ MSL. Trees beginning 3251′ from DER, 995′ right of centerline, up to 102′ AGL/841′ MSL.
Rwy 23: Trees beginning 3899′ from DER, 216′ left of centerline, up to 99′ AGL/818′ MSL. Trees beginning 1491′ from DER, 603′ right of centerline, up to 74′ AGL/823′ MSL.
Rwy 36C: Trees beginning 1937′ from DER, 725′ left of centerline, up to 54′ AGL/823′ MSL. Trees beginning 1420′ from DER, 309′ right of centerline, up to 114′ AGL/823′ MSL.
Rwy 36R: Pole and trees beginning 713′ from DER, 416′ left of centerline, up to 94′ AGL/853′ MSL. Railroad, antenna, poles and trees beginning 471′ from DER, 93′ right of centerline, up to 93′ AGL/852′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

HORNET SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055°, Thence....
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....
TAKEOFF RUNWAY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, Thence....
TAKEOFF RUNWAY 18L: Climb heading 183°, Thence....
TAKEOFF RUNWAY 23: Climb heading 235°, Thence....
TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, Thence....
TAKEOFF RUNWAY 36C: Climbing left turn heading 330°, Thence....
TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CHARLOTTE, NC		
CHARLOTTE/DOUGLAS INTL (CLT)	HS 1	Confusing int due to convergence of Twy R, Twy A, Twy C and Twy C9, along with grass island.
	HS 2	Pilots exiting Rwy 18C-36C on Twy S for either Twy E or Twy F mistakenly turn left on Twy E5 and re-enter the rwy.
RALEIGH/DURHAM, NC		
RALEIGH-DURHAM INTL (RDU)	HS 1	Int of Rwy 05R-23L and Twy C.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

HUGO ONE DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
133.35 257.8 (Rwy 18R-36L)
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.28' W79°14.19'
L-26-36, H-10-12

SADIE
N36°41.81'
W81°33.61'

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22' W82°07.77'
L-25, H-9-12

PULASKI
116.8 PSK
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

(95)
347° (40)
*8000 FL240

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'
W80°57.11'

NORTHWEST
CHARLOTTE DEP CON
134.75 257.2

ROBAY
N36°03.77'
W81°18.07'

347° (55)
*4800 11000

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

PITTY
N35°19.82'
W81°51.09'

(45) 11000 *2900
003°
003°
003°
055°

GIPPR
N35°12.58'
W79°59.13'
L-25-36

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75'
W83°17.86'
L-25, H-9-12

286°
V54-409
093°
R-272

DEBIE
N34°55.82'
W81°48.53'

11000 *2600
235°
255° (45)
183°
183°
183°
11000 *3100 (48)
R-026

SANDHILLS
111.8 SDZ
Chan 55

GREENWOOD
115.5 GRD
Chan 102
N34°15.09'
W82°09.25'
L-24, H-9-12

11000 *2300
196° (50)
165° (60)
11000 *2300

ANDYS
N34°22.25'
W81°08.63'

CHESTERFIELD
108.2 CTF
Chan 19

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15'
W82°47.08'
L-18

SOUTHEAST
CHARLOTTE DEP CON
128.325 307.8

CHOPN
N34°14.90'
W80°32.35'

NOTE: For propeller aircraft only.
NOTE: Radar and DME Required.
NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

COLLIERS
113.9 IRQ
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

TAKEOFF MINIMUMS:
Rwys 18R, 18L, 18C, 23, 36R: Standard.
Rwy 5: Standard with minimum climb of 275' per NM to 2000.
Rwy 36C: Standard with minimum climb of 208' per NM to 3400, or alternatively, with Standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
Rwy 36L: Standard with minimum climb of 215' per NM to 3500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 21 OCT 2010 to 18 NOV 2010

HUGO ONE DEPARTURE

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(HUG1.HUG) 10154

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 18R: Climb heading 183° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 18C: Climb heading 183° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 18L: Climb heading 183° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 23: Climb heading 235° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 36L: Climb heading 003° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 36C: Climb heading 003° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 36R: Climb heading 003° or as assigned by ATC, Thence....

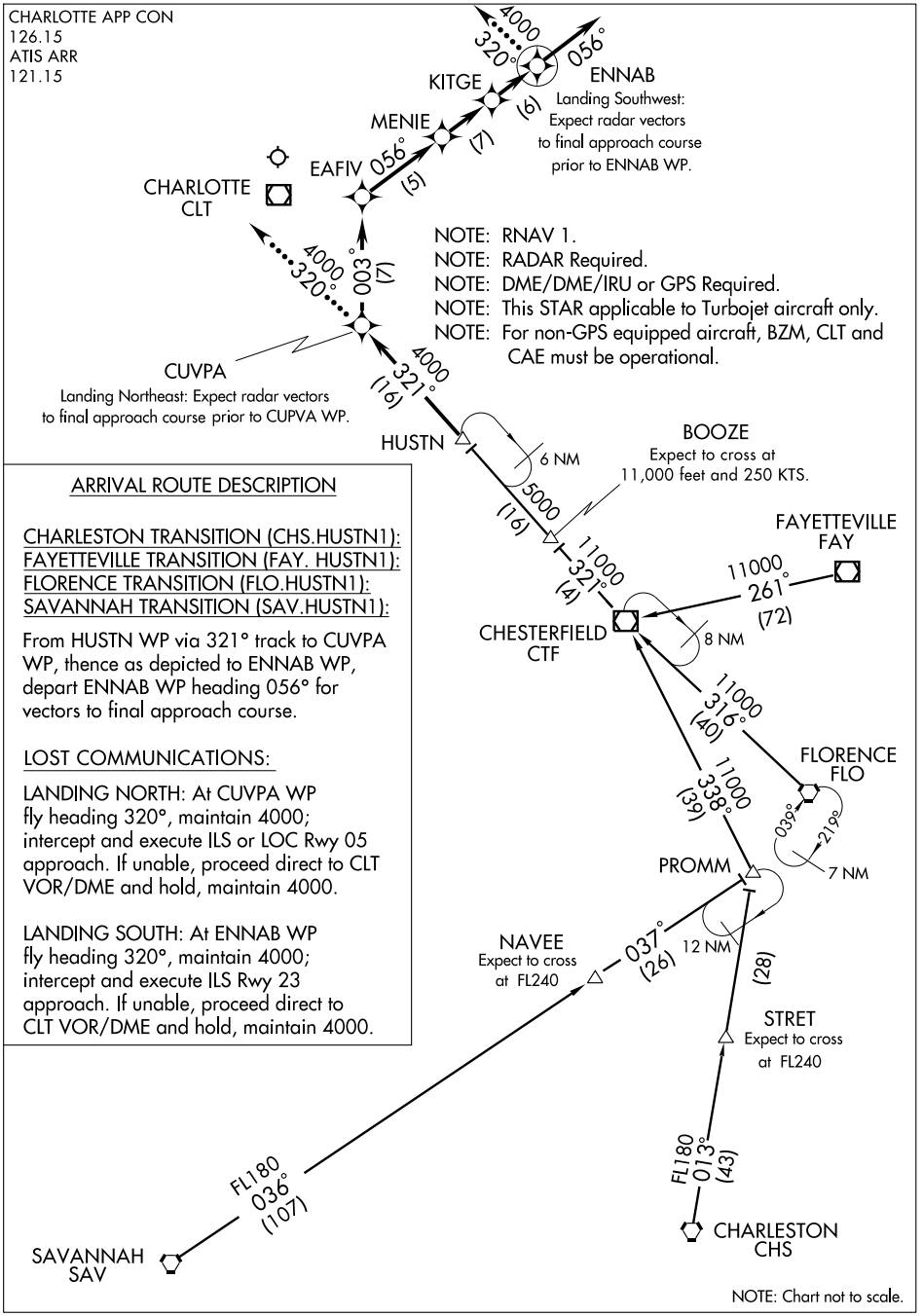
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 4000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.
DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.
GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.
PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.
ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.
SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:
Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
Rwy 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
Rwy 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.
Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.
Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
Rwy 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.
Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

HUSTN ONE ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

CHARLESTON TRANSITION (CHS.HUSTN1):
FAYETTEVILLE TRANSITION (FAY. HUSTN1):
FLORENCE TRANSITION (FLO.HUSTN1):
SAVANNAH TRANSITION (SAV.HUSTN1):

From HUSTN WP via 321° track to CUVPA WP, thence as depicted to ENNAB WP, depart ENNAB WP heading 056° for vectors to final approach course.

LOST COMMUNICATIONS:

LANDING NORTH: At CUVPA WP fly heading 320°, maintain 4000; intercept and execute ILS or LOC Rwy 05 approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

LANDING SOUTH: At ENNAB WP fly heading 320°, maintain 4000; intercept and execute ILS Rwy 23 approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

NOTE: Chart not to scale.

SE-2, 21 OCT 2010 to 18 NOV 2010

HUSTN ONE ARRIVAL (RNAV)
(HUSTN.HUSTN1) 09351
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL

ILS or LOC RWY 5

CHARLOTTE/DOUGLAS INTL(CLT)

LOC I-CLT	APP CRS	Rwy Idg	7092
110.95	055°	TDZE	716
		Apt Elev	748

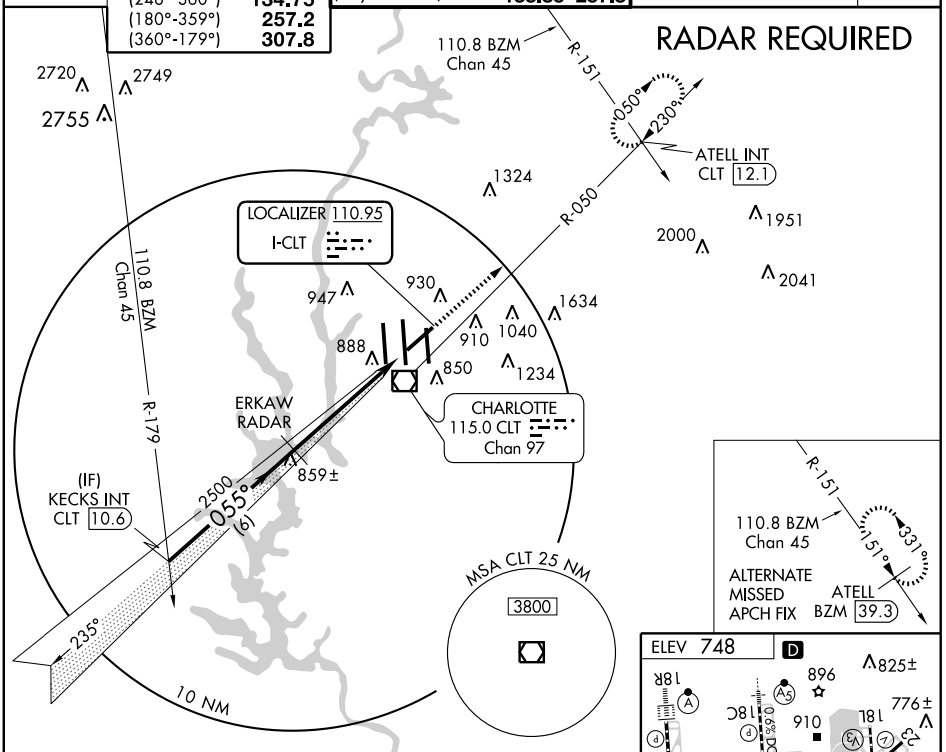
Circling NA at night.
RADAR Required.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

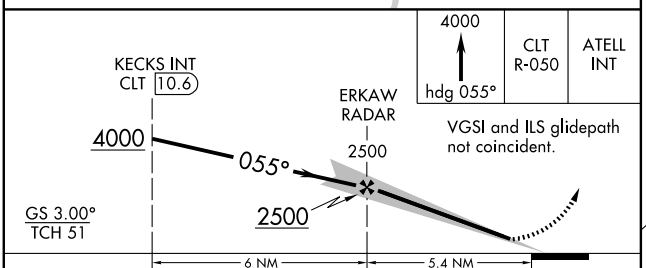
MALSR

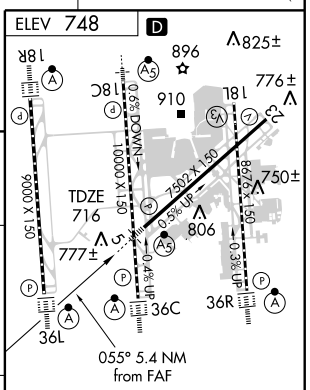
MISSED APPROACH: Climb to 4000 via heading 055° and CLT VOR/DME R-050 to ATELL INT/CLT 12.1 DME and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON			CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8	348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9	348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8				
	(180°-359°)	257.2							
	(360°-179°)	307.8							

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	* 916/24 200 (200-½)			
S-LOC 5	1120/24 404 (400-½)		1120/40 404 (400-¾)	
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-PEP	APP CRS	Rwy Idg	10000
111.3	183°	TDZE	742
		Apt Elev	748

ILS or LOC RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night. Simultaneous approach authorized with Rwy 18L/R. DME or RADAR Required. LOC procedure NA during simultaneous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via CLT R-181 to FORET INT/CLT 12.7 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

003° CLT R-001

(IAF) JEDKO CLT 24.8 RADAR

LERDY CLT 21.6 RADAR

FERSA CLT 18.5 RADAR

(IF) TOMME CLT 15.3 RADAR

HAGUL CLT 12.2 RADAR

OZEJI CLT 9 RADAR

SOPHE OM

183° (3.2) *7000 *6000 *5000 *4000 3000

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

10 NM

ALTERNATE MISSED APCH FIX

108.2 CTF R-304 Chan 19

FORET CTF 37.9

304° 124°

MSA CLT 25 NM 3800

2343 2720 2749 2755 1324 894± 1951 2000 2041 947 930 1040 910 1634 888 1234 850

LOCALIZER 111.3 I-PEP

CHARLOTTE 115.0 CLT Chan 97

R-181

108.2 CTF R-304 Chan 19

FORET INT CLT 12.7

001° 181° 115.0 CLT Chan 97 R-181

MISSED APCH FIX

ELEV 748 D

183° 6.8 NM from FAF

TDZE 742

18R 18C 18L 36R 36C 36L

825± 896 776± 910 750± 806 777± 9000 X 150 10000 X 150 7502 X 150 8676 X 150 0.5% DOWN 0.5% UP 0.4% UP 0.3% UP

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

JEDKO CLT 24.8 RADAR

LERDY CLT 21.6 RADAR

FERSA CLT 18.5 RADAR

TOMME CLT 15.3 RADAR

HAGUL CLT 12.2 RADAR

OZEJI CLT 9 RADAR

CLT 2.2

*8000 183° *7000 *6000 *5000 *4000 3000

3000 CLT R-181 FORET INT

GS 3.00° TCH 55

VGSI and ILS glidepath not coincident.

3.2 NM 3.2 NM 3.2 NM 3.2 NM 3.2 NM 6.8 NM

CATEGORY	A	B	C	D
S-ILS 18C	** 942/24 200 (200-½)			
S-LOC 18C	1200/24 458 (500-½)		1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 18L

CHARLOTTE/DOUGLAS INTL (CLT)

LOC I-VKQ	APP CRS	Rwy Idg	8676
110.35	183°	TDZE	748
		Apt Elev	748

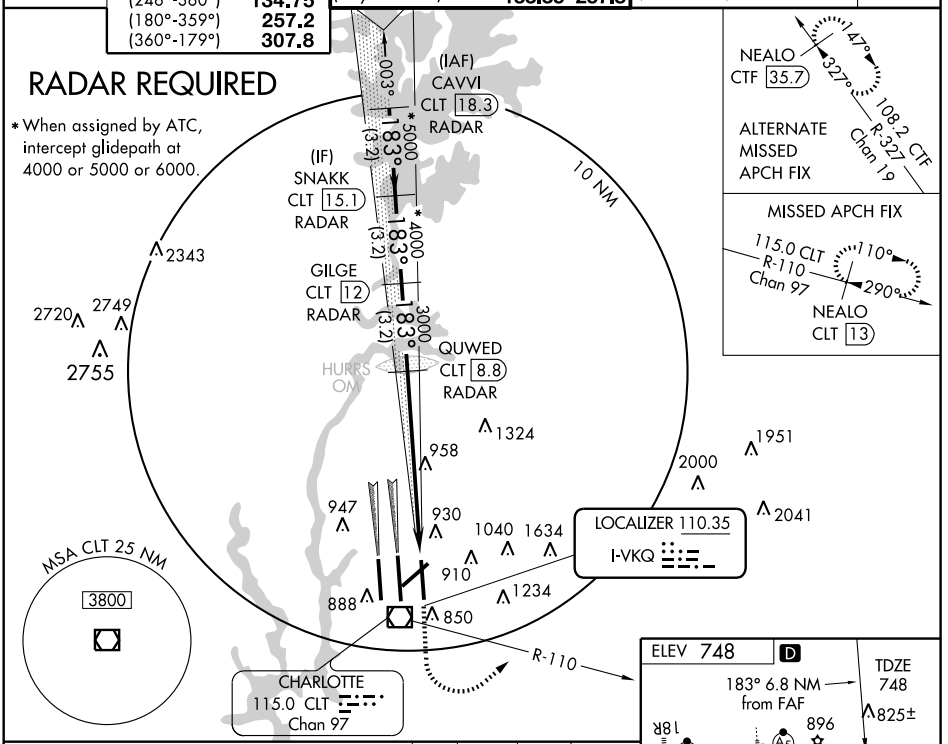
Circling NA at night. Simultaneous approach authorized with Rwy 18C/R. DME or RADAR Required. Visibility reduction by helicopters NA. LOC procedure NA during simultaneous operations.

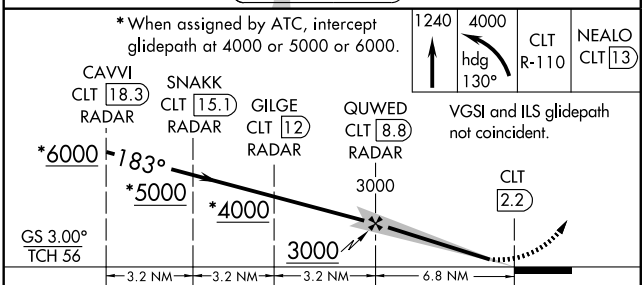
MISSED APPROACH: Climb to 1240 then climbing left turn to 4000 via heading 130° and CLT R-110 to NEALO/CLT 13 DME and hold.

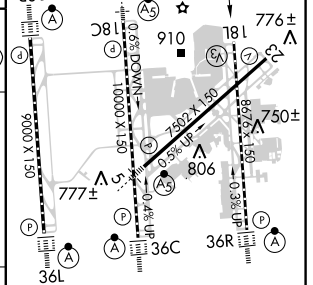
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.







CATEGORY	A	B	C	D
S-ILS 18L	1022/50 274 (300-1)			
S-LOC 18L	1260/50 512 (600-1)		1260-1½ 512 (600-1½)	1260-1¾ 512 (600-1¾)
CIRCLING	1260-1 512 (600-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RGS	APP CRS	Rwy Idg	9000
110.15	183°	TDZE	744
Chan 38 (Y)		Apt Elev	748

ILS or LOC RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night. Simultaneous approach authorized with Rwy 18L/C. DME or RADAR Required. LOC procedure NA during simultaneous operations. CILOV Fix Minimums: For inoperative ALSF, increase S-LOC 18R Cat D visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 230° and CLT R-250 to STULL INT/CLT 13 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

RADAR REQUIRED

MSA CLT 25 NM

3800

15 NM

(IAF) RUDKY I-RGS 20.7 RADAR

NELLA I-RGS 17.6 RADAR

(IF) WOVEN I-RGS 14.4 RADAR

EMERS I-RGS 11.3 RADAR

JHUNT I-RGS 8.1 RADAR

CILOV I-RGS 3.4

LOCALIZER 110.15 I-RGS Chan 38(Y)

CHARLOTTE 115.0 CLT Chan 97

003° 183° (3.2) *6000 *5000 183° (3.2) *4000 183° (3.2) 3000 183° (3.2)

2343 2720 2749 2755 1324 1951 2000 2041 882 947 783± IM 888 930 1040 910 1634 850 1234

R-250

ALTERNATE MISSED APCH FIX

110.8 BZM Chan 45

STULL BZM 46.2

R-183

003° 183°

MISSED APCH FIX

STULL INT CLT 13

110.8 BZM Chan 45 R-183 115.0 CLT R-250 Chan 97 070° 250°

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

1200 4000 hdg 230° CLT R-250 STULL INT

RUDKY I-RGS 20.7 RADAR NELLA I-RGS 17.6 RADAR WOVEN I-RGS 14.4 RADAR EMERS I-RGS 11.3 RADAR JHUNT I-RGS 8.1 RADAR CILOV I-RGS 3.4 I-RGS 2.1 IM I-RGS 1.3 #LOC only.

*7000 183° *6000 *5000 *4000 3000 #1240

GS 3.00° TCH 46

3.2 NM 3.2 NM 3.2 NM 3.2 NM 4.7 NM 1.3 NM 0.7 0.1

CATEGORY	A	B	C	D
S-ILS 18R	944/18 200 (200-½)			
S-LOC 18R	1240/24 496 (500-½)		1240/40 496 (500-¾)	1240/50 496 (500-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)
CILOV FIX MINIMUMS				
S-LOC 18R	1040/24 296 (300-½)			1040/40 296 (300-¾)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

ELEV 748 D

183° 6.8 NM from FAA

TDZE 744

18R 18C 18L 23

896 910 825± 776± 750± 777± 806

0.6% DOWN 10000 X 150 9000 X 150 7502 X 150 8675 X 150 0.5% UP 0.4% UP 0.3% UP

36L 36C 36R

HIRL all Rwys

REIL Rwys 18L and 23

TDZ/CL Rwys 18R, 36L, 36C and 36R

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

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LOC/DME I-APU	APP CRS	Rwy Idg	7502
109.5	235°	TDZE	747
Chan 32		Apt Elev	748

ILS or LOC RWY 23

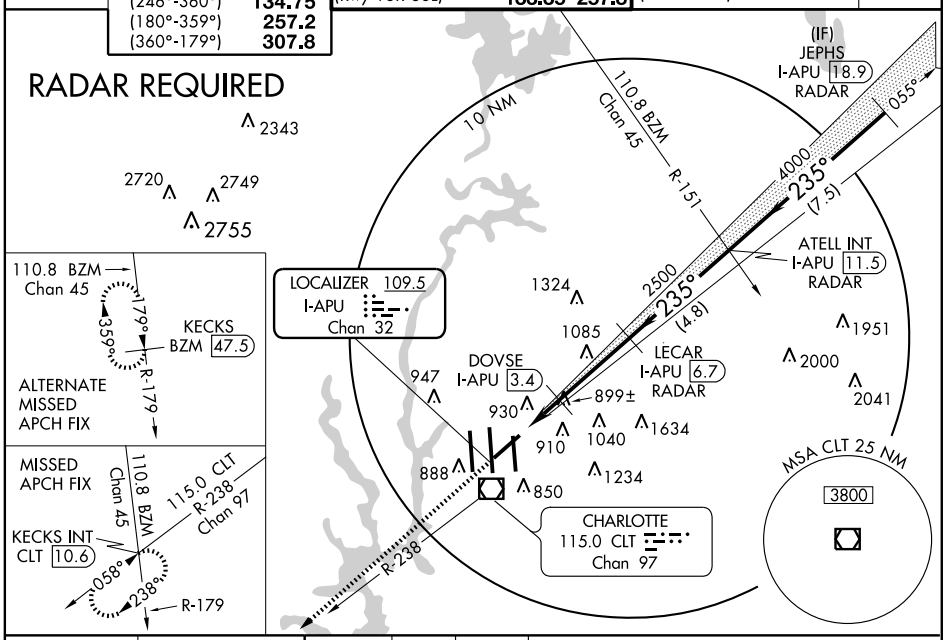
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night.
DME or RADAR Required.

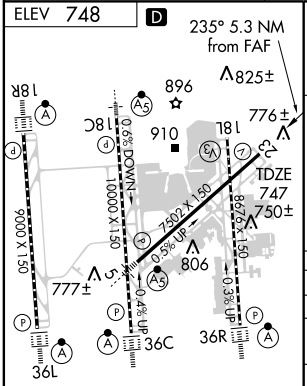
MISSED APPROACH: Climb to 4000 via heading 235° and CLT R-238 to KECKS INT/CLT 10.6 DME and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON			CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8	348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9	348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8				
	(180°-359°)	257.2							
	(360°-179°)	307.8							

RADAR REQUIRED



ELEV 748 D

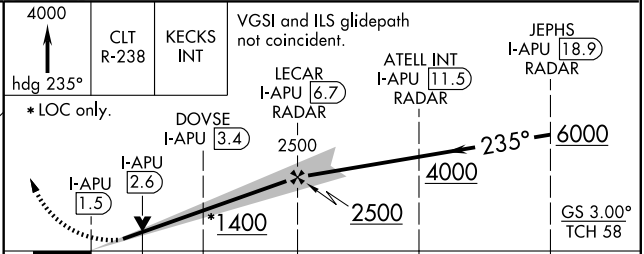


HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

4000 ↑ hdg 235°	CLT R-238	KECKS INT

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 23	947/40 200 (200-¾)			
S-LOC 23	1400/50 653 (700-1)		1400-1¾ 653 (700-1¾)	1400-2 653 (700-2)
CIRCLING	1400-1 652 (700-1)		1400-1¾ 652 (700-1¾)	1400-2 652 (700-2)
DOVSE FIX MINIMUMS				
S-LOC 23	1160/50 413 (500-1)		1160/60 413 (500-1¼)	
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

ILS or LOC RWY 36C

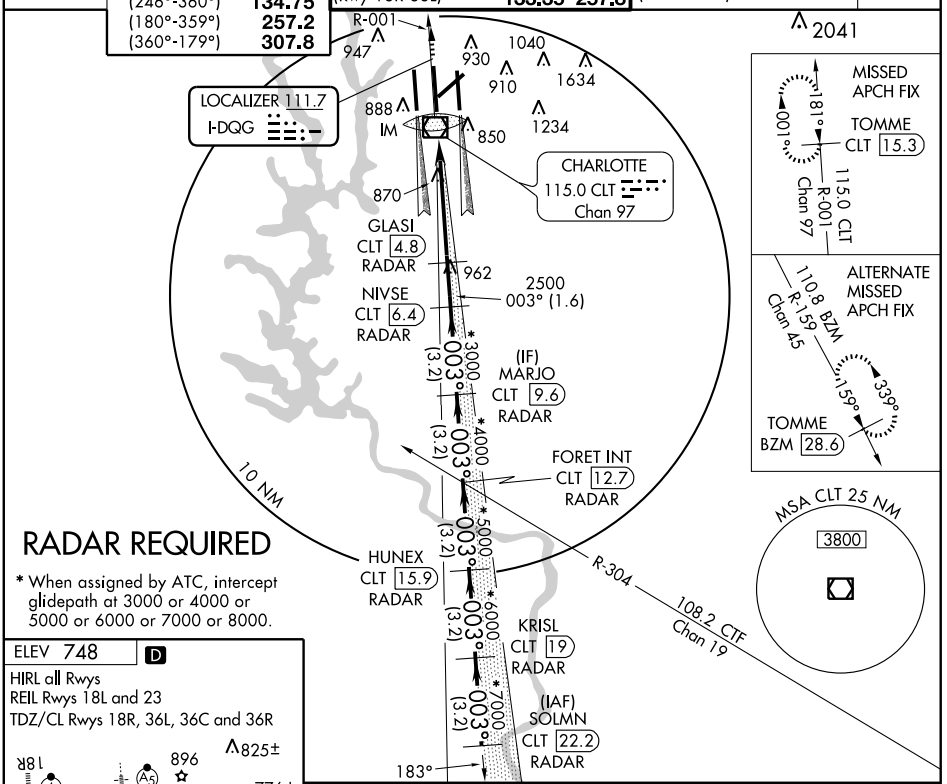
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night. Simultaneous approach authorized with Rwy 36L/R. DME or RADAR Required. LOC procedure NA during simultaneous operations. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 3000 via CLT R-001 to TOMME/ CLT 15.3 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

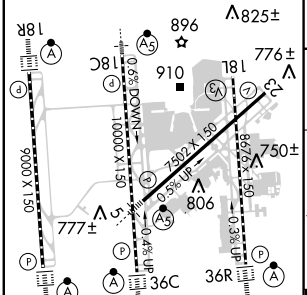


RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000 or 7000 or 8000.

ELEV 748 D

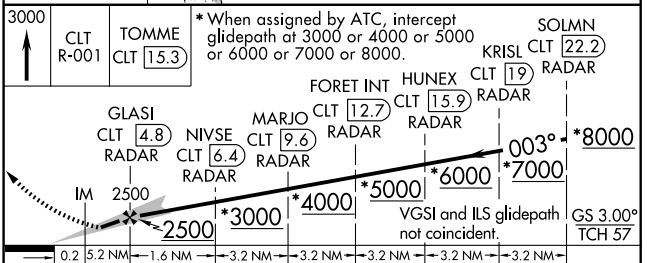
HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

3000	CLT R-001	TOMME CLT 15.3

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000 or 7000 or 8000.



CATEGORY	A	B	C	D
S-ILS 36C	907/18 200 (200-½)			
S-LOC 36C	1120/24 413 (400-½)		1120/40 413 (400-¾)	
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 36L

CHARLOTTE/DOUGLAS INTL (CLT)

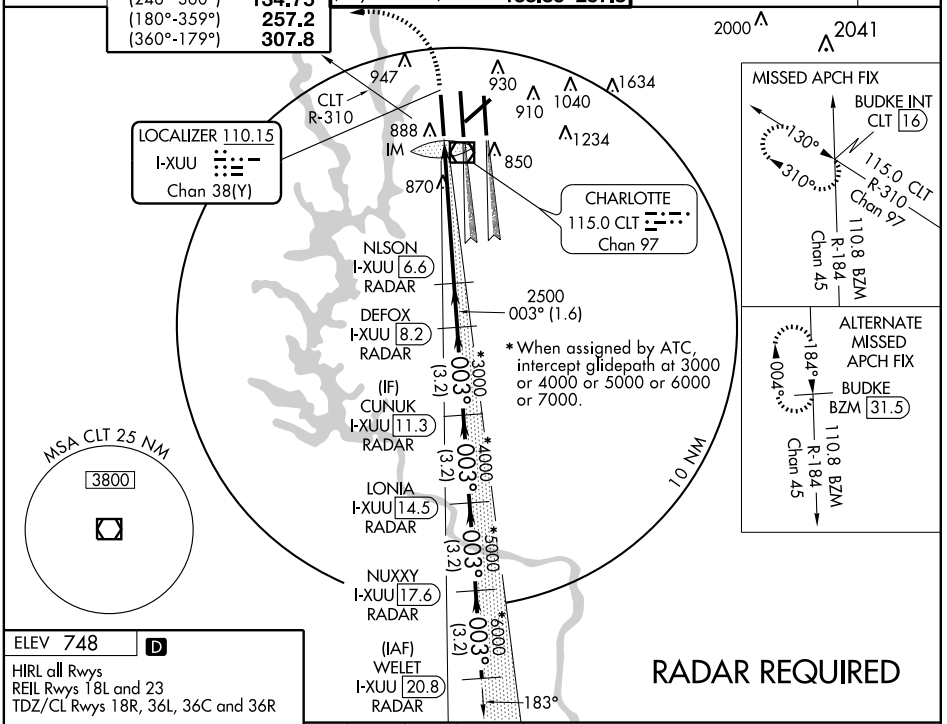
LOC/DME I-XUU	APP CRS	Rwy Idg	9000
110.15	003°	TDZE	744
Chan 38 (Y)		Apt Elev	748

Circling NA at night. Simultaneous approach authorized with Rwy 36C/R. DME or RADAR Required. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 280° and CLT R-310 to BUDKE INT/CLT 16 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

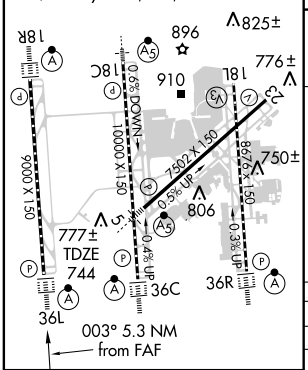


SE-2, 21 OCT 2010 to 18 NOV 2010

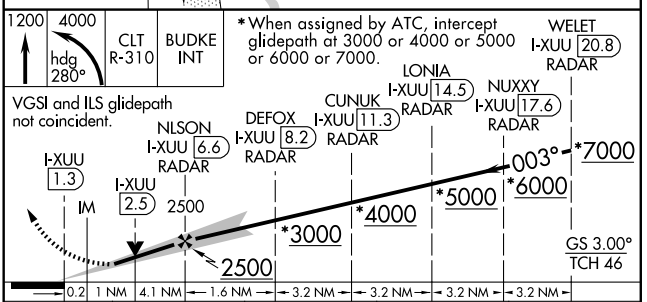
SE-2, 21 OCT 2010 to 18 NOV 2010

ELEV 748 D

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 36L	944/18 200 (200-½)			
S-LOC 36L	1180/24 436 (500-½)		1180/40 436 (500-¾)	1180/50 436 (500-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

ILS or LOC RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

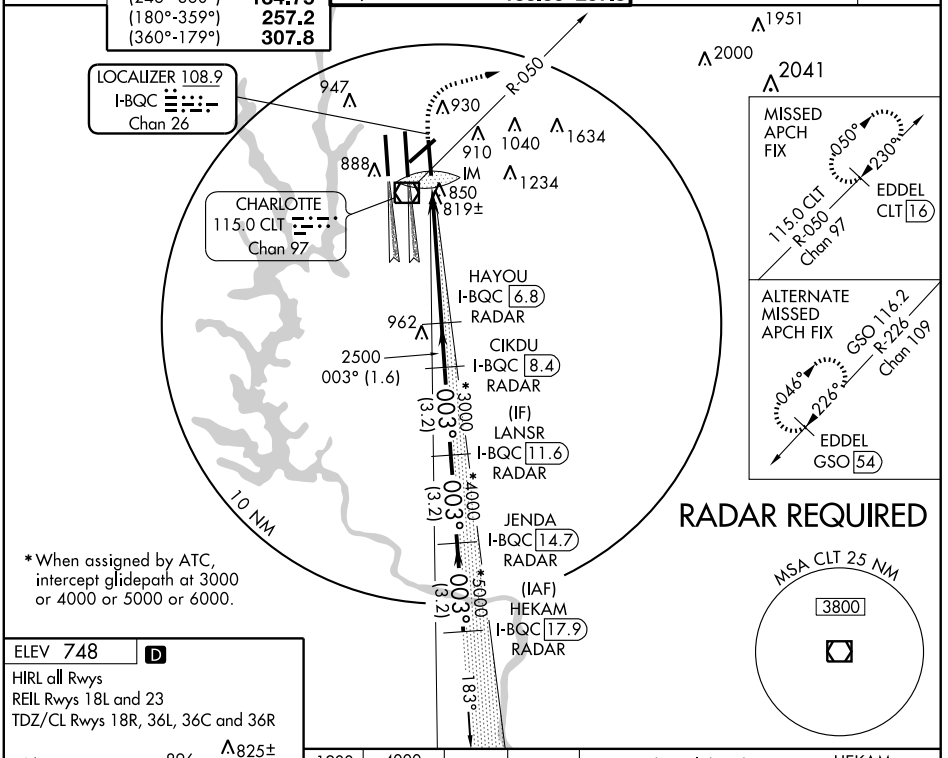
LOC/DME I-BQC	APP CRS	Rwy Idg	8676
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

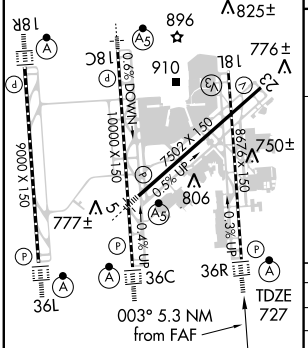
Circling NA at night. Simultaneous approach authorized with Rwy 36L/C. DME or RADAR Required. LOC procedure NA during simultaneous operations.

ALSF-2

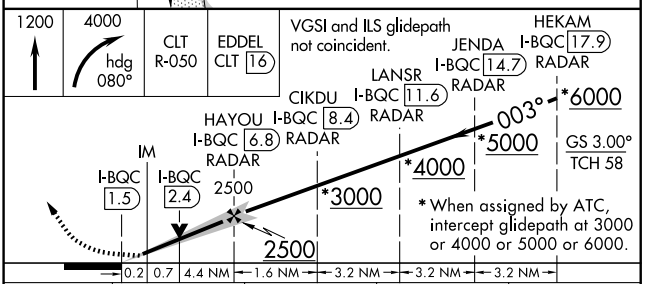
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 080° and CLT R-050 to EDDEL/CLT 16 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 36R	927/18 200 (200-½)			
S-LOC 36R	1080/24 353 (400-½)			1080/40 353 (400-¾)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RGS	APP CRS	Rwy Idg	9000
110.15	183°	TDZE	744
Chan 38 (Y)		Apt Elev	748

ILS RWY 18R (CAT II)

CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 18L/C. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 230° and CLT R-250 to STULL INT/CLT 13 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

RADAR REQUIRED

(IAF) RUDKY I-RGS 20.7 RADAR

NELLA I-RGS 17.6 RADAR

(IF) WOVEN I-RGS 14.4 RADAR

EMERS I-RGS 11.3 RADAR

JHUNT I-RGS 8.1 RADAR

003° 183° (3.2) *6000 *5000 *4000 3000

MSA CLT 25 NM 3800

10 NM

2343 2720 2749 2755 1324 1951 2000 2041 882 947 783± IM 888 930 1040 1634 910 1234 850

ALTERNATE MISSED APCH FIX
110.8 BZM Chan 45
STULL BZM 46.2
R-183

MISSED APCH FIX
Chan 45 R-183 110.8 BZM
STULL INT CLT 13
115.0 CLT R-250 Chan 97
070° 250°

LOCALIZER 110.15 I-RGS Chan 38(Y)

CHARLOTTE 115.0 CLT Chan 97

R-250

ELEV 748 D

TDZE 744

18R 18C 18L 36C 36R 36L

825± 896 910 776± 750± 806 777± 867 X 150 7502 X 150 10000 X 150 9000 X 150 0.5% DOWN 0.5% UP 0.4% UP 0.3% UP

1200 ↑	4000 hdg 230°	CLT R-250	STULL INT

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

RUDKY I-RGS 20.7 RADAR — NELLA I-RGS 17.6 RADAR — WOVEN I-RGS 14.4 RADAR — EMERS I-RGS 11.3 RADAR — JHUNT I-RGS 8.1 RADAR

*7000 *6000 *5000 *4000 3000 183° GS 3.00° TCH 46 DA RA 106 IM 744 MSL

3.2 NM | 3.2 NM | 3.2 NM | 3.2 NM | 6.6 NM | 1036' | 1080'

CATEGORY	A	B	C	D
S-ILS 18R	RA 106/12 100 DA 844			

CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RGS	APP CRS	Rwy Idg	9000
110.15	183°	TDZE	744
Chan 38 (Y)		Apt Elev	748

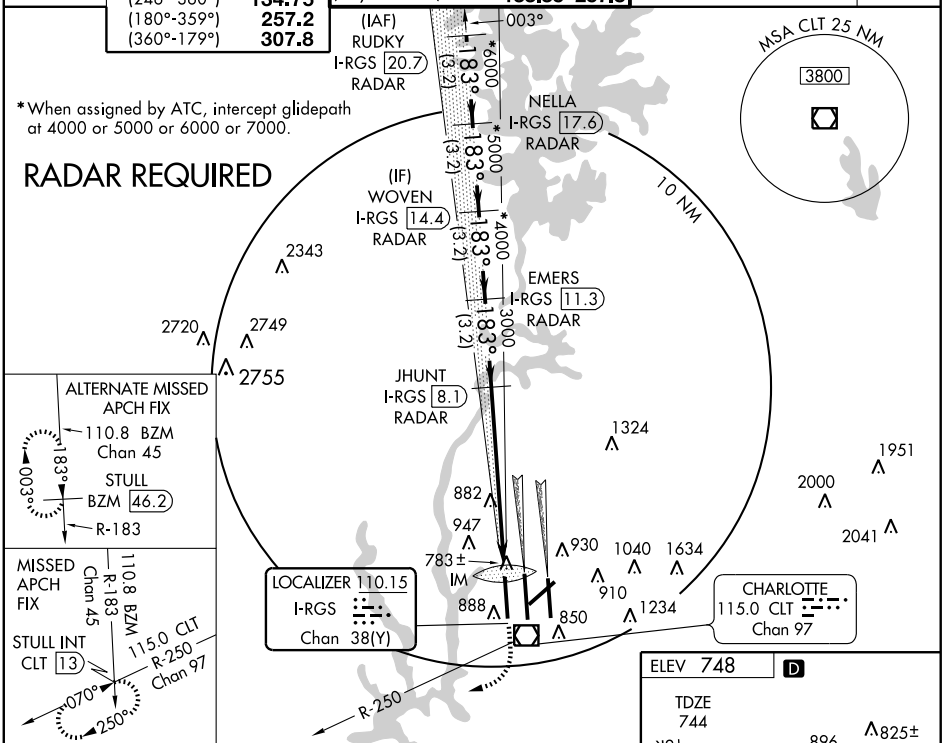
ILS RWY 18R (CAT III)
CHARLOTTE/DOUGLAS INTL (CLT)

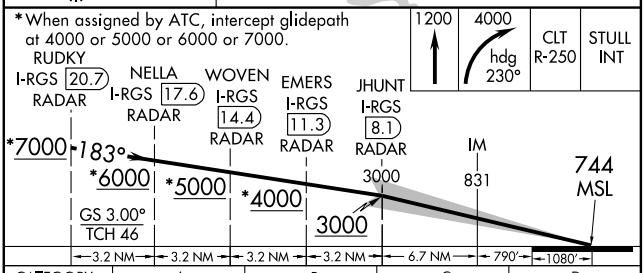
Simultaneous approach authorized with Rwy 18L/C. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 230° and CLT R-250 to STULL INT/CLT 13 DME and hold.

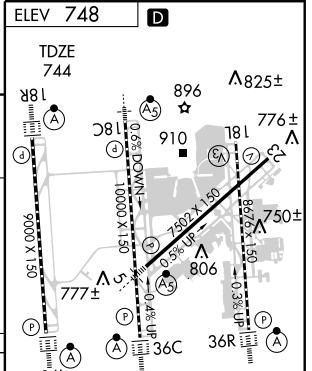
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						





CATEGORY	A	B	C	D
S-ILS 18R	CAT IIIa RVR 07			
S-ILS 18R	CAT IIIb RVR 06			
S-ILS 18R	CAT IIIc NA			

CATEGORY III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

ILS RWY 36C (CAT II)

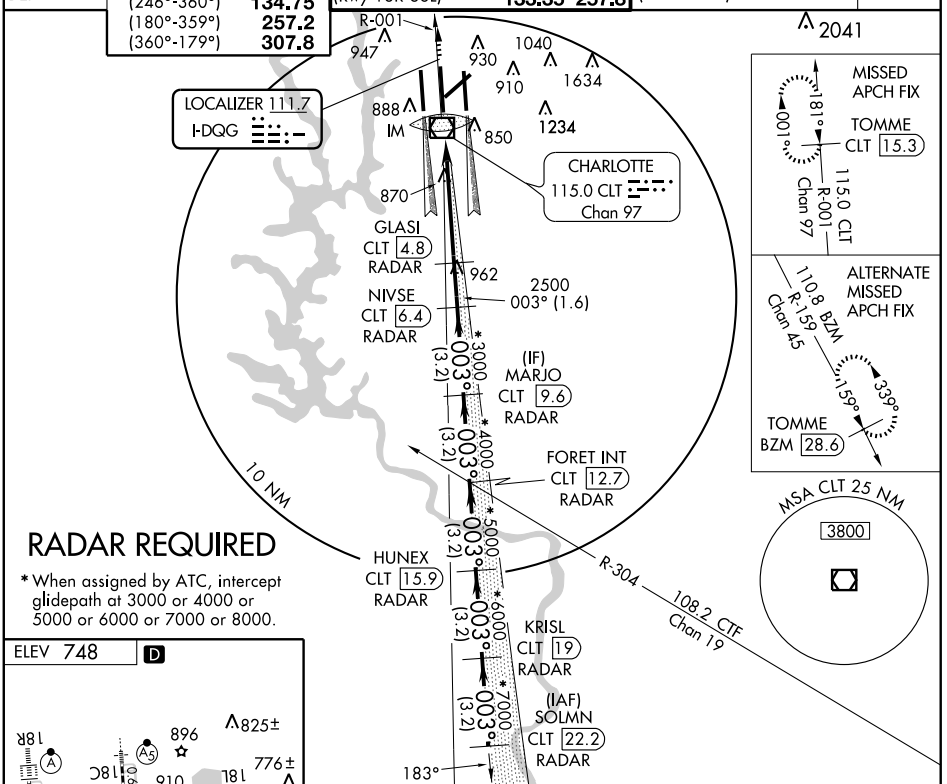
CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36L/R. DME or RADAR Required. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

ALSF-2

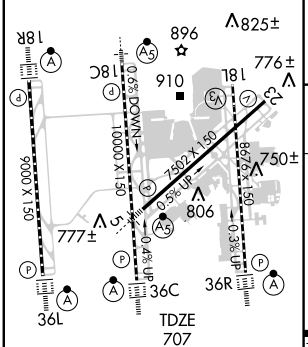
MISSED APPROACH: Climb to 3000 via CLT R-001 to TOMME/CLT 15.3 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

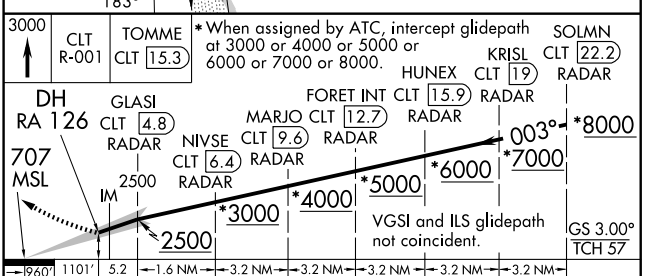


RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000 or 7000 or 8000.



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



CATEGORY	A	B	C	D
S-ILS 36C	RA 126/12 100 DA 807			

CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 36C (CAT III)

CHARLOTTE/DOUGLAS INTL (CLT)

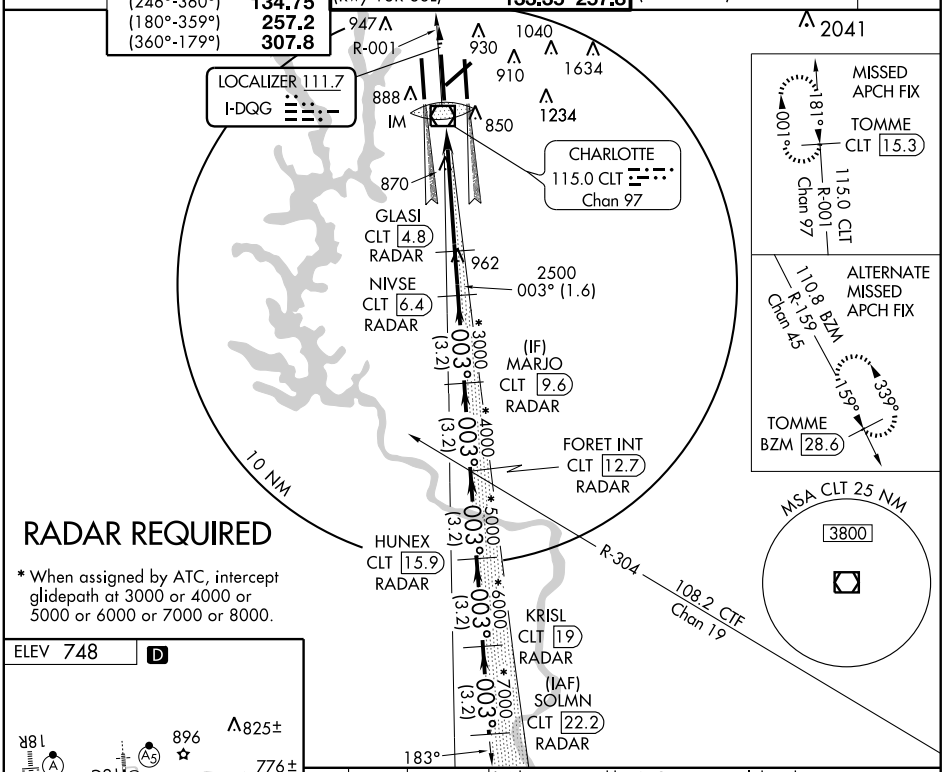
LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

Simultaneous approach authorized with Rwy 36L/R. DME or RADAR Required. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 3000 via CLT R-001 to TOMME/CLT 15.3 DME and hold.

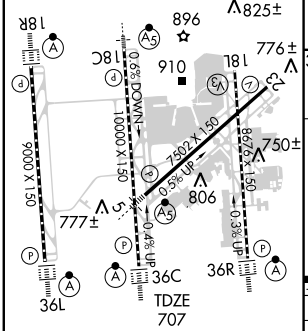
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						



RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000 or 7000 or 8000.

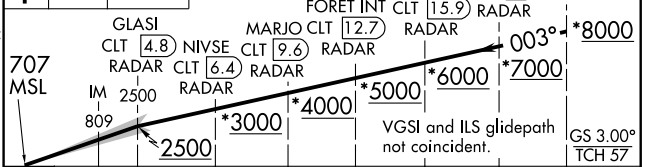
ELEV 748 D



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

3000	CLT R-001	TOMME CLT 15.3

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000 or 7000 or 8000.



CATEGORY	A	B	C	D
S-ILS 36C	CAT IIIa RVR 07			
S-ILS 36C	CAT IIIb RVR 06			
S-ILS 36C	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 36L (CAT II)

CHARLOTTE/DOUGLAS INTL (CLT)

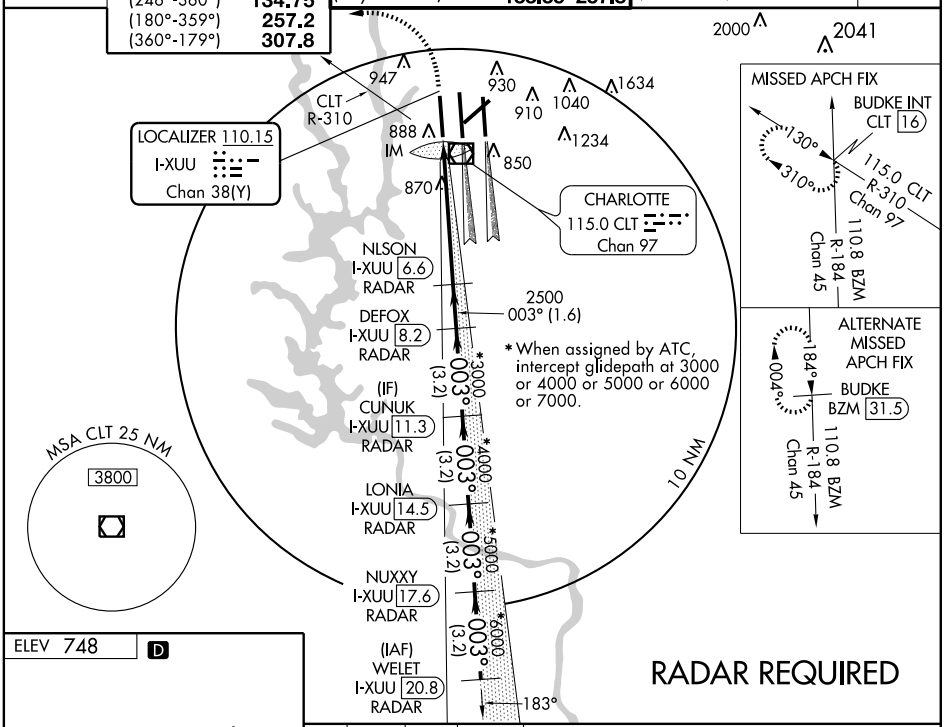
LOC/DME I-XUU	APP CRS	Rwy Idg	9000
110.15	003°	TDZE	744
Chan 38 (Y)		Apt Elev	748

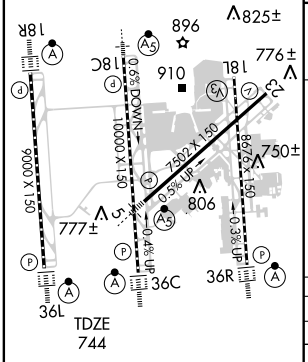
Simultaneous approach authorized with Rwy 36C/R. DME or RADAR Required.

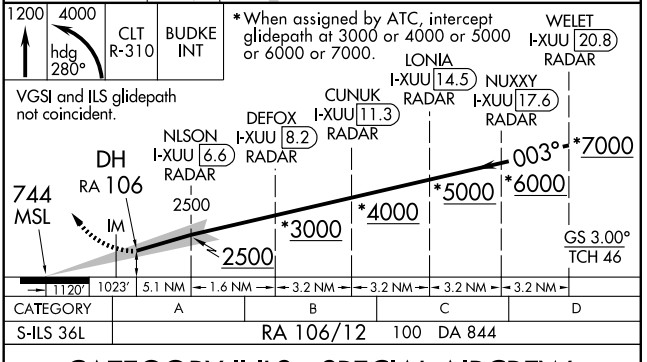
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 280° and CLT R-310 to BUDKE INT/CLT 16 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						







CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-XUU	APP CRS	Rwy Idg	9000
110.15	003°	TDZE	744
Chan 38 (Y)		Apt Elev	748

ILS RWY 36L (CAT III)

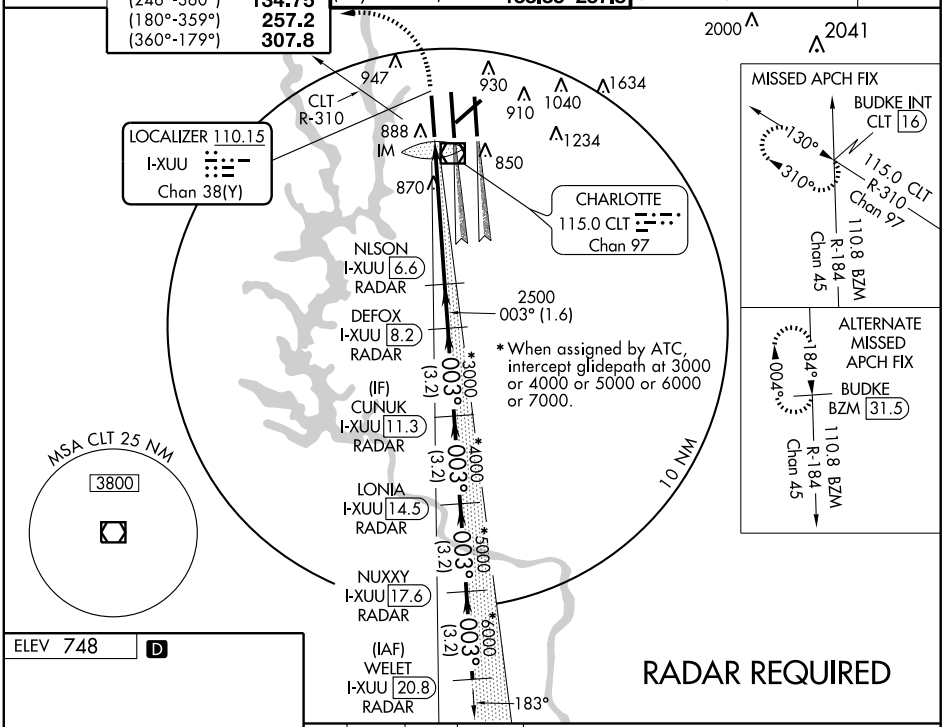
CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36C/R. DME or RADAR Required.

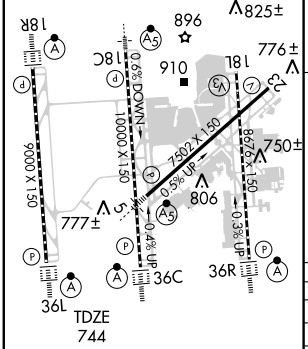
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 280° and CLT R-310 to BUDKE INT/CLT 16 DME and hold.

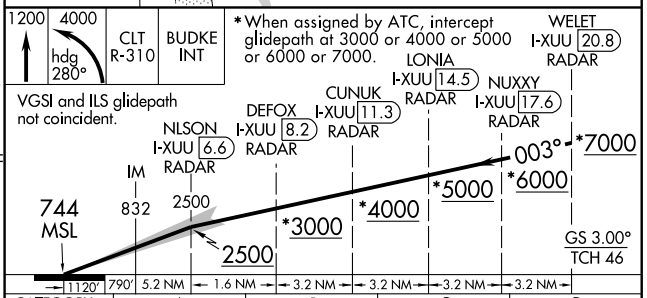
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						



ELEV 748 D



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



CATEGORY	A	B	C	D
S-ILS 36L	CAT IIIa	RVR 07		
S-ILS 36L	CAT IIIb	RVR 06		
S-ILS 36L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BQC	APP CRS	Rwy Idg	8676
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

ILS RWY 36R (CAT II)

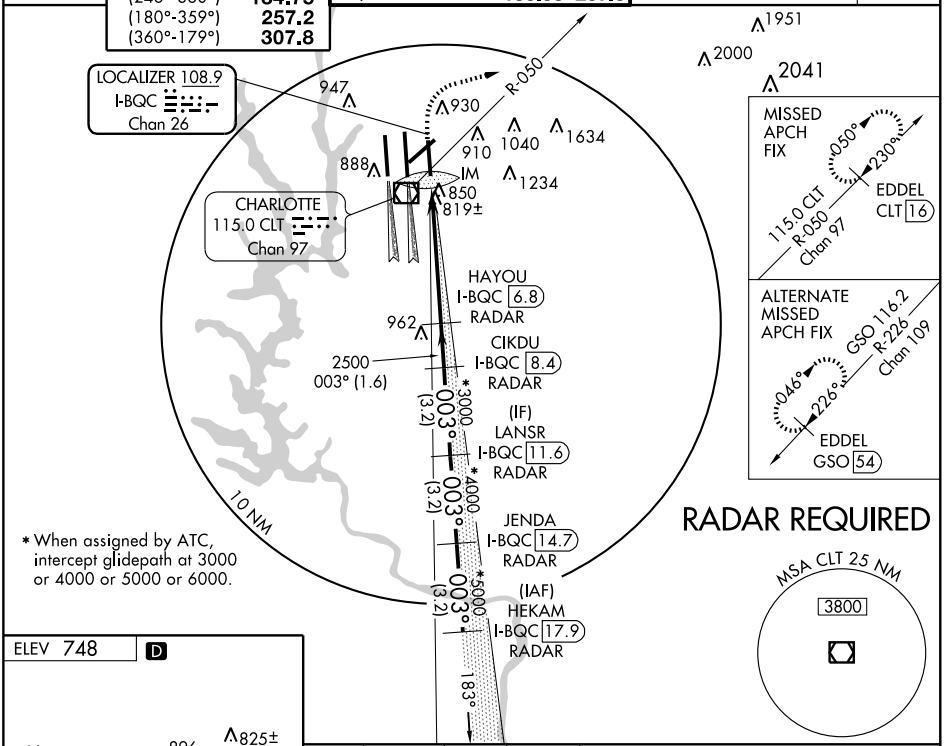
CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36L/C. DME or RADAR Required.

ALSF-2

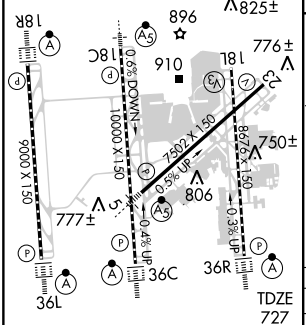
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 080° and CLT R-050 to EDDEL/CLT 16 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON			CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8	348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9	348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8				
	(180°-359°)	257.2							
	(360°-179°)	307.8							



* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

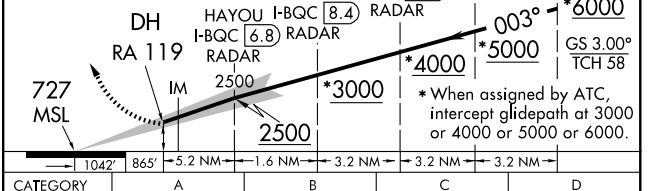
ELEV 748 D



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

1200	4000	CLT	EDDEL
	hdg 080°	R-050	CLT 16

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 36R	RA 119/12 100 DA 827			

CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BQC	APP CRS	Rwy Idg	8676
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

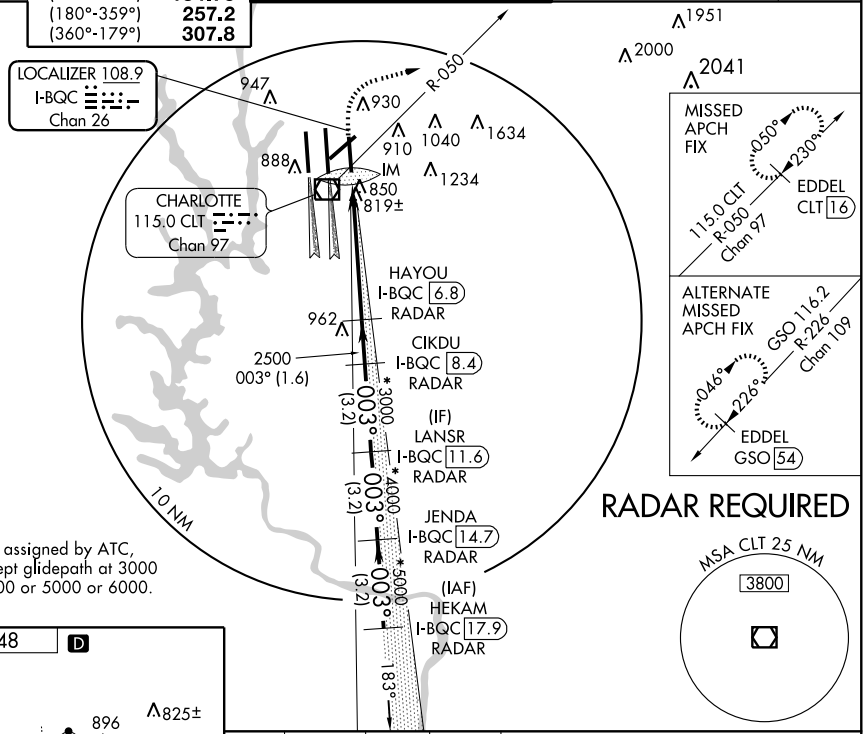
ILS RWY 36R (CAT III)
CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized with Rwy 36L/C. DME or RADAR Required.

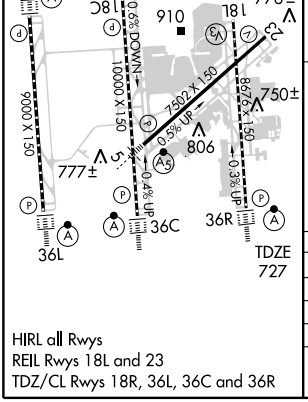
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 080° and CLT R-050 to EDDEL/CLT 16 DME and hold.

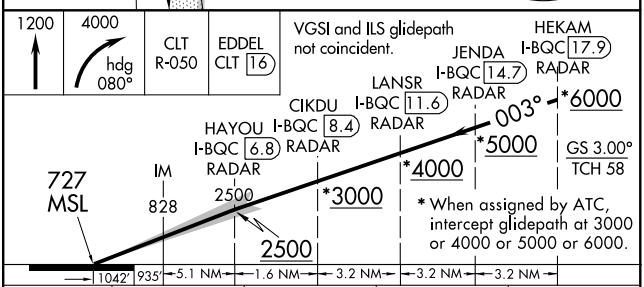
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON			CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8	348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9	348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8				
	(180°-359°)	257.2							
	(360°-179°)	307.8							



* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

CATEGORY III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

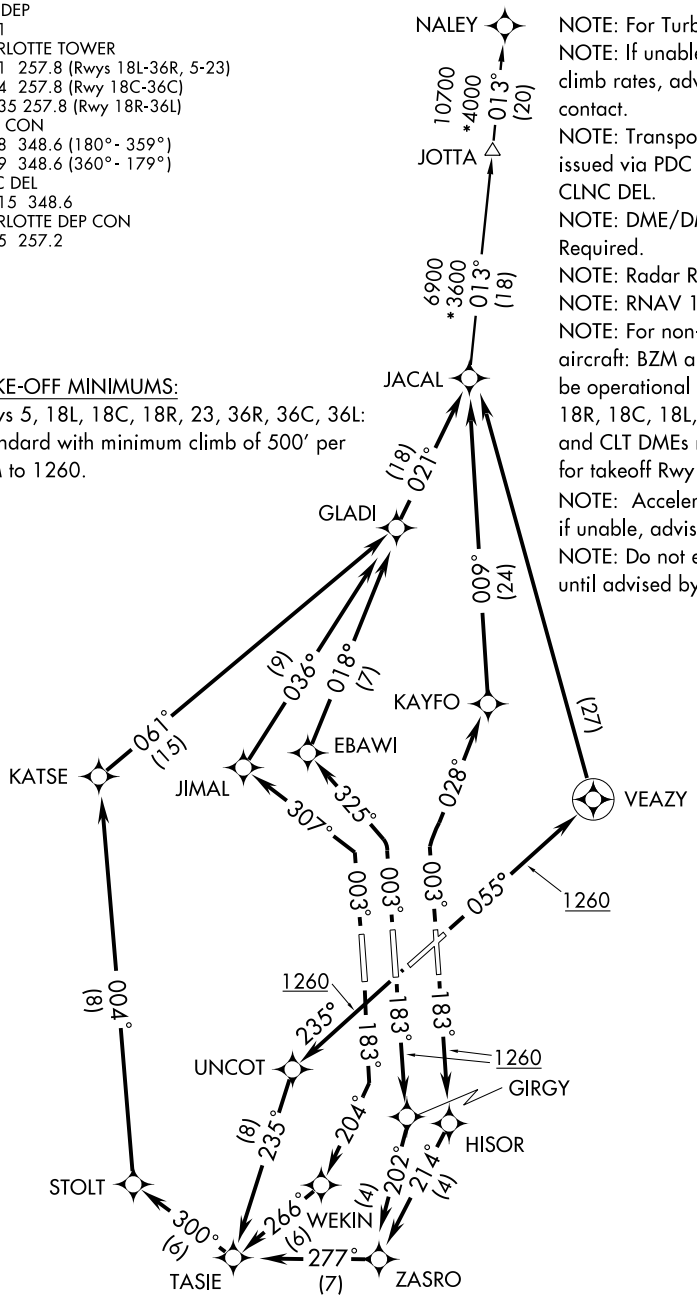
SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

JACAL FIVE DEPARTURE (RNAV)

ATIS DEP
132.1
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
GND CON
121.8 348.6 (180°- 359°)
121.9 348.6 (360°- 179°)
CLNC DEL
127.15 348.6
CHARLOTTE DEP CON
120.5 257.2

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: BZM and CLT DMEs must be operational for takeoff Rwy 5, 18R, 18C, 18L, 23, 36R. LIB, BZM and CLT DMEs must be operational for takeoff Rwy 36C, 36L.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKE-OFF MINIMUMS:
Rwys 5, 18L, 18C, 18R, 23, 36R, 36C, 36L: Standard with minimum climb of 500' per NM to 1260.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then left turn direct JACAL, Thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to JACAL, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to JACAL, thence....
TAKE-OFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to JACAL, thence....
TAKE-OFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then via depicted route to JACAL, Thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to JACAL, thence...
TAKE-OFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to JACAL, thence....
TAKE-OFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to JACAL, thence....

....Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NALEY TRANSITION (JACAL5.NALEY):

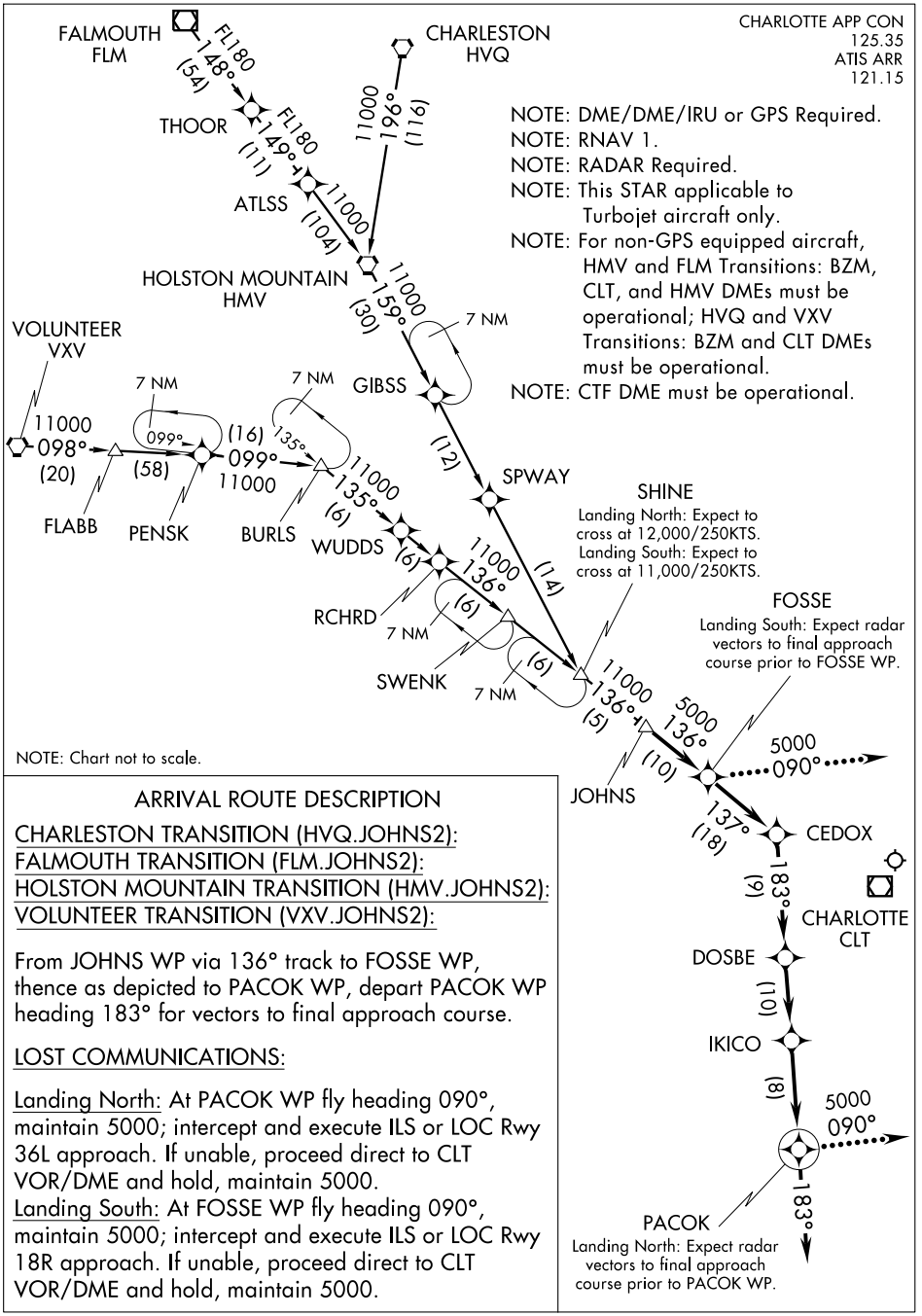
TAKEOFF OBSTACLES:
RWY 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
RWY 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
RWY 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
RWY 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.
Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.
RWY 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
RWY 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.
Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

JOHNS TWO ARRIVAL (RNAV)

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CHARLESTON TRANSITION (HVQ.JOHNS2):
FALMOUTH TRANSITION (FLM.JOHNS2):
HOLSTON MOUNTAIN TRANSITION (HMV.JOHNS2):
VOLUNTEER TRANSITION (VXV.JOHNS2):

From JOHNS WP via 136° track to FOSSE WP, thence as depicted to PACOK WP, depart PACOK WP heading 183° for vectors to final approach course.

LOST COMMUNICATIONS:

Landing North: At PACOK WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 36L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

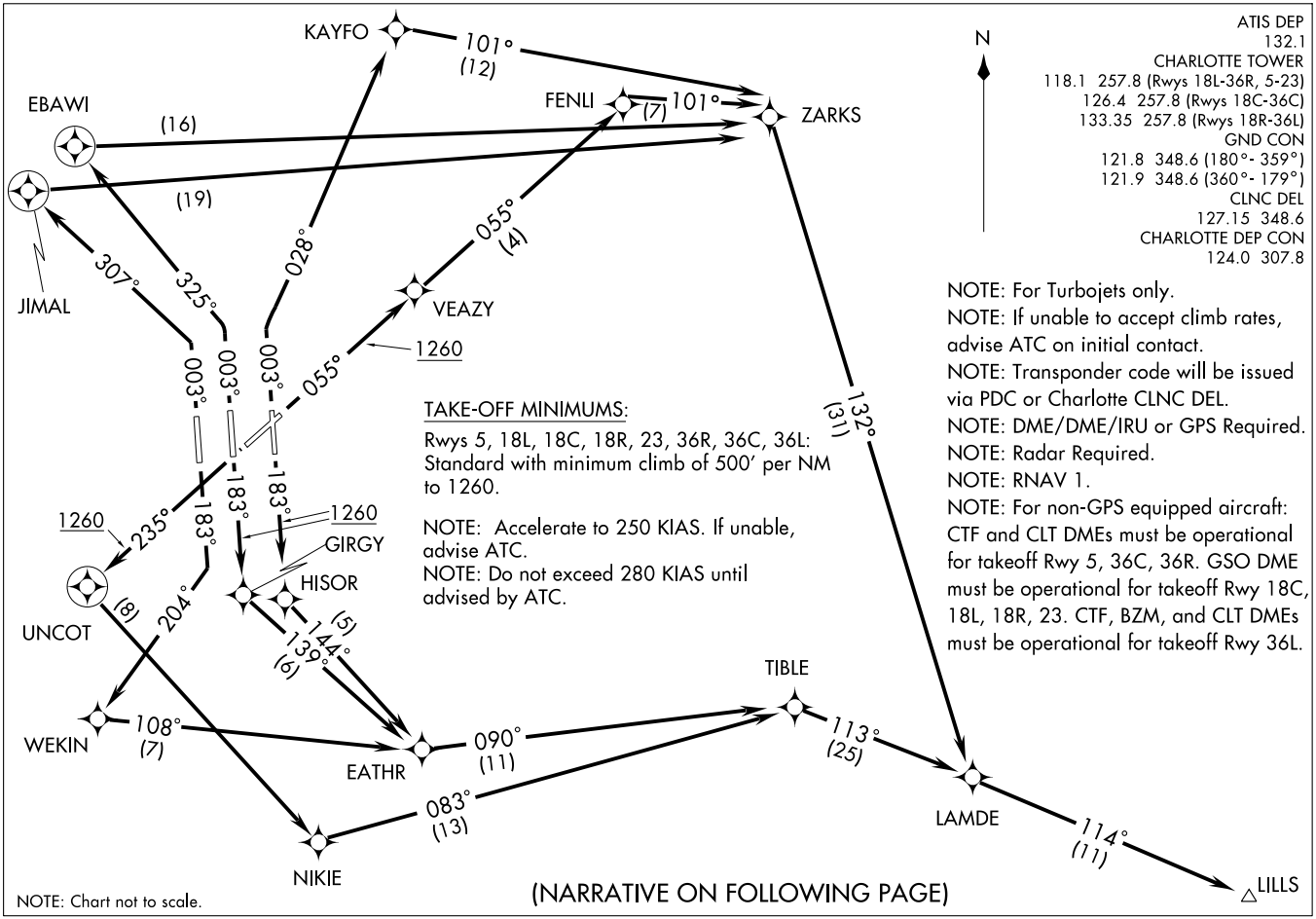
Landing South: At FOSSE WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 18R approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

SE-2, 21 OCT 2010 to 18 NOV 2010

LILLS FIVE DEPARTURE (RNAV)

(LILLS5.LILLS) 10042

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



LILLS FIVE DEPARTURE (RNAV)

(LILLS5.LILLS) 10042

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then left turn via track 108° to EATHR, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then left turn direct NIKIE, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then right turn direct ZARKS, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then right turn direct ZARKS, then via depicted route to LAMDE, thence....

....via depicted route to LILLS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

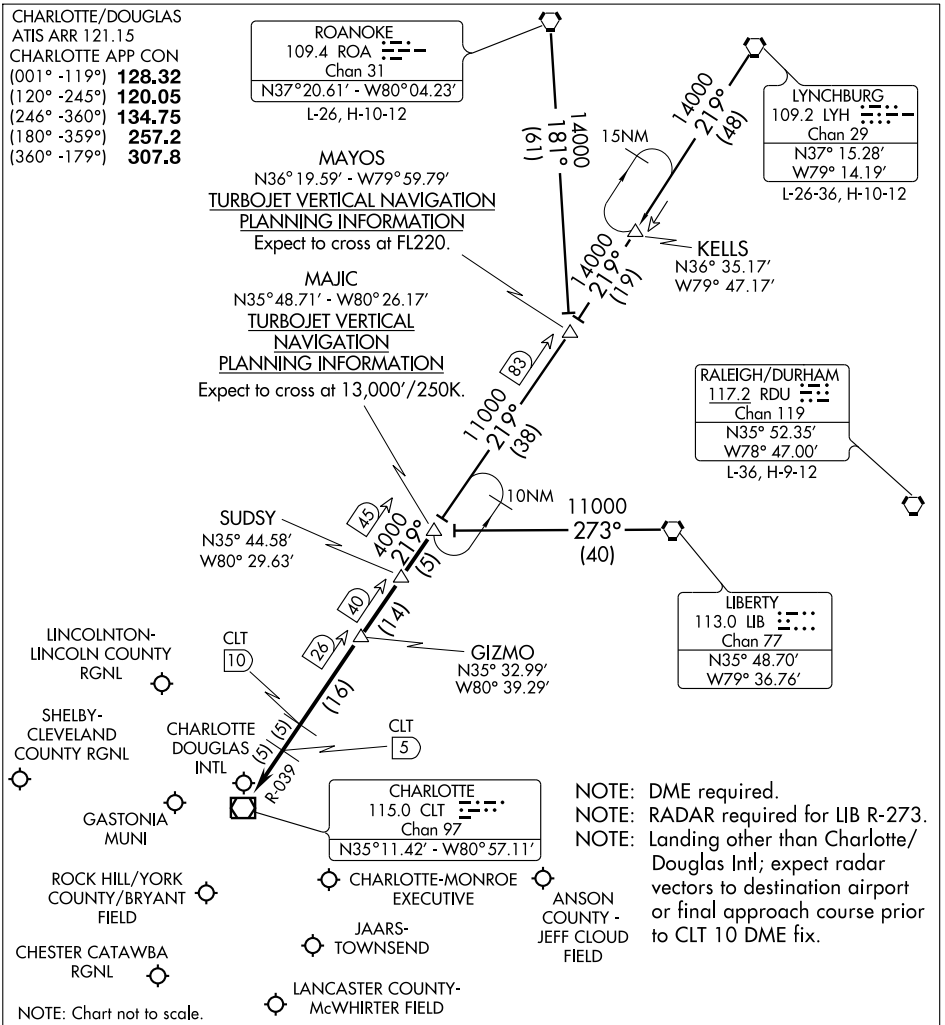
TAKEOFF OBSTACLES:

RWY 5: Trees beginning 1031′ from DER, 480′ left of centerline, up to 127′ AGL/856′ MSL.
RWY 18L: Tower and pole beginning 981′ from DER, 708′ left of centerline, up to 160′ AGL/850′ MSL.
Trees beginning 1235′ from DER, 707′ right of centerline, up to 88′ AGL/767′ MSL.
RWY 18C: Trees beginning 1688′ from DER, 735′ left of centerline, up to 108′ AGL/787′ MSL.
Trees beginning 3251′ from DER, 995′ right of centerline, up to 102′ AGL/841′ MSL.
RWY 23: Trees beginning 3899′ from DER, 216′ left of centerline, up to 99′ AGL/818′ MSL.
Trees beginning 1491′ from DER, 603′ right of centerline, up to 74′ AGL/823′ MSL.
RWY 36C: Trees beginning 1937′ from DER, 725′ left of centerline, up to 54′ AGL/823′ MSL.
Trees beginning 1420′ from DER, 309′ right of centerline, up to 114′ AGL/823′ MSL.
RWY 36R: Pole and trees beginning 713′ from DER, 416′ left of centerline, up to 94′ AGL/853′ MSL.
Railroad, antenna, poles and trees beginning 471′ from DER, 93′ right of centerline, up to 93′ AGL/852′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

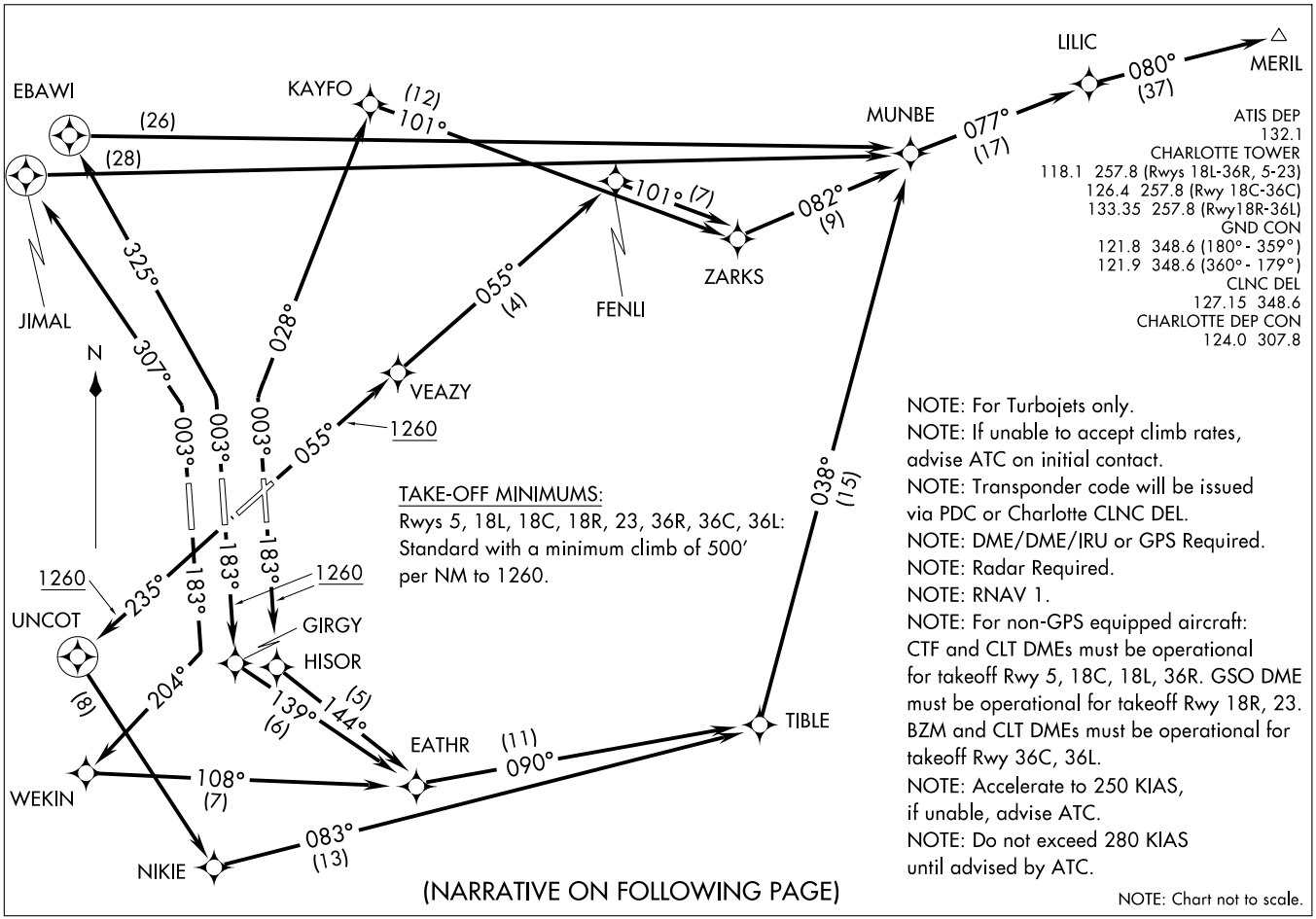
LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

MERIL FIVE DEPARTURE (RNAV)

(MERIL5.MERIL) 10042

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)



MERIL FIVE DEPARTURE (RNAV)
(MERIL5.MERIL) 10042
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then left turn via track 108° to EATHR, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then left turn direct NIKIE, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then right turn direct MUNBE, thence....
TAKE-OFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then right turn direct MUNBE, thence....

....via depicted route to MERIL. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

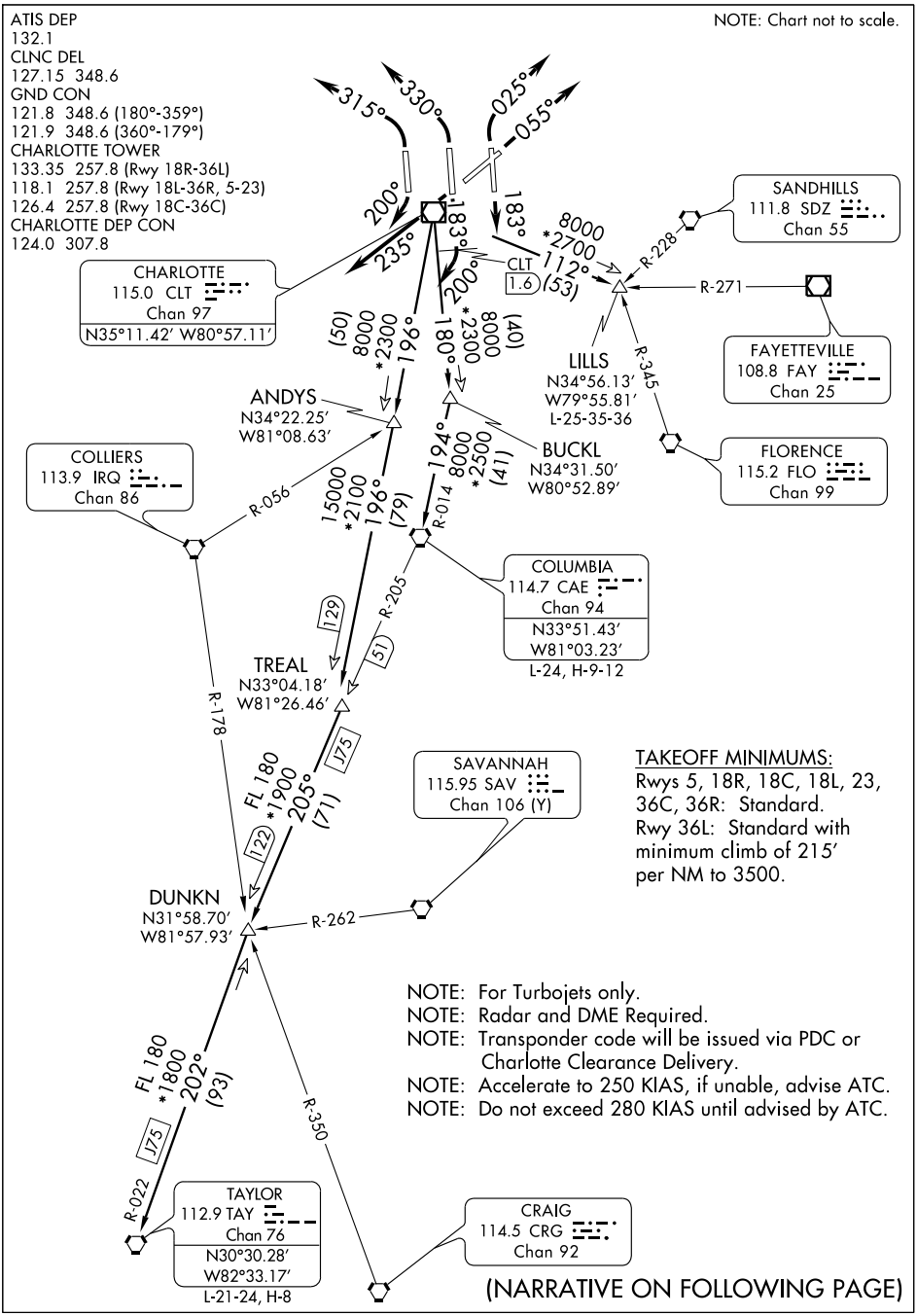
TAKEOFF OBSTACLES:
RWY 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
RWY 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
RWY 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
RWY 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.
Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.
RWY 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
RWY 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.
Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

PANTHER ONE DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055°, Thence....
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....
TAKEOFF RUNWAY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, Thence....
TAKEOFF RUNWAY 18L: Climb heading 183°, Thence....
TAKEOFF RUNWAY 23: Climb heading 235°, Thence....
TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, Thence....
TAKEOFF RUNWAY 36C: Climbing left turn heading 330°, Thence....
TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC.
LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.
TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL, then via CAE R-205 to DUNKN and TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:
Rwy 5: Trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL.
Rwy 18L: Tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL.
Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL.
Rwy 18C: Trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.
Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL.
Rwy 23: Trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL.
Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL.
Rwy 36C: Trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL.
Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL.
Rwy 36R: Pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL.
Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

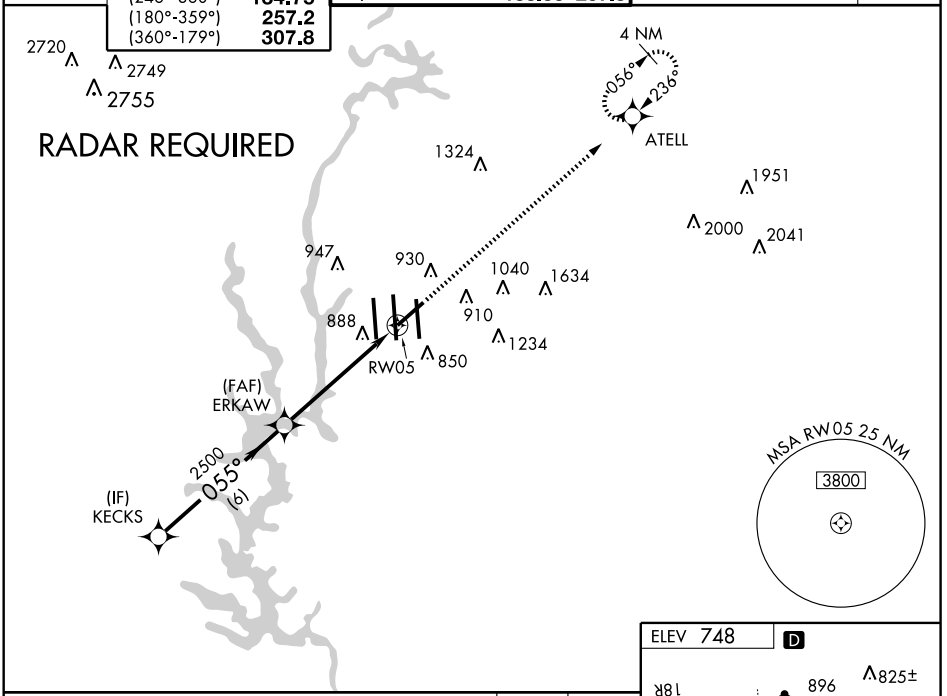
WAAS CH 70300 W05A	APP CRS 055°	Rwy Idg 7092 / TDZE 716 / Apt Elev 748

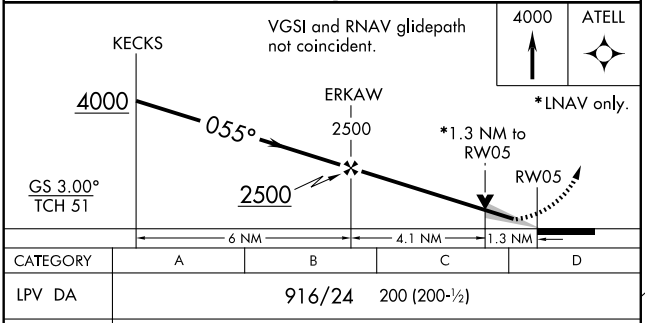
Circling NA at night. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

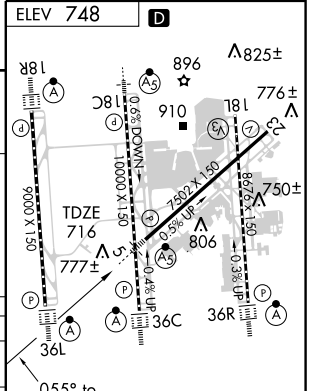
MISSED APPROACH: Climb to 4000 direct ATELL and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8			
	(180°-359°)	257.2					
	(360°-179°)	307.8					





CATEGORY	A	B	C	D
LPV DA	916/24	200 (200-½)		
LNAV/ VNAV DA	1180/60	464 (500-1¼)		
LNAV MDA	1140/24	424 (400-½)	1140/40 424 (400-¾)	1140/50 424 (400-1)
CIRCLING	1240-1	492 (500-1)	1260-1½ 512 (600-1½)	1300-2 552 (600-2)



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy ldg	10000
CH 81800	183°	TDZE	742
W18B		Apt Elev	748

Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct FORET and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

MSA RW18C 25 NM 3800

(IAF) JEDKO
7000 183° (3.2) LERDY
6000 183° (3.2) FERSA
5000 183° (3.2) (IF) TOMME
4000 183° (3.2) HAGUL
3000 183° (3.2) (FAF) OZEJI

2343 2720 2749 2755 4000 3000 1324 1951 2000 2041 905± 947 930 1040 910 1634 888 850 1234 RW18C

MISSED APCH FIX
FORET 183° 4 NM 003°

VGSI and RNAV glidepath not coincident.

3000 FORET

*LNAV only.

JEDKO LERDY FERSA TOMME HAGUL OZEJI RW18C
8000 7000 6000 5000 4000 3000 3000 *1.2 NM to RW18C
183°
GS 3.00° TCH 55
3.2 NM 3.2 NM 3.2 NM 3.2 NM 3.2 NM 5.6 NM 1.2

CATEGORY	A	B	C	D
LPV DA	942/24 200 (200-½)			
LNAV/VNAV DA	1192/50 450 (500-1)			
LNAV MDA	1200/24 458 (500-½)		1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

ELEV 748 D

810± 183° to RW18C 817± 825± 776± 750± 910 896 806 777± 18R 18C 18L 36L 36C 36R TDZE 742 0.6% DOWN 0.5% UP 0.4% UP 0.3% UP 10000 X 150 7502 X 150 8676 X 150 9000 X 150

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 18L

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS		
CH 77500	183°	Rwy Idg	8676
W18A		TDZE	748
		Apt Elev	748

Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JENDA and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

(IAF) CAVVI

183° (3.2) 5000

(IF) SNAKK

4000 183° (3.2)

GILGE

3000 183° (3.2)

(FAF) QUWED

2343 2720 2749 2755 1324 958 947 930 910 1040 1634 888 RW18L 1234 850 1951 2000 2041

MSA RW18L 25 NM

3800

MISSED APCH FIX

JENDA

183° 003° 4 NM

VGSI and RNAV glidepath not coincident.

3000 JENDA

*LNAV only.

CAVVI SNAKK GILGE QUWED 3000 *1.6 NM to RW18L RW18L

6000 183° 5000 4000 3000

GS 3.00° TCH 56

3.2 NM 3.2 NM 3.2 NM 5.2 NM 1.6 NM

CATEGORY	A	B	C	D
LPV DA	1083/60 335 (400-1¼)			
LNAV/VNAV DA	1222-1¾ 474 (500-1¾)			
LNAV MDA	1260/50 512 (600-1)		1260-1½ 512 (600-1½)	1260-1¾ 512 (600-1¾)
CIRCLING	1260-1 512 (600-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

ELEV 748 D

TDZE 748

183° to RW18L

825± 896 776± 910 750± 806 777± 18R 18C 18L 36L 36C 36R

0.6% DOWN 10000 X 150 7302 X 150 8676 X 150 9000 X 150 0.5% UP 0.4% UP 0.3% UP

HIRL all Rwys

REIL Rwys 18L and 23

TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS		
CH 82415	183°	Rwy Idg	9000
W18D		TDZE	744
		Apt Elev	748

Circling NA at night. For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LONIA and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

(IAF) RUDKY

183° (3.2) 6000

NELLA

183° (3.2) 5000

(IF) WOVEN

183° (3.2) 4000

EMERS

183° (3.2) 3000

(FAF) JHUNT

UJAHU 2.8 NM to RW18R

RW18R

MSA RW18R 25 NM

3800

2343 2720 2749 2755 1324 1951 2000 2041 882 947 930 853± 1040 1634 910 888 1234 850

MISSED APCH FIX

LONIA

183° 003° 4 NM

ELEV 748 D

183° to RW18R

TDZE 744

18R 18C 18L 36R 36C 36L

896 825± 776± 910 857± 750± 806 777±

0.6% DOWN 0.5% UP 0.4% UP 0.3% UP

9000 X 150 10000 X 150 7502 X 150 8675 X 150

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

RUDKY NELLA WOVEN EMERS JHUNT UJAHU 2.8 NM to RW18R

7000 183° 6000 5000 4000 3000 *1680

3000 LONIA

*LNAV only.

*1.2 NM to RW18R

GS 3.00° TCH 46

3.2 NM 3.2 NM 3.2 NM 3.2 NM 4 NM 1.6 NM 1.2

CATEGORY	A	B	C	D
LPV DA	944/24 200 (200-½)			
LNAV/VNAV DA	1262/60 518 (600-1¼)			
LNAV MDA	1160/24 416 (500-½)		1160/40 416 (500-¾)	1160/50 416 (500-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 23

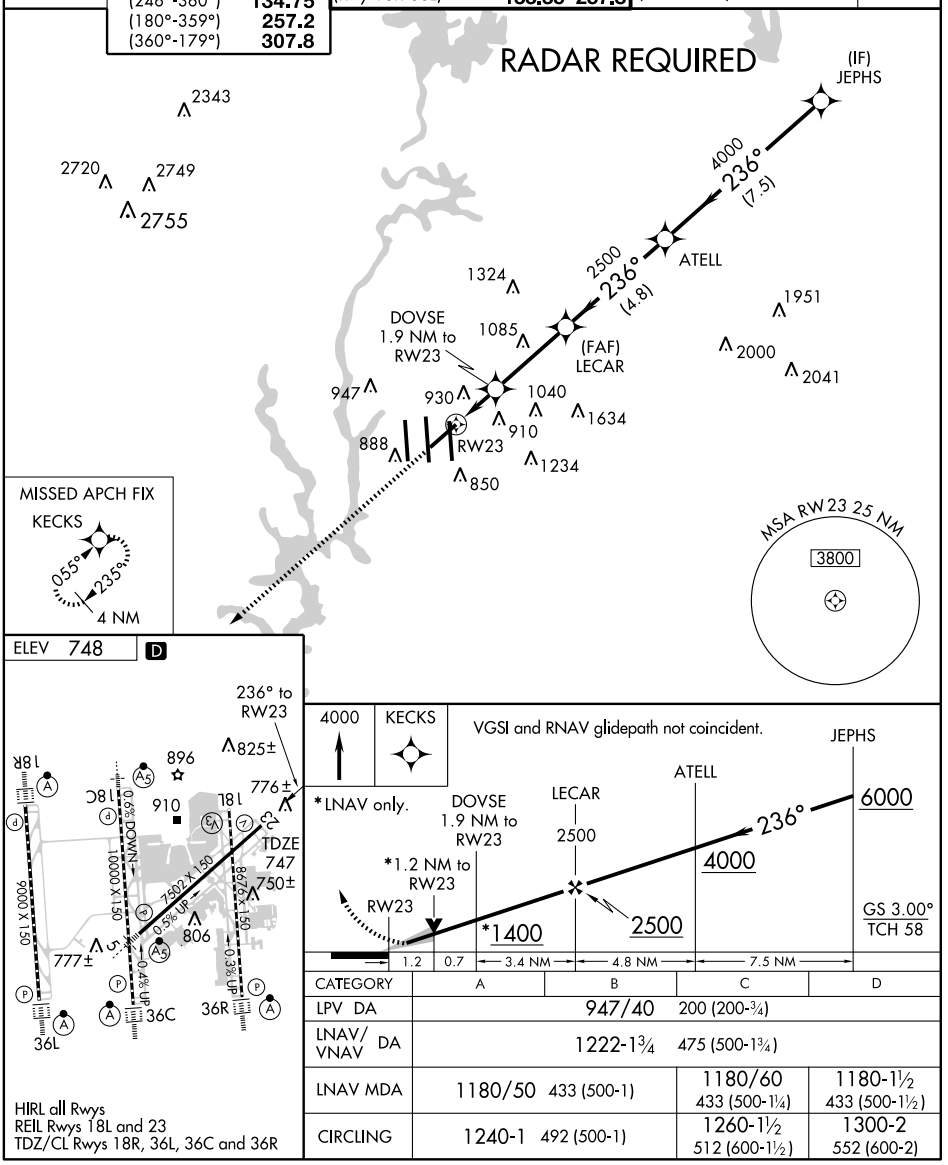
CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS		
CH 45906	236°	Rwy Idg	7502
W23A		TDZE	747
		Apt Elev	748

Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct KECKS and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON			CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8	348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9	348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8				
	(180°-359°)	257.2							
	(360°-179°)	307.8							



CATEGORY	A	B	C	D
LPV DA	947/40 200 (200-¾)			
LNAV/VNAV DA	1222-1¾ 475 (500-1¾)			
LNAV MDA	1180/50 433 (500-1)		1180/60 433 (500-1¼)	1180-1½ 433 (500-1½)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH **86200** **W36B** | APP CRS **003°** | Rwy Idg **10000** TDZE **707** Apt Elev **748**

RNAV (GPS) Y RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

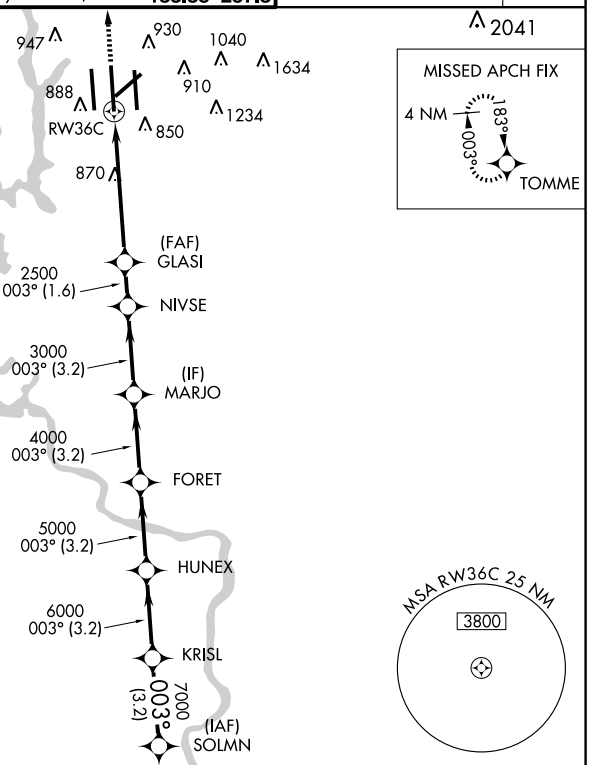
Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct TOMME and hold.

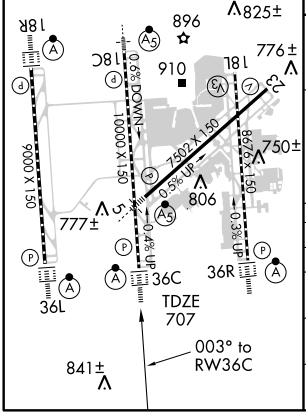
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR **121.15**	(001°-119°)	**128.32**	(Rwys 18L-36R, 5-23)	**118.1**	**257.8**	(180°-359°)	**121.8** **348.6**	**127.15**
DEP **132.1**	(120°-245°)	**120.05**	(Rwy 18C-36C)	**126.4**	**257.8**	(360°-179°)	**121.9** **348.6**	**348.6**
	(246°-360°)	**134.75**	(Rwy 18R-36L)	**133.35**	**257.8**			
	(180°-359°)	**257.2**						
	(360°-179°)	**307.8**						

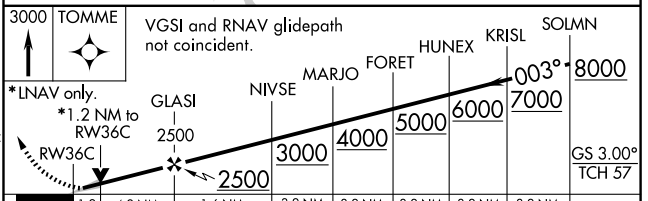
RADAR REQUIRED



ELEV 748 D

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R





CATEGORY	A	B	C	D
LPV DA	907/24 200 (200-½)			
LNAV/VNAV DA	1182/60 475 (500-1¼)			
LNAV MDA	1140/24 433 (400-½)		1140/40 433 (400-¾)	1140/50 443 (400-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 36L

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS		
CH 56515	003°	Rwy Idg	9000
W36A		TDZE	744
		Apt Elev	748

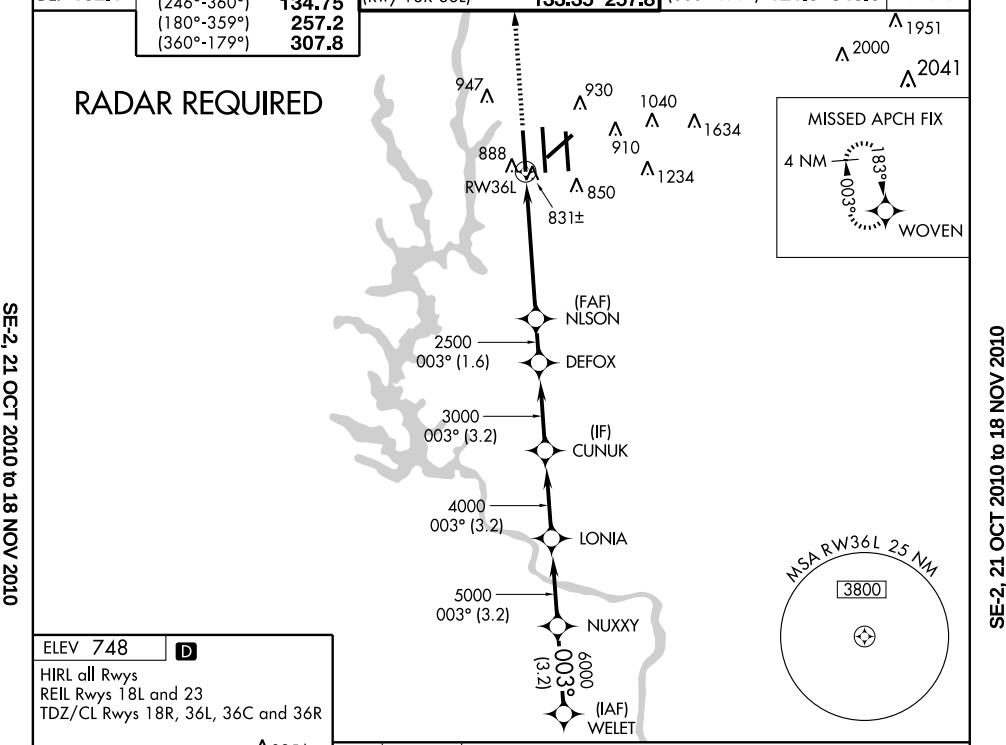
Circling NA at night. For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct WOVEN and hold.

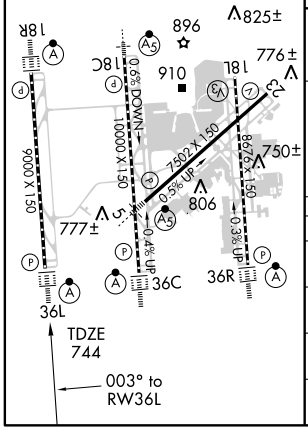
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

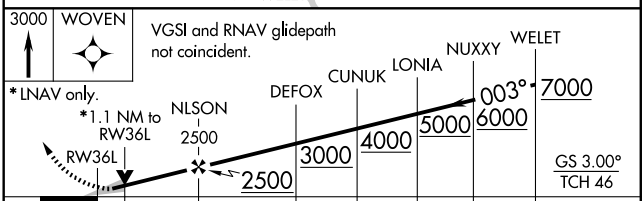
RADAR REQUIRED



ELEV 748 D

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R





CATEGORY	A	B	C	D
LPV DA	944/24 200 (200-½)			
LNAV/VNAV DA	1113/40 369 (400-¾)			
LNAV MDA	1140/24 396 (400-½)			1140/50 396 (400-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS		
CH 90100	003°	Rwy Idg	8676
W36D		TDZE	727
		Apt Elev	748

Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 direct SNAKK and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

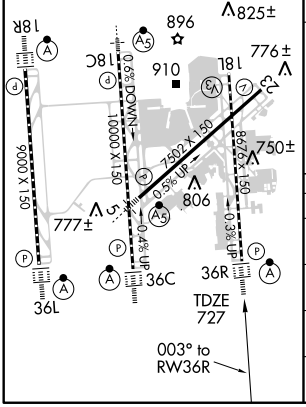
MISSED APCH FIX
4 NM 183° 003°
SNAKK

1324 947 930 910 888 RW36R 850 1040 1634 1234 1951 2000 2041 1119

(FAF) HAYOU
2500 003° (1.6) CIKDU
3000 003° (3.2) (IF) LANSR
4000 003° (3.2) JENDA
5000 003° (3.2) (IAF) HEKAM

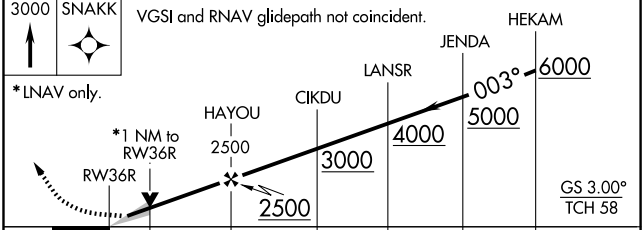
MSA RW36R 25 NM
3800

ELEV 748 D
HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



3000 SNAKK

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	927/24 200 (200-½)			
LNAV/VNAV DA	1190/50 463 (500-1)			
LNAV MDA	1120/24 393 (400-½)			1120/50 393 (400-1)
CIRCLING	1240-1 492 (500-1)		1260-1½ 512 (600-1½)	1300-2 552 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
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RNAV (RNP) Z RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	7092
055°	TDZE	716
	Apt Elev	748

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 4000 via track 055° to ATELL and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

2720 2749 2755

4 NM 056° 236° ATELL

1324 1951 2000 2041

055° (11.2)

947 930 823± 888 1040 910 1634 1234 850 RW05

(FAF) ERKAW 055° (5.4)

2500 055° (6)

(IF) KECKS

MSA RW05 25 NM 3900

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VGSI and RNAV glidepath not coincident.

4000 tr 055° ATELL

KECKS 4000 055° ERKAW 2500 2500 RW05

GP 3.00° TCH 51

6 NM 5.4 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	1061/40	345 (400-¾)		
RNP 0.30 DA	1216/60	500 (500-1¼)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 748 D

18R 18C 18L 5 23 36L 36C 36R

825± 896 776± 910 750± 777± 806

0.6% DOWN 10000 X 150 9000 X 150 7502 X 150 8677 X 150 0.5% UP 0.4% UP 0.3% UP

TDZE 716

055° to RW05

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

RNAV (RNP) Z RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	10000
183°	TDZE	742
	Apt Elev	748

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (118°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 1½ mile.

MALSR

MISSED APPROACH: Climb to 3000 via track 183° to FORET and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

(IAF) JEDKO
7000 183° (3.2) LERDY
6000 183° (3.2) FERSA
5000 183° (3.2) (IF) TOMME
4000 183° (3.2) HAGUL
3000 183° (3.2) (FAF) OZEJI
183° (6.8)
183° (15)

MSA RW18C 25 NM
3900

2343 2720 2749 2755 1324 1951 2000 2041 947 905± 930 1040 RW18C 910 1634 888 850 1234

MISSED APCH FIX
FORET
183°
003°
4 NM

VGSI and RNAV glidepath not coincident.

3000 tr 183° FORET

JEDKO LERDY FERSA TOMME HAGUL OZEJI RW18C
8000 7000 6000 5000 4000 3000 3000
183°
GP 3.00°
TCH 55
3.2 NM 3.2 NM 3.2 NM 3.2 NM 3.2 NM 6.8 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	1054/40 312 (400-¾)			
RNP 0.30 DA	1175/50 433 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 748 D

183° to RW18C
810± 823± 825± 776± 750± 867± 806 777± 910 896 TDZE 742
18R 18C 18L 36L 36C 36R
0.6% DOWN 0.5% UP 0.4% UP 0.3% UP
9000 X 150 10000 X 150 7502 X 150 8677 X 150

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

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RNAV (RNP) Z RWY 18L

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	8676
183°	TDZE	748
	Apt Elev	748

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (118°F). When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 3000 via track 183° to JENDA and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

MSA RW18L 25 NM
3900

(IAF) CAVVI
183° (3.2) 5000
(IF) SNAKK
4000 183° (3.2)
GILGE
3000 183° (3.2)
(FAF) QUWED
183° (6.8)
RW18L
(14.6) 183°

2343 2720 2749 2755 1324 1951 2000 2041 879± 947 876± 853± 930 767± 910 1040 1634 888 1234 850

MISSED APCH FIX
JENDA
183° 003° 4 NM

VGSI and RNAV glidepath not coincident.

3000 tr 183° JENDA

CAVVI SNAKK GILGE QUWED RW18L
6000 183° 5000 4000 3000 3000
GP 3.00°
TCH 56
3.2 NM 3.2 NM 3.2 NM 6.8 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		1091/60 343 (400-1¼)		
RNP 0.30 DA		1202-1½ 454 (500-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 748 D

183° to RW18L
TDZE 748
825±
896
910
776±
750±
806
777±
8675 X 150
7302 X 150
10000 X 150
9000 X 150
0.5% DOWN
0.5% UP
0.4% UP
0.3% UP
18R 18C 18L 23 5 36L 36C 36R

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

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RNAV (RNP) Z RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS		
183°	Rwy Idg	9000
	TDZE	744
	Apt Elev	748

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (118°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 183° to LONIA and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON			CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8	348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9	348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8				
	(180°-359°)	257.2							
	(360°-179°)	307.8							

RADAR REQUIRED

(IAF) RUDKY — 183° (3.2) — 6000

NELLA — 183° (3.2) — 5000

(IF) WOVEN — 183° (3.2) — 4000

EMERS — 183° (3.2) — 3000

(FAF) JHUNT — 183° (6.8)

183° (14.7) to RW18R

MSA RW18R 25 NM: 3900

2343, 2720, 2749, 2755, 1324, 1951, 2000, 2041, 947, 930, 1040, 1634, 910, 888, 850, 1234

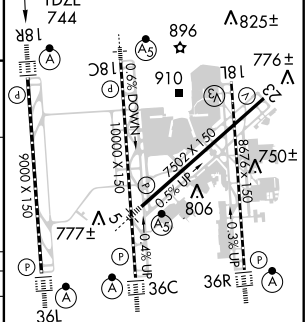
MISSED APCH FIX

LONIA — 183° — 003° — 4 NM

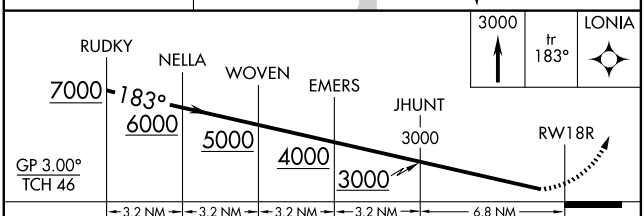
ELEV 748 D

183° to RW18R

TDZE 744



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



3000 tr 183° LONIA

CATEGORY	A	B	C	D
RNP 0.11 DA	1026/24	282 (300-½)		
RNP 0.30 DA	1085/40	341 (400-¾)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

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RNAV (RNP) Z RWY 23

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	7502
236°	TDZE	747
	Apt Elev	748

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 via track 235° to KECKS and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON			CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8	348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9	348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8				
	(180°-359°)	257.2							
	(360°-179°)	307.8							

RADAR REQUIRED

(IF) JEPHS

4000 236° (7.5)

2500 236° (4.8) ATELL

(FAF) LECAR 856± 236° (5.3)

RW23

235° (12.6)

2343 2720 2749 2755 1324 1951 2000 2041 947 930 888 893 910 1040 1634 1234 850

MISSED APCH FIX

KECKS

055° 235° 4 NM

MSA RW23 25 NM

3900

ELEV 748 D

236° to RW23

825± 776± 896 910 806 777± 750± 747 TDZE

18R 18C 18L 23 36L 36C 36R

9000 X 150 10000 X 150 7502 X 150 8676 X 150

0.5% DOWN 0.5% UP 0.4% UP 0.3% UP

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

4000 tr 235° KECKS

VGSI and RNAV glidepath not coincident.

JEPHS 6000 236° ATELL 4000 LECAR 2500 RW23 2500

GP 3.00° TCH 58

5.3 NM 4.8 NM 7.5 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	1091/60 344 (400-1¼)			
RNP 0.30 DA	1219-1½ 472 (500-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
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RNAV (RNP) Z RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	TDZE	Apt Elev
003°	10000	707	748

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.11 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 003° to TOMME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

947 ^ 003° (14.7) ^930 1040 ^1634 910 888 ^ RW36C ^1234 ^850 ^2041

003° (5.4)

(FAF) GLASI

2500 003° (1.6) NIVSE

3000 003° (3.2) (IF) MARJO

4000 003° (3.2) FORET

5000 003° (3.2) HUNEX

6000 003° (3.2) KRISL

7000 003° (3.2) (IAF) SOLMN (RNP 0.50)

MISSED APCH FIX

4 NM 183° 003° TOMME

MSA RW36C 25 NM

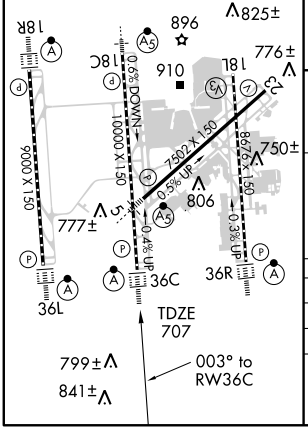
3900

ELEV 748 D

HIRL all Rwys

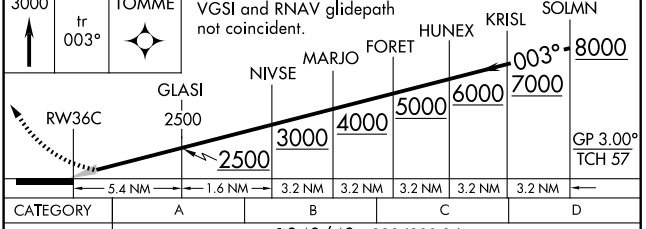
REIL Rwys 18L and 23

TDZ/CL Rwys 18R, 36L, 36C and 36R



3000	tr 003°	TOMME

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.11 DA	1040/40 333 (300-¾)			
RNP 0.30 DA	1143/50 436 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

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RNAV (RNP) Z RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	8676
003°	TDZE	748
	Apt Elev	748

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 003° to SNAKK and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						
	(360°-179°)	307.8						

RADAR REQUIRED

MISSED APCH FIX

4 NM 183° 003° SNAKK

003° (14.5)

1324 1951 2000 2041 947 930 1040 1634 888 910 1234 RW36R 850

003° (5.3)

(FAF) HAYOU

2500 003° (1.6) CIKDU

3000 003° (3.2) (IF) LANSR

4000 003° (3.2) JENDA

5000 003° (3.2) (IAF) HEKAM (RNP 0.50)

MSA RW36R 25 NM 3900

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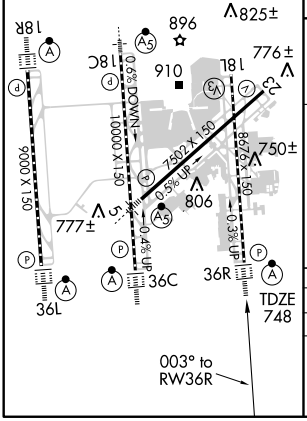
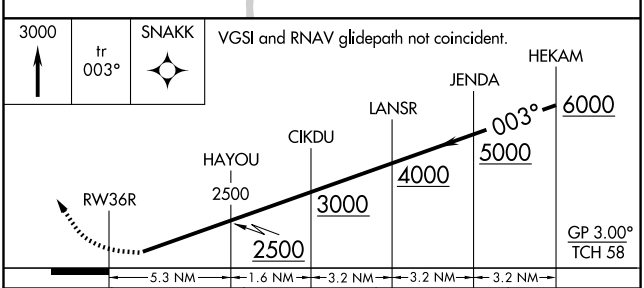
ELEV 748 D

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R





CATEGORY	A	B	C	D
RNP 0.30 DA	1175/50	448 (500-1)		

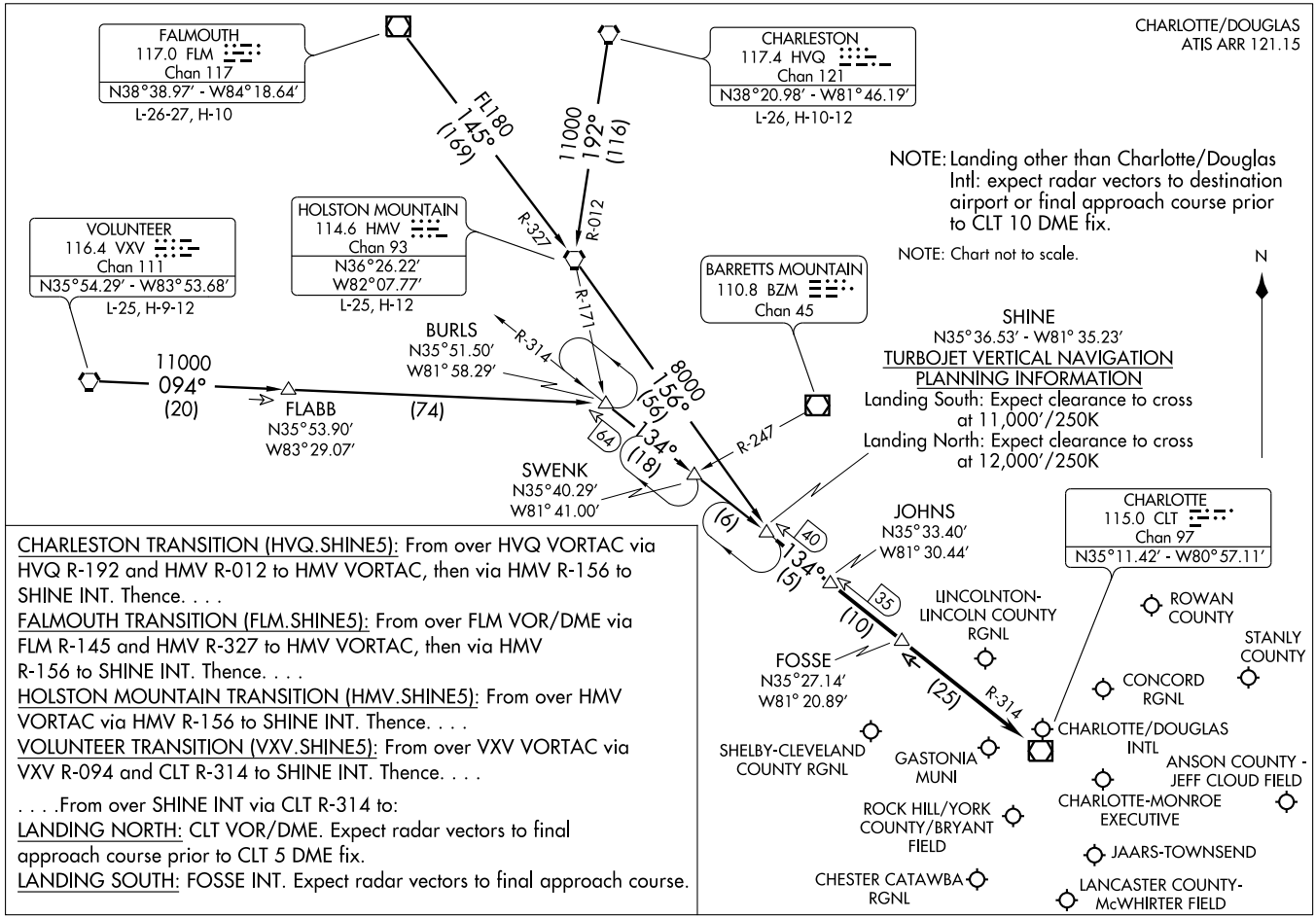
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

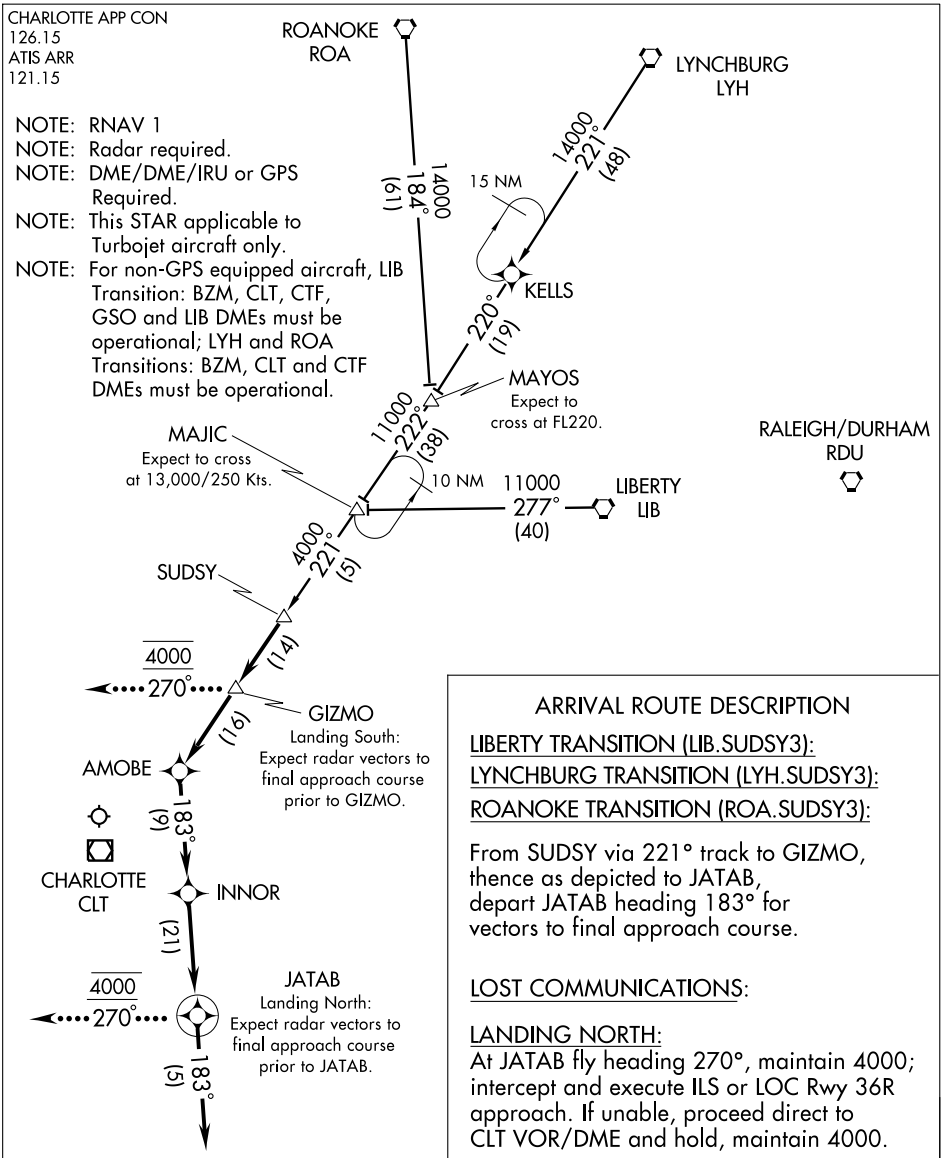
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

SUDSY THREE ARRIVAL (RNAV)

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

LIBERTY TRANSITION (LIB.SUDSY3):

LYNCHBURG TRANSITION (LYH.SUDSY3):

ROANOKE TRANSITION (ROA.SUDSY3):

From SUDSY via 221° track to GIZMO, thence as depicted to JATAB, depart JATAB heading 183° for vectors to final approach course.

LOST COMMUNICATIONS:

LANDING NORTH:
At JATAB fly heading 270°, maintain 4000; intercept and execute ILS or LOC Rwy 36R approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

LANDING SOUTH:
At GIZMO fly heading 270°, maintain 4000; intercept and execute ILS or LOC Rwy 18L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

NOTE: Chart not to scale.

SUDSY THREE ARRIVAL (RNAV)

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL

(SUDSY.SUDSY3) 08269

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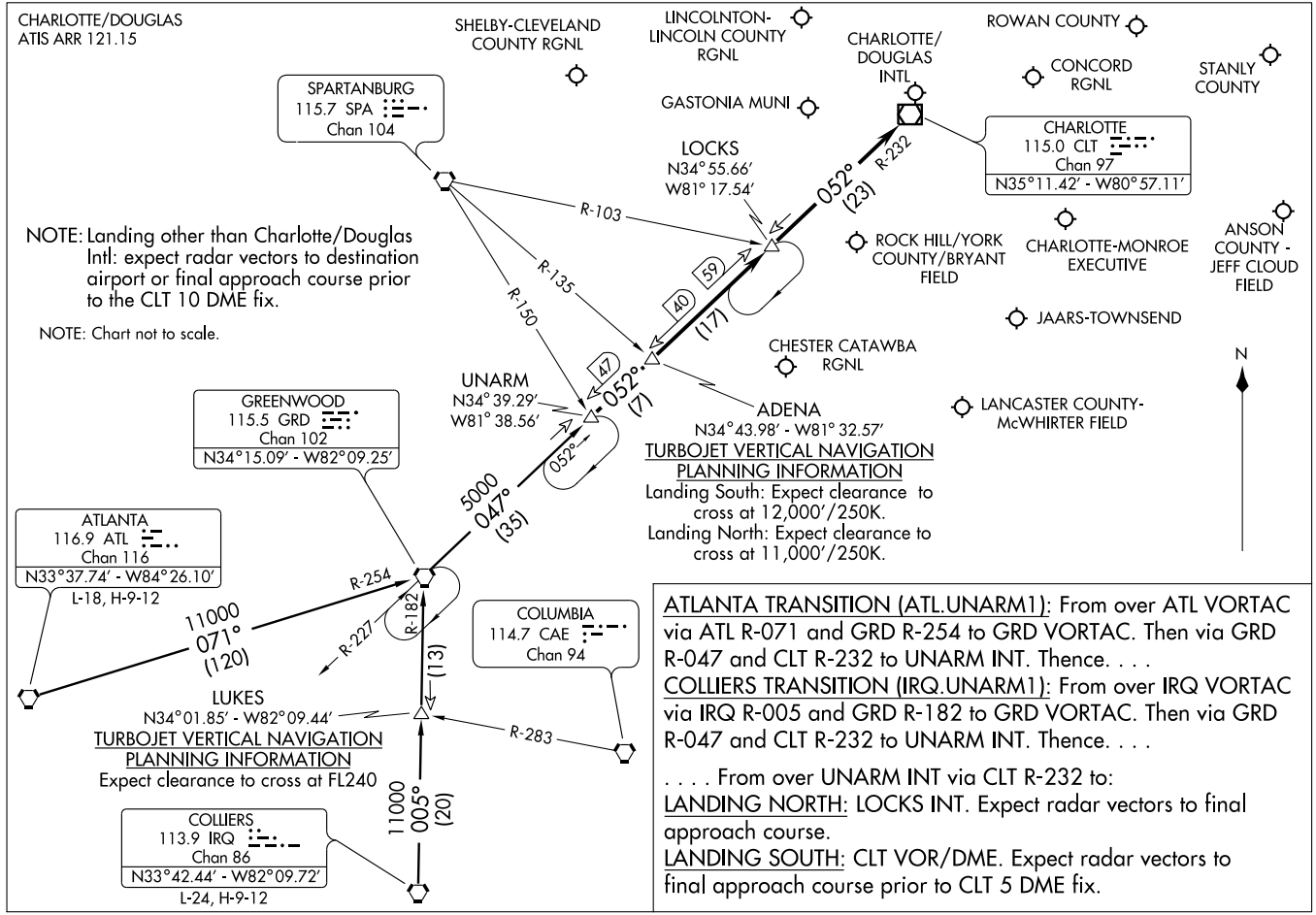
UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

ZAVER ONE DEPARTURE (RNAV)

(ZAVER1.ZAVER) 10098

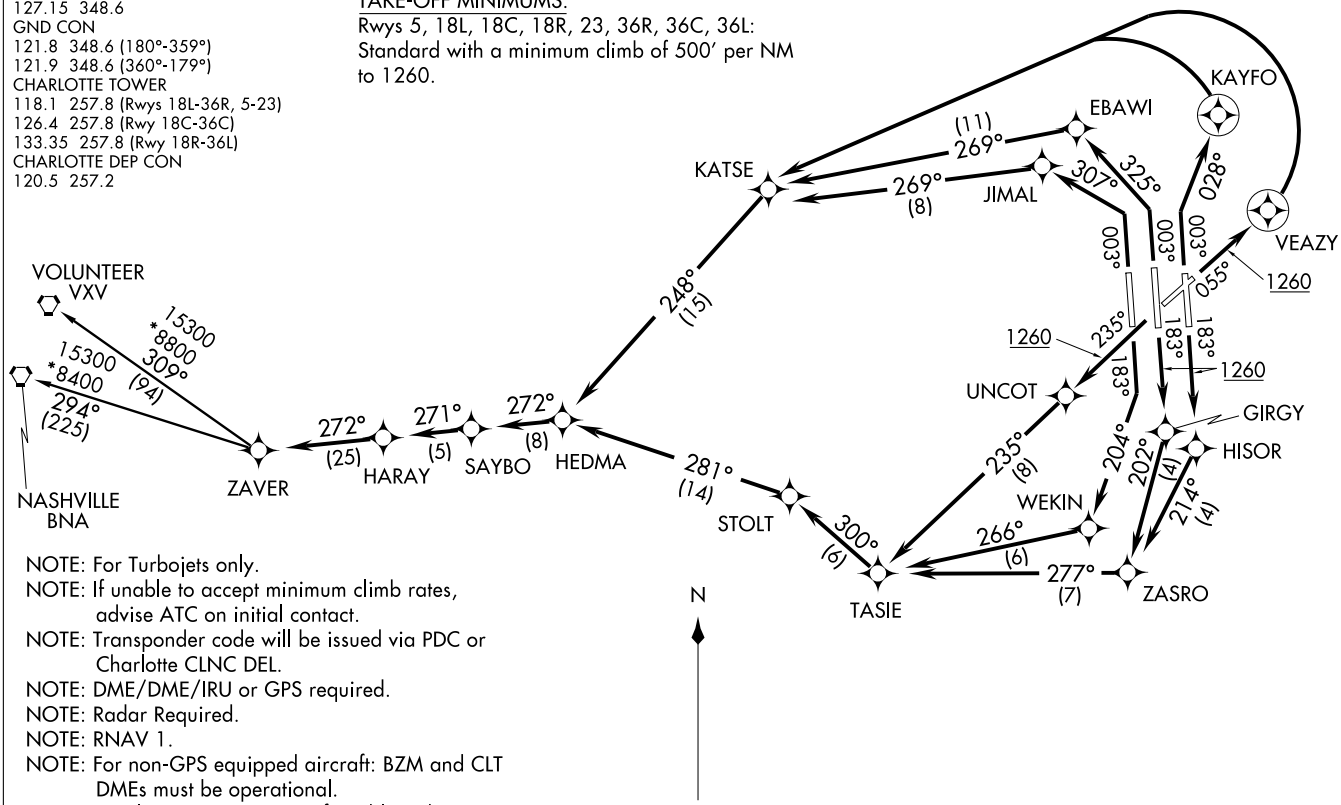
CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS INTL (CLT)

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 5, 18L, 18C, 18R, 23, 36R, 36C, 36L:
Standard with a minimum climb of 500′ per NM to 1260.



NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: BZM and CLT DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

(NARRATIVE ON FOLLOWING PAGE)

ZAVER ONE DEPARTURE (RNAV)
(ZAVER1.ZAVER) 10098
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

SL-78 (FAA)

DEPARTURE ROUTE DESCRIPTION

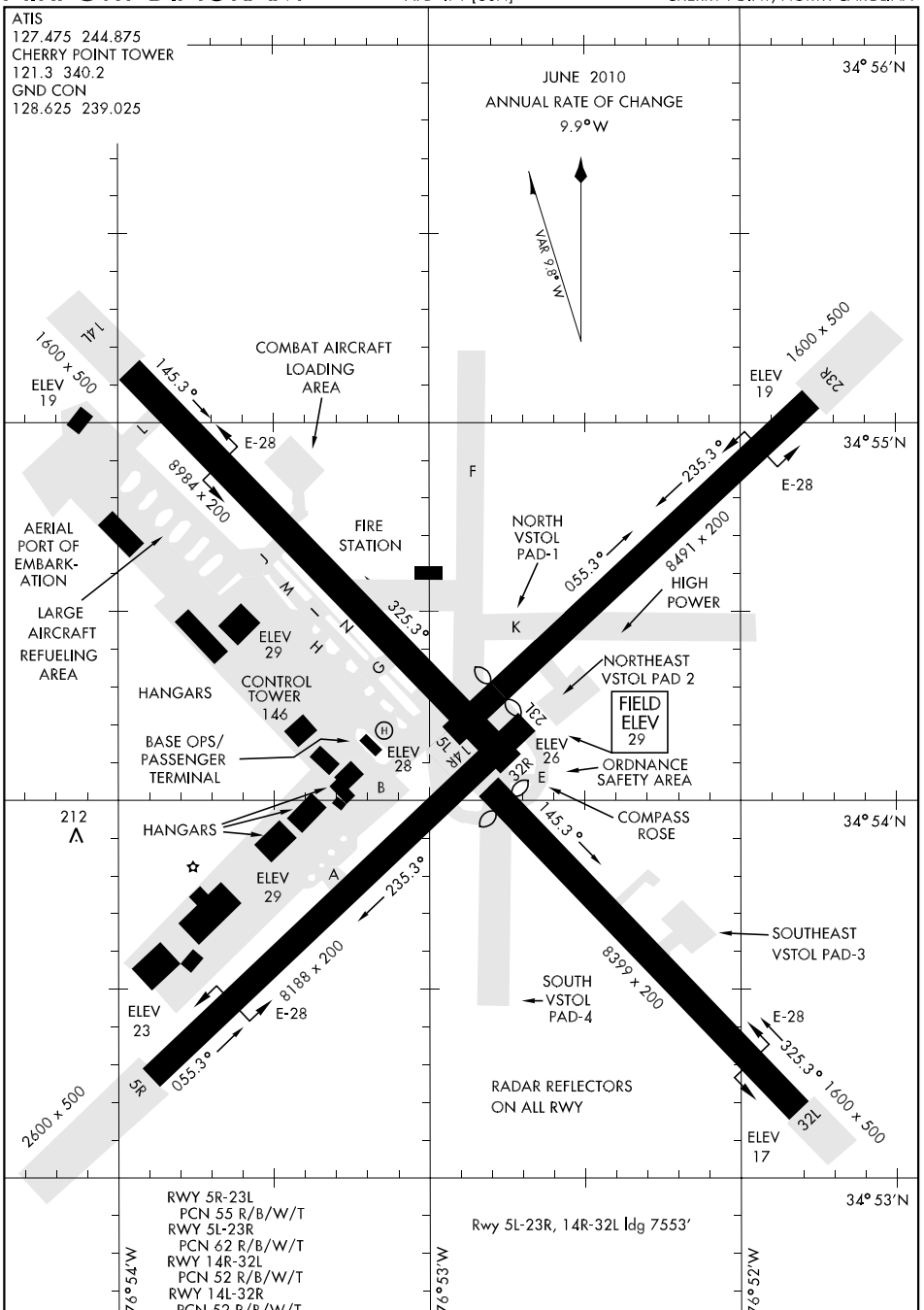
TAKEOFF RWY 5: Climb heading 055° to 1260, then direct VEAZY, then left turn direct KATSE, then via depicted route to HEDMA, thence . . . .
TAKEOFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to HEDMA, thence . . . .
TAKEOFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to HEDMA, thence . . . .
TAKEOFF RWY 18R: Climb heading 183° to intercept course 204° to WEKIN, then via depicted route to HEDMA, thence . . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then direct UNCOT, then via depicted route to HEDMA, thence . . . .
TAKEOFF RWY 36R: Climb heading 003° to intercept course 028° to KAYFO, then left turn direct KATSE , then via depicted route to HEDMA, thence . . . .
TAKEOFF RWY 36C: Climb heading 003° to intercept course 325° to EBAWI, then via depicted route to HEDMA, thence . . . .
TAKEOFF RWY 36L: Climb heading 003° to intercept course 307° to JIMAL, then via depicted route to HEDMA, thence . . . .

. . . . via depicted route to ZAVER. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (ZAVER1.BNA):
VOLUNTEER TRANSITION (ZAVER1.VXV):

TAKEOFF OBSTACLES:
RWY 5: Trees beginning 1031′ from DER, 480′ left of centerline, up to 127′ AGL/856′ MSL.
RWY 18L: Tower and pole beginning 981′ from DER, 708′ left of centerline, up to 160′ AGL/850′ MSL.
Trees beginning 1235′ from DER, 707′ right of centerline, up to 88′ AGL/767′ MSL.
RWY 18C: Trees beginning 1688′ from DER, 735′ left of centerline, up to 108′ AGL/787′ MSL.
Trees beginning 3251′ from DER, 995′ right of centerline, up to 102′ AGL/841′ MSL.
RWY 23: Trees beginning 3899′ from DER, 216′ left of centerline, up to 99′ AGL/818′ MSL.
Trees beginning 1491′ from DER, 603′ right of centerline, up to 74′ AGL/823′ MSL.
RWY 36C: Trees beginning 1937′ from DER, 725′ left of centerline, up to 54′ AGL/823′ MSL.
Trees beginning 1420′ from DER, 309′ right of centerline, up to 114′ AGL/823′ MSL.
RWY 36R: Pole and trees beginning 713′ from DER, 416′ left of centerline, up to 94′ AGL/853′ MSL.
Railroad, antenna, poles and trees beginning 471′ from DER, 93′ right of centerline, up to 93′ AGL/852′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

COPTER TACAN RWY 23R

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NKT Chan 75	225°	7553	23	29

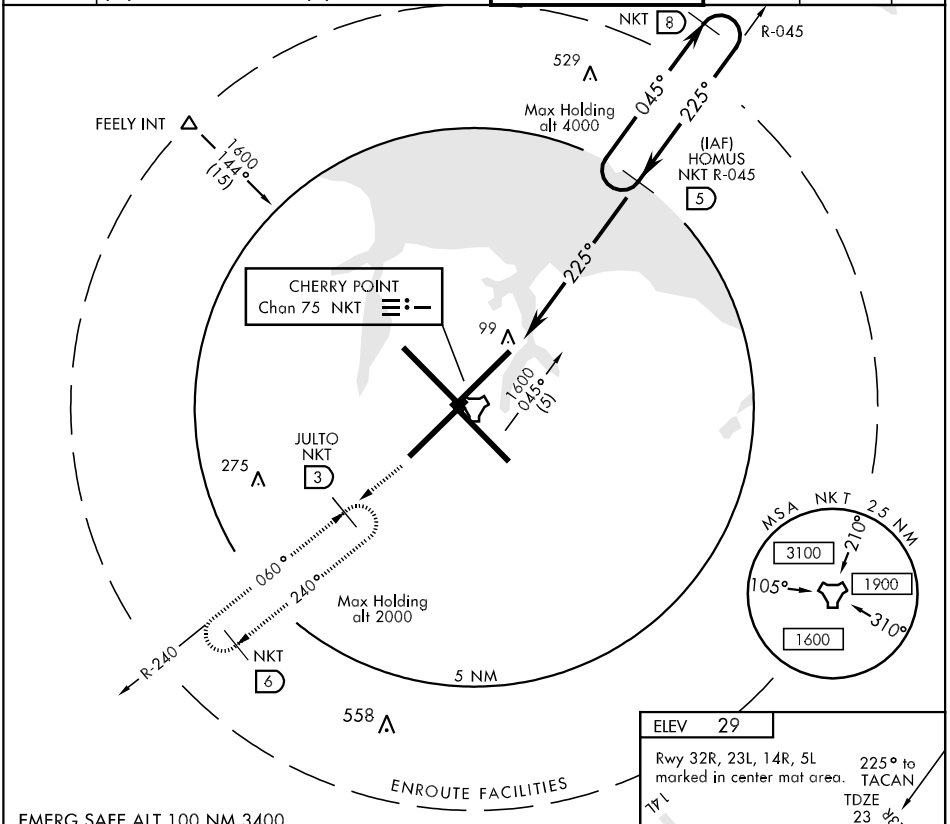
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

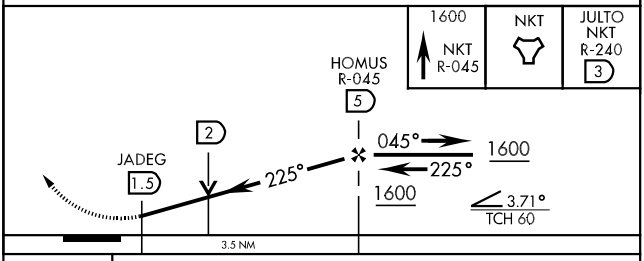
Procedure not authorized for tiltrotor aircraft.

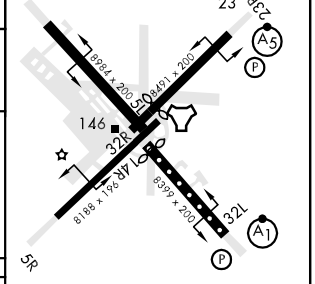
MALSR

MISSED APPROACH: Climb to 1600 via NKT R-045 to NKT TACAN, then via R-240 to JULTO and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600′) (E) 132.575 299.6 (at/blw 2600′) (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	







CATEGORY	COPTER
S-23R	360-½ 337 (400-½)
CIRCLING	NOT AUTHORIZED

HIRL all Rwys
REIL Rwys 5L and 14R
Rwy 5L-23R, 14R-32L ldg 7553′

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

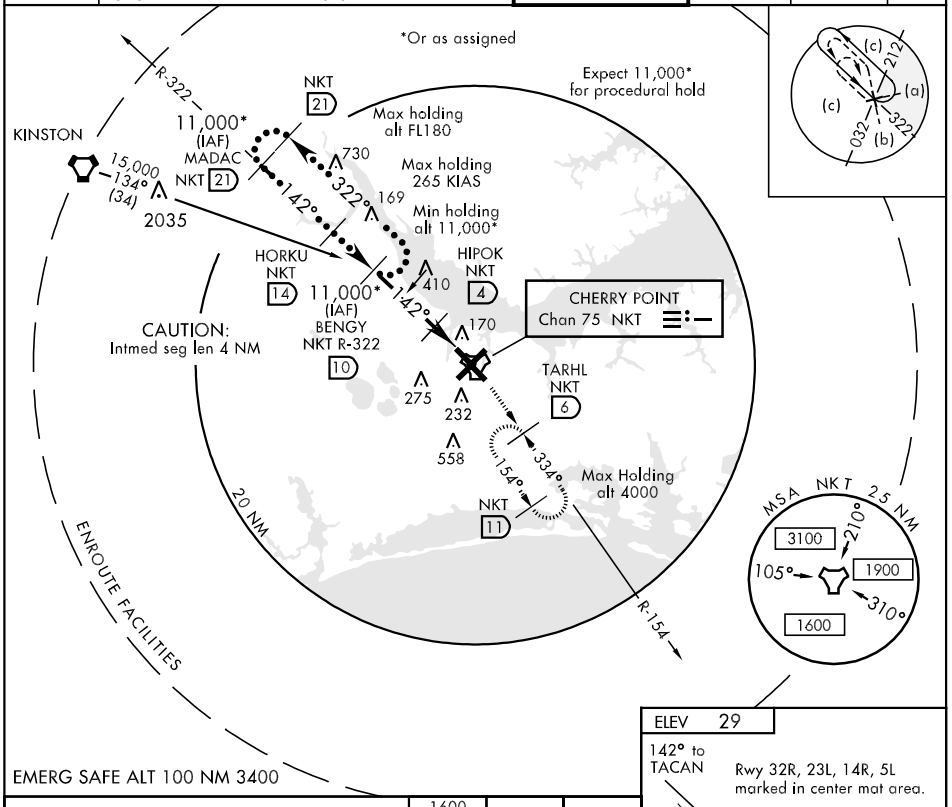
HI-TACAN RWY 14L

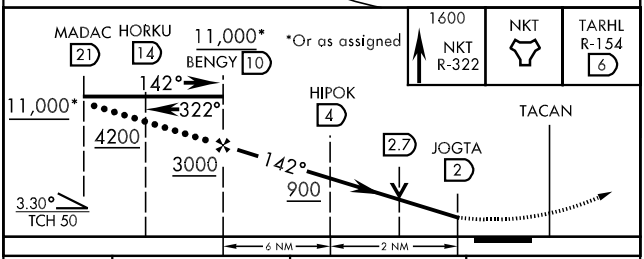
TACAN	APCH CRS	Rwy ldg	8984
NKT Chan 75	142°	TDZE	26
		Arpt Elev	29

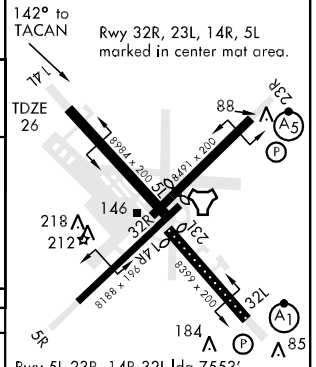
JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 via NKT R-322 to NKT TACAN then via R-154 to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	







CATEGORY	C	D	E
S-14L	420-1 394 (400-1)	420-1¼ 394 (400-1¼)	420-1½ 394 (400-1½)
CIRCLING	540-1½ 511 (600-1½)	580-2	551 (600-2)

Rwy 5L-23R, 14R-32L ldg 7553'
HIRL all Rwys
REIL Rwys 5L and 14R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Y RWY 32L

TACAN	APCH CRS	Rwy ldg	7553
NKT Chan 75	334°	TDZE	26
		Arpt Elev	29

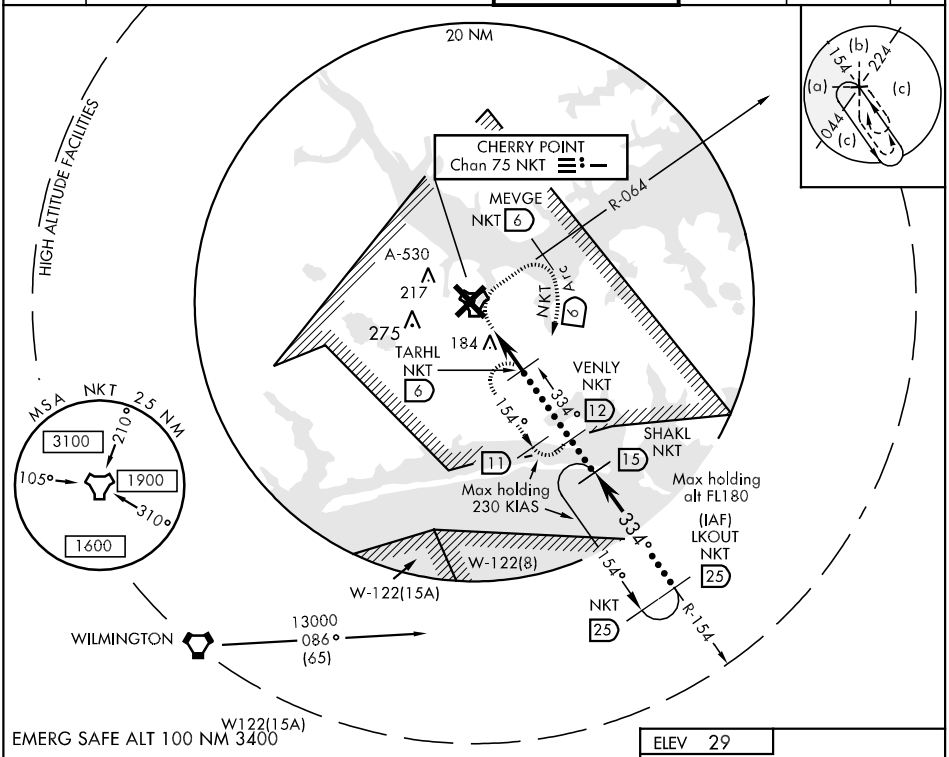
JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ * When ALS inop, increase vis CAT CD to 1¼ mile, CAT E to 1½ mile.

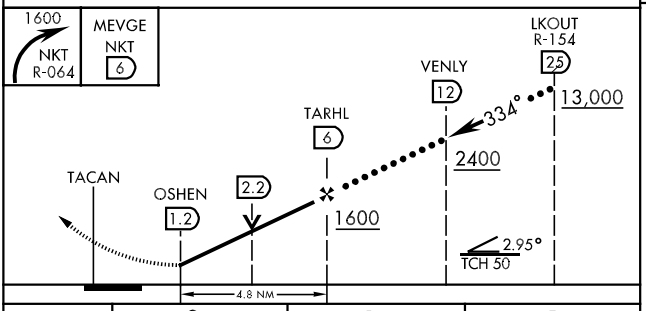
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



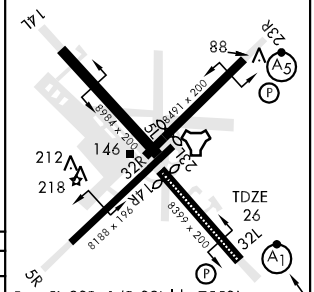
EMERG SAFE ALT 100 NM 3400



CATEGORY	C	D	E
S-32L *	440- ¾ 414	(500-¾)	440-1 414 (500-1)
CIRCLING	540-1½ 511 (600-1½)	580-2 551	(600-2)

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



Rwy 5L-23R, 14R-32L ldg 7553'
HIRL oll Rwy
REIL Rwys 5L and 14R
334° to TACAN

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Z RWY 32L

TACAN	APCH CRS	Rwy ldg	7553
NKT Chan 75	334°	TDZE	26
		Arpt Elev	29

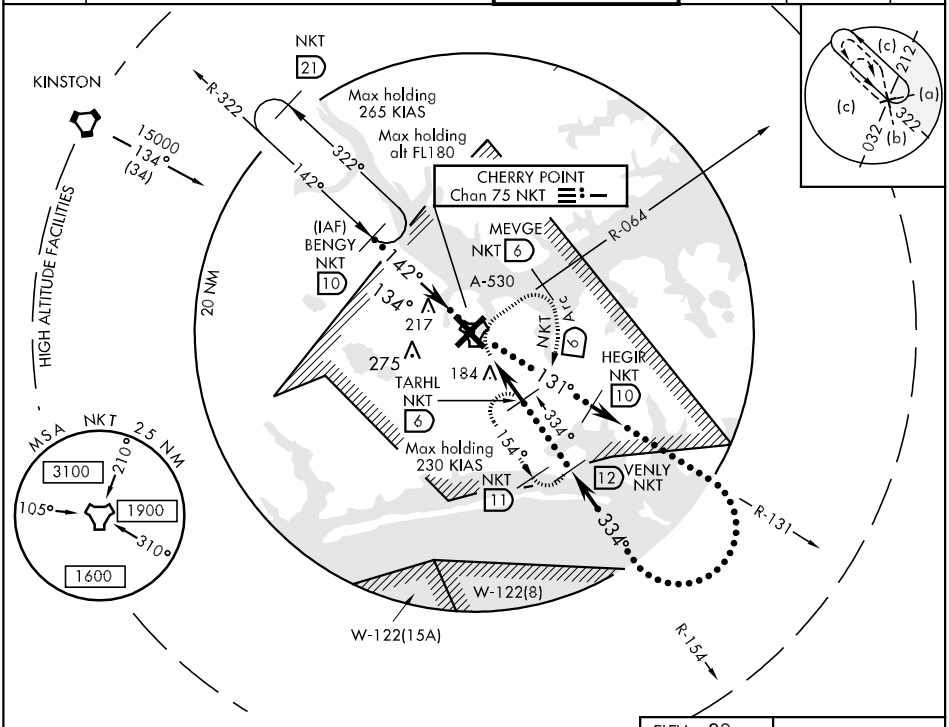
JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT CD to 1¼ mile, CAT E to 1½ mile.

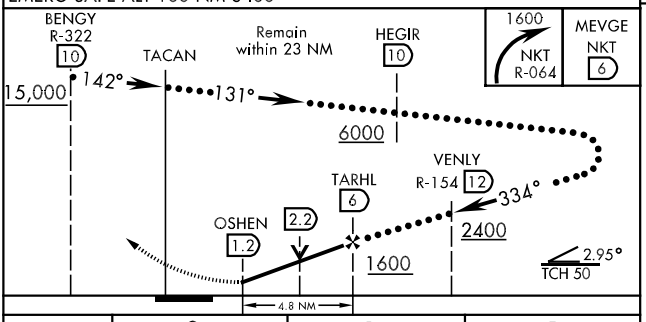
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.

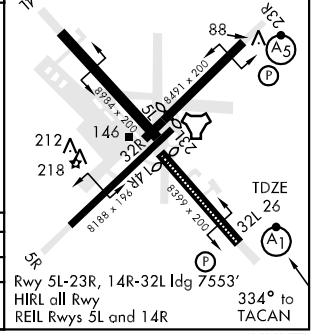
ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400



ELEV 29



CATEGORY	C	D	E
S-32L *	440- ¾ 414	(500-¾)	440-1 414 (500-1)
CIRCLING	540-1½ 511 (600-1½)	580-2 551	(600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

ILS Y or LOC/DME RWY 23R

LOC I-NKT	APCH CRS	Rwy Idg 7553
108.9	235°	TDZE 23
Chan 26		Arpt Elev 29

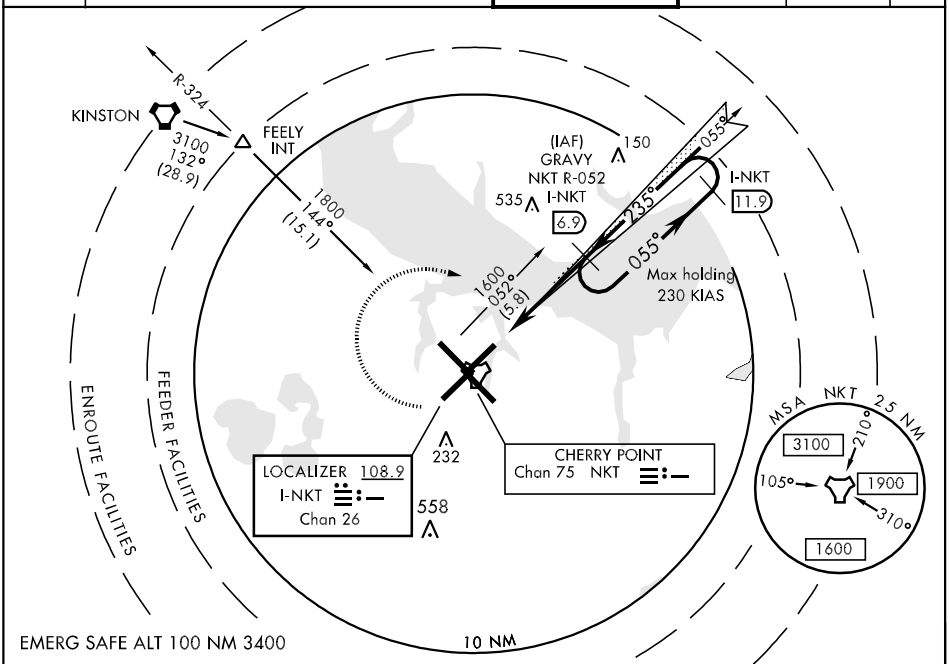
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

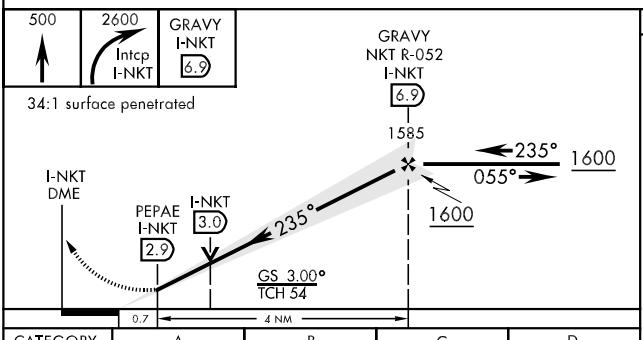
CAUTION: ILS RPI and PAPI RRP are not coincident.

MALSR

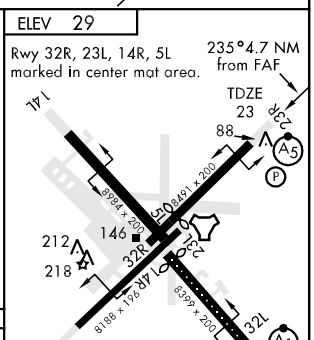
MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via I-NKT north crs to GRAVY INT and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1 268.7 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600')		239.025	316.125	
	(W) 119.35 377.175 (N) 119.75 360.775				





CATEGORY	A	B	C	D
S-ILS 23R	273-¾ 250 (300-¾)		273-1 250 (300-1)	
S-LOC/ DME 23R	340-1 317 (400-1)			
CIRCLING	520-1½ 491 (500-1½)		540-1½ 511 (600-1½)	580-2 551 (600-2)



FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS Z or RNAV (GPS) RWY 23R

LOC I-NKT 108.9 Chan 26	APCH CRS 235°	Rwy Idg 7553 TDZE 23 Arpt Elev 29

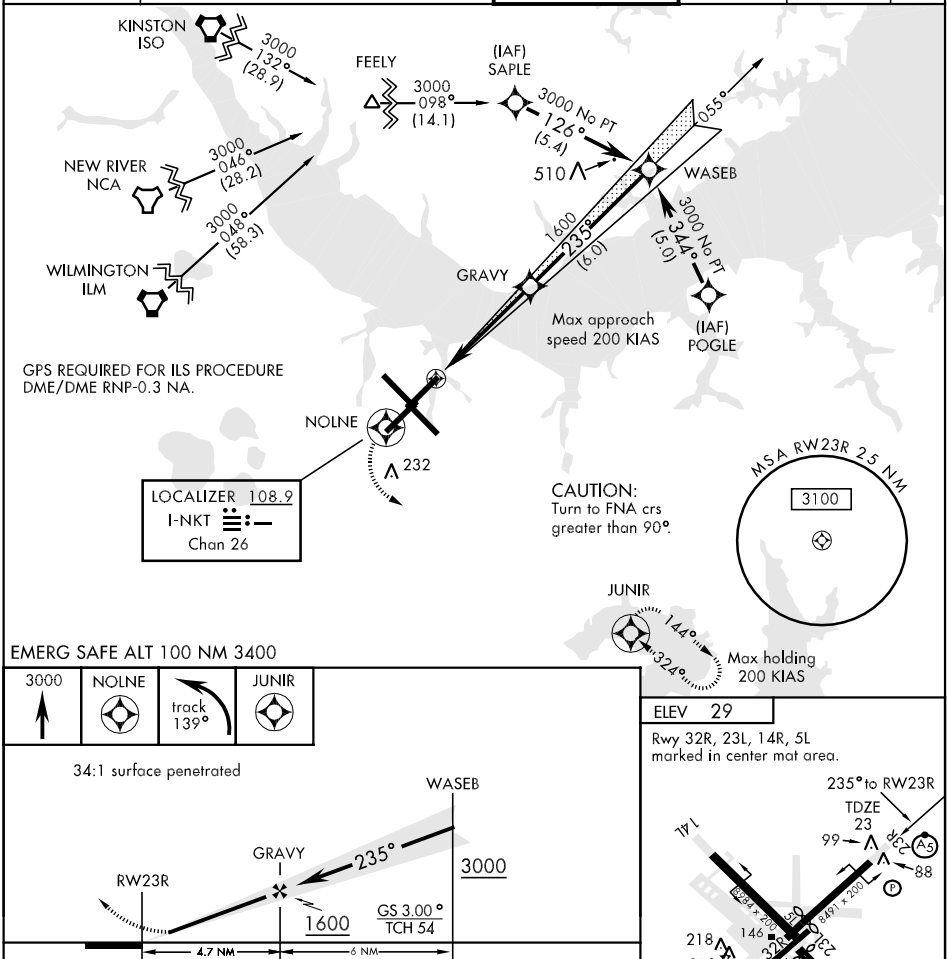
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT ABCD to 1¼miles.
** When ALS inop, increase vis CAT ABCD to 1 mile.
BARO VNAV NA below -0.6°(31°F).

MALSR

MISSED APPROACH: Climb to 3000 direct NOLNE, then via 139° track to JUNIR and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400

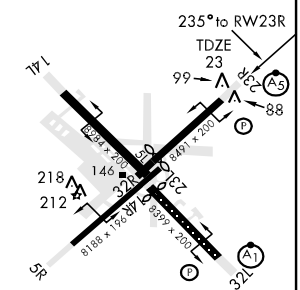
3000	NOLNE	track 139°	JUNIR

34:1 surface penetrated

CATEGORY	A	B	C	D
S-ILS		273-¾	250 (300-¾)	
LNAV / VNAV DA *		360-¾	337 (400-¾)	
LNAV MDA**		360-¾	337 (400-¾)	
CIRCLING	520-1½ 491 (500-1½)		540-1½ 511 (600-1½)	580-2 551 (600-2)

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all Rwys
REIL Rwys 5L and 14R
Rwy 5L-23R, 14R-32L ldg 7553'

ILS Z or RNAV (GPS) RWY 23R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

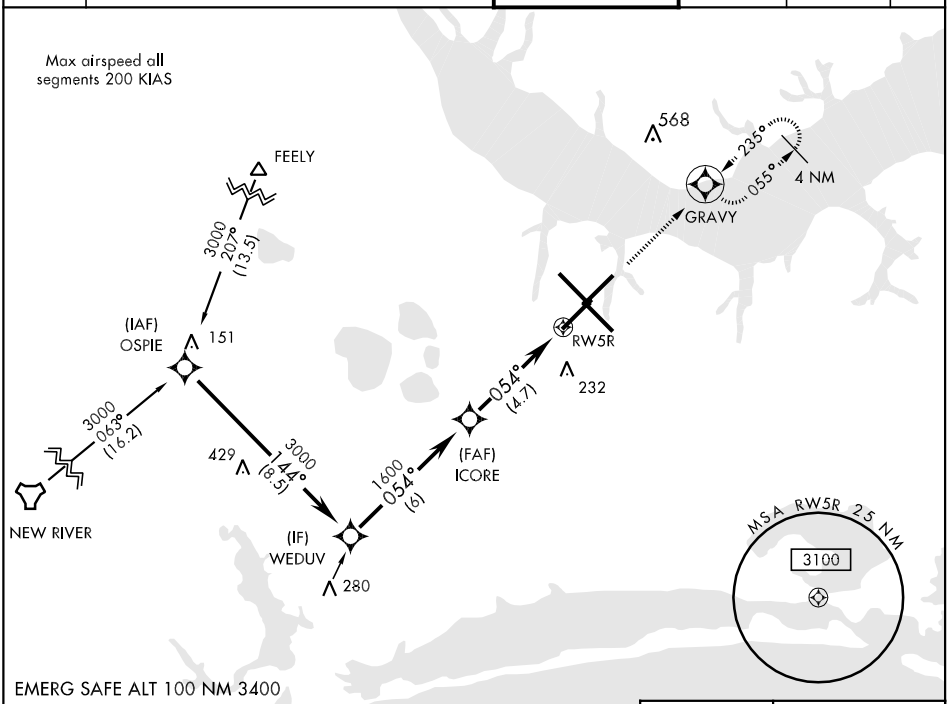
RNAV (GPS) RWY 5R

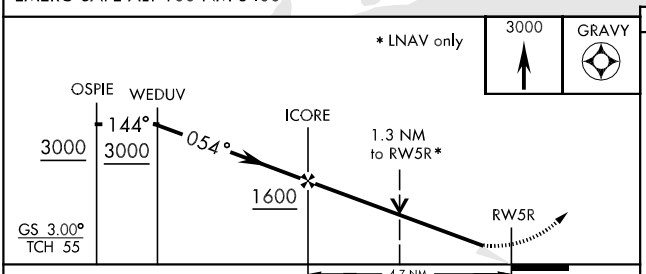
WAAS Chan 71199 W05A	APCH CRS 054°	Rwy Idg 8188 TDZE 27 Arpt Elev 29	AL-471 [USN]	CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

DME/DME RNP-0.3 NA.
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

MISSED APPROACH: Climb to 3000 direct GRAVY and hold, continue climb in hold to 3000.

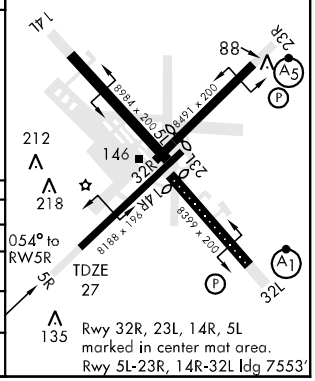
ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	





CATEGORY	A	B	C	D
LPV DA	227-¾	200 (200-¾)		
LNAV/ VNAV DA	380-1¼	353 (400-1¼)		
LNAV MDA	480-1	453 (500-1)	480-1¼ 453 (500-1¼)	480-1½ 453 (500-1½)
CIRCLING	520-1¼	491 (500-1¼)	540-1½ 511 (600-1½)	580-2 551 (600-2)

ELEV 29 HIRL all Rwys REIL Rwys 5L and 14R



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32L

WAAS Chan 54304 W32A	APCH CRS 325°	Rwy Idg 7553 / TDZE 26 / Arpt Elev 29

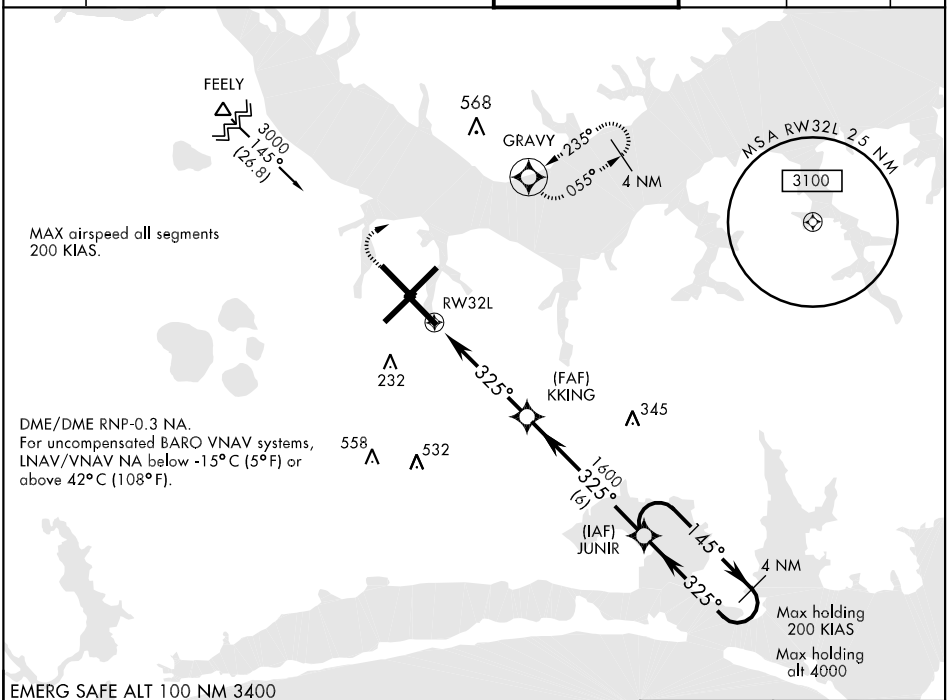
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

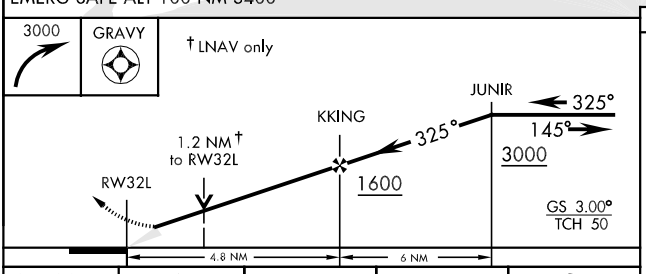
*When ALS inop, increase CAT ABCD vis to ¾ mile.
**When ALS inop, increase CAT ABCD vis to 1¼ miles.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

ALSF-1

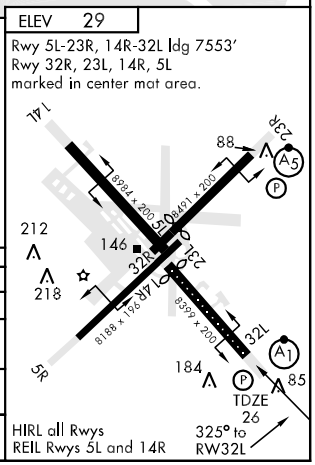
MISSED APPROACH: Climbing right turn to 3000 direct GRAVY and hold, continue climb in hold to 3000.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	





CATEGORY	A	B	C	D
LPV DA *	226-½	200 (200-½)		
LNAV/ VNAV DA **	360-¾	334 (400-¾)		
LNAV MDA***	440-½ 414 (500-½)		440-¾ 414 (500-¾)	
CIRCLING	520-1¼ 491 (500-1¼)		540-1½ 511 (600-1½)	580-2 551 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010

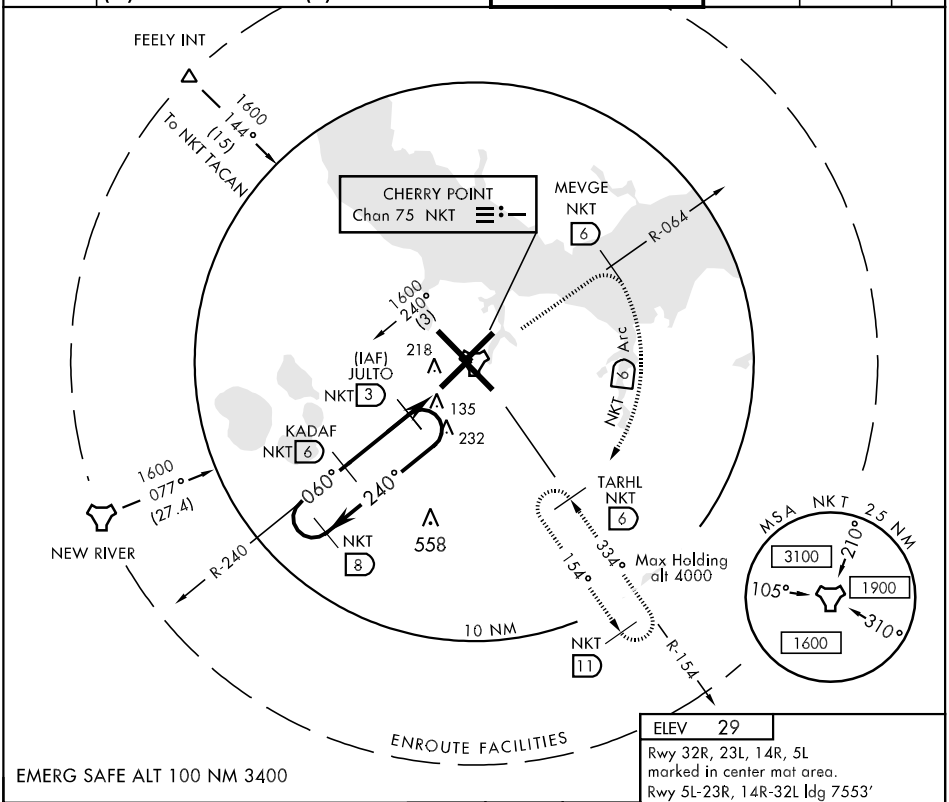
TACAN RWY 5R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NKT Chan 75	060°	8188	27	29

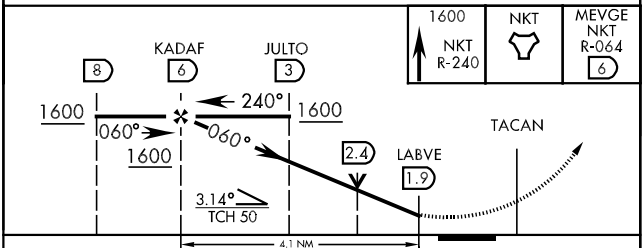
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 via NKT R-240 to NKT TACAN, then via R-064 to MEVGE. Arc East of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400

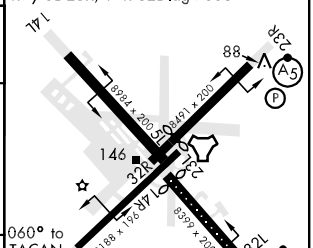


CATEGORY	A	B	C	D
S-5R	400-1	373 (400-1)		400-1¼ 373 (400-1¼)
CIRCLING	520-1	491 (500-1)	540-1½ 511 (600-1½)	580-2 551 (600-2)

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.

Rwy 5L-23R, 14R-32L ldg 7553'



HIRL all Rwys

REIL Rwys 5L and 14R

SE-2, 21 OCT 2010 to 18 NOV 2010

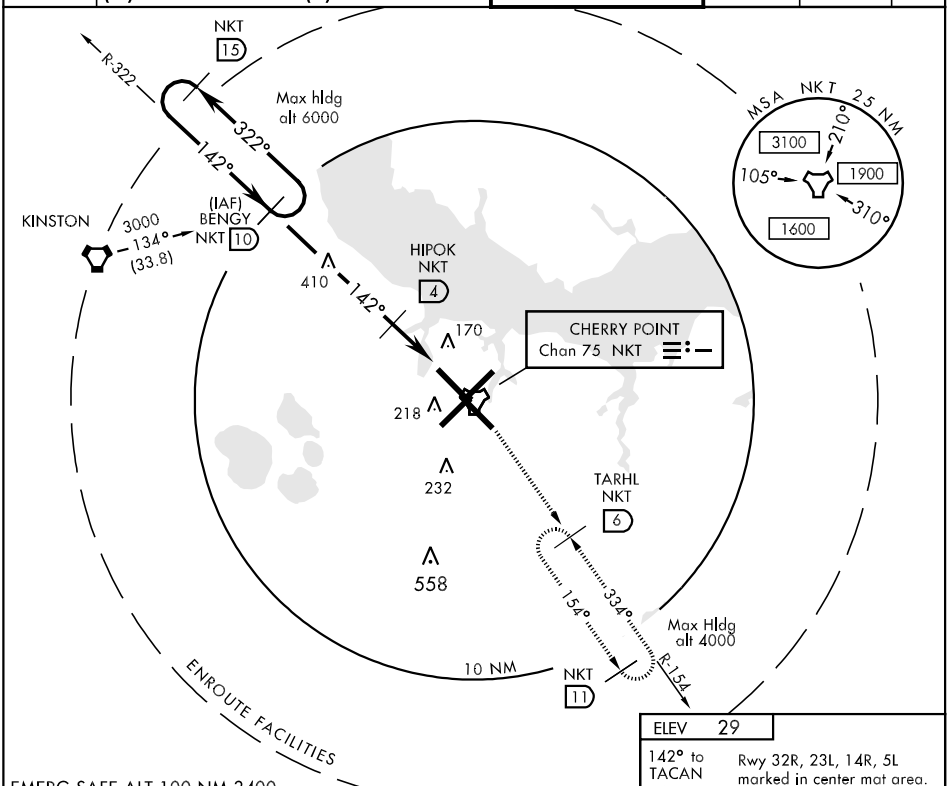
TACAN RWY 14L

TACAN	APCH CRS	Rwy ldg	8984
NKT Chan 75	142°	TDZE	26
		Arpt Elev	29

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

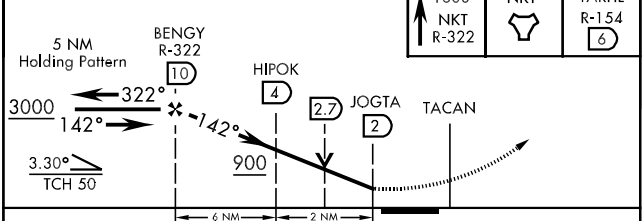
MISSED APPROACH: Climb to 1600 via NKT R-322 to NKT TACAN, then via R-154 to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400

1600 NKT R-322	NKT	TARHL R-154 6

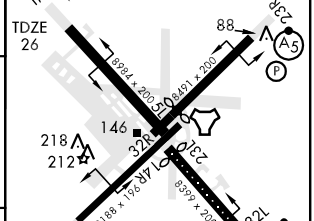


CATEGORY	A	B	C	D
S-14L	420-1	394	(400-1)	420-1¼ 394 (400-1¼)
CIRCLING	520-1	491 (500-1)	540-1½ 511 (600-1½)	580-2 551 (600-2)

ELEV 29

142° to TACAN

Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all Rwys
REIL Rwys 5L and 14R
Rwy 5L-23R, 14R-32L ldg 7553'

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 32L

TACAN	APCH CRS	Rwy ldg	7553
NKT Chan 75	334°	TDZE	26
		Arpt Elev	29

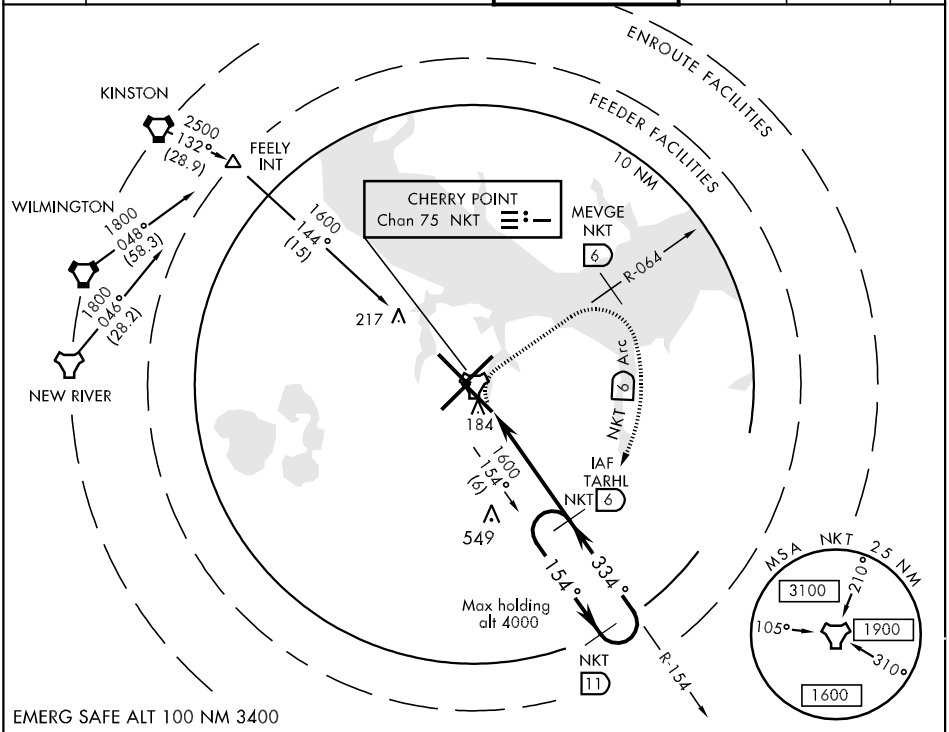
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ mile. PAR to ½ mile.

ALSF-1

MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.

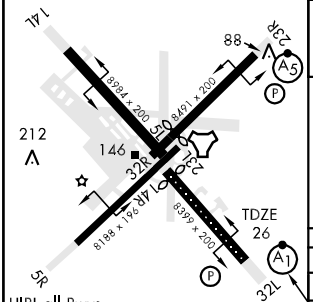
ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600′) (E) 132.575 299.6 (at/blw 2600′) (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	

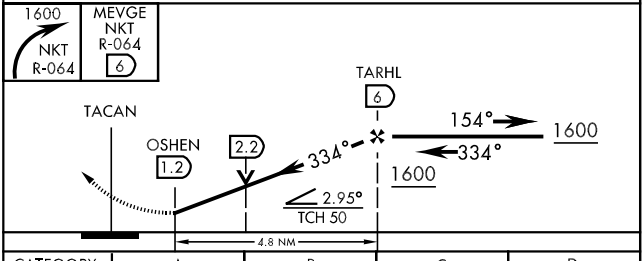


EMERG SAFE ALT 100 NM 3400

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.





CATEGORY	A	B	C	D
S-32L *	440-½ 414 (500-½)		440-¾ 414 (500-¾)	
CIRCLING	520-1 491 (500-1)		540-1½ 511 (600-1½)	580-2 551 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SGO	APP CRS	Rwy Idg	5000
109.7	060°	TDZE	143
		Apt Elev	148

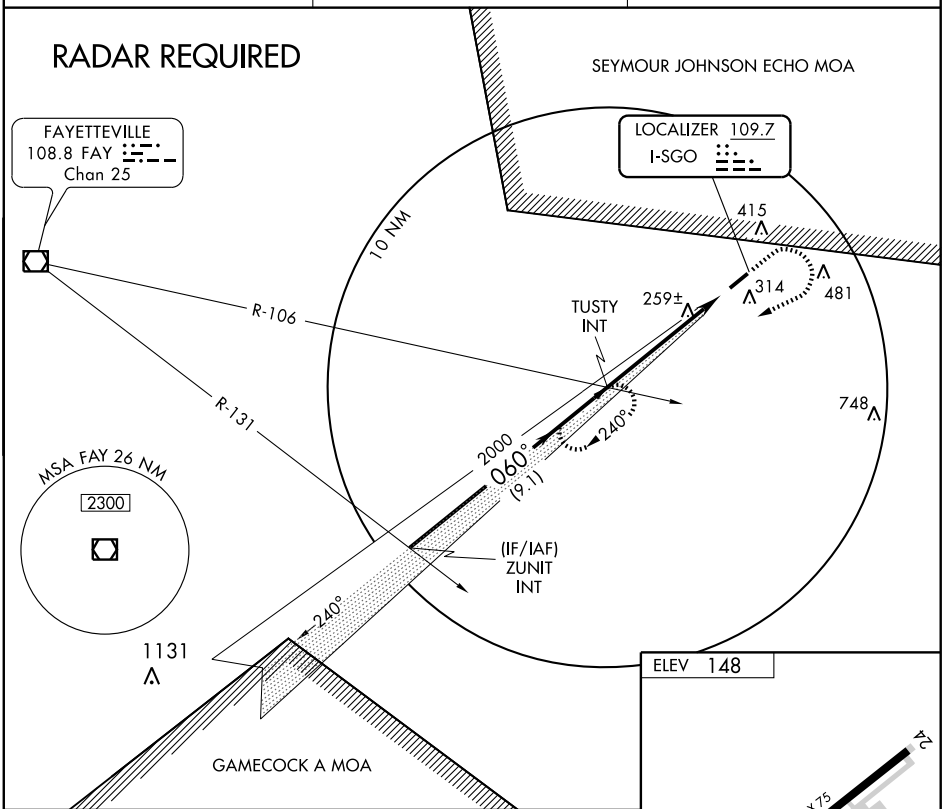
LOC RWY 6

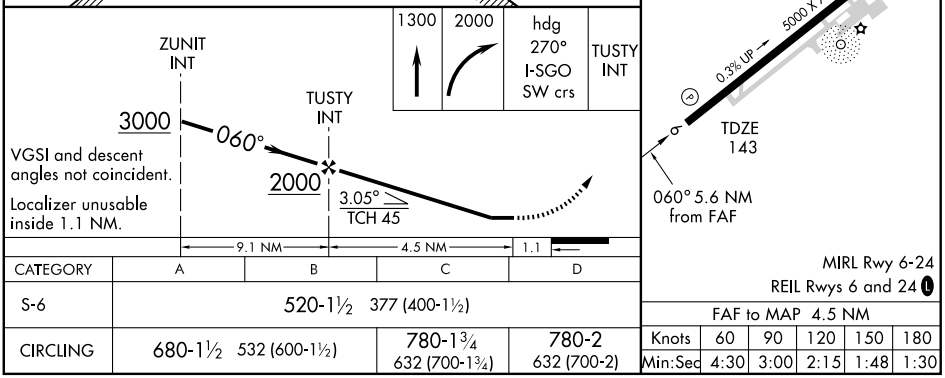
CLINTON-SAMPSON COUNTY (CTZ)

If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2000 via heading 270° and I-SGO SW Course to TUSTY INT and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L





MIRL Rwy 6-24

REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
S-6	520-1½ 377 (400-1½)			
CIRCLING	680-1½ 532 (600-1½)		780-1¾ 632 (700-1¾)	780-2 632 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
060°	TDZE	143
	Apt Elev	148

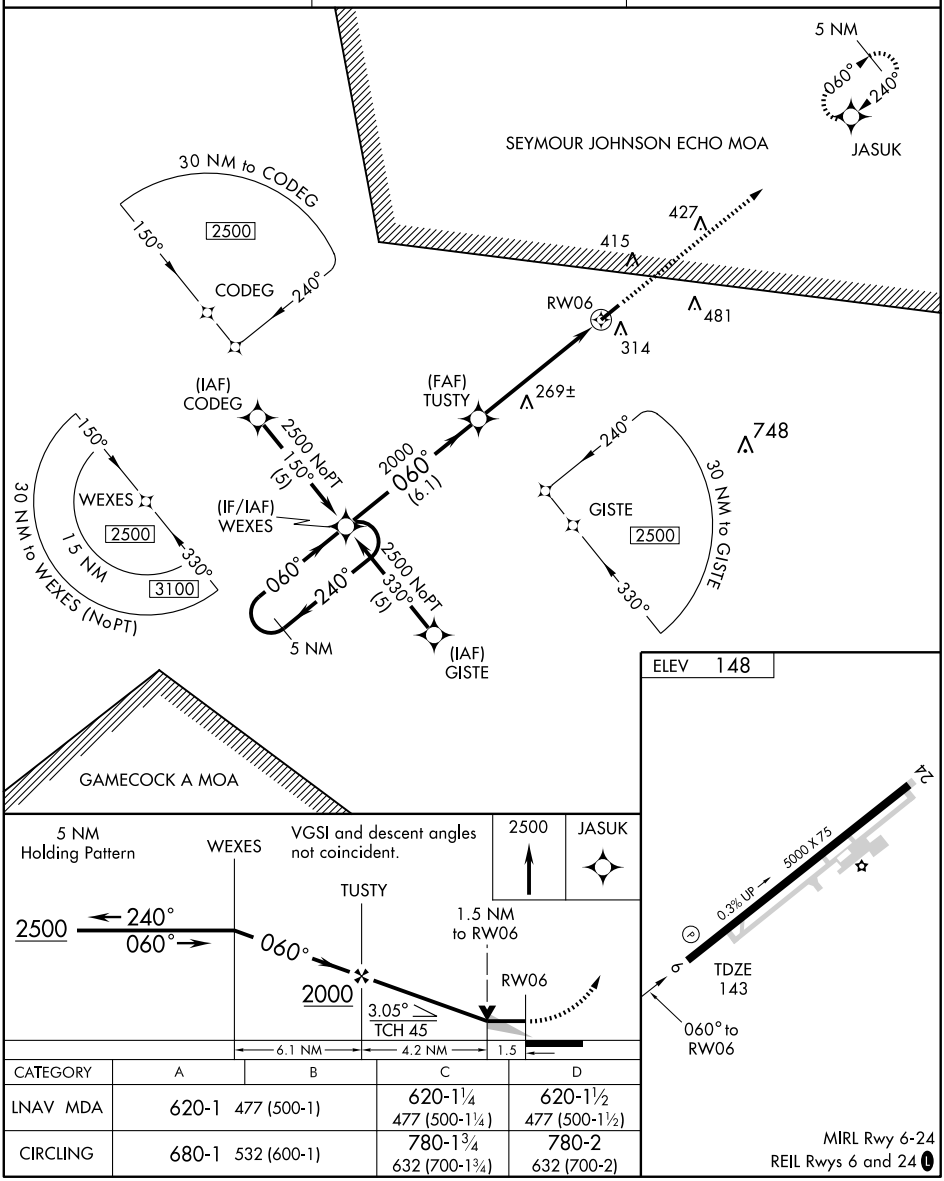
RNAV (GPS) RWY 6

CLINTON-SAMPSON COUNTY (CTZ)

If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Fayetteville altimeter setting.

MISSED APPROACH: Climb to 2500 direct JASUK and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1 477 (500-1)		620-1¼ 477 (500-1¼)	620-1½ 477 (500-1½)
CIRCLING	680-1 532 (600-1)		780-1¾ 632 (700-1¾)	780-2 632 (700-2)

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

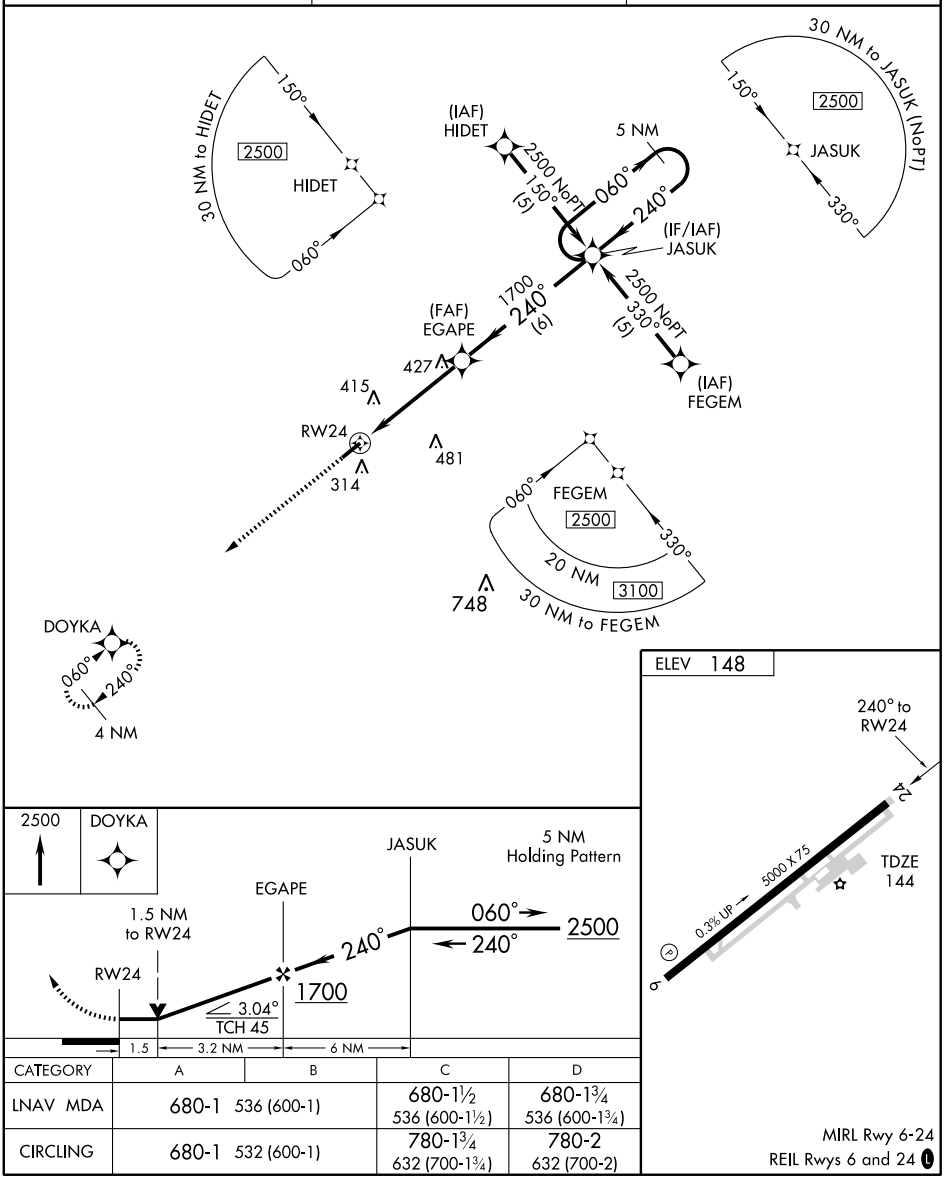
APP CRS	Rwy Idg	5000
240°	TDZE	144
	Apt Elev	148

RNAV (GPS) RWY 24
CLINTON-SAMPSON COUNTY (CTZ)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet. VDP NA with Fayetteville altimeter setting.

MISSED APPROACH: Climb to 2500 direct DOYKA and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	680-1 536 (600-1)		680-1½ 536 (600-1½)	680-1¾ 536 (600-1¾)
CIRCLING	680-1 532 (600-1)		780-1¾ 632 (700-1¾)	780-2 632 (700-2)

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME FAY	APP CRS	Rwy Idg	N/A
108.8	095°	TDZE	N/A
Chan 25		Apt Elev	148

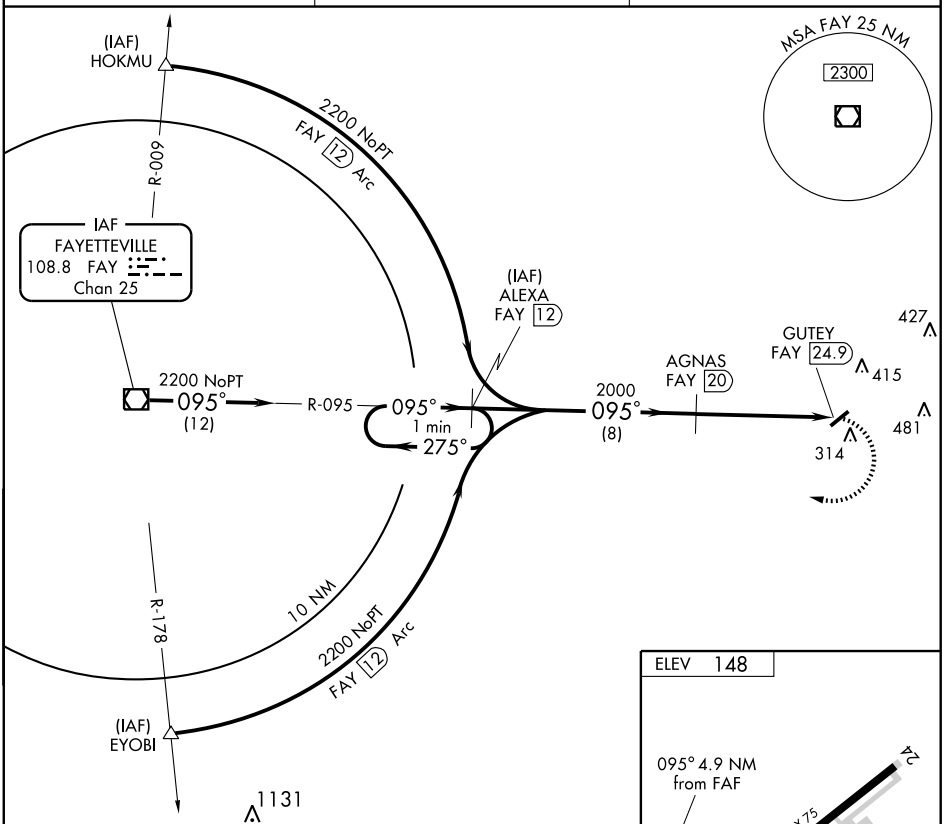
VOR/DME-A

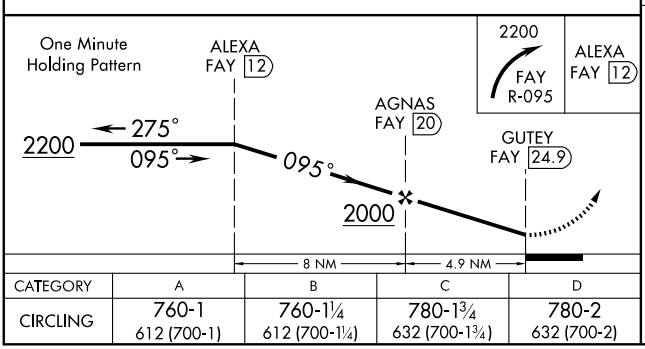
CLINTON-SAMPSON COUNTY (CTZ)

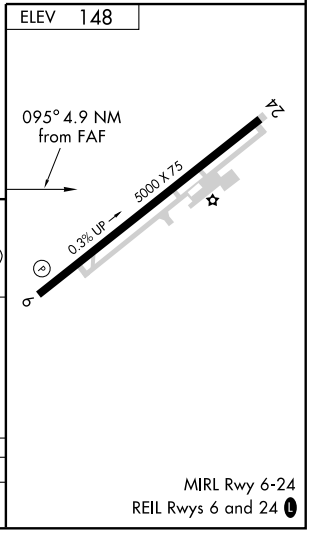
If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2200 via FAY R-095 to ALEXA/FAY 12 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L



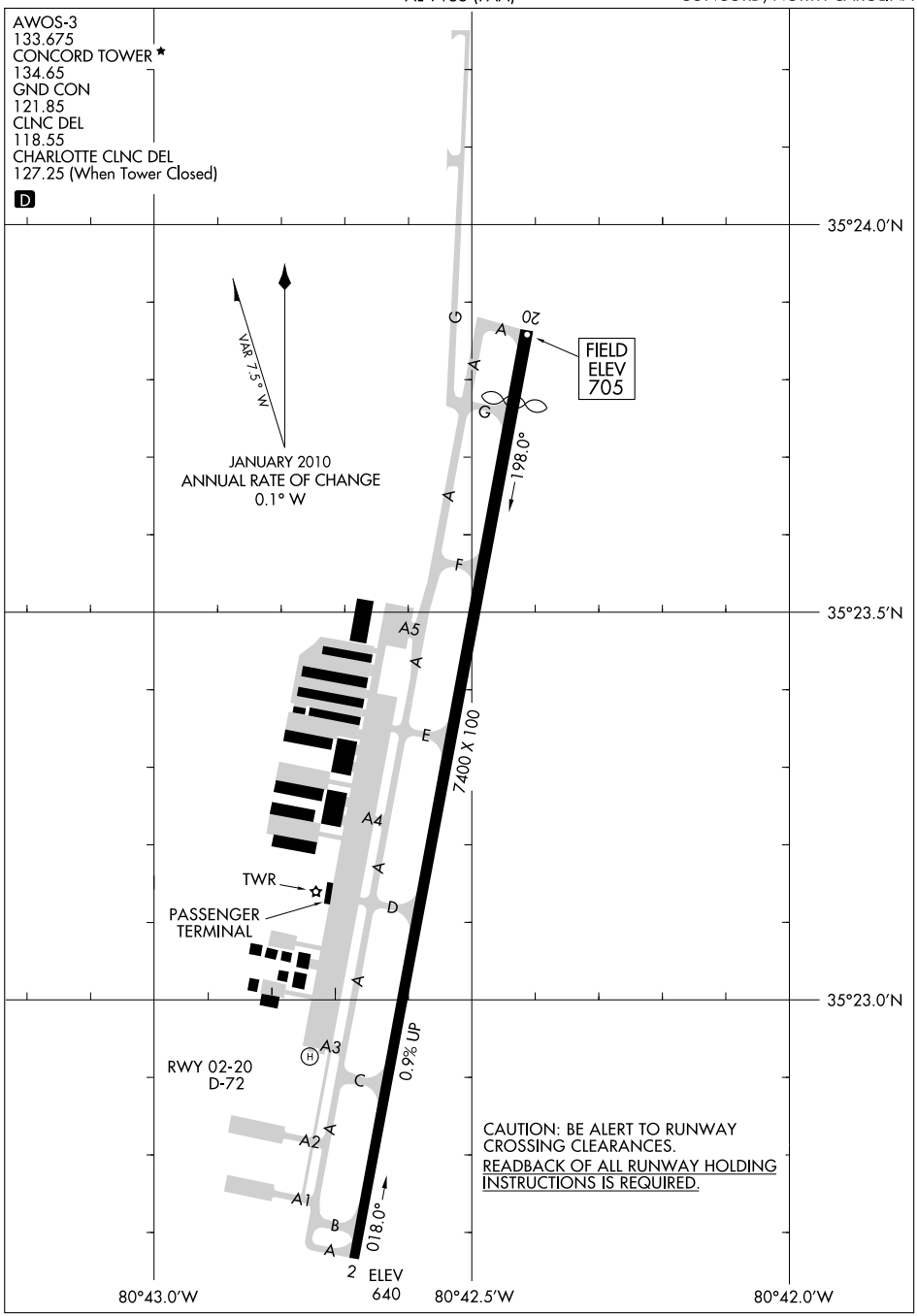




CATEGORY	A	B	C	D
CIRCLING	760-1 612 (700-1)	760-1¼ 612 (700-1¼)	780-1¾ 632 (700-1¾)	780-2 632 (700-2)

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

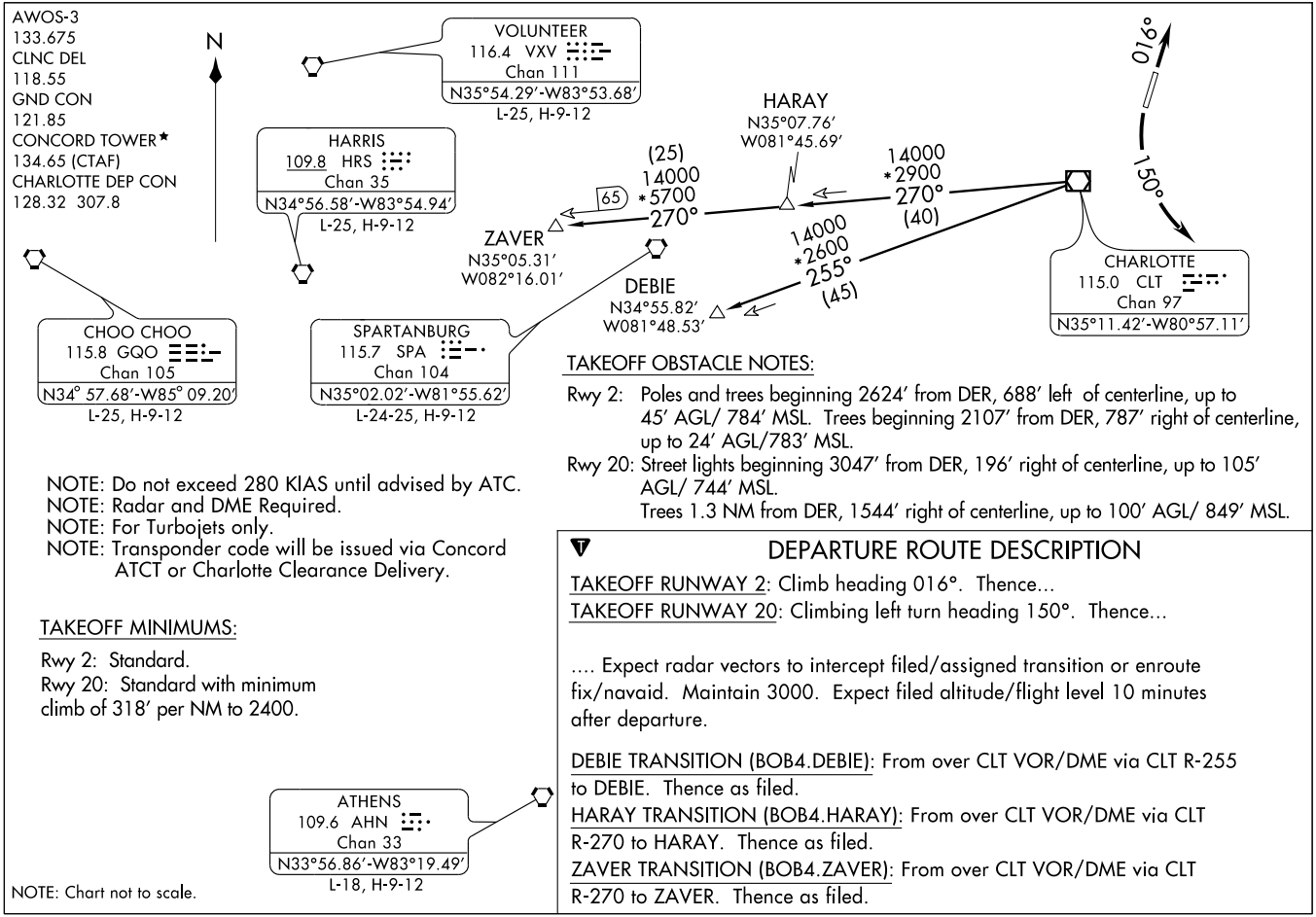


SE-2, 21 OCT 2010 to 18 NOV 2010

BOBCAT FOUR DEPARTURE

(BOB4.BOB) 10154

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)



NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: Radar and DME Required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:

Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 318' per NM to 2400.

NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/ 784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/ 744' MSL.
Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/ 849' MSL.

DEPARTURE ROUTE DESCRIPTION

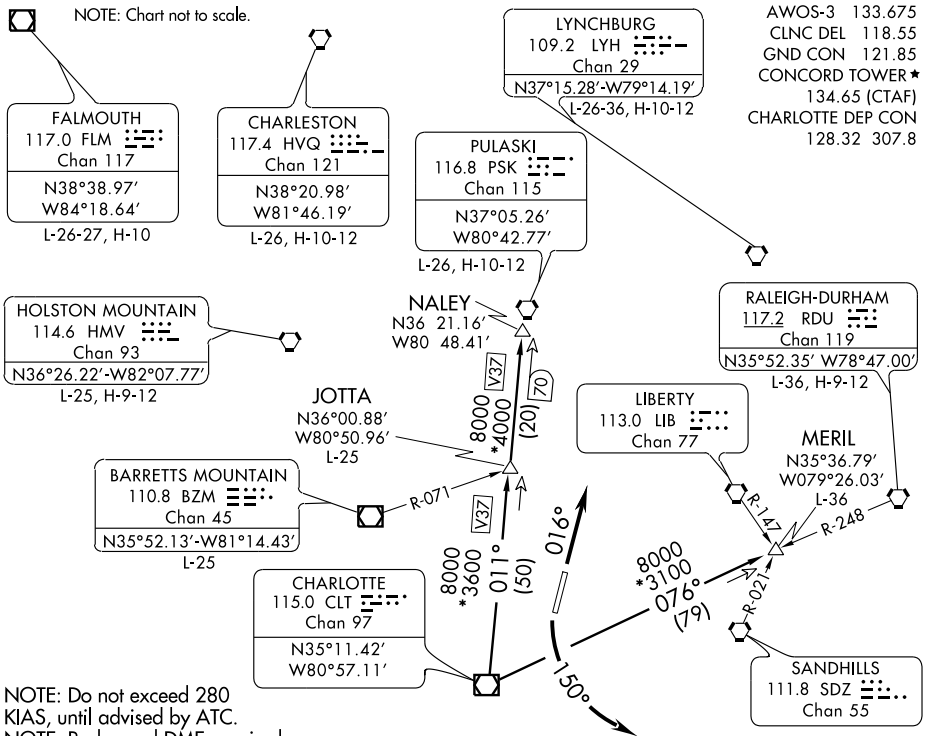
TAKEOFF RUNWAY 2: Climb heading 016°. Thence...
TAKEOFF RUNWAY 20: Climbing left turn heading 150°. Thence...

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB4.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE. Thence as filed.
HARAY TRANSITION (BOB4.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY. Thence as filed.
ZAVER TRANSITION (BOB4.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER. Thence as filed.

BOBCAT FOUR DEPARTURE
(BOB4.BOB) 10154
CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

SL-9155 (FAA)



NOTE: Do not exceed 280 KIAS, until advised by ATC.
NOTE: Radar and DME required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 318′ per NM to 2400.

TAKEOFF OBSTACLE NOTES:
Rwy 2: Poles and trees beginning 2624′ from DER, 688′ left of centerline, up to 45′ AGL/784′ MSL. Trees beginning 2107′ from DER, 787′ right of centerline, up to 24′ AGL/783′ MSL.
Rwy 20: Street lights beginning 3047′ from DER, 196′ right of centerline, up to 105′ AGL/744′ MSL. Trees 1.3 NM from DER, 1544′ right of centerline, up to 100′ AGL/849′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....
TAKEOFF RUNWAY 20: Climbing left turn heading 150°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR6.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA.
MERIL TRANSITION (HOR6.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL.
NALEY TRANSITION (HOR6.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY.

SE-2, 21 OCT 2010 to 18 NOV 2010

HUGO ONE DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA

AWOS-3
133.675
CLNC DEL
118.55
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98′ W81°46.19′
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.28′ W79°14.19′
L-26-36, H-10-12

SADIE
N36° 41.81′
W81° 33.61′

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22′ W82°07.77′
L-25, H-9-12

PULASKI
116.8 PSK
Chan 115
N37°05.26′ W80°42.77′
L-26, H-10-12

NORTHWEST
CHARLOTTE DEP CON
134.75 257.2

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42′
W80°57.11′

ROBAY
N36°03.77′
W81°18.07′

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39′ W82°16.12′
L-25

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35′ W78°47.00′
L-36, H-9-12

PITTY
N35°19.82′
W81°51.09′

GIPPR
N35°12.58′
W79°59.13′
L-25-36

FOOTHILLS
113.4 ODF
Chan 81
N34°41.75′
W83°17.86′
L-25, H-9-12

DEBIE
N34°55.82′
W81°48.53′

GREENWOOD
115.5 GRD
Chan 102
N34°15.09′
W82°09.25′
L-24, H-9-12

SANDHILLS
111.8 SDZ
Chan 55

ELECTRIC CITY
108.6 ELW
Chan 23
N34°25.15′
W82°47.08′
L-18

ANDYS
N34°22.25′
W81°08.63′

CHOPN
N34°14.90′
W80°32.35′

CHESTERFIELD
108.2 CTF
Chan 19

SOUTHEAST
CHARLOTTE DEP CON
128.325 307.8

COLLIERS
113.9 IRQ
Chan 86
N33°42.44′ W82°09.72′
L-24, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43′ W81°03.23′
L-24, H-9-12

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78′ W81°11.95′
L-24, H-9-12

FL240
*8000
(40)
95
347°
(55)
11000
*4800
016°
150°
(45)
11000
*2900
286°
V54-409
093°
11000
*3100
(48)
R-272
R-026
11000
*2600
255°
(45)
11000
*2300
196°
(50)
11000
*2300
165°
(60)

NOTE: TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Radar and DME required.
NOTE: For propeller aircraft only.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 318′ per NM to 2400.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 21 OCT 2010 to 18 NOV 2010

HUGO ONE DEPARTURE

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

(HUG1.HUG) 10154

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....
TAKEOFF RUNWAY 20: Climbing left turn heading 150°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.
DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.
GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.
PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.
ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.
SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.
Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.
Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 20

CONCORD RGNL (JQF)

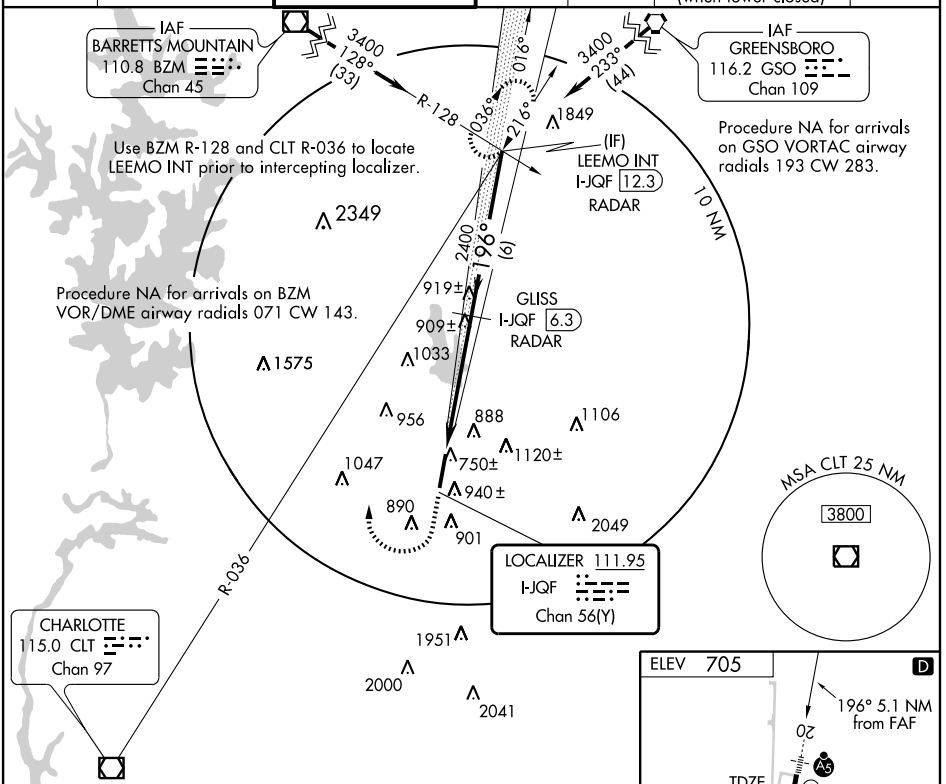
LOC/DME I-JQF	APP CRS	Rwy Idg	6350
111.95	196°	TDZE	705
Chan 56 (Y)		Apt Elev	705

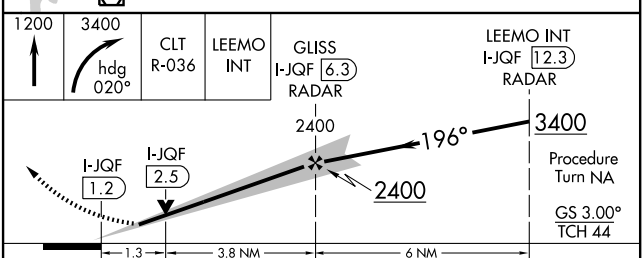
If local altimeter setting not received, use Charlotte altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Charlotte altimeter setting. Radar or DME Required.

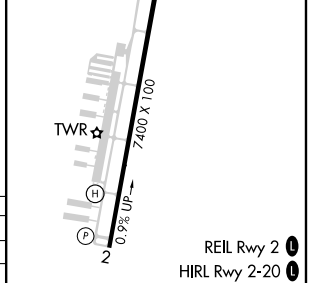
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 via heading 020° and CLT R-036 to LEEMO INT/I-JQF 12.3 DME and hold.

AWOS-3	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CHARLOTTE CLNC DEL	UNICOM
133.675	128.32 307.8	134.65 (CTAF) L	121.85	118.55	127.25 (when tower closed)	122.95





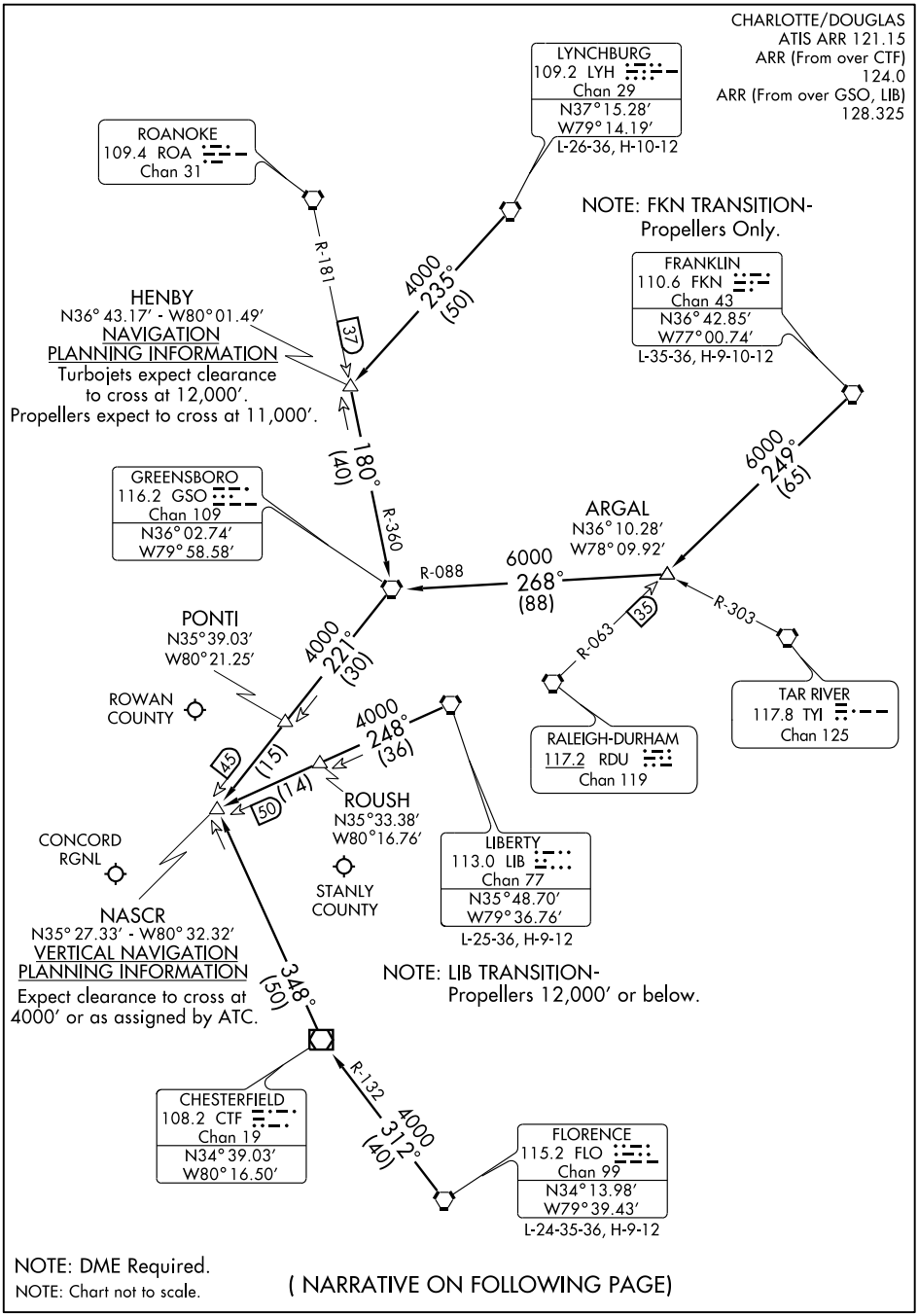


CATEGORY	A	B	C	D
S-ILS 20	905-½ 200 (200-½)			
S-LOC 20	1160-½ 455 (500-½)		1160-¾ 455 (500-¾)	1160-1 455 (500-1)
CIRCLING	1300-1 595 (600-1)		1300-1½ 595 (600-1½)	1480-2½ 775 (800-2½)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

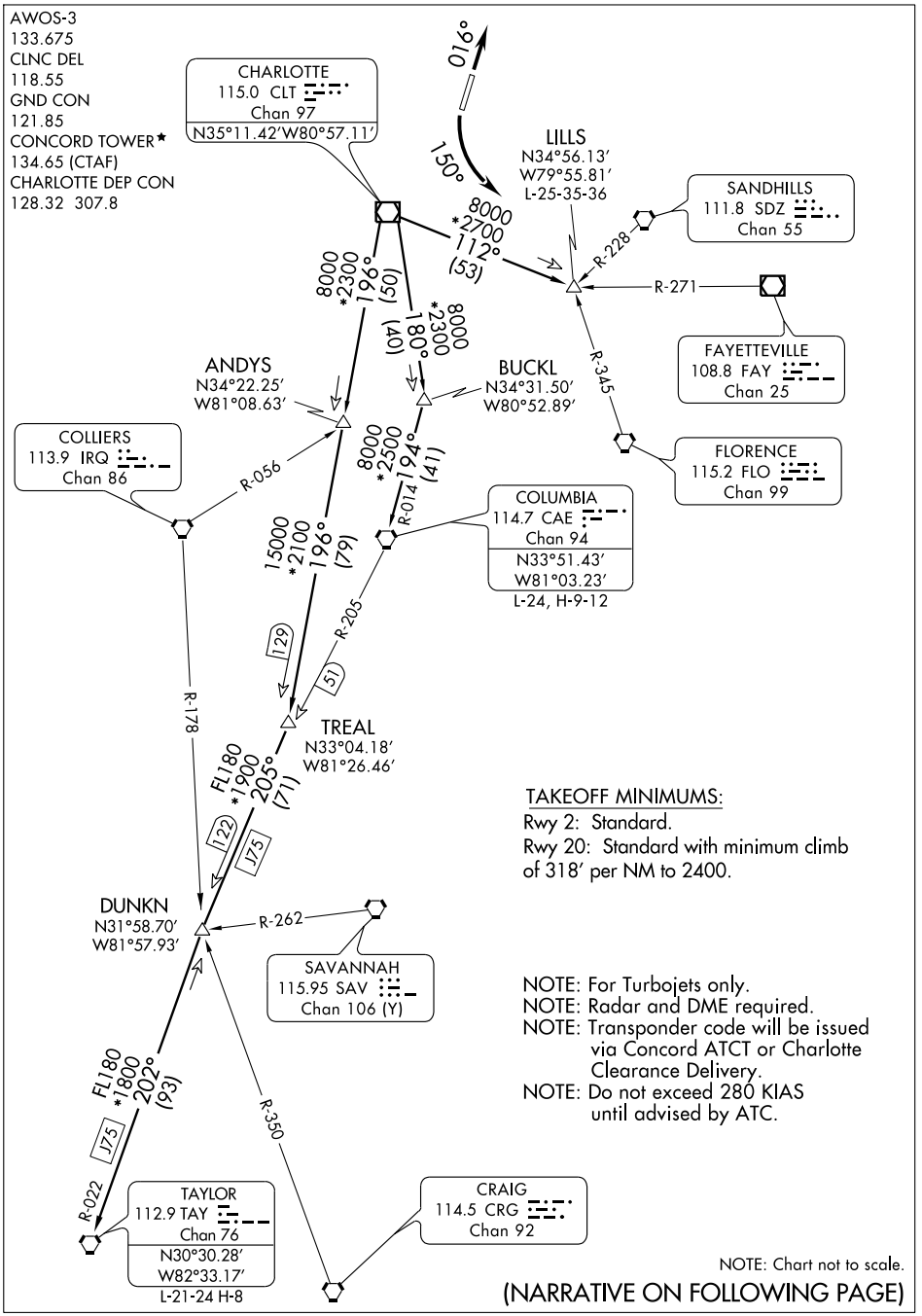


SE-2, 21 OCT 2010 to 18 NOV 2010

PANTHER ONE DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA



PANTHER ONE DEPARTURE

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

(PAN1.PAN) 10154

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence...
TAKEOFF RUNWAY 20: Climbling left turn heading 150°. Thence...

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC.
LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.
TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL and CAE R-205 to DUNKN and TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 2: Poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
Rwy 20: Street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56228 W02A	APP CRS 016°	Rwy Idg 7400 TDZE 667 Apt Elev 705

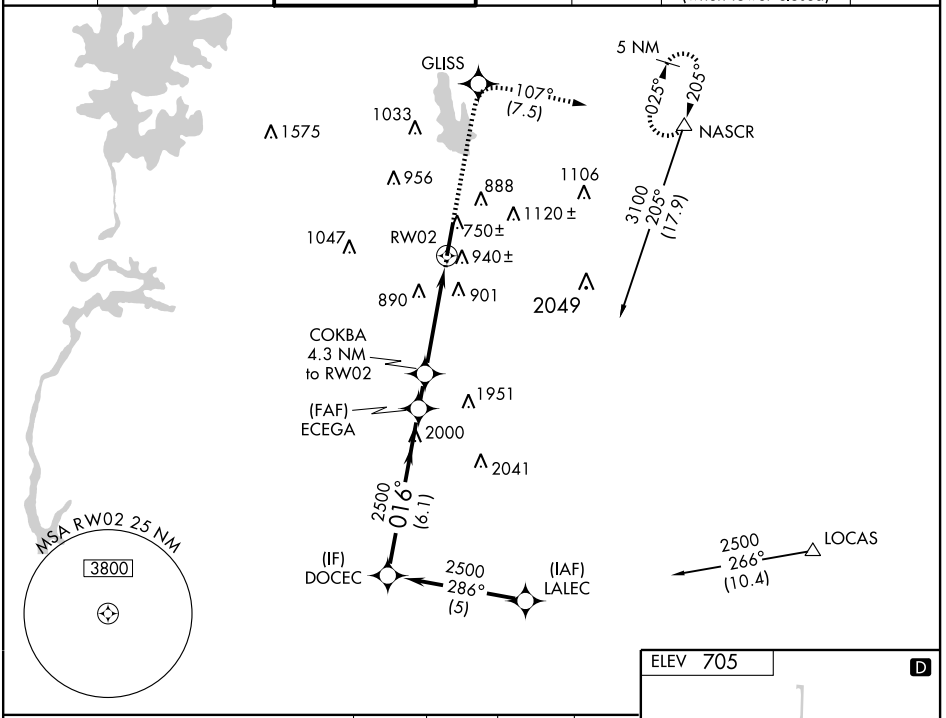
RNAV (GPS) RWY 2

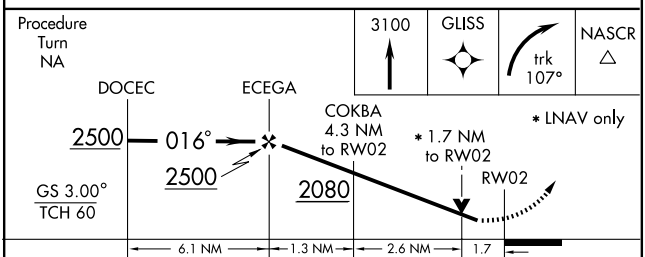
CONCORD RGNL (JQF)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

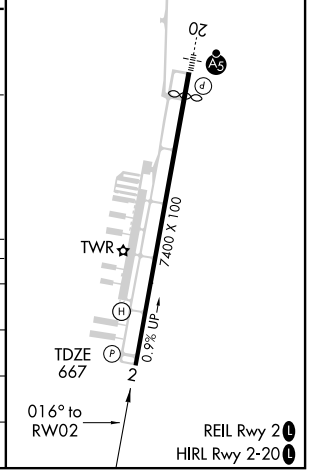
MISSED APPROACH: Climb to 3100 direct GLISS and right turn via 107° track to NASCR and hold.

AWOS-3	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CHARLOTTE CLNC DEL	UNICOM
133.675	128.32 307.8	134.65 (CTAF) L	121.85	118.55	127.25 (when tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	983-1¼ 316 (300-1¼)			
LNAV/VNAV DA	1220-2 553 (600-2)			
LNAV MDA	1240-1 573 (600-1)		1240-1½ 573 (600-1½)	1240-1¾ 573 (600-1¾)
CIRCLING	1300-2 595 (600-2)			1480-2½ 775 (800-2½)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

CONCORD RGNL (JQF)

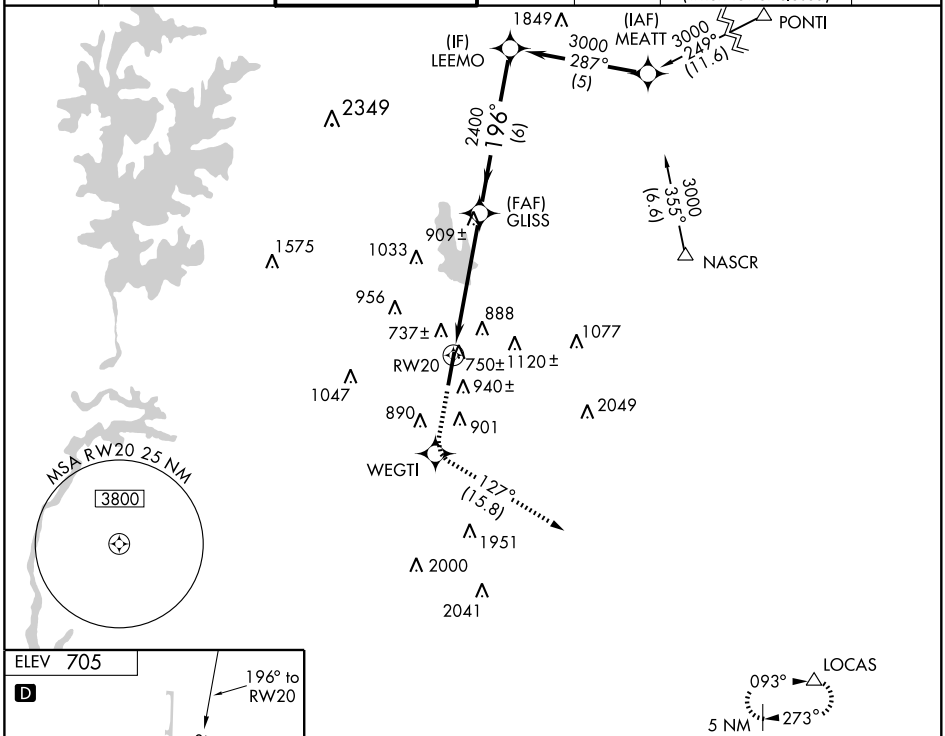
WAAS	APP CRS	Rwy Idg	6350
CH 56499	196°	TDZE	705
W20A		Apt Elev	705

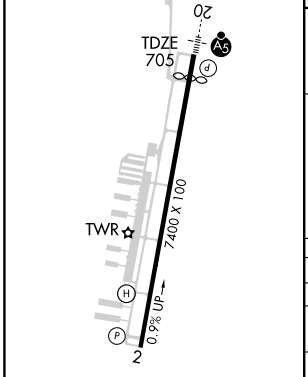
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility to 1. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

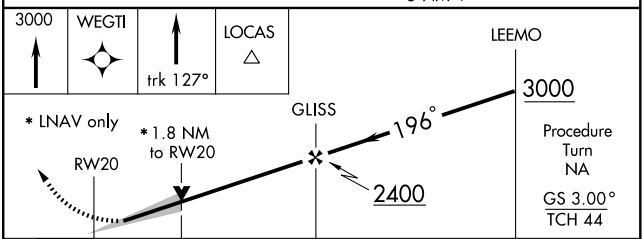
MALSR

MISSED APPROACH: Climb to 3000 direct WEGTI and via 127° track to LOCAS and hold.

AWOS-3	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CHARLOTTE CLNC DEL	UNICOM
133.675	128.32 307.8	134.65 (CTAF) L	121.85	118.55	127.25 (when tower closed)	122.95







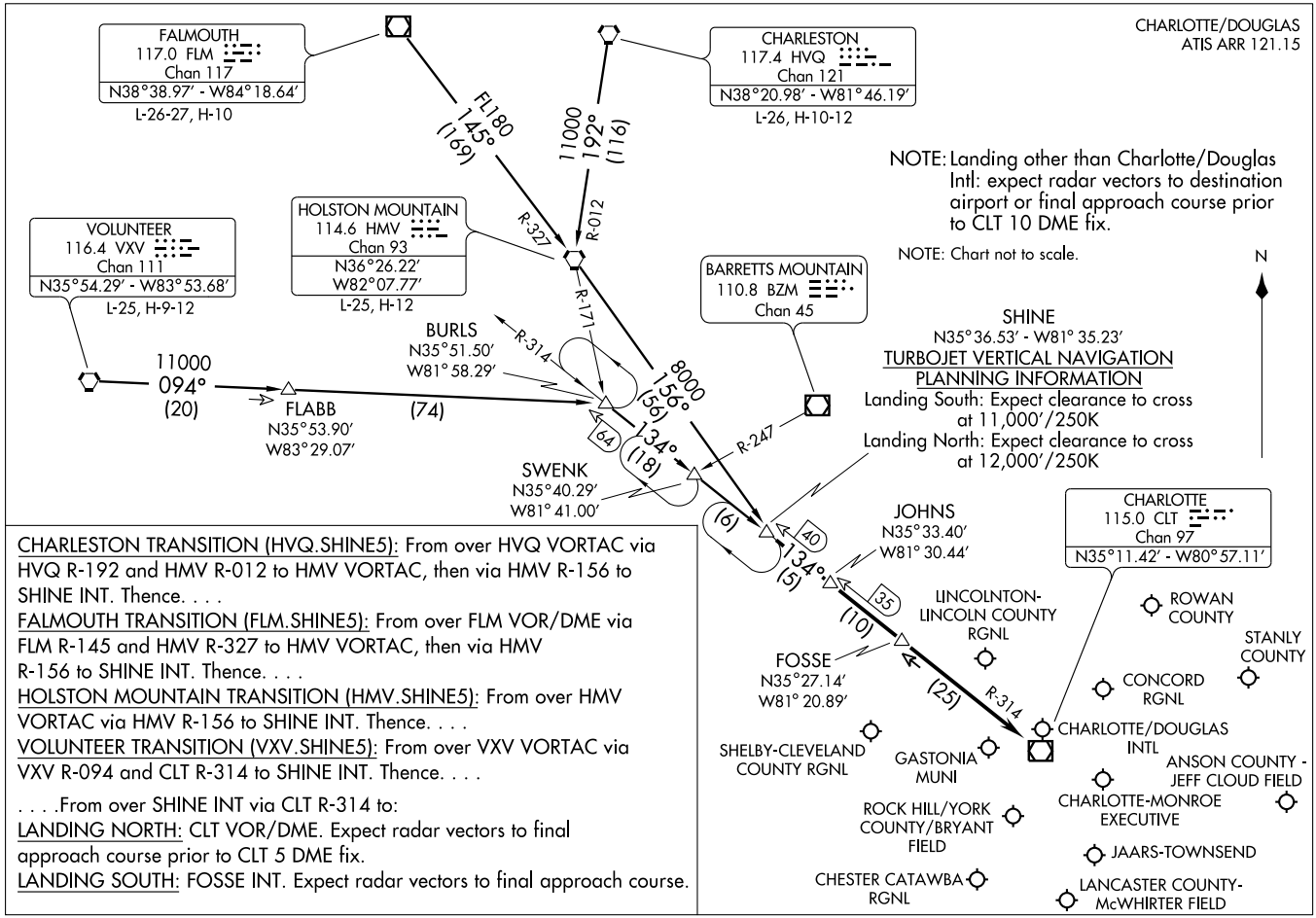
CATEGORY	A	B	C	D
LPV DA	955-½ 250 (300-½)			
LNAV/VNAV DA	1222-1¼ 517 (600-1¼)			
LNAV MDA	1300-½ 595 (600-½)		1300-1 595 (600-1)	1300-1¼ 595 (600-1¼)
CIRCLING	1300-1¾ 595 (600-1¾)			1480-2½ 775 (800-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

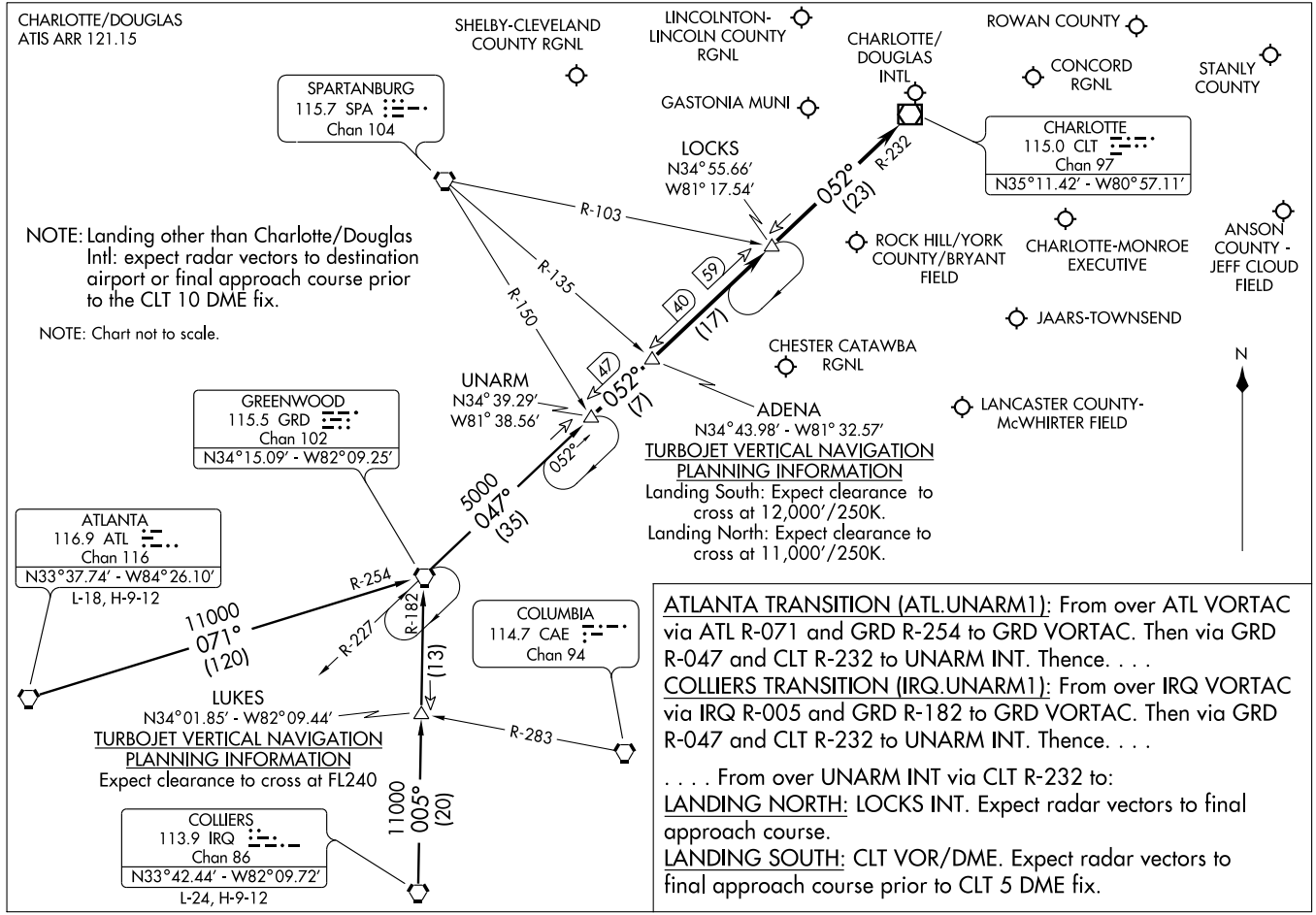
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

WAAS	APP CRS	Rwy Idg	5500
CH 49008	045°	TDZE	18
W05A		Apt Elev	18

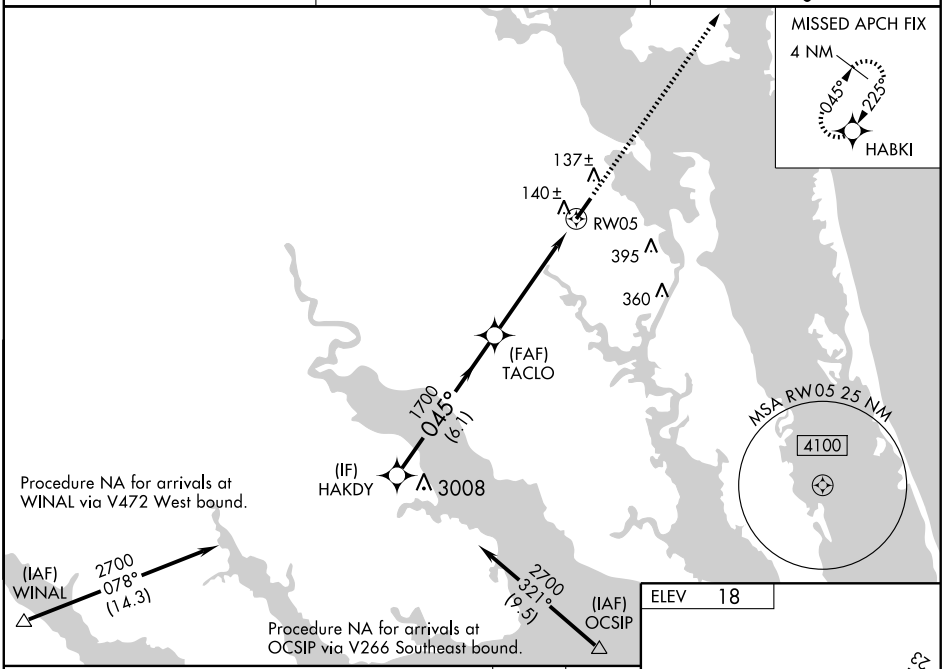
RNAV (GPS) RWY 5

CURRITUCK COUNTY RGNL (ONX)

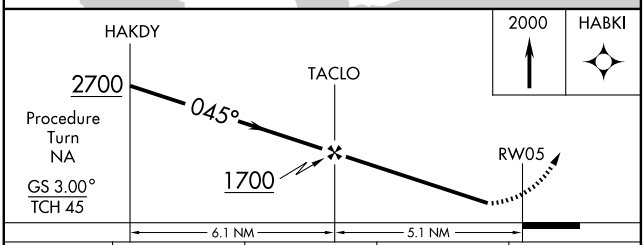
Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet, and all MDA 60 feet; increase LNAV Cat. C and D visibility ¼ mile.

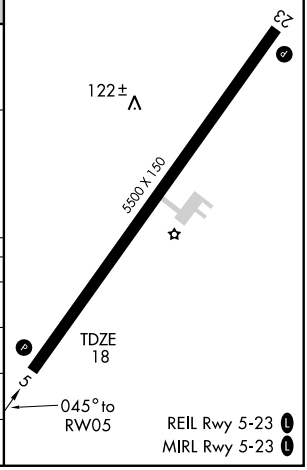
MISSED APPROACH: Climb to 2000 direct HABKI and hold.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 (L)



ELEV 18





CATEGORY	A	B	C	D
LPV DA	343-1¼ 325 (400-1¼)			
LNAV/VNAV DA	410-1½ 392 (400-1½)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

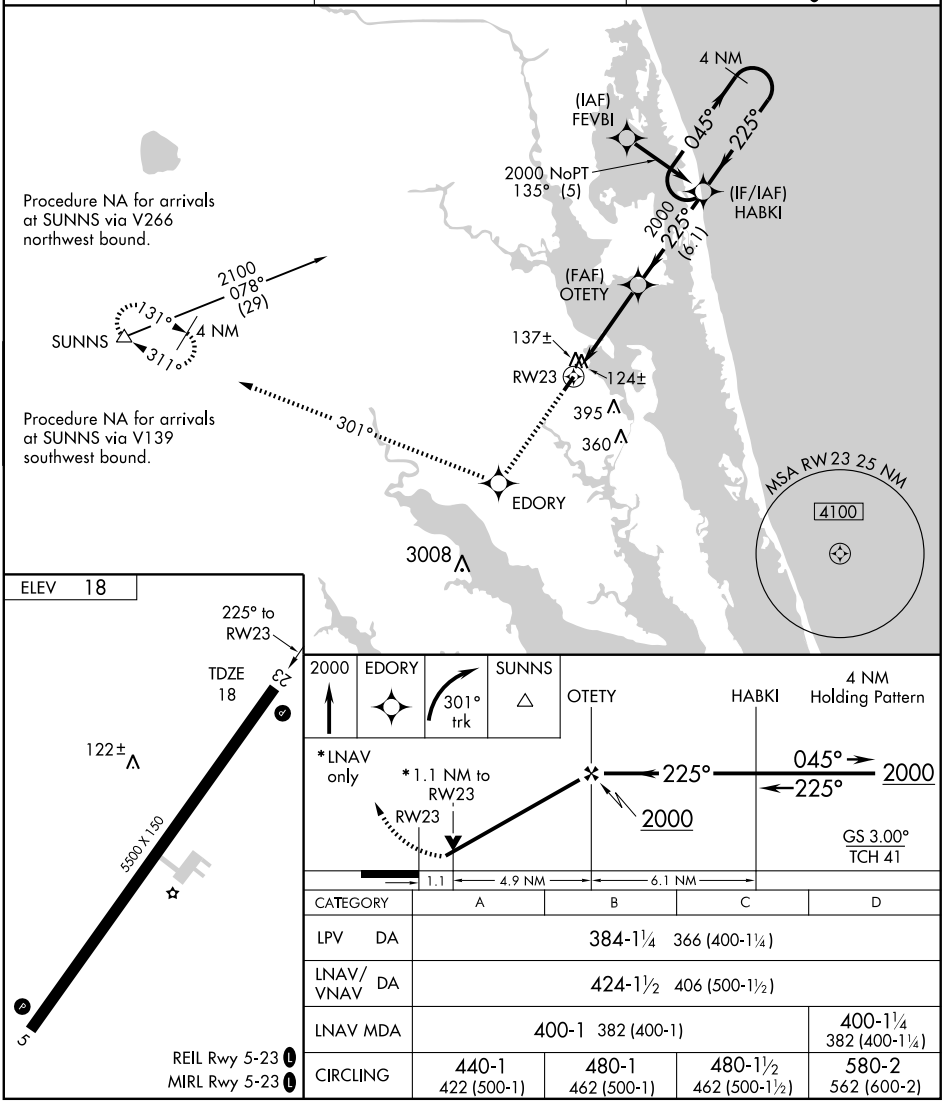
WAAS	APP CRS	Rwy Idg	5500
CH 97408	225°	TDZE	18
W23A		Apt Elev	18

RNAV (GPS) RWY 23
CURRITUCK COUNTY RGNL (ONX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. VDP NA when using Oceana NAS/Apollo Soucek altimeter setting. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility and LNAV/VNAV visibility ¼ mile and LNAV Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct EDORY and right turn via 301° track to SUNNS and hold.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 (L)



CATEGORY	A	B	C	D
LPV DA	384-1¼ 366 (400-1¼)			
LNAV/VNAV DA	424-1½ 406 (500-1½)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ECG	APP CRS	Rwy Idg	N/A
112.5	050°	TDZE	N/A
Chan 72		Apt Elev	18

VOR/DME-A

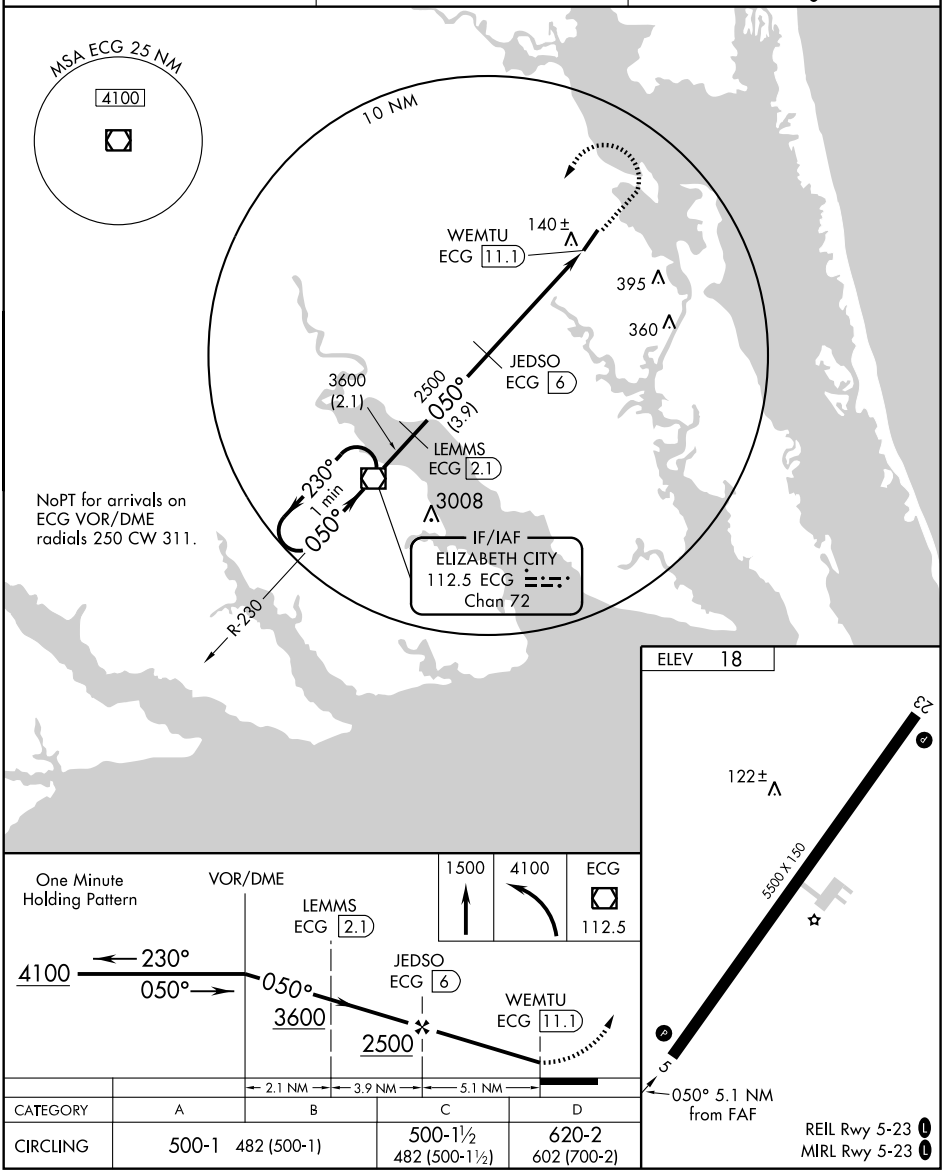
CURRITUCK COUNTY RGNL (ONX)

When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting increase all MDA 60 feet. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying.

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 4100 direct ECG VOR/DME and hold, continue climb-in-hold to 4100.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 L



CATEGORY	A	B	C	D
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	620-2 602 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EDE	APP CRS	Rwy Idg	6000
110.95	190°	TDZE	20
Chan 46 (Y)		Apt Elev	20

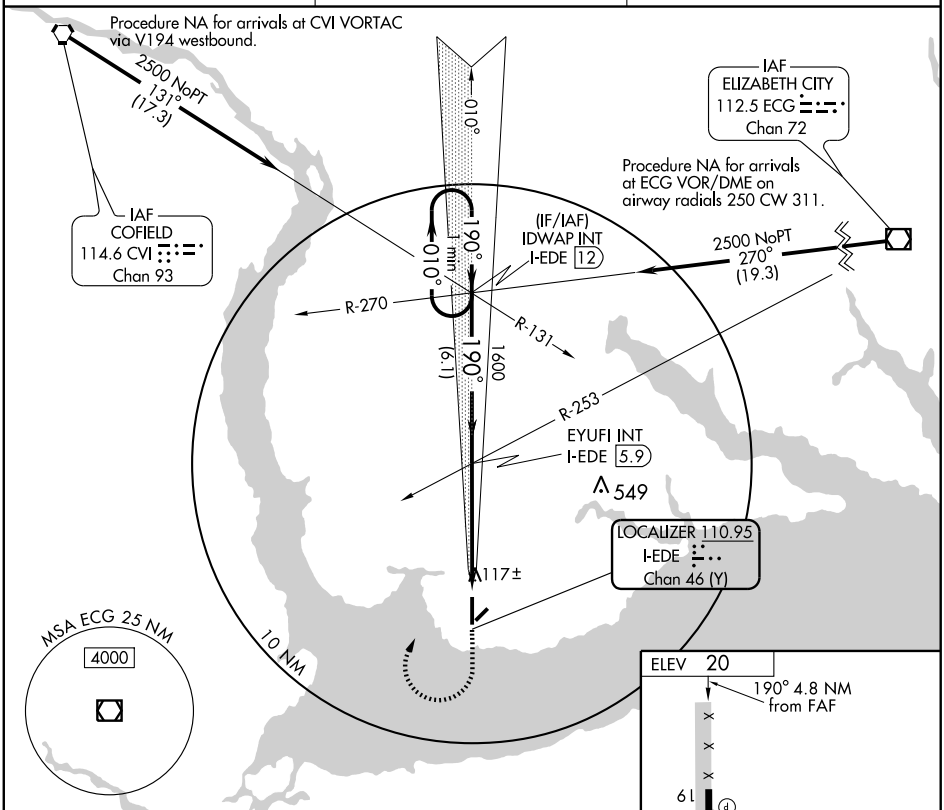
LOC RWY 19

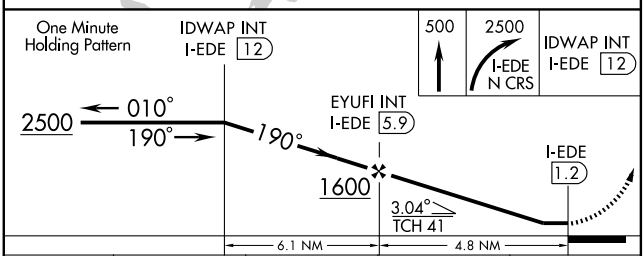
EDENTON/NORTHEASTERN RGNL (EDE)

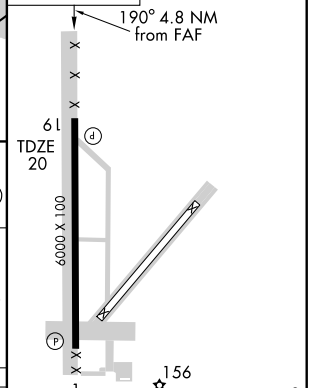
If local altimeter setting not received, use Elizabeth City altimeter setting and increase all DAs/MDAs 60 feet. DME or RADAR required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via I-EDE north course to IDWAP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-19	380-1 360 (400-1)			380-1¼ 360 (400-1¼)
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB EDE	APP CRS	Rwy Idg	6000
265	182°	TDZE	20
		Apt Elev	20

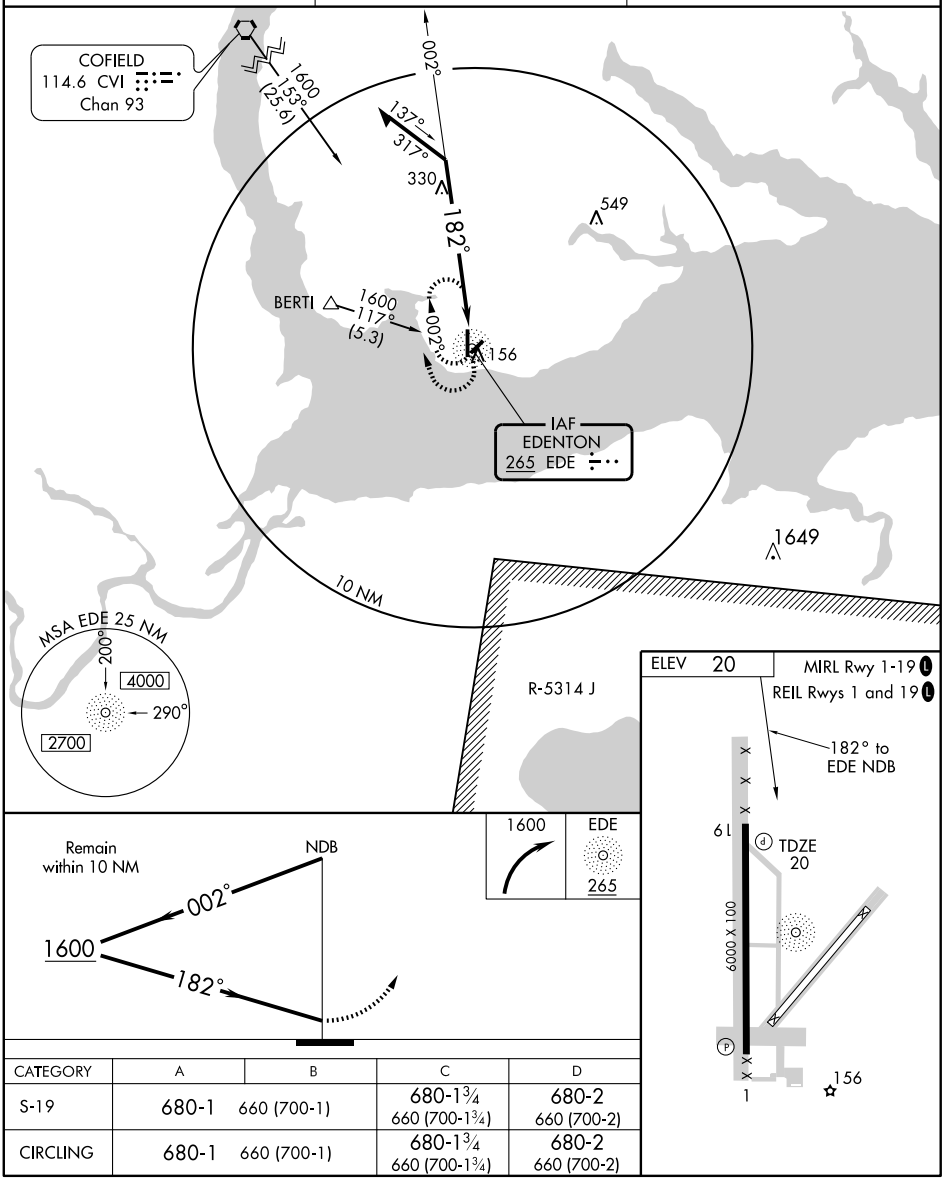
NDB RWY 19

EDENTON/NORTHEASTERN RGNL (EDE)

NA

MISSED APPROACH: Climbing right turn to 1600 in EDE NDB holding pattern.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-19	680-1	660 (700-1)	680-1¾ 660 (700-1¾)	680-2 660 (700-2)
CIRCLING	680-1	660 (700-1)	680-1¾ 660 (700-1¾)	680-2 660 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
025°	TDZE	20
	Apt Elev	20

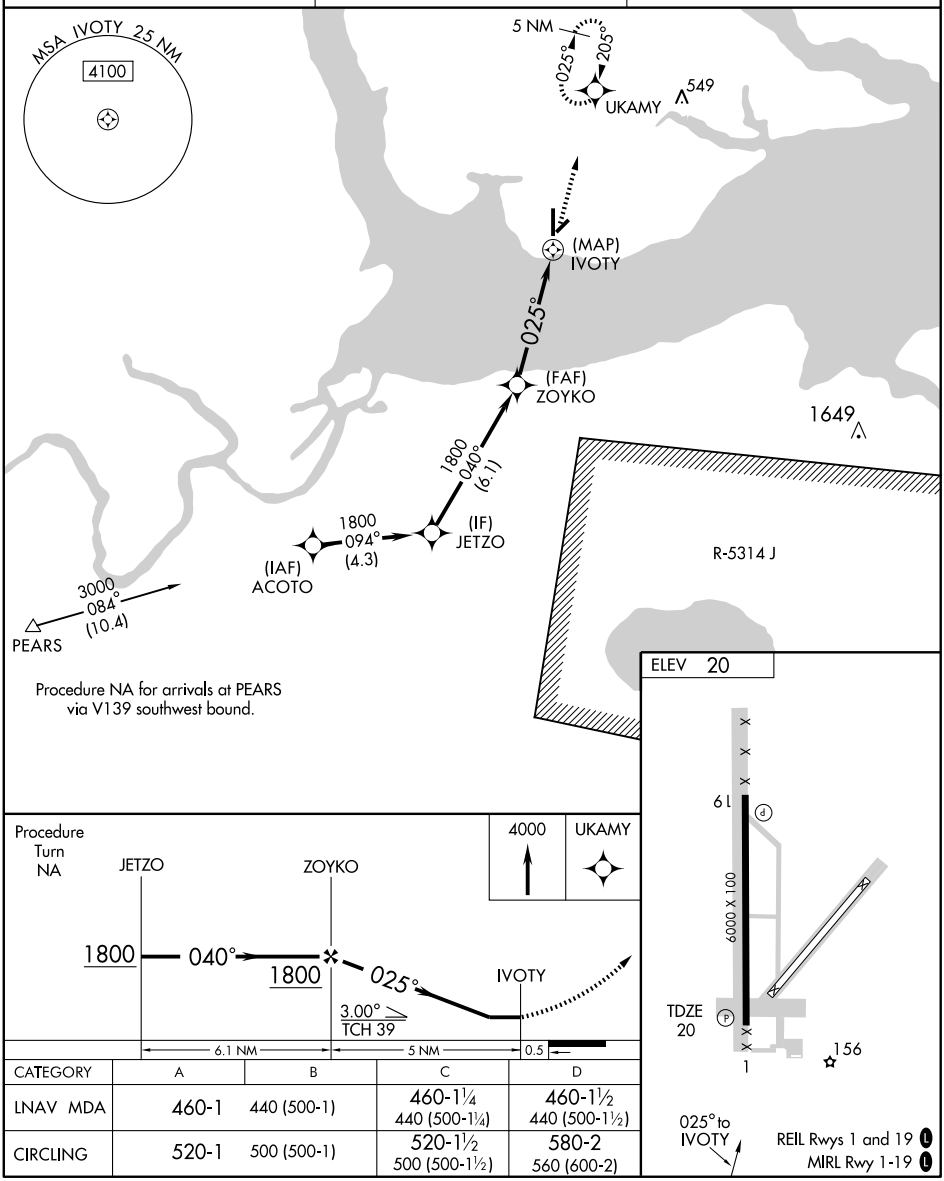
RNAV (GPS) RWY 1

EDENTON/ NORTHEASTERN RGNL (EDE)

If local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct UKAMY and hold, continue climb-in-hold to 4000.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	460-1	440 (500-1)	460-1¼ 440 (500-1¼)	460-1½ 440 (500-1½)
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	580-2 560 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90503 W19A	APP CRS 190°	Rwy Idg 6000 TDZE 20 Apt Elev 20

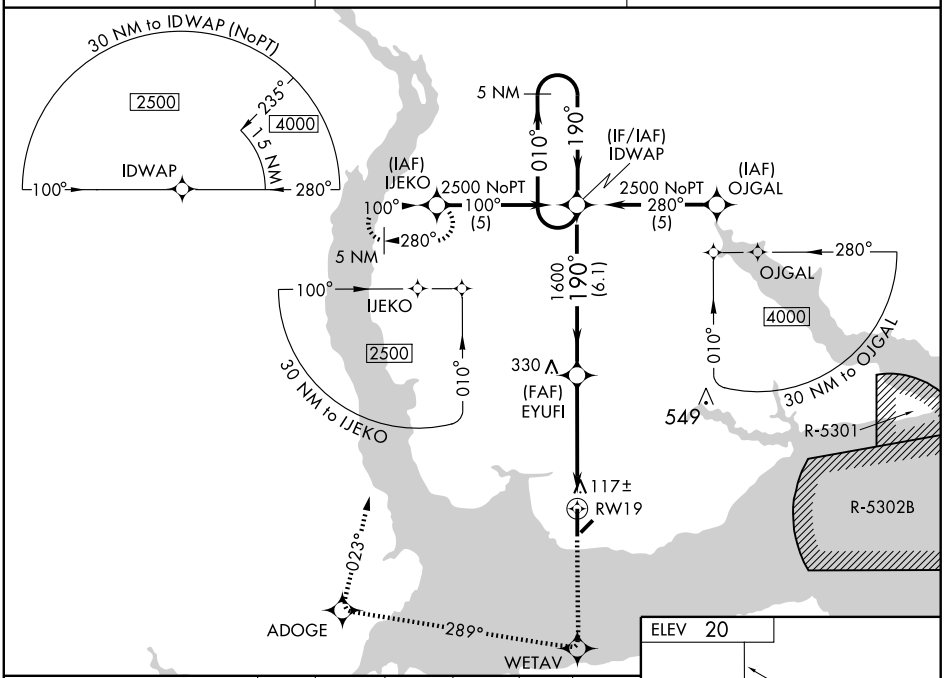
RNAV (GPS) RWY 19

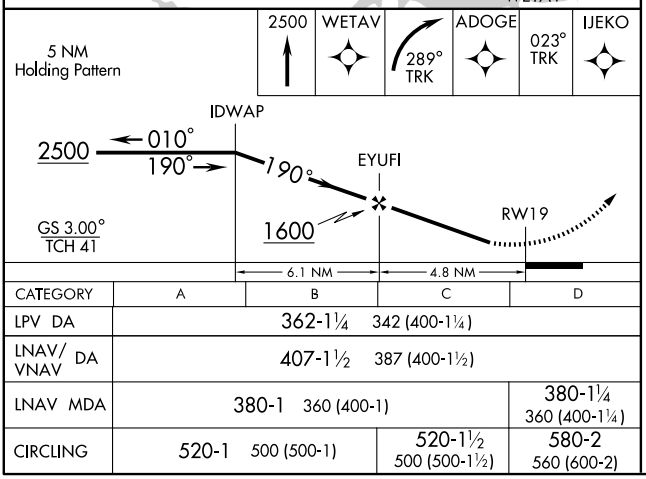
EDENTON/ NORTHEASTERN RGNL (EDE)

Baro-VNAV NA when using Elizabeth City altimeter setting. If local altimeter setting not received, use Elizabeth City altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

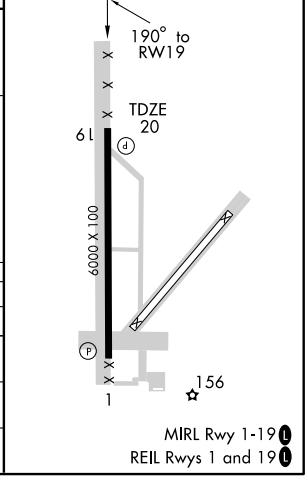
MISSED APPROACH: Climb to 2500 direct WETAV and right turn via 289° track to ADOGE and via 023° track to IJEKO and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L





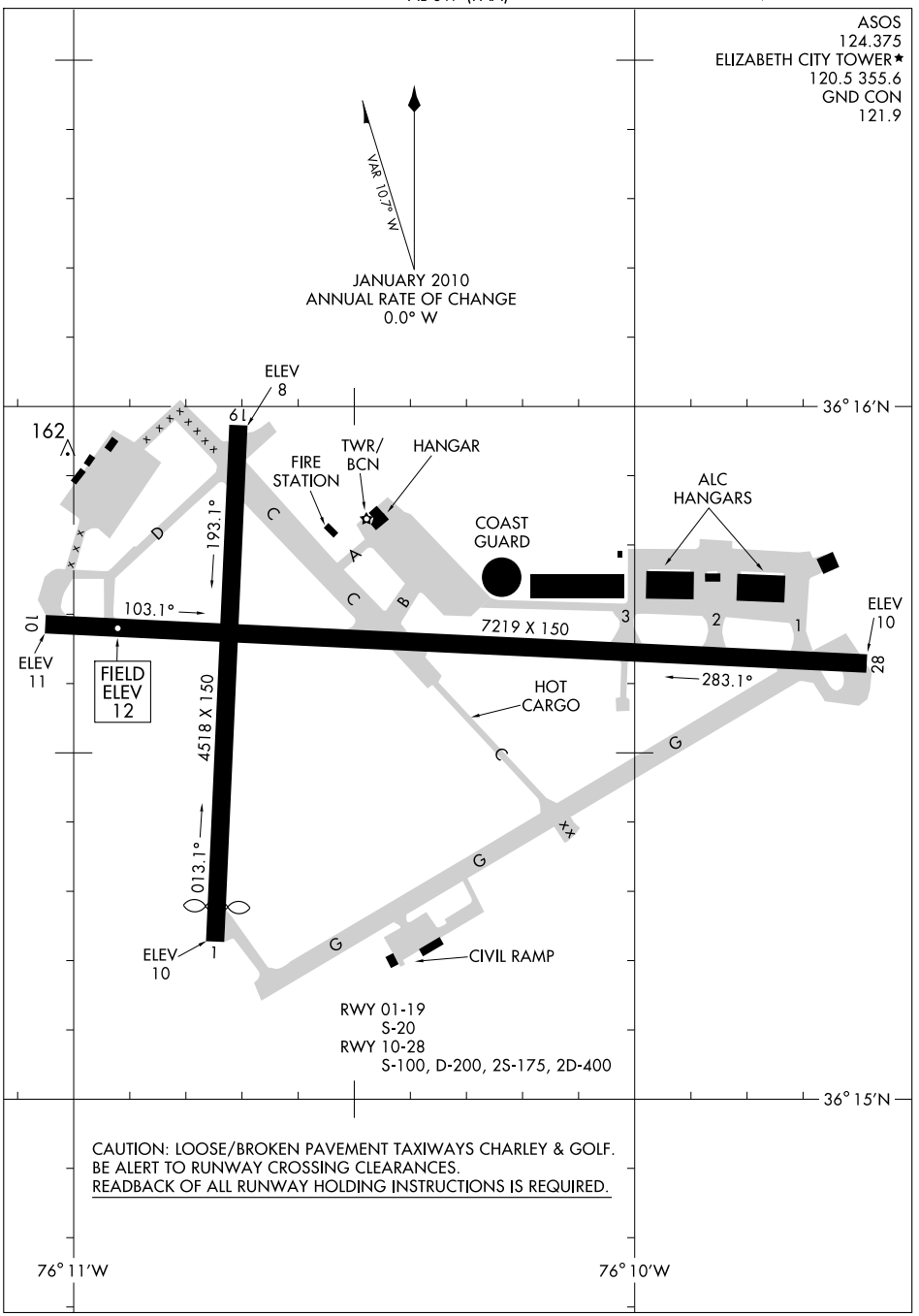
CATEGORY	A	B	C	D
LPV DA	362-1¼ 342 (400-1¼)			
LNAV/ VNAV DA	407-1½ 387 (400-1½)			
LNAV MDA	380-1 360 (400-1)			380-1¼ 360 (400-1¼)
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
AL-617 (FAA)
ELIZABETH CITY, NORTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ELIZABETH CITY, NORTH CAROLINA
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

LOC/DME I-EPR	APP CRS	Rwy Idg	7219
111.35	099°	TDZE	11
Chan 50 (Y)		Apt Elev	12

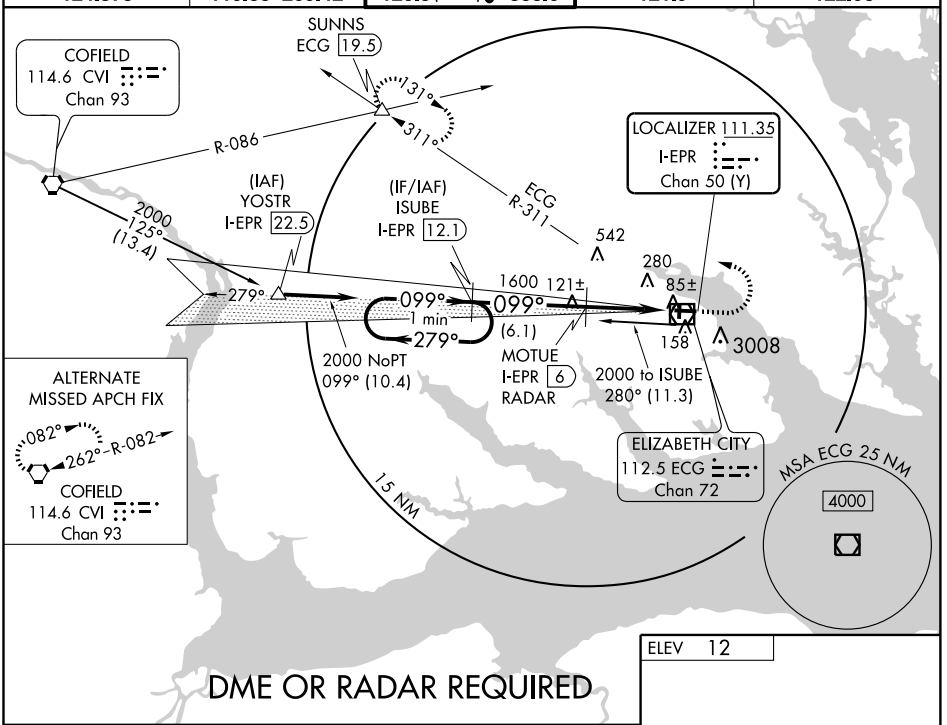
ILS or LOC RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

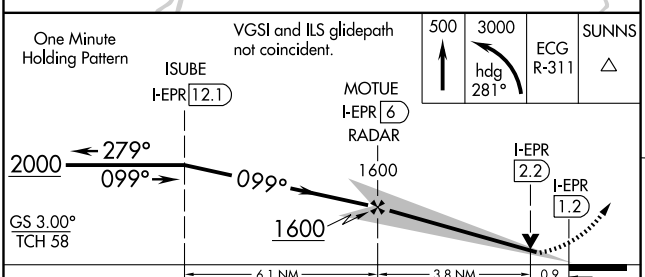
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME or RADAR REQUIRED.
If local altimeter setting not received, use Currituck altimeter setting and increase all DAs to 238 feet; increase all MDAs 40 feet.
VDP NA when using Currituck altimeter setting.

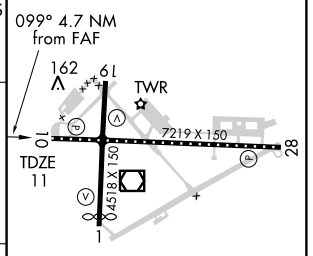
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 281° and ECG VOR/DME R-311 to SUNNS INT/ ECG 19.5 DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95



DME OR RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 10	211-¾ 200 (200-¾)			
S-LOC 10	360-1 349 (400-1)			360-1¼ 349 (400-1¼)
CIRCLING	480-1 468 (500-1)		480-1½ 468 (500-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB LLW	APP CRS	Rwy Idg	7219
254	101°	TDZE	12
		Apt Elev	12

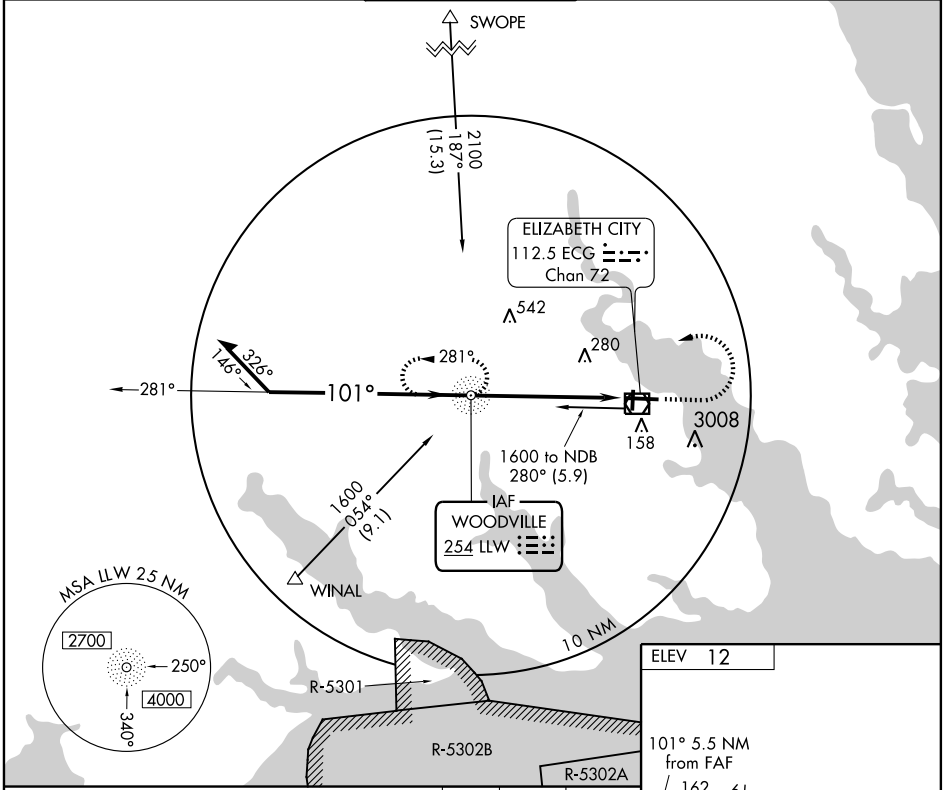
NDB RWY 10

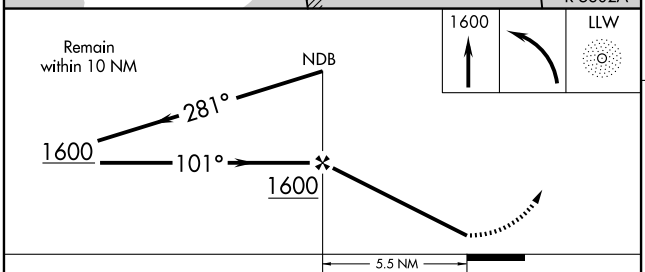
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

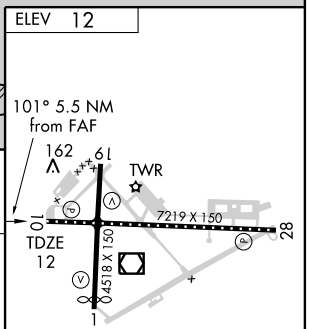
NA — Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1600 then left turn direct LLW NDB and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
S-10	640-1	628 (700-1)	640-1¾ 628 (700-1¾)	640-2 628 (700-2)
CIRCLING	640-1	628 (700-1)	640-1¾ 628 (700-1¾)	640-2 628 (700-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4220
354°	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 1

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

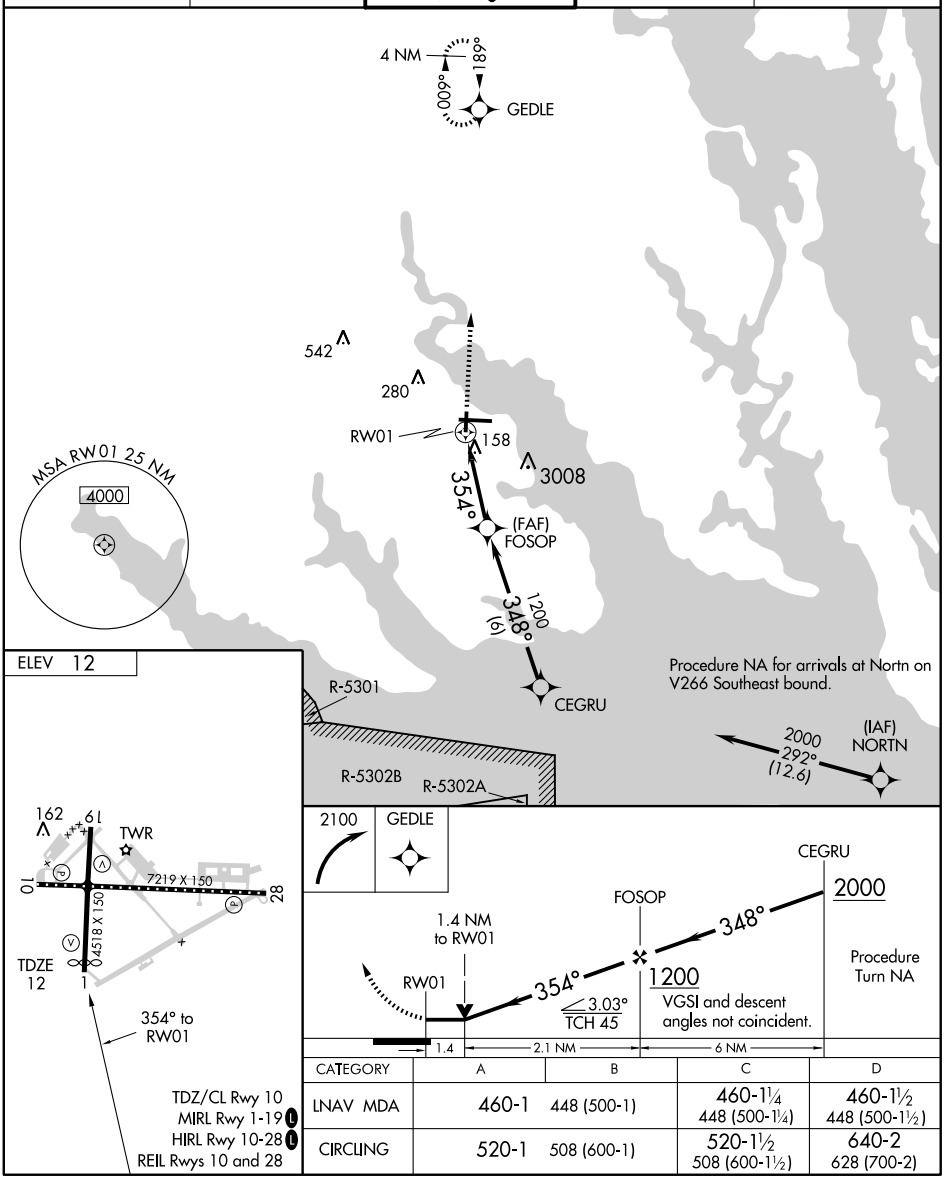
T A NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. ATC clearance required to penetrate R-5302B.

MISSED APPROACH: Climbing right turn to 2100 direct GEDLE WP and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95

SE-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

36°16′N-76°10′W

RNAV (GPS) RWY 1

WAAS	APP CRS	Rwy Idg	7219
CH 65703	099°	TDZE	11
W10A		Apt Elev	12

RNAV (GPS) RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Currituck altimeter setting and increase all DAs to 288 feet; increase all MDAs 40 feet.
VDP NA when using Currituck altimeter setting.

MISSED APPROACH: Climb to 2000 direct WAXUB and left turn via 350° track to HEGUX and 289° track to SUNNS and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95

Procedure NA for arrivals at SUNNS on V266 Northwest bound.

SUNNS
043°
223°
4 NM
2000
143°
(7.3)
(IAF) SAGOE
2000 NoPT
189°
(5)
(IF/IAF) ISUBE
099°
279°
4 NM
1600
099°
(6.1)
(FAF) MOTUE
542
280
162
RW10
158
3008
WAXUB
289°
HEGUX
350°
2000 NoPT
015°
(7)
(IAF) WINAL

Procedure NA for arrivals at WINAL on V472 Westbound.

MSA RW10 25 NM
4000

ELEV 12

4 NM Holding Pattern
ISUBE
279°
2000
099°
GS 3.00°
TCH 58
VGSI and RNAV glidepath not coincident.
099°
MOTUE
1600
*1.1 NM to RW10
RW10
6.1 NM
3.6 NM
1.1

2000	WAXUB	tr 350°	HEGUX	tr 289°	SUNNS

*LNAV Only

TDZE 11
099° to RW10
162
61
TWR
7219 X 150
4518 X 150
10
28
1

CATEGORY	A	B	C	D
LPV DA	261- ¾	250 (300- ¾)		
LNAV MDA	420-1	409 (500-1)	420-1¼	409 (500-1¼)
CIRCLING	480-1	468 (500-1)	480-1½ 468 (500-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

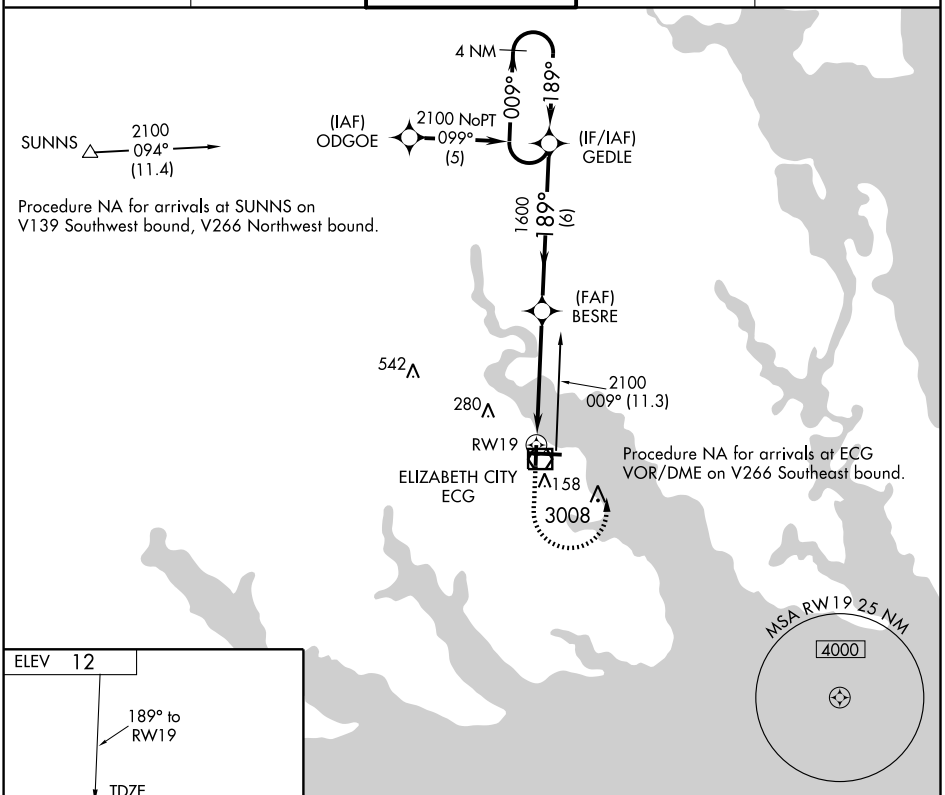
APP CRS	Rwy Idg	4518
189°	TDZE	12
	Apt Elev	12

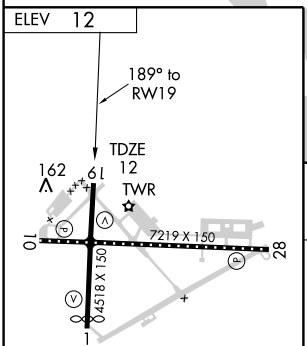
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

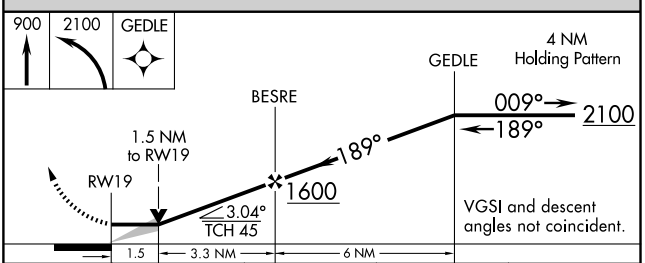
NA

MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE WP and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7219
279°	TDZE	11
	Apt Elev	12

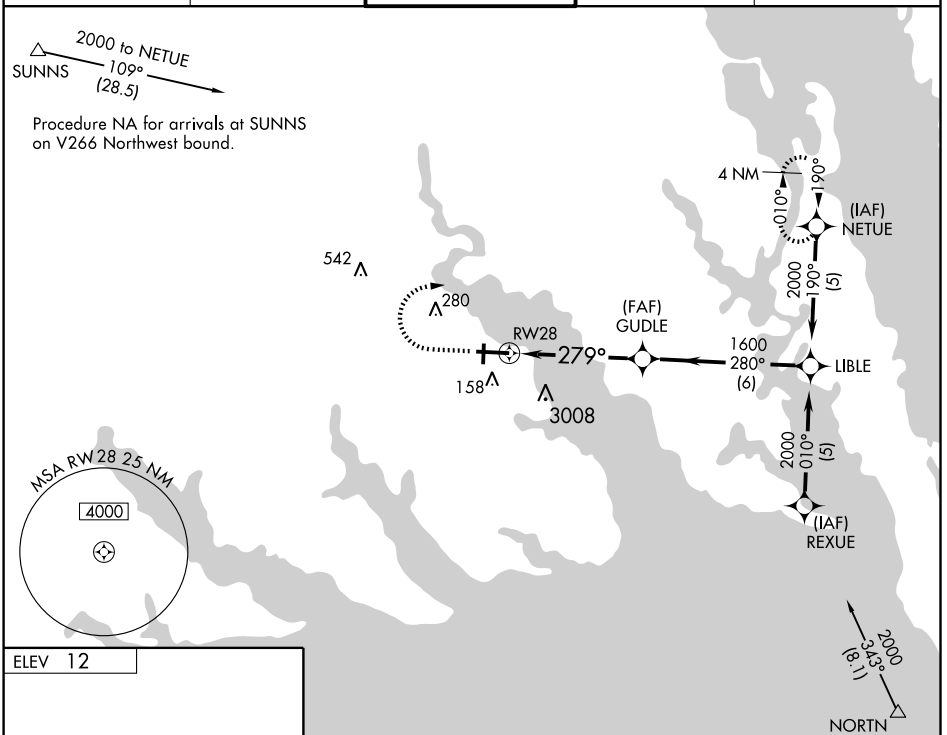
RNAV (GPS) RWY 28

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

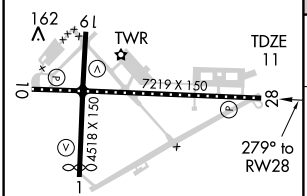
NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

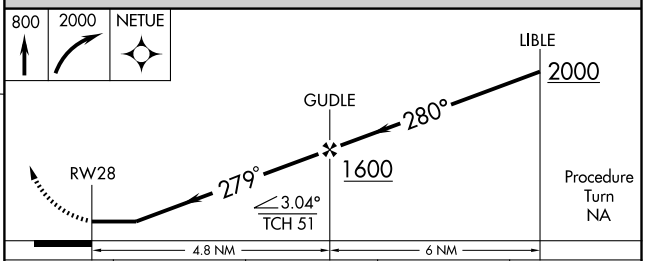
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct NETUE WP and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95



ELEV 12





CATEGORY	A	B	C	D
LNAV MDA	360-1 349 (400-1)			360-1¼ 349 (400-1¼)
CIRCLING	520-1 508 (600-1)		520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ECG	APP CRS	Rwy Idg 4219
112.5	016°	TDZE 12
Chan 72		Apt Elev 12

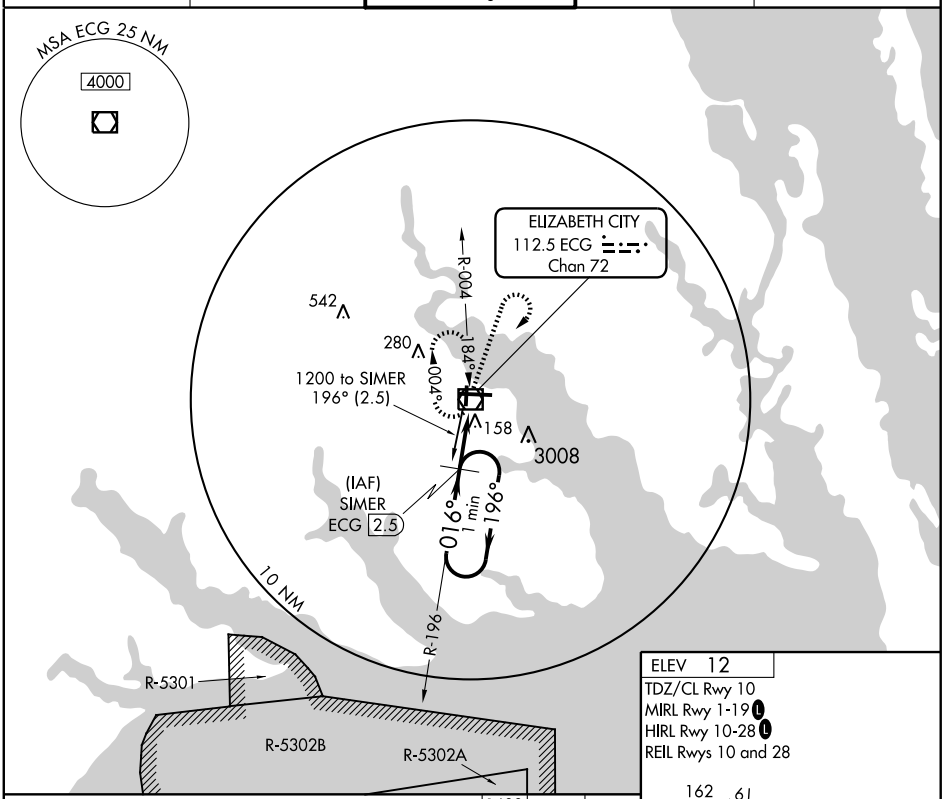
VOR/DME RWY 1

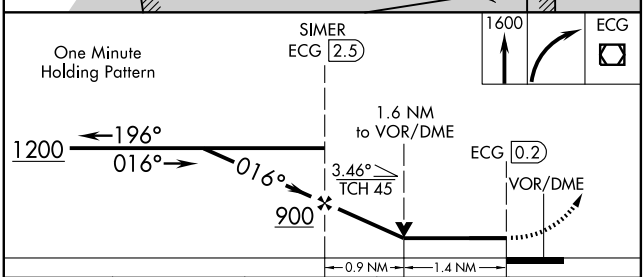
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

▼ Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. Penetration of R-5301 is not authorized. ATC clearance required to penetrate R-5302B.

MISSED APPROACH: Climb to 1600 then right turn direct ECG VOR/DME and hold.

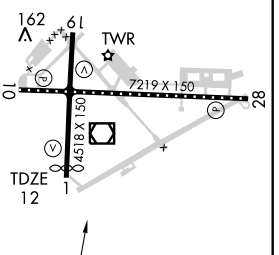
ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95





CATEGORY	A	B	C	D
S-1	460-1 448 (500-1)		460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	520-1 508 (600-1)		520-1½ 508 (600-1½)	640-2 628 (700-2)

ELEV 12
TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28



016° 2.3 NM
from FAF

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ECG	APP CRS	Rwy Idg	7219
112.5	108°	TDZE	12
Chan 72		Apt Elev	12

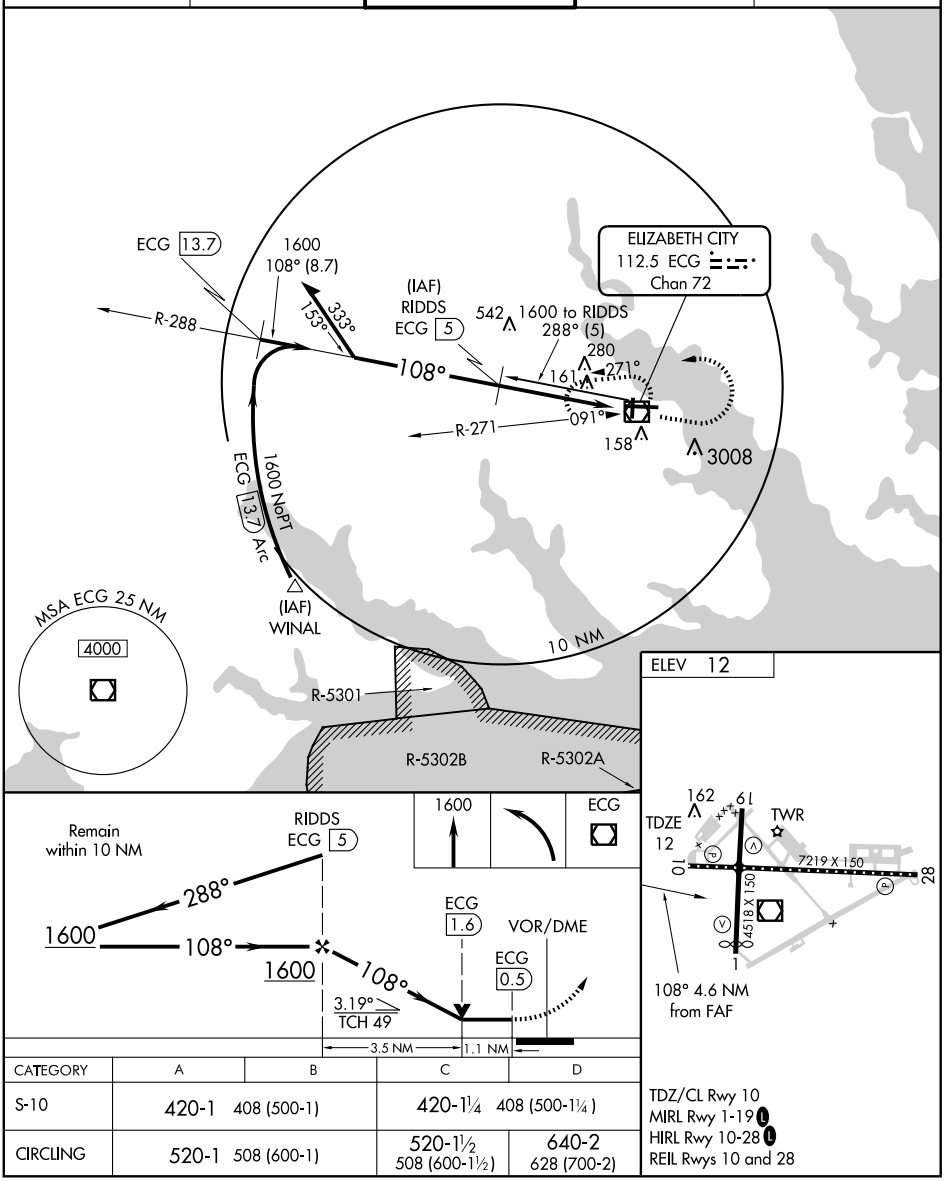
VOR/DME RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95



CATEGORY	A	B	C	D
S-10	420-1 408 (500-1)		420-1¼ 408 (500-1¼)	
CIRCLING	520-1 508 (600-1)		520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ECG	APP CRS	Rwy Idg	4518
112.5	184°	TDZE	12
Chan 72		Apt Elev	12

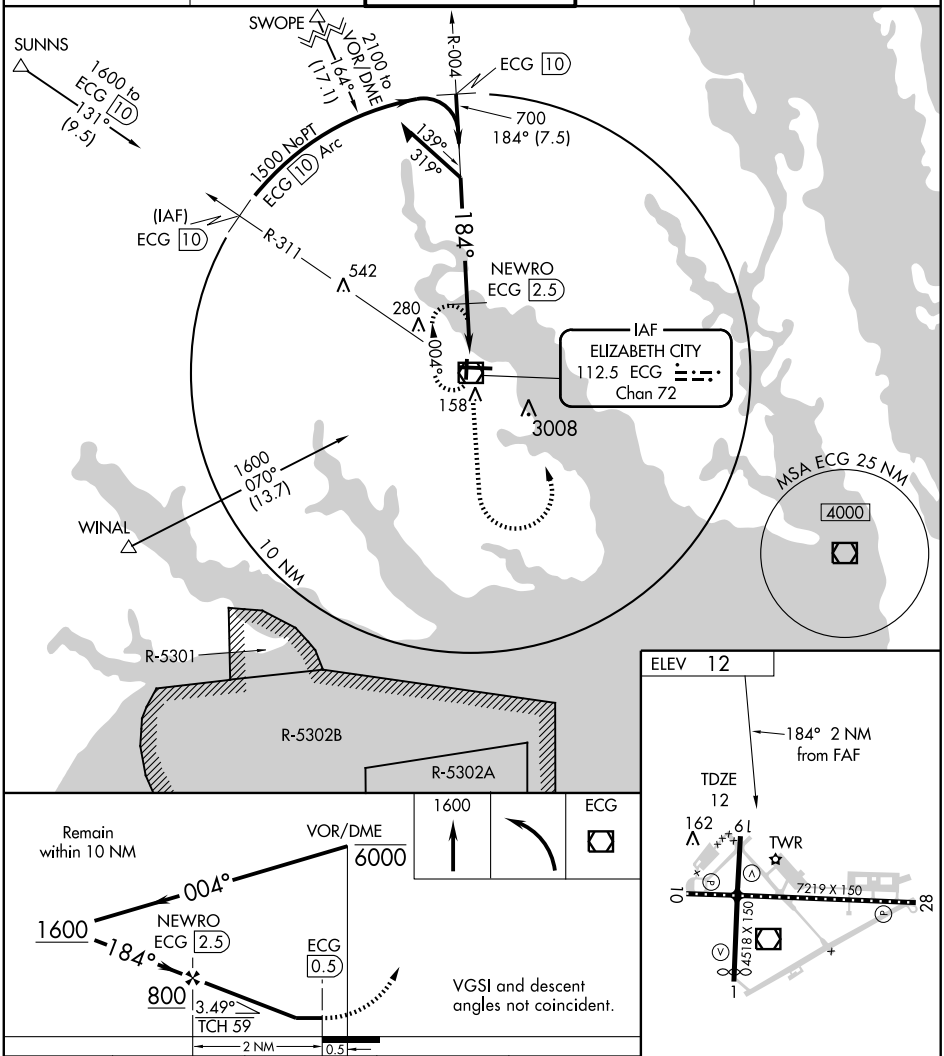
VOR/DME RWY 19

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95



CATEGORY	A	B	C	D
S-19	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ECG 112.5 Chan 72	APP CRS 270°	Rwy Idg 7219 TDZE 11 Apt Elev 12

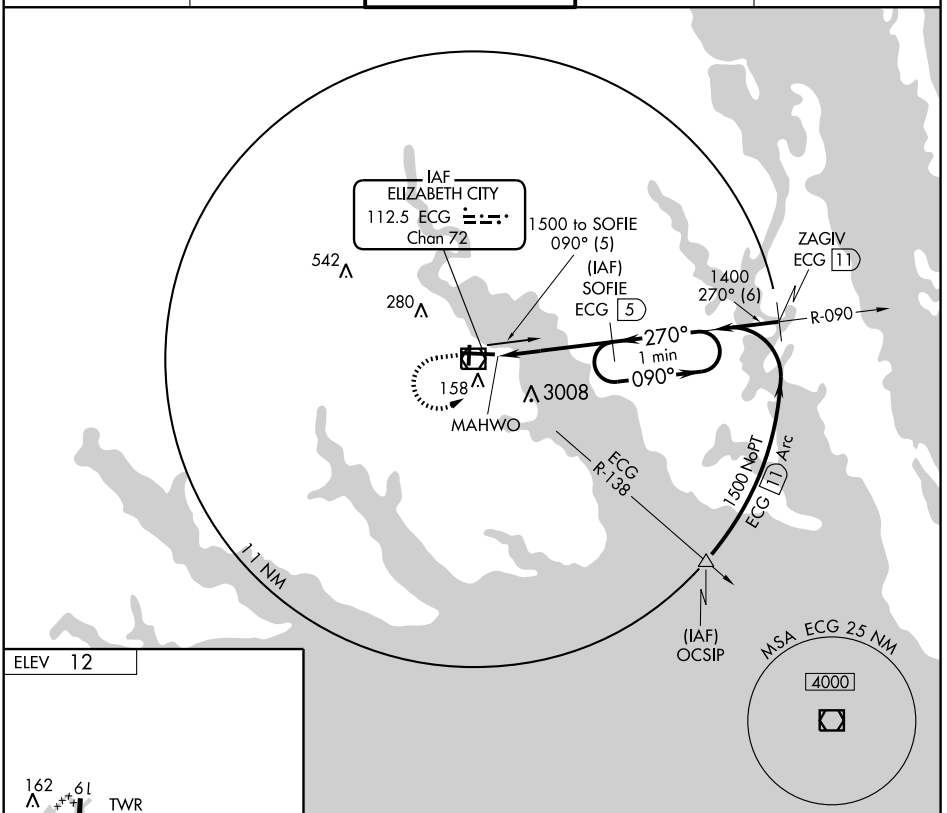
VOR/DME RWY 28

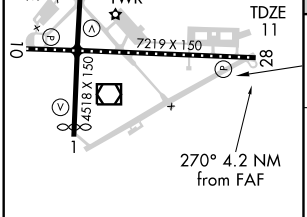
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

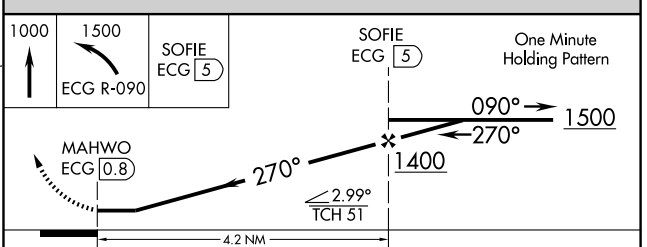
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
S-28	360-1 349 (400-1)			360-1¼ 349 (400-1¼)
CIRCLING	520-1 508 (600-1)		520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB TGQ	APP CRS	Rwy Idg	4998
398	332°	TDZE	123
		Apt Elev	133

NDB RWY 33

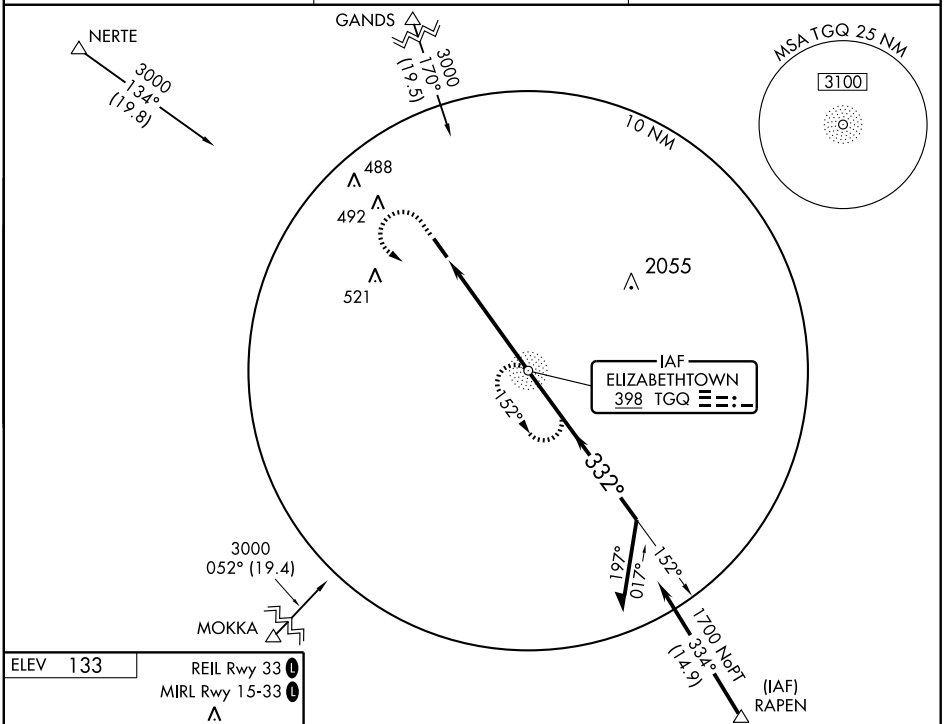
ELIZABETHTOWN/CURTIS L BROWN JR FIELD (EYF)

T
NA

Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. Descent angle/gradient not authorized with Fayetteville altimeter setting.

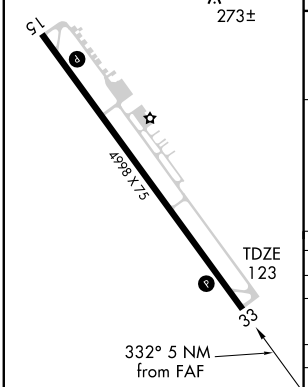
MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 direct TGQ NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF) L

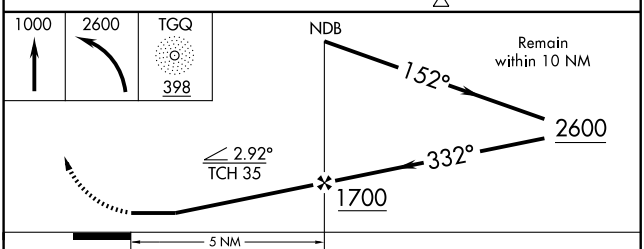


ELEV 133

REIL Rwy 33 L
MIRL Rwy 15-33 L
273±



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-33	540-1	417 (500-1)	540-1¼	417 (500-1¼)
CIRCLING	640-1	507 (600-1)	640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-33	620-1	497 (500-1)	620-1¼ 497 (500-1¼)	620-1½ 497 (500-1½)
CIRCLING	700-1	567 (600-1)	700-1½ 567 (600-1½)	880-2½ 747 (800-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4998
CH **82419**	**152°**	TDZE	**132**
W15A		Apt Elev	**132**

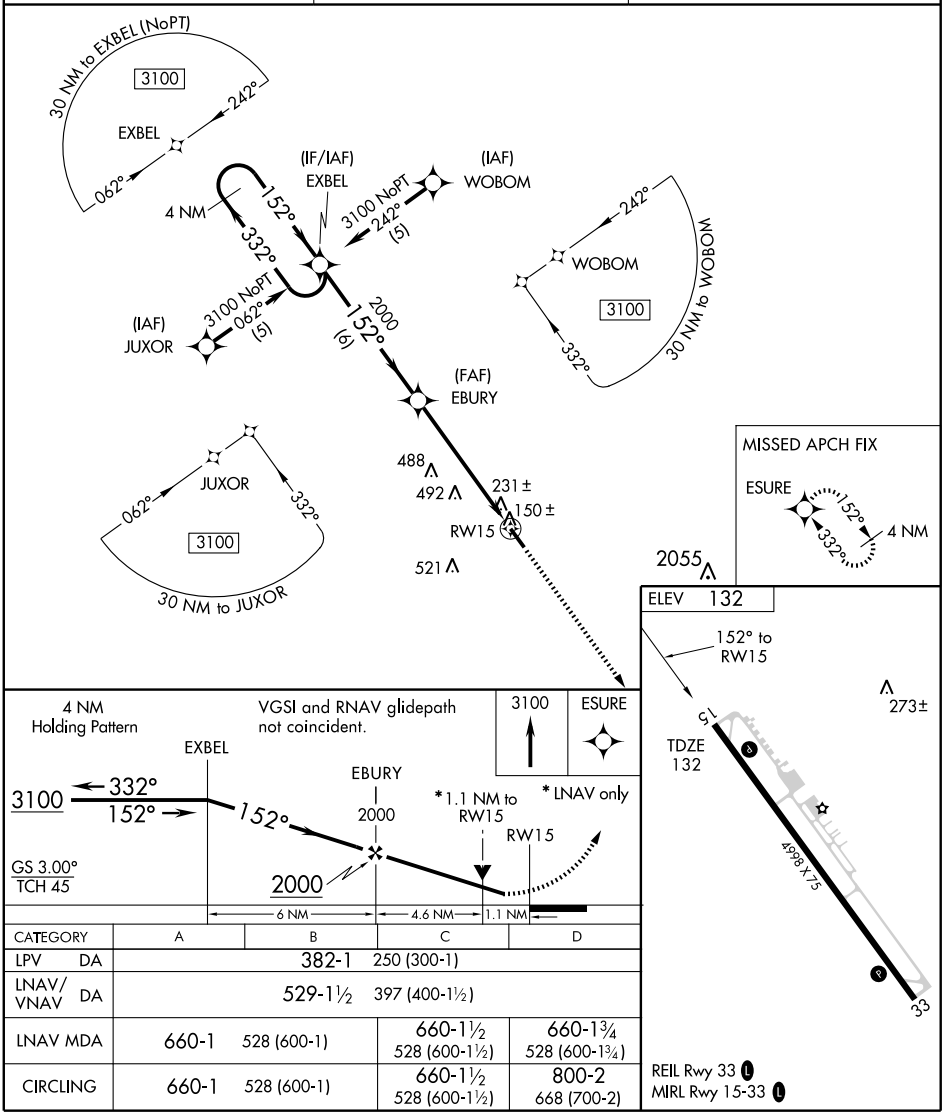
RNAV (GPS) RWY 15

ELIZABETHTOWN/ CURTIS L BROWN JR FIELD (EYF)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting and increase all DA 72 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet and increase LNAV visibility Cats C and D ¼ mile and increase Circling visibility Cat C ¼ mile and Cat D ½ mile. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3100 direct ESURE and hold, continue climb-in-hold to 3100.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	**133.0 295.0**	**122.8** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	382-1	250 (300-1)		
LNAV/VNAV DA	529-1½	397 (400-1½)		
LNAV MDA	660-1	528 (600-1)	660-1½ 528 (600-1½)	660-1¾ 528 (600-1¾)
CIRCLING	660-1	528 (600-1)	660-1½ 528 (600-1½)	800-2 668 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4998
CH 70519	332°	TDZE	131
W33A		Apt Elev	132

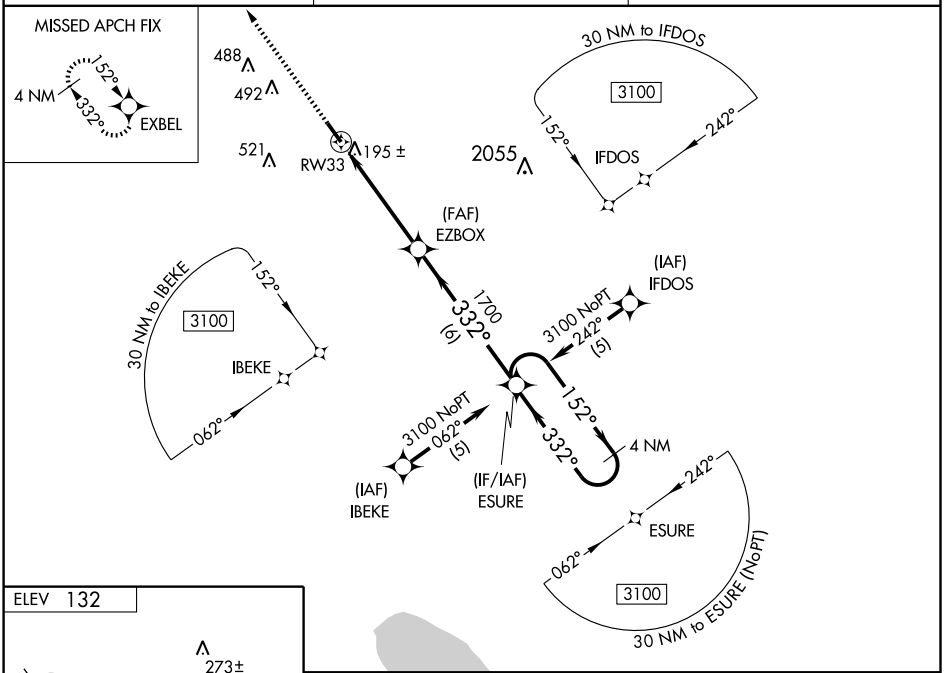
RNAV (GPS) RWY 33

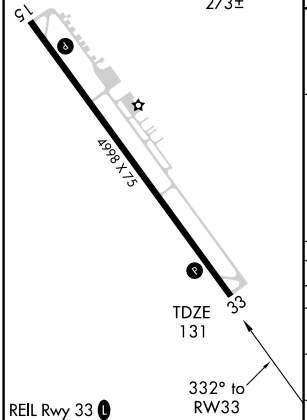
ELIZABETHTOWN/ CURTIS L BROWN JR FIELD (EYF)

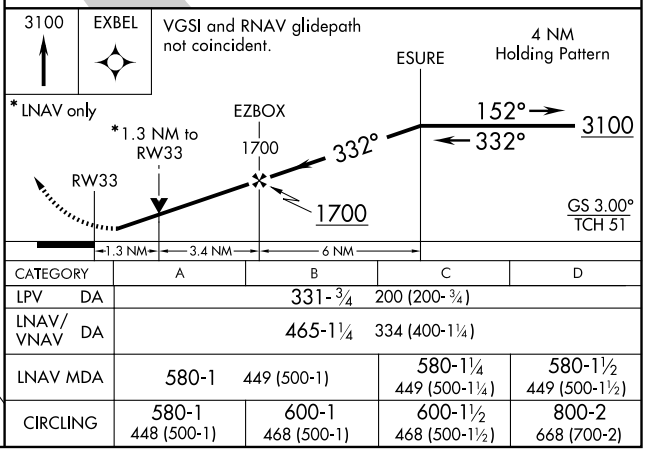
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting and increase all DA 72 feet and LPV visibility all Cats and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet and increase LNAV visibility Cats C and D ¼ mile and Circling visibility Cat D ½ mile. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3100 direct EXBEL and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	331-¾	200 (200-¾)		
LNAV/VNAV DA	465-1¼	334 (400-1¼)		
LNAV MDA	580-1	449 (500-1)	580-1¼ 449 (500-1¼)	580-1½ 449 (500-1½)
CIRCLING	580-1 448 (500-1)	600-1 468 (500-1)	600-1½ 468 (500-1½)	800-2 668 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME FAY	APP CRS	Rwy Idg	4998
108.8	152°	TDZE	132
Chan 25		Apt Elev	132

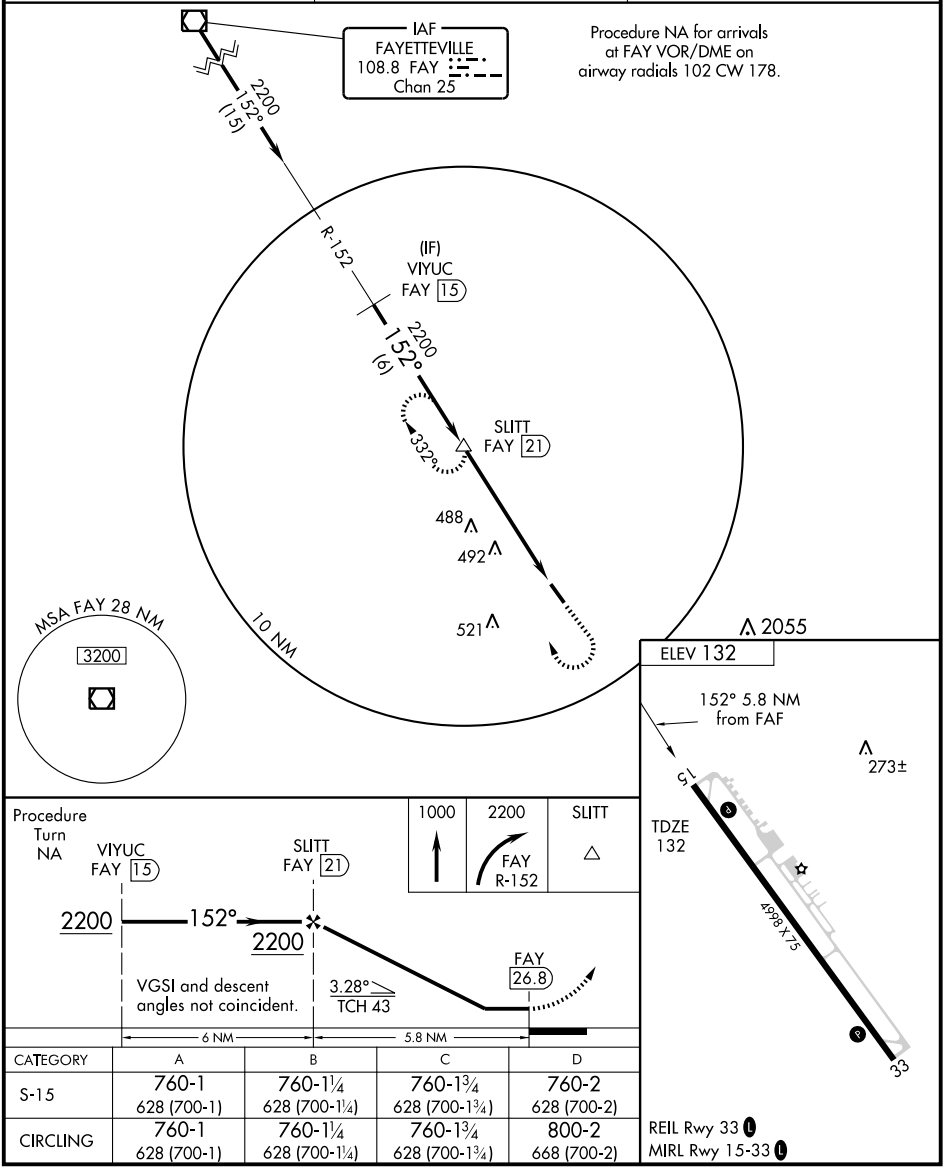
VOR/DME RWY 15

ELIZABETHTOWN / CURTIS L BROWN JR FIELD (EYF)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville altimeter setting and increase all MDA 80 feet and increase S-15 visibility Cats C and D ¼ mile and increase Circling visibility Cat C ¼ mile and Cat D ½ mile.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on FAY R-152 to SLITT/21 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	760-1¾ 628 (700-1¾)	760-2 628 (700-2)
CIRCLING	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	760-1¾ 628 (700-1¾)	800-2 668 (700-2)

REIL Rwy 33 L
MIRL Rwy 15-33 L

SE-2, 21 OCT 2010 to 18 NOV 2010

NDB ZEF 326	APP CRS 242°	Rwy Idg 4003 TDZE 1065 Apt Elev 1068

NDB or GPS RWY 25

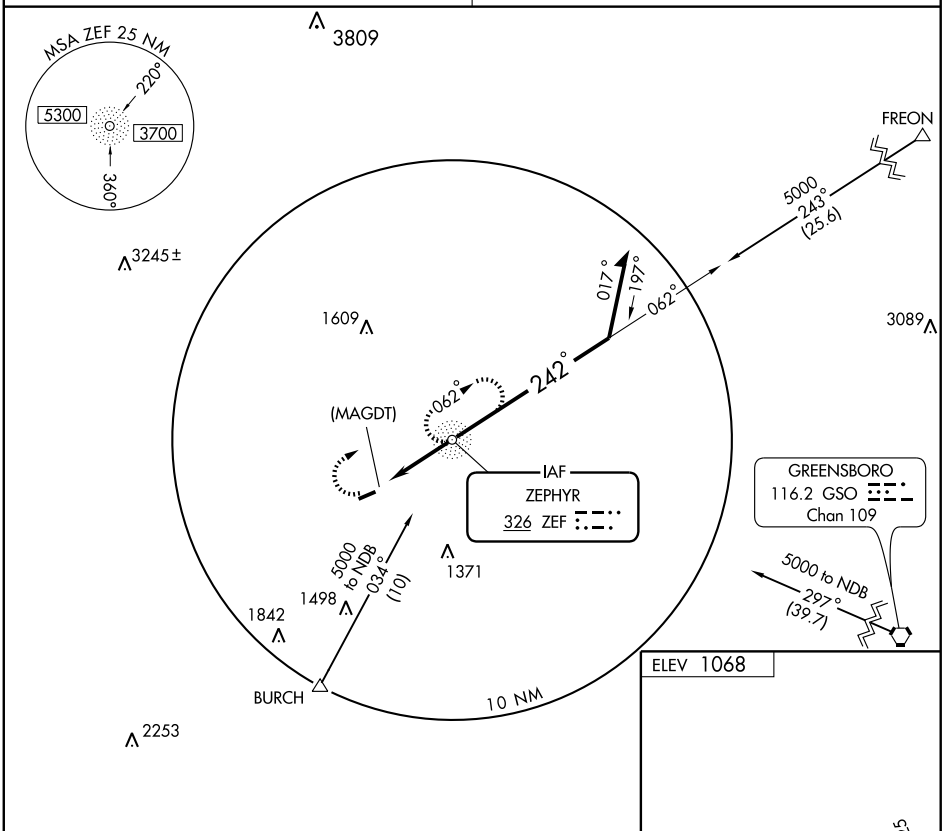
ELKIN MUNI (ZEF)

NA

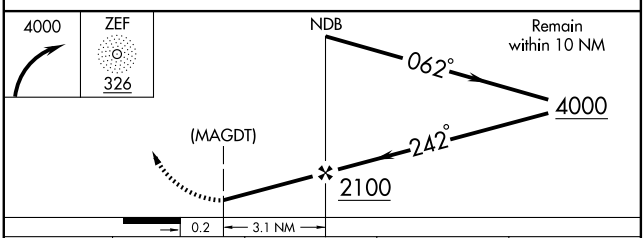
Use Winston-Salem, NC altimeter setting.

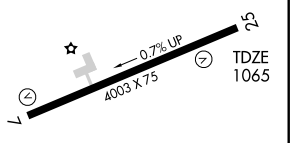
MISSED APPROACH: Climbing right turn to 4000 direct to ZEF NDB and hold.

ATLANTA CENTER	UNICOM
125.15 263.0	123.05 (CTAF) L



ELEV 1068





MIRL Rwy 7-25 L

REIL Rwy 25 L

CATEGORY	A	B	C	D
S-25	1700-1 635 (700-1)		1700-1¾ 635 (700-1¾)	1700-2 635 (700-2)
CIRCLING	1700-1 632 (700-1)		1700-1¾ 632 (700-1¾)	1700-2 652 (700-2)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HRJ	APP CRS	Rwy Idg 5000
108.35	048°	TDZE 195
Chan 20 (Y)		Apt Elev 202

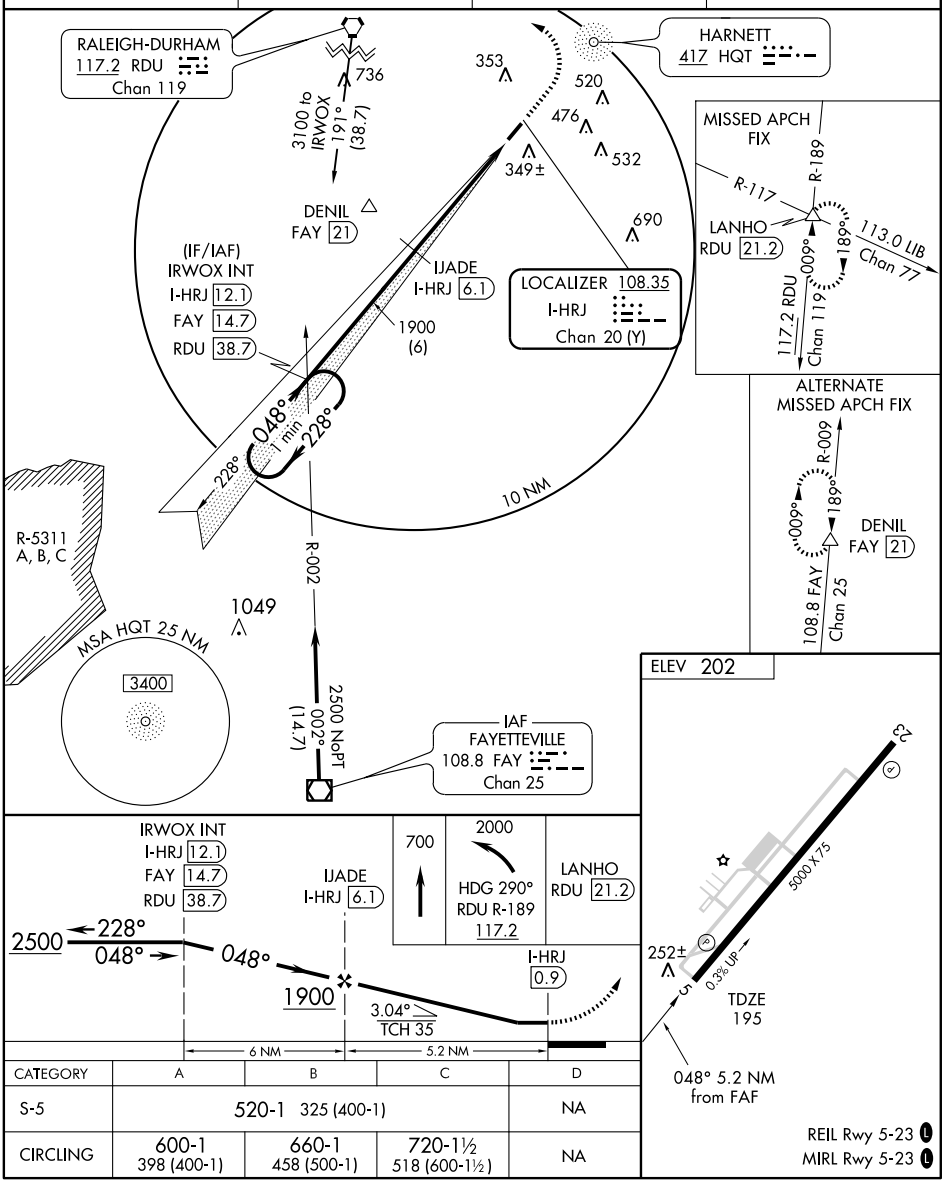
LOC/DME RWY 5

ERWIN/ HARNETT RGNL JETPORT (HRJ)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Smithfield altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 290° and RDU R-189 to LANHO INT/RDU 21.2 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-5	520-1 325 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

NDB HQT	APP CRS	Rwy Idg	5000
417	230°	TDZE	202
		Apt Elev	202

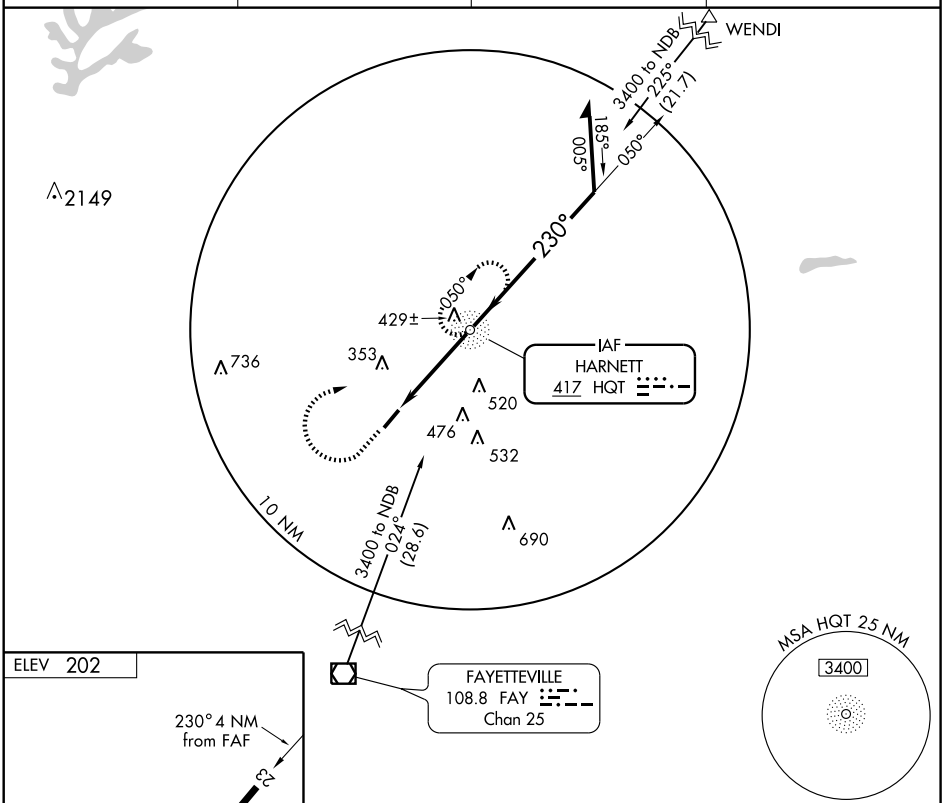
NDB RWY 23

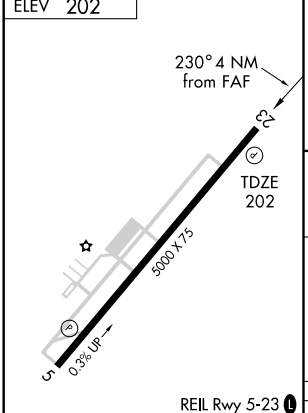
ERWIN/ HARNETT RGNL JETPORT (HRJ)

T NA — When local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet, and S-23 CAT C visibility ¼ mile. Visibility reduction by helicopters NA.

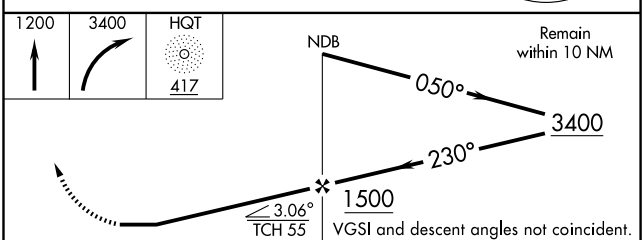
MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 direct HQT NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-23	660-1 458 (500-1)		660-1¼ 458 (500-1¼)	NA
CIRCLING	660-1 458 (500-1)		720-1½ 518 (600-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 66004 W05A	APP CRS 048°	Rwy Idg 5000 TDZE 195 Apt Elev 202

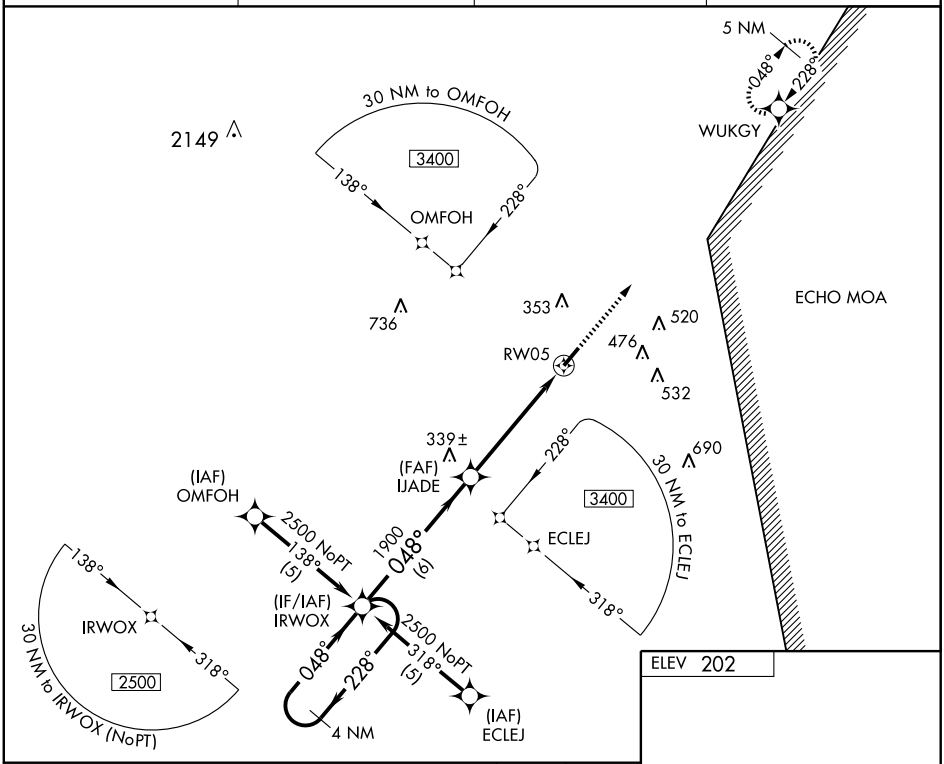
RNAV (GPS) RWY 5

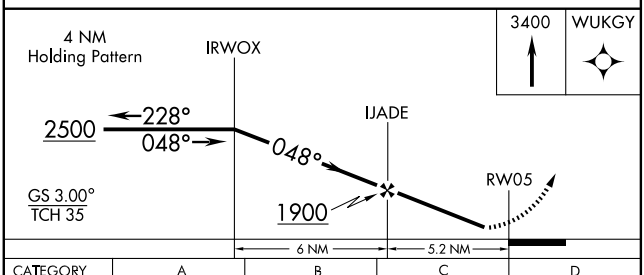
ERWIN/ HARNETT RGNL JETPORT (HRJ)

When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

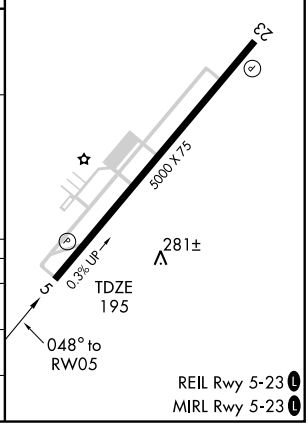
MISSED APPROACH: Climb to 3400 direct WUKGY and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	474-1 279 (300-1)			NA
LNAV MDA	540-1 345 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 45904	228°	TDZE	202
W23A		Apt Elev	202

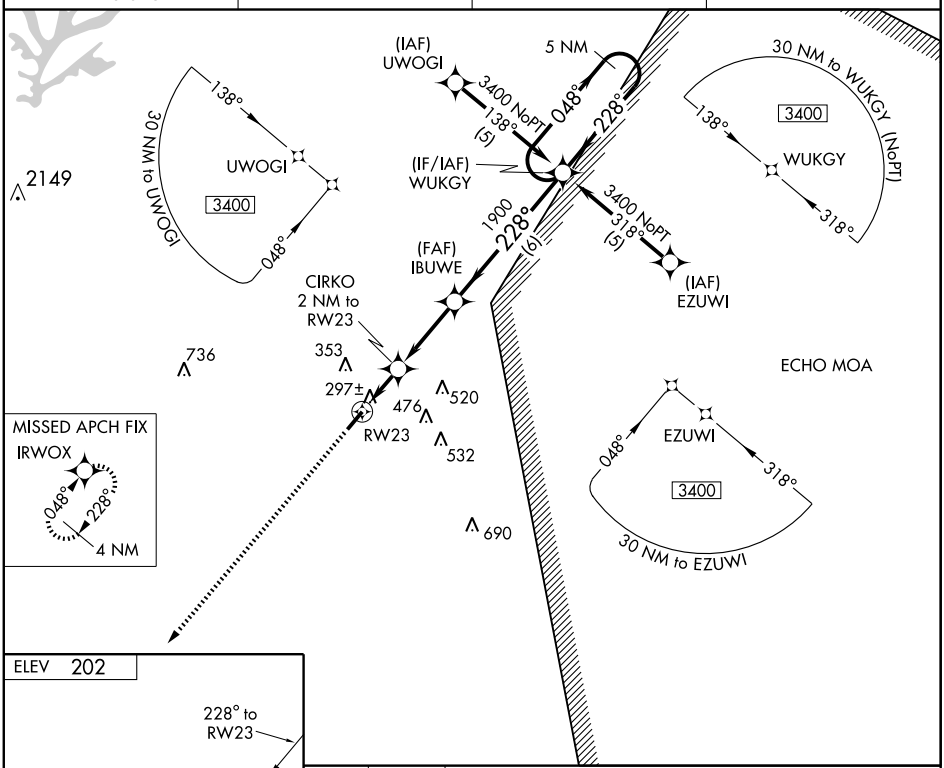
RNAV (GPS) RWY 23

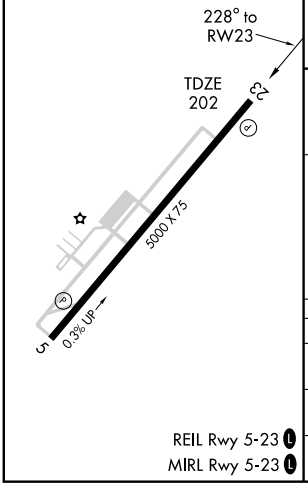
ERWIN/ HARNETT RGNL JETPORT (HRJ)

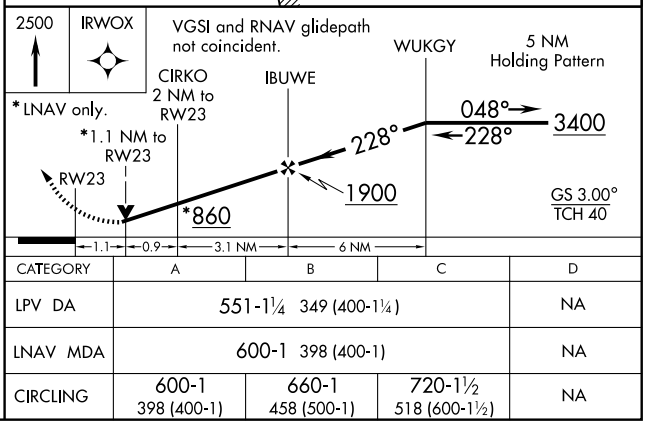
When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Smithfield altimeter setting.

MISSED APPROACH: Climb to 2500 direct IRWOX and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	551-1¼ 349 (400-1¼)			NA
LNAV MDA	600-1 398 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

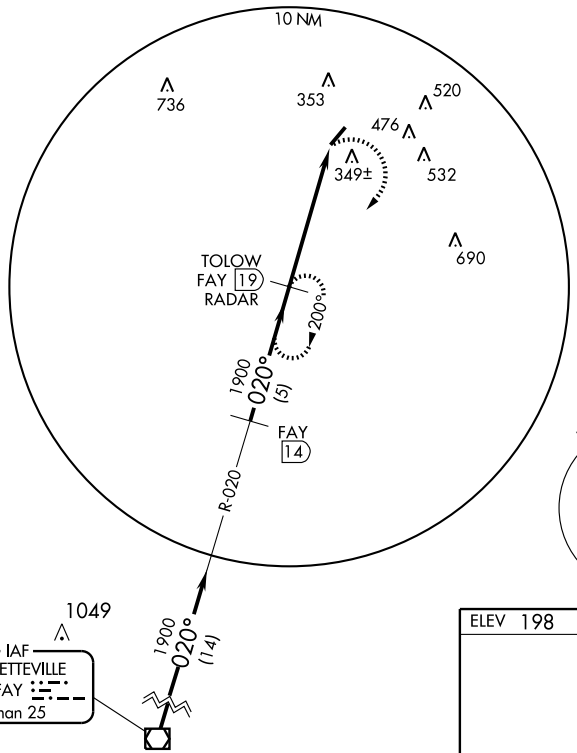
VOR/DME FAY 108.8 Chan 25	APP CRS 020°	Rwy Idg 5000 TDZE 196 Apt Elev 198

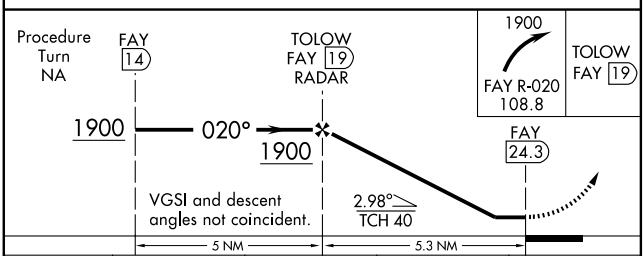
VOR/DME RWY 5

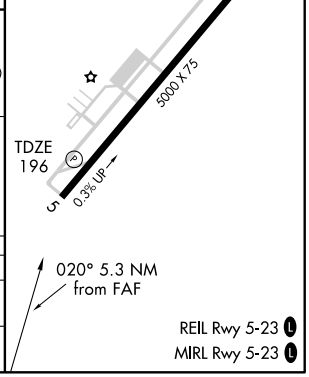
ERWIN/ HARNETT RGNL JETPORT (HRJ)

MISSED APPROACH: Climbing right turn to 1900 via FAY R-020 to TOLOW/FAY 19 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	800-1 604 (700-1)	800-1¼ 604 (700-1¼)	800-1¾ 604 (700-1¾)	NA
CIRCLING	800-1 602 (700-1)	800-1¼ 602 (700-1¼)	800-1¾ 602 (700-1¾)	NA

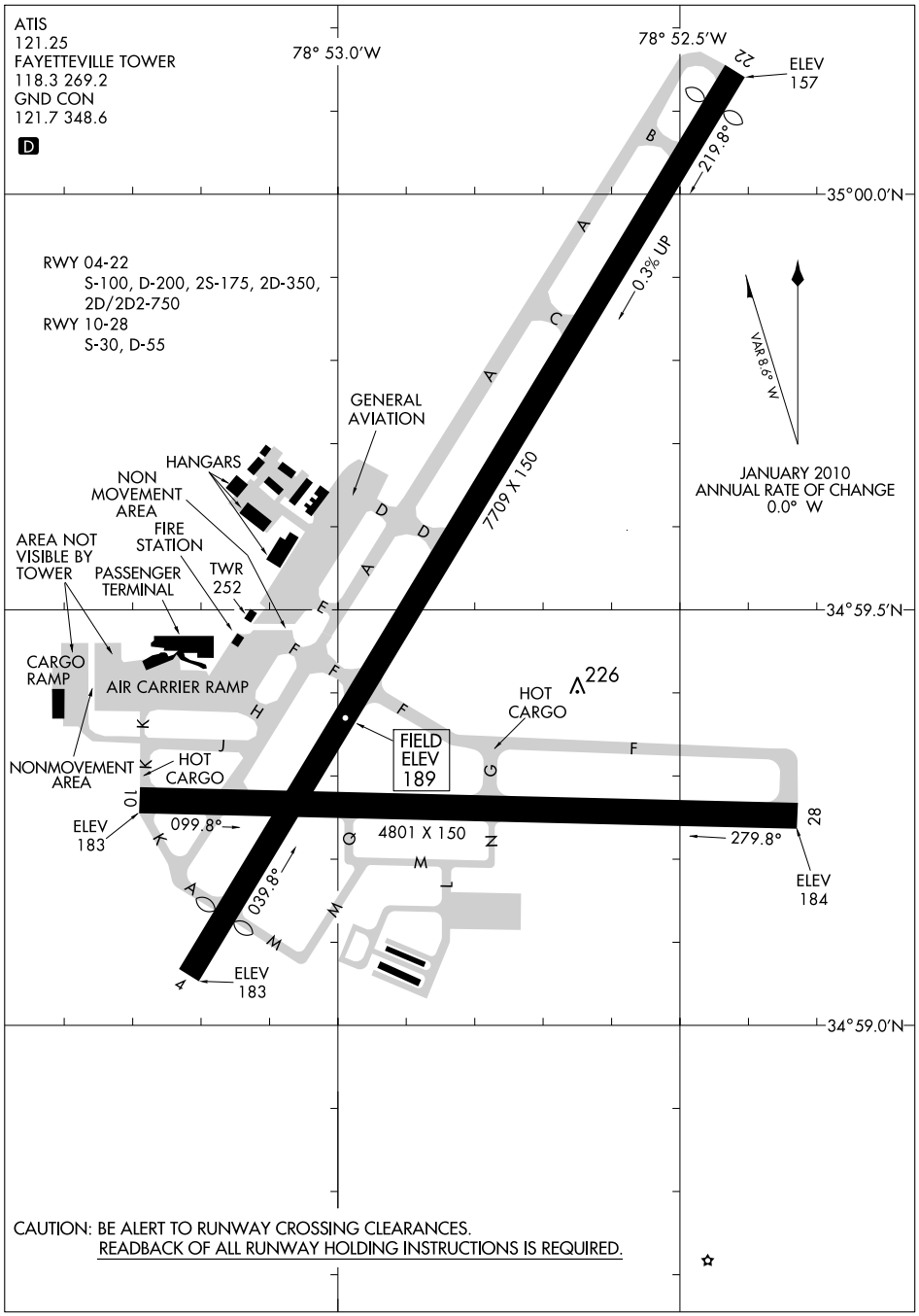
SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-690 (FAA)

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

FAYETTEVILLE, NORTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FAYETTEVILLE, NORTH CAROLINA

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

LOC I-GRA	APP CRS	Rwy Idg	6507
110.5	038°	TDZE	189
		Apt Elev	189

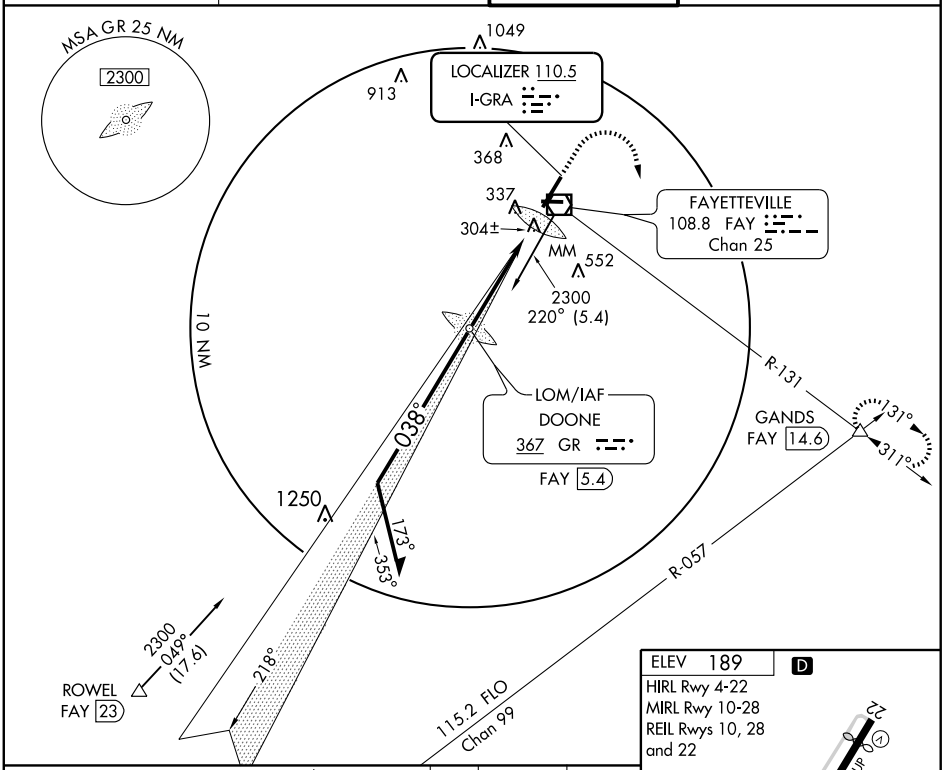
ILS or LOC RWY 4

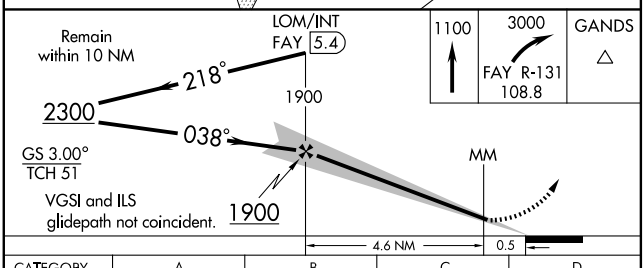
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

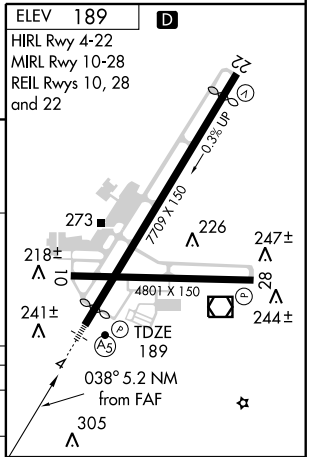
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6







CATEGORY	A	B	C	D
S-ILS 4	389/24 200 (200-½)			
S-LOC 4	560/24 371 (400-½)			560/40 371 (400-¾)
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-GRA	APP CRS	Rwy Idg	6507
110.5	218°	TDZE	182
		Apt Elev	189

LOC BC RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

▼ ▲ DME or RADAR REQUIRED. When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and S-22 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6

ALTERNATE MISSED APCH FIX

DOONE
367 GR

038° 218°

DME or RADAR REQUIRED

10 NM

038° 263° 083° 218°

(IAF)
MORGY
FAY 5.8
RADAR

1049 913 260

JONSI
FAY 1.5

2100
031° (5.8)

LOCALIZER 110.5
I-GRA

368 236

FAYETTEVILLE
108.8 FAY
Chan 25

337 552

R-131

MSA FAY 25 NM
2300

MISSED APCH FIX

108.8 FAY
Chan 25
R-057
131°
311° R-131
115.2 FLO
Chan 99
GANDS
FAY 14.6

LOM
DOONE
367 GR

BACK COURSE

1250

ELEV 189
218° 4.9 NM from FAF
HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22
TDZE 182
0.3% UP
7709 X 150
4801 X 150
273 226 247± 218± 241± 244± 305

900 | 3000 HDG 100° FAY R-131 108.8 | GANDS

MORGY
FAY 5.8
RADAR

Remain within 10 NM

038° 2100
218° 1800
3.04°
TCH 50

JONSI
FAY 1.5

Disregard GS Indications.

0.6 4.3 NM

CATEGORY	A	B	C	D
S-22	500-1 318 (400-1)			
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

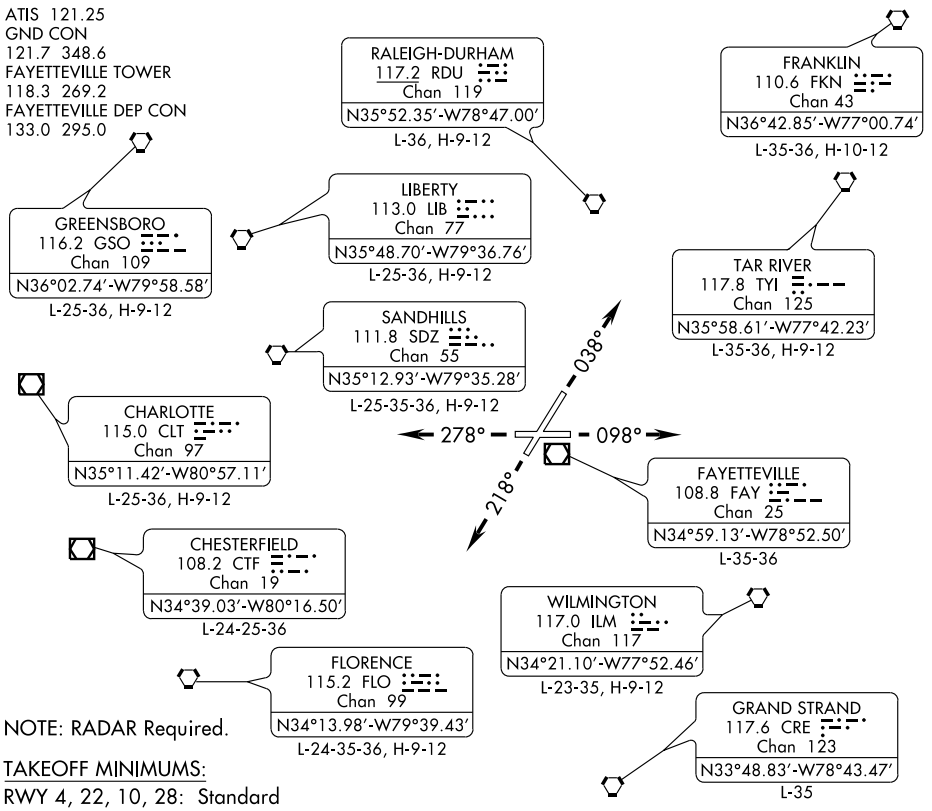
FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

MOUNTY TWO DEPARTURE



NOTE: RADAR Required.

TAKEOFF MINIMUMS:

RWY 4, 22, 10, 28: Standard

TAKEOFF OBSTACLE NOTES:

RWY 4: Trees beginning 154′ from DER, 117′ right of centerline, up to 79′ AGL/189′ MSL.
Trees beginning 344′ from DER, 240′ left of centerline, up to 63′ AGL/173′ MSL.
RWY 10: Trees beginning 182′ from DER, 295′ right of centerline, up to 43′ AGL/223′ MSL.
Trees beginning 451′ from DER, 383′ left of centerline, up to 62′ AGL/242′ MSL.
RWY 22: Vehicle on road 98′ from DER, left and right of centerline, up to 15′ AGL/186′ MSL.
Trees beginning 1059′ from DER, 551′ right of centerline, up to 94′ AGL/264′ MSL.
RWY 28: Pole and trees beginning 199′ from DER, 307′ left of centerline, up to 34′ AGL/204′ MSL.
Trees beginning 593′ from DER, 96′ right of centerline, up to 79′ AGL/239′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038° or as assigned. Thence. . . .
TAKEOFF RUNWAY 10: Climb heading 098° or as assigned. Thence. . . .
TAKEOFF RUNWAY 22: Climb heading 218° or as assigned. Thence. . . .
TAKEOFF RUNWAY 28: Climb heading 278° or as assigned. Thence. . . .

. . . .Maintain 2000 feet or assigned altitude. Expect vectors to join filed route.
Expect further clearance to filed altitude 10 minutes after departure.

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6507
CH 50111	038°	TDZE	189
W04A		Apt Elev	189

RNAV (GPS) RWY 4

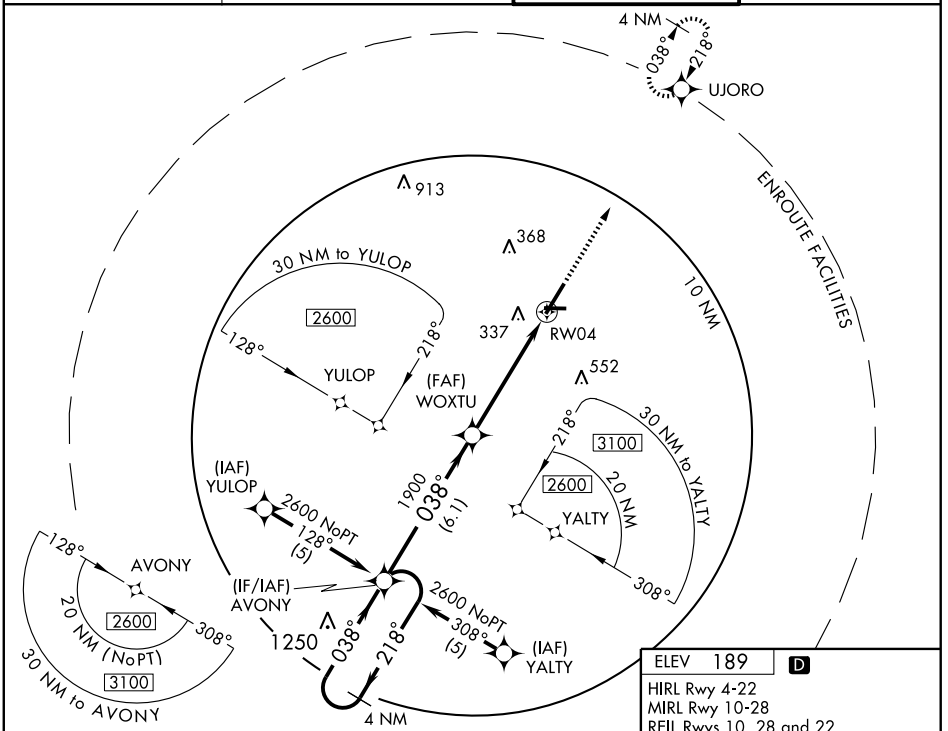
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

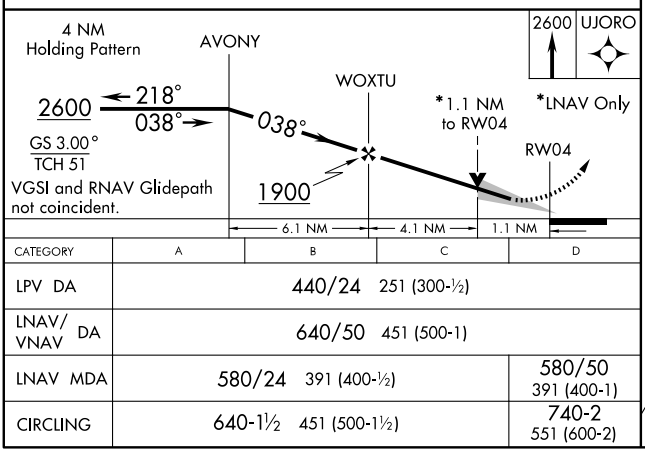
If local altimeter setting not received, use Clinton altimeter setting and increase LPV DA to 510 feet; increase LNAV/VNAV DA to 720 feet; increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Baro-VNAV and VDP NA when using Clinton altimeter setting. For inoperative MALSR, increase LPV Cat A,B,C,D visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000.

MALSR

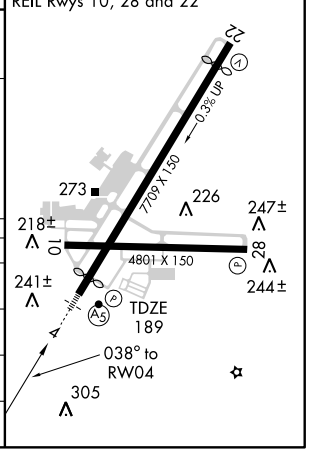
MISSED APPROACH: Climb to 2600 direct UJORO and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6





CATEGORY	A	B	C	D
LPV DA	440/24 251 (300-½)			
LNAV/VNAV DA	640/50 451 (500-1)			
LNAV MDA	580/24 391 (400-½)		580/50 391 (400-1)	
CIRCLING	640-1½ 451 (500-1½)		740-2 551 (600-2)	



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4801
086°	TDZE	188
	Apt Elev	189

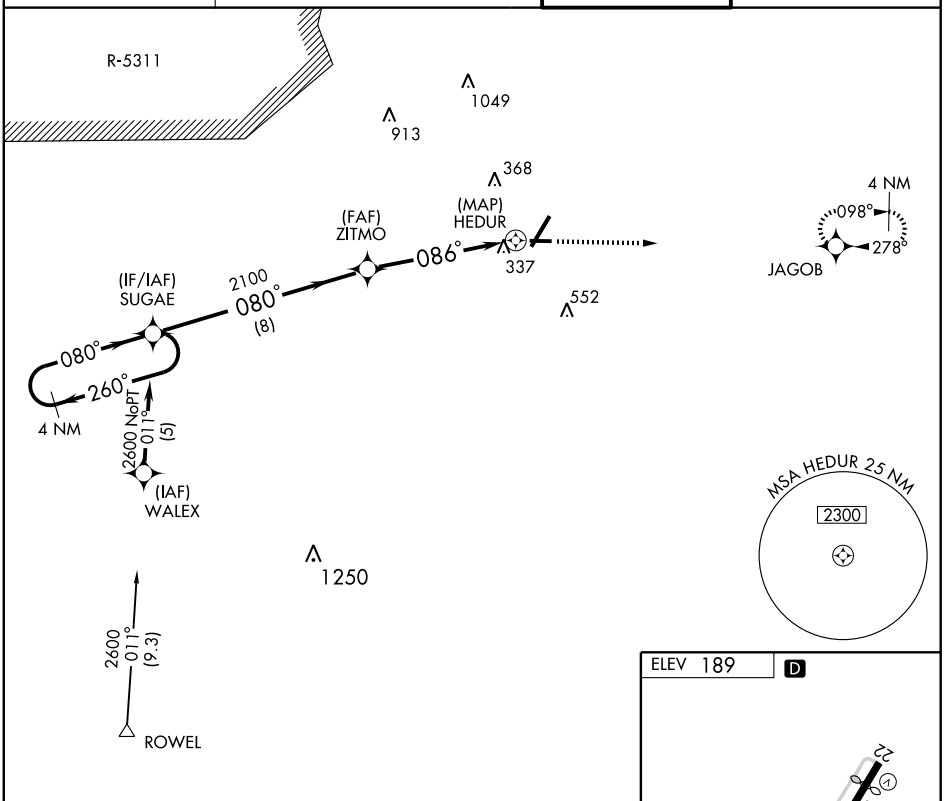
RNAV (GPS) RWY 10

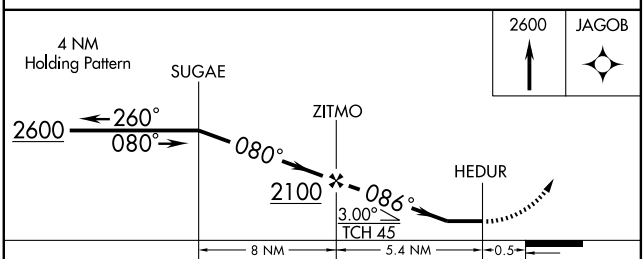
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

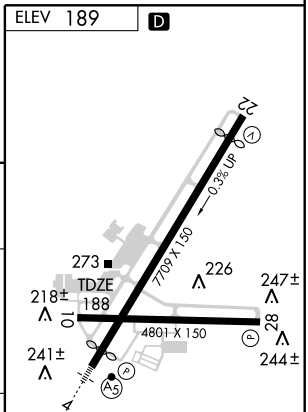
MISSED APPROACH: Climb to 2600 direct JAGOB WP and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6





CATEGORY	A	B	C	D
LNAV MDA	600-1	412 (500-1)	600-1¼	412 (500-1¼)
CIRCLING	640-1	451 (500-1)	640-1½ 451 (500-1½)	740-2 551 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6507
CH 45511	218°	TDZE	182
W22A		Apt Elev	189

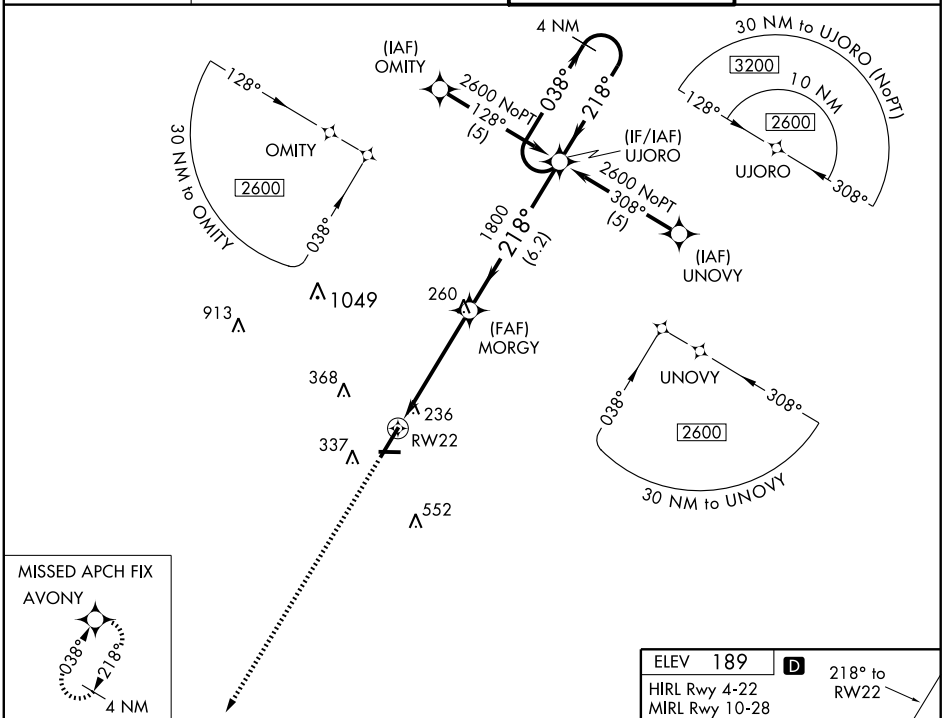
RNAV (GPS) RWY 22

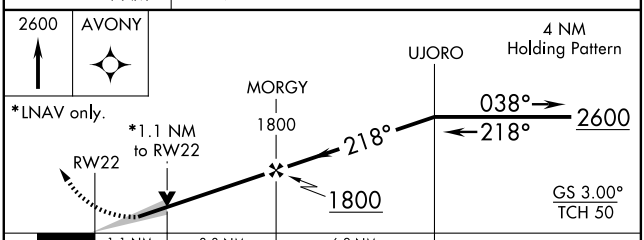
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clinton altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ¼ mile. Baro-VNAV and VDP NA when using Clinton altimeter setting.

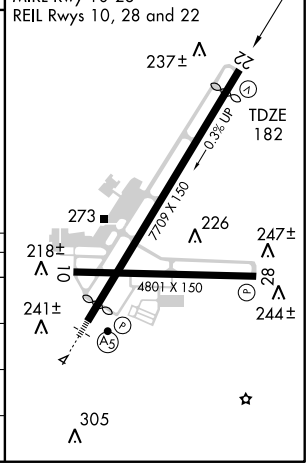
MISSED APPROACH: Climb to 2600 direct AVONY and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6





CATEGORY	A	B	C	D
LPV DA	432-1 250 (300-1)			
LNAV/VNAV DA	504-1¼ 322 (400-1¼)			
LNAV MDA	560-1 378 (400-1)			560-1¼ 378 (400-1¼)
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

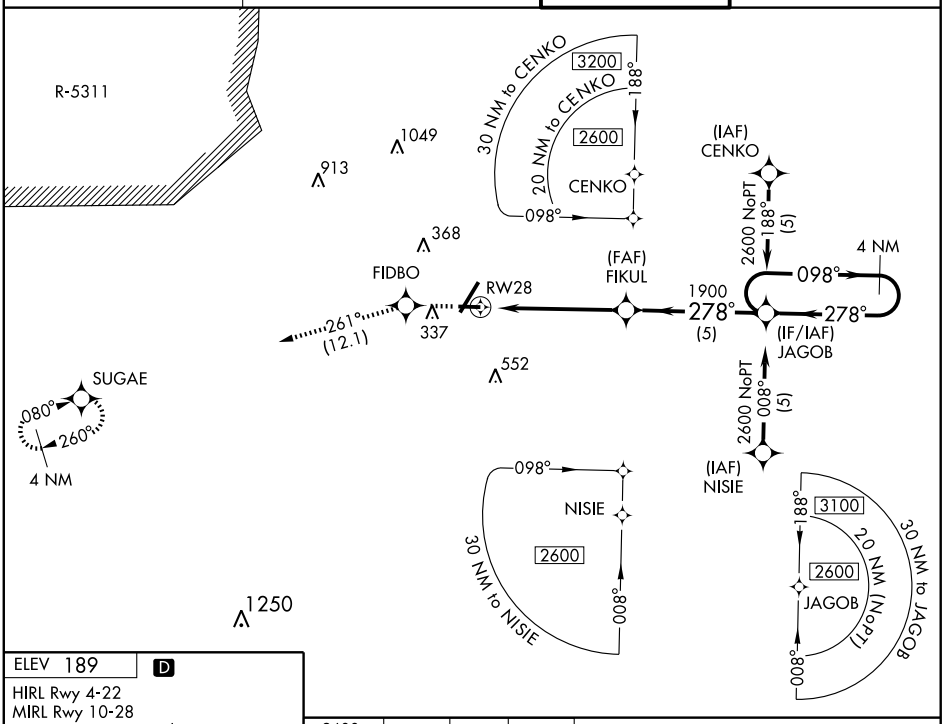
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

APP CRS	Rwy Idg	4801
278°	TDZE	188
	Apt Elev	189

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

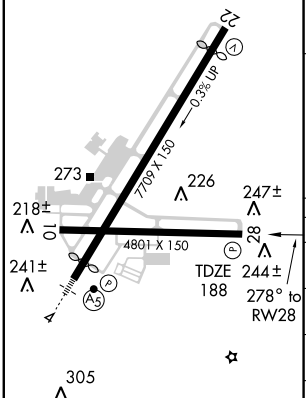
MISSED APPROACH: Climb to 2600 via 278° course to FIDBO WP then via 261° course to SUGAE WP and hold.

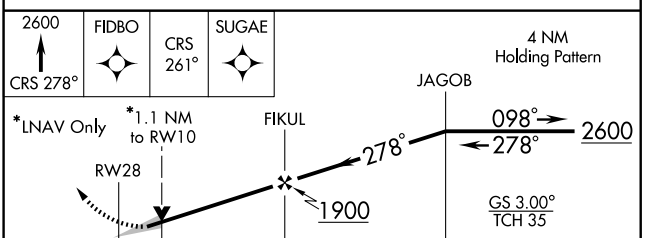
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6



ELEV 189 D

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22





CATEGORY	A	B	C	D
GLS (PA) DA	NA			
LNAV/VNAV DA	500-1¼ 312 (400-1¼)			
LNAV MDA	560-1 372 (400-1)			560-1¼ 372 (400-1¼)
CIRCLING	640-1¼ 451 (500-1¼)		640-1½ 451 (500-1½)	740-2 551 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME FAY	APP CRS	Rwy Idg	6507
108.8	057°	TDZE	189
Chan 25		Apt Elev	189

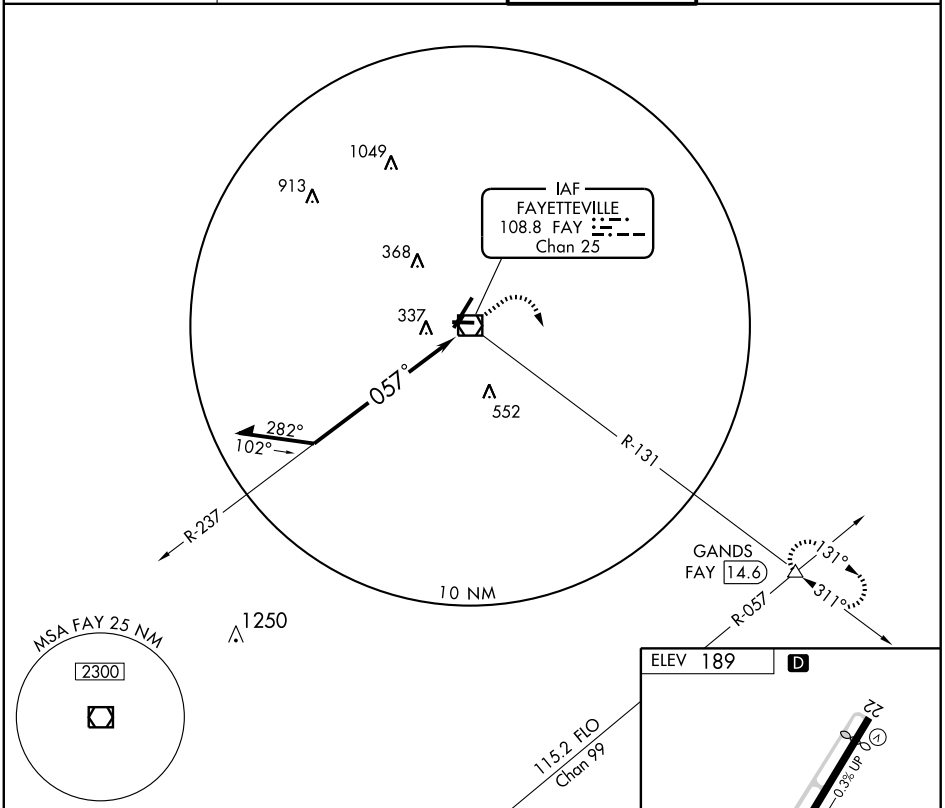
VOR RWY 4

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6



CATEGORY	A	B	C	D
S-4	640/24 451 (500-½)		640/40 451 (500-¾)	640/50 451 (500-1)
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME FAY	APP CRS	Rwy Idg	6507
108.8	198°	TDZE	182
Chan 25		Apt Elev	189

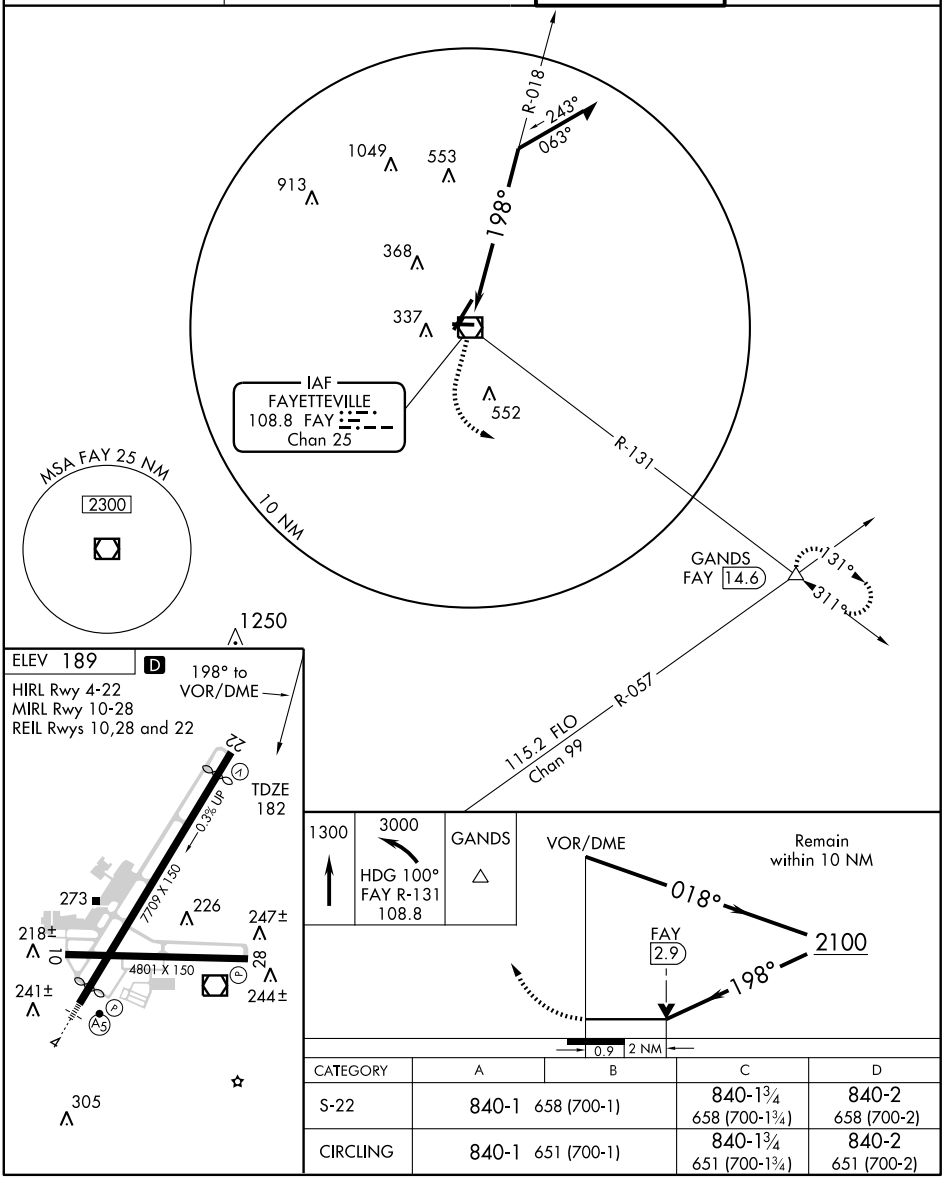
VOR RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and S-22 Cats C/D and Circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6



CATEGORY	A	B	C	D
S-22	840-1 658 (700-1)		840-1¾ 658 (700-1¾)	840-2 658 (700-2)
CIRCLING	840-1 651 (700-1)		840-1¾ 651 (700-1¾)	840-2 651 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

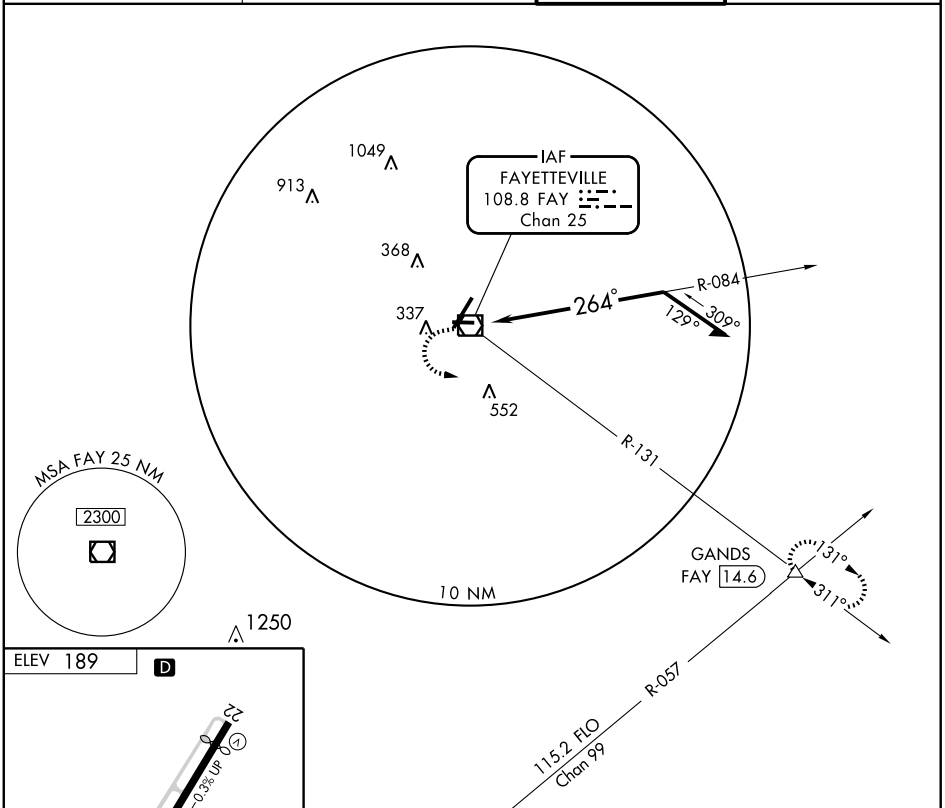
VOR/DME FAY	APP CRS	Rwy Idg	4801
108.8	264°	TDZE	188
Chan 25		Apt Elev	189

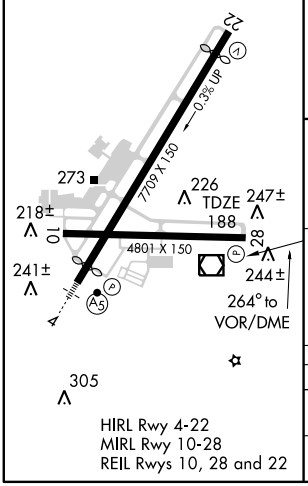
VOR RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

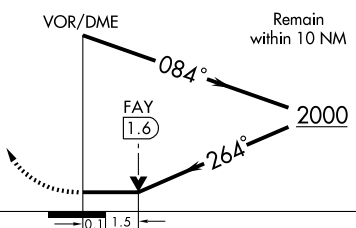
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6



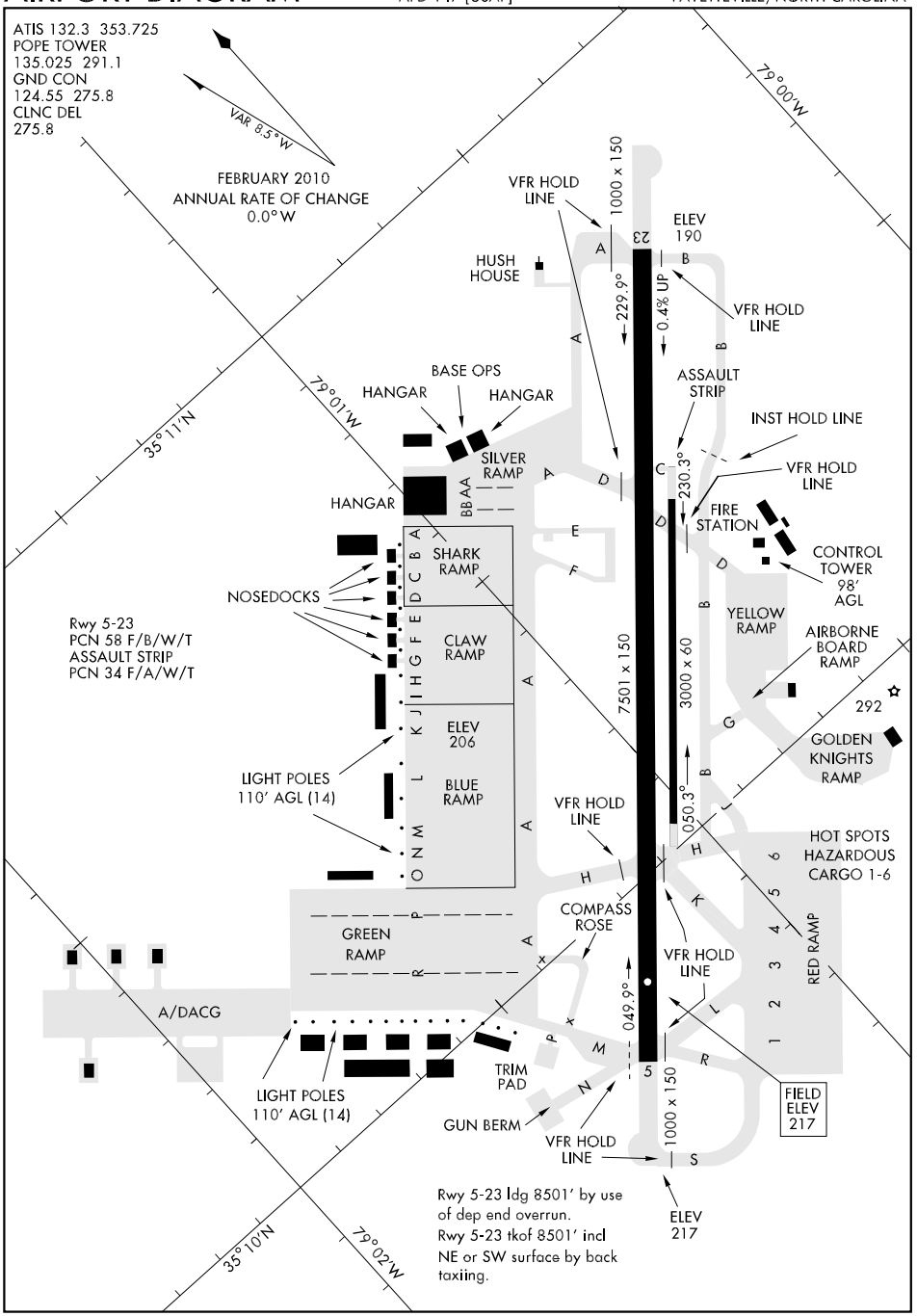


1100	3000	GANDS
	FAY R-131	
	108.8	



CATEGORY	A	B	C	D
S-28	680-1 492 (500-1)		680-1¼ 492 (500-1¼)	680-1½ 492 (500-1½)
CIRCLING	680-1 491 (500-1)		680-1½ 491 (500-1½)	740-2 551 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 23

POPE AFB (KPOB)

LOC I-POB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.9	228°	7501 / 199 / 217

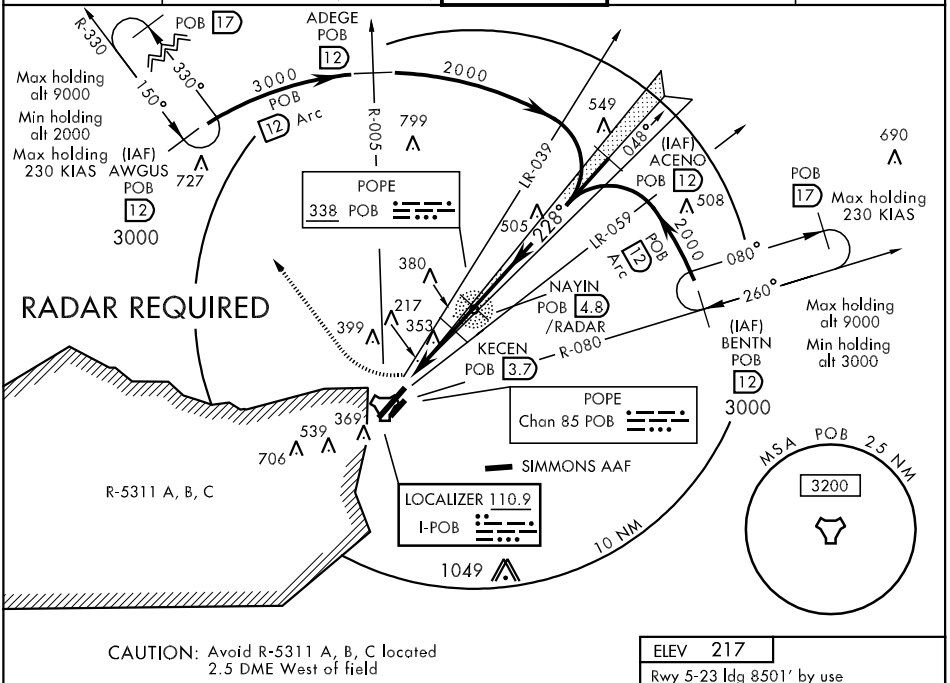
AL-147 [USAF]

* When ALS inop, increase CAT ABCD RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1

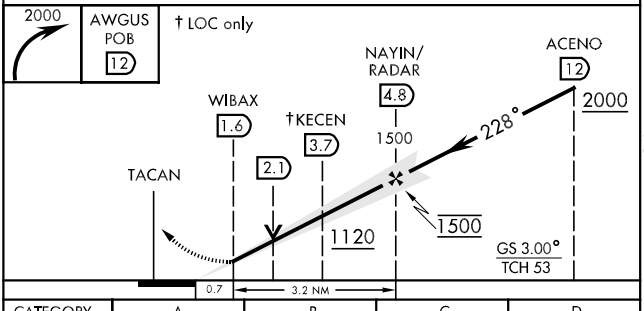
MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8



CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

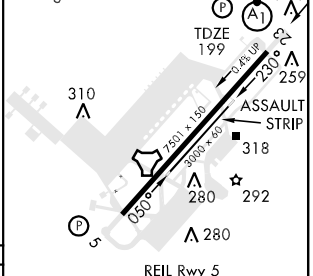
EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN



ELEV 217

Rwy 5-23 ldg 8501' by use of dep end overrun

Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing



CATEGORY	A	B	C	D
S-ILS 23 *	399/24	200 (200-½)		
S-LOC 23 **	620/24 421 (500-½)		620/40 421 (500-¾)	
CIRCLING ***	680-1 463 (500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

MLS M-PPN Chan 622	APCH CRS 228°	Rwy ldg 7501 TDZE 199 Arpt Elev 217

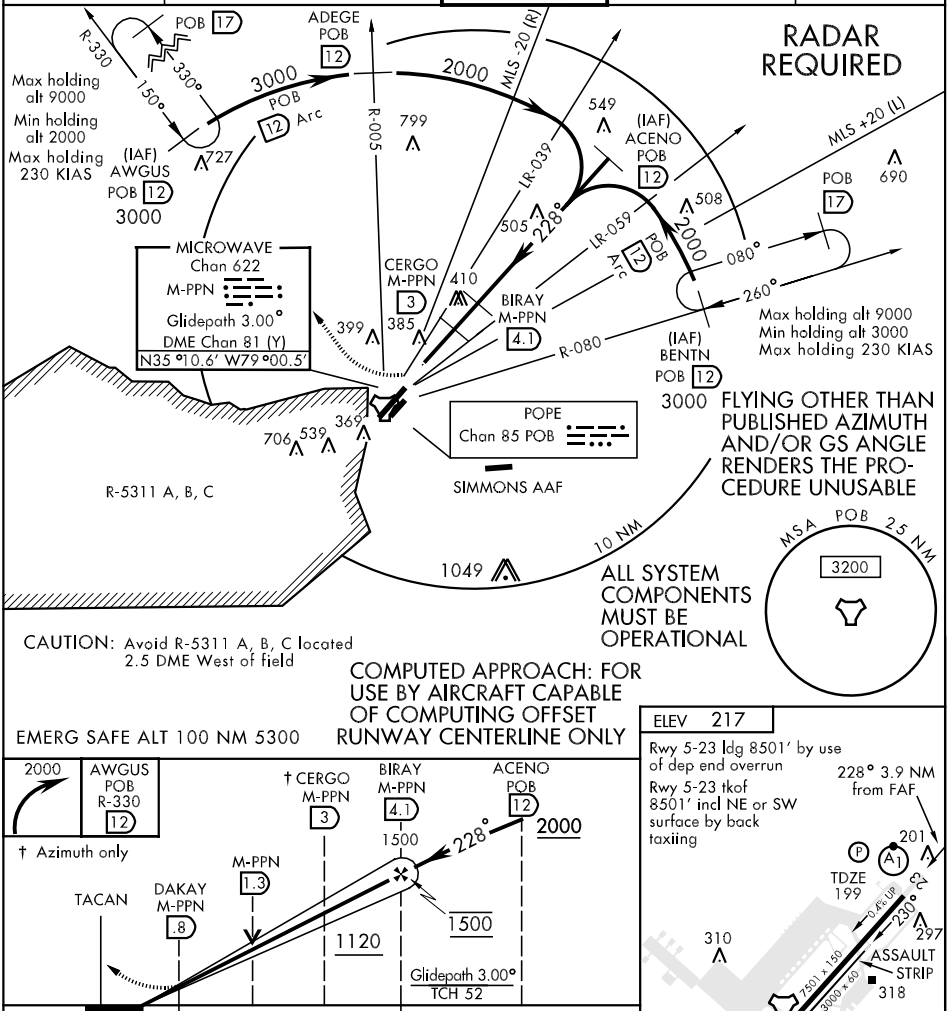
AL-147 [USAF]

* When ALS inop, increase CAT ABCD RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1

MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

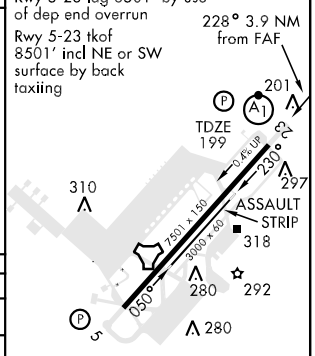
ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8



CATEGORY	A	B	C	D
S-COMP MMLS 23 *	399/24 200 (200-½)			
S-AZ 23 **	620/24 421 (500-½)		620/40 421 (500-¾)	
CIRCLING ***	680-1 421 (500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)

ELEV 217

Rwy 5-23 ldg 8501' by use of dep end overrun
Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

NDB RWY 23

NDB POB	APCH CRS	Rwy ldg	7501
338	228°	TDZE	199
		Arpt Elev	217

AL-147 [USAF]

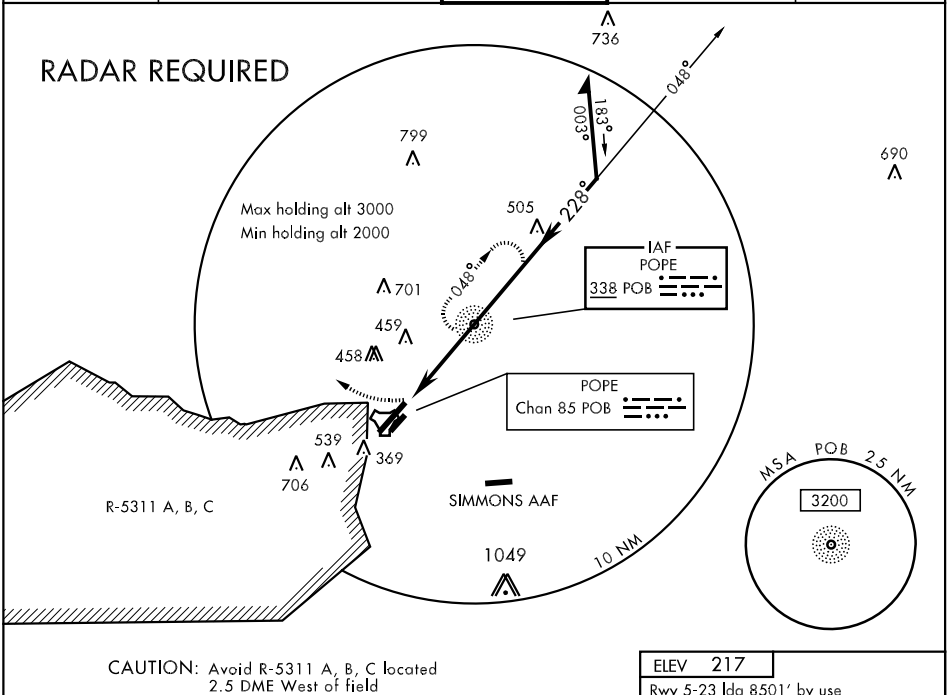
POPE AFB (KPOB)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D to 1¾ miles.
** Circling not authorized SE of Rwy 5-23.

ALSF-1 (A1)

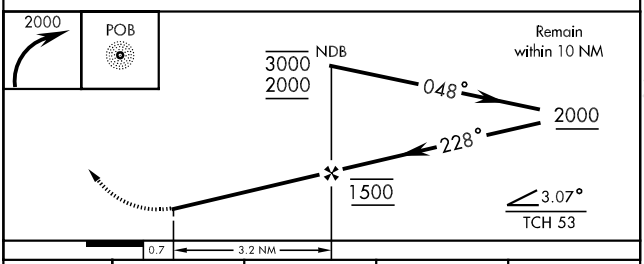
MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold, continue climb-in-hold to 2000.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8



CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

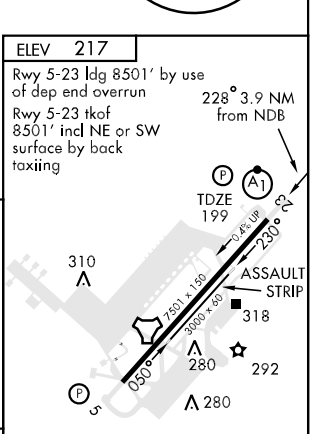
EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN



ELEV 217

Rwy 5-23 ldg 8501′ by use of dep end overrun

Rwy 5-23 tkof 8501′ incl NE or SW surface by back taxiing



CATEGORY	A	B	C	D
S-23 *	760/24	561 (600-½)	760/50 561 (600-1)	760/60 561 (600-1¼)
CIRCLING **	760-1	543 (600-1)	760-1½ 543 (600-1½)	860-2 643 (700-2)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN	POB	APCH CRS	Rwy ldg	NA
Chan	85	360°	TDZE	NA
			Arpt Elev	217

AL-147 [USAF]

POPE AFB (KPOB)

* Circling not authorized SE of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 2000 via POB R-330 to AWGUS and hold.

ATIS	FAYETTEVILLE APP CON		POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85	(271° - 090°)	135.025 291.1	124.55 275.8	275.8
	133.0 295.0	(091° - 270°)			

RADAR REQUIRED

POB 17

Max holding alt 9000

Min holding alt 2000

Max holding 230 KIAS

330°

150°

AWGUS POB 12

R-330

MSA POB 2.5 NM

3200

549

799

505

410

399

POPE Chan 85 POB

706

369

539

565

478

ECOGA POB 4

SIMMONS AAF

WINOB POB 5

1049

913

R-5311 A, B, C

360°

10 NM

CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

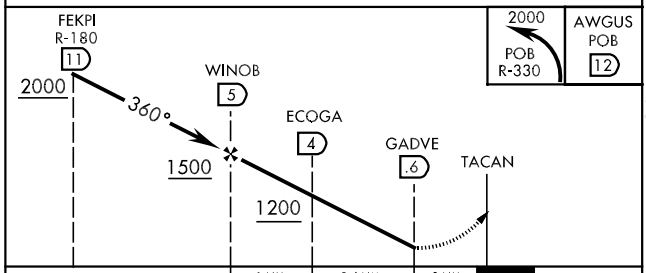
(IAF) FEKPI POB 11

R-180

EMERG SAFE ALT 100 NM 5300

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010



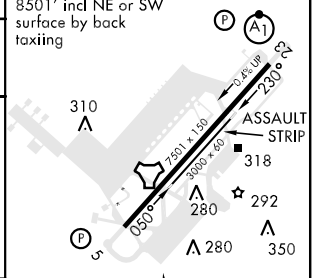
2000 POB R-330

AWGUS POB 12

ELEV 217

Rwy 5-23 ldg 8501' by use of dep end overrun

Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing



REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050° - 230°

360° to TACAN

CATEGORY	A	B	C	D
CIRCLING *	840-1	623 (700-1)	840-1¾ 623 (700-1¾)	860-2 643 (700-2)

TACAN RWY 23

TACAN	POB	APCH CRS	Rwy ldg	7501
Chan	85	232°	TDZE	199
			Arpt Elev	217

AL-147 [USAF]

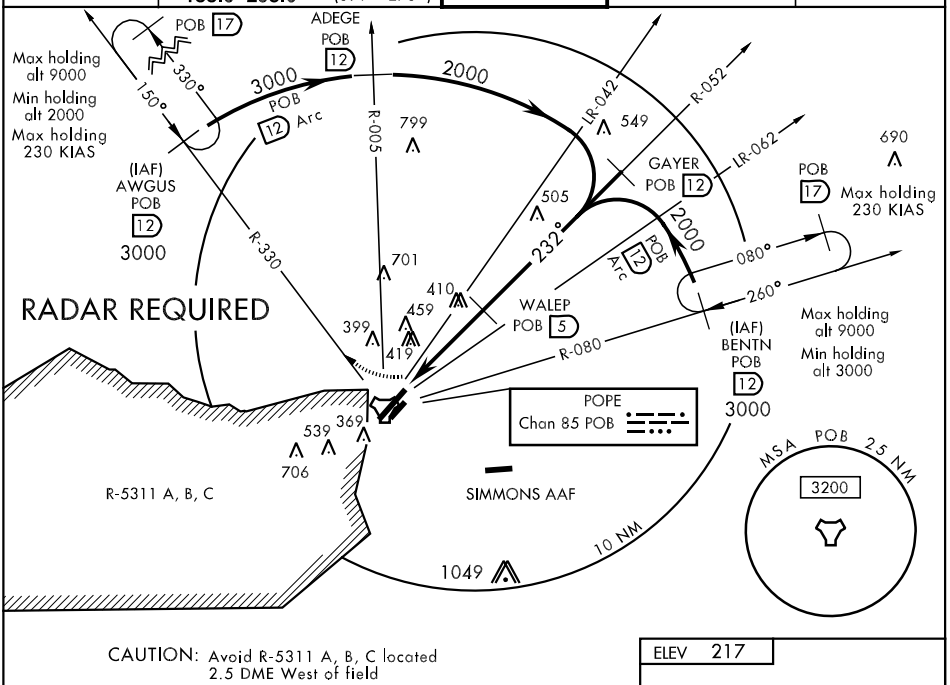
POPE AFB (KPOB)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.
** Circling not authorized SE of Rwy 5-23.

ALSF-1

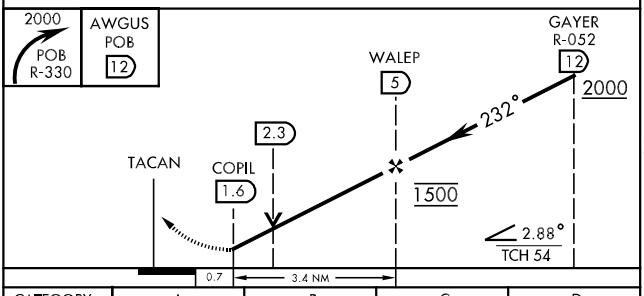
MISSED APPROACH: Immediate climbing right turn to 2000 via POB R-330 to AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°- 090°) 133.0 295.0 (091°- 270°)	135.025 291.1	124.55 275.8	275.8



CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

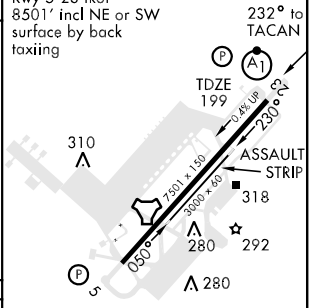
EMERG SAFE ALT 100 NM 5300



ELEV 217

Rwy 5-23 ldg 8501′ by use of dep end overrun

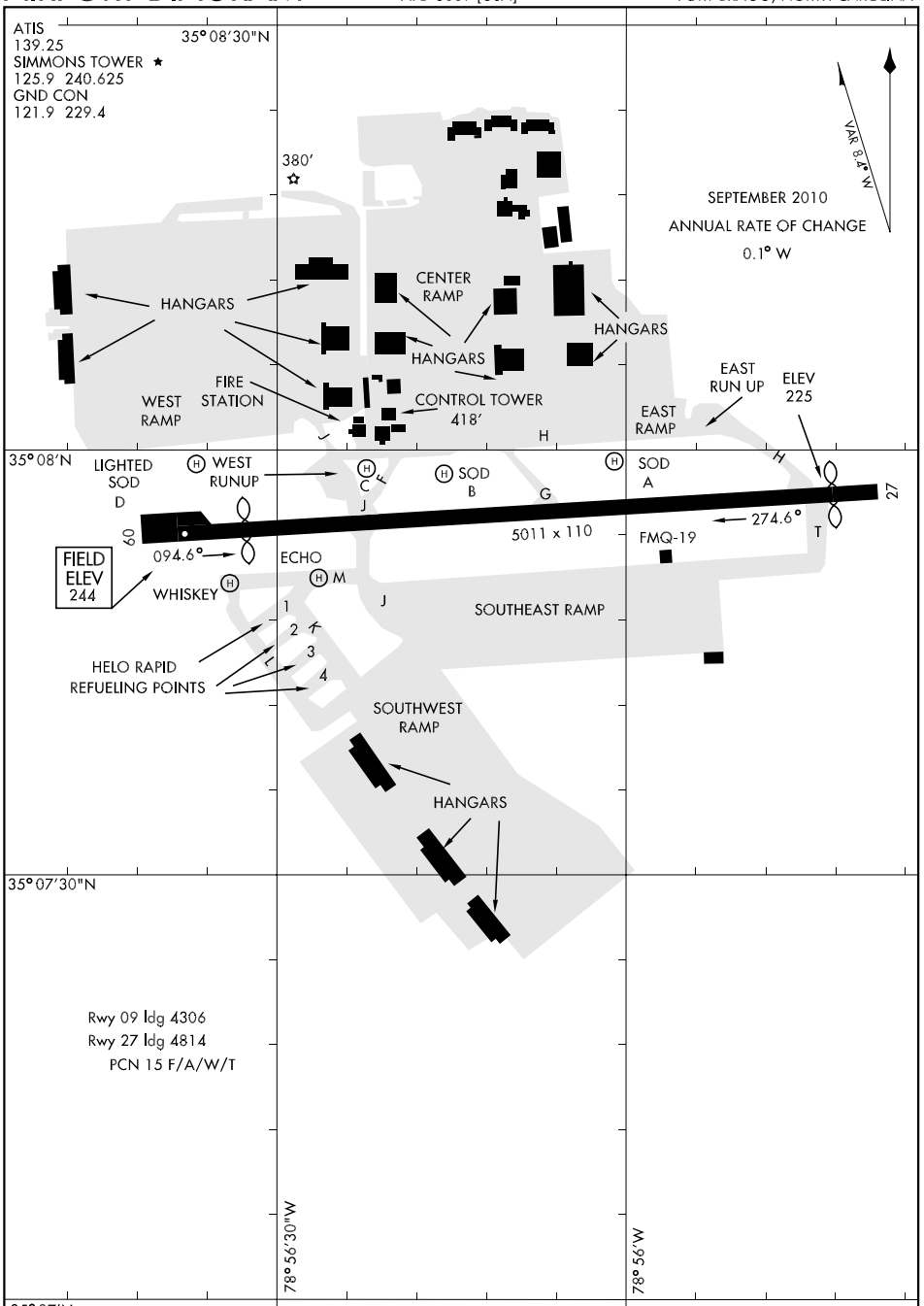
Rwy 5-23 tkof 8501′ incl NE or SW surface by back taxiing



CATEGORY	A	B	C	D
S-23 *	680/24 481 (500-½)		680/40 481 (500-¾)	680/50 481 (500-1)
CIRCLING **	680-1 463 (500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)

REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050° 230°

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 9

APCH CRS	Rwy ldg	4306
093°	TDZE	241
	Arpt Elev	244

AL-5069 [USA]

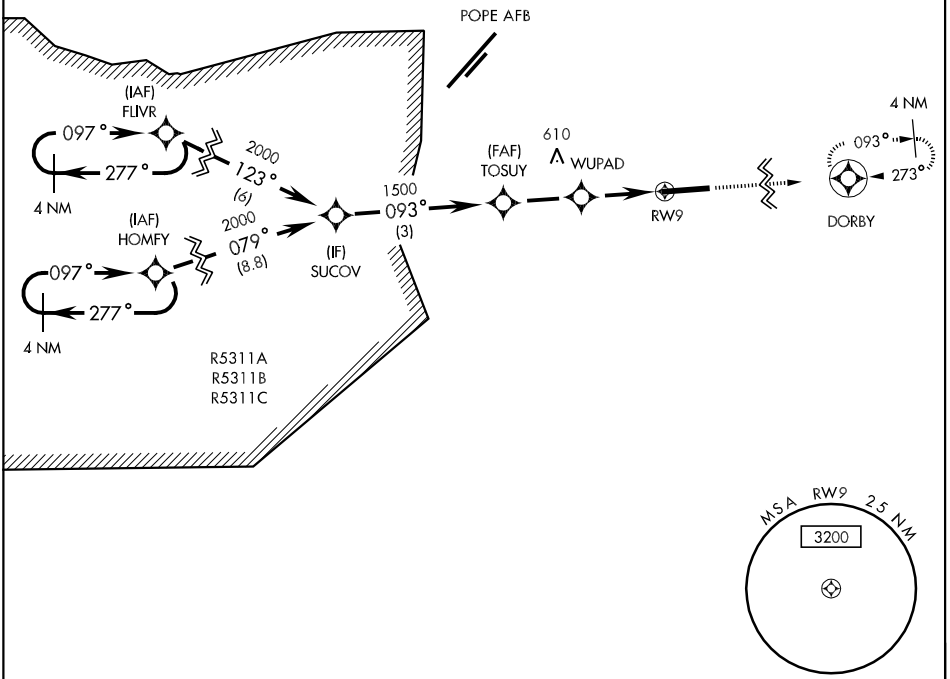
SIMMONS AAF (KFBG)

When local altimeter setting not received, use Pope AFB altimeter setting.
DME/DME RNP-0.3 NA.

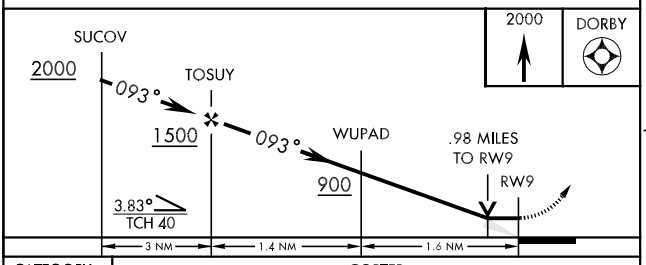
MISSED APPROACH: Climb to 2000 direct DORBY and hold.

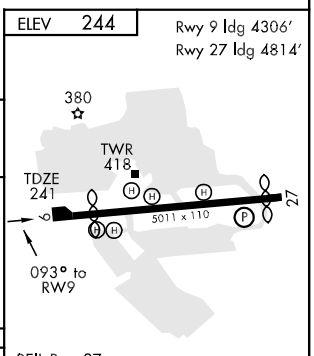
ATIS	FAYETTEVILLE APP CON	SIMMONS TOWER	GND CON	PAR
139.25	133.0 295.0	125.9 240.625	121.9 229.4	

Limit final and missed approach airspeed to 90 KIAS



RADAR REQUIRED





CATEGORY	COPTER		
LNAV MDA	680-½	439	(500-½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB RWY 27

NDB FGP	APCH CRS	Rwy Idg	4814
393	273°	TDZE	228
		Arpt Elev	244

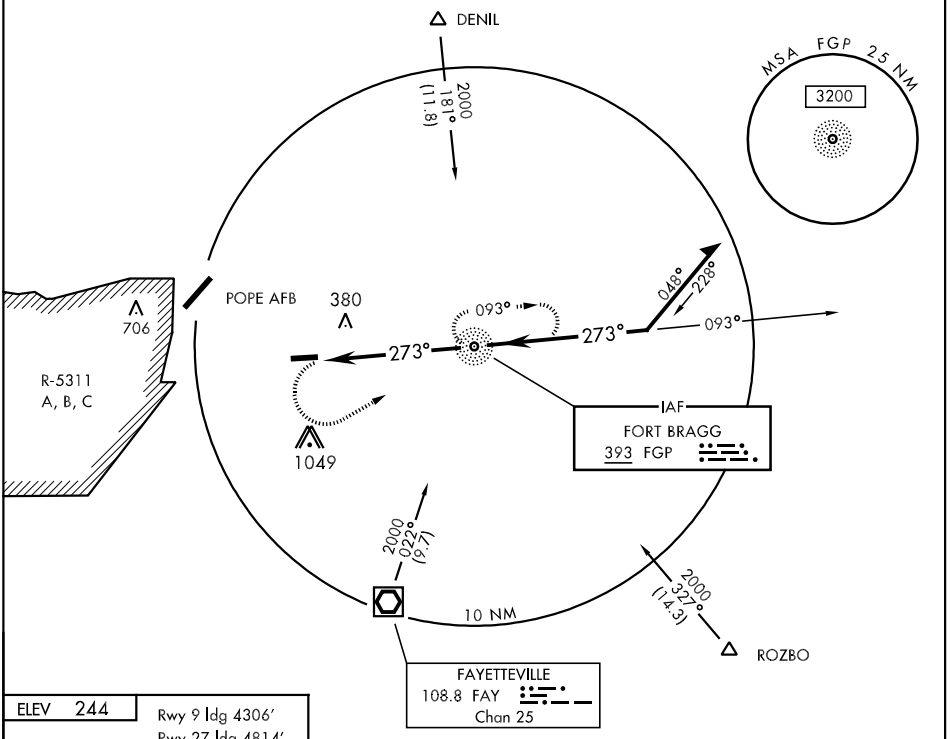
AL-5069 [USA]

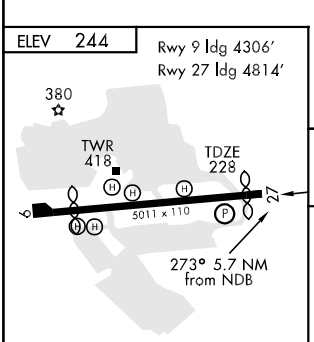
SIMMONS AAF (KFBG)

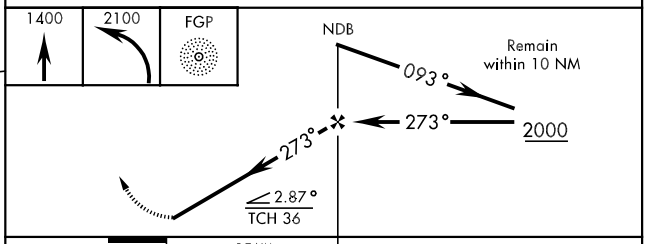
When local altimeter setting not received, use Pope AFB altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct FGP NDB and hold.

ATIS	FAYETTEVILLE APP CON	SIMMONS TOWER ★	GND CON	PAR
139.25	133.0 295.0	125.9 240.625	121.9 229.4	







REIL Rwy 27
MIRL Rwy 9-27

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-27	640-1	412 (400-1)	640-1¼ 412 (400-1¼)	NA
CIRCLING	780-1	536 (600-1)	780-1½ 536 (6001½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy ldg	4814
273°	TDZE	228
	Arpt Elev	244

AL-5069 [USA]

▼ When local altimeter setting not received, use Pope AFB altimeter setting.
DME/DME RNP-0.3 NA.

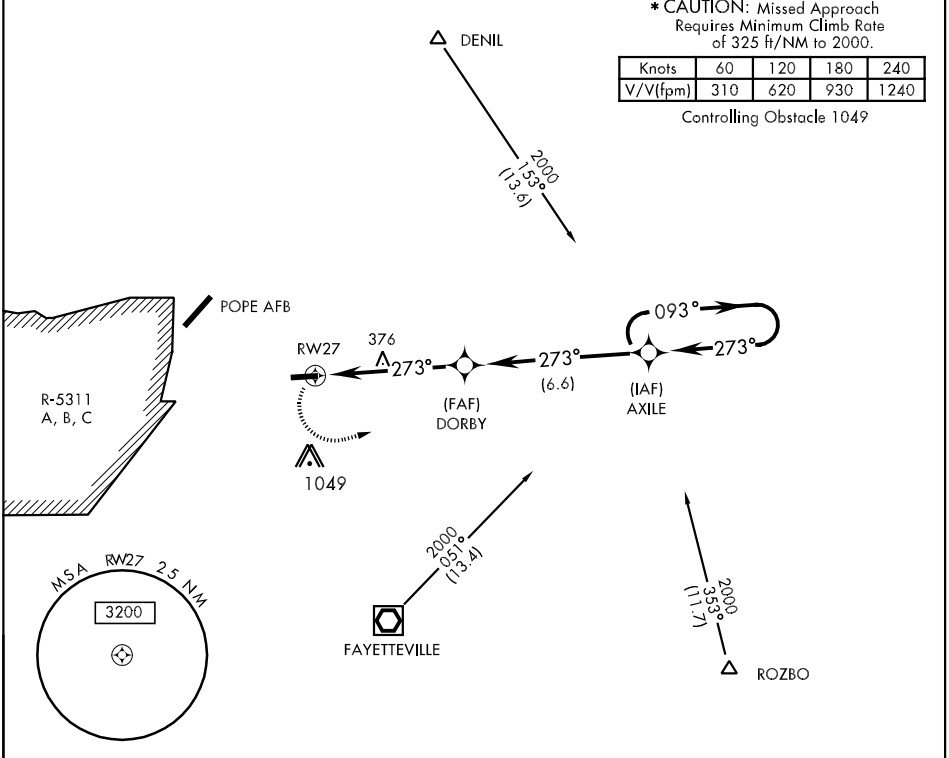
* MISSED APPROACH: Climbing left turn to 2100 direct AXILE and hold.

ATIS	FAYETTEVILLE APP CON	SIMMONS TOWER *	GND CON	PAR
139.25	133.0 295.0	125.9 240.625	121.9 229.4	

* CAUTION: Missed Approach Requires Minimum Climb Rate of 325 ft/NM to 2000.

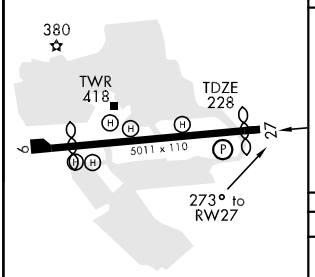
Knots	60	120	180	240
V/V(fpm)	310	620	930	1240

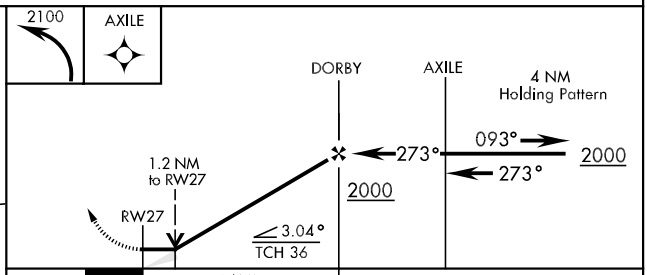
Controlling Obstacle 1049



ELEV 244

Rwy 9 ldg 4306'
Rwy 27 ldg 4814'





CATEGORY	A	B	C	D
LNAV MDA	640-1 412 (400-1)		640-1¼ 412 (400-1¼)	NA
CIRCLING	780-1 536 (600-1)		780-1½ 536 (600-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
340°	TDZE	N/A
	Apt Elev	2020

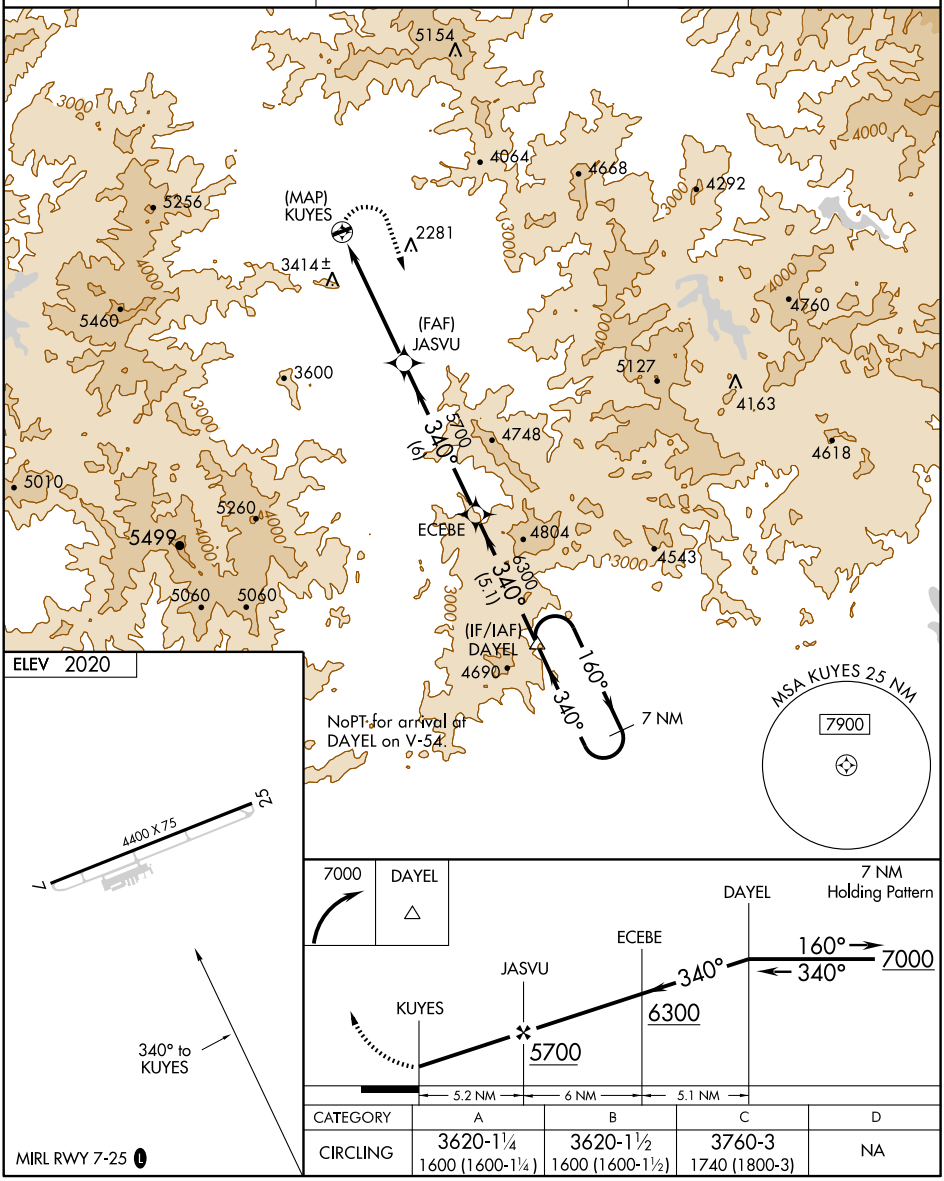
RNAV (GPS)-A

FRANKLIN/MACON COUNTY (1A5)

When local altimeter setting not received, Procedure NA.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7000 direct DAYEL and hold.

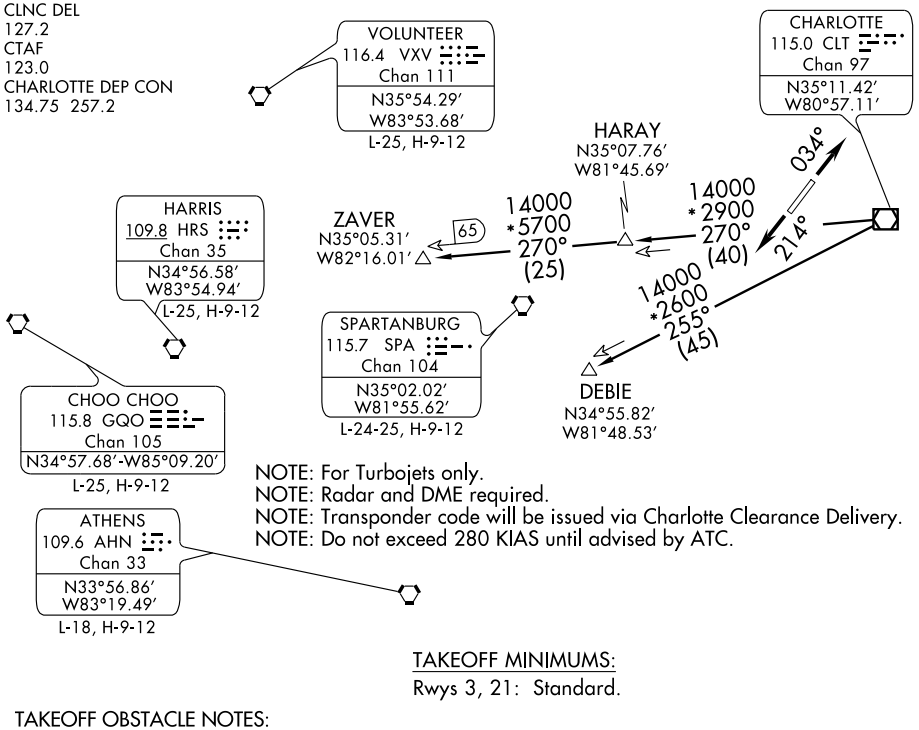
AWOS-3	ATLANTA CENTER	UNICOM
118.225	134.8 307.9	123.05 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	3620-1¼ 1600 (1600-1¼)	3620-1½ 1600 (1600-1½)	3760-3 1740 (1800-3)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ASOS
135.725
CLNC DEL
127.2
CTAF
123.0
CHARLOTTE DEP CON
134.75 257.2



NOTE: For Turbojets only.
NOTE: Radar and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Trees beginning 1200′ from DER, 433′ left of centerline, up to 80′ AGL/859′ MSL.
Trees beginning 162′ from DER, 371′ right of centerline, up to 136′ AGL/885′ MSL.
Rwy 21: Antenna and trees beginning 269′ from DER, 210′ left of centerline, up to 101′ AGL/880′ MSL.
Trees beginning 252′ from DER, 264′ right of centerline, up to 113′ AGL/882′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°. Thence....

TAKEOFF RUNWAY 21: Climb heading 214°. Thence....

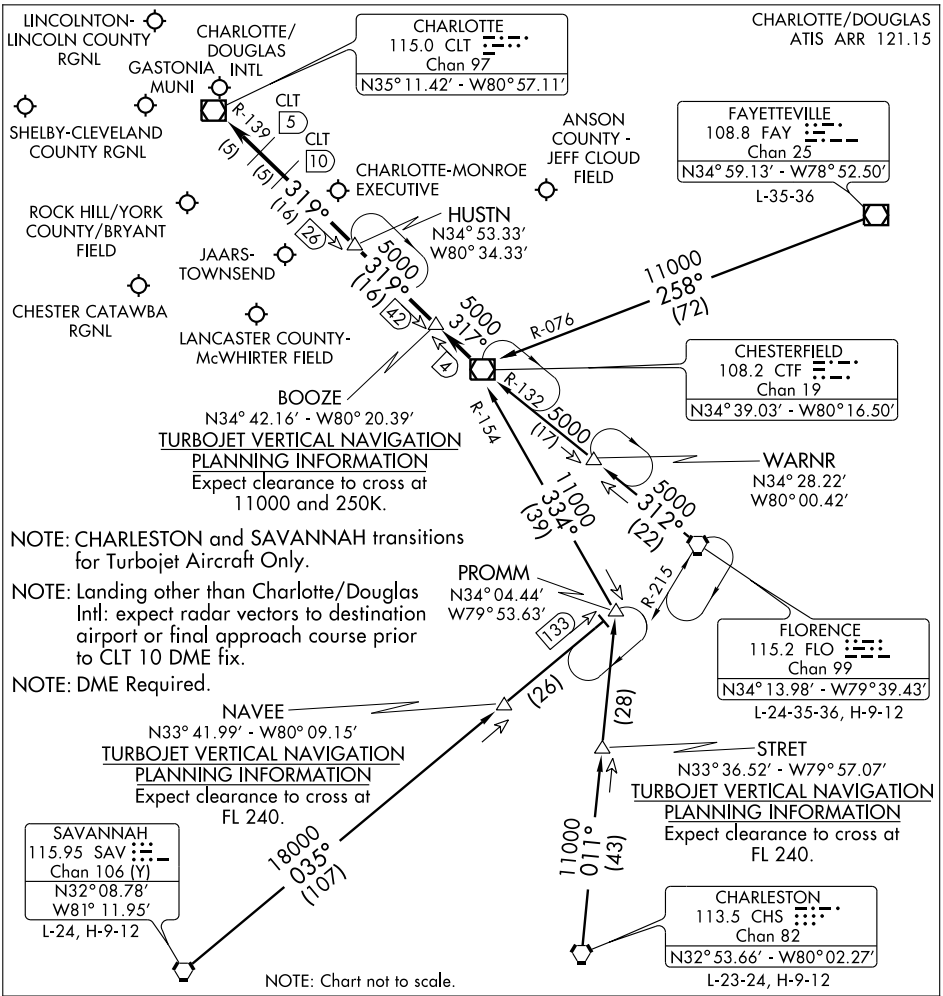
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB4.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.
HARAY TRANSITION (BOB4.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY.
ZAVER TRANSITION (BOB4.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

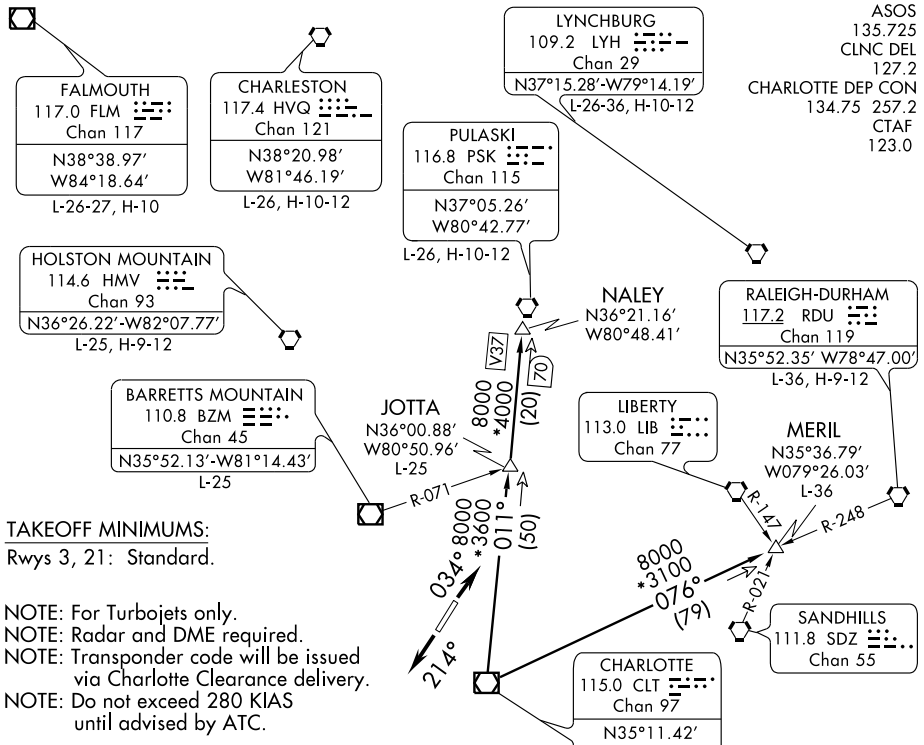
CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

(CTF.CTF3) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

HORNET SIX DEPARTURE



TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

NOTE: For Turbojets only.
NOTE: Radar and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance delivery.
NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL.
Rwy 21: Antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL.
Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°. Thence....
TAKEOFF RUNWAY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

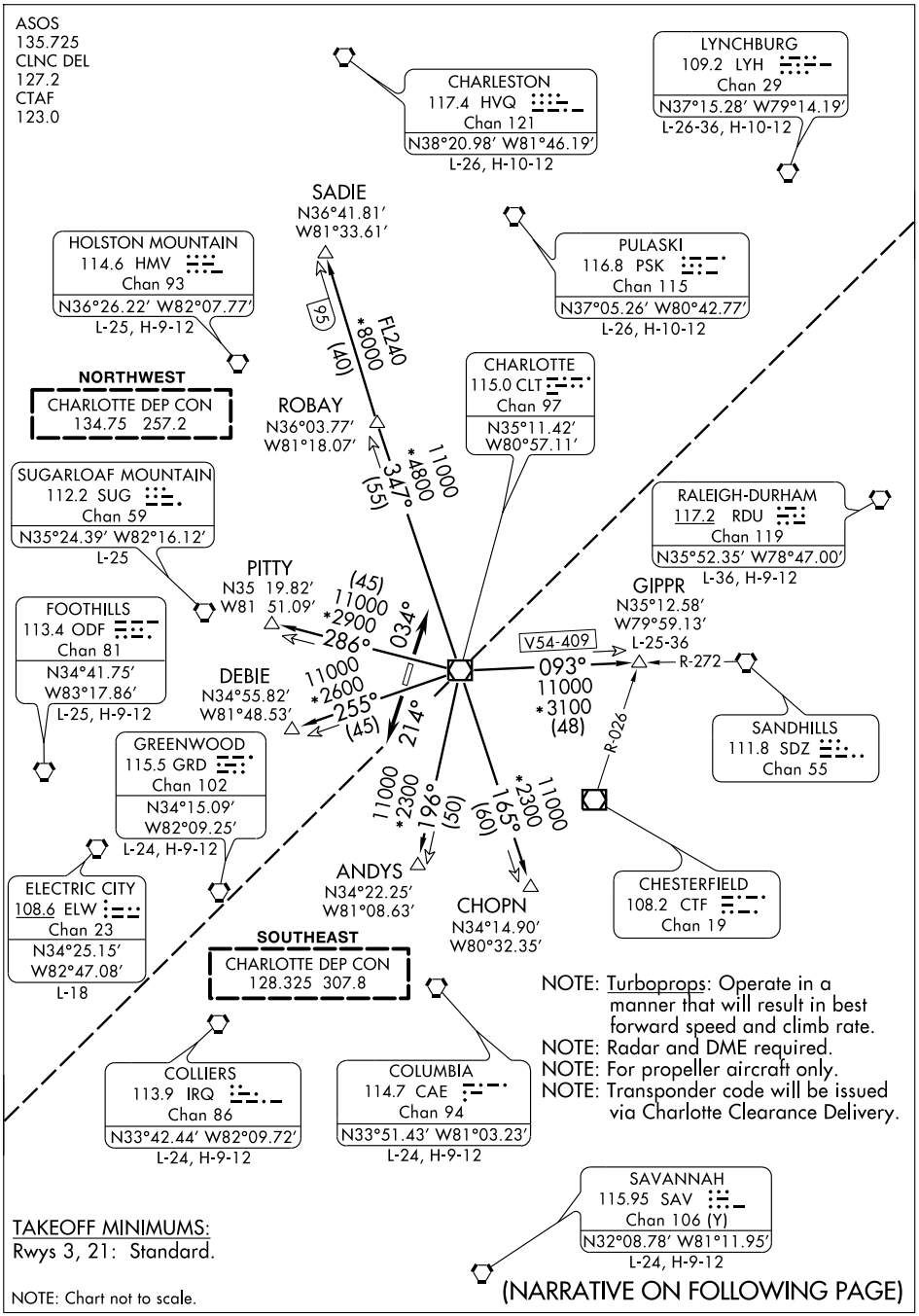
JOTTA TRANSITION (HOR6.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA.
MERIL TRANSITION (HOR6.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL.
NALEY TRANSITION (HOR6.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY.

SE-2, 21 OCT 2010 to 18 NOV 2010

HUGO ONE DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HUGO ONE DEPARTURE
GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)
(HUG1.HUG) 10154
SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°. Thence....
TAKEOFF RUNWAY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.
DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.
GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.
PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.
ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.
SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

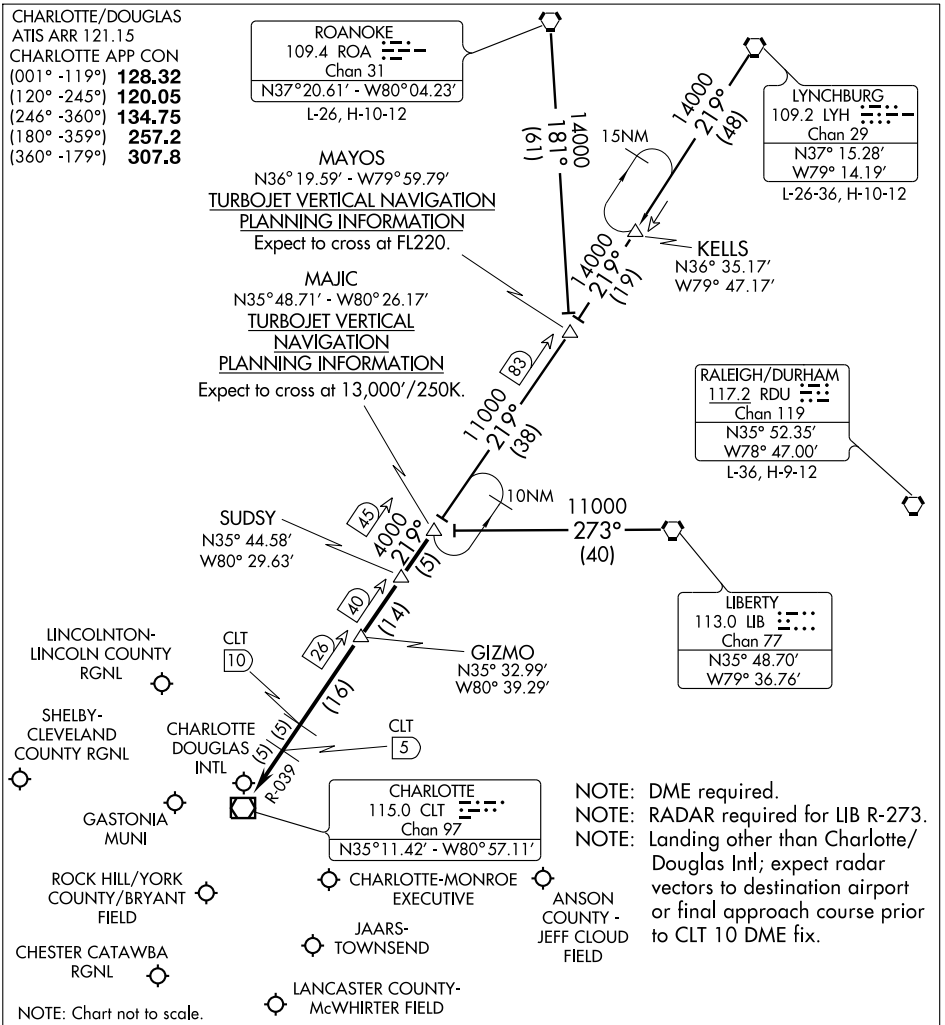
TAKEOFF OBSTACLE NOTES:

Rwy 3: Trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL.
Rwy 21: Antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL.
Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB GHJ	APP CRS	Rwy Idg	3770
260	034°	TDZE	797
		Apt Elev	797

NDB RWY 3

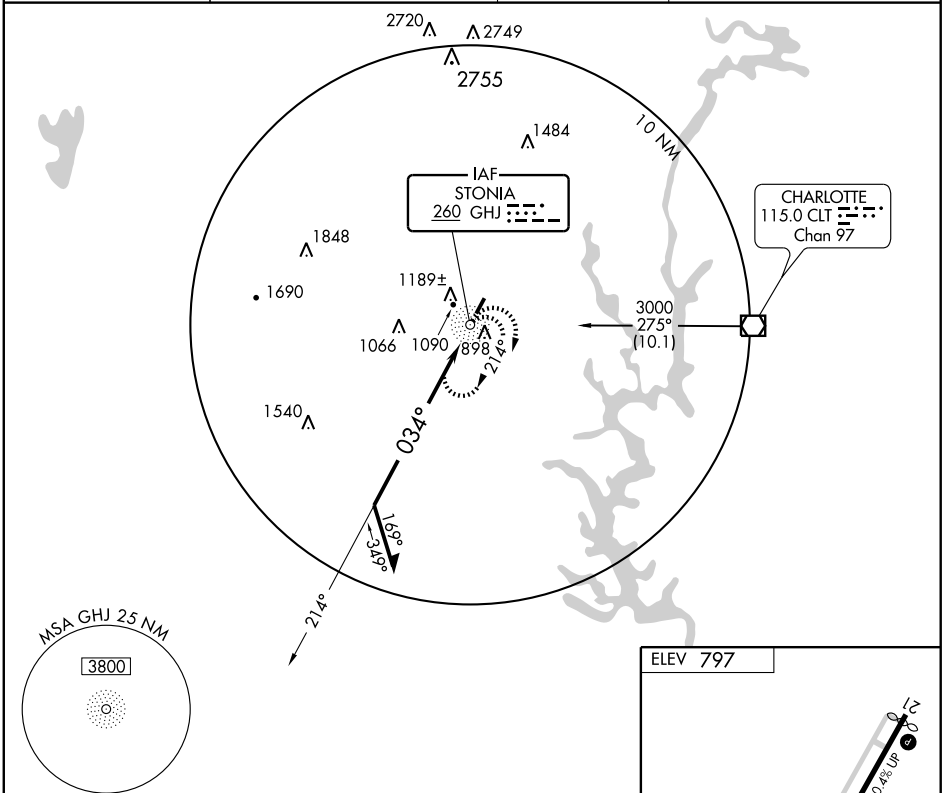
GASTONIA MUNI (AKH)

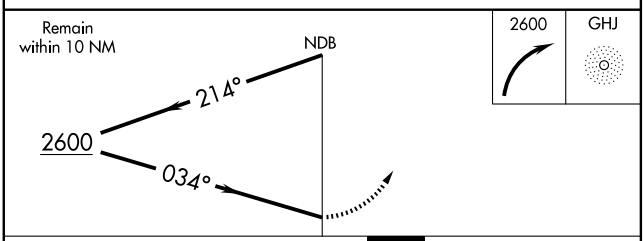
NA Inoperative table does not apply to Cats B and C.

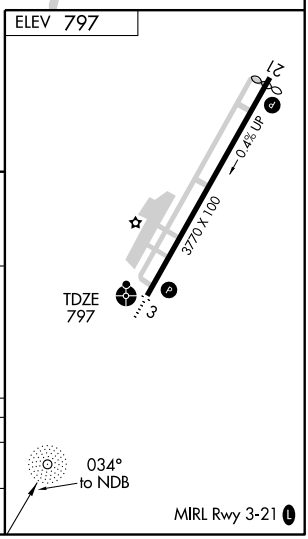
ODALS

MISSED APPROACH: Climbing right turn to 2600 in GHJ NDB holding pattern.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	134.75 257.2	127.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	1540-¾ 743 (800-¾)	1540-1¼ 743 (800-1¼)	1540-2¼ 743 (800-2¼)	NA
CIRCLING	1540-1 743 (800-1)	1540-1¼ 743 (800-1¼)	1540-2¼ 743 (800-2¼)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010

PANTHER ONE DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

NOTE: Chart not to scale.

ASOS
135.725
CLNC DEL
127.2
CTAF
123.0
CHARLOTTE DEP CON
134.75 257.2

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'W80°57.11'

034°
214°

LILLS
N34°56.13'
W79°55.81'
L-25-35-36

8000
*2700
112°
(53)

SANDHILLS
111.8 SDZ
Chan 55

R-228

R-271

FAYETTEVILLE
108.8 FAY
Chan 25

R-345

FLORENCE
115.2 FLO
Chan 99

8000
*2300
196°
(50)

8000
*2300
180°
(40)

ANDYS
N34°22.25'
W81°08.63'

BUCKL
N34°31.50'
W80°52.89'

COLLIERS
113.9 IRQ
Chan 86

R-056

8000
*2500
194°
(41)

R-014

COLUMBIA
114.7 CAE
Chan 94
N33°51.43'
W81°03.23'
L-24, H-9-12

15000
*2100
196°
(79)

I29

R-205

J51

R-178

TREAL
N33°04.18'
W81°26.46'

FL180
*1900
205°
(71)

J22

J75

NOTE: For Turbojets only.
NOTE: Radar and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery..
NOTE: Do not exceed 280 KIAS until advised by ATC.

DUNKN
N31°58.70'
W81°57.93'

R-262

SAVANNAH
115.95 SAV
Chan 106 (Y)

FL180
*1800
202°
(93)

J75

R-350

R-022

TAYLOR
112.9 TAY
Chan 76
N30°30.28'
W82°33.17'
L-21-24 H-8

CRAIG
114.5 CRG
Chan 92

TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 21 OCT 2010 to 18 NOV 2010

PANTHER ONE DEPARTURE

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034°. Thence....

TAKEOFF RUNWAY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180 to BUCKL and CAE R-014 to CAE VORTAC.
LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.
TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL, then via CAE R-205 to DUNKN and TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL.
Rwy 21: Antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL.
Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

GASTONIA MUNI (AKH)

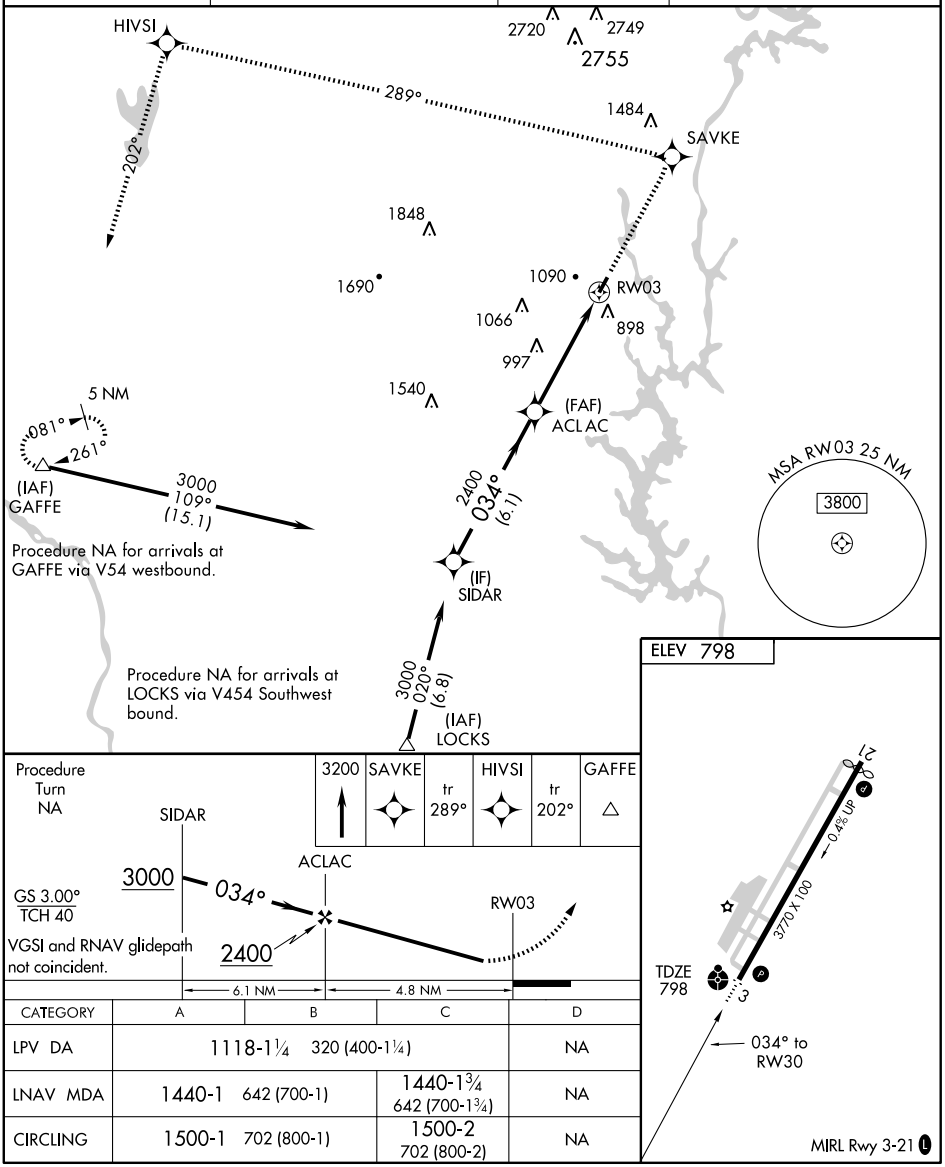
WAAS	APP CRS	Rwy ldg	3770
CH 90302	034°	TDZE	798
W03A		Apt Elev	798

If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3200 direct SAVKE and via 289° track to HIVSI and 202° track to GAFFE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	134.75 257.2	127.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1118-1¼ 320 (400-1¼)			NA
LNAV MDA	1440-1 642 (700-1)		1440-1¾ 642 (700-1¾)	NA
CIRCLING	1500-1 702 (800-1)		1500-2 702 (800-2)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50402 W21A	APP CRS 214°	Rwy ldg 3680 TDZE 798 Apt Elev 798

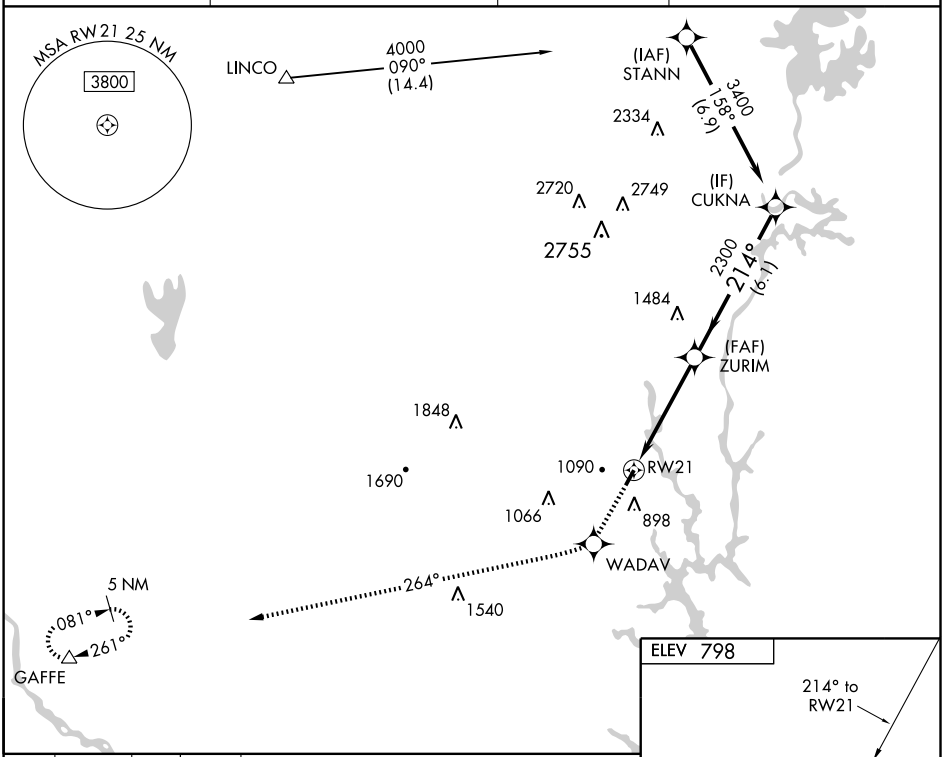
RNAV (GPS) RWY 21

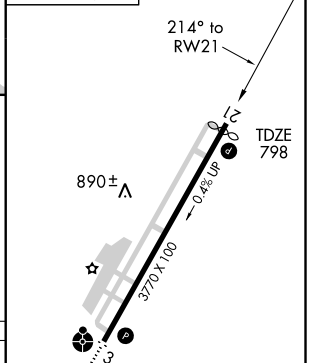
GASTONIA MUNI (AKH)

If local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA/MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	134.75 257.2	127.2	123.0 (CTAF) L

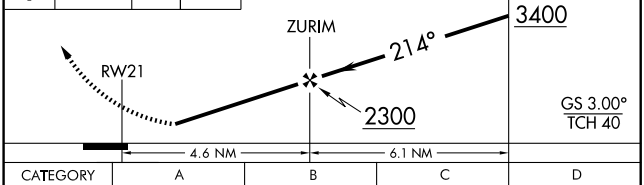




3200	WADAV	tr 264°	GAFFE

VGSI and RNAV glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1111-1¼ 313 (400-1¼)			NA
LNAV MDA	1420-1 622 (700-1)		1420-1¾ 622 (700-1¾)	NA
CIRCLING	1500-1 702 (800-1)		1500-2 702 (800-2)	NA

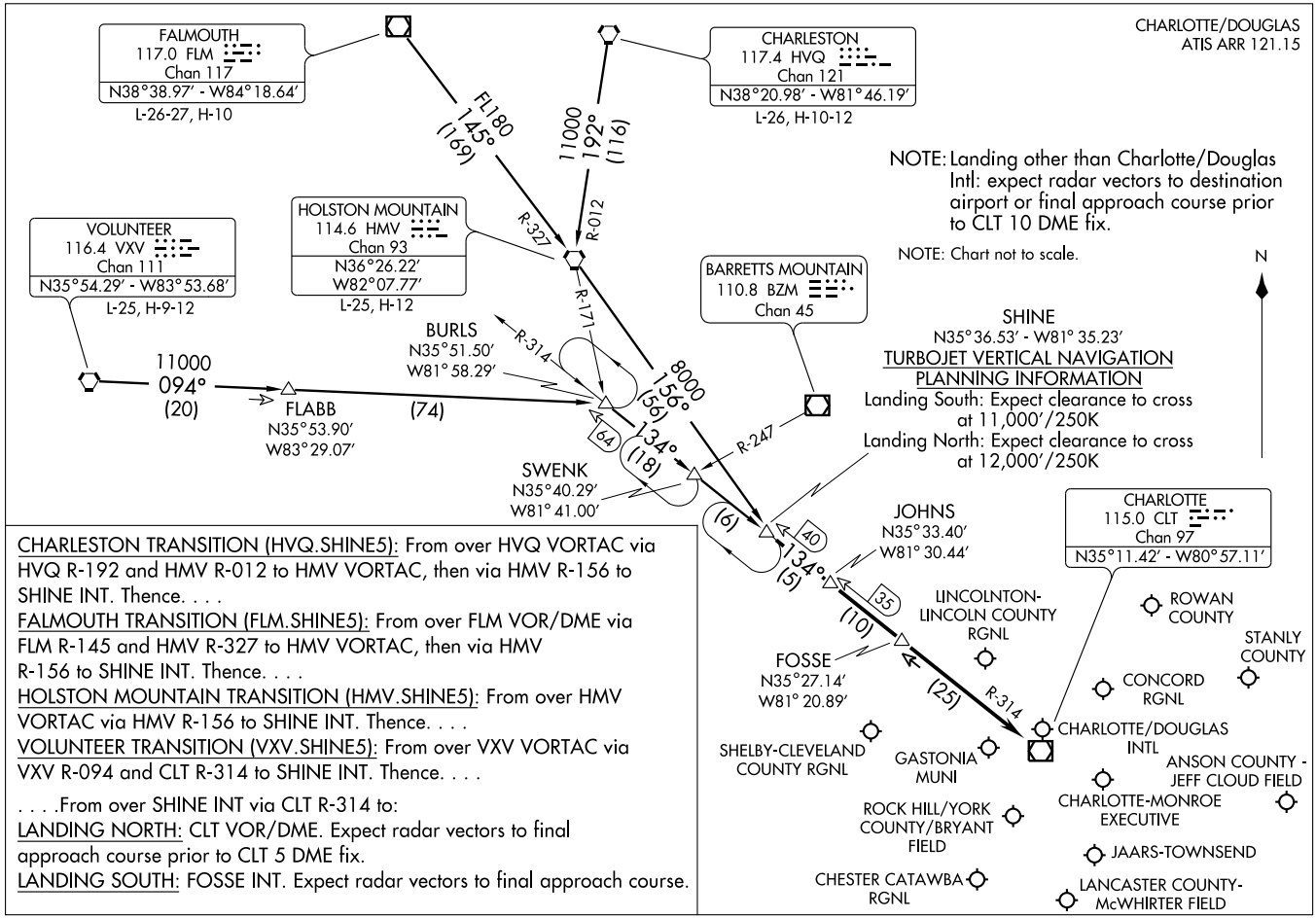
MIRL Rwy 3-21 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

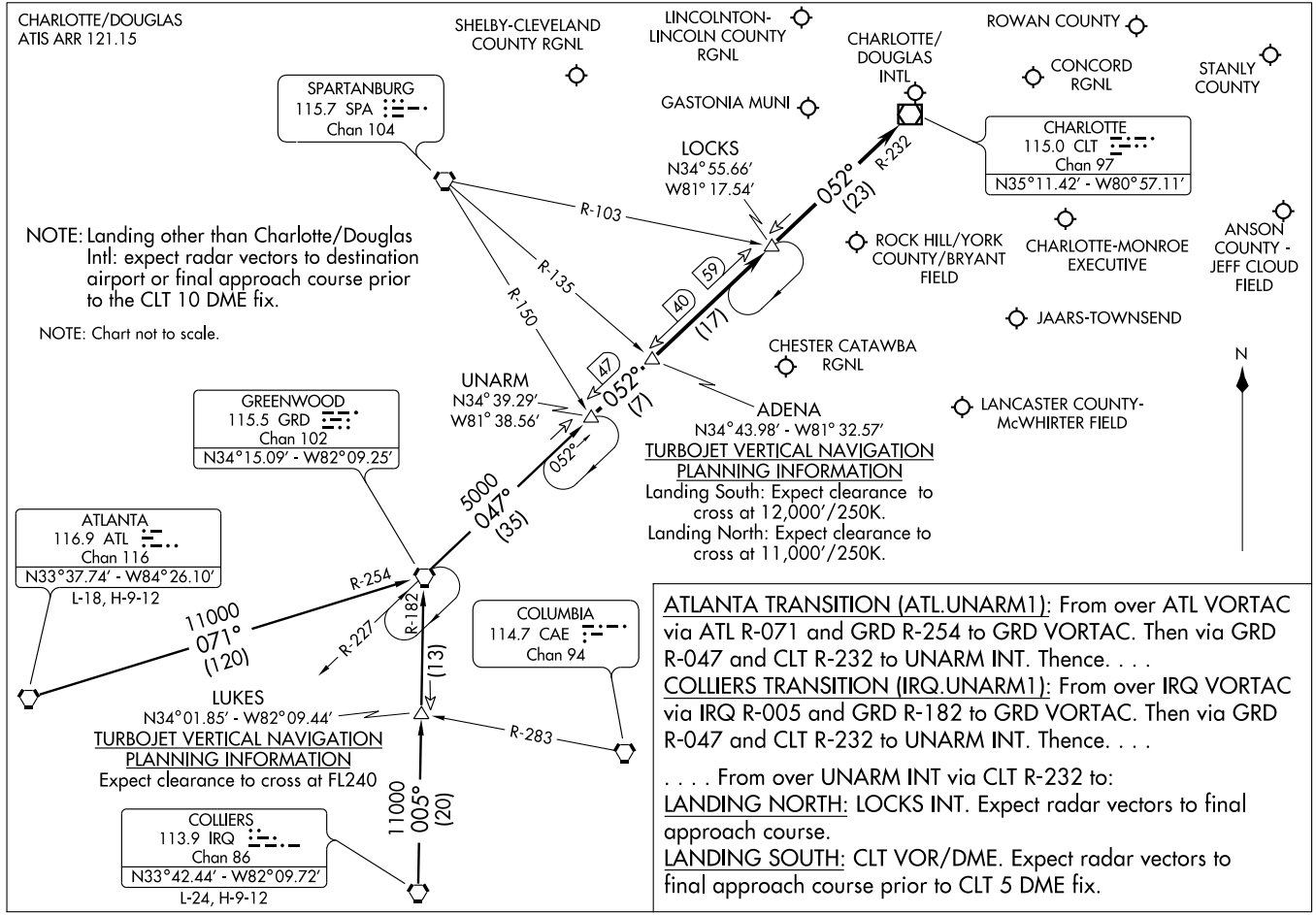
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

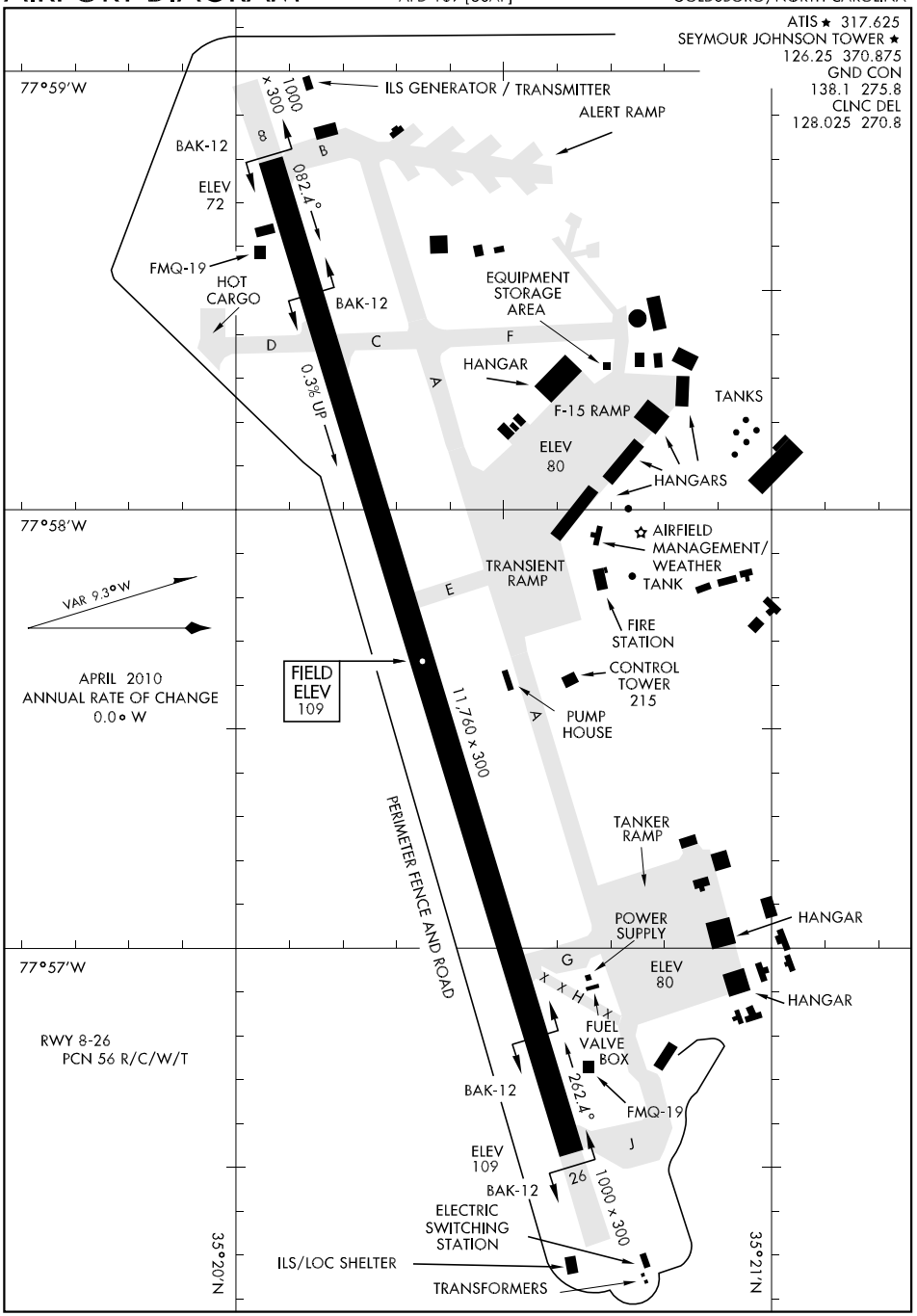
. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 8

LOC I-GSB	APCH CRS	Rwy ldg 11,760 / TDZE 73 / Arpt Elev 109
109.3	081°	

JAL-169 [USAF] — SEYMOUR JOHNSON AFB (KGSB)

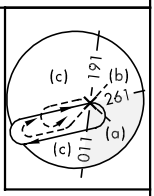
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

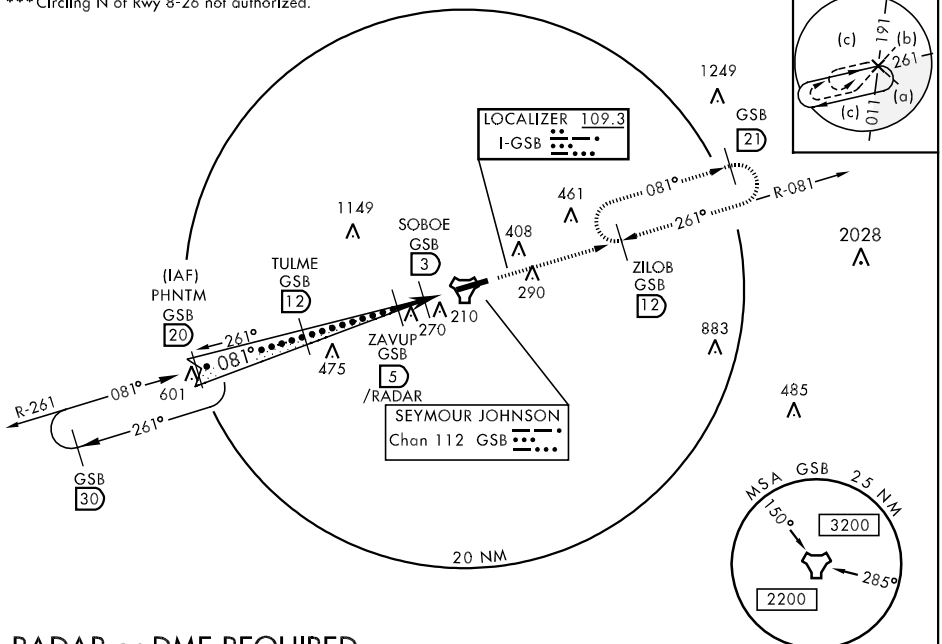
ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

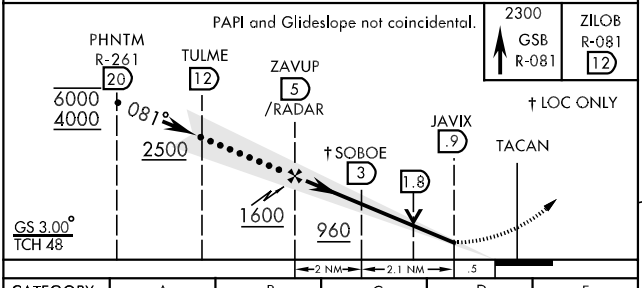
***Circling N of Rwy 8-26 not authorized.

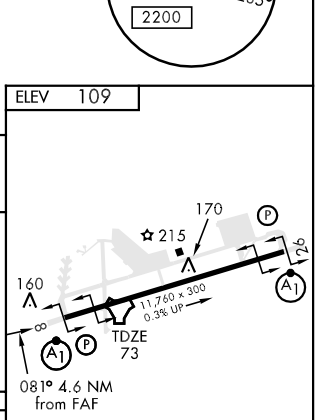




RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-ILS 8 *	273/24 200 (200-½)				
S-LOC 8 **	560/24 487 (500-½)		560/40 487 (500-¾)	560/50 487 (500-1)	560/60 487(500-1¼)
CIRCLING***	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-DDX	APCH CRS	Rwy ldg 11,760 / TDZE 109 / Arpt Elev 109
109.9	261°	

JAL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

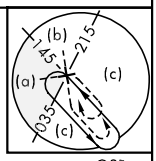
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

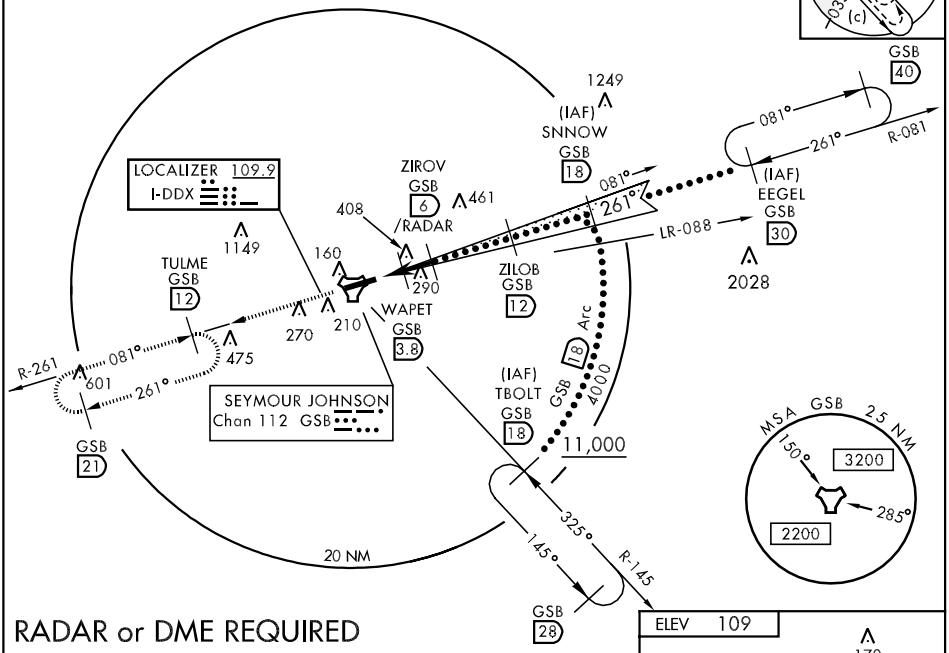
ALSF-1 (A1)

MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

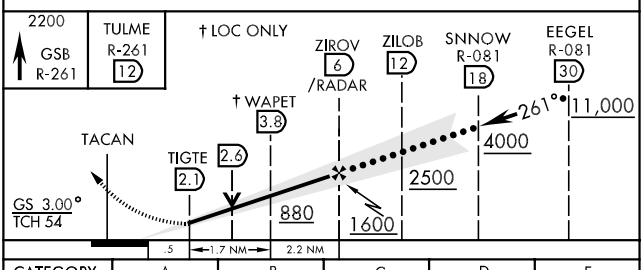
*** Circling N of Rwy 8-26 not authorized.

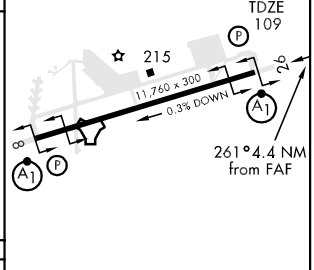




RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-ILS 26 *	309/24		200	(200-½)	
S-LOC 26**	500/24 391 (400-½)		500/40 391 (400-¾)		500/50 391 (400-1)
CIRCLING***	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

FAF to MAP 3.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:57	1:40	1:28	1:18	1:10

SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 8

SEYMOUR JOHNSON AFB (KGSB)

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
GSB Chan 112	081°	11,760	73	109

JAL-169 [USAF]

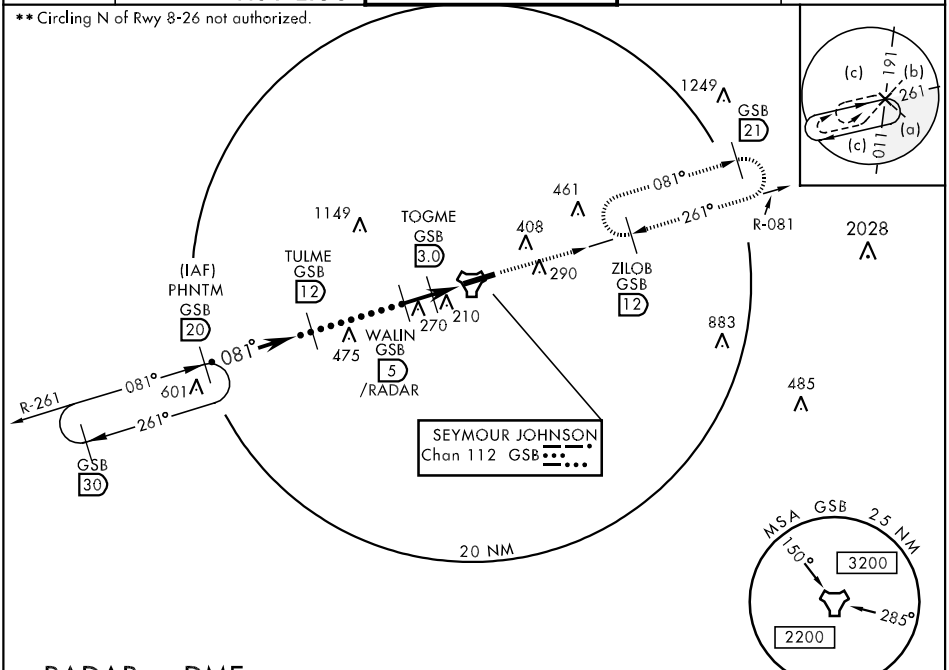
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ .

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

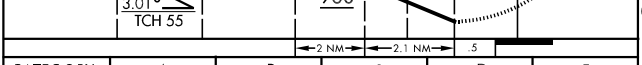
** Circling N of Rwy 8-26 not authorized.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 109



CATEGORY	A	B	C	D	E
S-8 *	560/24 487	(500-½)	560/40 487 (500-¾)	560-50 487 (500-1)	560/60 487 (500-1¼)
CIRCLING **	660-1 551	(600-1)	660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

HIRL Rwy 8-26

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 26

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
GSB Chan 112	261°	11,760	109	109

JAL-169 [USAF]

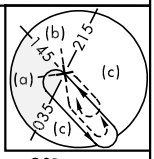
SEYMOUR JOHNSON AFB (KGSB)

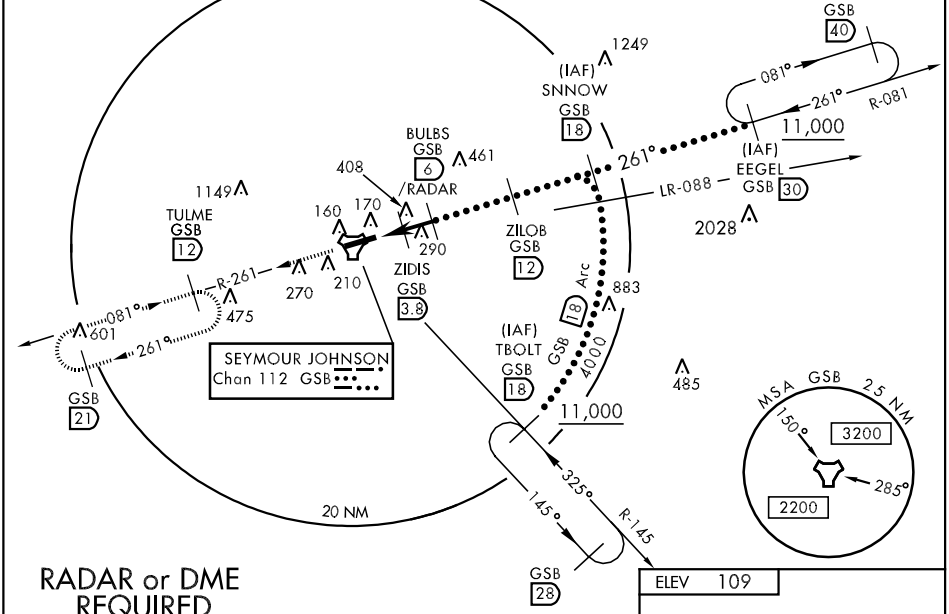
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis 1¼ miles, CAT DE vis to 1½ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

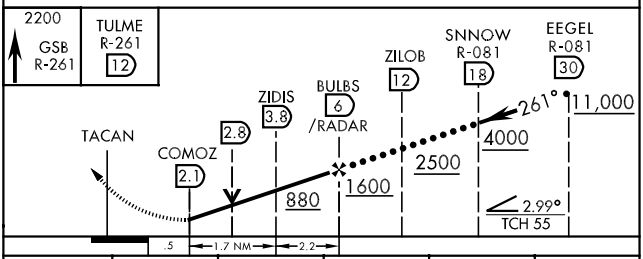
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

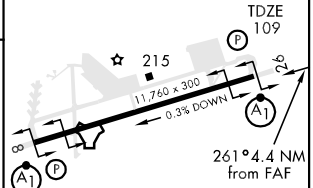




RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-26 *	560/24 451 (500-½)		560/40 451 (500-¾)	560/50 451 (500-1)	
CIRCLING **	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

FAF to MAP 3.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:57	1:40	1:28	1:18	1:10

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 8

LOC I-GSB	APCH CRS	Rwy ldg 11,760 / TDZE 73 / Arpt Elev 109	AL-169 [USAF]	SEYMOUR JOHNSON AFB (KGSB)
109.3	081°			

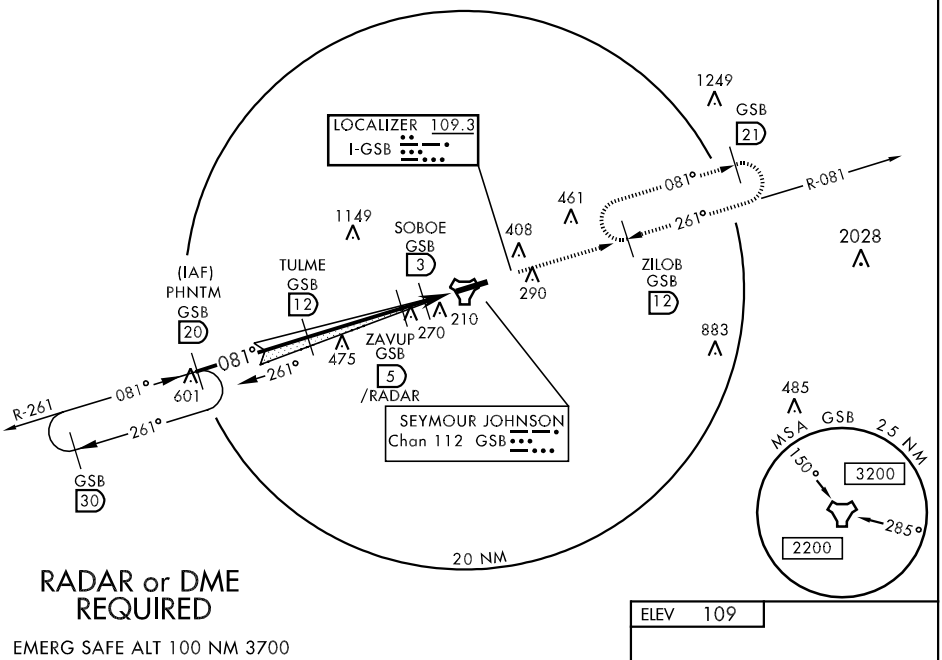
▼ * When ALS inop, increase RVR to 40 vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

*** Circling N of Rwy 8-26 not authorized.



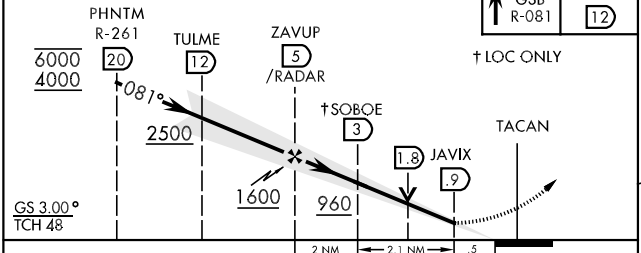
RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700

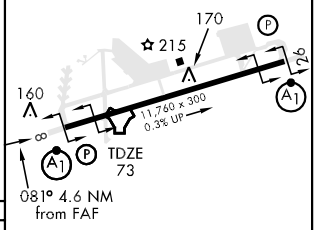
PAPI and Glideslope not coincidental.

2300 GSB R-081 — ZILOB R-081 12

† LOC ONLY



ELEV 109



HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-ILS 8*	273/24		200		(200-½)
S-LOC 8 **	560/24 487 (500-½)		560/40 487 (500-¾)	560/50 487 (500-1)	560/60 487(500-1¼)
CIRCLING ***	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 26

LOC I-DDX	APCH CRS	Rwy ldg 11,760 / TDZE 109 / Arpt Elev 109
109.9	261°	AL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

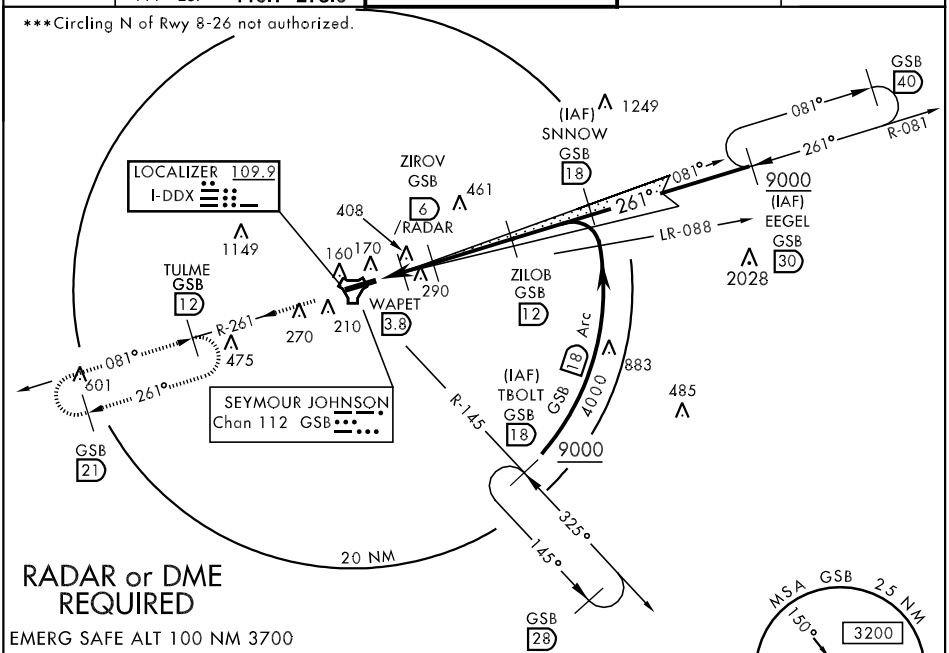
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

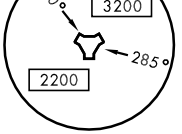
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

***Circling N of Rwy 8-26 not authorized.

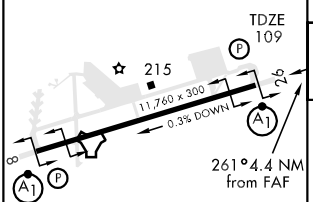


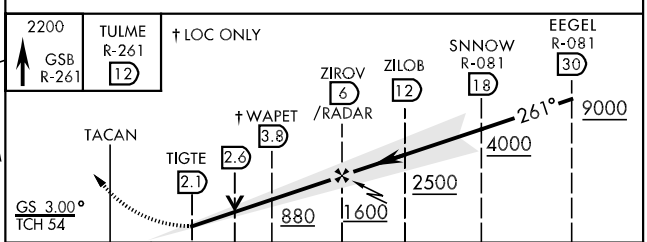
RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700



ELEV 109





HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-ILS 26 *	309/24		200	(200-½)	
S-LOC 26 **	500/24 391 (400-½)		500/40 391 (400-¾)		500-50 391 (400-1)
CIRCLING ***	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651(700-2¼)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

ILS or LOC/DME RWY 26

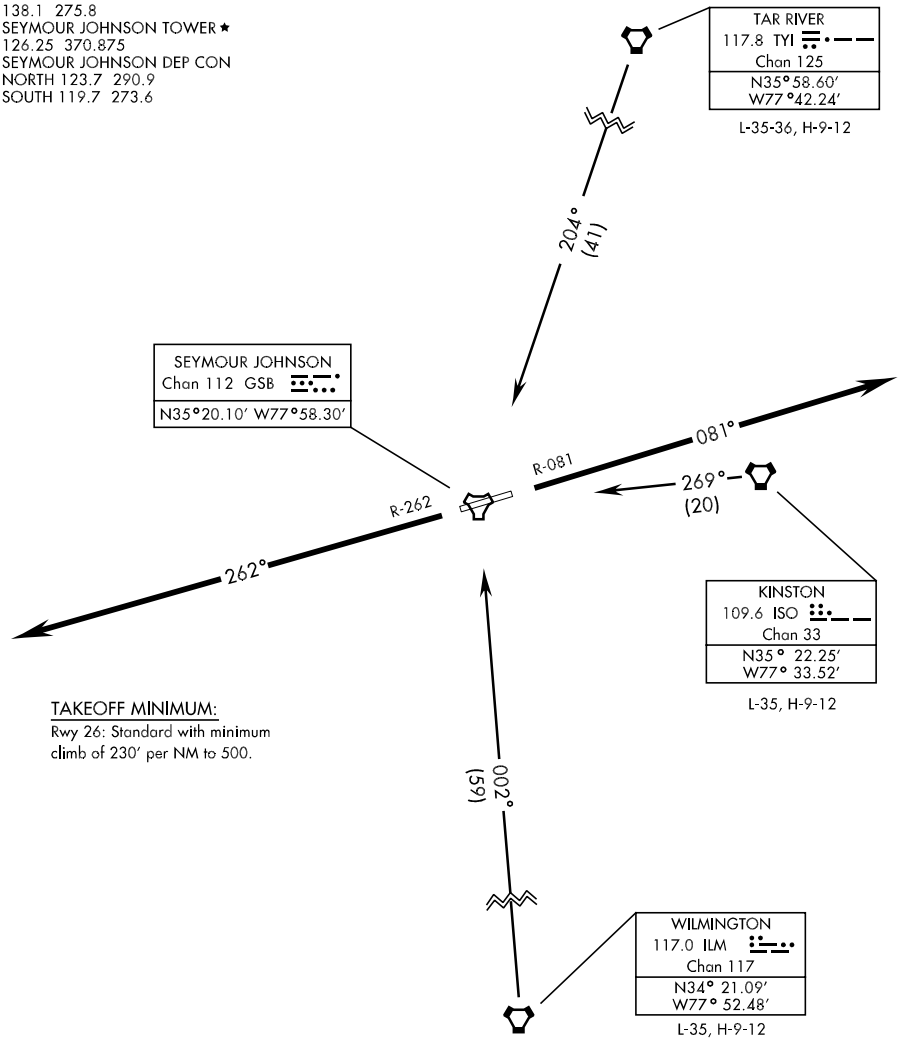
SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SEYMOUR-ONE DEPARTURE (GSB1 • GSB)

Rwy	Knots	60	120	180	240	300	360
26	V/V(fpm)	230	460	690	920	1150	1380

ATIS★ 317.625
CLNC DEL
128.025 270.8
GND CON
138.1 275.8
SEYMOUR JOHNSON TOWER★
126.25 370.875
SEYMOUR JOHNSON DEP CON
NORTH 123.7 290.9
SOUTH 119.7 273.6

SHL-169 [USAF]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Track outbound on GSB R-081 until passing 2500′, then turn right/left on course climbing to assigned altitude.

TAKE-OFF RWY 26: Track outbound on GSB R-262 until passing 2500′, then turn right/left on course climbing to assigned altitude.

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 8

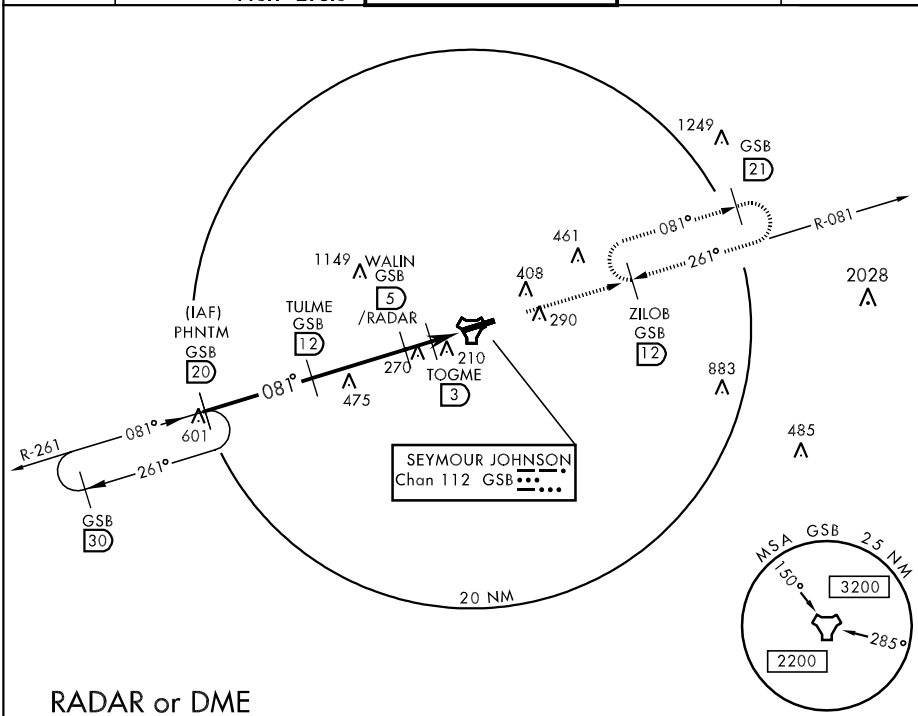
TACAN	APCH CRS	Rwy Idg	AL-169 [USAF]	SEYMOUR JOHNSON AFB	(KGSB)
GSB Chan 112	081°	11,760 TDZE 73 Arpt Elev 109			

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

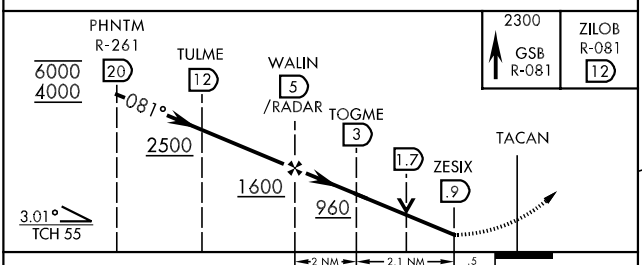
MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

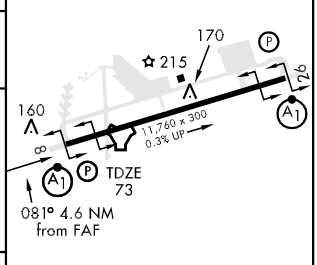
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-8 *	560/24 487 (500-½)		560/40 487 (500-¾)	560/50 487(500-1)	560/60 487(500-1¼)
CIRCLING **	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 26

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
GSB Chan 112	261°	11,760	109	109

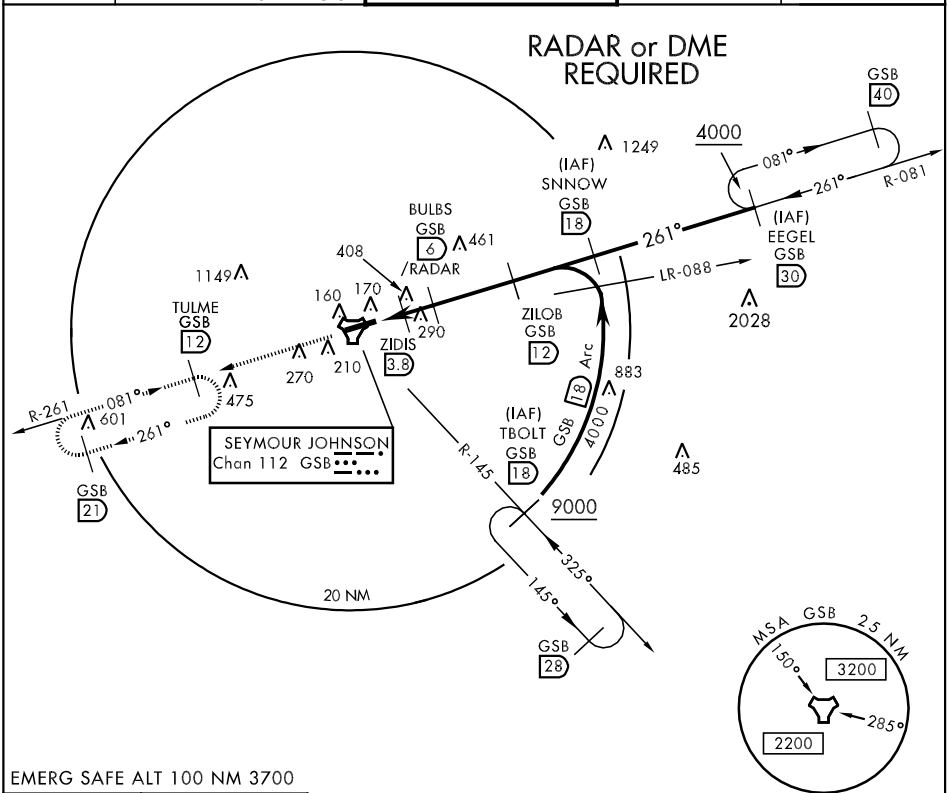
AL-169 [USAF] SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

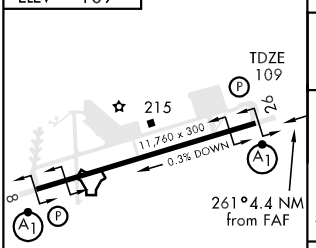
MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

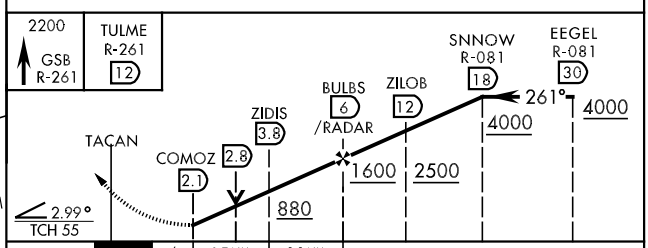
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



EMERG SAFE ALT 100 NM 3700

ELEV 109





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D	E
S- 26*	560/24 451 (500-½)		560/40 451(500-¾)	560/50 451 (500-1)	
CIRCLING **	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551(600-2)	760-2¼ 651(700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-UGZ	APP CRS	Rwy Idg	5499
111.9	227°	TDZE	134
		Apt Elev	134

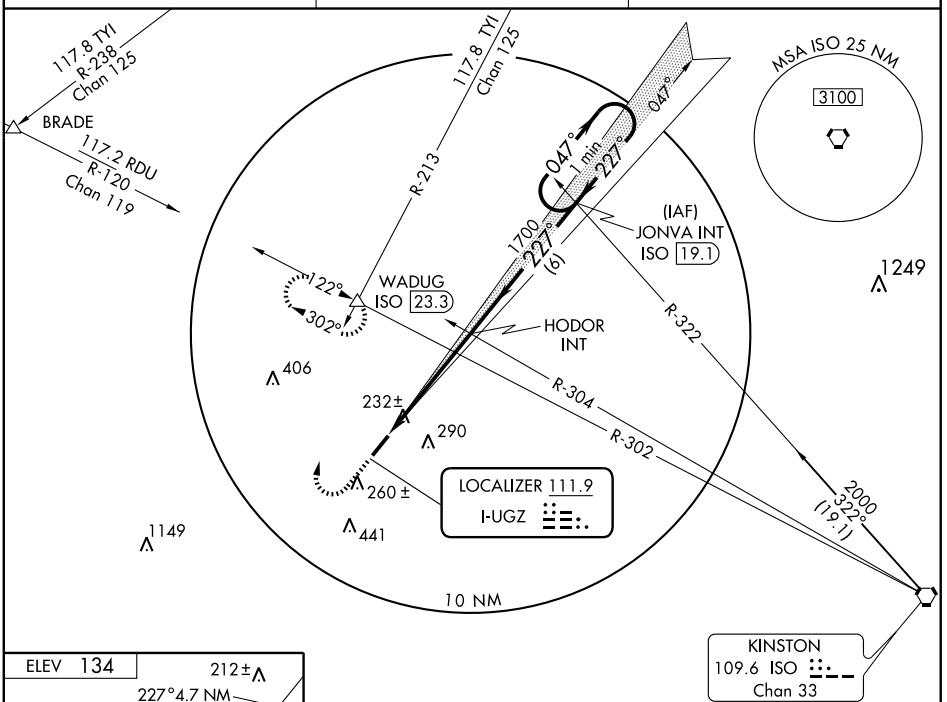
ILS or LOC RWY 23
GOLDSBORO-WAYNE MUNI (GWW)

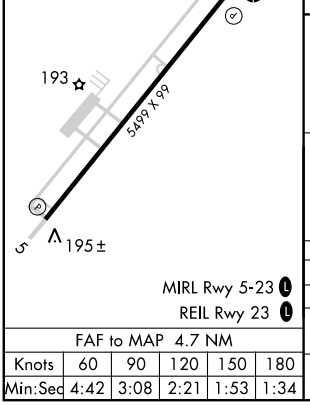
T NA If local altimeter setting not received, use Smithfield altimeter setting and increase DA to 390 feet; increase all MDAs 60 feet.

ODALS

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via heading 040° and ISO R-302 to WADUG INT/ISO 23.3 DME and hold.

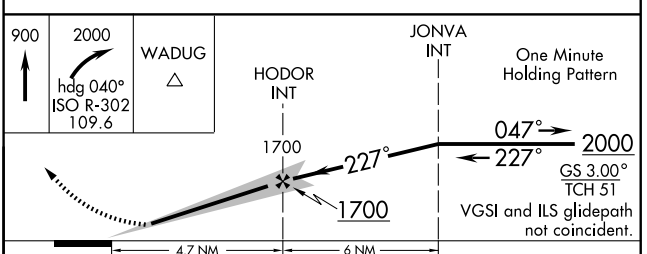
AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 23	334-¾ 200 (200-¾)			
S-LOC 23	500-¾ 366 (400-¾)			500-1¼ 366 (400-1¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5499
062°	TDZE	134
	Apt Elev	134

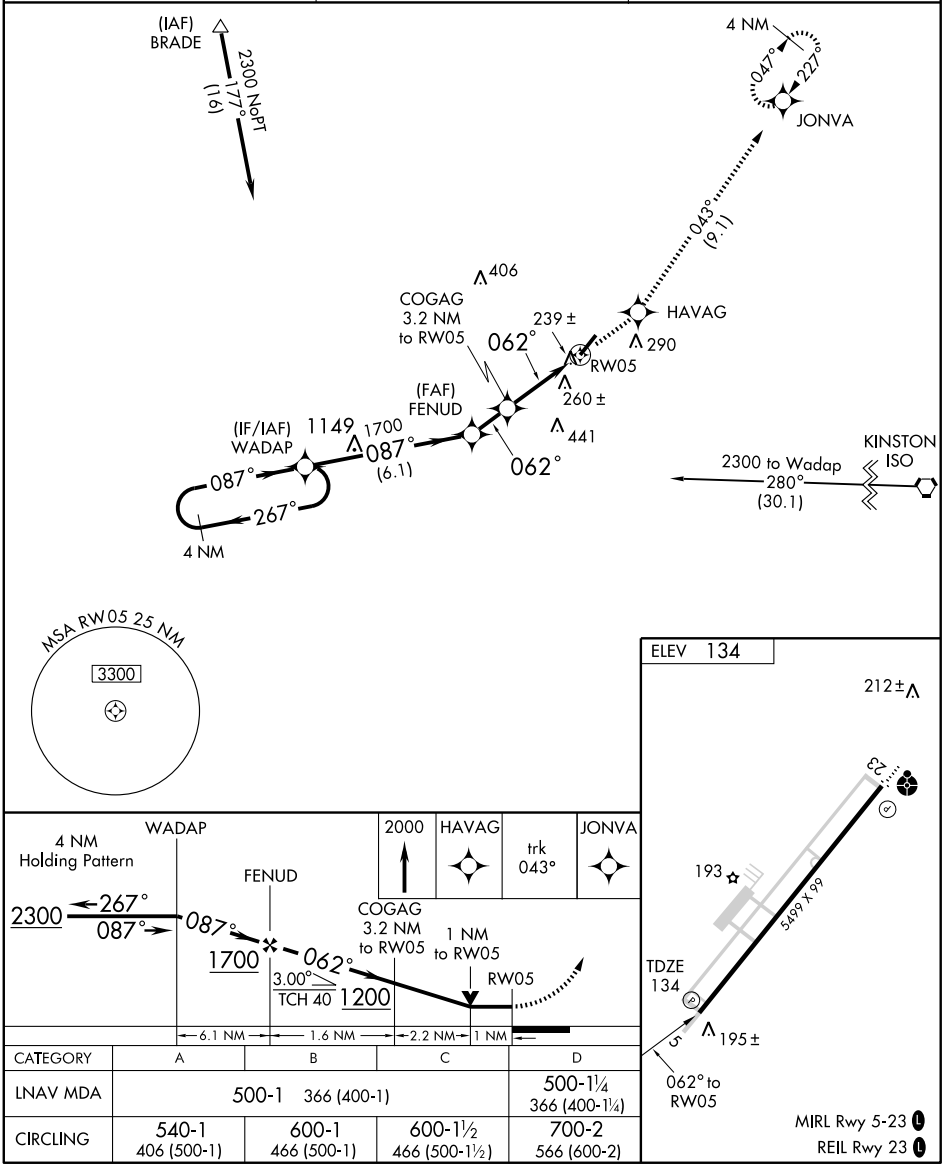
RNAV (GPS) RWY 5

GOLDSBORO-WAYNE MUNI (GWW)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet.
VDP NA when using Smithfield altimeter setting.

MISSED APPROACH: Climb to 2000 direct HAVAG and via 043° track to JONVA and hold.

AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	500-1 366 (400-1)			500-1¼ 366 (400-1¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5499
CH 70320	227°	TDZE	134
W23A		Apt Elev	134

RNAV (GPS) RWY 23

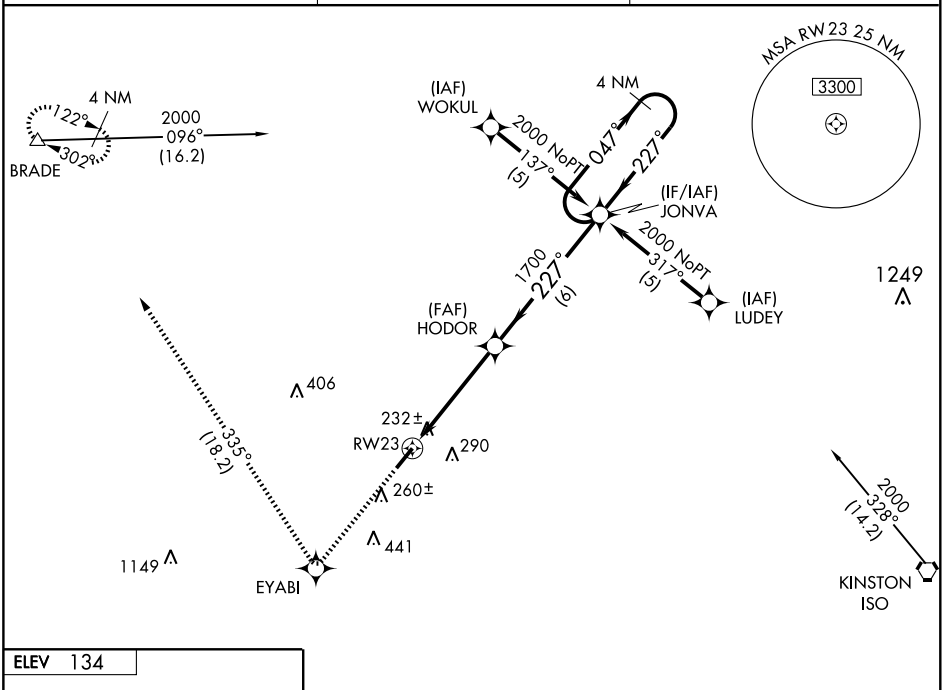
GOLDSBORO-WAYNE MUNI (GWW)

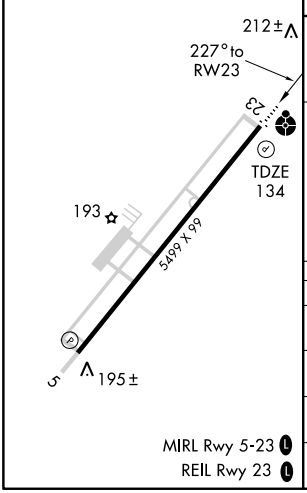
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Smithfield altimeter setting and increase DA to 510 feet; increase all MDAs 60 feet. Inoperative table does not apply to LPV.

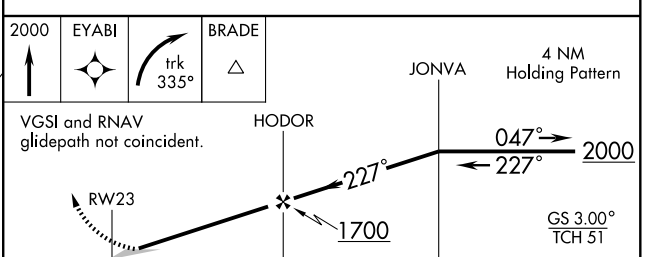
ODALS

MISSED APPROACH: Climb to 2000 direct EYABI and right turn via 335° track to BRADE and hold.

AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	450-1 316 (400-1)			
LNAV/VNAV DA	NA			
LNAV MDA	500-¾ 366 (400-¾)			500-1¼ 366 (400-1¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ISO	APP CRS	Rwy Idg	N/A
109.6	290°	TDZE	N/A
Chan 33		Apt Elev	134

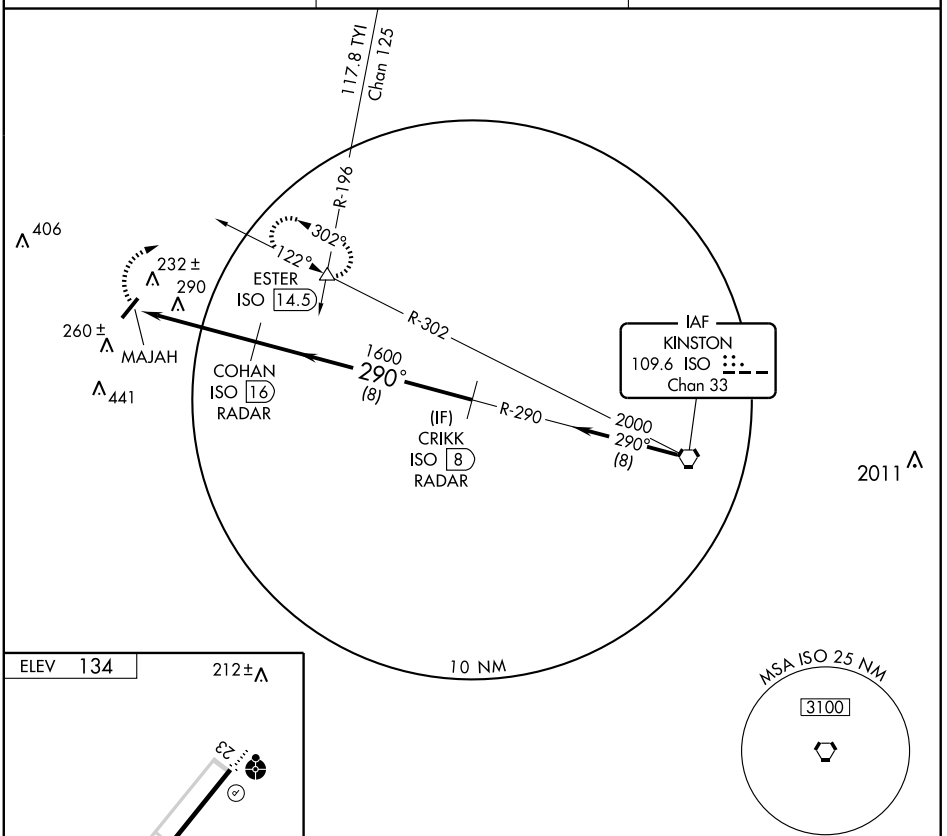
VOR-A

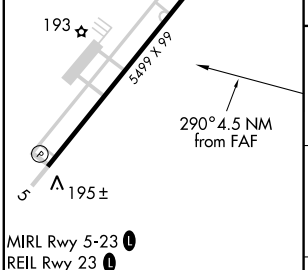
GOLDSBORO-WAYNE MUNI (GWW)

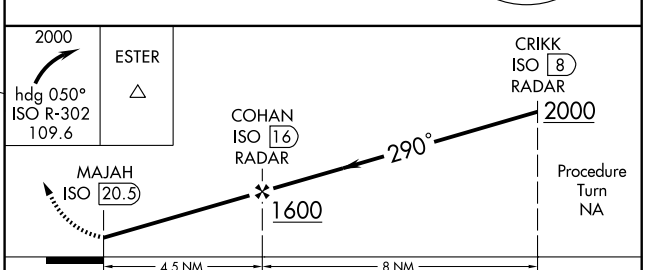
If local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

MISSED APPROACH: Climbing right turn to 2000 via heading 050° and ISO R-302 to ESTER Int and hold.

AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

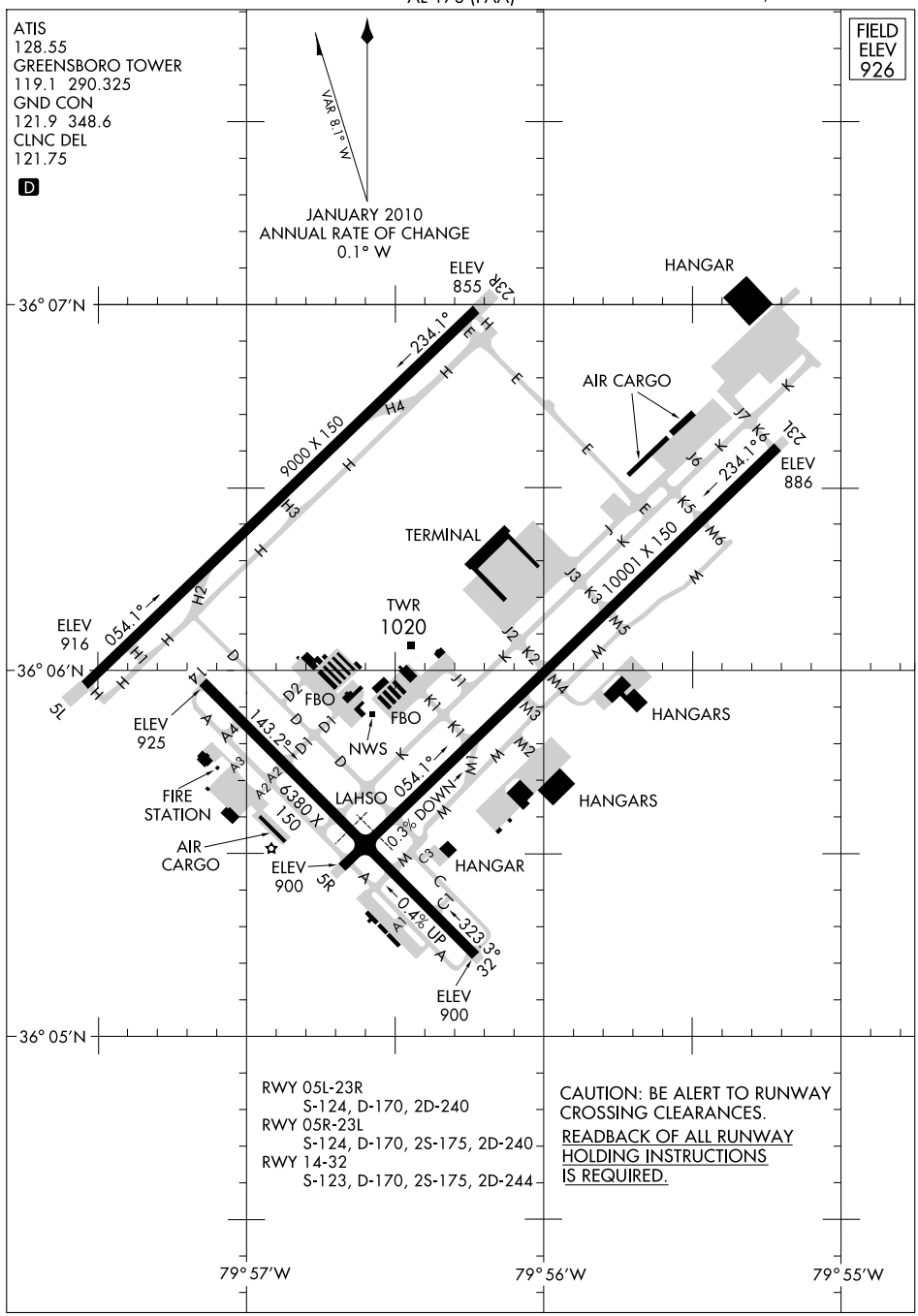
CATEGORY	A	B	C	D
CIRCLING	540-1 406 (500-1)	600-1¼ 466 (500-1¼)	600-1½ 466 (500-1½)	700-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA

AL-178 (FAA)



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

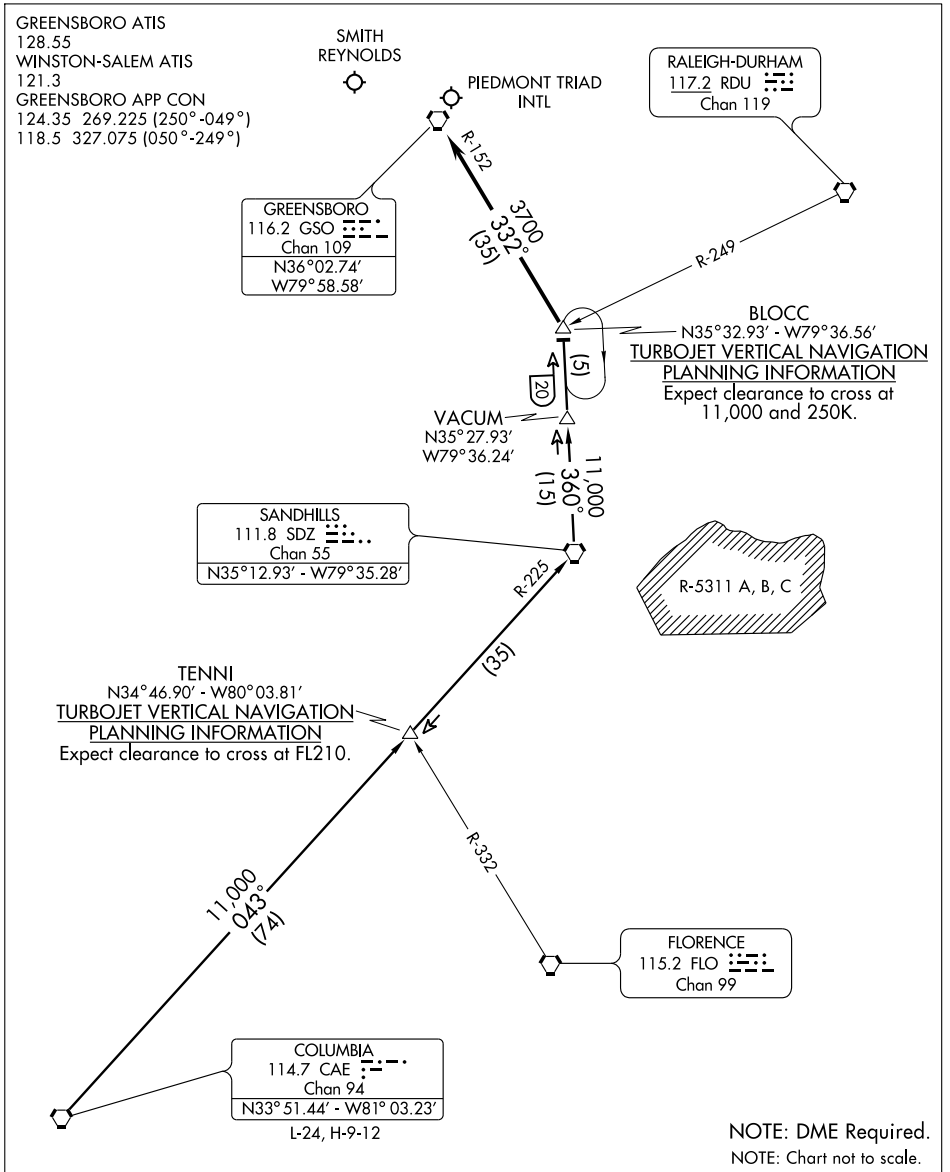
AIRPORT DIAGRAM

GREENSBORO, NORTH CAROLINA
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

10210

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA



COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .

. . . .From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

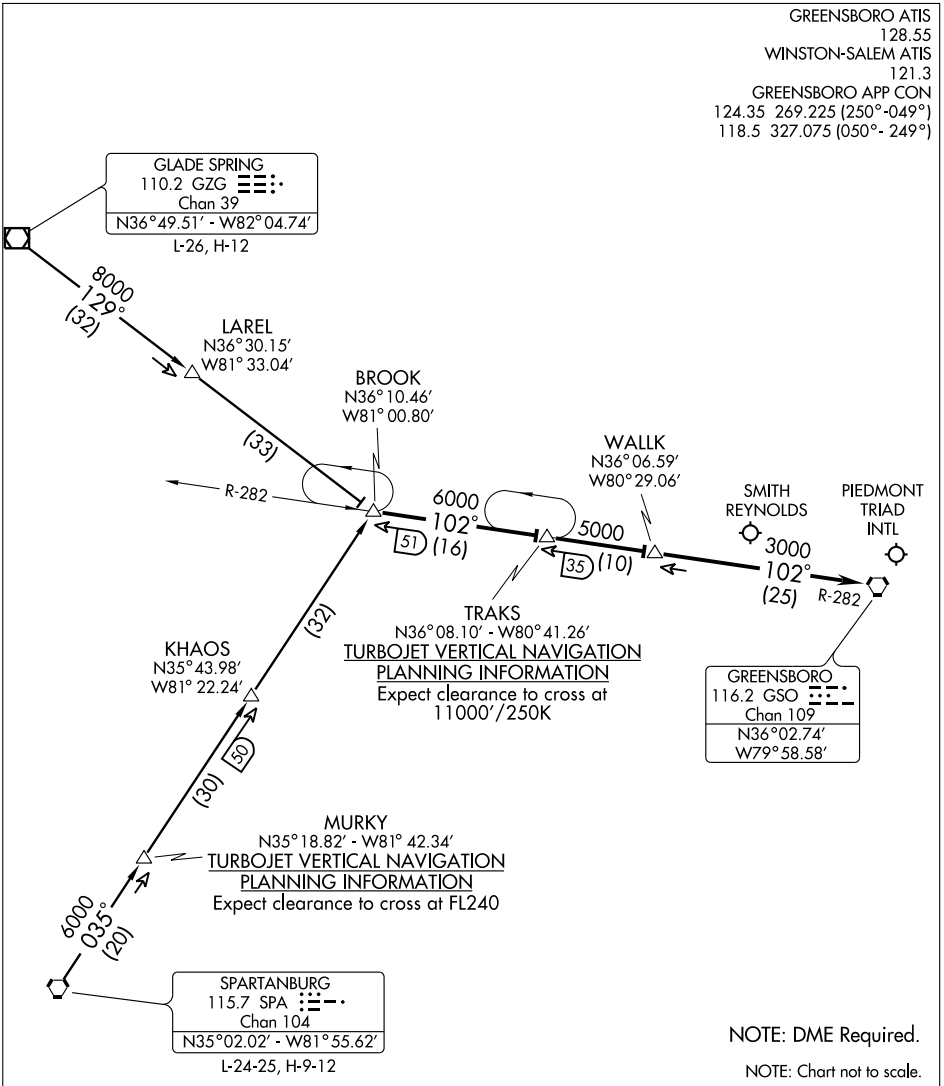
BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010

BROOK TWO ARRIVAL (BROOK.BROOK2)

GREENSBORO, NORTH CAROLINA



GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

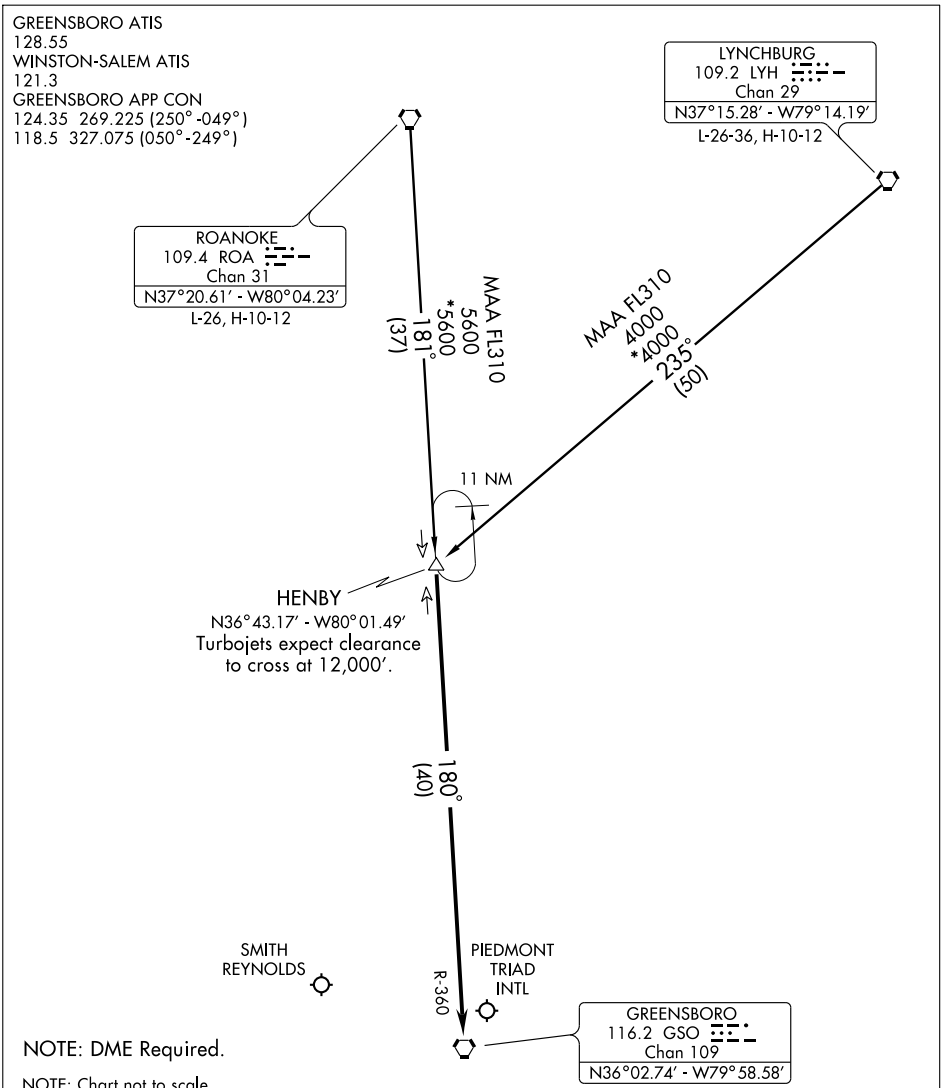
. . . .From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010



LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . . .

. . . .From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	917
Chan 32 (Y)		Apt Elev	926

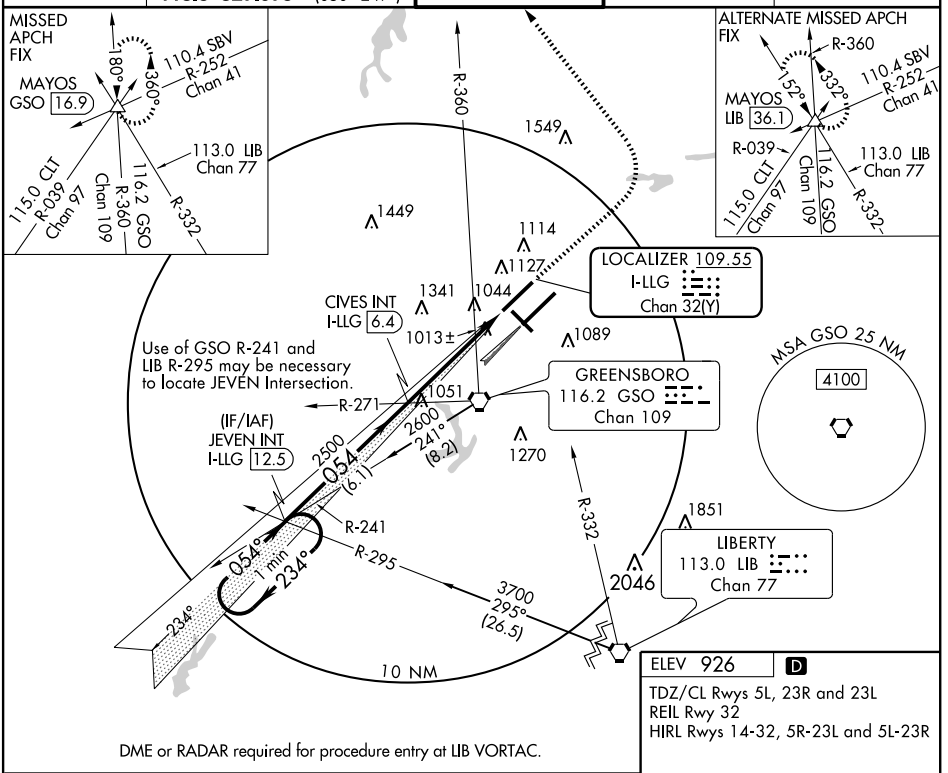
ILS or LOC RWY 5L

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

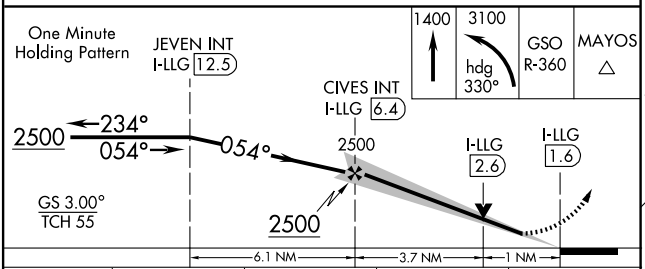
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



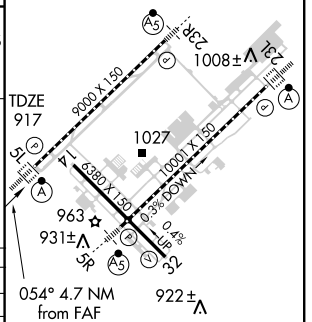
DME or RADAR required for procedure entry at LIB VORTAC.



CATEGORY	A	B	C	D
S-ILS 5L	1117/18 200 (200-½)			
S-LOC 5L	1280/24 363 (400-½)			1280/40 363 (400-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

ELEV 926 D

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 5R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LZY	APP CRS	Rwy Idg	10001
111.9	054°	TDZE	900
Chan 56		Apt Elev	926

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

ALTERNATE MISSED APCH FIX
056° 236° R-056°
LIBERTY
113.0 LIB
Chan 77

MISSED APCH FIX
R-006 110.4 SBV Chan 41
116.2 GSO R-108 Chan 109
108° 288°
R-219 113.0 LIB Chan 77
KIMES GSO 18.8

LOCALIZER 111.9
I-LZY
Chan 56

10 NM

1549 1449 1114 1127 1341 1044 1034 1089 1050 1142 1270 2900 247° (2.9) 1846 2046 3700 305° (24)

GREENSBORO
116.2 GSO
Chan 109

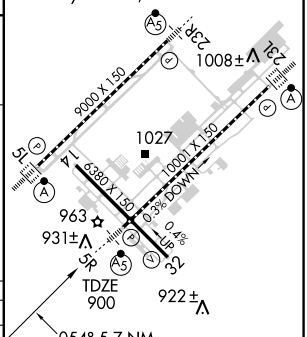
R-108 R-247 R-305 054° 234° 189° 090°

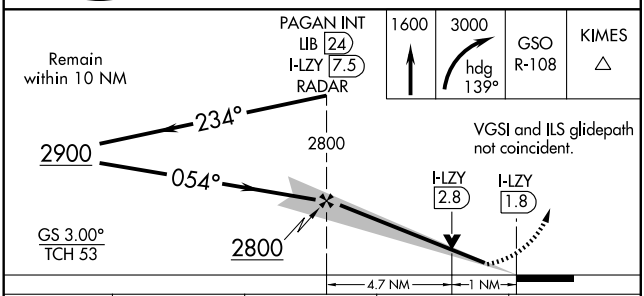
(IAF)
PAGAN INT
LIB 24
I-LZY 7.5
RADAR

LIBERTY
113.0 LIB
Chan 77

MSA GSO 25 NM
4100

ELEV 926 D
TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R





CATEGORY	A	B	C	D
S-ILS 5R	*1100/24 200 (200-½)			
S-LOC 5R	1300/24 400 (400-½)			1300/40 400 (400-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-GSO	APP CRS	Rwy Idg	6380
109.9	141°	TDZE	926
		Apt Elev	926

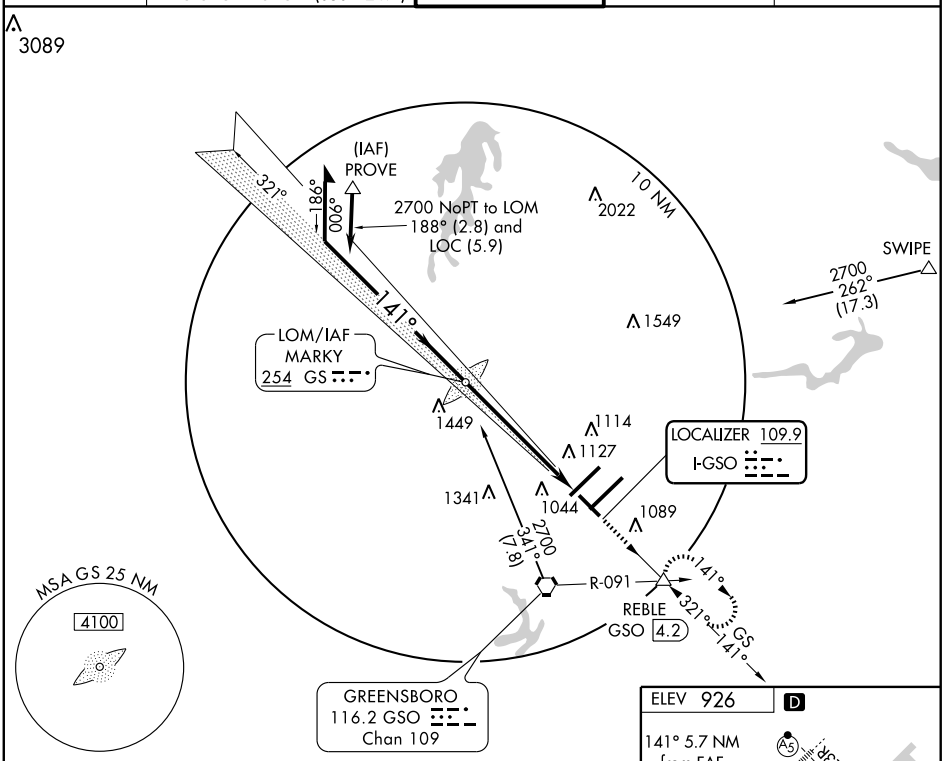
ILS or LOC RWY 14

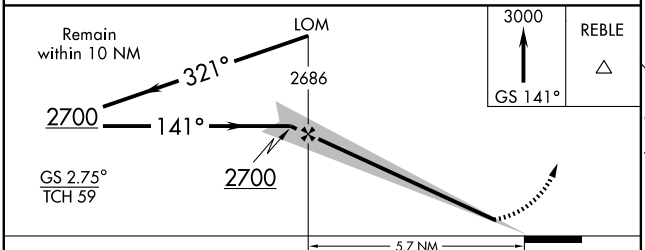
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

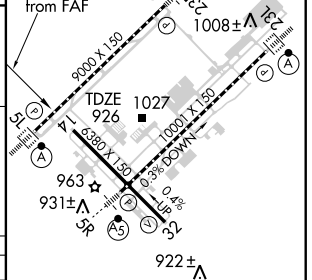
ADF or Radar Required.

MISSED APPROACH: Climb to 3000 via 141° bearing from GS LOM to REBLE INT and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-ILS 14	1126-¾ 200 (200-¾)			
S-LOC 14	1360-1 434 (500-1)		1360-1¼ 434 (500-1¼)	1360-1½ 434 (500-1½)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	232°	TDZE	889
		Apt Elev	926

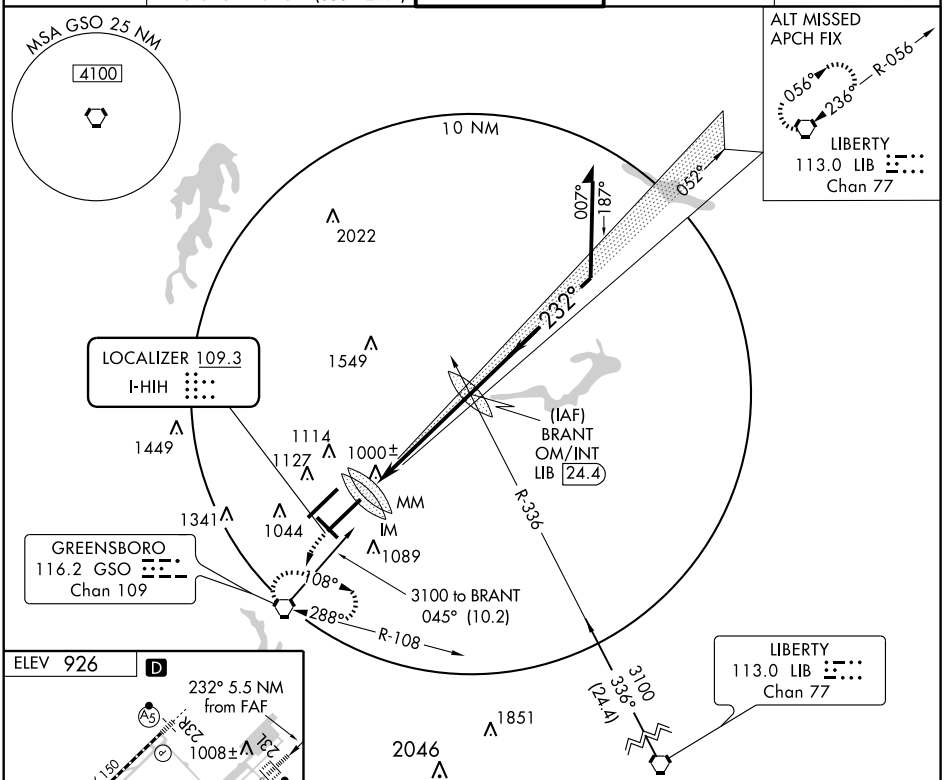
ILS or LOC RWY 23L

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

ALSF-2

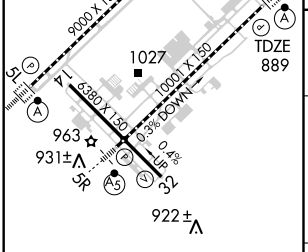
MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75



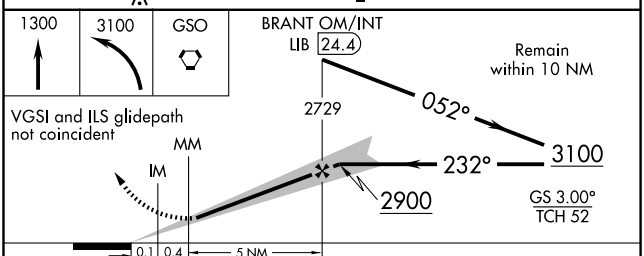
SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 23L	1089/18 200 (200-½)			
S-LOC 23L	1260/24 371 (400-½)			1260/40 371 (400-¾)
CIRCLING	1440-1 514 (400-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

LOC/DME I-IDB	APP CRS	Rwy Idg	9000
109.55	234°	TDZE	856
Chan 32 (Y)		Apt Elev	926

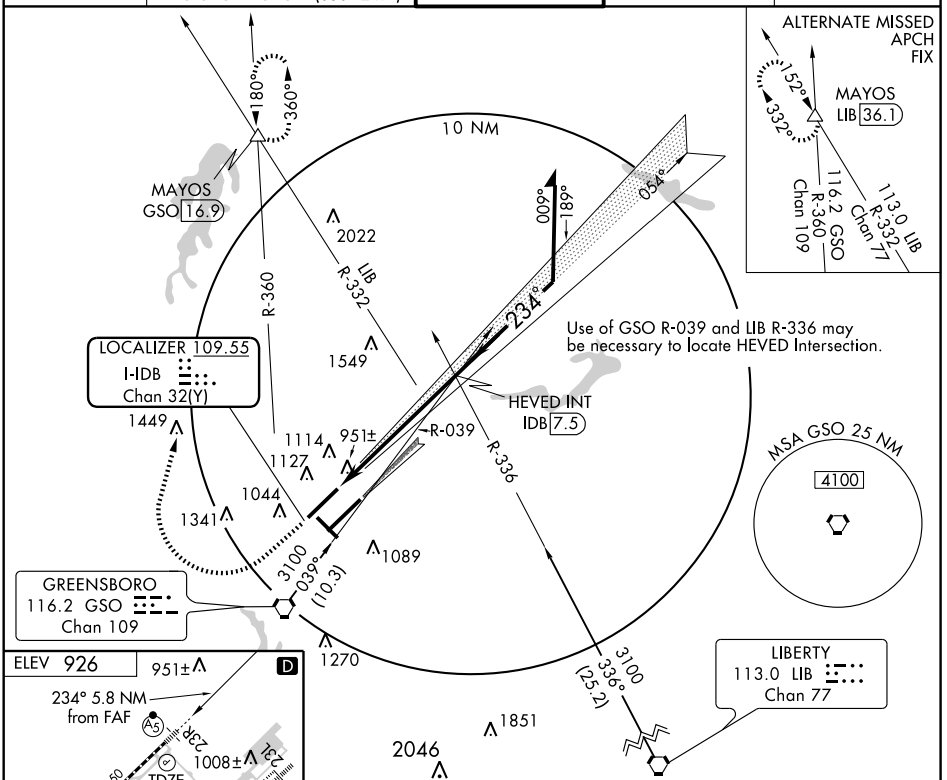
ILS or LOC RWY 23R

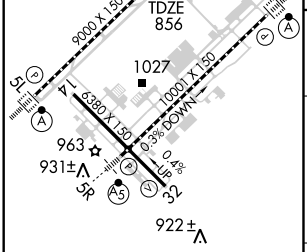
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 via heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

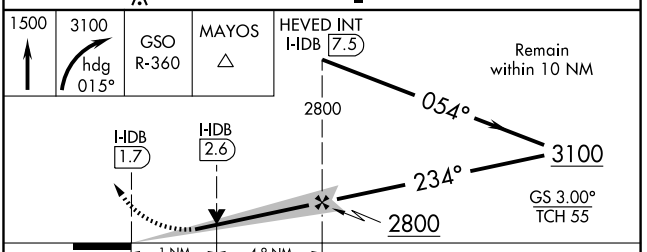
ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75





TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 23R	1056/24 200 (200-½)			
S-LOC 23R	1220/24 364 (300-½)			1220/40 364 (300-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

10098

ILS RWY 5L (CAT II)

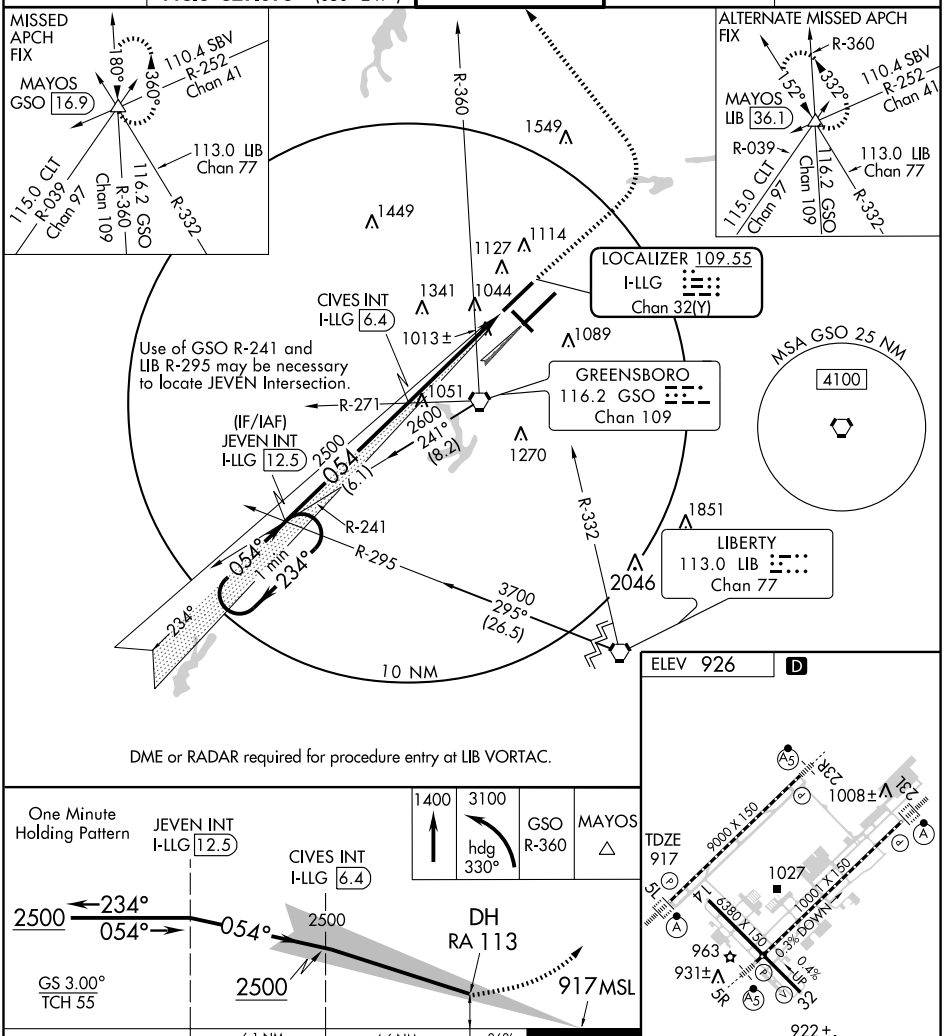
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	917
Chan 32 (Y)		Apt Elev	926

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



DME or RADAR required for procedure entry at LIB VORTAC.

CATEGORY	A	B	C	D
S-ILS-05L	RA 113/12 100 DA 1017			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 926 D

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	917
Chan 32 (Y)		Apt Elev	926

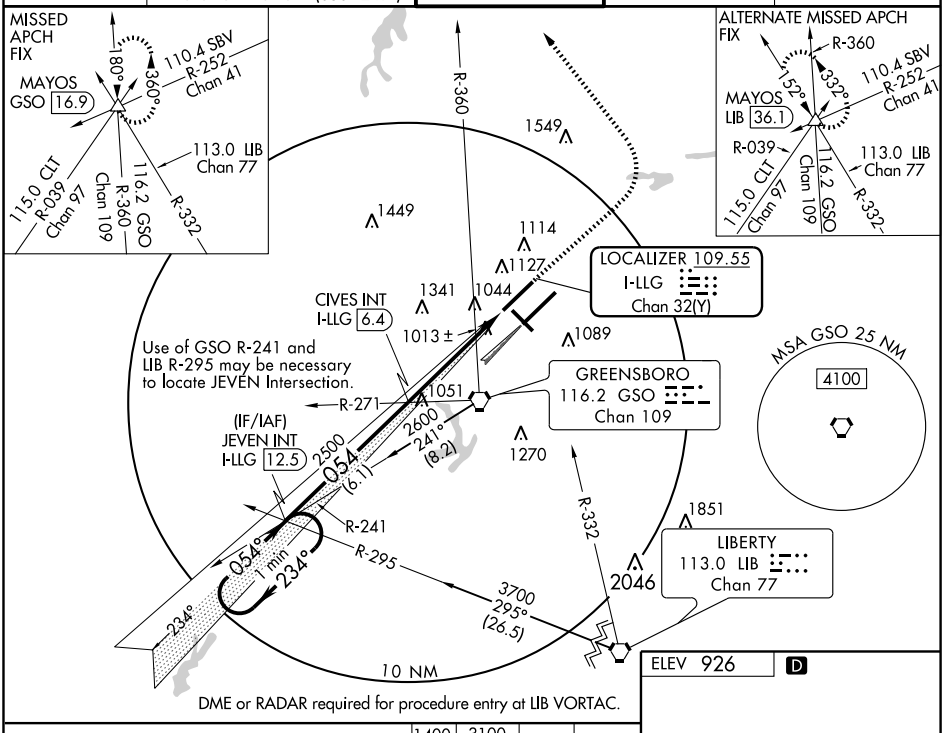
ILS RWY 5L (CAT III)

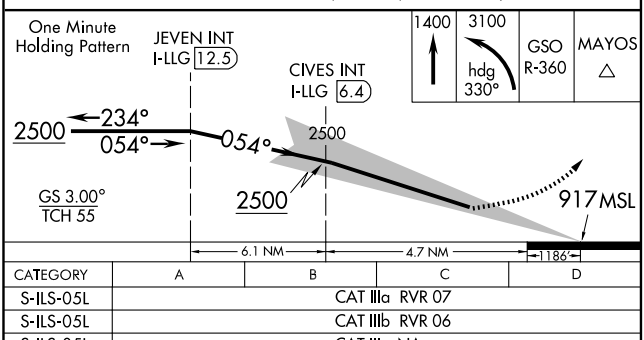
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

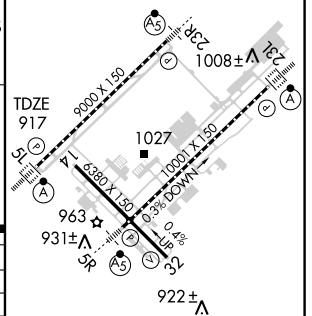
ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75





CATEGORY	A	B	C	D
S-ILS-05L	CAT IIIa RVR 07			
S-ILS-05L	CAT IIIb RVR 06			
S-ILS-05L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LZY	APP CRS	Rwy Idg	10001
111.9	054°	TDZE	900
Chan 56		Apt Elev	926

ILS RWY 5R (CAT II)

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/ GSO 18.8 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

ALTERNATE MISSED APCH FIX
056° R-056° 236°
LIBERTY
113.0 LIB
Chan 77

MISSED APCH FIX
R-006 110.4 SBV Chan 41
116.2 GSO R-108 Chan 109
108° 288°
R-219 113.0 LIB Chan 77
KIMES GSO 18.8

LOCALIZER 111.9
I-LZY
Chan 56

10 NM

1549 1449 1114 1127 1341 1044 1034 1089 1050 1142 1270 2900 1846 2046 3700

GREENSBORO
116.2 GSO
Chan 109

R-108 R-247 R-305 247° (2.9)

MSA GSO 25 NM
4100

(IAF)
PAGAN INT
LIB 24
I-LZY 7.5
RADAR

054° 234° 189° 009°

LIBERTY
113.0 LIB
Chan 77

3700 305° (24)

ELEV 926 D

PAGAN INT
LIB 24
I-LZY 7.5
RADAR

1600	3000	GSO	KIMES
↑	hdg 139°	R-108	△

Remain within 10 NM

234° 2900 2800

054° GS 3.00° TCH 53

DH RA 122

900 MSL

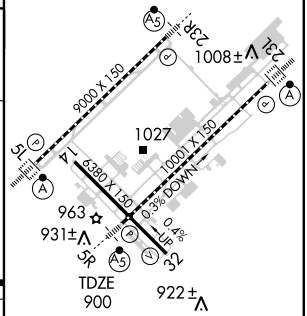
2800

VGSI and ILS glidepath not coincident.

5.6 NM 903' 1000'

CATEGORY	A	B	C	D
S-ILS 5R	RA 122/12 100 DA 1000			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	232°	TDZE	889
		Apt Elev	926

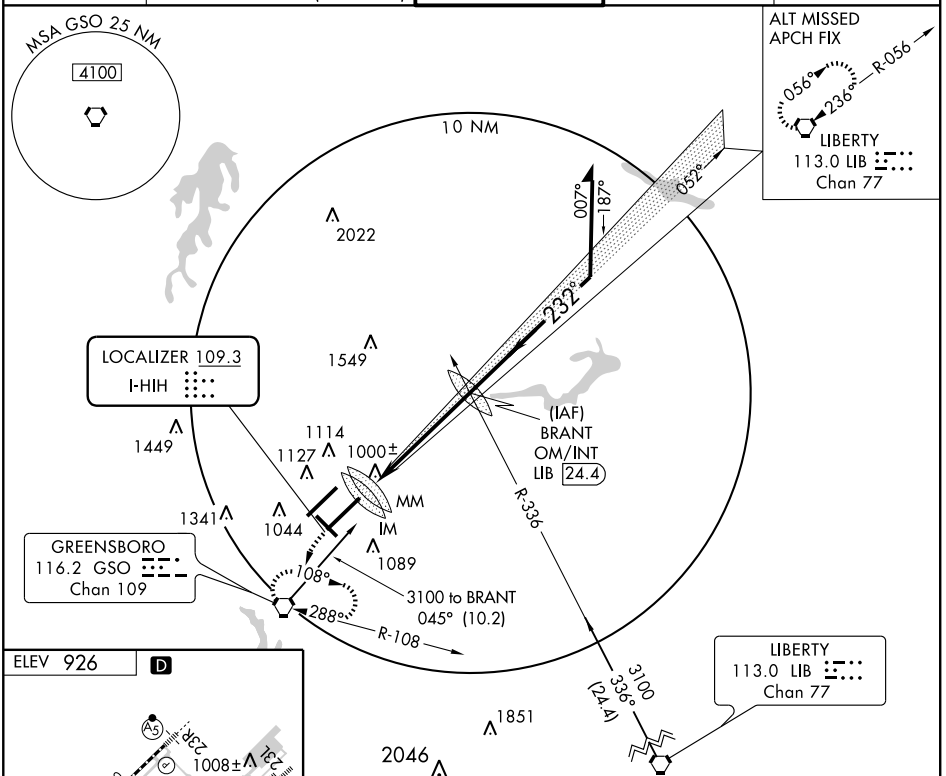
ILS RWY 23L (CAT II)

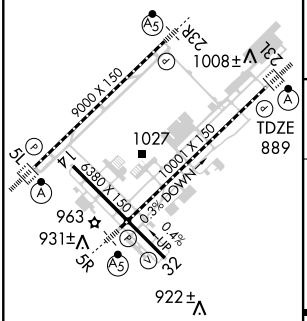
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

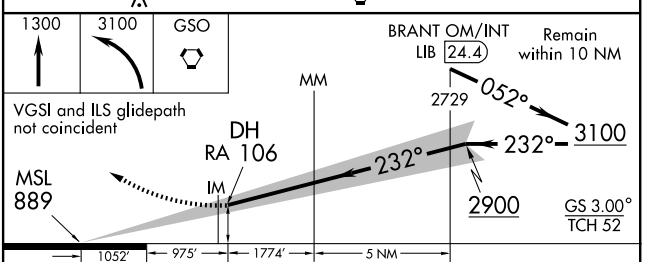
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-ILS 23L	RA 106/12 100 DA 989			

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CHARLESTON, SC			
CHARLESTON AFB/INTL (CHS)	03	15-33	5,543 feet
	15	03-21	5,700 feet
	33	03-21	2,900 feet
GREENSBORO, NC			
PIEDMONT TRIAD INTL (GSO)	14	05R-23L	3,450 feet
	23	14-32	9,200 feet
WINSTON-SALEM, NC			
SMITH REYNOLDS (INT)	33	04-22	6,010 feet

21 OCT 2010 to 18 NOV 2010

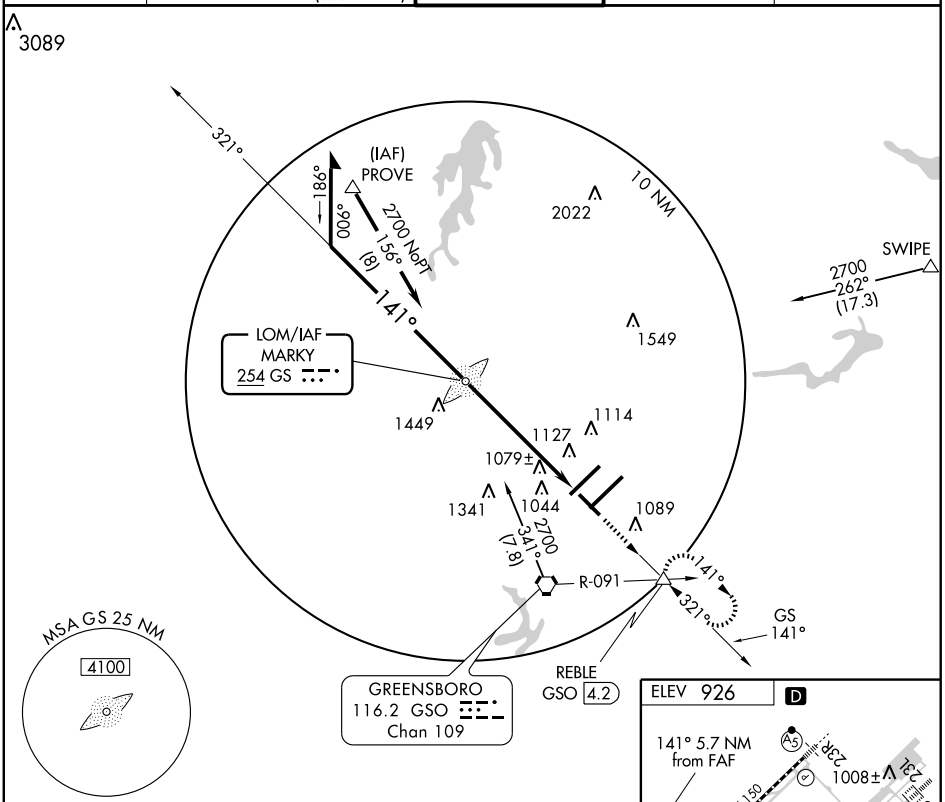
LOM GS	APP CRS	Rwy Idg	6380
254	141°	TDZE	926
		Apt Elev	926

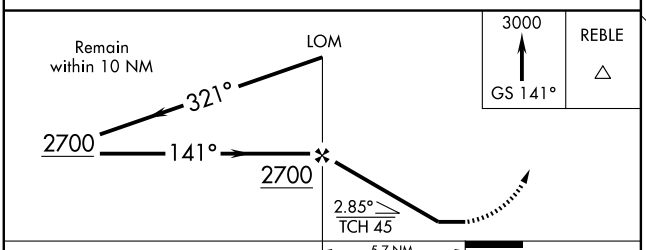
NDB RWY 14

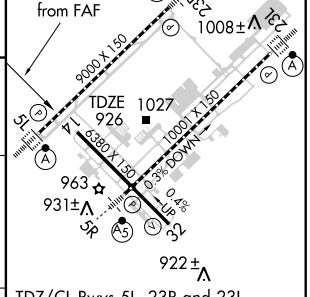
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

MISSED APPROACH: Climb to 3000 via 141° bearing from GS LOM to REBLE INT and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







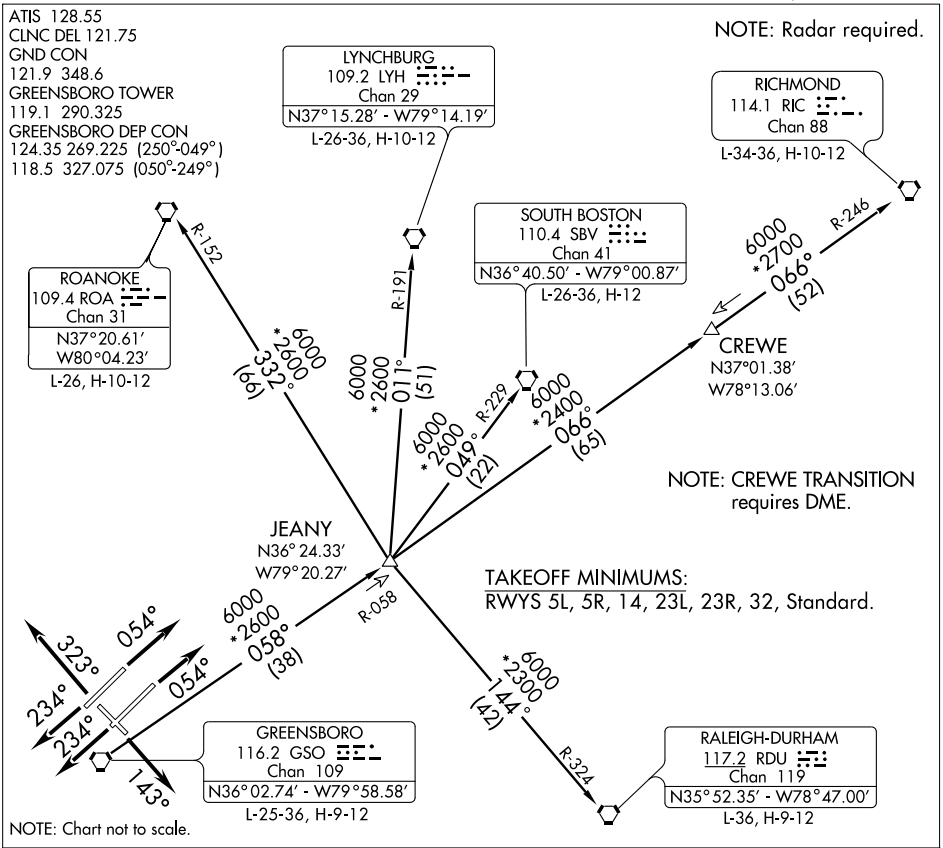
CATEGORY	A	B	C	D
S-14	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1440-1¾ 514 (600-1¾)
CIRCLING	1440-1 514 (600-1)	1480-1 554 (600-1)	1480-1½ 554 (600-1½)	1480-2 554 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

QUAKER THREE DEPARTURE

GREENSBORO, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R: Climb heading 054°. Thence....

TAKEOFF RWY 5L: Climb heading 054°. Thence....

TAKEOFF RWY 14: Climb heading 143°. Thence....

TAKEOFF RWY 23L: Climb heading 234°. Thence....

TAKEOFF RWY 23R: Climb heading 234°. Thence....

TAKEOFF RWY 32: Climb heading 323°. Thence....

TURBOJETS: Maintain 5000. TURBOPROP/PROP: Maintain 3000 or assigned altitude.

. . . . Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3′ from DER, 499′ right of centerline, up to 102′ AGL/981′ MSL.
Trees 2751′ from DER, 1191′ left of centerline, 57′ AGL/966′ MSL.

RWY 5L: Trees beginning 1328′ from DER, 524′ left of centerline, up to 88′ AGL/912′ MSL.

RWY 14: Pole and railroad signal beginning 937′ from DER, 604′ right of centerline, up to 51′ AGL/940′ MSL.

RWY 23R: Trees beginning 1195′ from DER, 191′ left of centerline, up to 100′ AGL/970′ MSL. Utility pole 170′ from DER, 540′ left of centerline, 33′ AGL/936′ MSL.
Trees beginning 1715′ from DER, 358′ right of centerline, up to 100′ AGL/967′ MSL.

RWY 23L: Trees beginning 834′ from DER, 719′ left of centerline, up to 65′ AGL/934′ MSL.

RWY 32: Trees beginning 1′ from DER, 289′ right of centerline, up to 90′ AGL/1019′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86515 W05B	APP CRS 054°	Rwy Idg 9000 TDZE 917 Apt Elev 926

RNAV (GPS) RWY 5L

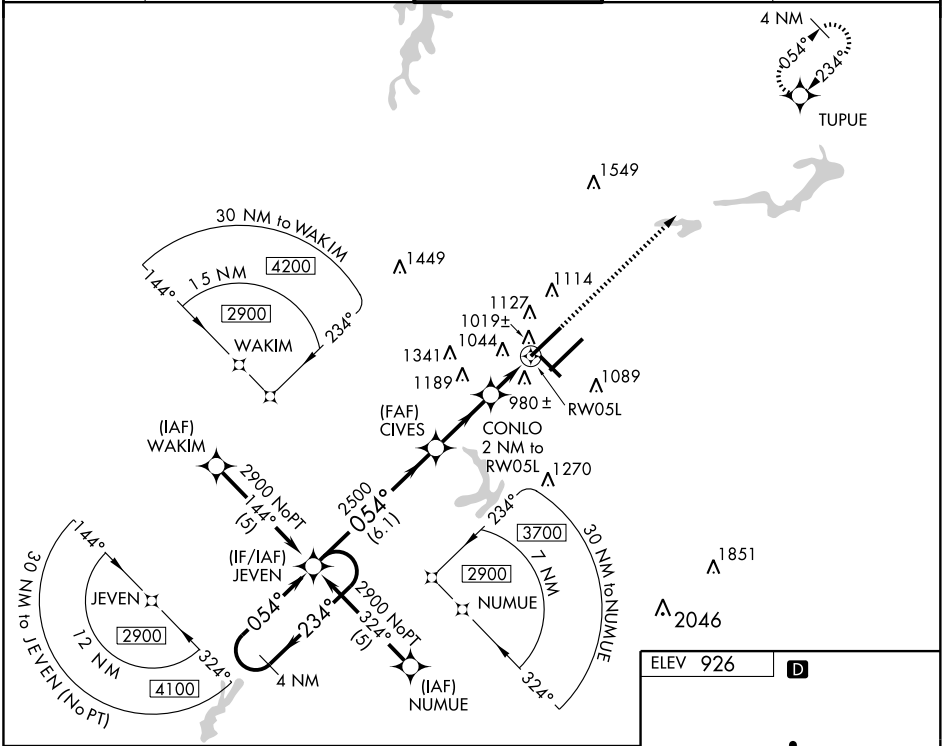
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

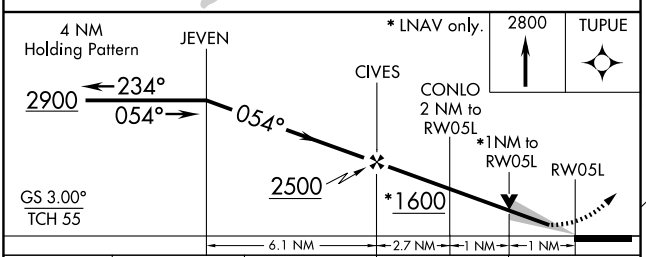
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA

ALSF-2

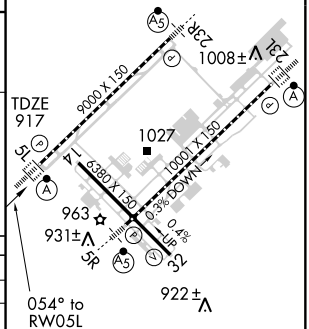
MISSED APPROACH: Climb to 2800 direct TUPUE and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75





CATEGORY	A	B	C	D
LPV DA	1117/24 200 (200-½)			
LNAV/VNAV DA	1367/50 450 (500-1)			
LNAV MDA	1300/24 383 (400-½)			1300/50 383 (400-1)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10001
CH 53610	052°	TDZE	900
W05A		Apt Elev	926

RNAV (GPS) RWY 5R

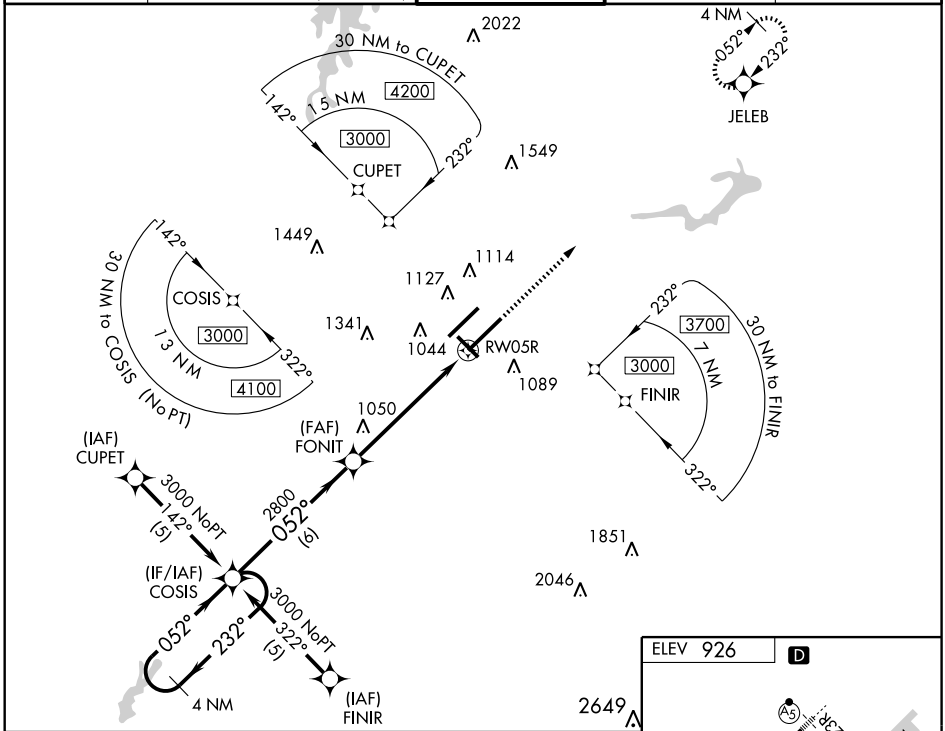
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

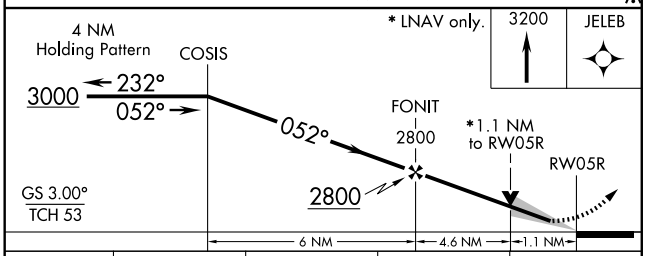
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

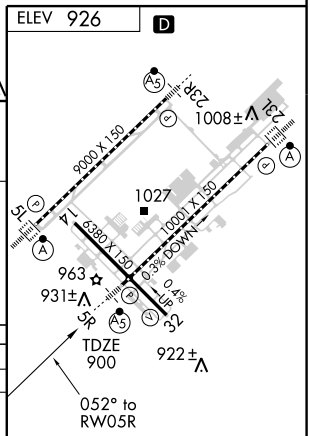
MALSR

MISSED APPROACH: Climb to 3200 direct JELEB and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
LPV DA	1100/24 200 (200-½)			
LNAV/VNAV DA	1321/50 421 (400-1)			
LNAV MDA	1300/24 400 (400-½)			1300/50 400 (400-1)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93919 W14A	APP CRS 143°	Rwy Idg 6380 TDZE 925 Apt Elev 926

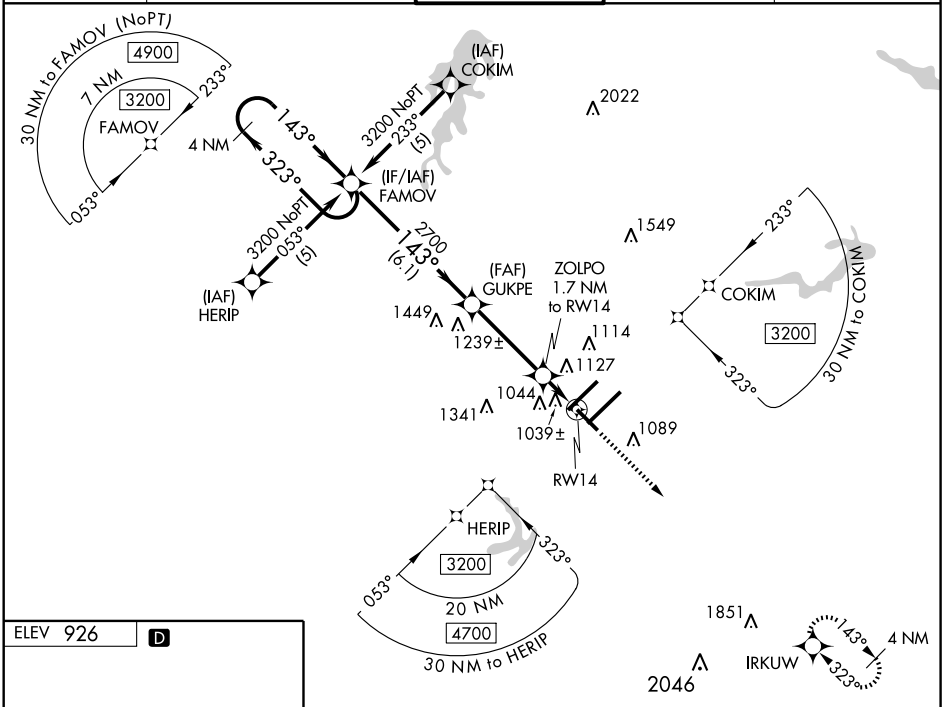
RNAV (GPS) RWY 14

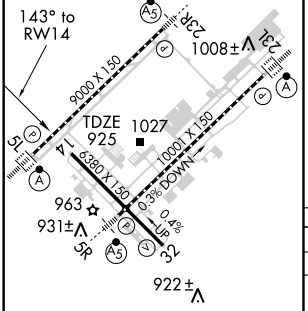
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

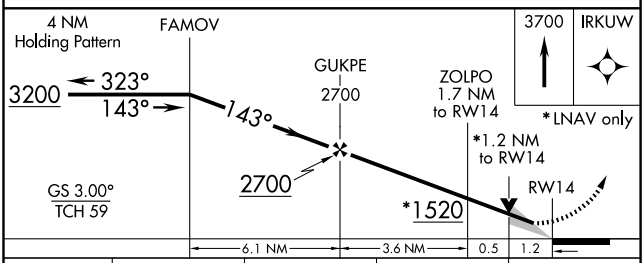
T A Baro-VNAV NA when using Winston-Salem altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winston-Salem altimeter setting and increase all DA 38 feet and all MDA 40 feet. VDP NA with Winston-Salem altimeter setting.

MISSED APPROACH: Climb to 3700 direct IRKUW and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
LPV DA	1125-¾ 200 (200-¾)			
LNAV/ VNAV DA	1423-1¾ 498 (500-1¾)			
LNAV MDA	1360-1 435 (500-1)		1360-1¼ 435 (500-1¼)	1360-1½ 435 (500-1½)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9601
CH 97710	232°	TDZE	889
W23A		Apt Elev	926

RNAV (GPS) RWY 23L

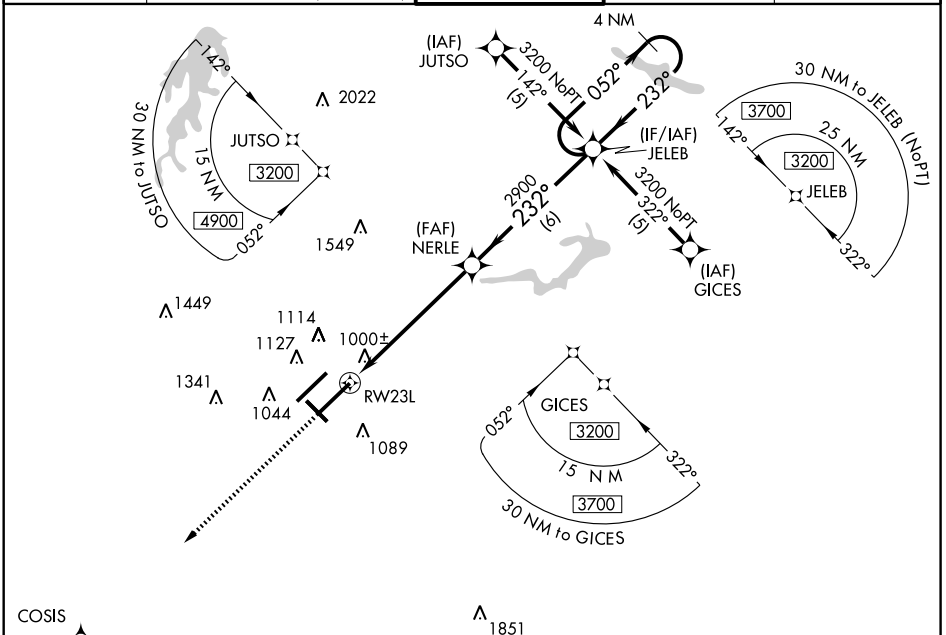
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct COSIS and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75



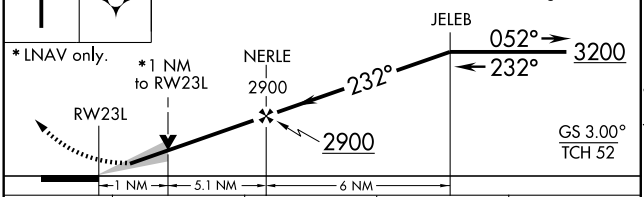
1851

2046

3000	COSIS

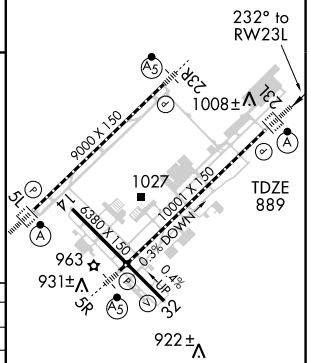
VGSI and RNAV glidepath not coincident.

* LNAV only.



CATEGORY	A	B	C	D
LPV DA	1089/24 200 (200-½)			
LNAV/VNAV DA	1276/40 387 (400-¾)			
LNAV MDA	1260/24 371 (400-½)			1260/50 371 (400-1)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

ELEV 926 D



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9000
CH 90315	234°	TDZE	856
W23B		Apt Elev	926

RNAV (GPS) RWY 23R

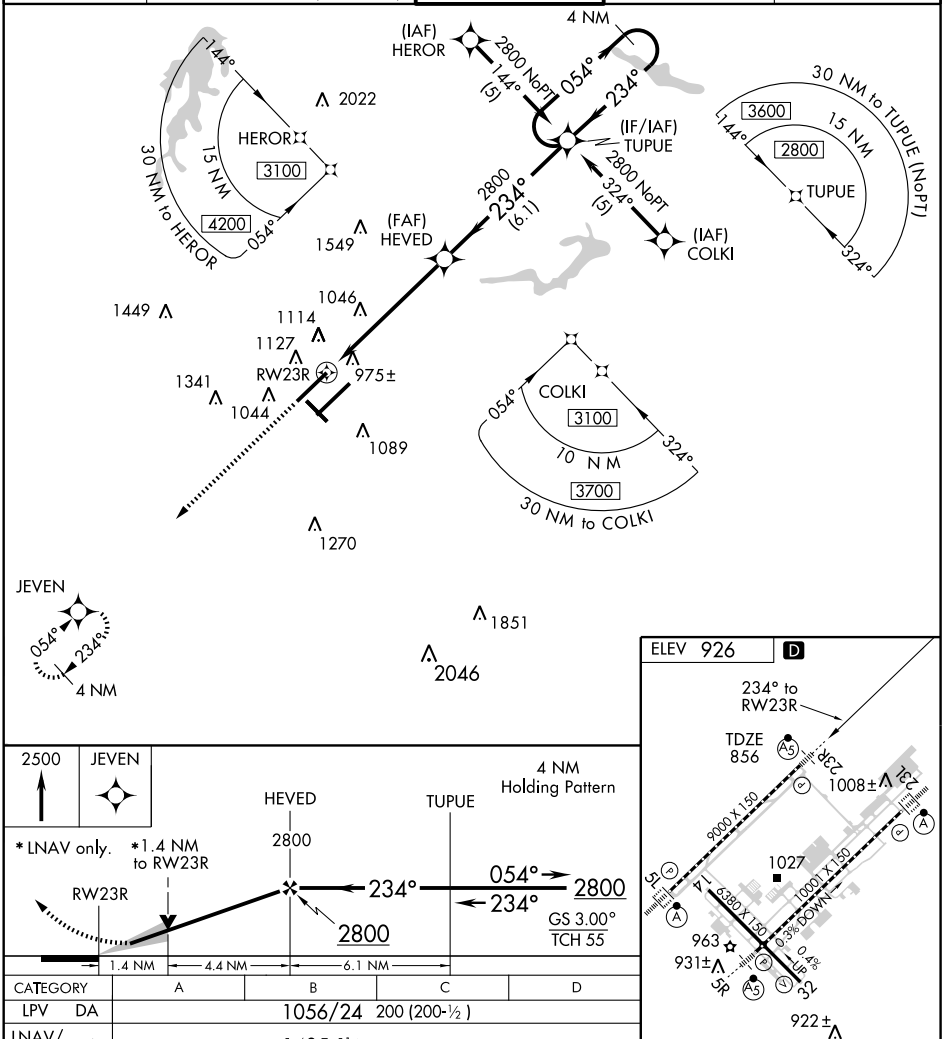
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



CATEGORY	A	B	C	D
LPV DA	1056/24 200 (200-½)			
LNAV/VNAV DA	1405-1½ 549 (500-1½)			
LNAV MDA	1340/24 484 (500-½)		1340/40 484 (500-¾)	1340/50 484 (500-1)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6380
323°	TDZE	902
	Apt Elev	926

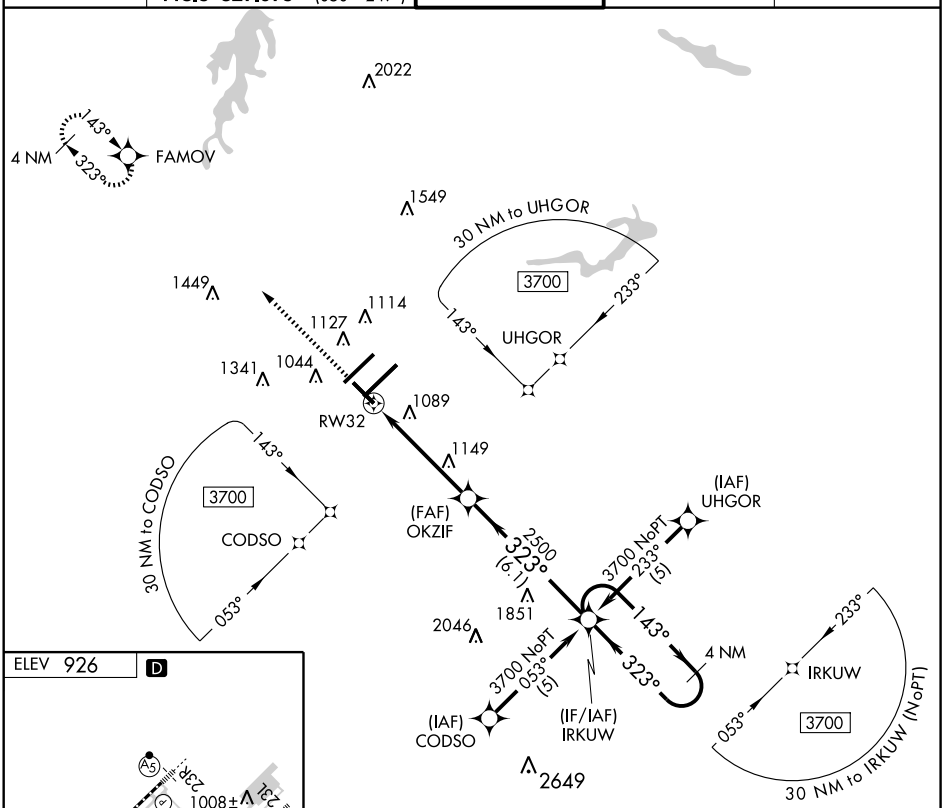
RNAV (GPS) RWY 32

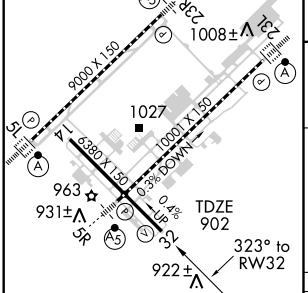
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

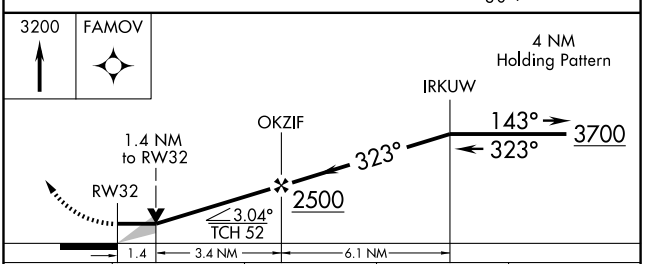
DME/DME RNP-0.3 NA. VDP NA with Winston-Salem altimeter setting. When local altimeter setting not received, use Winston-Salem altimeter setting and increase all MDA 40 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct FAMOV and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







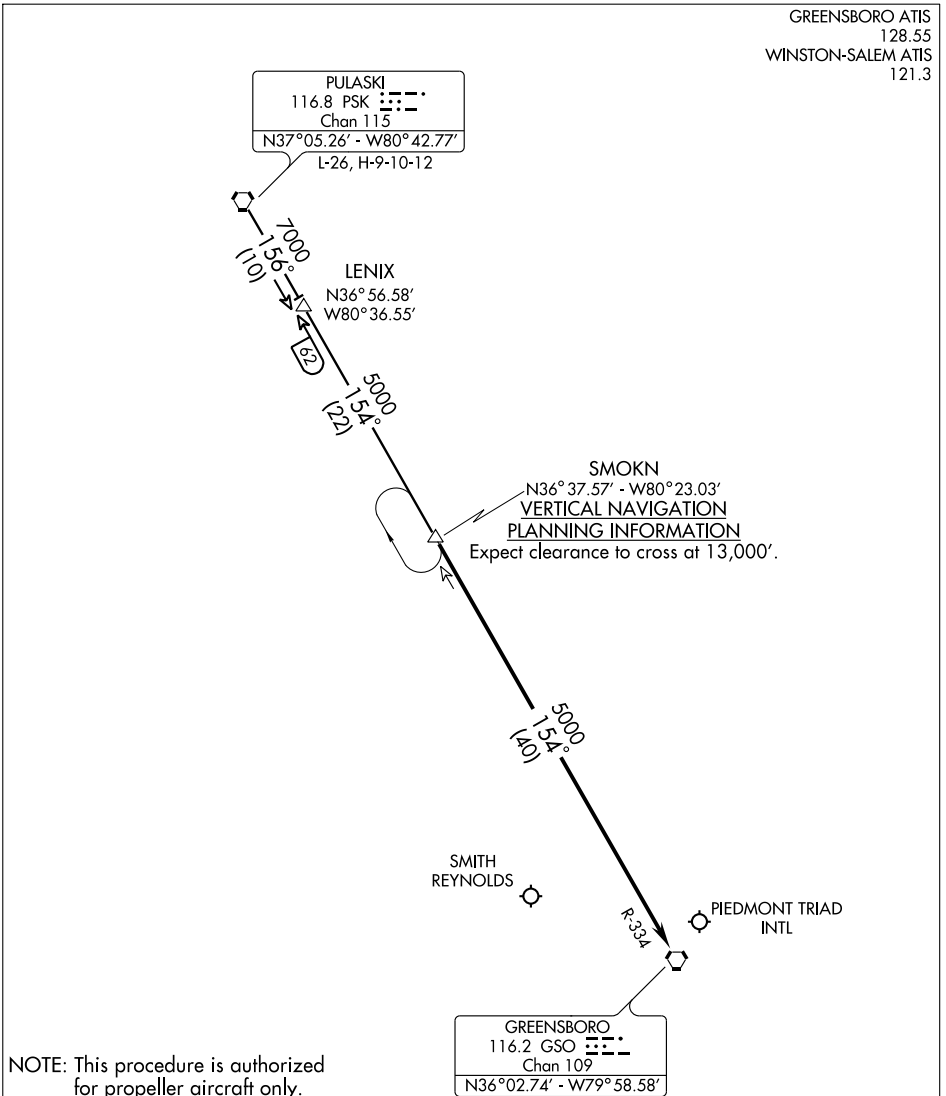
CATEGORY	A	B	C	D
LNAV MDA	1400-1 498 (500-1)		1400-1¼ 498 (500-1¼)	1400-1½ 498 (500-1½)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA



NOTE: This procedure is authorized for propeller aircraft only.

NOTE: Chart not to scale.

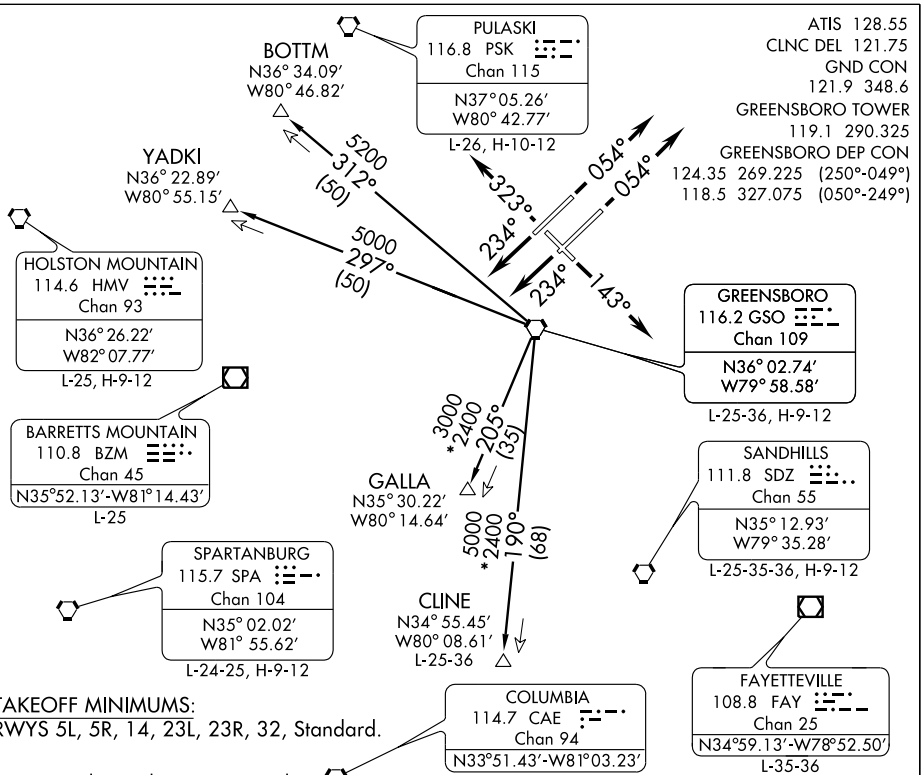
PULASKI TRANSITION (PSK.SMOKN3): From over PSK VORTAC via PSK R-156 to LENIX INT. Thence via GSO R-334 to SMOKN INT. Thence....

. . . .From over SMOKN INT via GSO R-334 to GSO VORTAC. Expect radar vectors to final approach course.

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA

TRIAD SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R: Climb heading 054°. Thence....

TAKEOFF RWY 5L: Climb heading 054°. Thence....

TAKEOFF RWY 14: Climb heading 143°. Thence....

TAKEOFF RWY 23L: Climb heading 234°. Thence....

TAKEOFF RWY 23R: Climb heading 234°. Thence....

TAKEOFF RWY 32: Climb heading 323°. Thence....

Turbojets: Maintain 5000. Turboprop/Prop: Maintain 3000 or assigned altitude.

. . . . Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix; thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect filed altitude/flight level ten minutes after departure.

BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.

CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.

GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.

YADKI TRANSITION (TRI6.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

SE-2, 21 OCT 2010 to 18 NOV 2010

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3′ from DER, 499′ right of centerline, up to 102′ AGL/981′ MSL.
Trees 2751′ from DER, 1191′ left of centerline, 57′ AGL/966′ MSL.

RWY 5L: Trees beginning 1328′ from DER, 524′ left of centerline, up to 88′ AGL/912′ MSL.

RWY 14: Pole and railroad signal beginning 937′ from DER, 604′ right of centerline, up to 51′ AGL/940′ MSL.

RWY 23R: Trees beginning 1195′ from DER, 191′ left of centerline, up to 100′ AGL/970′ MSL.
Utility pole 170′ from DER, 540′ left of centerline, 33′ AGL/936′ MSL.
Trees beginning 1715′ from DER, 358′ right of centerline, up to 100′ AGL/967′ MSL.

RWY 23L: Trees beginning 834′ from DER, 719′ left of centerline, up to 65′ AGL/934′ MSL.

RWY 32: Trees beginning 1′ from DER, 289′ right of centerline, up to 90′ AGL/1019′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GSO	APP CRS	Rwy Idg	9601
116.2	219°	TDZE	889
Chan 109		Apt Elev	926

VOR/DME RWY 23L

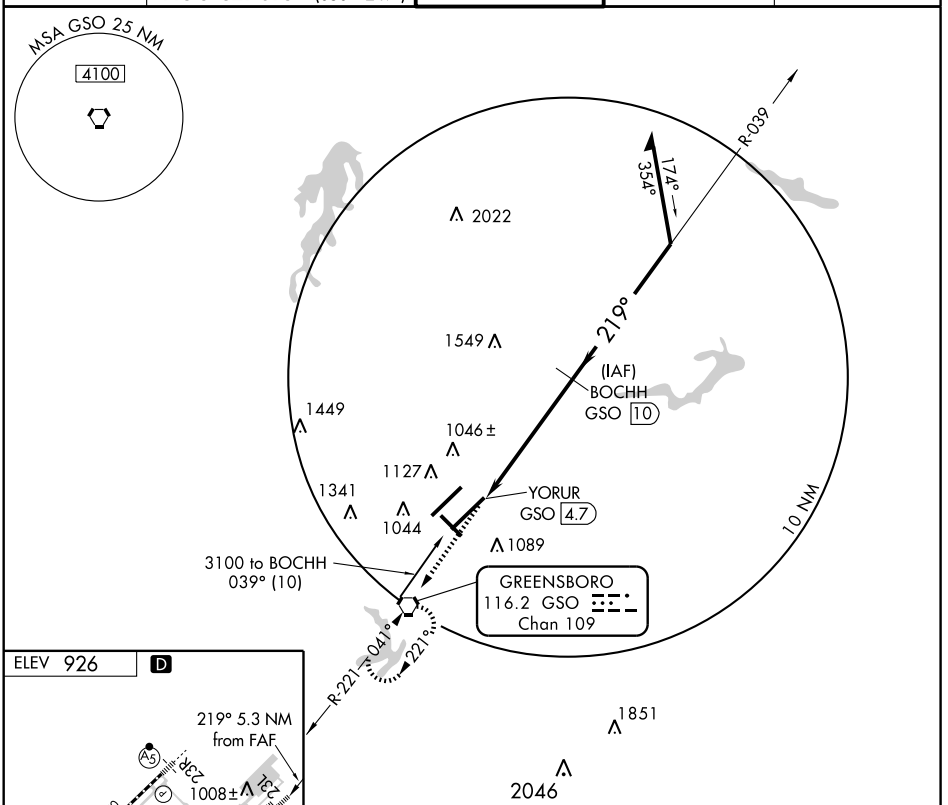
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

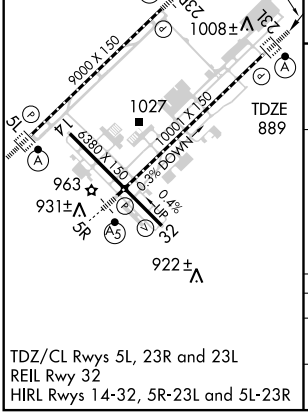
For inoperative ALSF, increase S-23L Cat D visibility to RVR 6000.

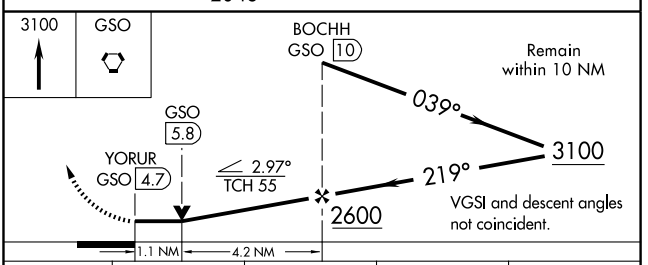
ALSF-2

MISSED APPROACH: Climb to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-23L	1300/24	411 (400-½)	1300/40 411 (400-¾)	1300/50 411 (400-1)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR RWY 5R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

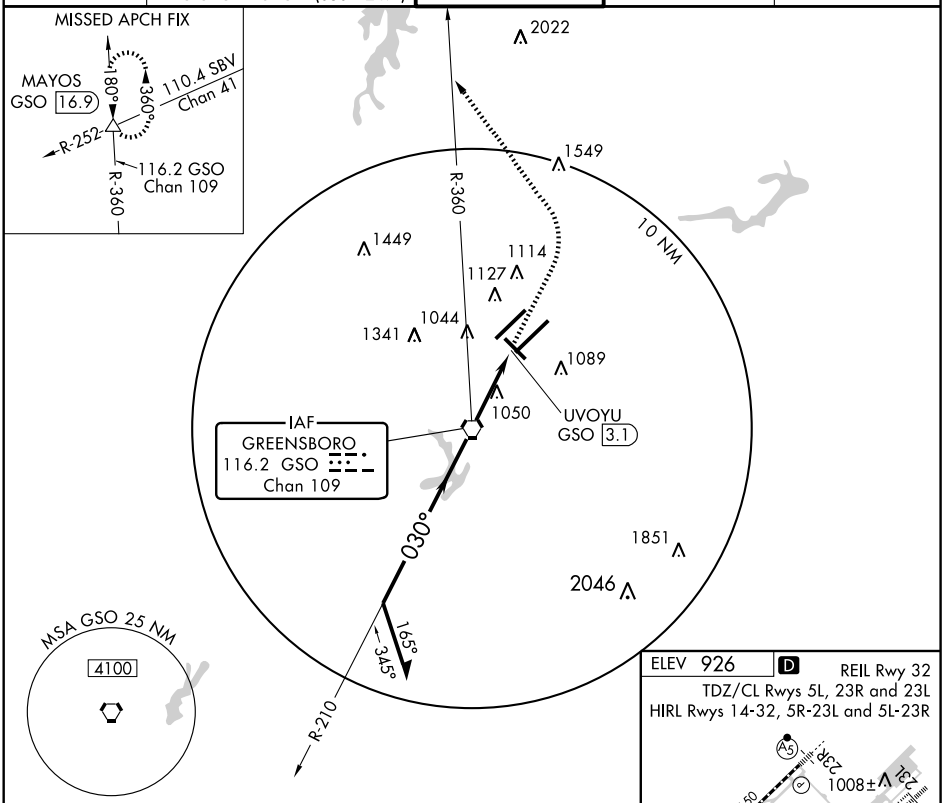
VORTAC GSO	APP CRS	Rwy Idg	10001
116.2	030°	TDZE	900
Chan 109		Apt Elev	926

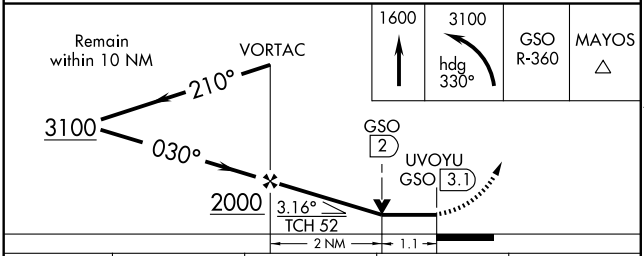
Inoperative table does not apply to S-5R Cat D.

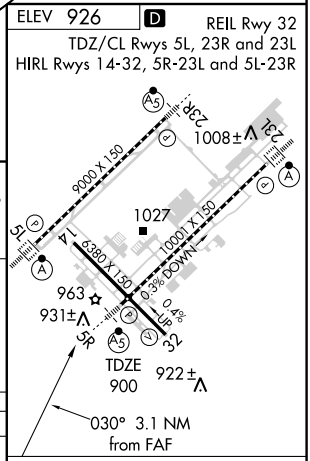
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3100 via heading 330° and GSO R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-5R	1300/24 400 (400-½)			1300/60 400 (400-1¼)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

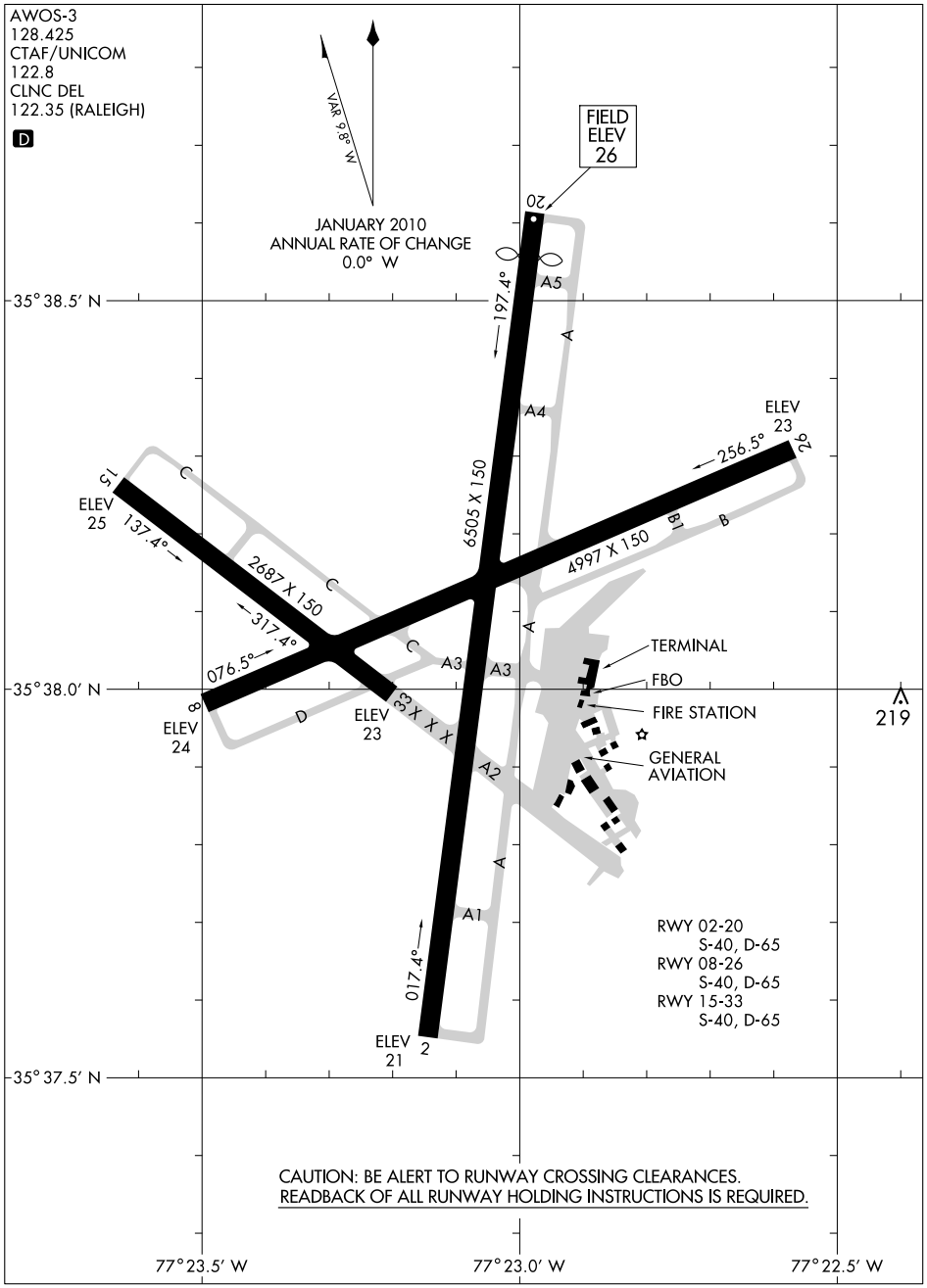
SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5521 (FAA)

GREENVILLE/PITT-GREENVILLE (PGV)
GREENVILLE, NORTH CAROLINA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PGV	APP CRS	Rwy Idg	6157
110.7	197°	TDZE	27
Chan 44		Apt Elev	27

ILS or LOC RWY 20

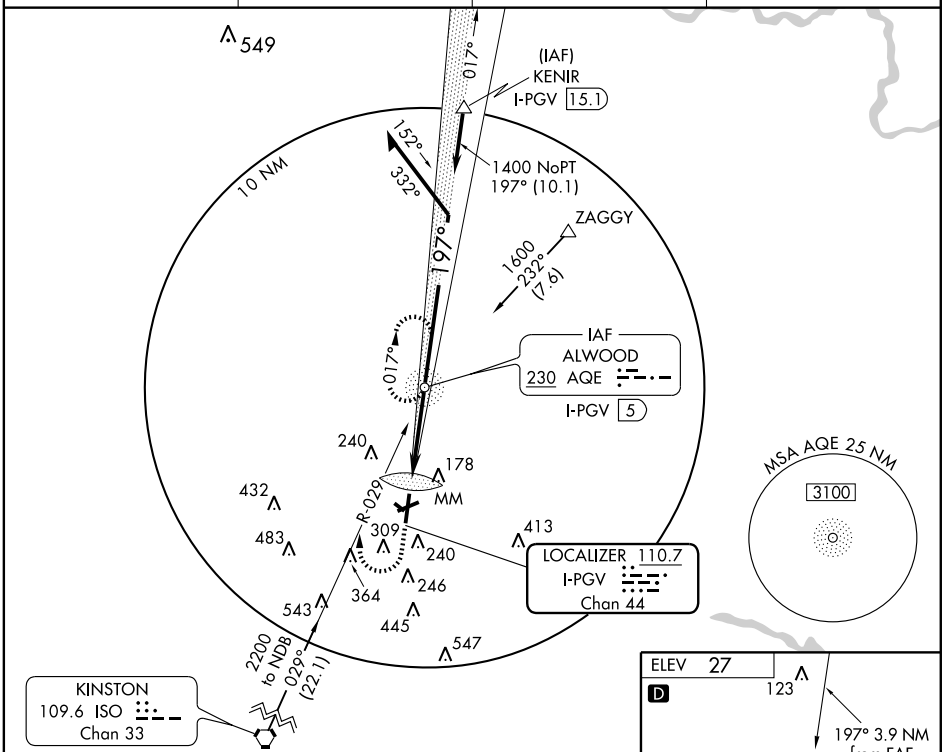
GREENVILLE/ PITT-GREENVILLE (PGV)

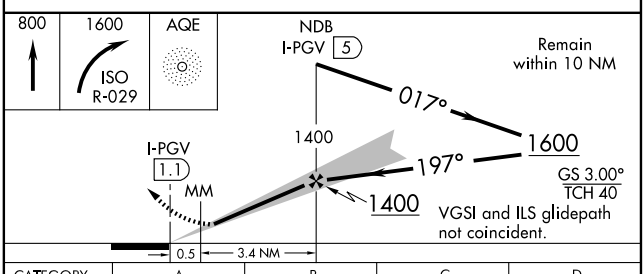
T A NA — ADF or DME REQUIRED

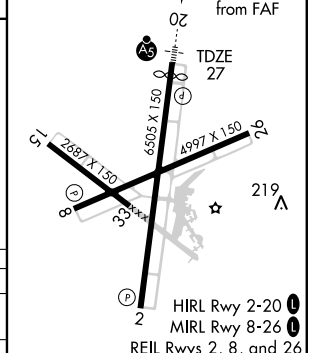
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 via ISO R-029 to AQE NDB/I-PGV 5 DME and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 281.42	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 20	227-½ 200 (200-½)			
S-LOC 20	400-½ 374 (400-½)			400-¾ 400 (374-¾)
CIRCLING	580-1 553 (600-1)		580-1½ 553 (600-1½)	580-2 553 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	6505
017°	TDZE	25
	Apt Elev	27

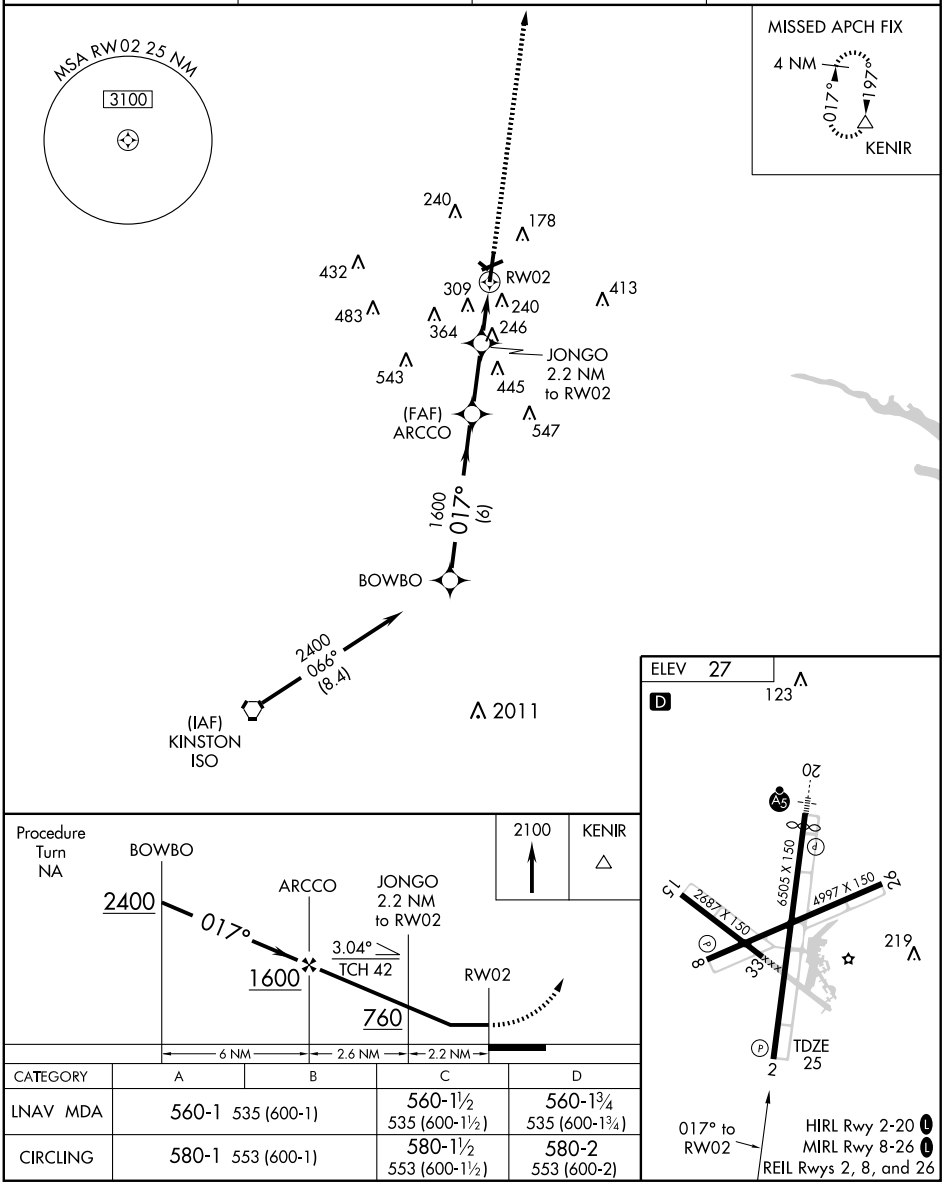
RNAV (GPS) RWY 2

GREENVILLE/ PITT-GREENVILLE (PGV)

T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct KENIR WP and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 281.42	122.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	560-1 535 (600-1)		560-1½ 535 (600-1½)	560-1¾ 535 (600-1¾)
CIRCLING	580-1 553 (600-1)		580-1½ 553 (600-1½)	580-2 553 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4997
076°	TDZE	24
	Apt Elev	26

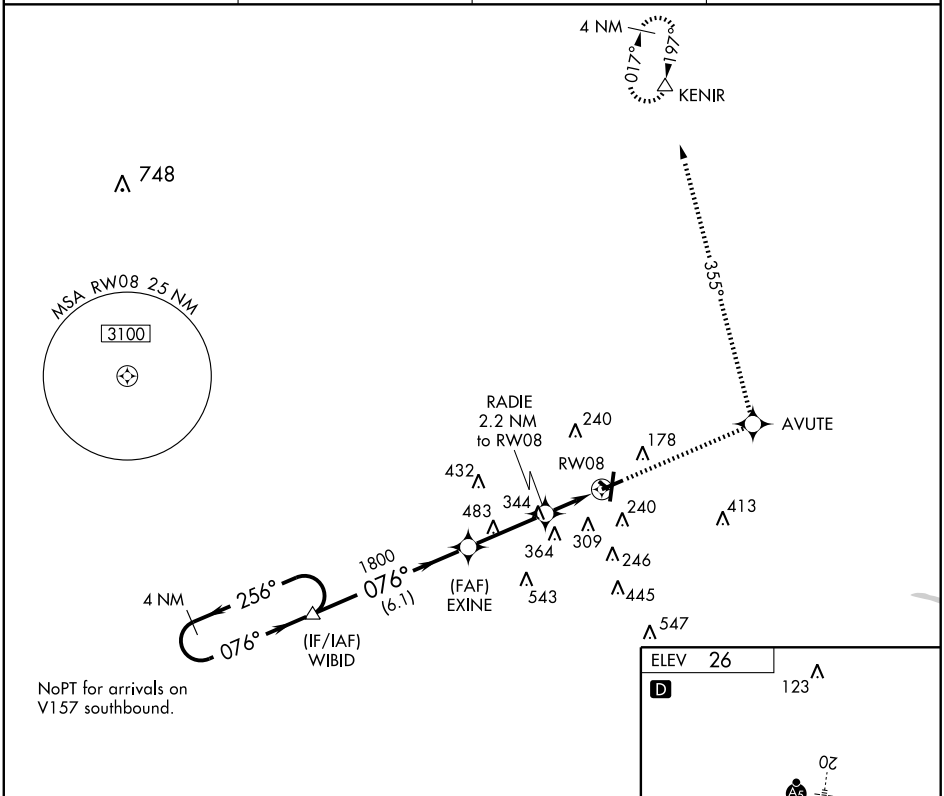
RNAV (GPS) RWY 8

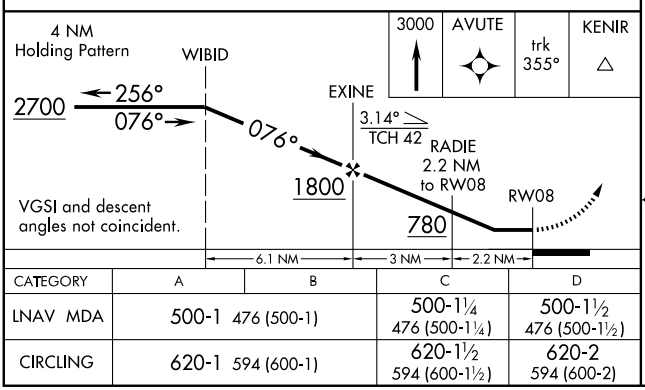
GREENVILLE/ PITT-GREENVILLE (PGV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat C visibilities ¼ mile.

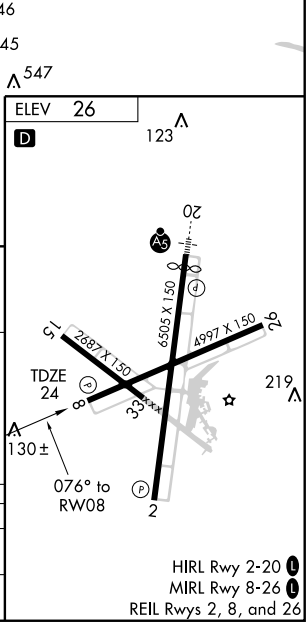
MISSED APPROACH: Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 281.42	122.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	500-1 476 (500-1)		500-1¼ 476 (500-1¼)	500-1½ 476 (500-1½)
CIRCLING	620-1 594 (600-1)		620-1½ 594 (600-1½)	620-2 594 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

GREENVILLE/ PITT-GREENVILLE (PGV)

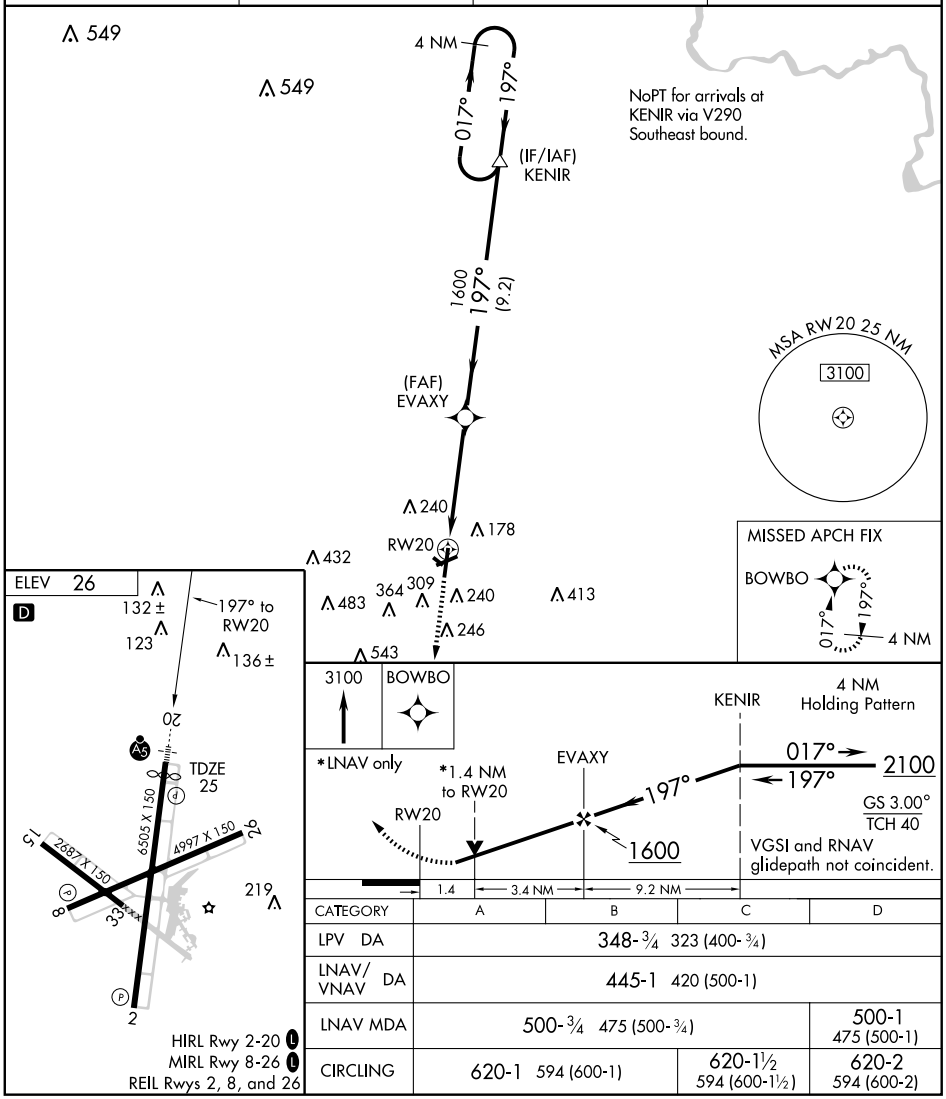
WAAS	APP CRS	Rwy Idg	6157
CH 87011	197°	TDZE	25
W20A		Apt Elev	26

T Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibilities ¼ mile. For inoperative MALSR, increase LPV all Cats visiblity to 1¼ mile and LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Washington altimeter setting, increase LPV all Cats visibility to 1¼ mile, and LNAV Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3100 direct BOWBO and hold, continue climb-in-hold to 3100.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 281.42	122.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	348-¾ 323 (400-¾)			
LNAV/VNAV DA	445-1 420 (500-1)			
LNAV MDA	500-¾ 475 (500-¾)			500-1 475 (500-1)
CIRCLING	620-1 594 (600-1)		620-1½ 594 (600-1½)	620-2 594 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4997
CH 53711	256°	TDZE	24
W26A		Apt Elev	26

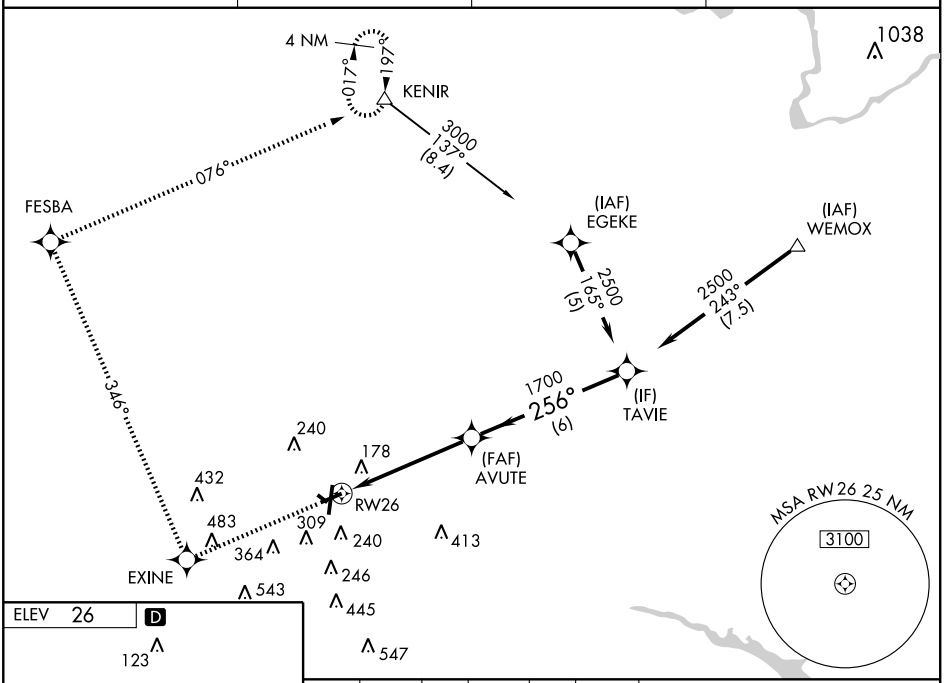
RNAV (GPS) RWY 26

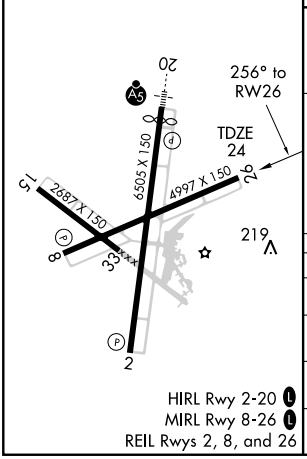
GREENVILLE/ PITT-GREENVILLE (PGV)

Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibilities ¼ mile.

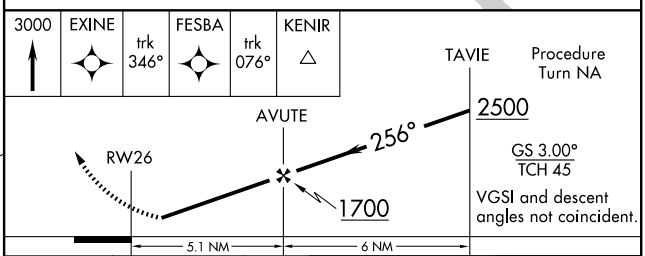
MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 281.42	122.35	122.8 (CTAF) L





HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26



CATEGORY	A	B	C	D
LPV DA	335-1 311 (400-1)			
LNAV/ VNAV DA	464-1½ 440 (500-1½)			
LNAV MDA	520-1 496 (500-1)		520-1¼ 496 (500-1¼)	520-1½ 496 (500-1½)
CIRCLING	620-1 594 (600-1)		620-1½ 594 (600-1½)	620-2 594 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
067°	TDZE	15
	Apt Elev	17

RNAV (GPS) RWY 7

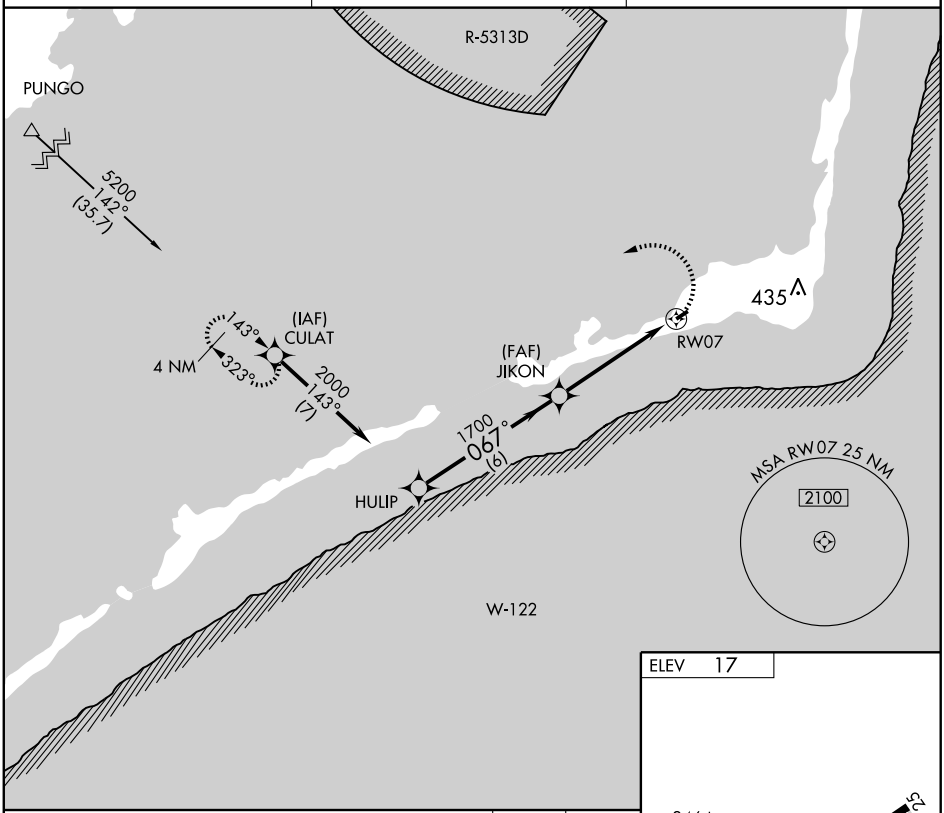
HATTERAS/ BILLY MITCHELL (HSE)

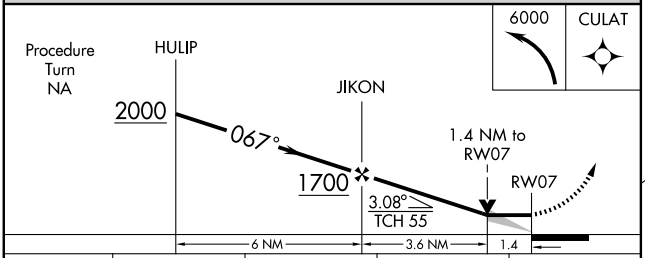
NA

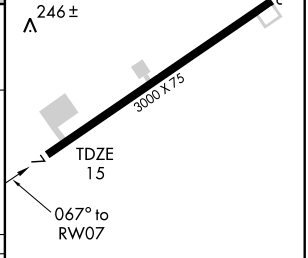
Procedure not authorized at night.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6000 direct CULAT WP and hold.

ASOS	CHERRY POINT APP CON	CTAF
118.375	119.75 360.775	122.9







CATEGORY	A	B	C	D
LNAV MDA	500-1	485 (500-1)	500-1¼ 485 (500-1¼)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

HATTERAS/BILLY MITCHELL (HSE)

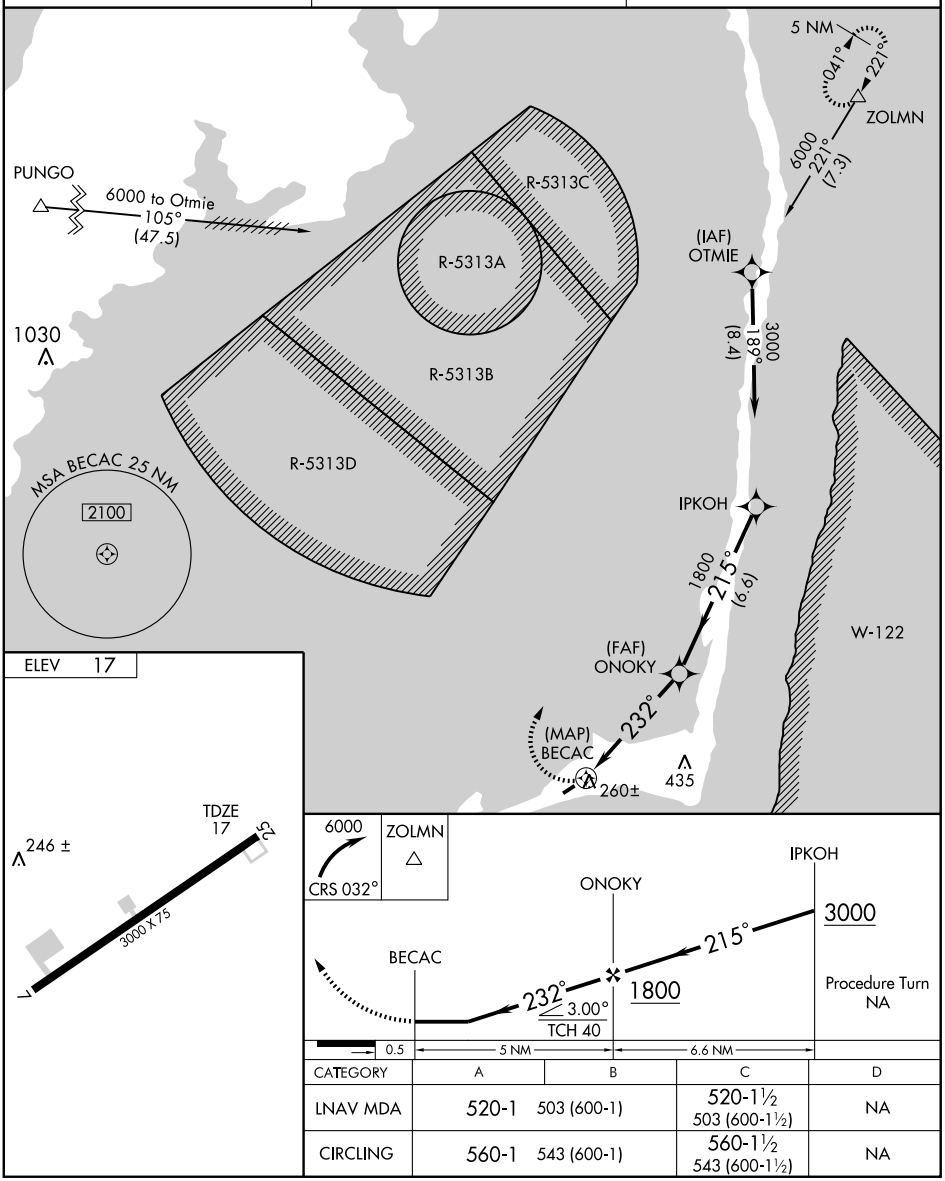
APP CRS	Rwy Idg	3000
232°	TDZE	17
	Apt Elev	17

Procedure not authorized at night.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 6000 via course 032° to ZOLMN WP and hold.

ASOS	CHERRY POINT APP CON	CTAF
118.375	119.75 360.775	122.9



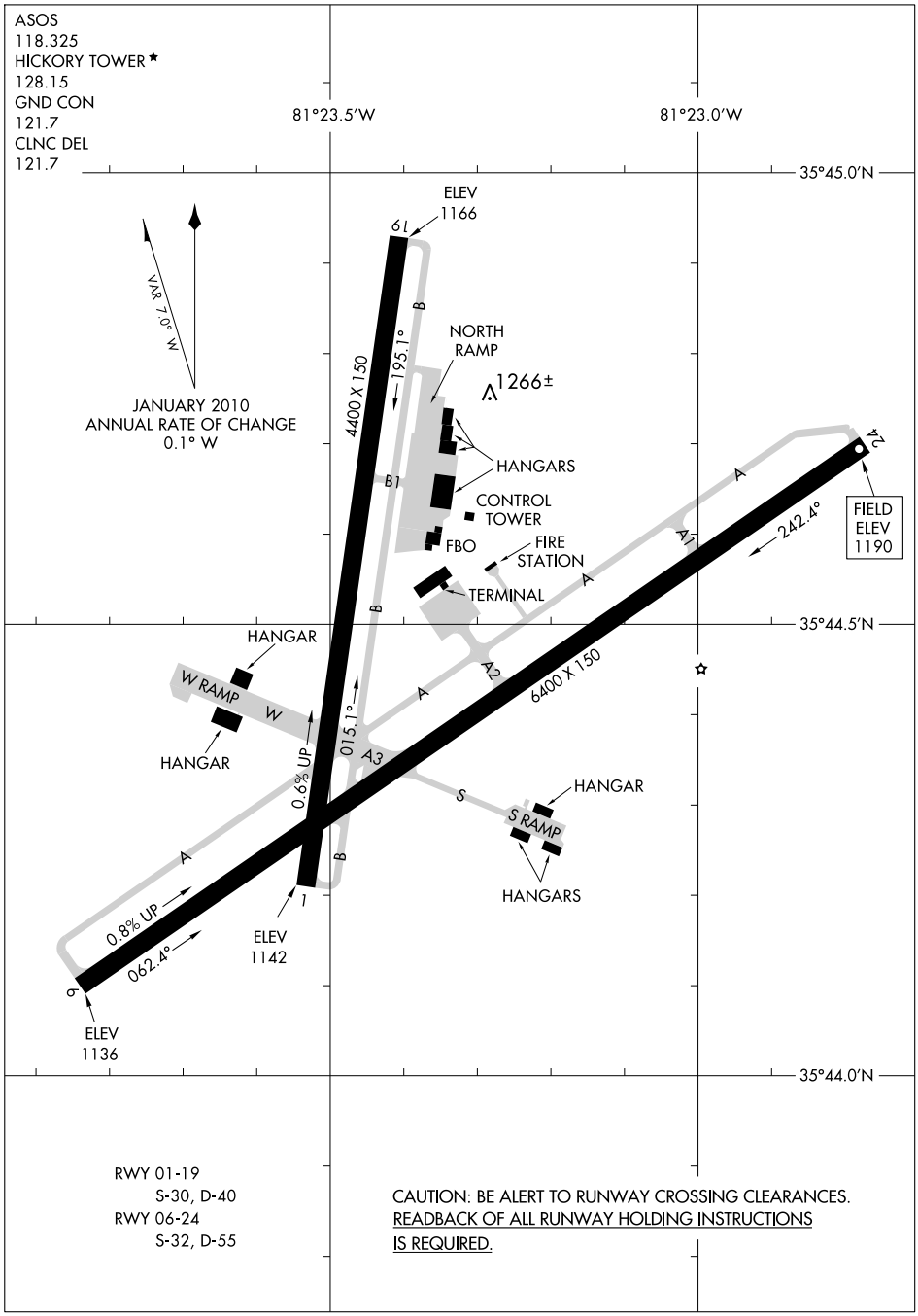
CATEGORY	A	B	C	D
LNAV MDA	520-1	503 (600-1)	520-1½ 503 (600-1½)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA



RWY 01-19
S-30, D-40
RWY 06-24
S-32, D-55

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

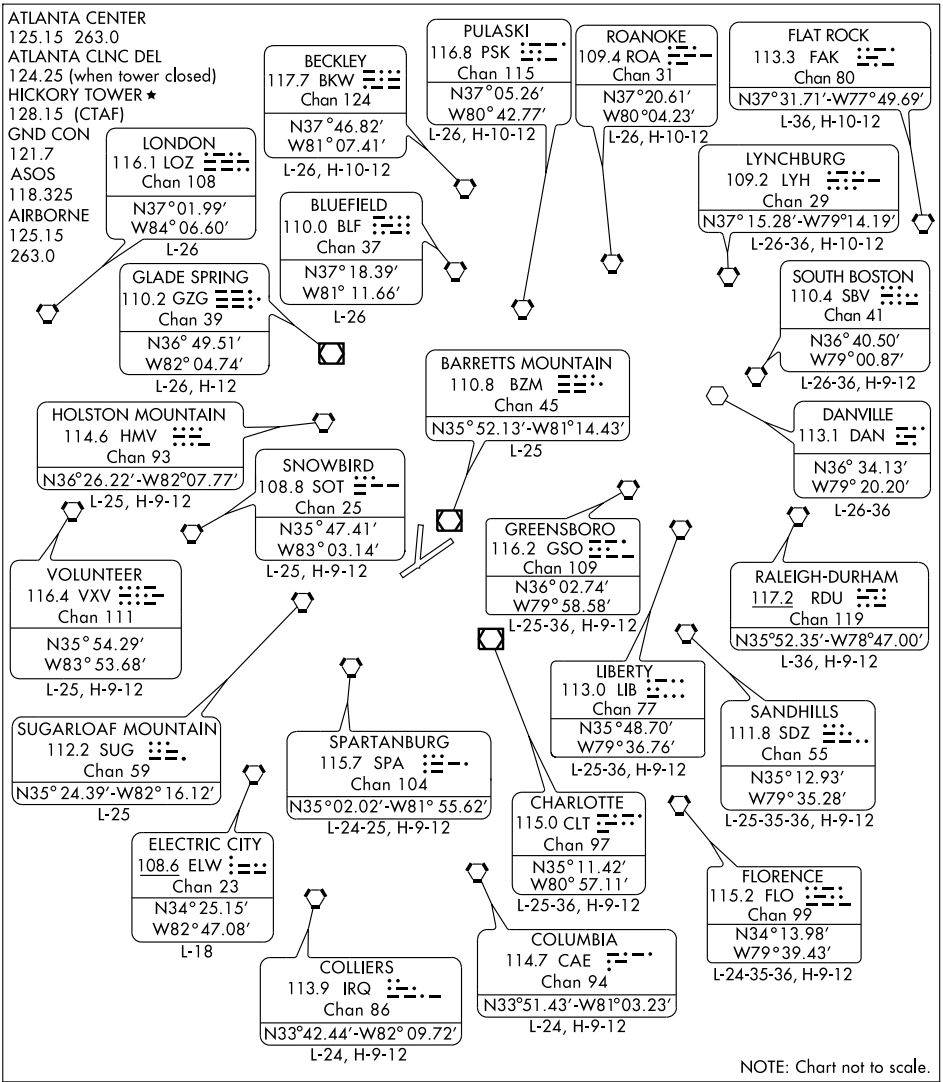
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HICKORY, NORTH CAROLINA
HICKORY RGNL (HKY)

10210

HICKORY ONE DEPARTURE



NOTE: Chart not to scale.

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly runway heading, or heading assigned by ATC, Thence....

....Expect radar vectors to join filed route. All aircraft maintain 4000 feet, or assigned altitude. Expect filed altitude/flight level ten minutes after departure.

LOC I-HKY	APP CRS	Rwy Idg	6400
108.7	241°	TDZE	1189
		Apt Elev	1189

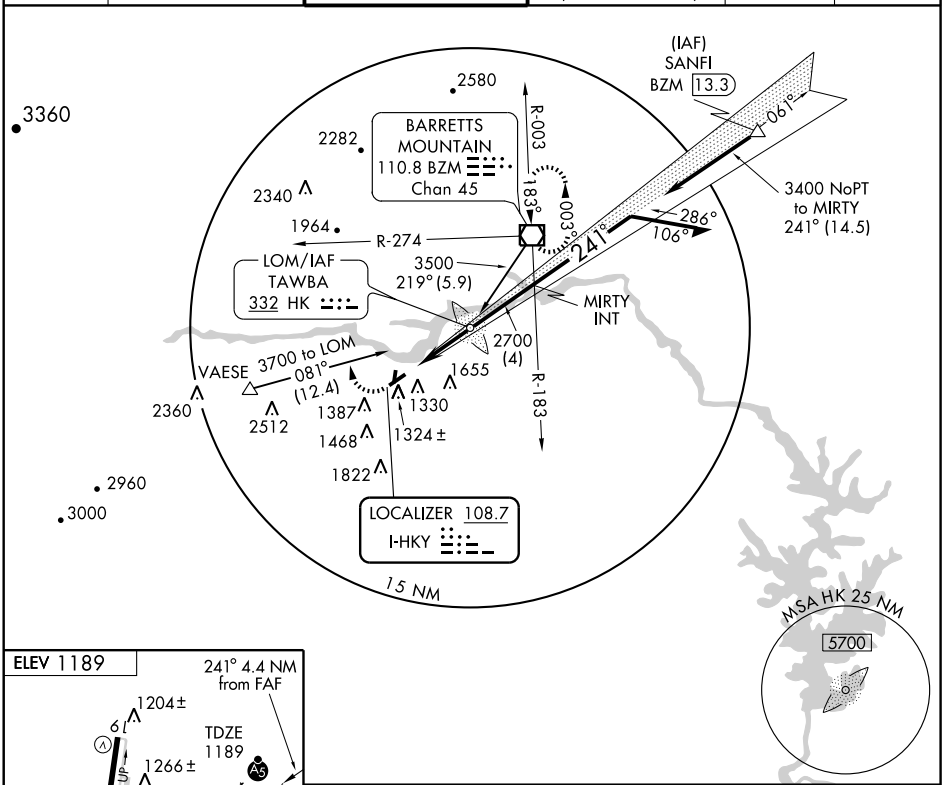
ILS or LOC RWY 24

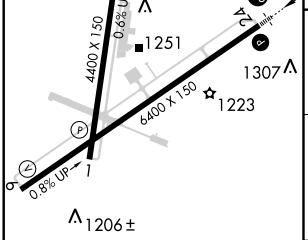
HICKORY RGNL (HKY)

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7

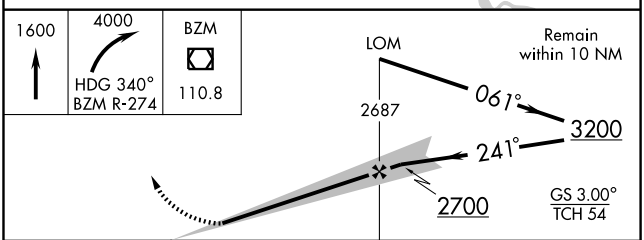




HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

1600	4000	BZM
	HDG 340° BZM R-274	110.8



CATEGORY	A	B	C	D
S-ILS 24	1389-½ 200 (200-½)			
S-LOC 24	1560-½ 371 (400-½)			1560-¾ 371 (400-¾)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
014°	TDZE	1154
	Apt Elev	1189

RNAV (GPS) RWY 1

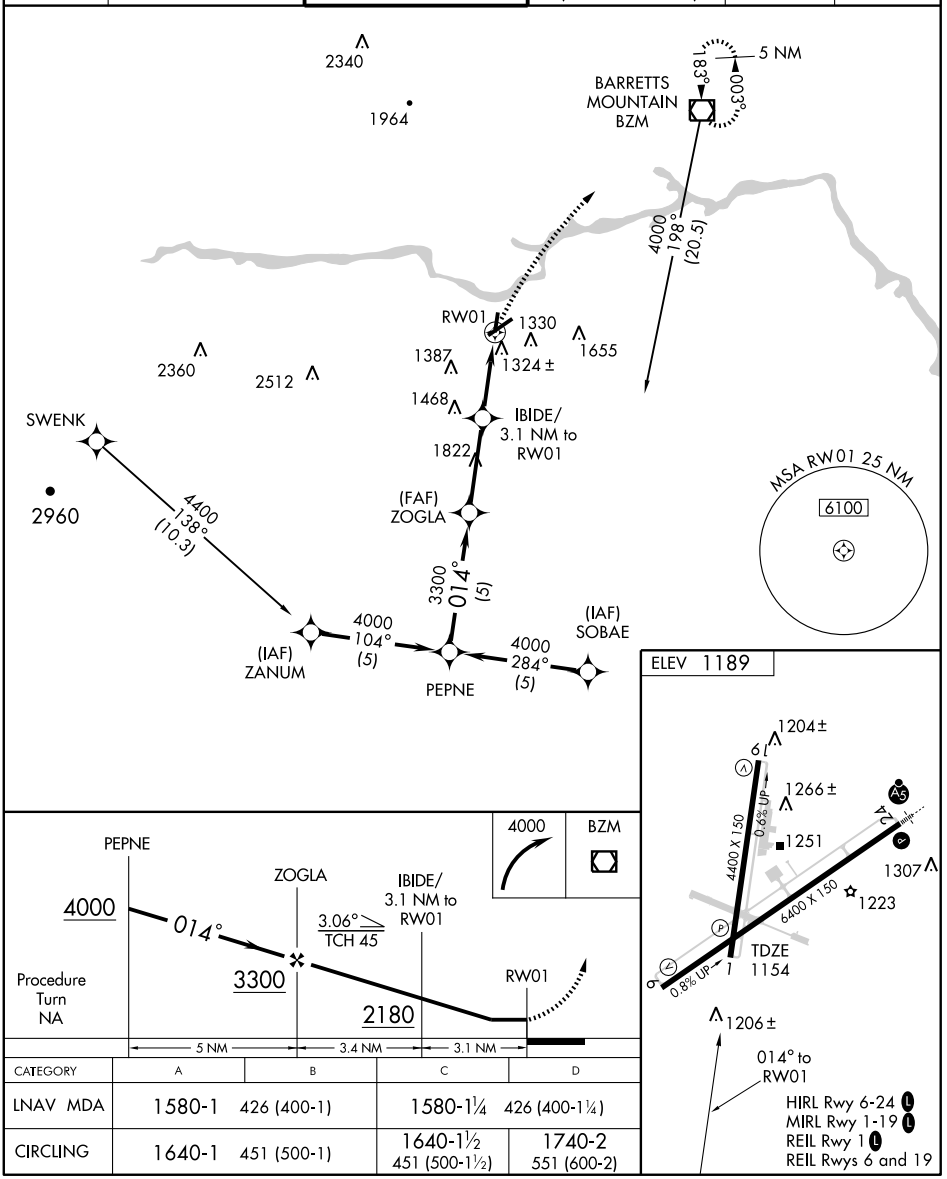
HICKORY RGNL (HKY)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7



CATEGORY	A	B	C	D
LNAV MDA	1580-1 426 (400-1)		1580-1¼ 426 (400-1¼)	
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6400
061°	TDZE	1151
	Apt Elev	1189

RNAV (GPS) RWY 6

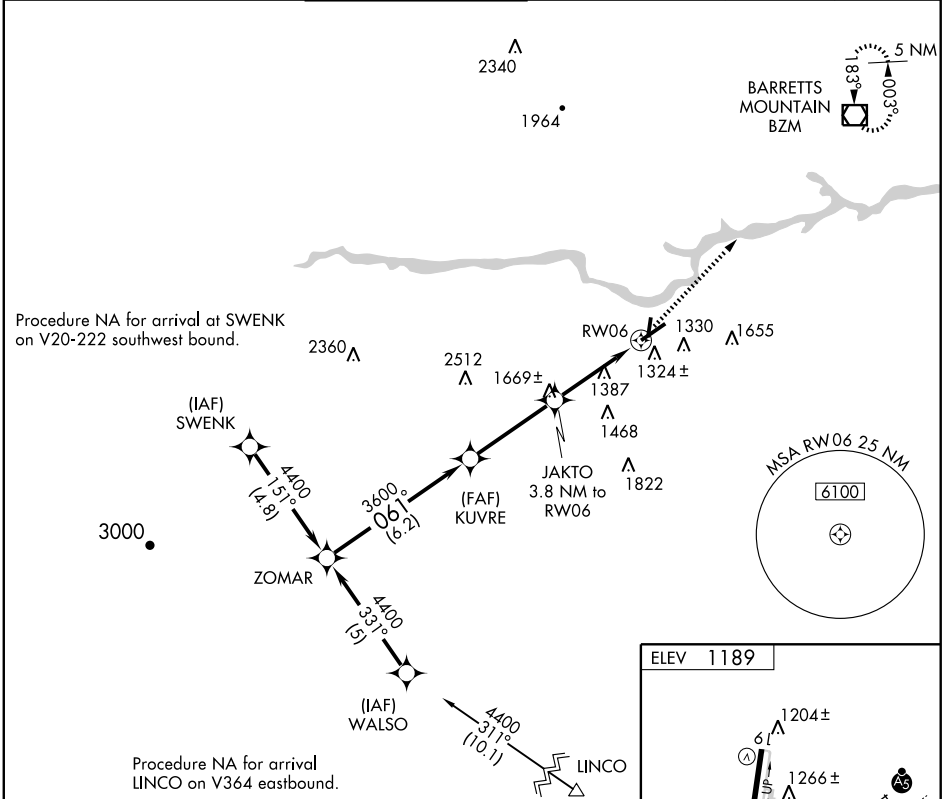
HICKORY RGNL (HKY)

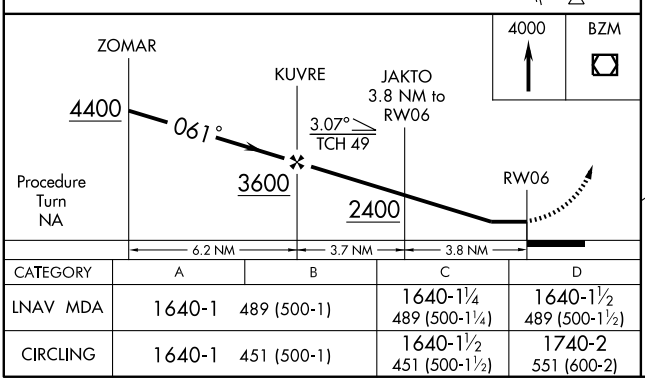
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

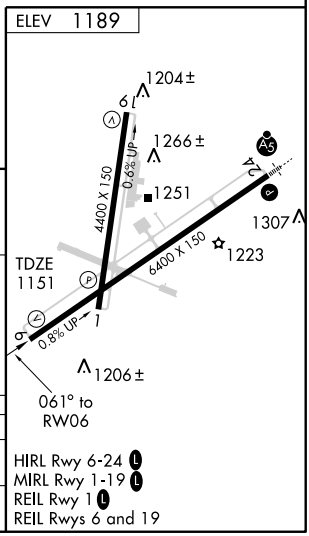
MISSED APPROACH: Climb to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7





CATEGORY	A	B	C	D
LNAV MDA	1640-1	489 (500-1)	1640-1¼ 489 (500-1¼)	1640-1½ 489 (500-1½)
CIRCLING	1640-1	451 (500-1)	1640-1½ 451 (500-1½)	1740-2 551 (600-2)



HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
194°	TDZE	1167
	Apt Elev	1189

RNAV (GPS) RWY 19

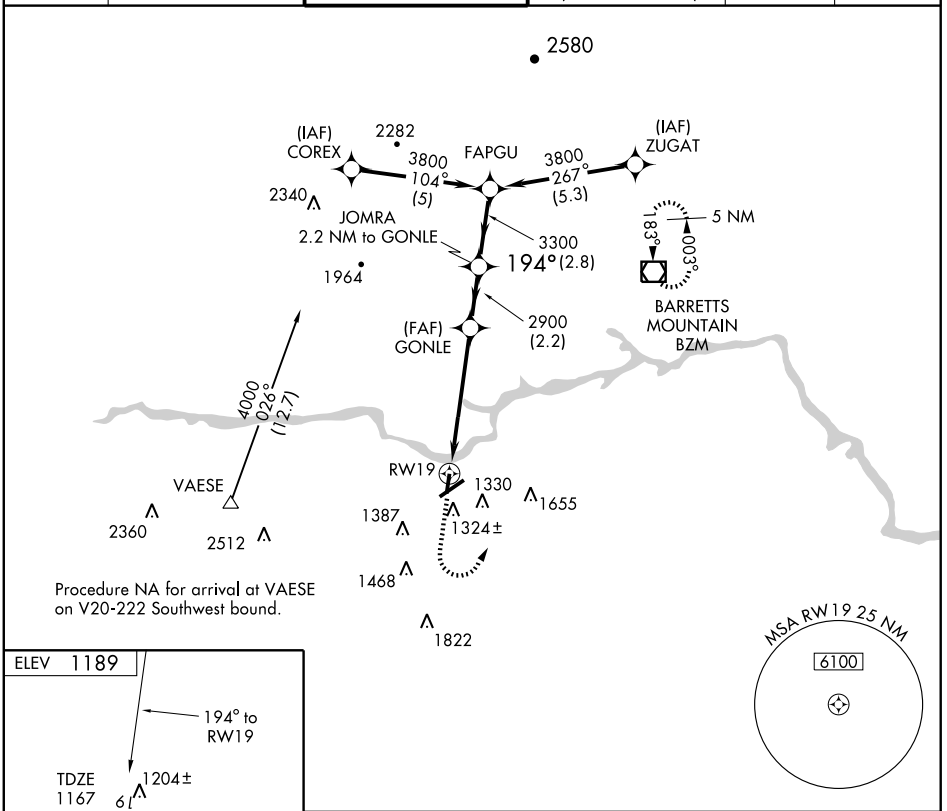
HICKORY RGNL (HKY)

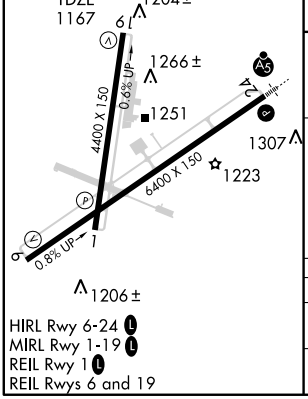
NA

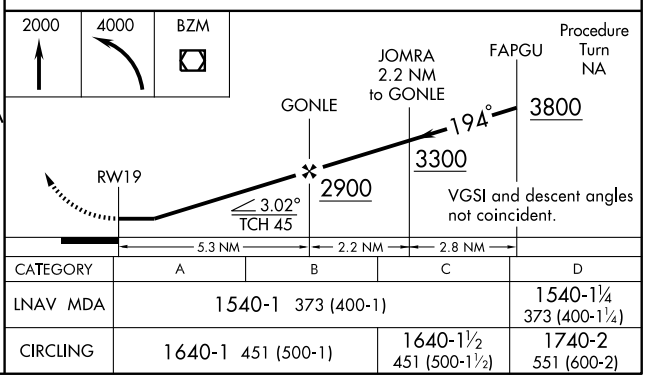
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	1540-1 373 (400-1)			1540-1¼ 373 (400-1¼)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

HICKORY RGNL (HKY)

APP CRS	Rwy Idg	6400
256°	TDZE	1189
	Apt Elev	1189

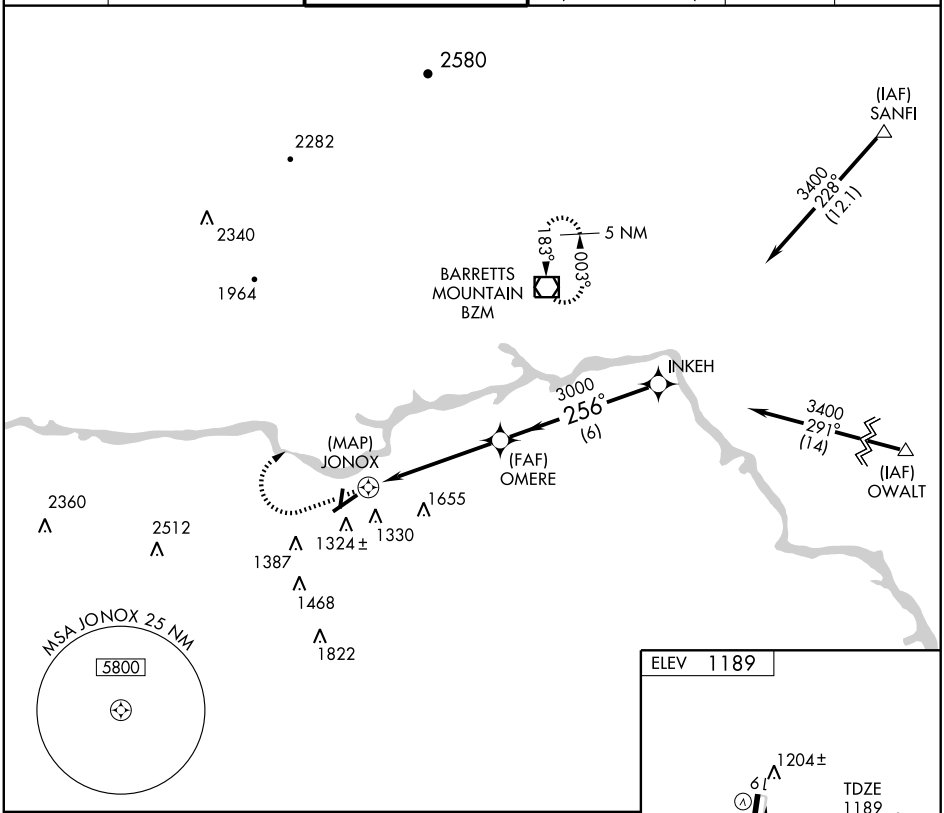
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile.

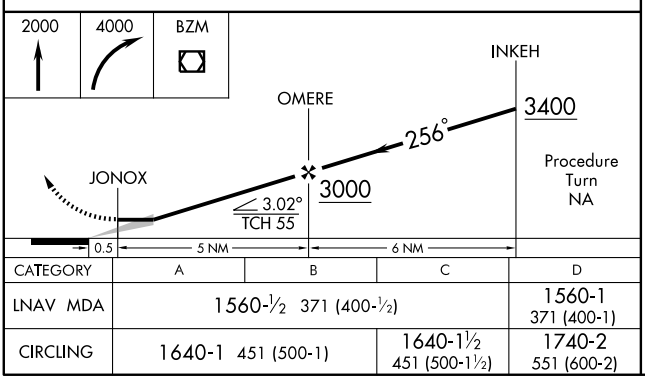
NA

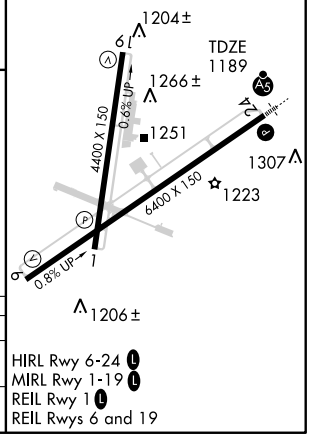
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	1560-½ 371 (400-½)			1560-1 371 (400-1)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BZM	APP CRS	Rwy Idg	6400
110.8	228°	TDZE	1189
Chan 45		Apt Elev	1189

VOR/DME RWY 24

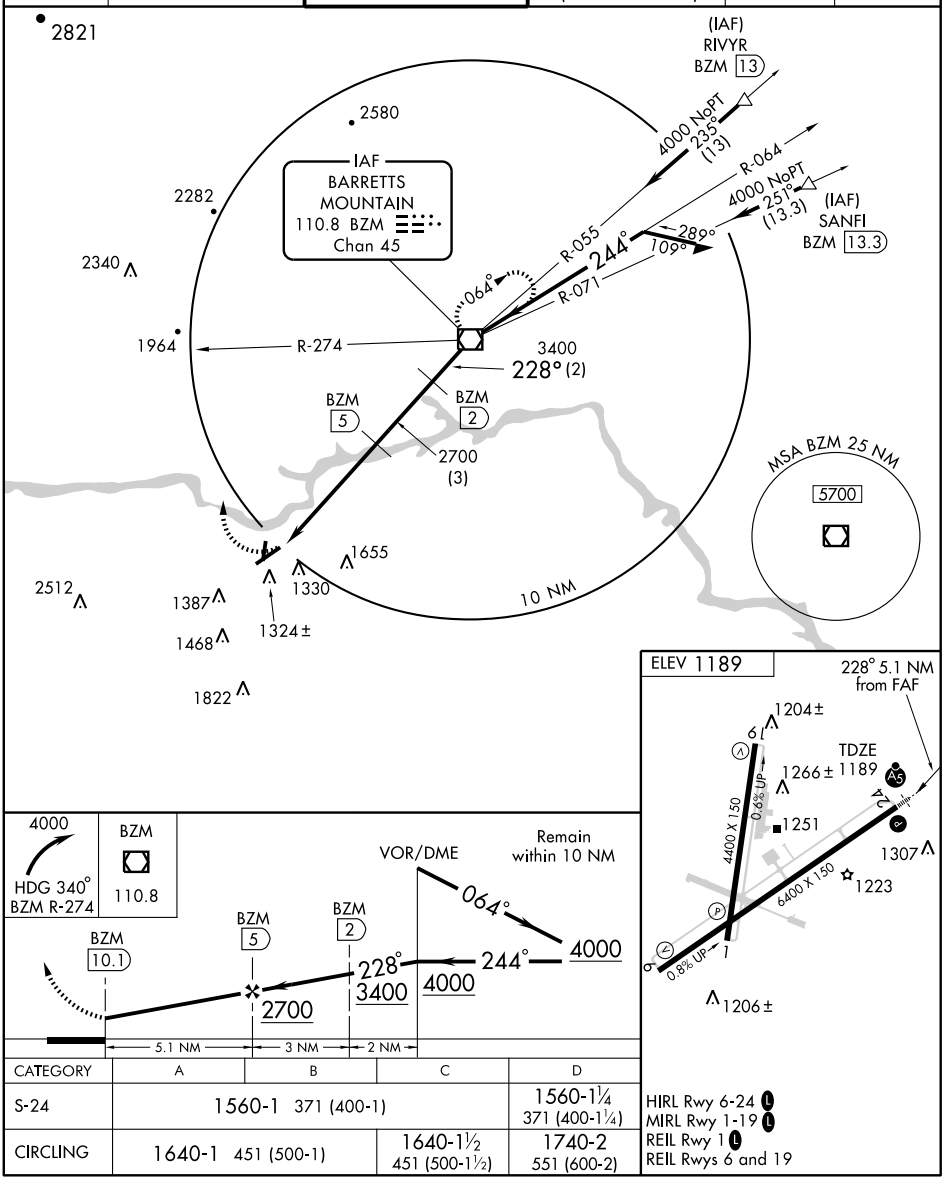
HICKORY RGNL (HKY)

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7

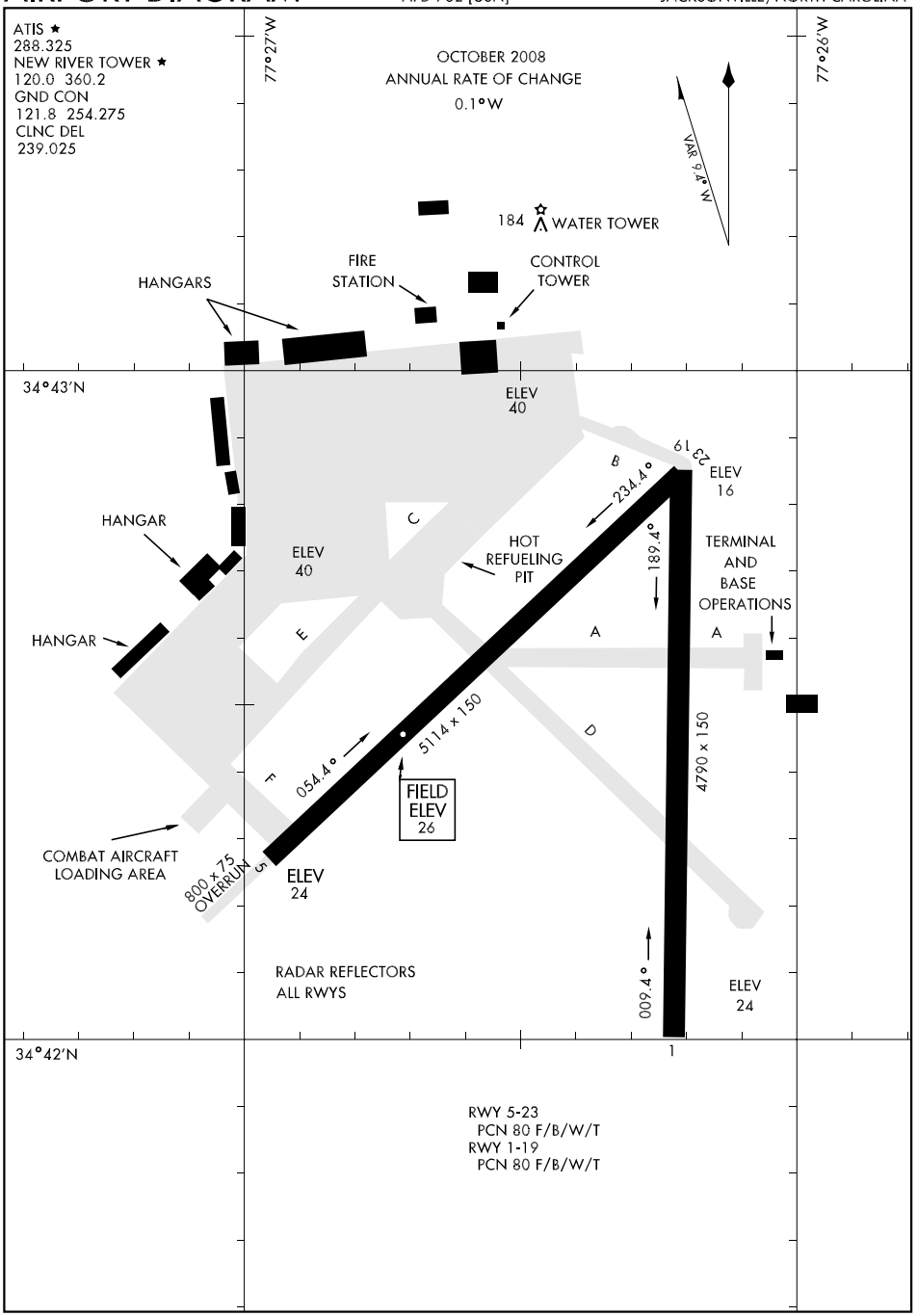


CATEGORY	A	B	C	D
S-24	1560-1 371 (400-1)			1560-1¼ 371 (400-1¼)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 1

LOC I-NCA 111.10	APCH CRS 008°	Rwy Idg 4790 TDZE 24 Arpt Elev 26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

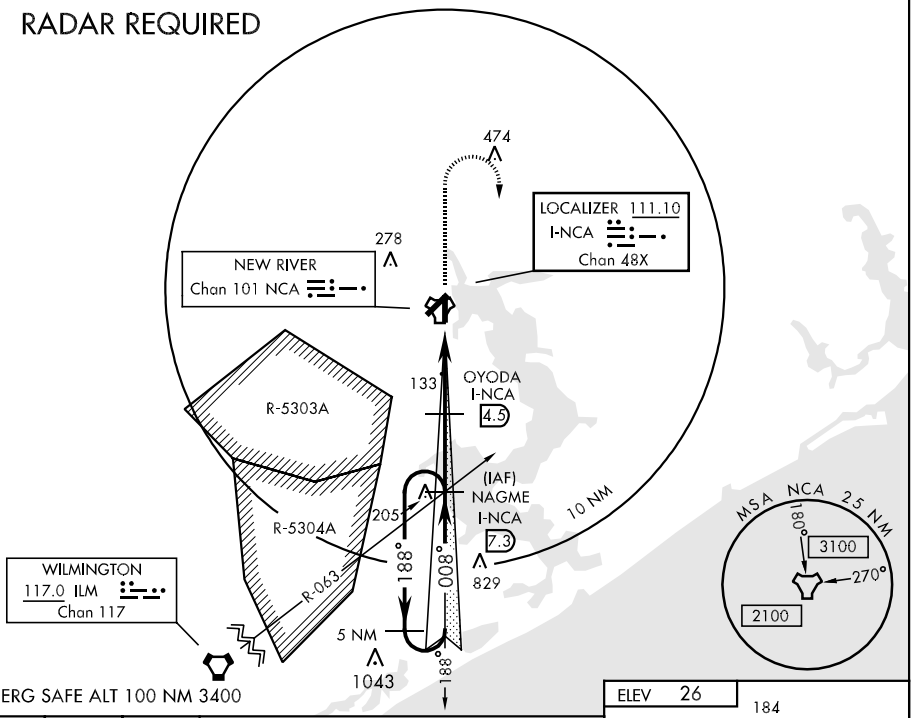
*When ALS inop, increase CAT AB vis to ¾ mile.
**When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

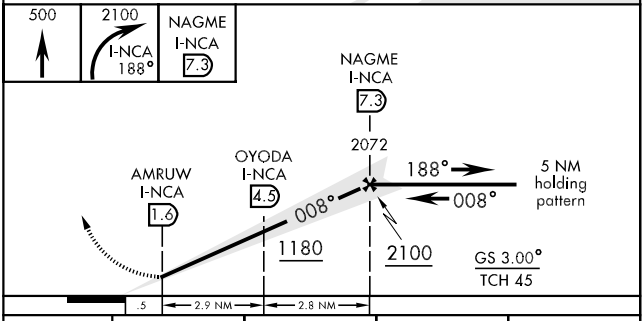
SALS A2

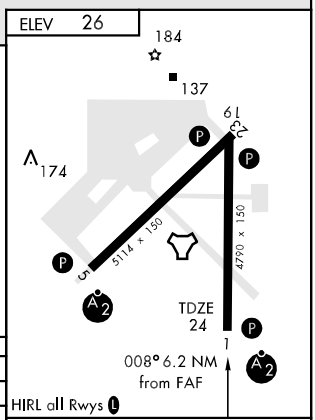
MISSED APPROACH: Climb to 500, then climbing right turn to 2100 via I-NCA south crs to NAGME and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 L★ 360.2	121.8 254.275	239.025	

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 1 *	224-½ 200	(200-½)	224-¾ 200	(200-¾)
S-LOC 1 * *	400- ¾ 376	(400- ¾)		400-1 376 (400-1)
CIRCLING	500-1 474	(500-1)	500-1½ 474 (500-1½)	580-2 554 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy ldg	4790
008°	TDZE	24
	Arpt Elev	26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

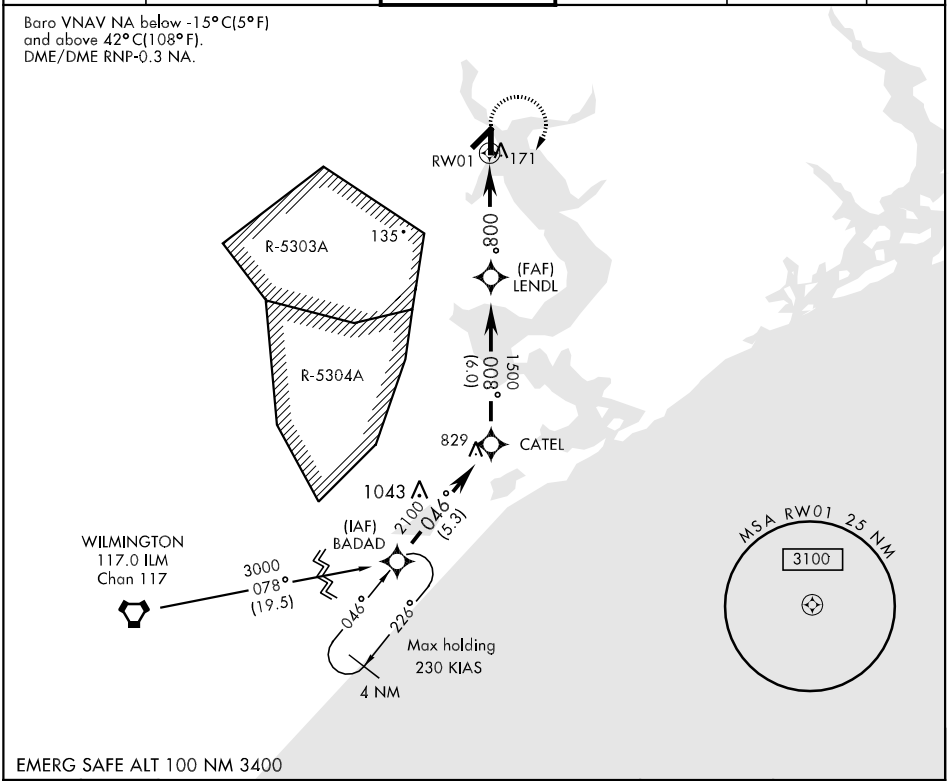
* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

SALSF

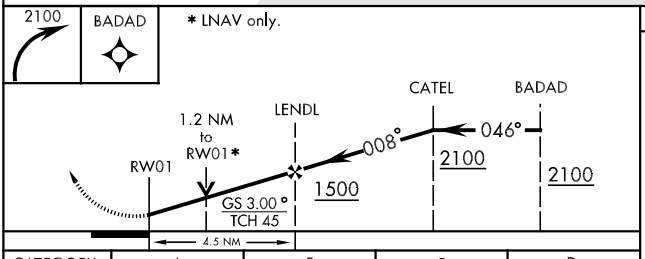
MISSED APPROACH: Climbing right turn to 2100 direct BADAD and hold.

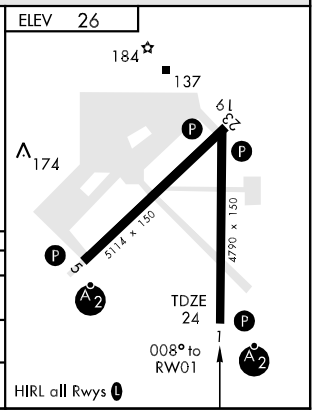
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 C★ 360.2	121.8 254.275	239.025	

Baro VNAV NA below -15°C(5°F) and above 42°C(108°F).
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
LNAV/ VNAV DA *	340-¾ 316 (400-¾)			
LNAV MDA **	440-¾ 416 (500-¾)		440-1 416 (500-1)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

WAAS Chan 77243 W05A	APCH CRS 053°	Rwy ldg 5114 TDZE 26 Arpt Elev 26

AL-732 [USN] MCAS NEW RIVER (MC CUTCHEON FLD) (KNCA)

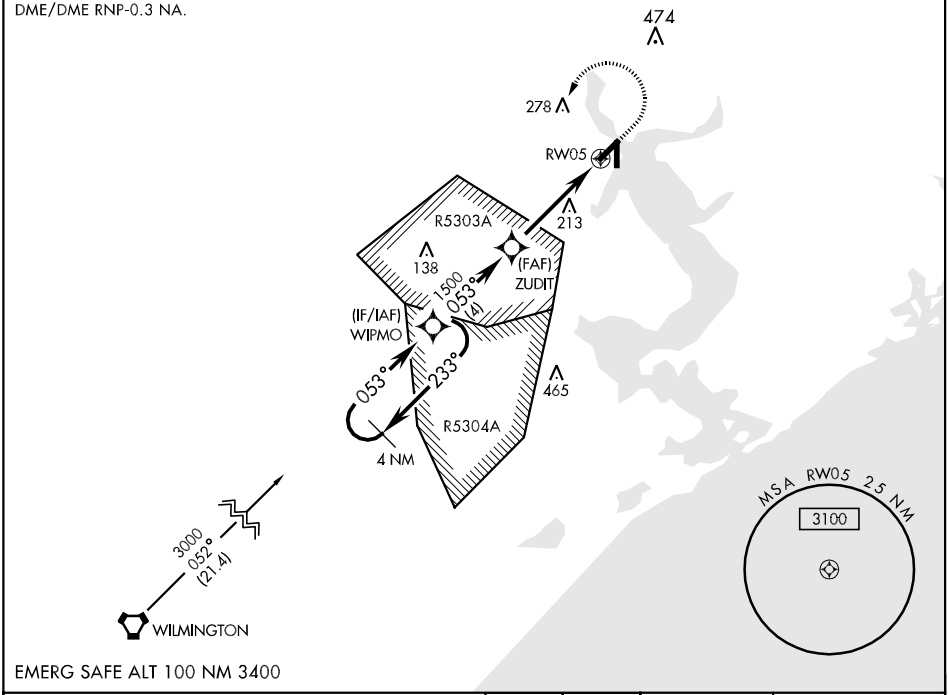
* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SALSF

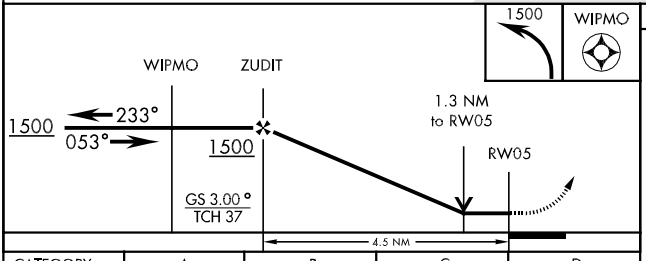
MISSED APPROACH: Climbing left turn to 1500 direct WIPMO and hold.

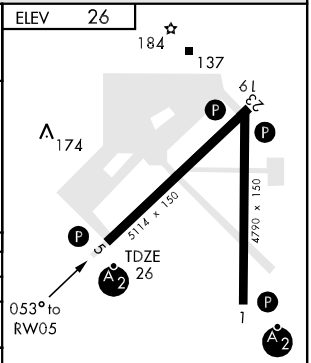
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/ PAR
288.325	119.35 377.175	120.0 L ★ 360.2	121.8 254.275	239.025	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(108°F).
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
LPV DA *	226-¾	200	(200-¾)	
LNAV/VNAV DA *	335-¾	309	(400-¾)	
LNAV MDA * *	480-¾ 454 (500-¾)		480-1 454 (500-1)	480-1¼ 454 (500-1¼)
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)

HIRL all Rwys L

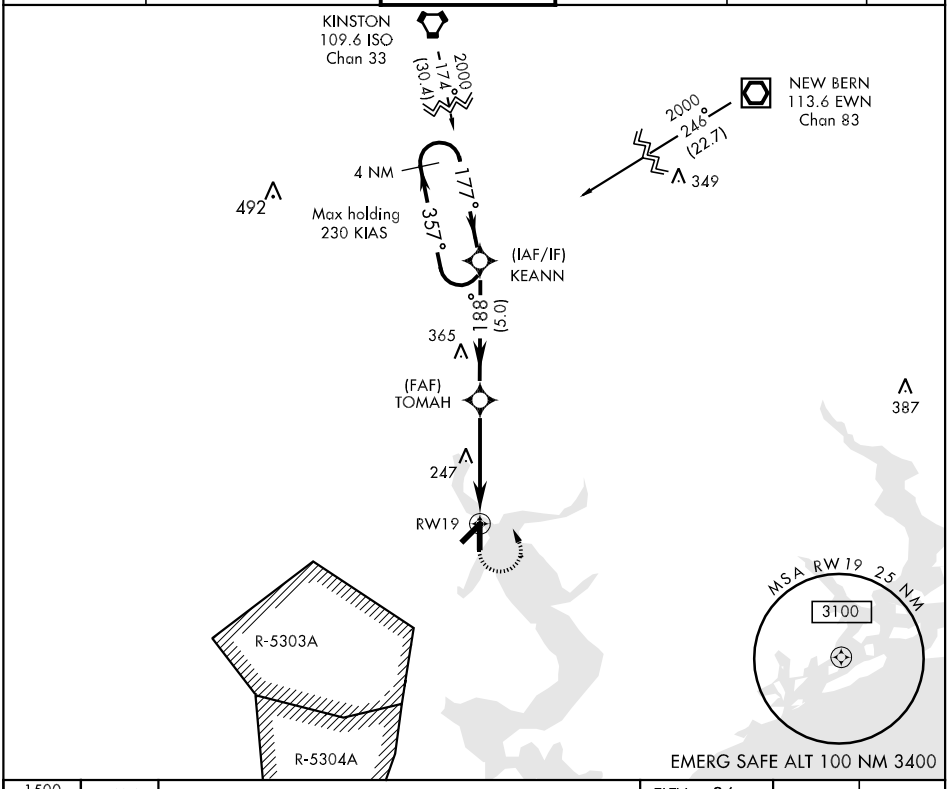
SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

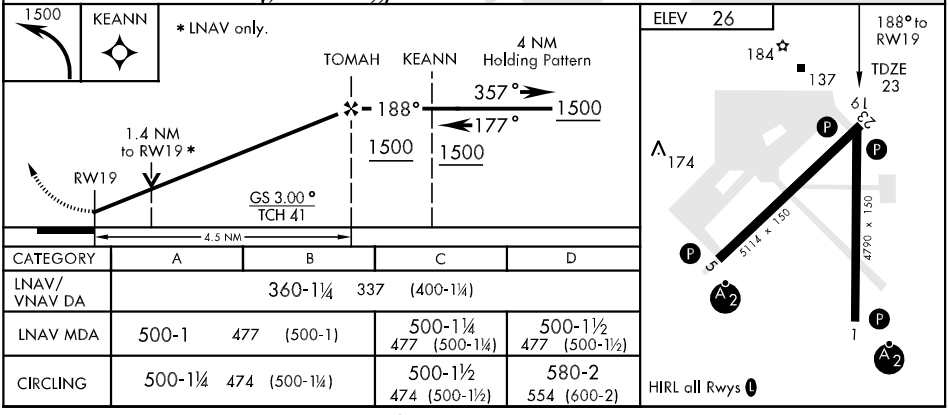
APCH CRS	Rwy Idg	4790
188°	TDZE	23
	Arpt Elev	26

Baro VNAV NA below -15°C(5°F) and above 42°C(108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 1500 direct KEANN and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	





CATEGORY	A	B	C	D
LNAV/ VNAV DA	360-1¼ 337 (400-1¼)			
LNAV MDA	500-1 477 (500-1)		500-1¼ 477 (500-1¼)	500-1½ 477 (500-1½)
CIRCLING	500-1¼ 474 (500-1¼)		500-1½ 474 (500-1½)	580-2 554 (600-2)

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SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

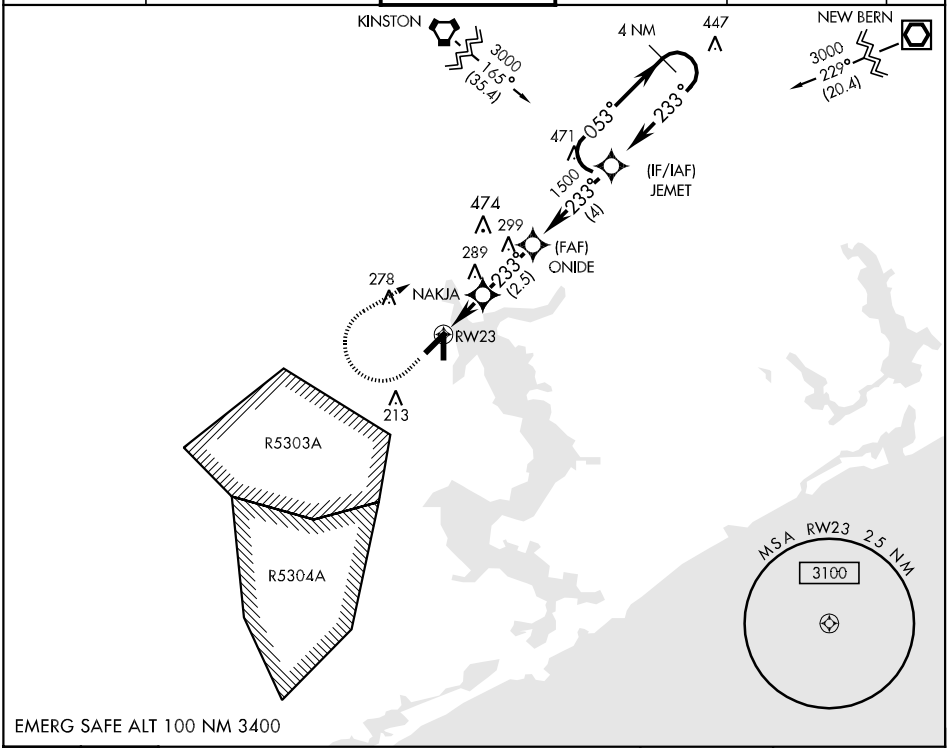
WAAS Chan 80122 W23A	APCH CRS 233°	Rwy ldg 5114 TDZE 25 Arpt Elev 26

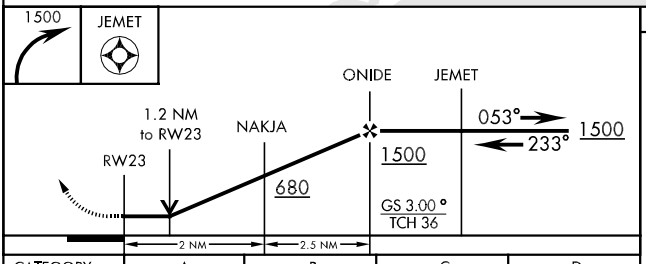
AL-732 [USN] MCAS NEW RIVER (MC CUTCHEON FLD) (KNCA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(108°F). DME/DME RNP-0.3 NA.

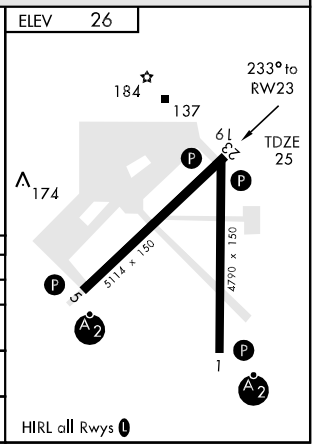
MISSED APPROACH: Climbing right turn to 1500 direct JEMET and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/ PAR
288.325	119.35 377.175	120.0 L ★ 360.2	121.8 254.275	239.025	



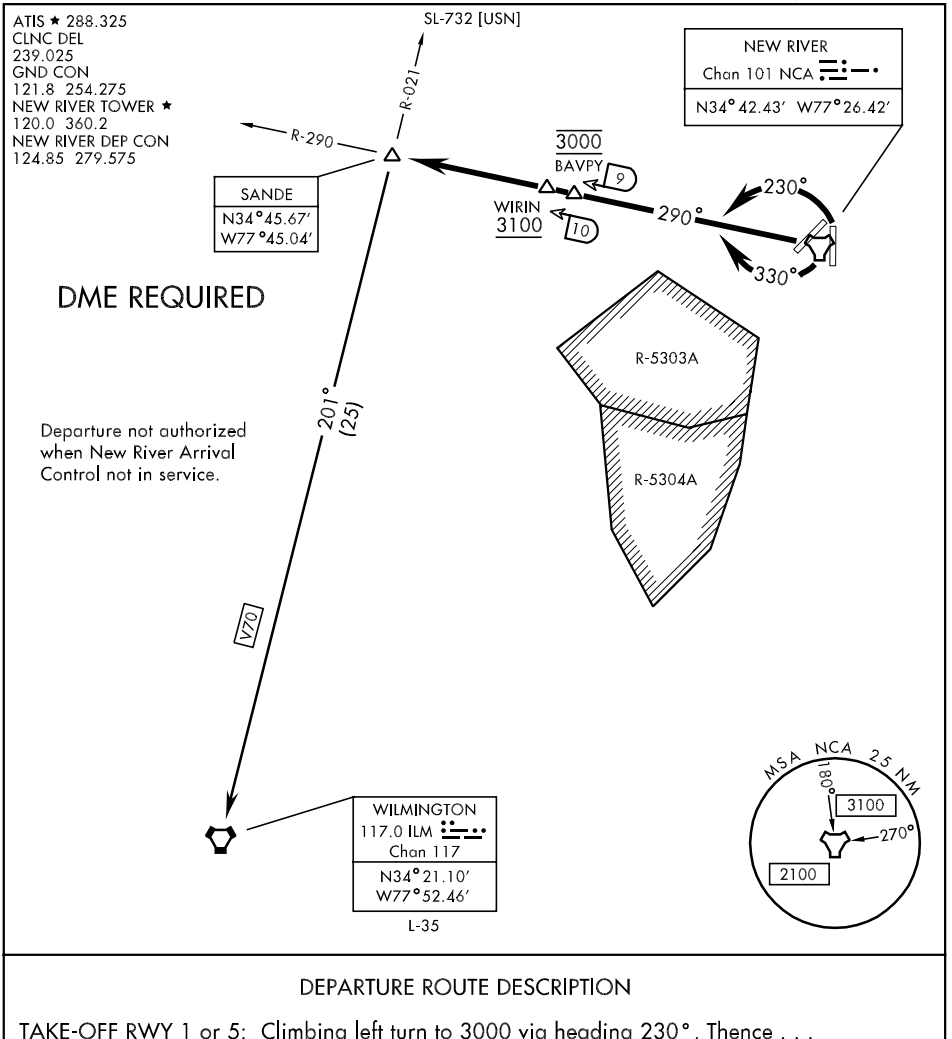


CATEGORY	A	B	C	D
LPV DA	225-1	200 (200-1)		
LNAV/VNAV DA	345-1¼	320 (400-1¼)		
LNAV MDA	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SANDE-ONE DEPARTURE (SANDE1.SANDE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1 or 5: Climbing left turn to 3000 via heading 230°, Thence . . .

TAKE-OFF RWY 19 or 23: Climbing right turn to 3000 via heading 330°, Thence . . .

. . .Intercept NCA R-290 direct SANDE INT, then via assigned route/transition. Cross BAVPY at 3000. Cross WIRIN at or above 3100. Expect filed altitude ten minutes after departure.

WILMINGTON TRANSITION (SANDE1.ILM): Via ILM R-021 direct ILM VORTAC, then as filed.

SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 1

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NCA Chan 101	357°	4790	24	26

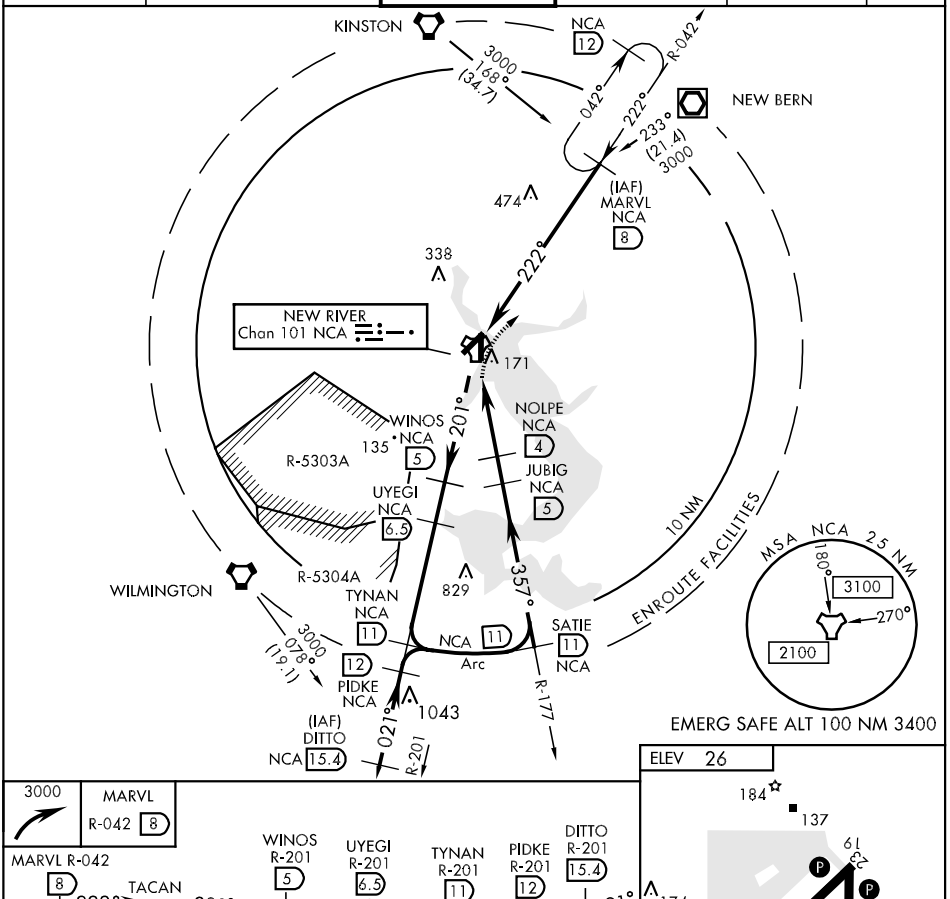
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

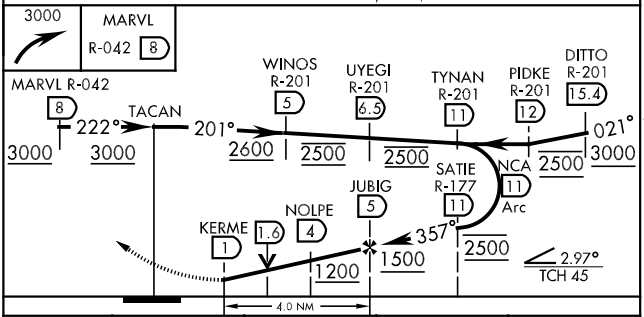
✱ When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ mile.

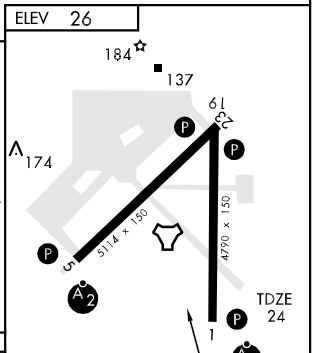
SALSF

MISSED APPROACH: Climbing right turn to 3000 via NCA R-042 direct MARVL (R-042/8 DME) and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 L ★ 360.2	121.8 254.275	239.025	







CATEGORY	A	B	C	D
S-1 ✱	440-¾ 416 (500-¾)		440-1 416 (500-1)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)

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SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5

TACAN	APCH CRS	Rwy ldg	5114
NCA	064°	TDZE	26
Chan 101		Arpt Elev	26

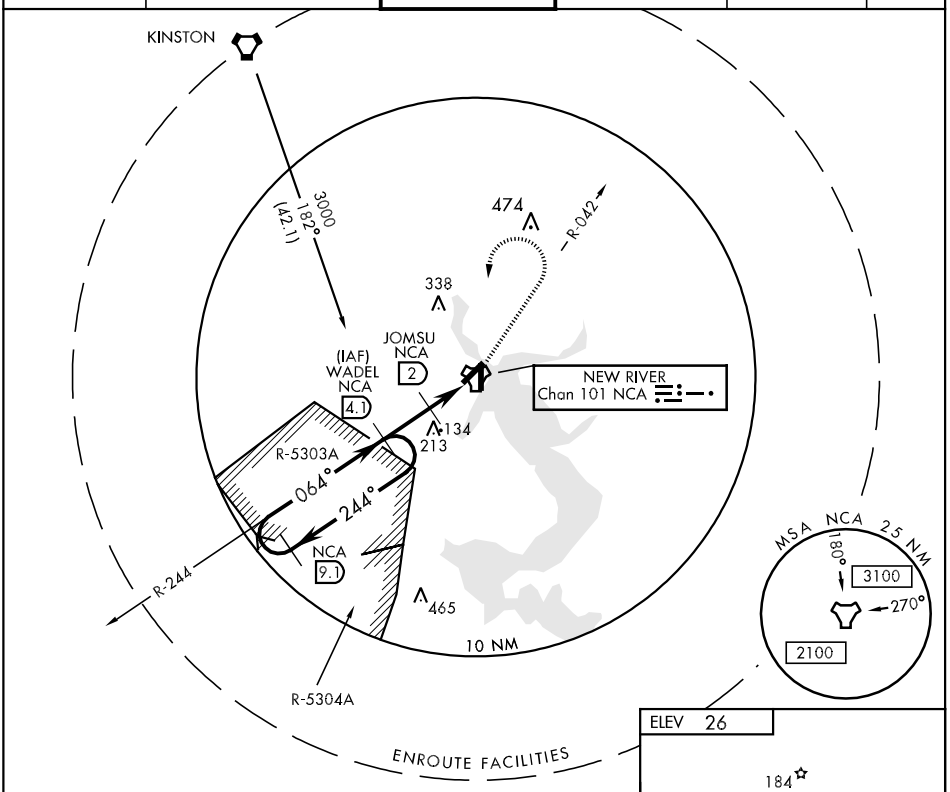
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ mile.

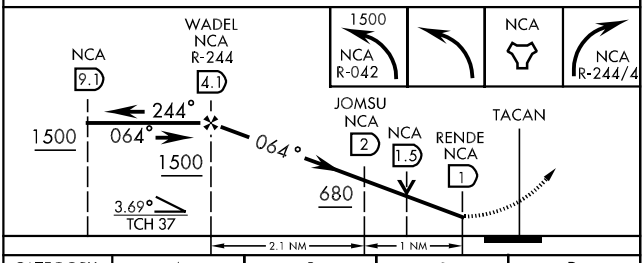
SALSF

MISSED APPROACH: Climbing left turn to 1500 via NCA R-042. Then left turn direct NCA TACAN, then via NCA R-244 direct WADEL and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 ★ 360.2	121.8 254.275	239.025	

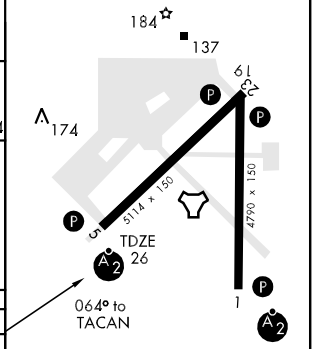


EMERG SAFE ALT 100 NM 3400



CATEGORY	A	B	C	D
S-5*	400-¾ 374 (400-¾)			400-1 374 (400-1)
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)

ELEV 26



HIRL all Rwys

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 19

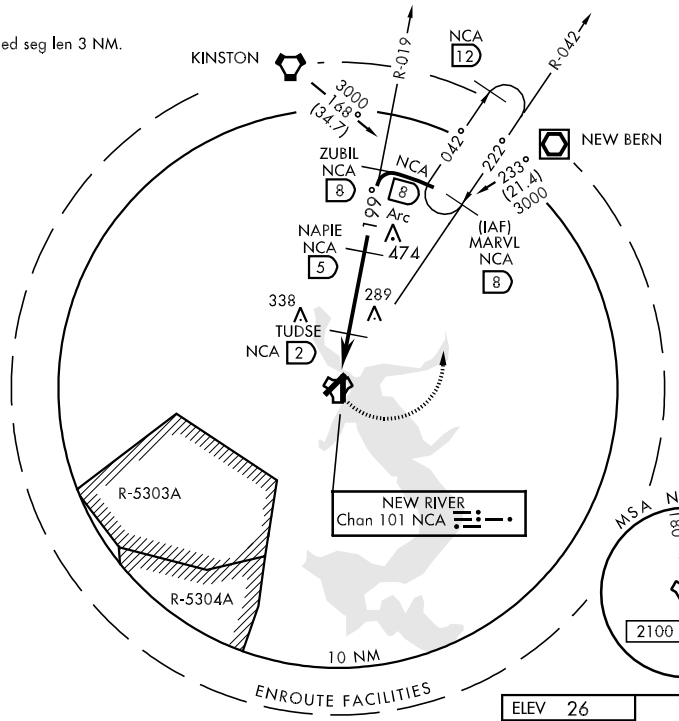
TACAN	APCH CRS	Rwy Idg	4790
NCA		TDZE	23
Chan 101	199°	Arpt Elev	26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

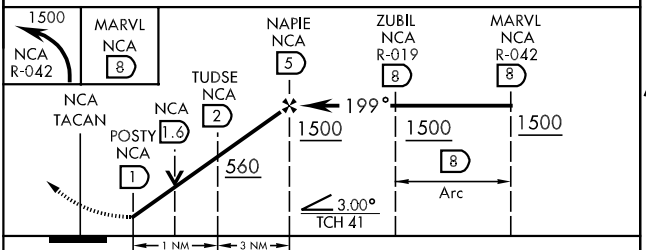
MISSED APPROACH: Climbing left turn to 1500 via NCA R-042 direct MARVL (R-042/8 DME) and hold.

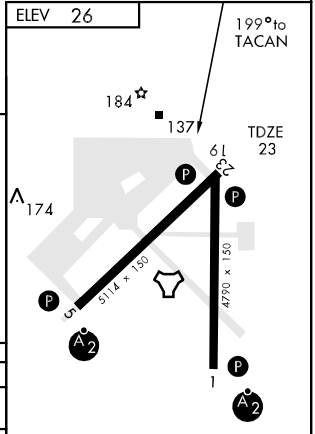
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	

CAUTION: Intmed seg len 3 NM.



EMERG SAFE ALT 100 NM 3400





HIRL all Rwys L

CATEGORY	A	B	C	D
S-19	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23

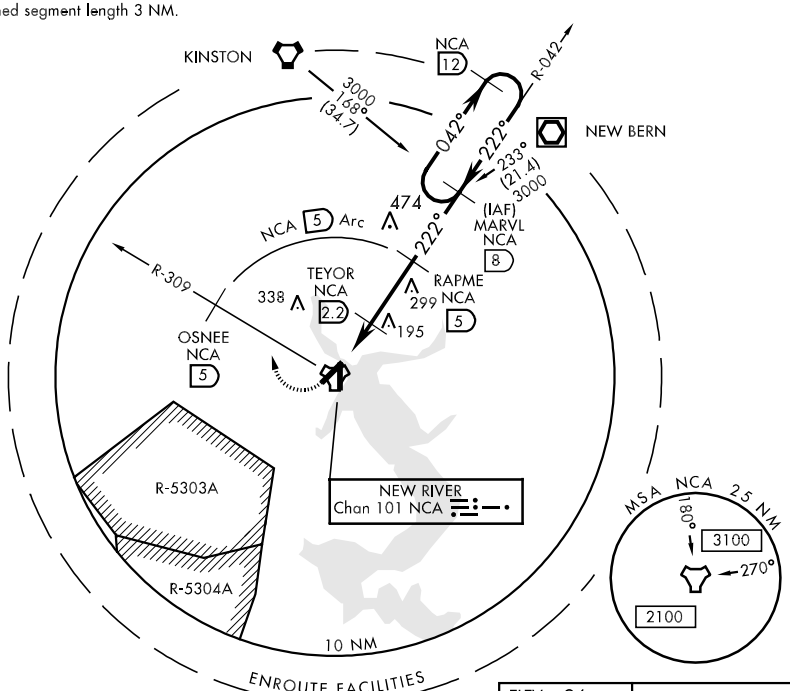
TACAN	APCH CRS	Rwy Idg	5114
NCA Chan 101	222°	TDZE	25
		Arpt Elev	26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

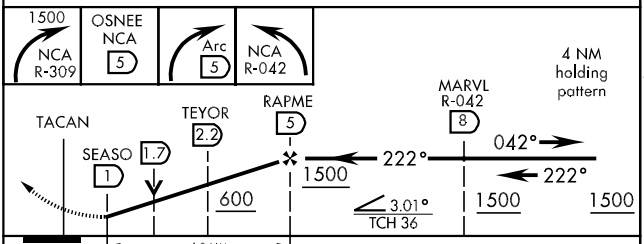
MISSED APPROACH: Climbing right turn to 1500 via NCA R-309 to OSNEE. Arc N via NCA TACAN 5 DME Arc to RAPME, then via R-042 direct MARVL (R-042/8 DME) and hold.

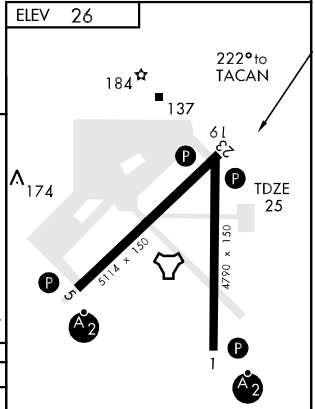
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	

CAUTION: Intmed segment length 3 NM.



EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
S-23	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OAJ	APP CRS	Rwy Idg	7100
108.7	052°	TDZE	90
Chan 24		Apt Elev	94

ILS or LOC RWY 5

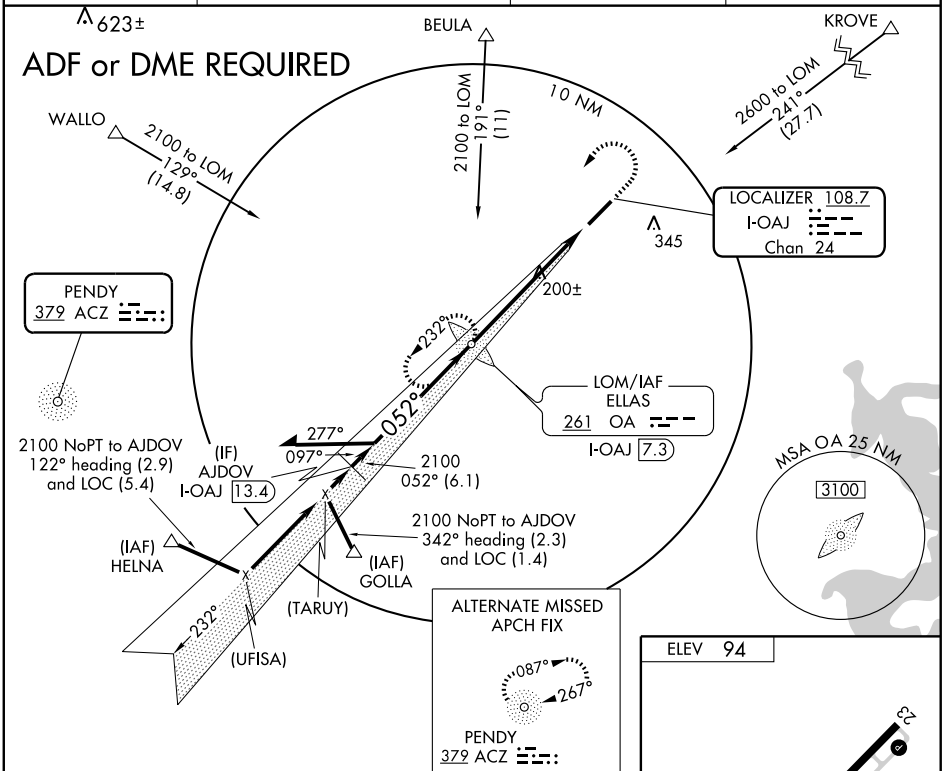
JACKSONVILLE/ALBERT J. ELLIS (OAJ)

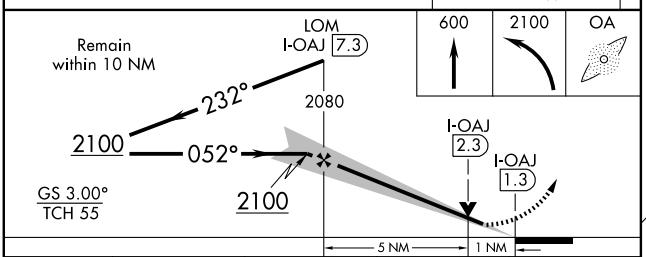
ADF REQUIRED. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA/MDA 100 feet, increase S-ILS all Cats and S-LOC Cats C/D visibility ¼ mile. VDP NA when using Wilmington altimeter setting.

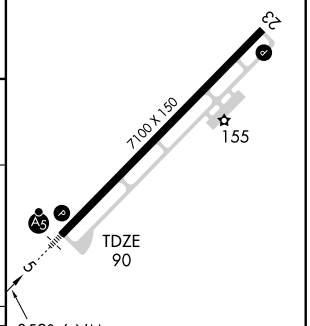
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.3 DME and hold.

AWOS-3	WILMINGTON APP CON ★	CLNC DEL	UNICOM
124.475	135.75 317.425 (344°-163°)	121.4 257.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 5	290-½ 200 (200-½)			
S-LOC 5	460-½ 370 (400-½)			460-¾ 370 (400-¾)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOM OA	APP CRS	Rwy Idg	7100
261	052°	TDZE	90
		Apt Elev	94

NDB RWY 5

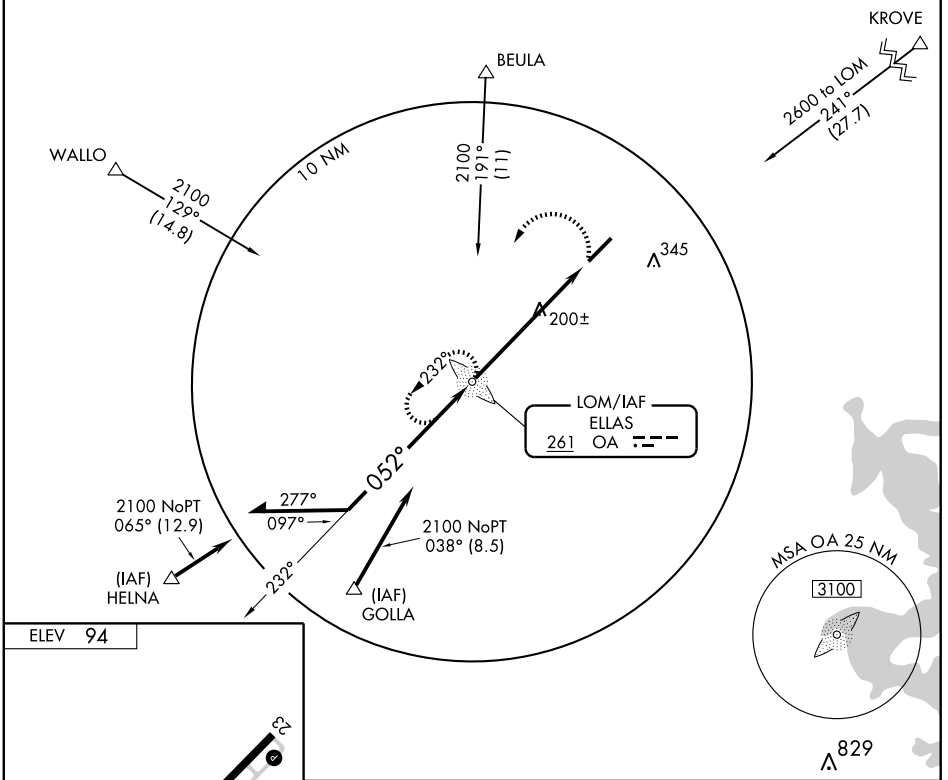
JACKSONVILLE/ALBERT J. ELLIS (OAJ)

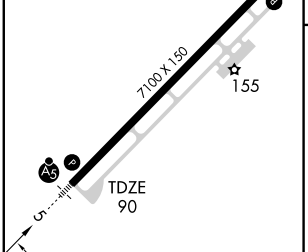
NA — When local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 100 feet and S-5 visibility Cats C and D ¼ mile.

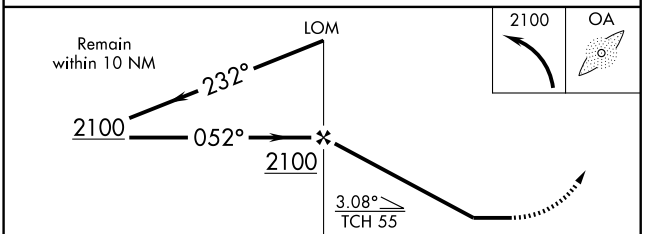
MALSR

MISSED APPROACH: Climbing left turn to 2100 direct OA LOM and hold.

AWOS-3	WILMINGTON APP CON ★		CLNC DEL		UNICOM
124.475	135.75	317.425 (344°-163°)	121.4	257.6	123.0 (CTAF) L







FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-5	500-¾ 410 (500-¾)			500-1 410 (500-1)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7100
CH 49009	052°	TDZE	90
W05A		Apt Elev	94

RNAV (GPS) RWY 5

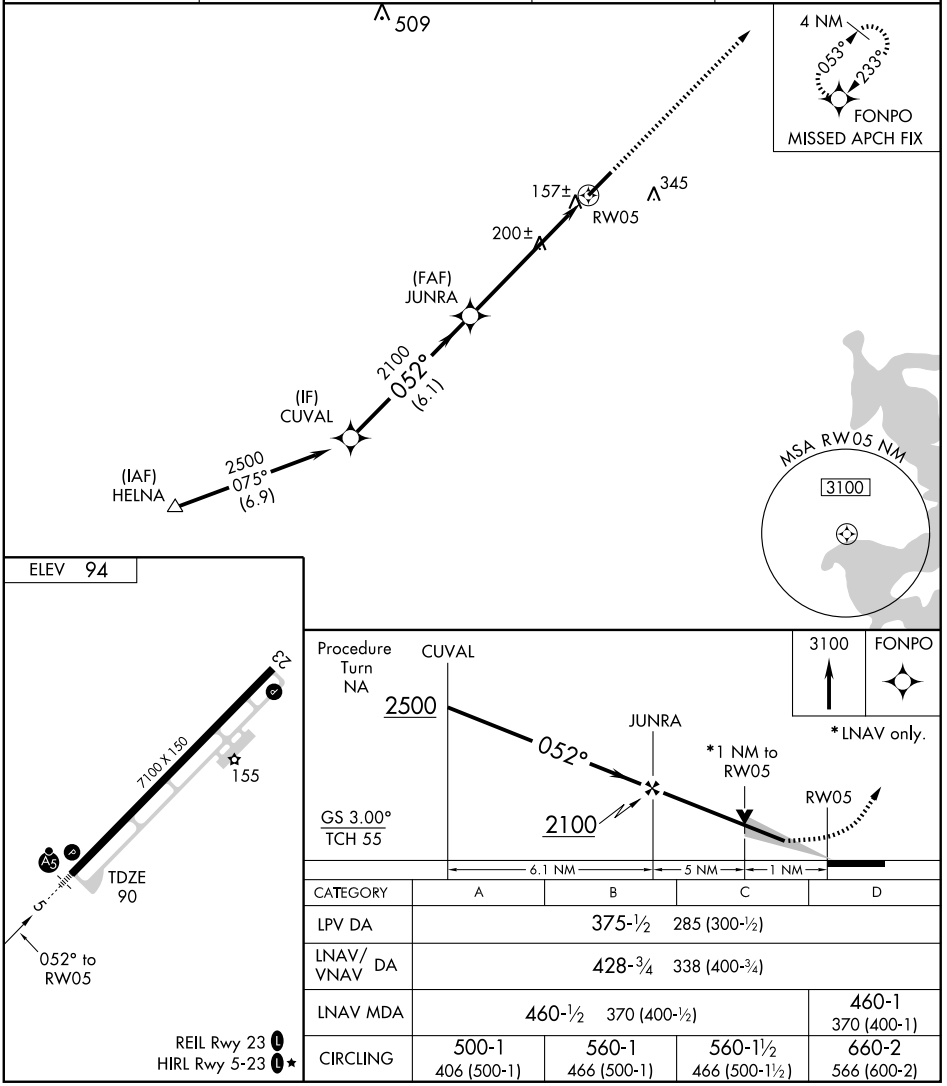
JACKSONVILLE/ALBERT J. ELLIS (OAJ)

Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile, LNAV Cat C ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1, LNAV Cat D visibility to 1¼ . For inoperative MALSR, when using Wilmington altimeter setting, increase LPV all Cats visibility to 1¼ miles.

MALSR

MISSED APPROACH: Climb to 3100 direct FONPO and hold.

AWOS-3	WILMINGTON APP CON ★	CLNC DEL	UNICOM
124.475	135.75 317.425 (344°-1633°)	121.4 257.6	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	375-½ 285 (300-½)			
LNAV/VNAV DA	428-¾ 338 (400-¾)			
LNAV MDA	460-½ 370 (400-½)			460-1 370 (400-1)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JUH	APP CRS	Rwy Idg	4293
109.35	276°	TDZE	3156
Chan 30(Y)		Apt Elev	3180

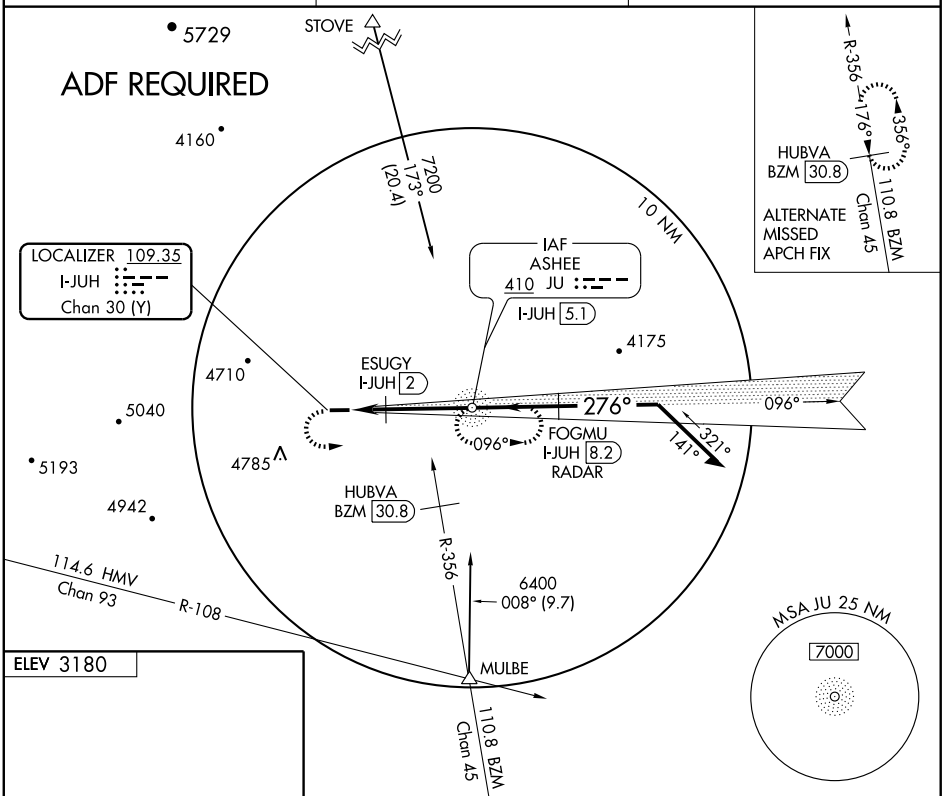
LOC RWY 28

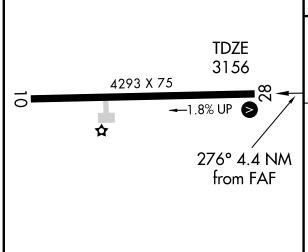
JEFFERSON/ ASHE COUNTY (GEV)

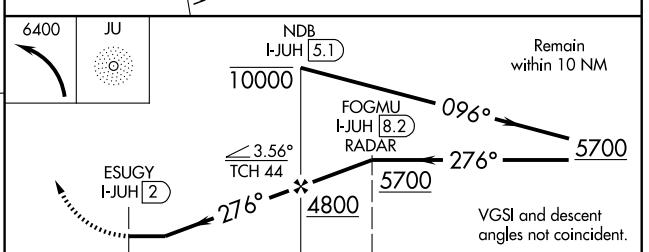
Visibility reduction by helicopters NA. ADF and DME or RADAR Required. When local altimeter setting not received, use Marion/Wytheville altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climbing left turn to 6400 direct ASHEE NDB/I-JUH 5.1 DME and hold, continue climb-in-hold.

AWOS-3	ATLANTA CENTER	UNICOM
120.675	125.15 263.0	122.8 (CTAF)







REIL Rwy 28 L ★
MIRL Rwy 10-28 L ★

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
S-28	4220-1½	1064 (1100-1½)	4220-3	1064 (1100-3)
CIRCLING	4280-1½	1100 (1100-1½)	4280-3 1100 (1100-3)	4680-3 1500 (1500-3)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
276°	Rwy Idg	4293
	TDZE	3156
	Apt Elev	3180

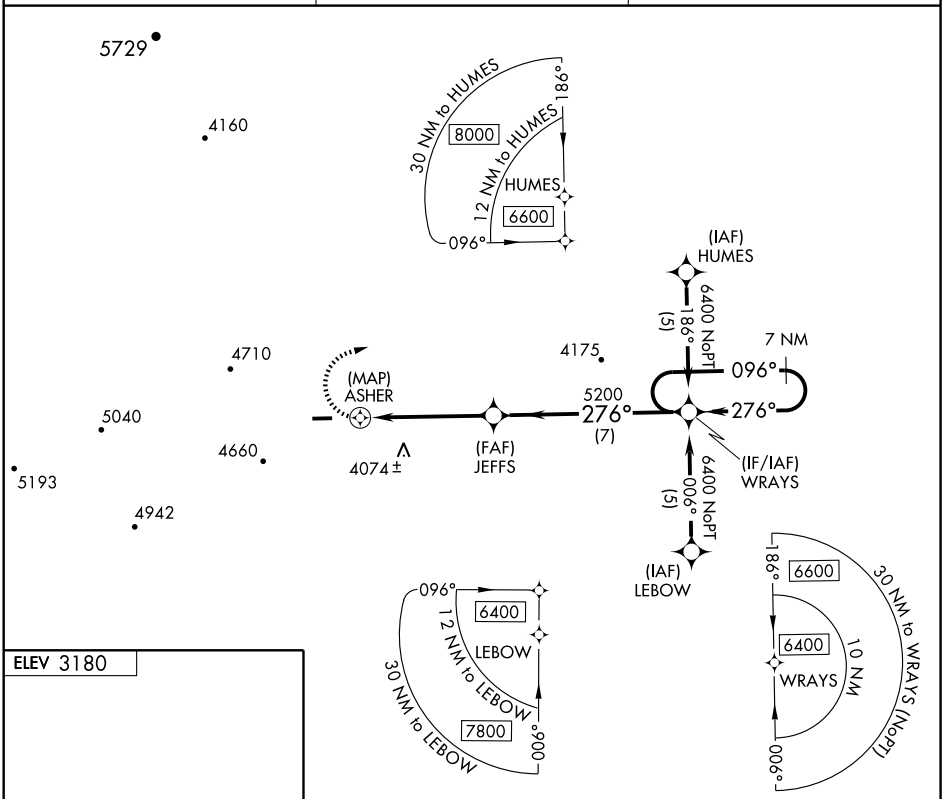
RNAV (GPS) RWY 28

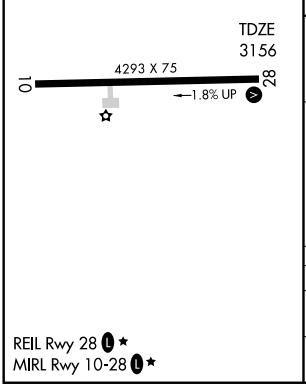
JEFFERSON/ ASHE COUNTY (GEV)

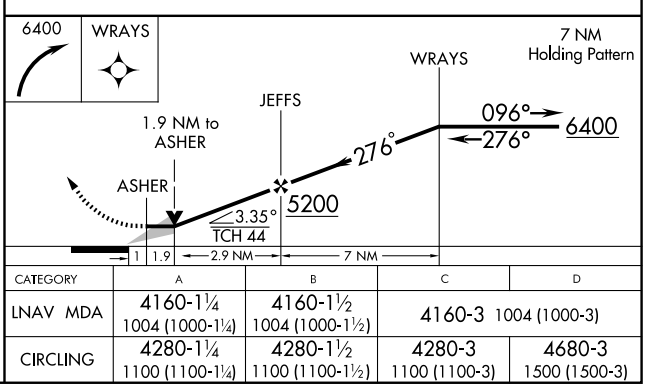
DME/DME RNP-0.3 NA. VDP NA when using Mountain Empire altimeter setting. When local altimeter setting not received, use Mountain Empire altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climbing right turn to 6400 direct WRAYS and hold.

AWOS-3	ATLANTA CENTER	UNICOM
120.675	125.15 263.0	122.8 (CTAF) L ★







CATEGORY	A	B	C	D
LNAV MDA	4160-1¼ 1004 (1000-1¼)	4160-1½ 1004 (1000-1½)	4160-3 1004 (1000-3)	
CIRCLING	4280-1¼ 1100 (1100-1¼)	4280-1½ 1100 (1100-1½)	4280-3 1100 (1100-3)	4680-3 1500 (1500-3)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

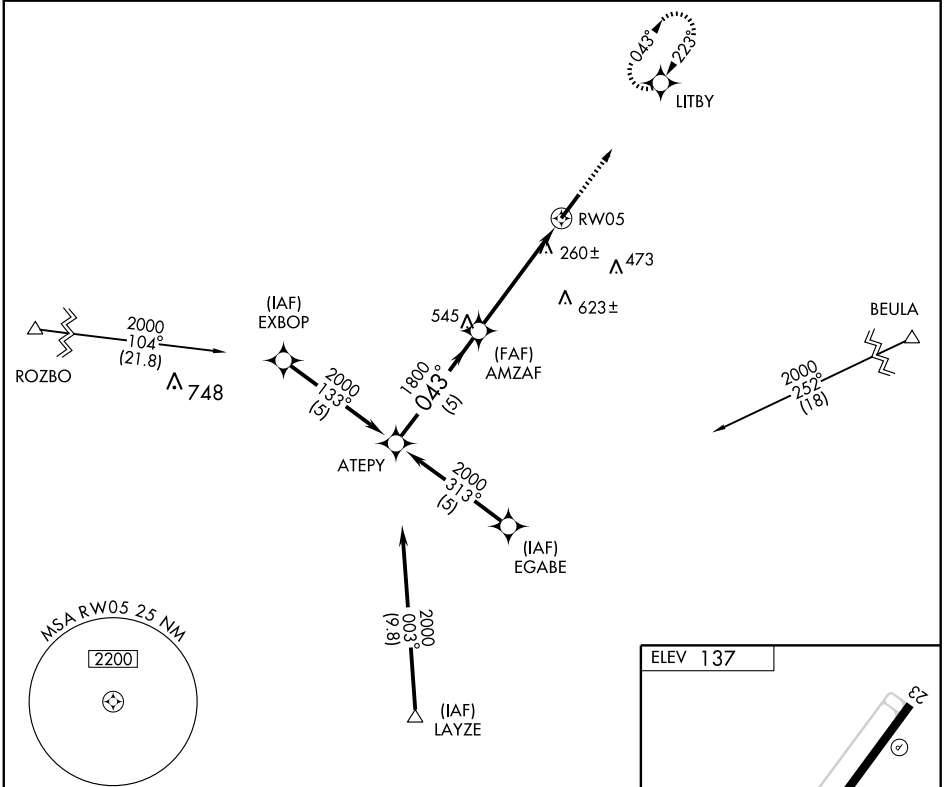
APP CRS	Rwy Idg	6002
043°	TDZE	136
	Apt Elev	137

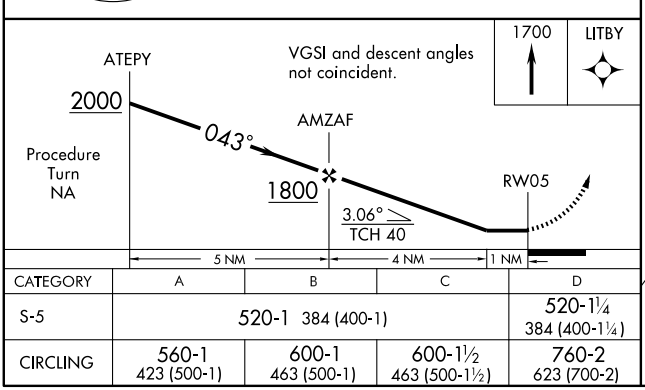
GPS RWY 5
KENANSVILLE/DUPLIN COUNTY (DPL)

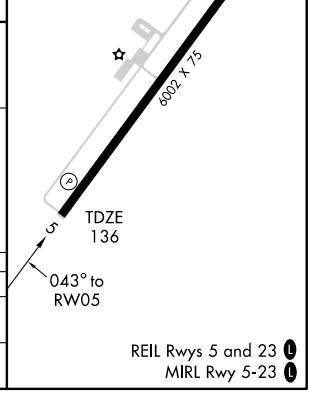
NA

MISSED APPROACH: Climb to 1700 direct LITBY WP and hold.

AWOS-3	SEYMOUR JOHNSON APP CON★	GCO	UNICOM
120.675	119.7 273.6	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	520-1 384 (400-1)			520-1¼ 384 (400-1¼)
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6002
223°	TDZE	137
	Apt Elev	137

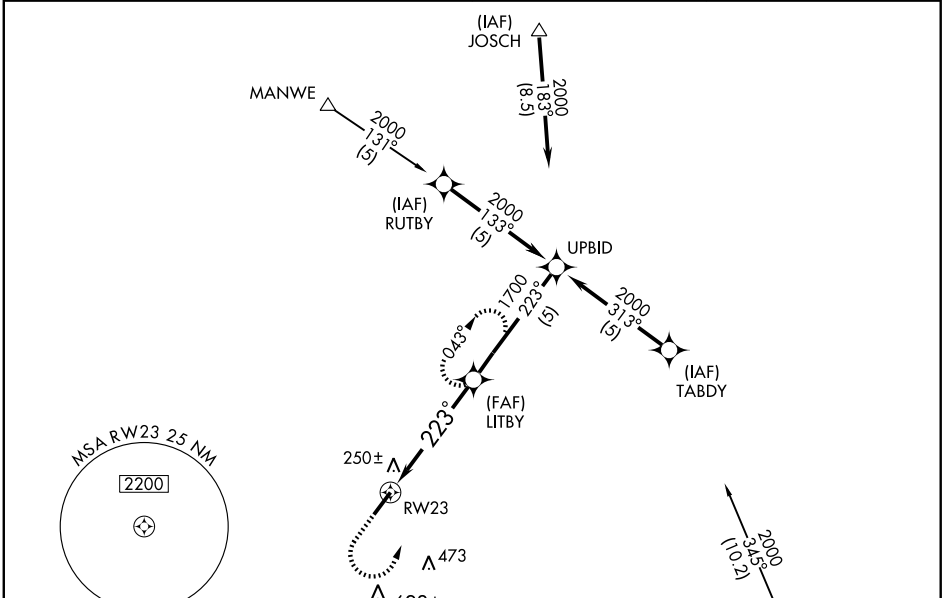
GPS RWY 23

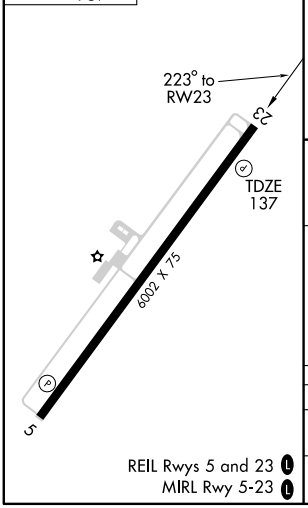
KENANSVILLE/ DUPLIN COUNTY (DPL)

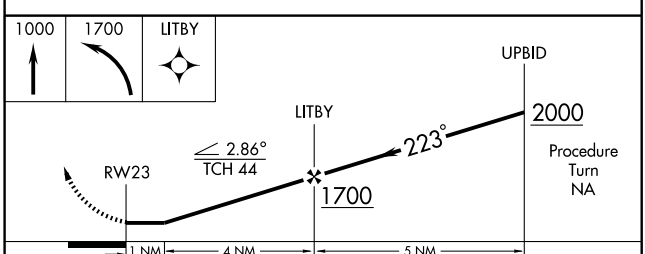
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct LITBY WP and hold.

AWOS-3	SEYMOUR JOHNSON APP CON★	GCO	UNICOM
120.675	119.7 273.6	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	500-1 363 (400-1)			500-1¼ 363 (400-1¼)
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-PZR	APP CRS	Rwy Idg	6002
110.1	223°	TDZE	137
		Apt Elev	137

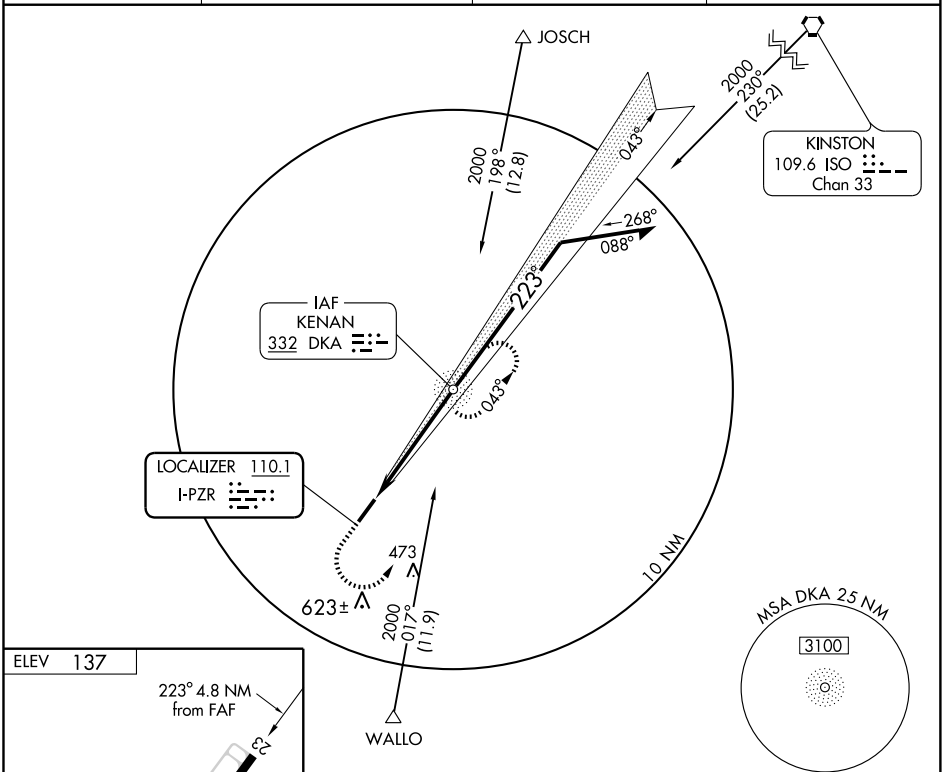
LOC RWY 23

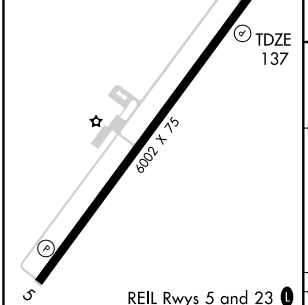
KENANSVILLE/DUPLIN COUNTY (DPL)

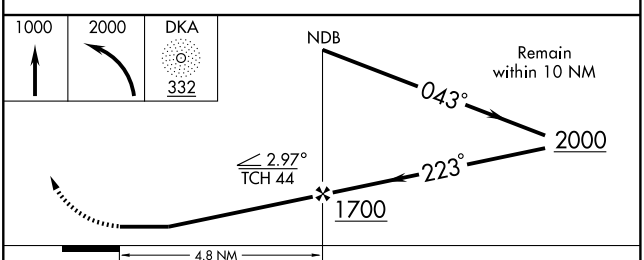
NA — ADF REQUIRED

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct DKA NDB and hold.

AWOS-3	SEYMOUR JOHNSON APP CON★	GCO	UNICOM
120.675	119.7 273.6	135.075	123.0 (CTAF) L







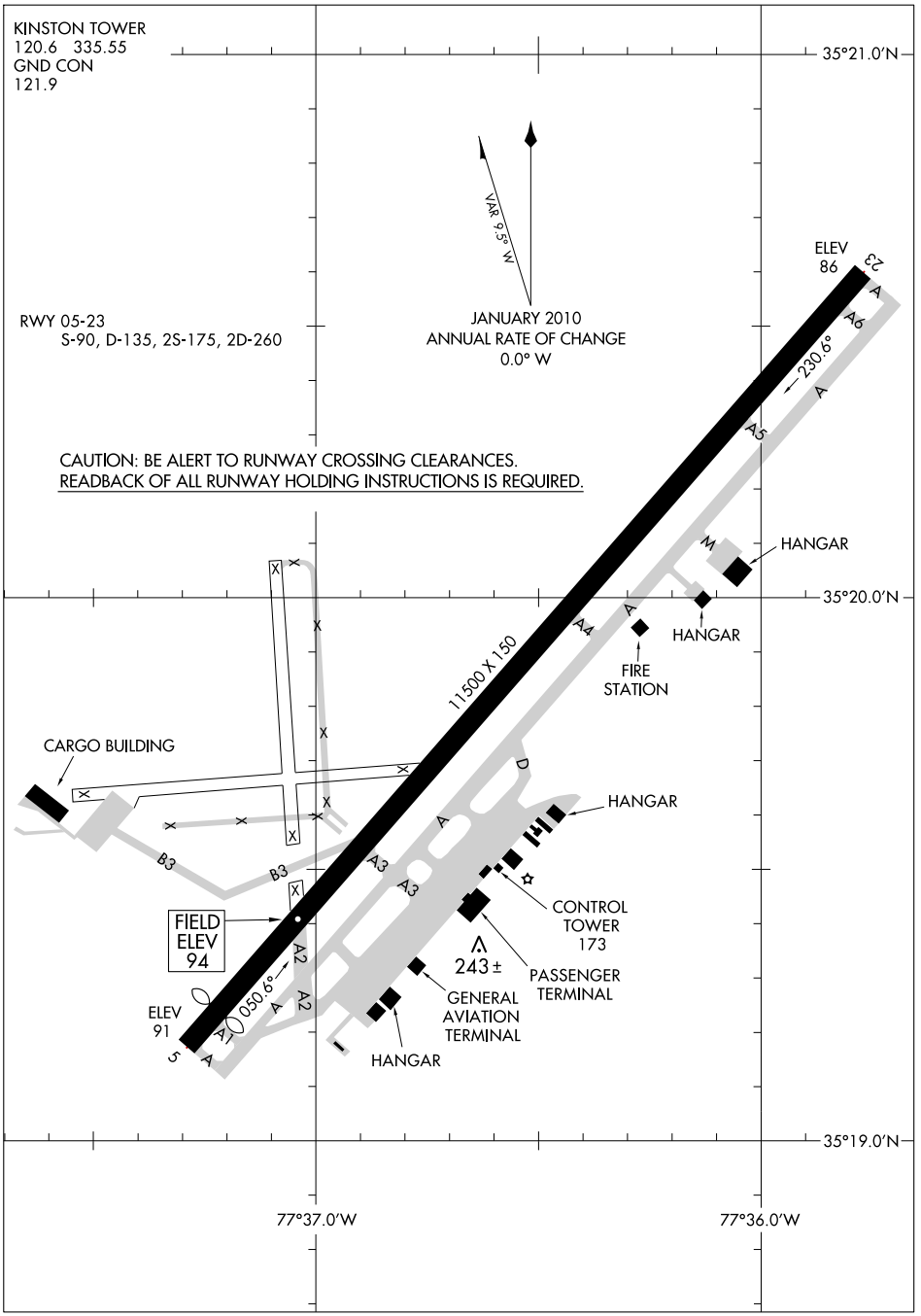
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-23	560-1 423 (500-1)		560-1¼ 423 (500-1¼)	
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)
AL-5038 (FAA)
KINSTON, NORTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KINSTON, NORTH CAROLINA
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

10210

LOC I-ISO	APP CRS	Rwy Idg	10960
111.3	050°	TDZE	94
		Apt Elev	94

ILS RWY 5

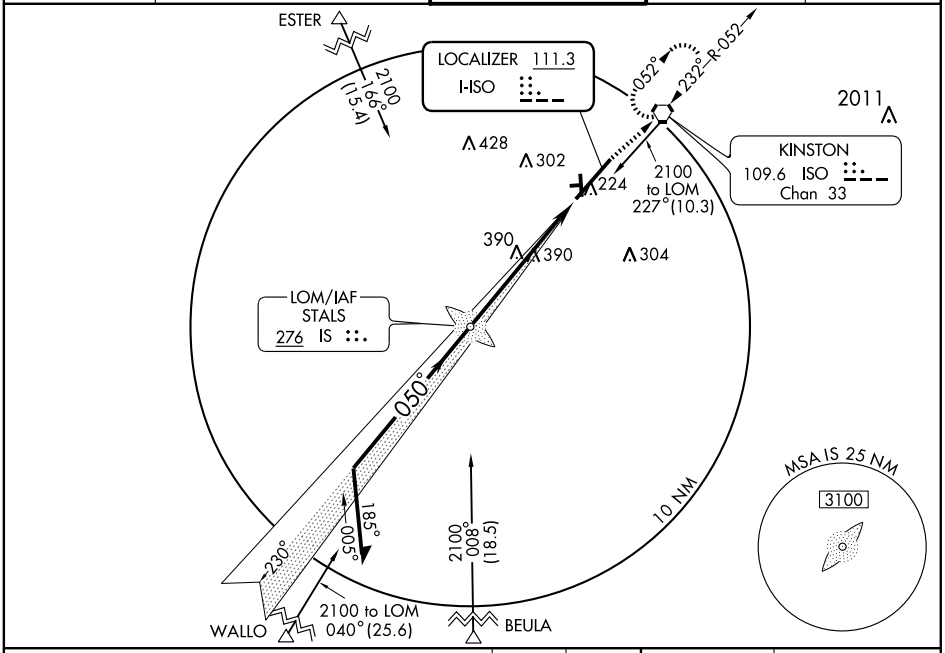
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

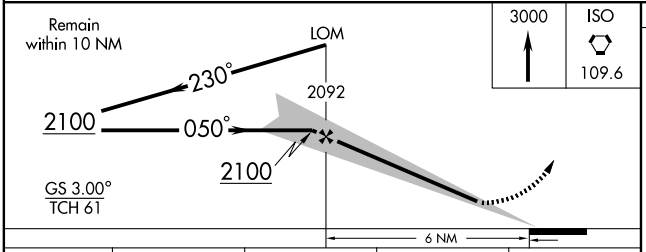
When control tower closed, use Seymour Johnson AFB altimeter setting.
ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 3000 direct ISO VORTAC and hold.

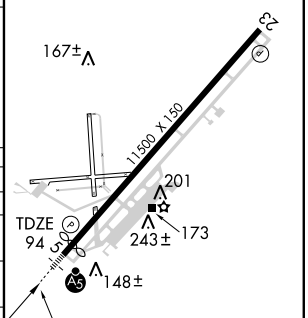
AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95





3000	ISO
	109.6

ELEV 94 Rwy 5 Idg 10960′



CATEGORY	A	B	C	D
S-ILS 5	294-½ 200 (200-½)			
S-LOC 5	640-½ 546 (600-½)		640-1 546 (600-1)	640-1¼ 546 (600-1¼)
CIRCLING	640-1 546 (600-1)		640-1½ 546 (600-1½)	660-2 566 (600-2)
SEYMOUR JOHNSON AFB ALTIMETER SETTING MINIMUMS				
S-ILS 5	336-½ 242 (300-½)			
S-LOC 5	700-½ 606 (700-½)		700-1¼ 606 (700-1¼)	700-1½ 606 (700-1½)
CIRCLING	700-1 606 (700-1)		700-1¾ 606 (700-1¾)	700-2 606 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10960
CH 82004	050°	TDZE	94
W05A		Apt Elev	94

RNAV (GPS) RWY 5

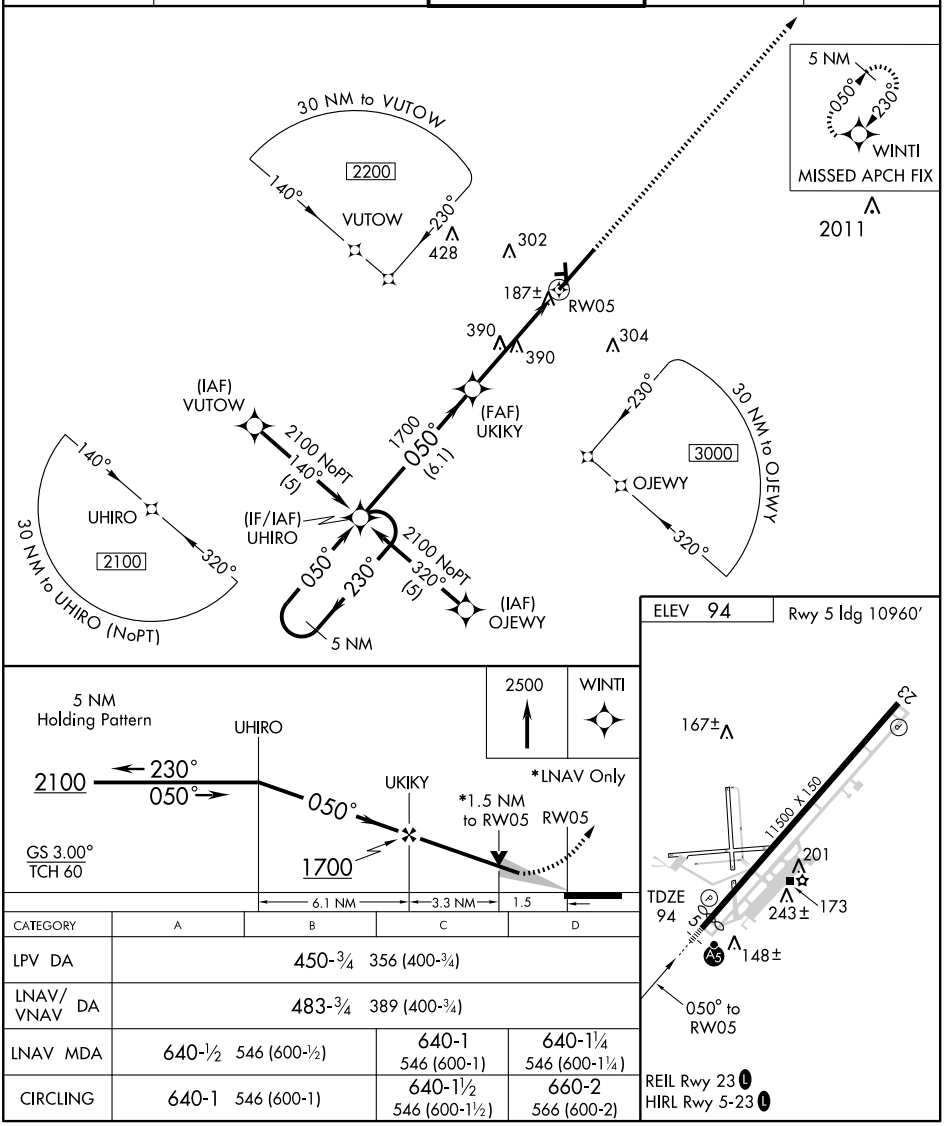
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase LPV DA to 500 feet, increase LNAV/VNAV DA to 533 feet; increase all MDAs 60 feet. VDP NA when using Goldsboro-Wayne Muni altimeter setting. For inoperative MALSR, increase LPV visibility to 1¼ mile all Cats. Baro-VNAV NA when using Goldsboro-Wayne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

MISSED APPROACH: Climb to 2500 direct WINTI and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	450-¾ 356 (400-¾)			
LNAV/ VNAV DA	483-¾ 389 (400-¾)			
LNAV MDA	640-½ 546 (600-½)		640-1 546 (600-1)	640-1¼ 546 (600-1¼)
CIRCLING	640-1 546 (600-1)		640-1½ 546 (600-1½)	660-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 11500
CH 77704	230°	TDZE 88
W23A		Apt Elev 94

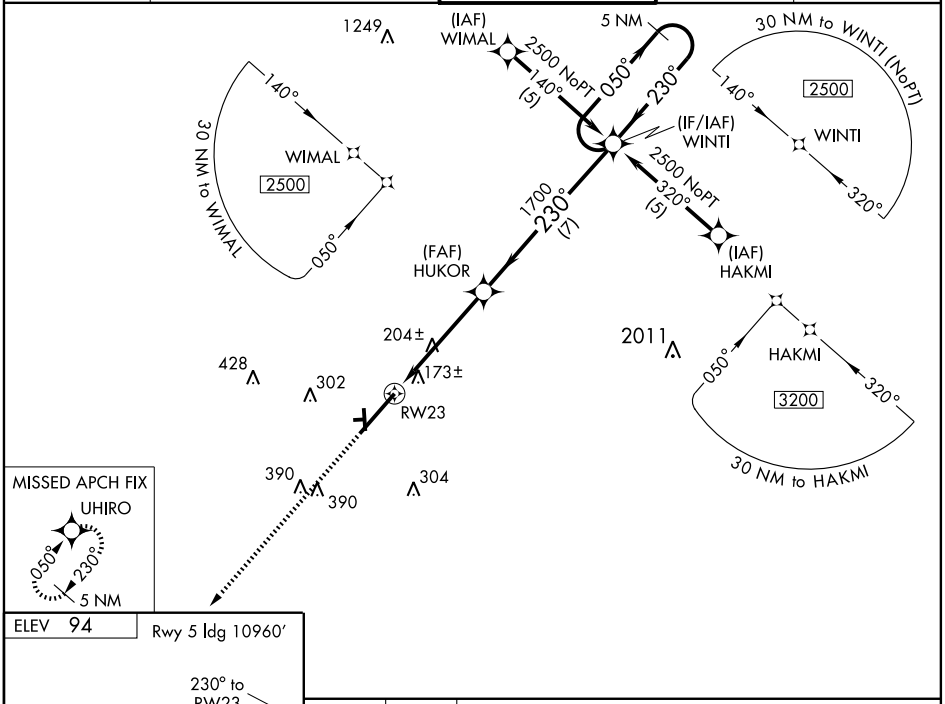
RNAV (GPS) RWY 23

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

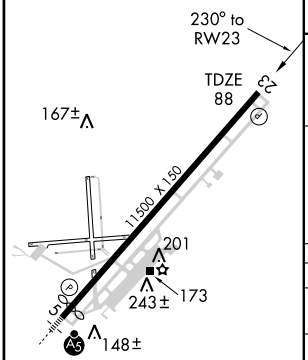
If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase LPV DA to 473 feet, increase LNAV/VNAV DA to 517 feet; increase all MDAs 60 feet. VDP NA when using Goldsboro-Wayne Muni altimeter setting. Baro-VNAV NA when using Goldsboro-Wayne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

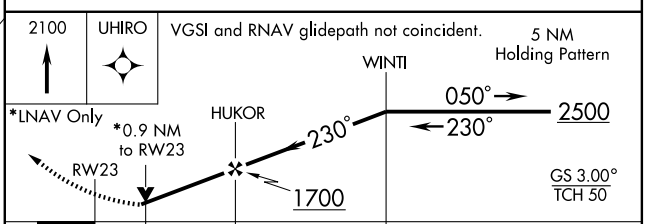
MISSED APPROACH: Climb to 2100 direct UHIRO and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95



ELEV 94 — Rwy 5 ldg 10960′





CATEGORY	A	B	C	D
LPV DA	423-1¼ 335 (400-1¼)			
LNAV/VNAV DA	467-1¼ 379 (400-1¼)			
LNAV MDA	460-1 372 (400-1)			460-1¼ 372 (400-1¼)
CIRCLING	540-1 446 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ISO	APP CRS	Rwy Idg	11500
109.6	233°	TDZE	88
Chan 33		Apt Elev	94

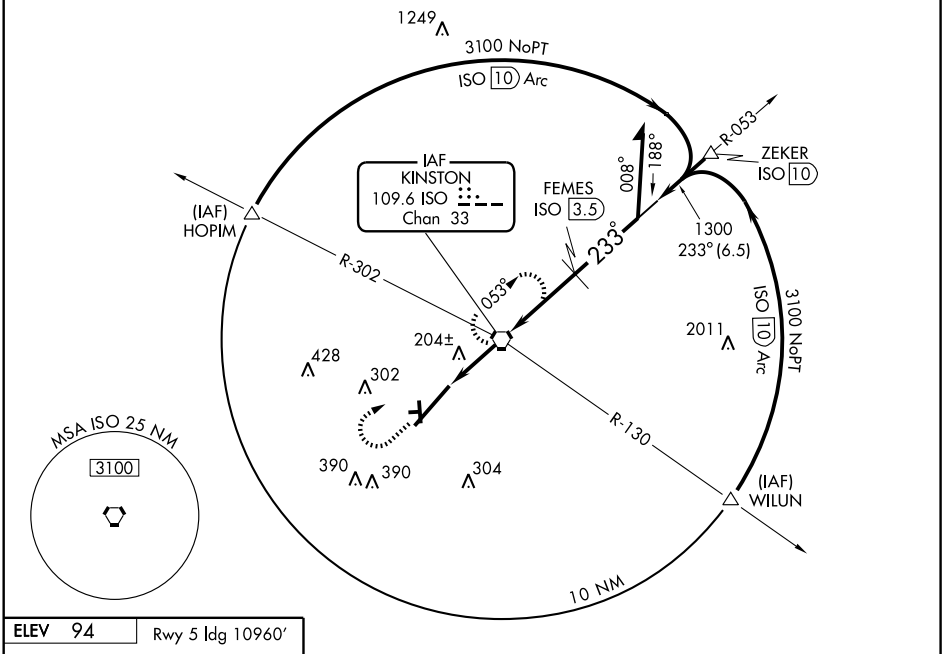
VOR RWY 23

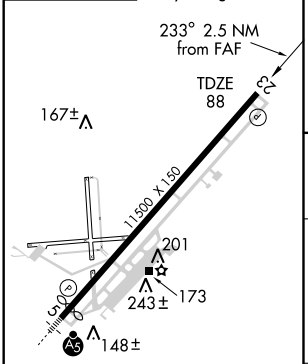
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

⚠ When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase all MDAs 60 feet and visibility Cat. C ¼ mile. VDP NA with Seymour Johnson AFB altimeter setting. DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct ISO VORTAC and hold.

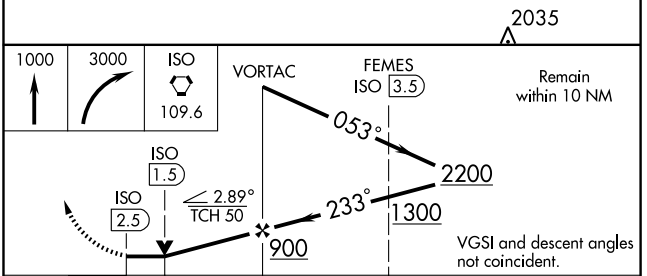
AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95





REIL Rwy 23 L
HIRL Rwy 5-23 L

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50



CATEGORY	A	B	C	D
S-23	440-1 352 (400-1)			440-1¼ 352 (400-1¼)
CIRCLING	540-1 446 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

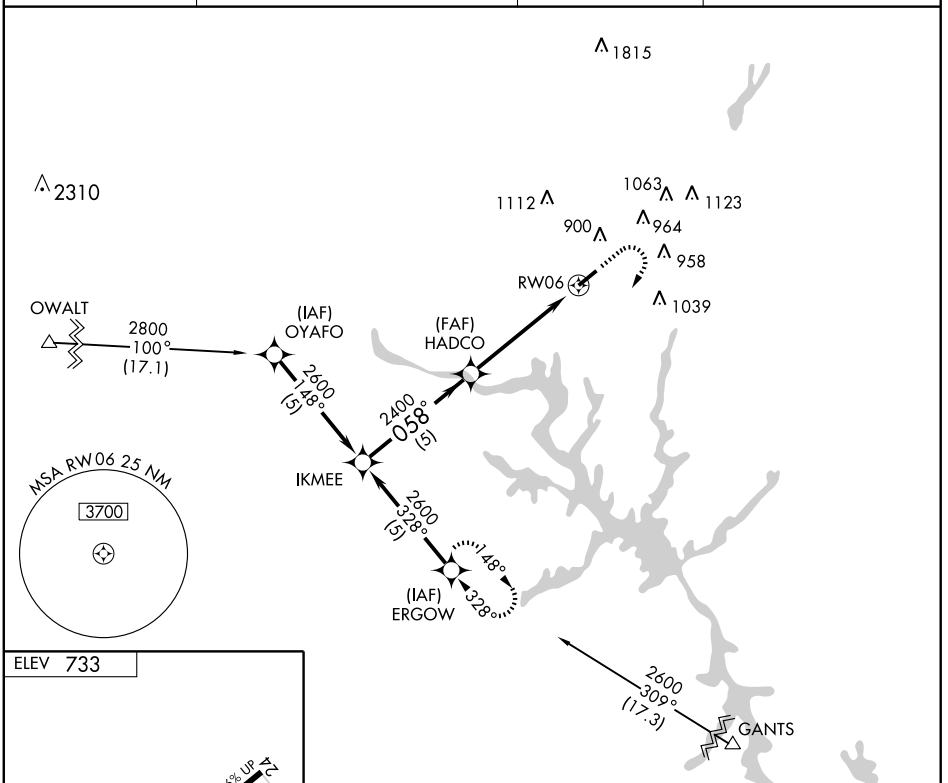
APP CRS	Rwy Idg	5004
058°	TDZE	733
	Apt Elev	733

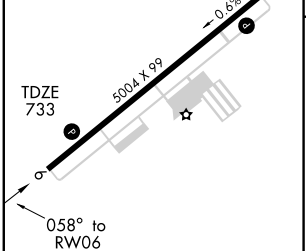
GPS RWY 6

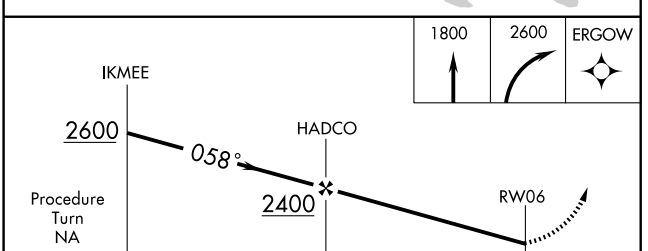
LEXINGTON/DAVIDSON COUNTY (EXX)

NA	Use Greensboro altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct ERGOW WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	1300-1 567 (600-1)		1300-1½ 567 (600-1½)	NA
CIRCLING	1300-1 567 (600-1)		1300-1½ 567 (600-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

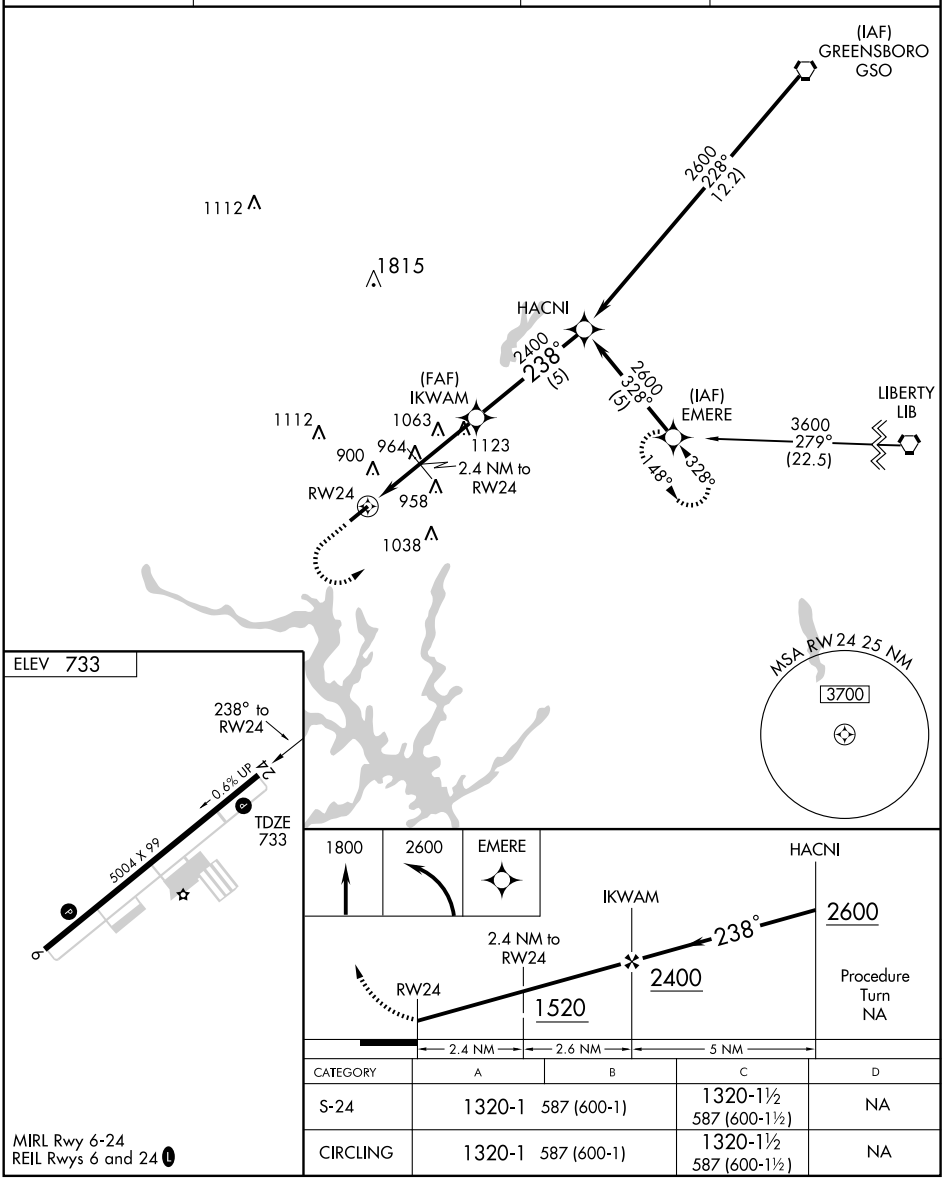
APP CRS	Rwy Idg	5004
238°	TDZE	733
	Apt Elev	733

GPS RWY 24

LEXINGTON/ DAVIDSON COUNTY (EXX)

NA	Use Greensboro altimeter setting.
	MISSED APPROACH: Climb to1800 then climbing left turn to 2600 direct EMERE WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1320-1	587 (600-1)	1320-1½ 587 (600-1½)	NA
CIRCLING	1320-1	587 (600-1)	1320-1½ 587 (600-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EXX	APP CRS	Rwy Idg	5004
108.75	058°	TDZE	733
Chan 24 (Y)		Apt Elev	733

ILS or LOC/DME RWY 6

LEXINGTON/DAVIDSON COUNTY (EXX)

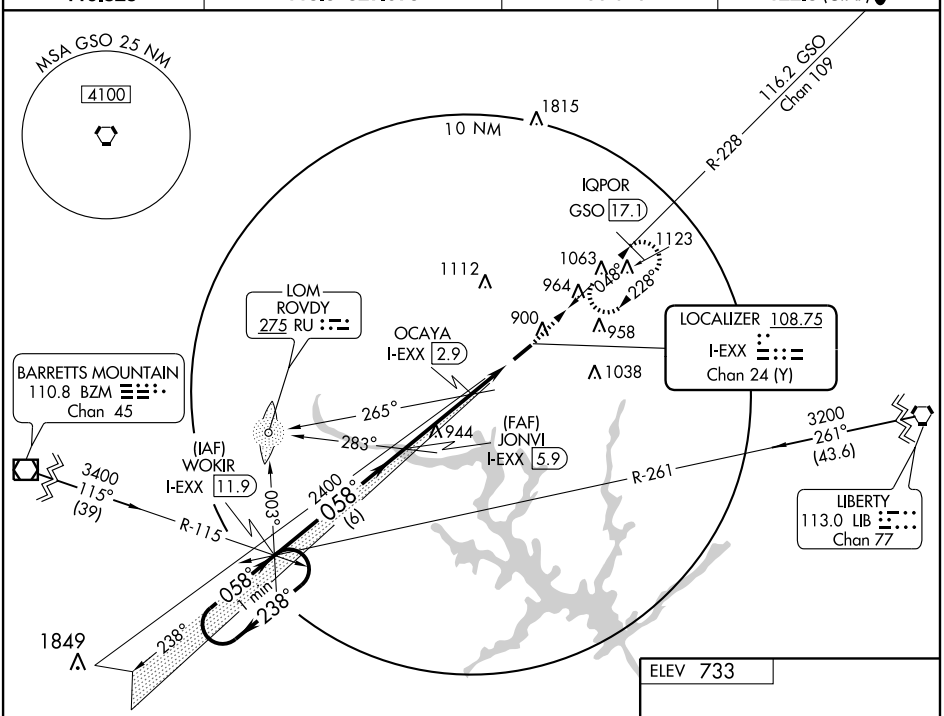
If local altimeter setting not received, use Salisbury altimeter setting and increase DA to 970 feet; increase all MDAs 40 feet.

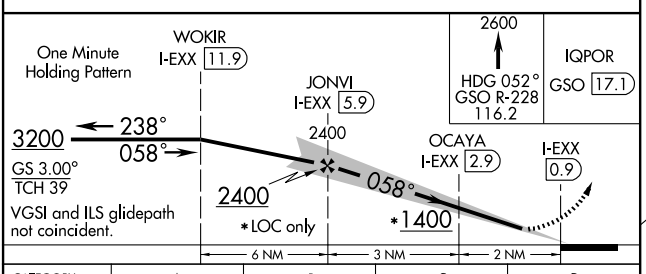
NA

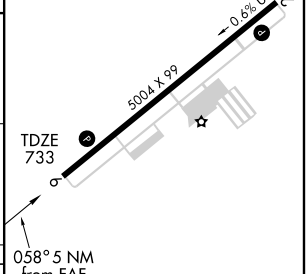
MISSED APPROACH: Climb to 2600 via heading 052° and GSO R-228 to IQPOR/GSO 17.1 DME and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-ILS 6	933-1 200 (200-1)			NA
S-LOC 6	1120-1 387 (400-1)			NA
CIRCLING	1200-1 467 (500-1)		1220-1½ 487 (500-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

VOR/DME GSO	APP CRS	Rwy Idg	5004
116.2	228°	TDZE	733
Chan 109		Apt Elev	733

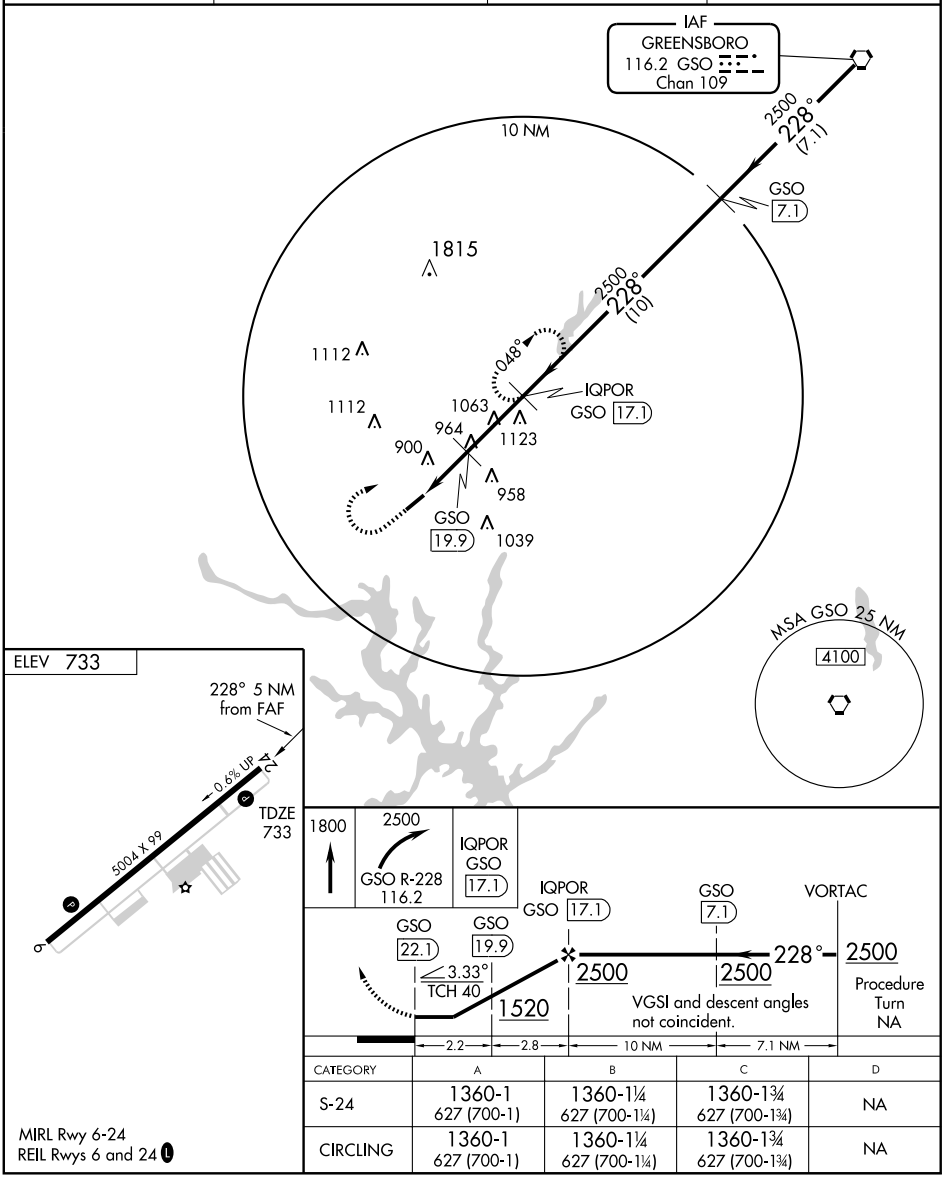
VOR/DME RWY 24

LEXINGTON/ DAVIDSON COUNTY (EXX)

T NA — Use Greensboro altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn via GSO R-228 to 2500 to IQPOR/GSO 17.1 DME and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1360-1 627 (700-1)	1360-1¼ 627 (700-1¼)	1360-1¾ 627 (700-1¾)	NA
CIRCLING	1360-1 627 (700-1)	1360-1¼ 627 (700-1¼)	1360-1¾ 627 (700-1¾)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3800
024°	TDZE	723
	Apt Elev	723

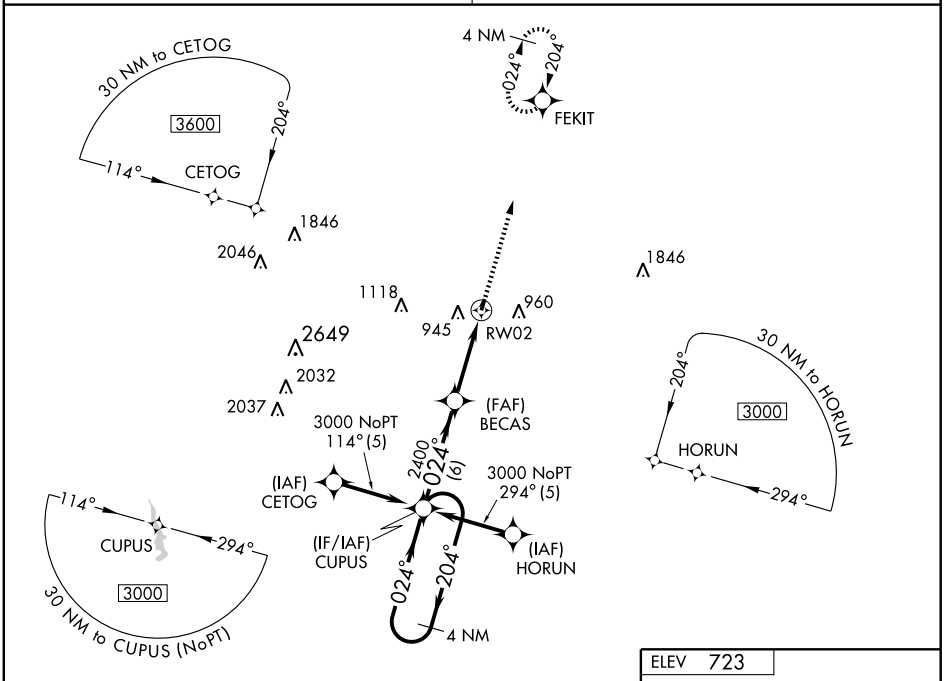
RNAV (GPS) RWY 2

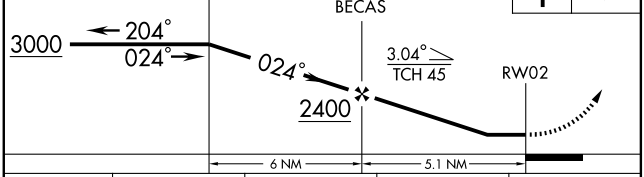
LIBERTY/CAUSEY (2A5)

▼ ⚠ NA — Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FEKIT WP and hold.

GREENSBORO APP CON	UNICOM
118.5 327.075	**122.8** (CTAF)

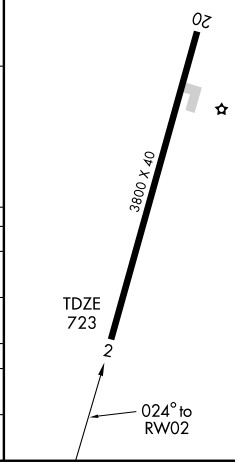




CATEGORY	A	B	C	D
LNAV MDA	1140-1 417 (500-1)		1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON–ALAMANCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1 457 (500-1)		1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

ELEV 723

LIRL Rwy 2-20



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

LIBERTY/CAUSEY (2A5)

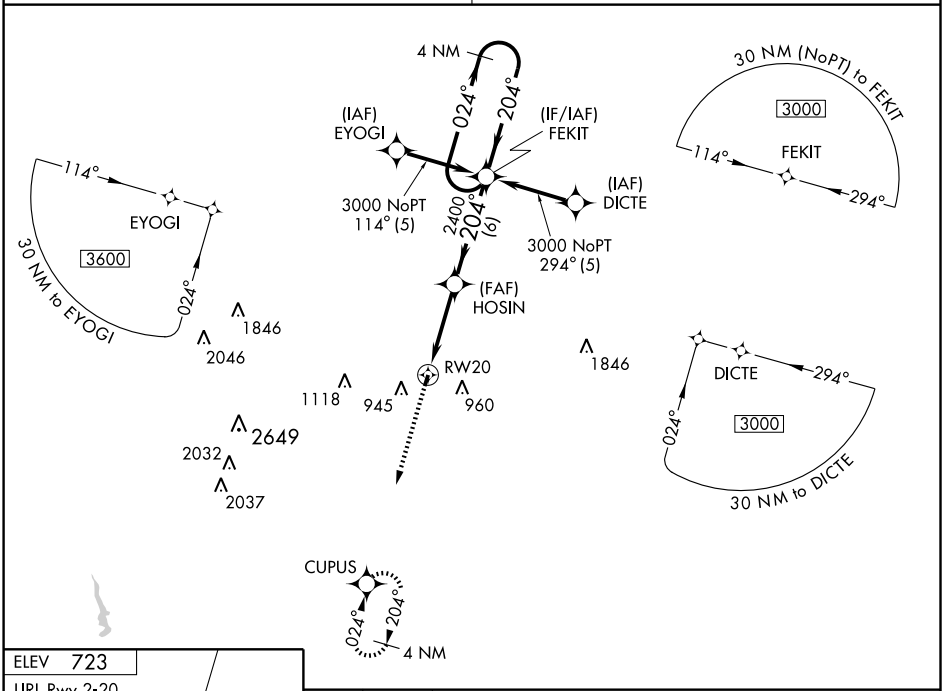
APP CRS	Rwy Idg	3800
204°	TDZE	723
	Apt Elev	723

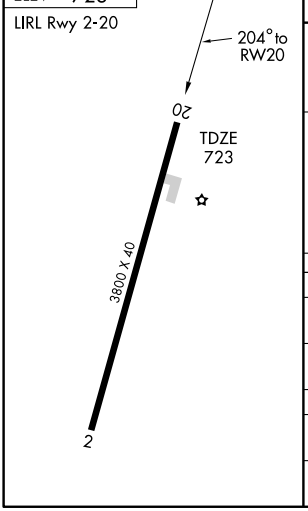
NA — Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.

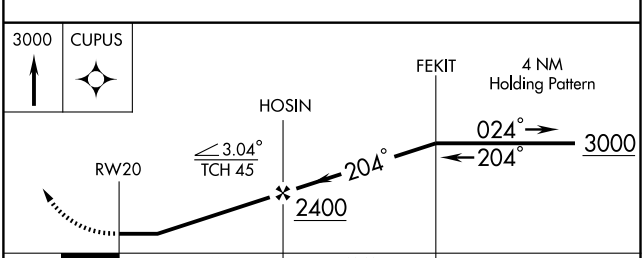
MISSED APPROACH: Climb to 3000 direct CUPUS WP and hold.

GREENSBORO APP CON
118.5 327.075

UNICOM
122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1140-1 417 (500-1)		1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON–ALAMANCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1 457 (500-1)		1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LIB	APP CRS	Rwy Idg	3800
113.0	360°	TDZE	723
Chan 77		Apt Elev	723

VOR RWY 2

LIBERTY/CAUSEY (2A5)

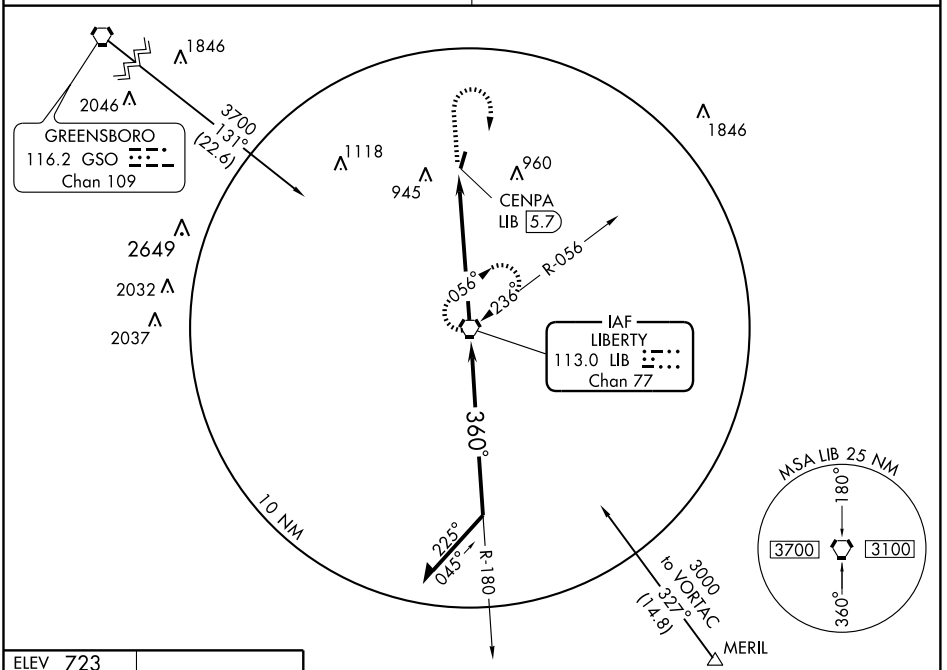
Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums.

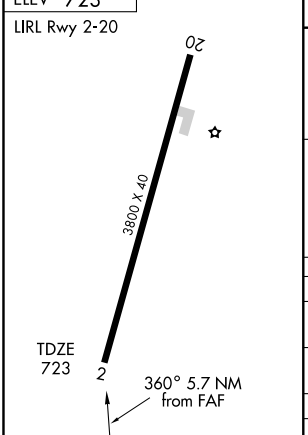
NA

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 via LIB R-360 to LIB VORTAC and hold.

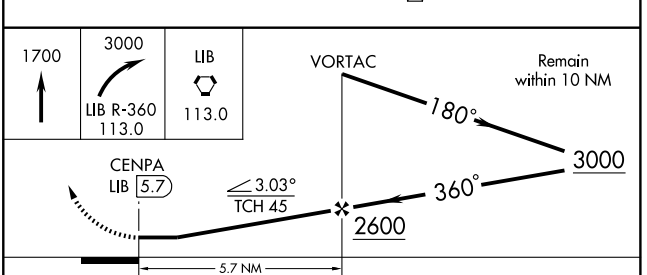
GREENSBORO APP CON
118.5 327.075

UNICOM
122.8 (CTAF)





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

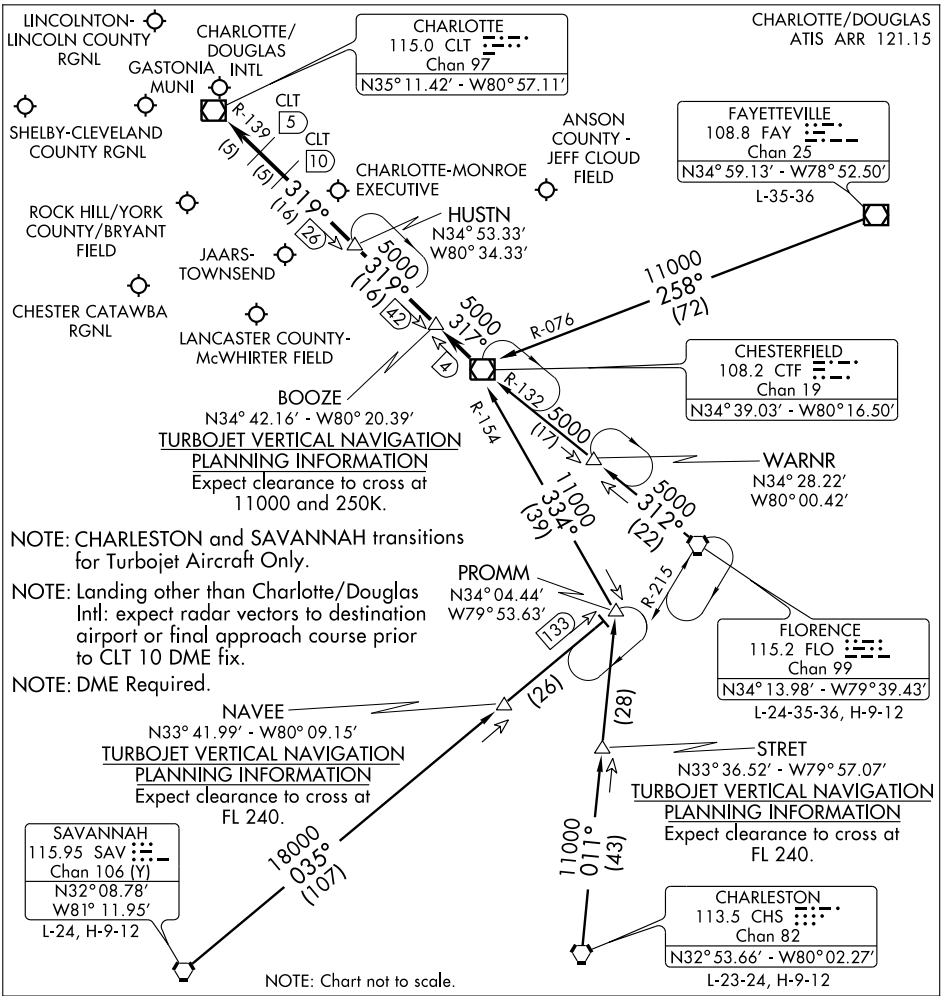


CATEGORY	A	B	C	D
S-2	1220-1 497 (500-1)		1220-1¼ 497 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON–ALAMANCE ALTIMETER SETTING MINIMUMS				
S-2	1260-1 537 (600-1)		1260-1½ 537 (600-1½)	NA
CIRCLING	1260-1 537 (600-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

(CTF.CTF3) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IPJ	APP CRS	Rwy Idg	5290
111.15	234°	TDZE	873
Chan 48 (Y)		Apt Elev	875

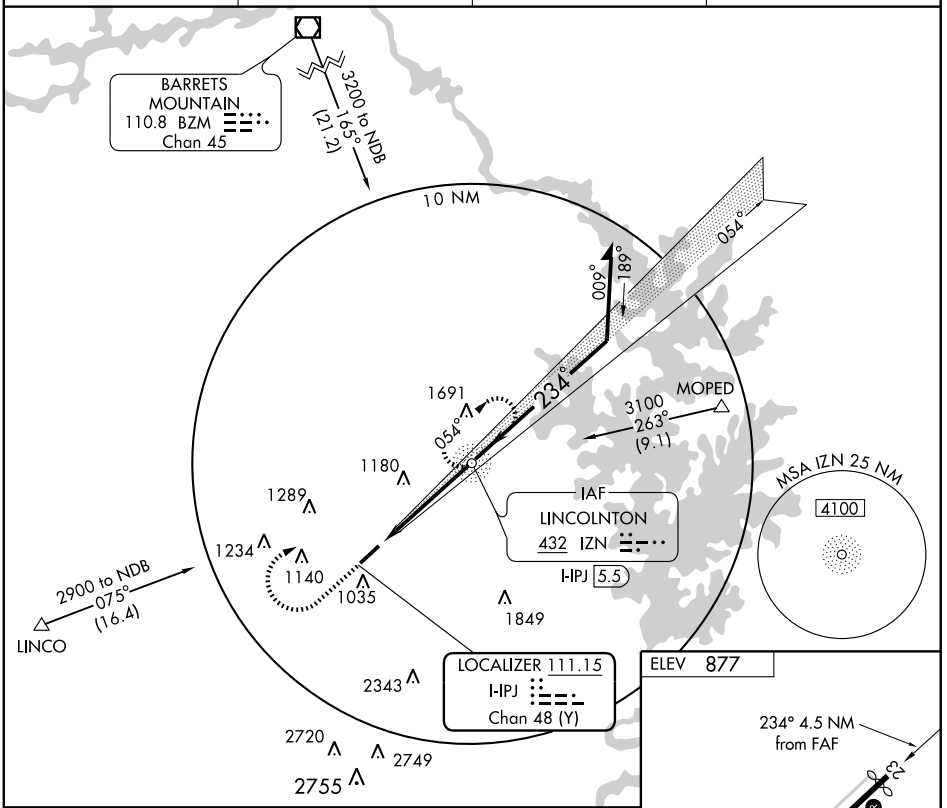
LOC RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 80 feet.
ADF REQUIRED

MISSED APPROACH: Climb to 1900, then climbing right turn to 2800 direct IZN NDB and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-23	1340-1 467 (500-1)		1340-1¼ 467 (500-1¼)	1340-1½ 467 (500-1½)
CIRCLING	1400-1 525 (600-1)		1420-1½ 545 (600-1½)	1540-2 665 (700-2)

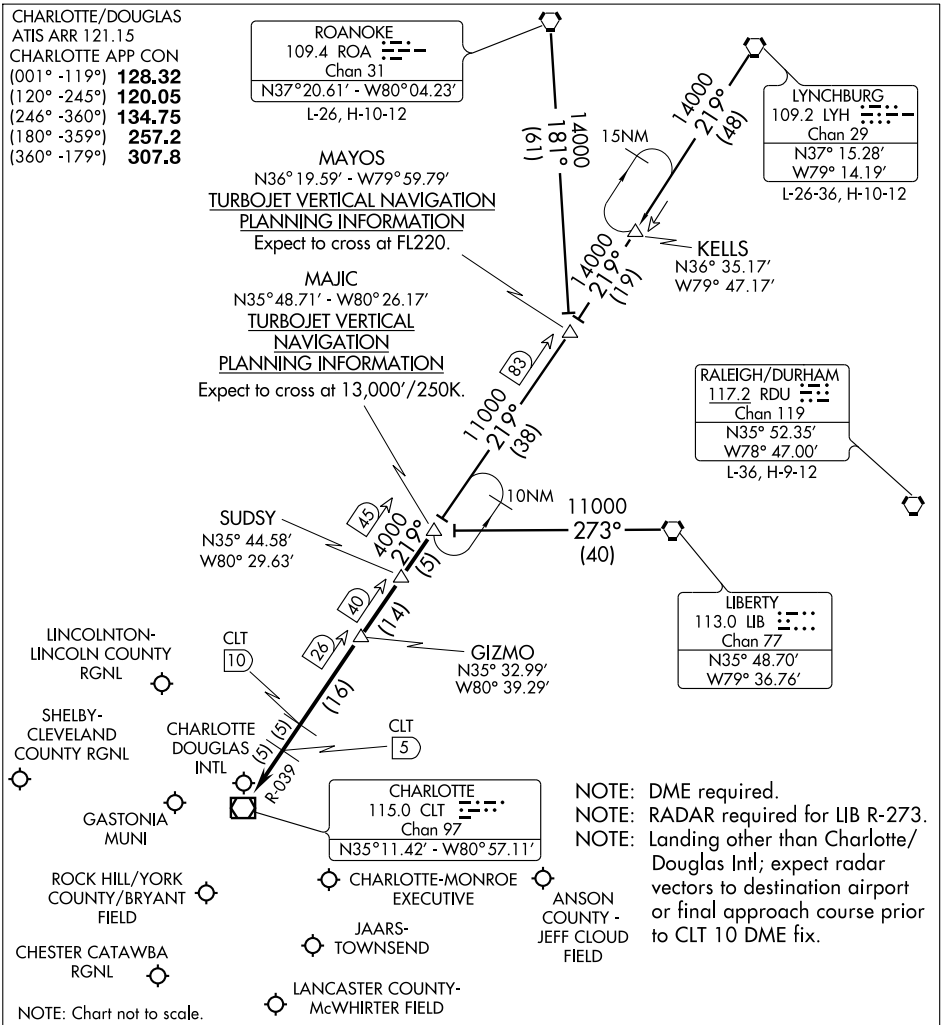
REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB IZN	APP CRS	Rwy Idg	5290
432	235°	TDZE	873
		Apt Elev	875

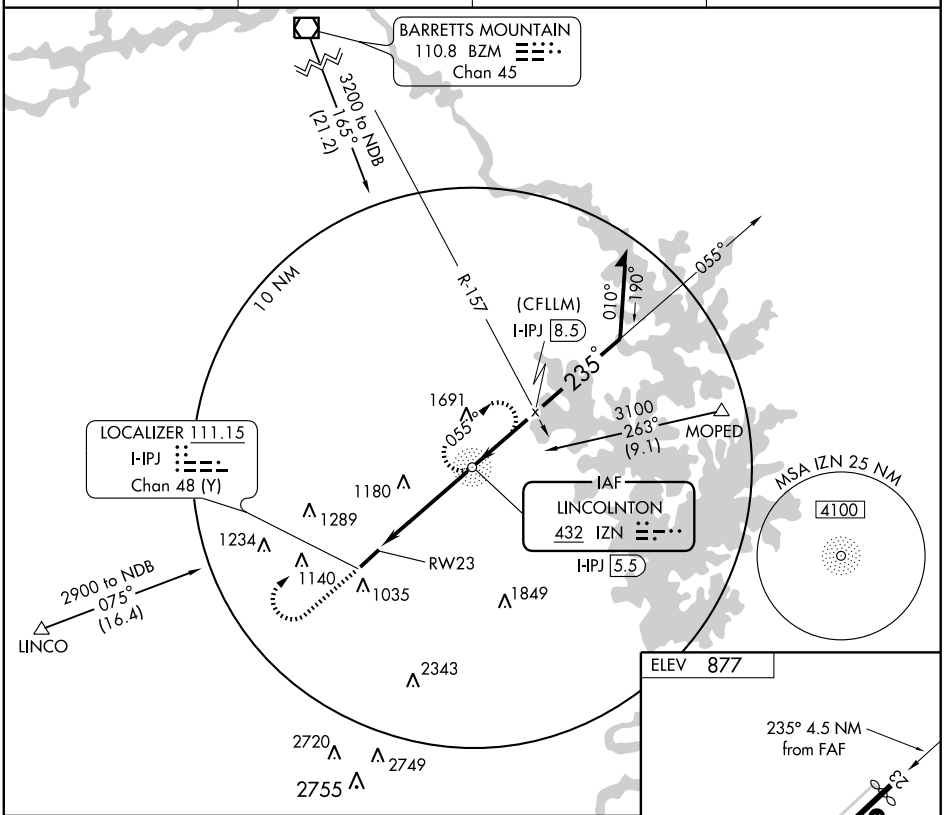
NDB or GPS RWY 23

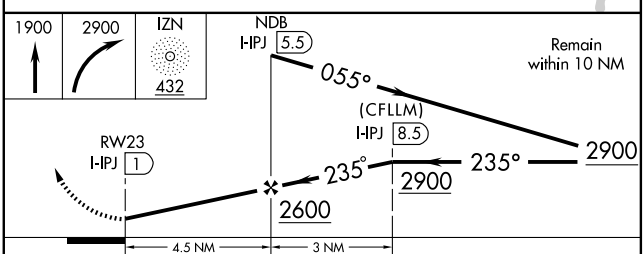
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

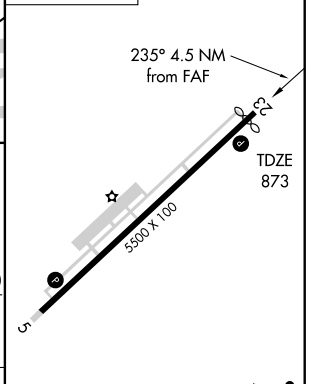
T A NA — If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1900, then climbing right turn to 2900 direct IZN NDB and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-23	1480-1 607 (700-1)		1480-1¾ 607 (700-1¾)	1480-2 607 (700-2)
CIRCLING	1480-1 605 (700-1)		1480-1¾ 605 (700-1¾)	1540-2 665 (700-2)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78408 W05A	APP CRS 053°	Rwy Idg 5500 TDZE 875 Apt Elev 877

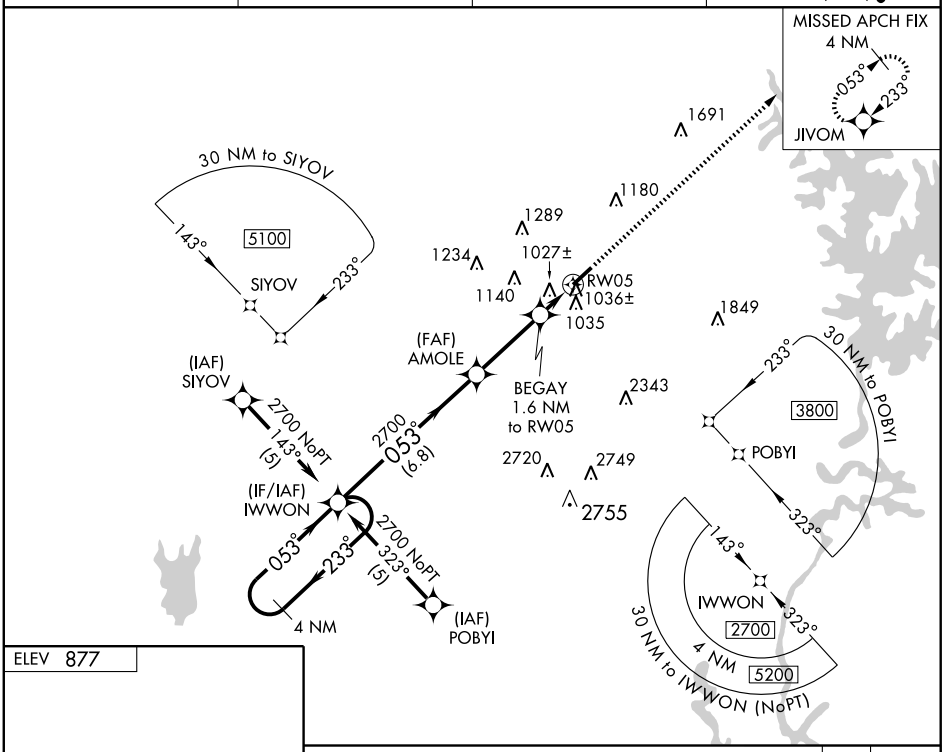
RNAV (GPS) RWY 5

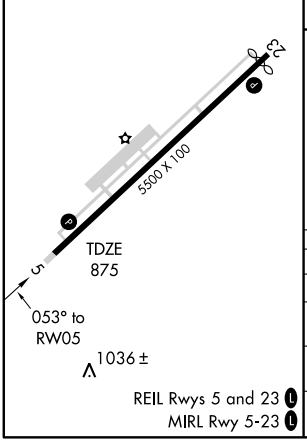
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

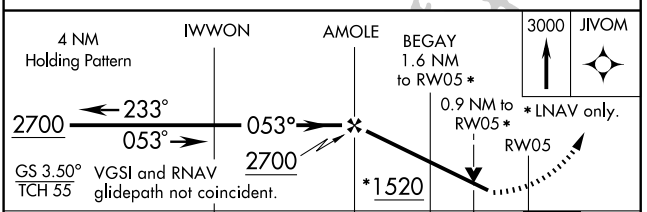
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JIVOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1306-1¼ 431 (500-1¼)			NA
LNAV/ VNAV DA	1341-1½ 466 (500-1½)			NA
LNAV MDA	1300-1 425 (500-1)		1300-1¼ 425 (500-1¼)	NA
CIRCLING	1340-1 463 (500-1)		1340-1½ 463 (500-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5290
CH 69210	233°	TDZE	872
W23A		Apt Elev	877

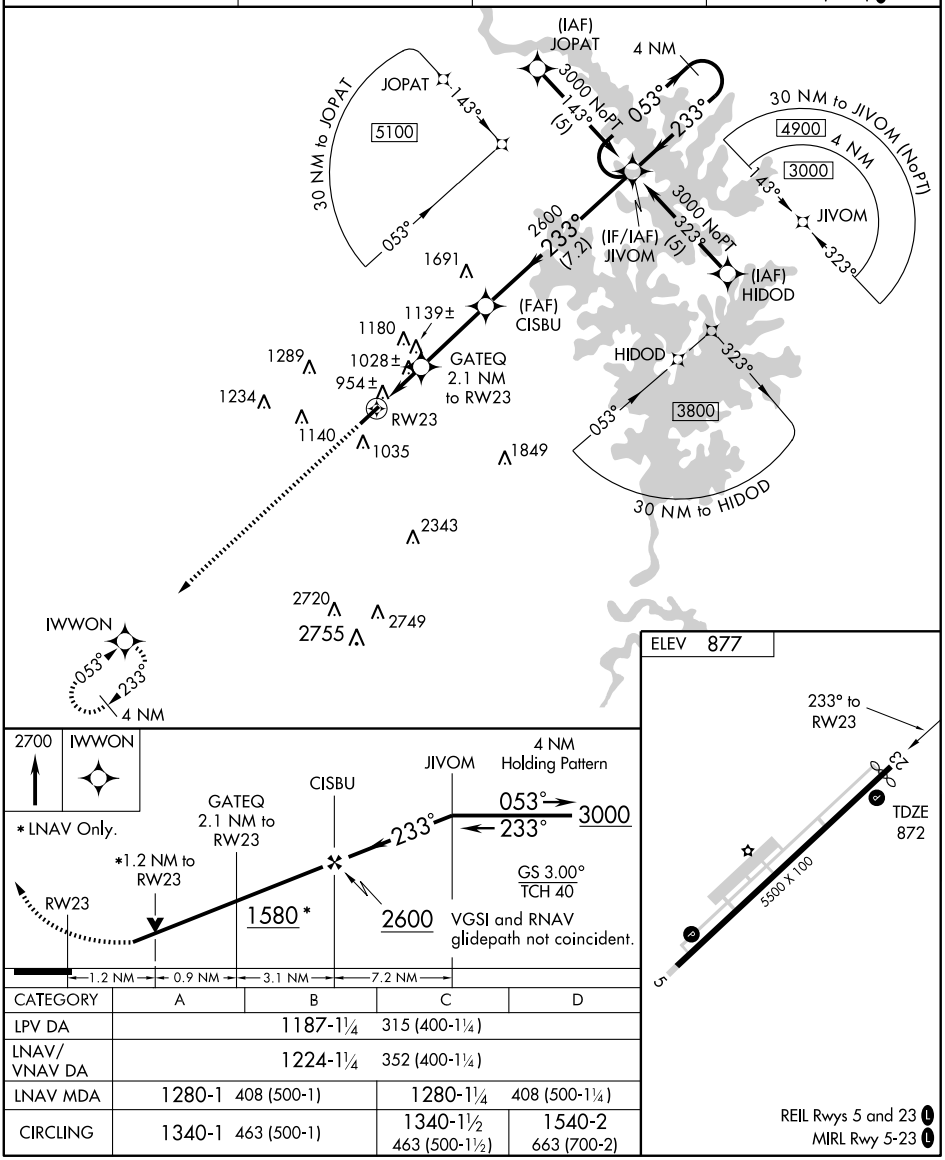
RNAV (GPS) RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile, increase Circling visibility Cat D ½ mile.

MISSED APPROACH: Climb to 2700 direct IWWON and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

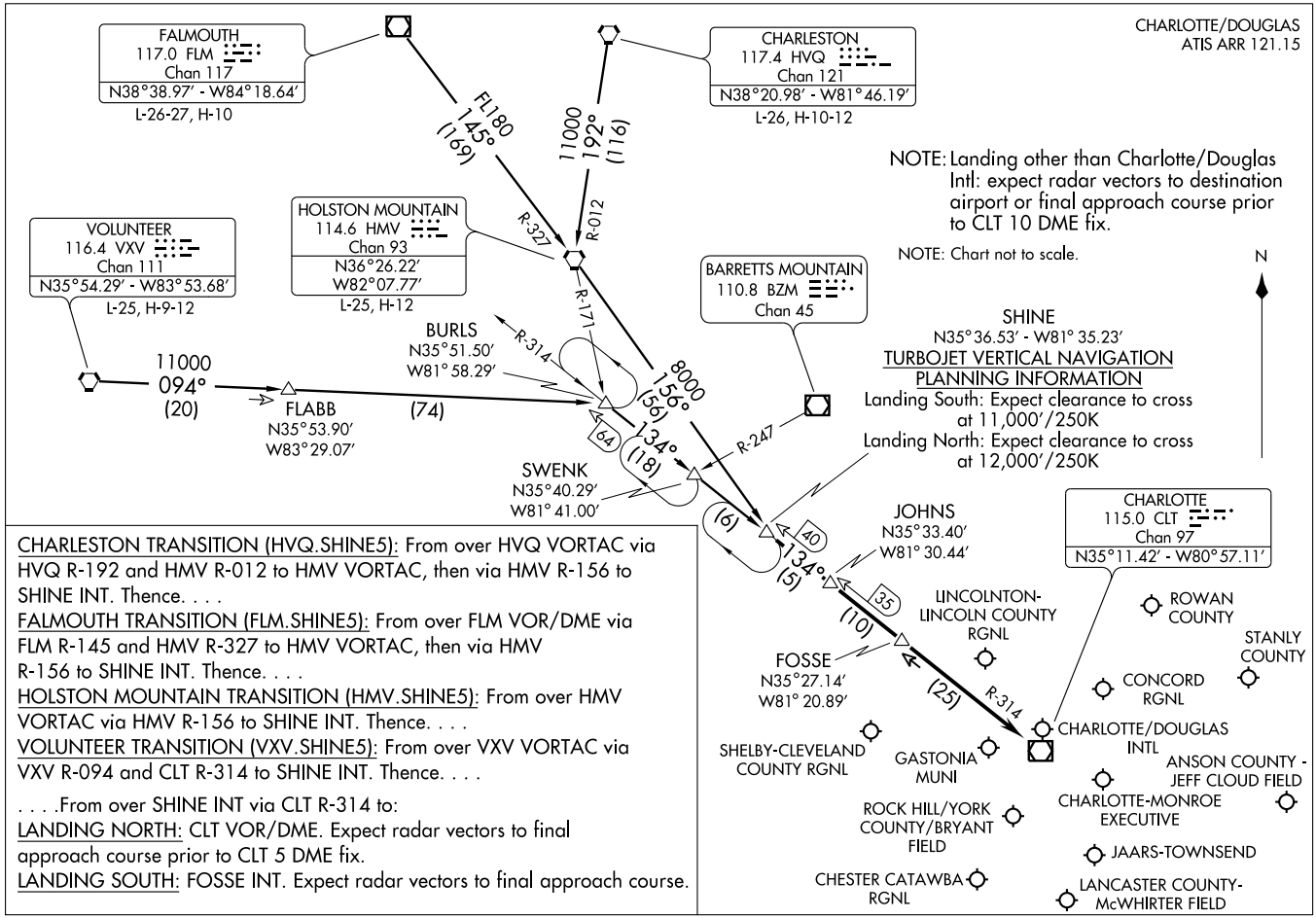
CATEGORY	A	B	C	D
LPV DA		1187-1¼ 315 (400-1¼)		
LNAV/VNAV DA		1224-1¼ 352 (400-1¼)		
LNAV MDA	1280-1 408 (500-1)		1280-1¼ 408 (500-1¼)	
CIRCLING	1340-1 463 (500-1)		1340-1½ 463 (500-1½)	1540-2 663 (700-2)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

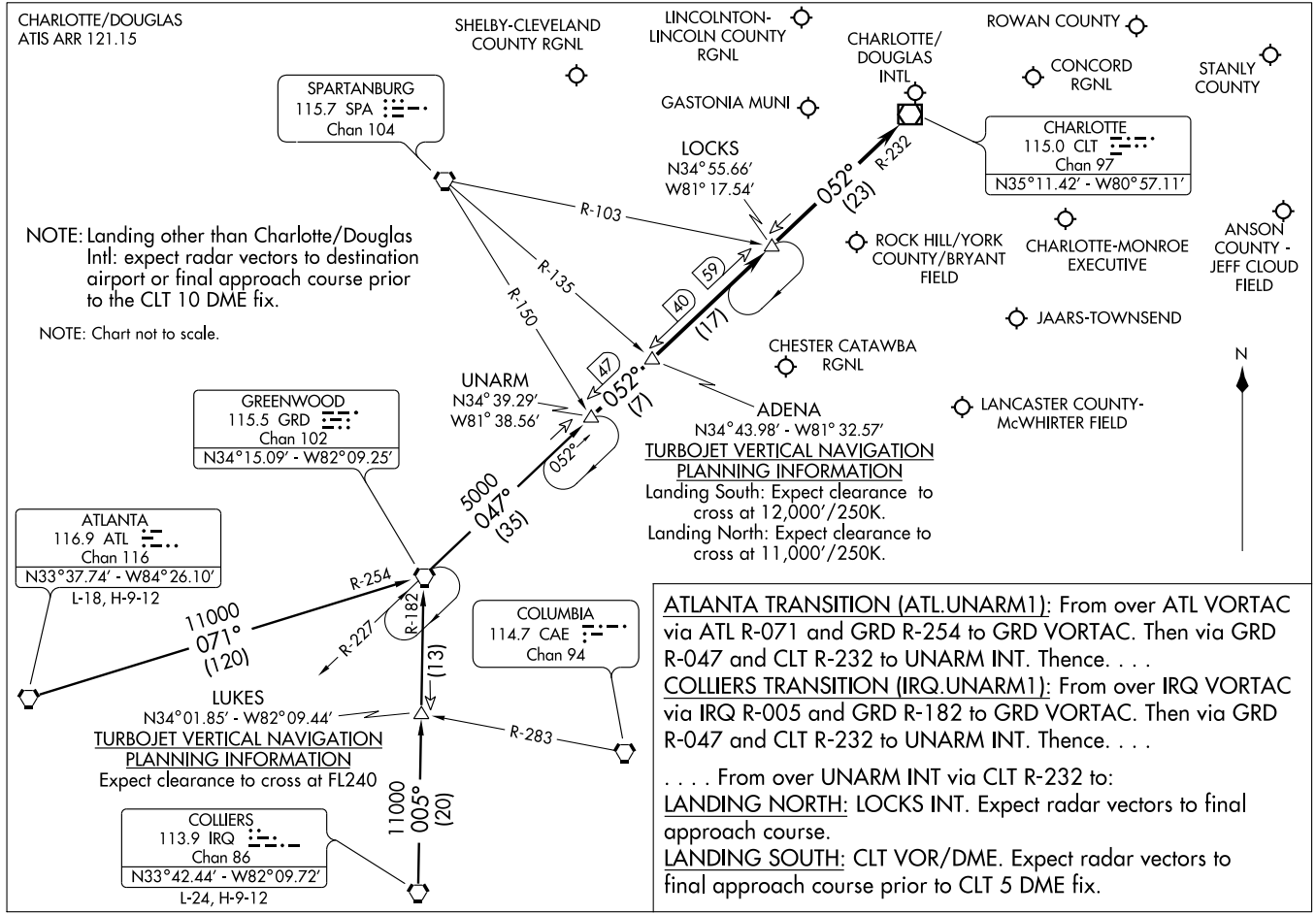
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

LOC/DME I-LHZ	APP CRS	Rwy Idg	5498
109.35	045°	TDZE	366
Chan 30 (Y)		Apt Elev	369

ILS or LOC RWY 5

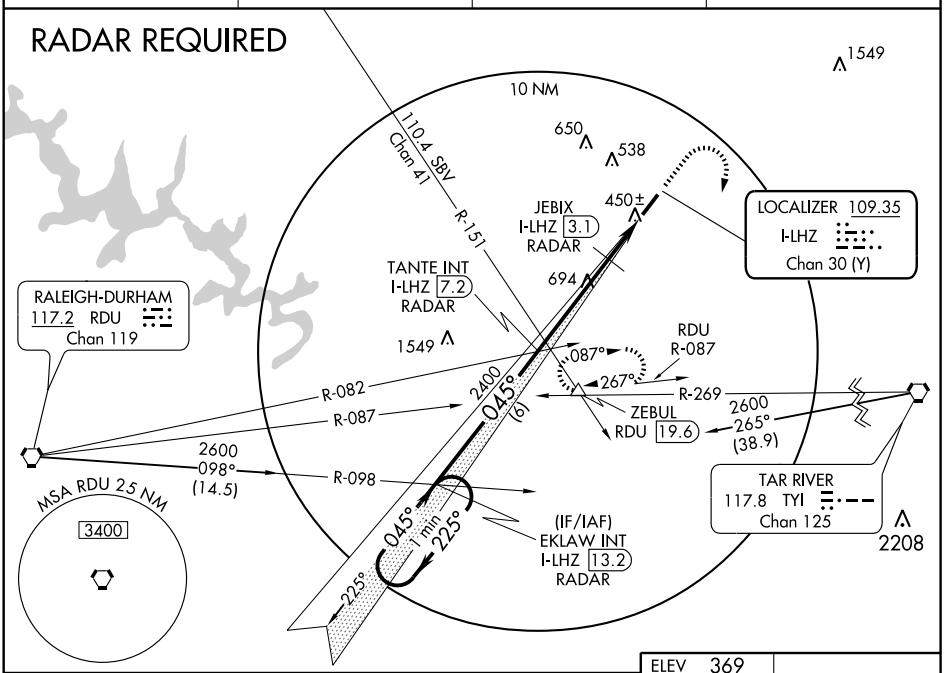
LOUISBURG/ TRIANGLE NORTH EXECUTIVE (LHZ)

NA If local altimeter setting not received, use Raleigh-Durham altimeter setting; increase DH to 681 feet; increase all MDAs 80 feet. VDP NA with Raleigh-Durham altimeter setting.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via heading 190° and RDU R-087 to ZEBUL INT/RDU 19.6 DME and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 353.675	135.075	123.0 (CTAF) L

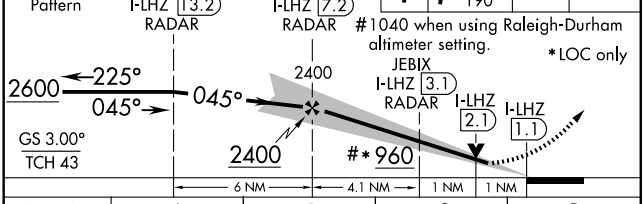


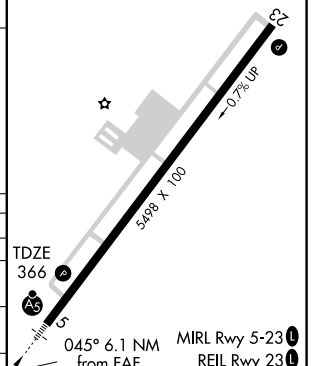
SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern





CATEGORY	A	B	C	D
S-ILS 5	616-¾ 250 (300-¾)			
S-LOC 5	960-1 594 (600-1)		960-1½ 594 (600-1½)	960-1¾ 594 (600-1¾)
CIRCLING	960-1 591 (600-1)		960-1½ 591 (600-1½)	960-2 591 (600-2)
JEBIX FIX MINIMUMS				
S-LOC 5	700-1 334 (400-1)			
CIRCLING	800-1 431 (500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

WAAS	APP CRS	Rwy Idg	5498
CH 90103	045°	TDZE	366
W05A		Apt Elev	369

RNAV (GPS) RWY 5

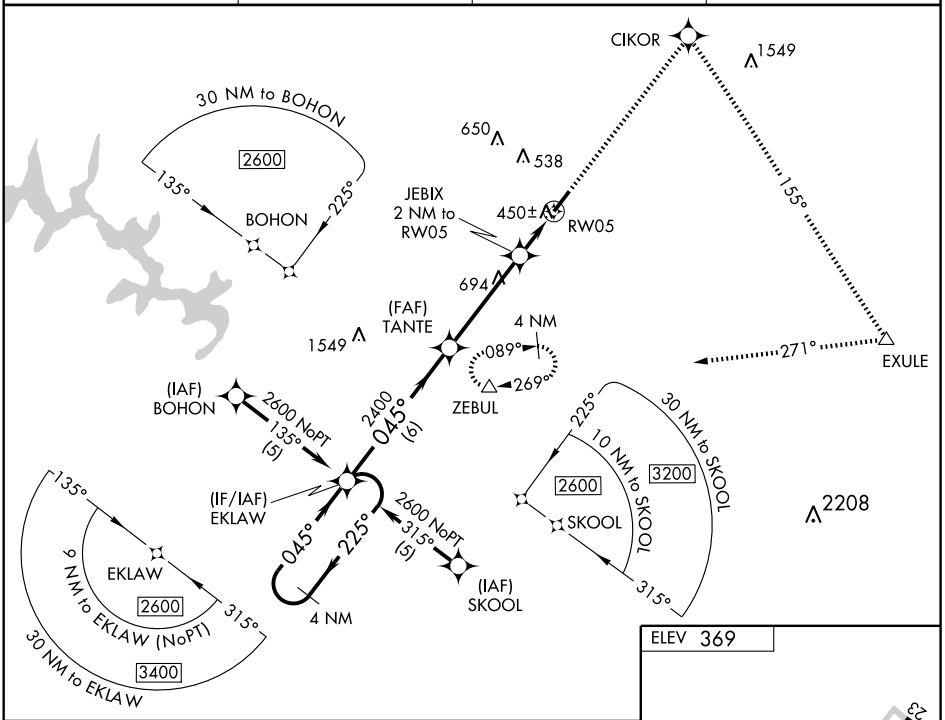
LOUISBURG/TRIANGLE NORTH EXECUTIVE (LHZ)

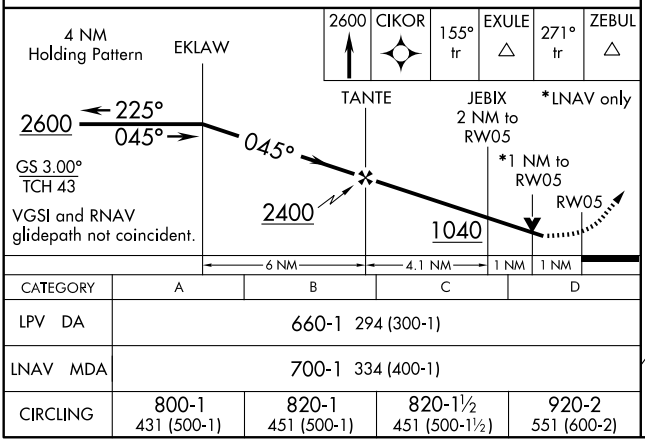
A If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase DA to 725 feet; increase all MDAs 80 feet.
VDP NA when using Raleigh-Durham altimeter setting.
DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 23 NA at night.

MALSR

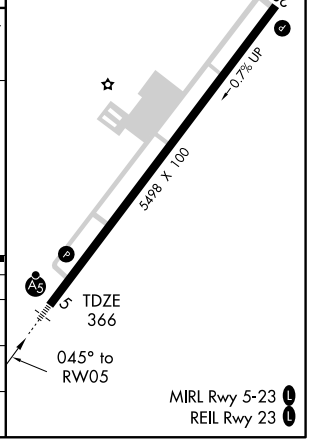
MISSED APPROACH: Climb to 2600 direct CIKOR and via 155° track to EXULE and via 271° track to ZEBUL and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 353.675	135.075	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	660-1 294 (300-1)			
LNAV MDA	700-1 334 (400-1)			
CIRCLING	800-1 431 (500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
226°	Rwy Idg	5498
	TDZE	351
	Apt Elev	369

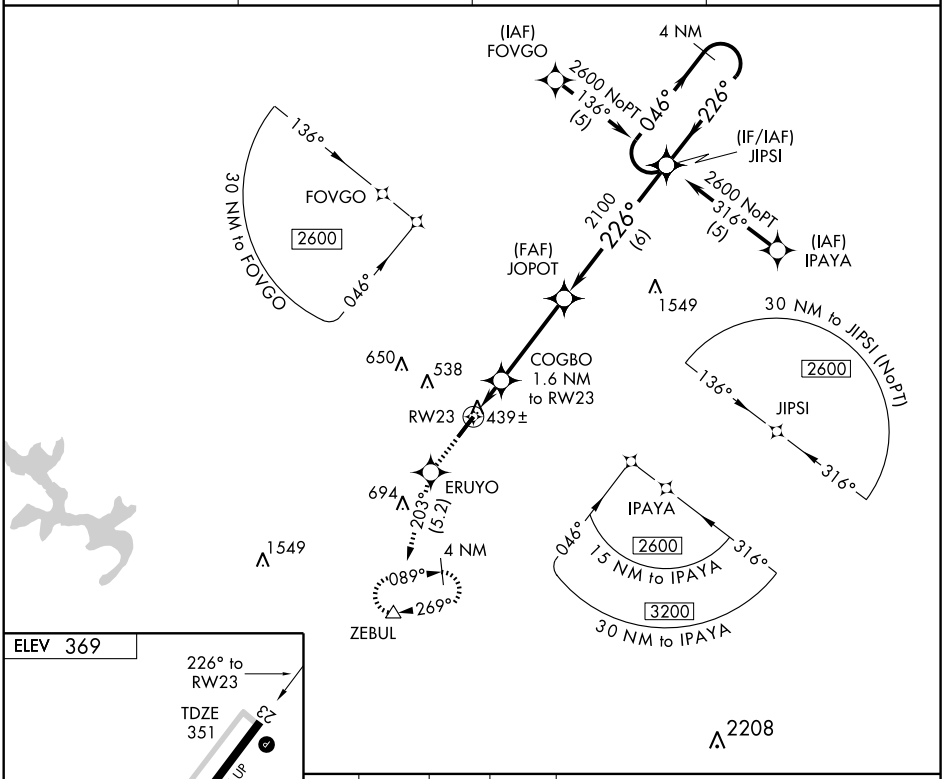
RNAV (GPS) RWY 23

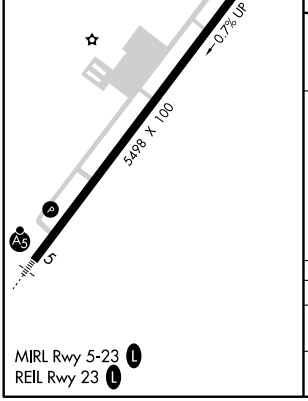
LOUISBURG/TRIANGLE NORTH EXECUTIVE (LHZ)

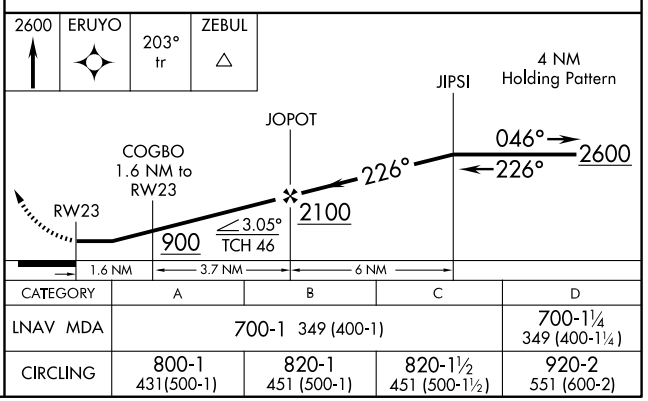
⚠ If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all MDAs 80 feet. When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ERUYO and via 203° track to ZEBUL and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 353.675	135.075	123.0 (CTAF) L





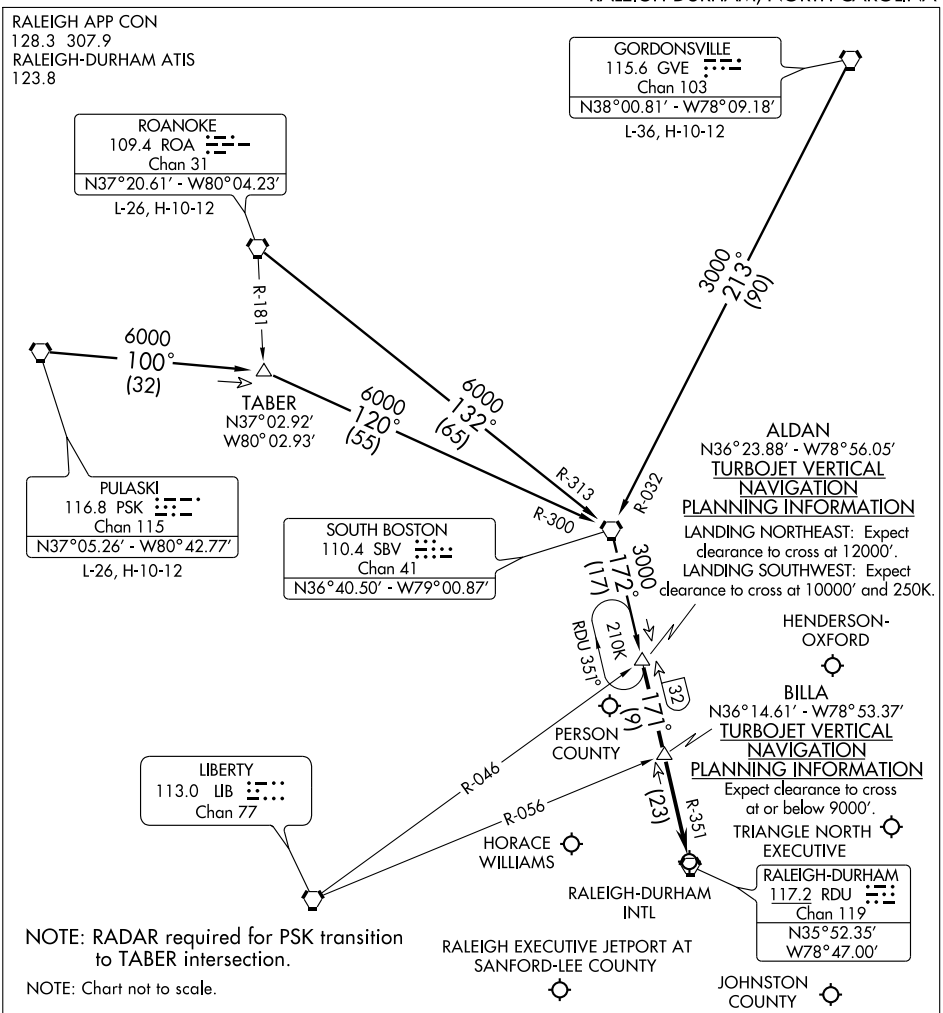


CATEGORY	A	B	C	D
LNAV MDA	700-1 349 (400-1)			700-1¼ 349 (400-1¼)
CIRCLING	800-1 431(500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA

(SBV.SBV4) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RDU 117.2 Chan 119	APP CRS 072°	Rwy Idg N/A TDZE N/A Apt Elev 369

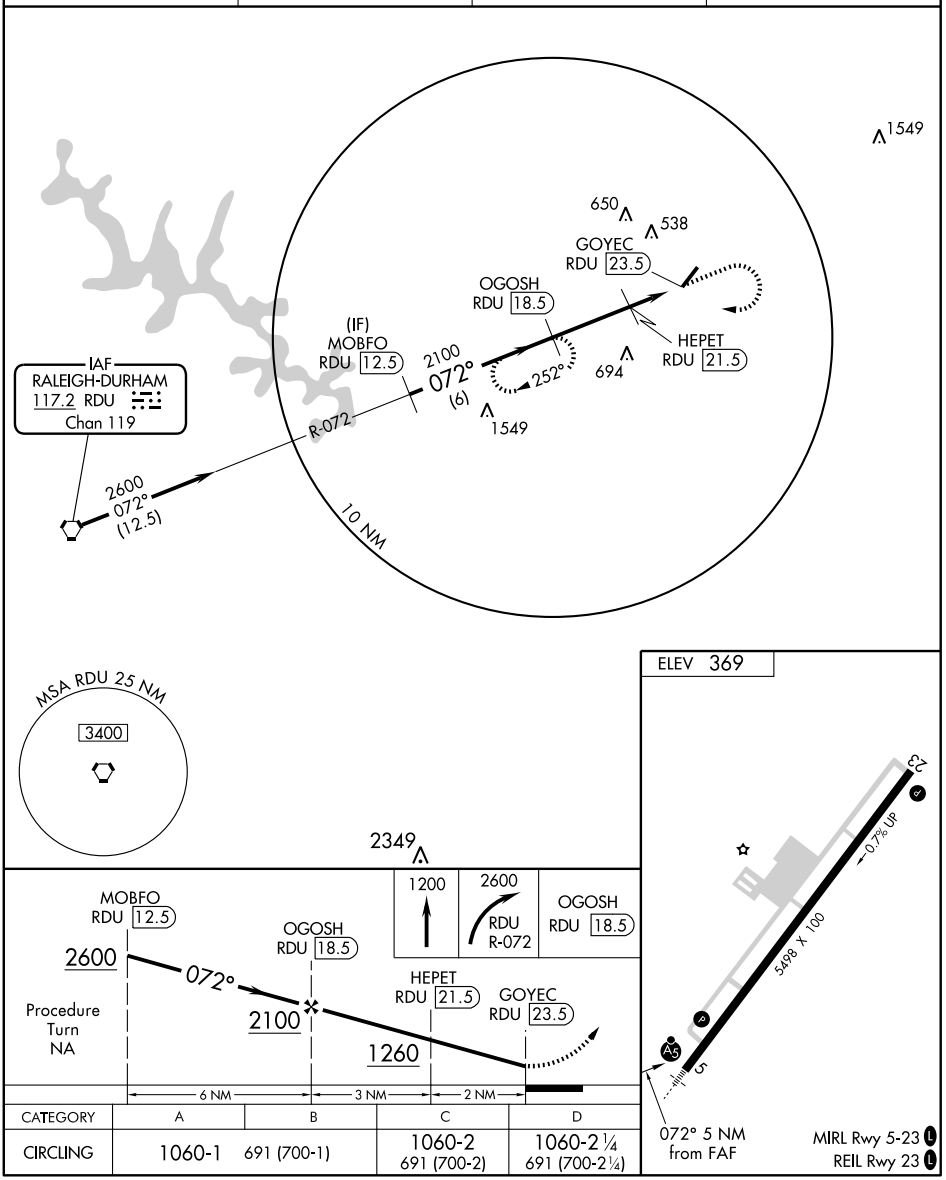
VOR/DME-A

LOUISBURG/ TRIANGLE NORTH EXECUTIVE (LHZ)

If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 via RDU R-072 to OGOSH/RDU 18.5 DME and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 353.675	135.075	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1 691 (700-1)		1060-2 691 (700-2)	1060-2 1/4 691 (700-2 1/4)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

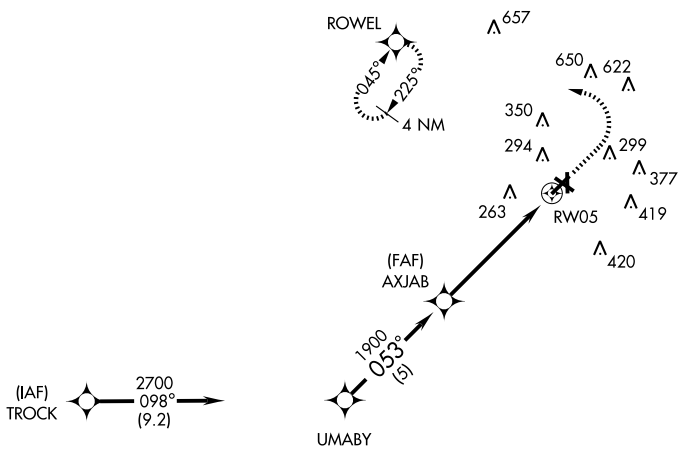
APP CRS	Rwy Idg	5340
053°	TDZE	124
	Apt Elev	126

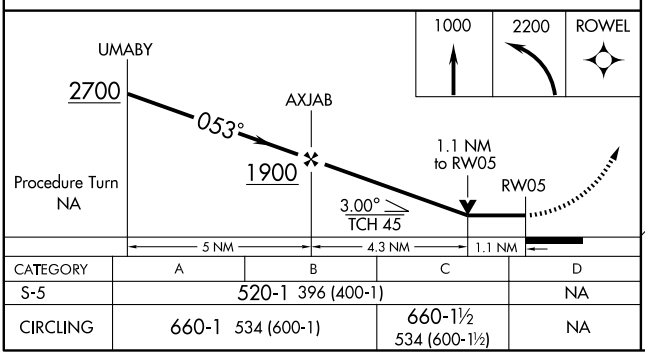
GPS RWY 5
LUMBERTON MUNI (LBT)

NA

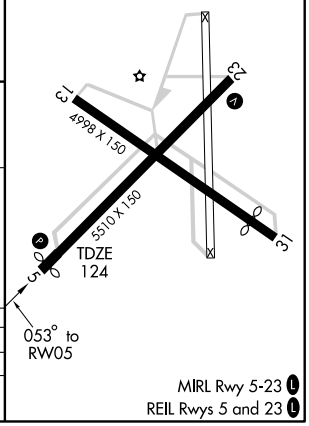
MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct ROWEL WP and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-5	520-1 396 (400-1)			NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA



SE-2, 21 OCT 2010 to 18 NOV 2010

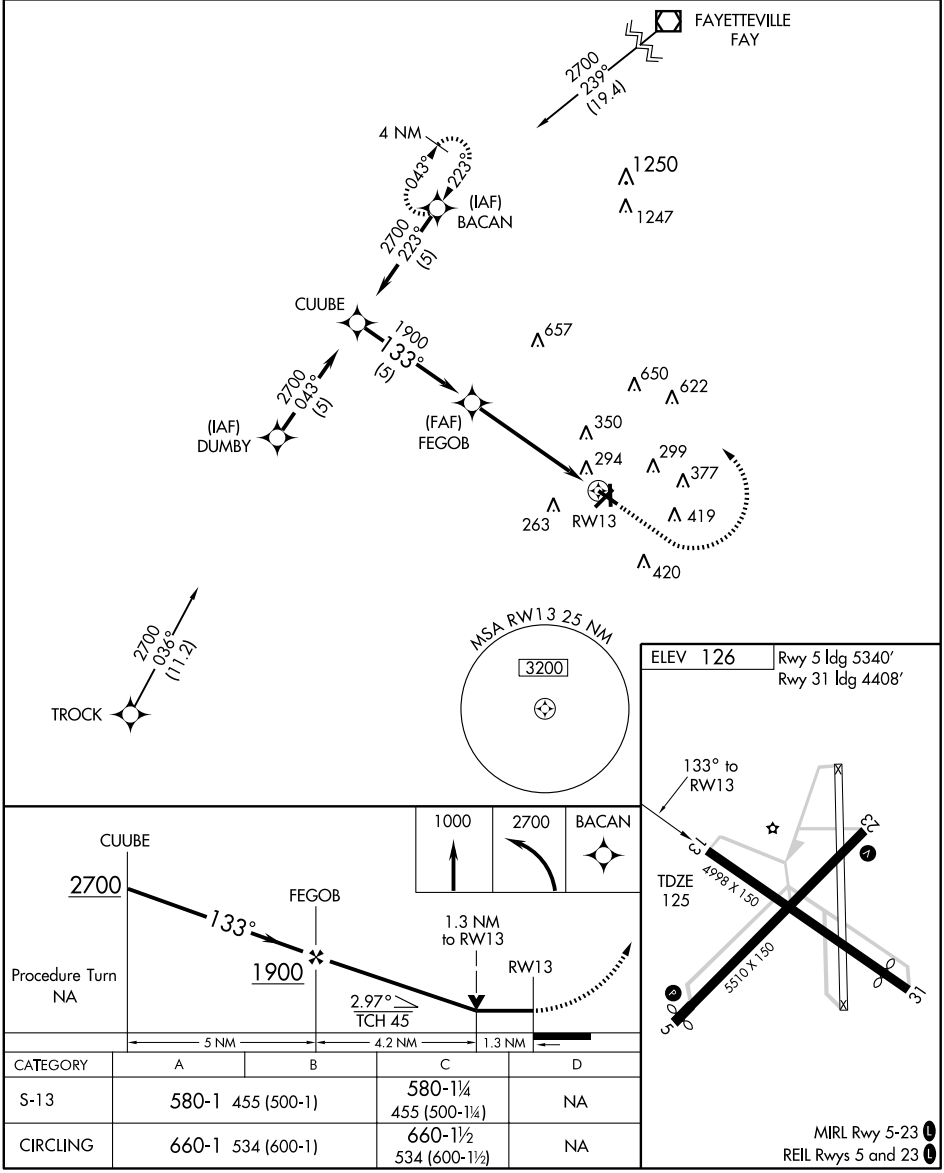
APP CRS	Rwy Idg	4998
133°	TDZE	125
	Apt Elev	126

GPS RWY 13
LUMBERTON MUNI (LBT)

NA — Straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 direct BACAN WP and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	580-1 455 (500-1)		580-1¼ 455 (500-1¼)	NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

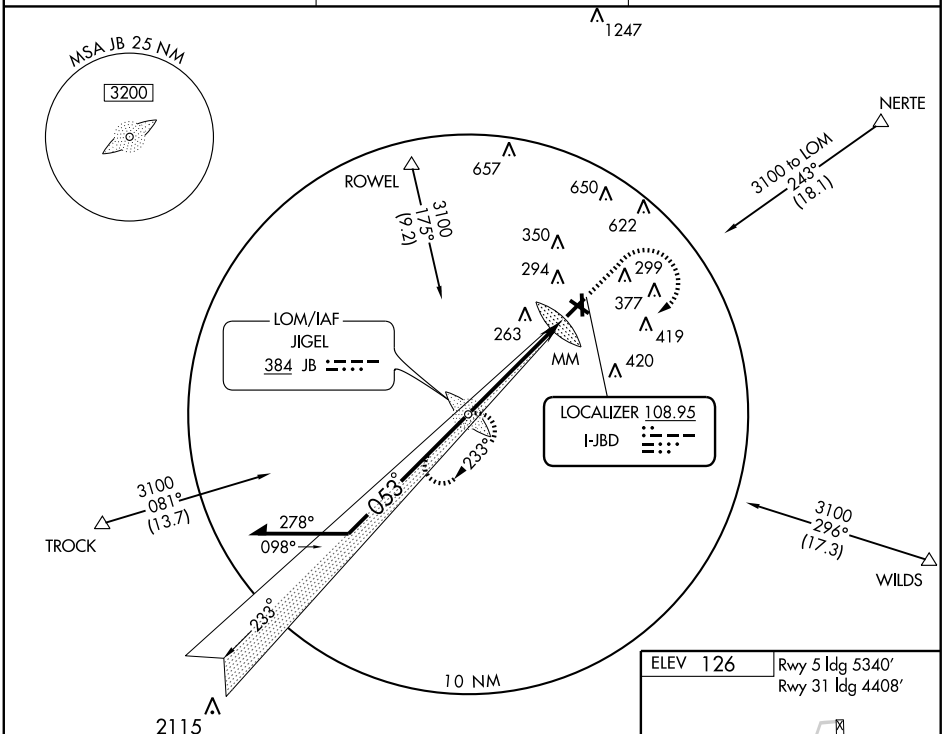
ILS RWY 5
LUMBERTON MUNI (LBT)

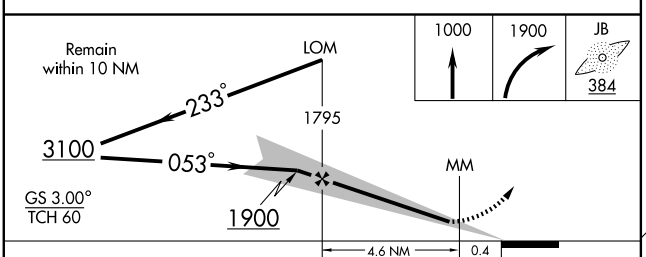
LOC I-JBD	APP CRS	Rwy Idg	5340
108.95	053°	TDZE	124
		Apt Elev	126

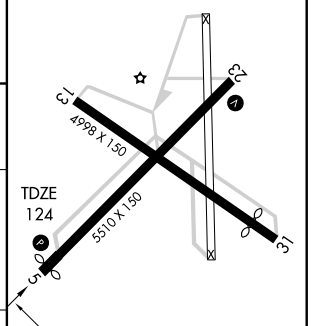
NA — ADF REQUIRED

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct JIGEL LOM and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-ILS 5	324-¾ 200 (200-¾)			NA
S-LOC 5	500-1 376 (400-1)			NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

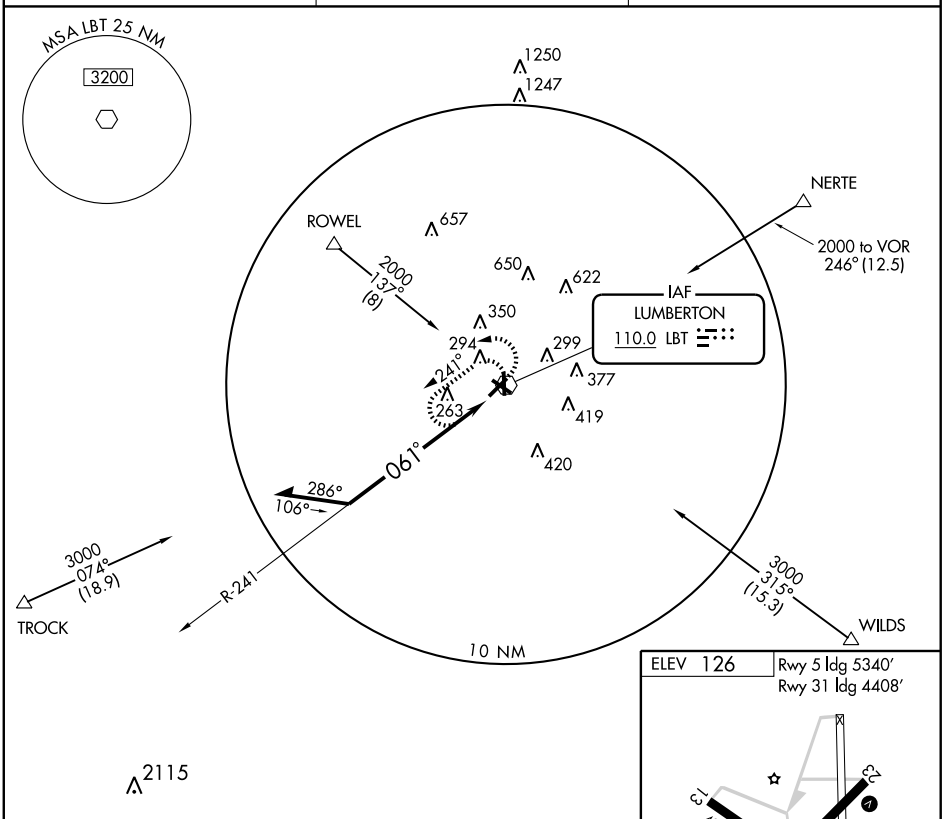
VOR LBT	APP CRS	Rwy Idg	5340
110.0	061°	TDZE	124
		Apt Elev	126

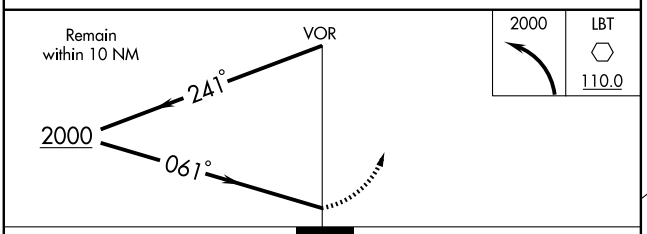
VOR RWY 5
LUMBERTON MUNI (LBT)

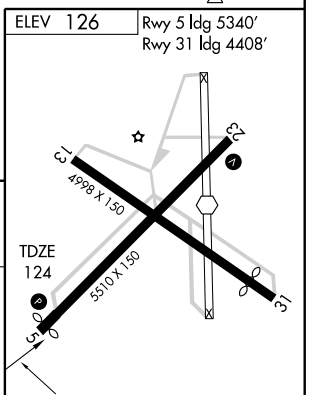
NA

MISSED APPROACH: Climbing left turn to 2000 in LBT VOR holding pattern.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	620-1 496 (500-1)		620-1¼ 496 (500-1¼)	NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

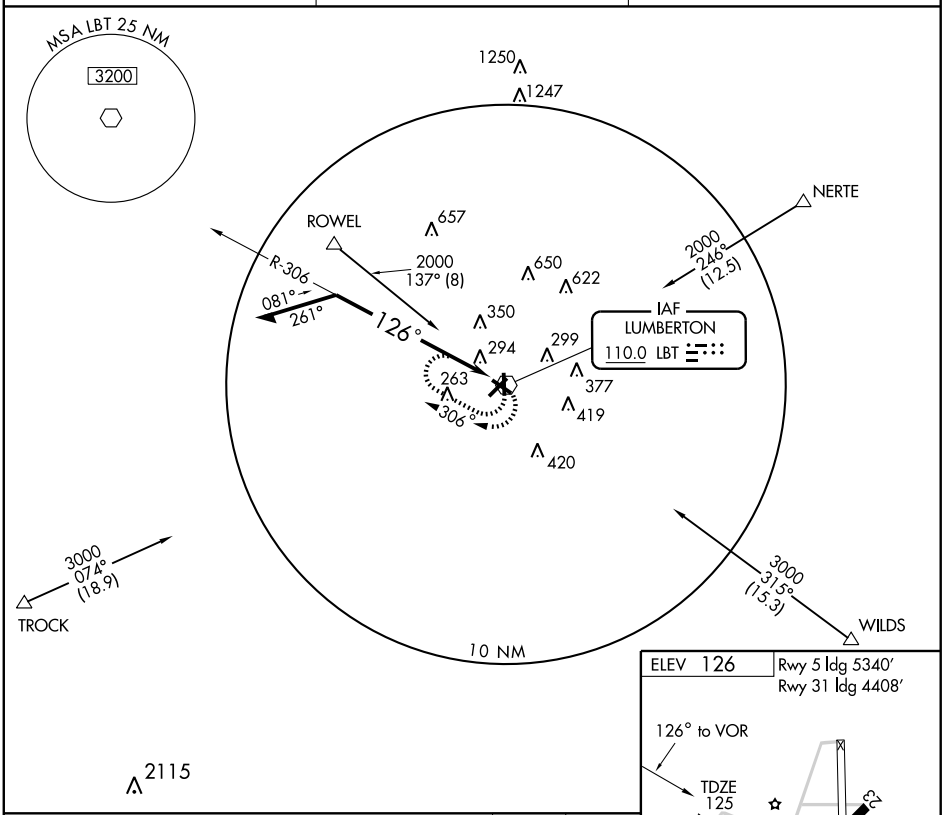
VOR LBT	APP CRS	Rwy Idg	4998
110.0	126°	TDZE	125
		Apt Elev	126

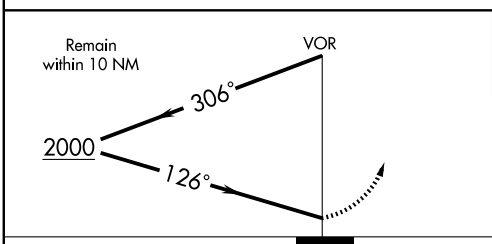
VOR RWY 13
LUMBERTON MUNI (LBT)

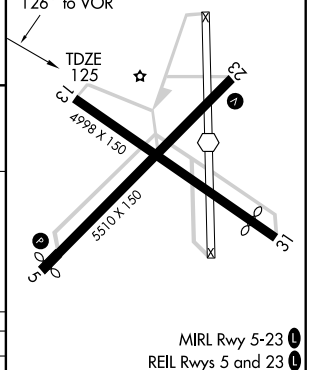
NA — Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 2000 in LBT VOR holding pattern.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-13	660-1 535 (600-1)		660-1½ 535 (600-1½)	NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA

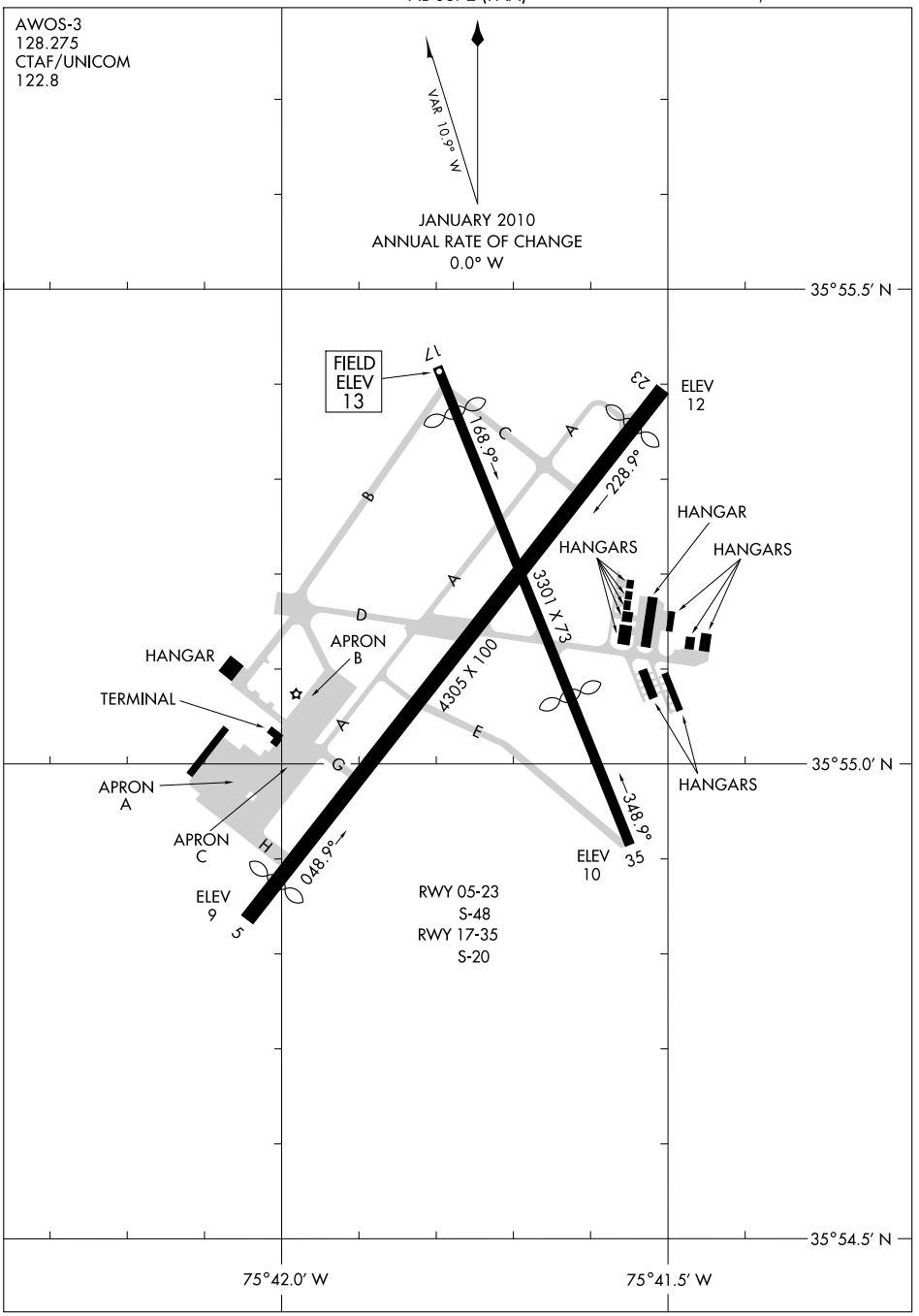
Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MANTEO/ DARE COUNTY RGNL (MQI)
MANTEO, NORTH CAROLINA

AL-6372 (FAA)



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MANTEO, NORTH CAROLINA
MANTEO/ DARE COUNTY RGNL (MQI)

10210

APP CRS	Rwy Idg	4000
046°	TDZE	13
	Apt Elev	14

GPS RWY 5

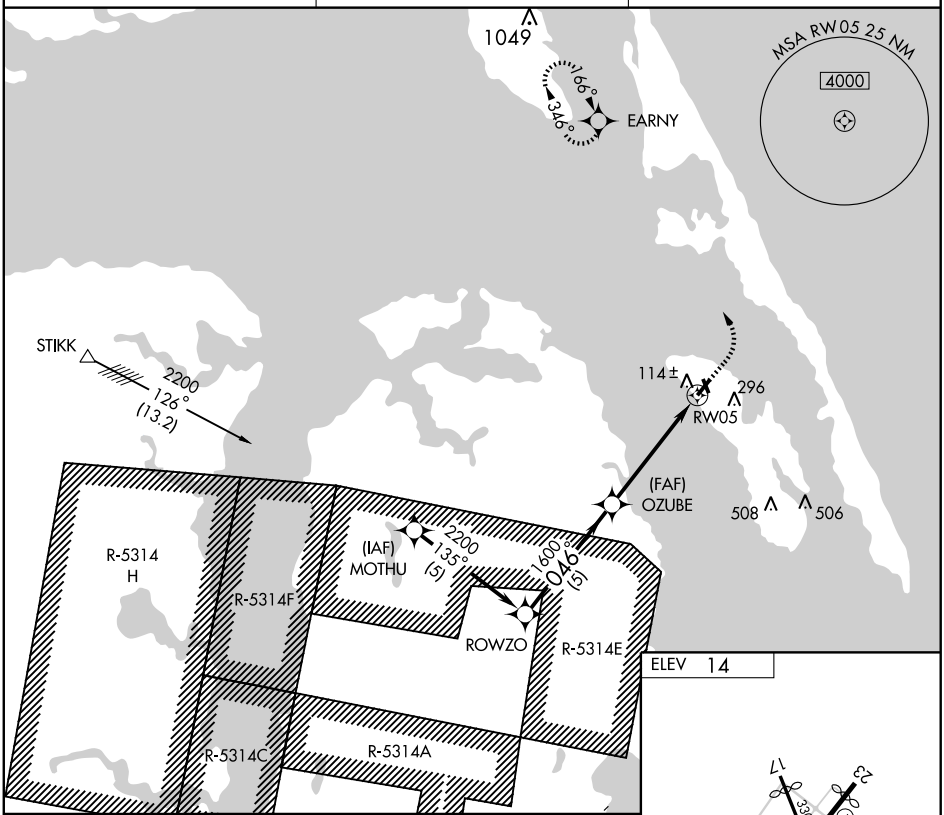
MANTEO/ DARE COUNTY RGNL (MQI)

When R-5314 A,C,E,F,G or H in effect procedure not authorized.

NA

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct EARNY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-5	440-1 427 (500-1)		440-1¼ 427 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 L

MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3012
166°	TDZE	14
	Apt Elev	14

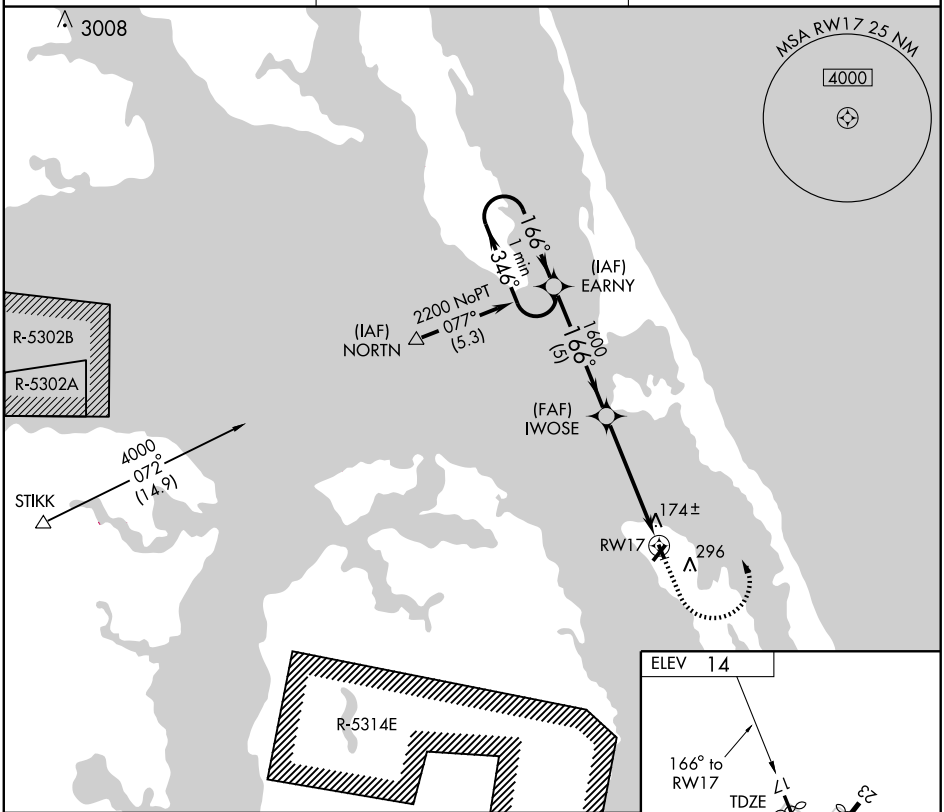
GPS RWY 17

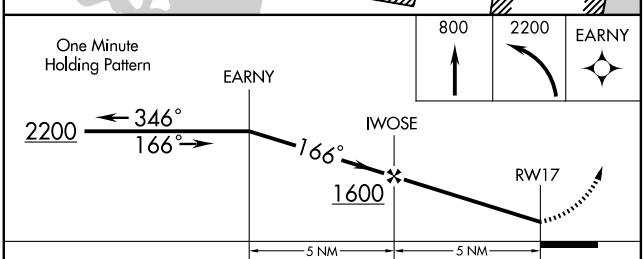
MANTEO/DARE COUNTY RGNL (MQI)

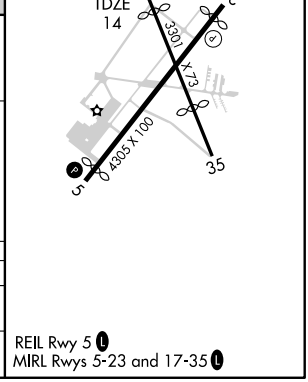
NA

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct EARNY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	440-1 426 (500-1)		440-1¼ 426 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4004
226°	TDZE	13
	Apt Elev	14

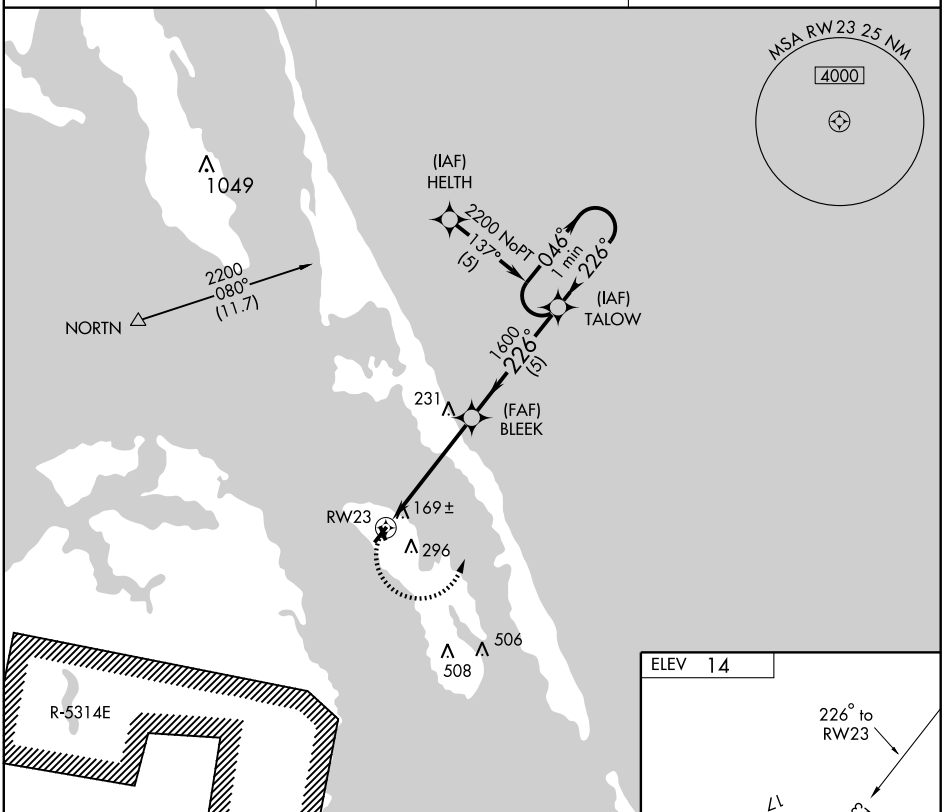
GPS RWY 23

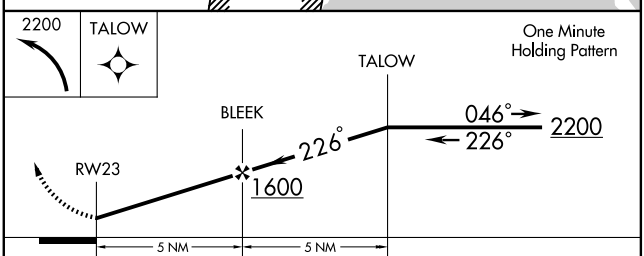
MANTEO/ DARE COUNTY RGNL (MQI)

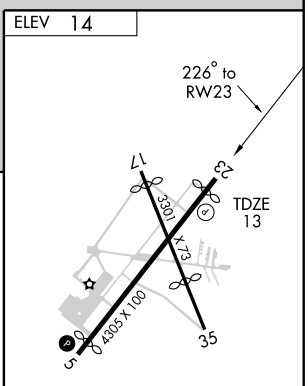
NA

MISSED APPROACH: Climbing left turn to 2200 direct TALOW WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	440-1 427 (500-1)		440-1¼ 427 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB MQI 370	APP CRS 060°	Rwy Idg 4000 TDZE 13 Apt Elev 14

NDB RWY 5

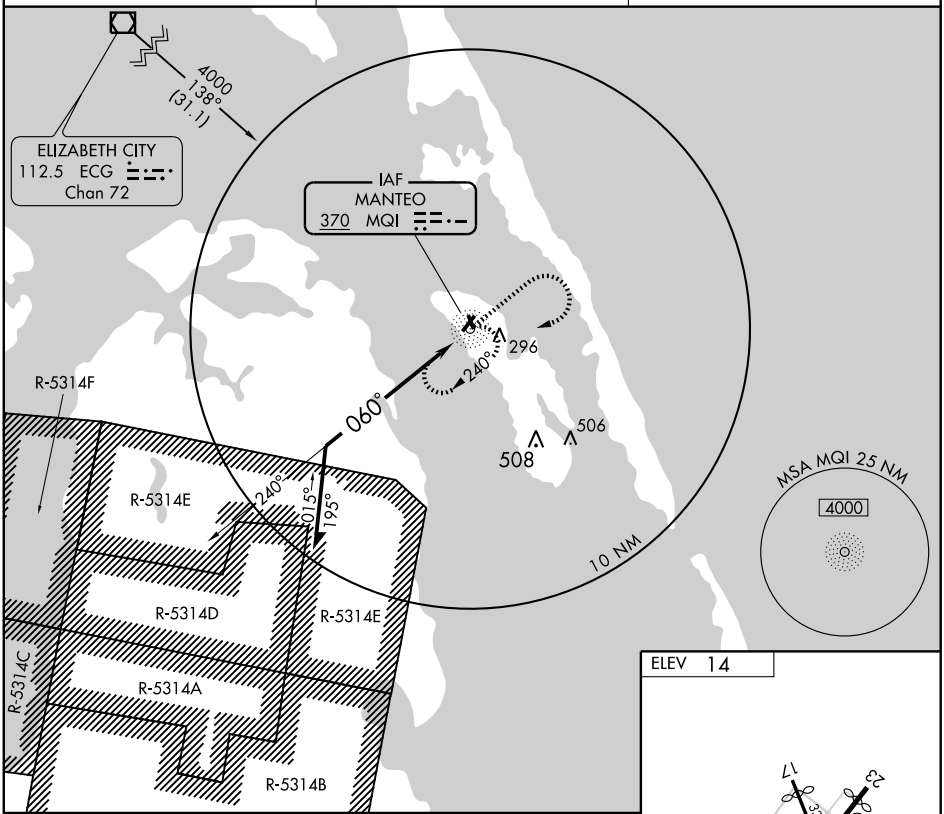
MANTEO/ DARE COUNTY RGNL (MQI)

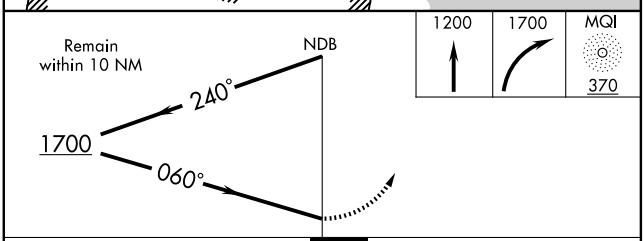
When R-5314-A, B, C, D, E, or F in effect procedure not authorized.

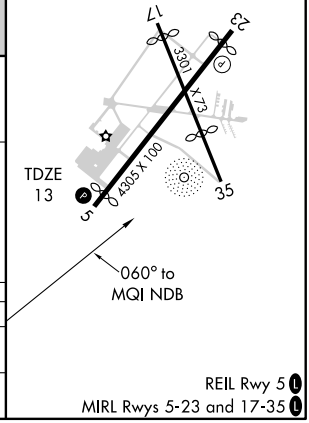
NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 direct MQI NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	NA
CIRCLING	640-1 626 (700-1)		640-1¾ 626 (700-1¾)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB MQI 370	APP CRS 174°	Rwy Idg 3012 TDZE 14 Apt Elev 14

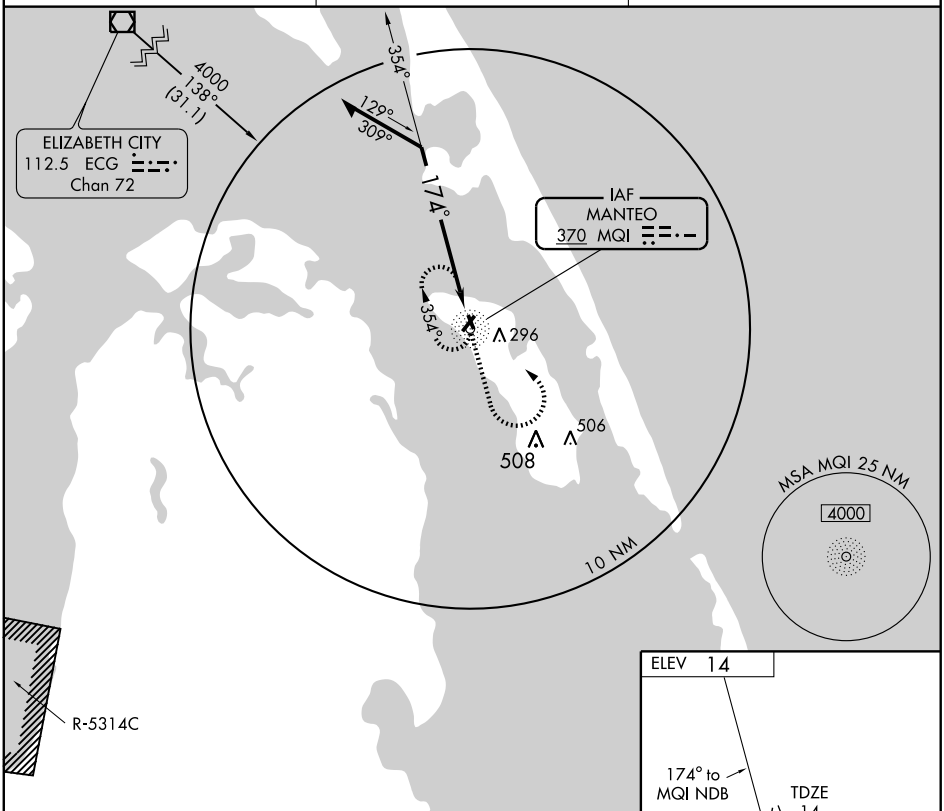
NDB RWY 17

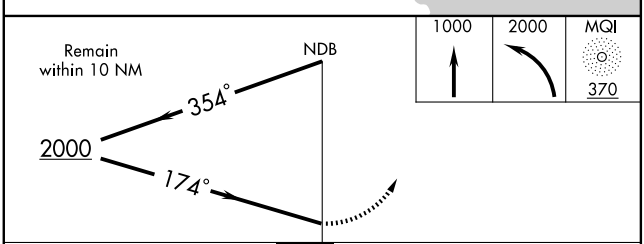
MANTEO/ DARE COUNTY RGNL (MQI)

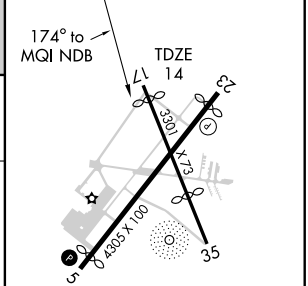
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MQI NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	680-1	666 (700-1)	680-1¾ 666 (700-1¾)	NA
CIRCLING	680-1	666 (700-1)	680-1¾ 666 (700-1¾)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RBX	APP CRS	Rwy Idg	3012
111.6	174°	TDZE	14
Chan 53		Apt Elev	14

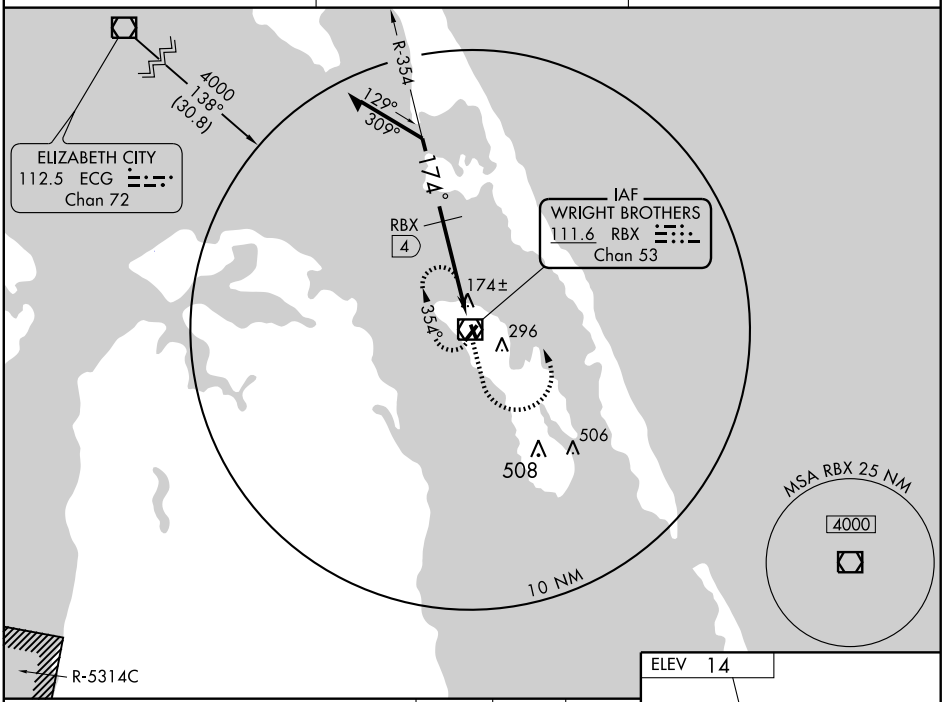
VOR RWY 17

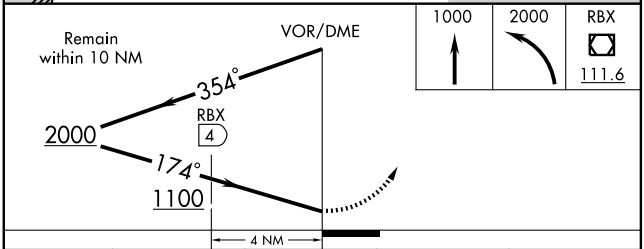
MANTEO/ DARE COUNTY RGNL (MQI)

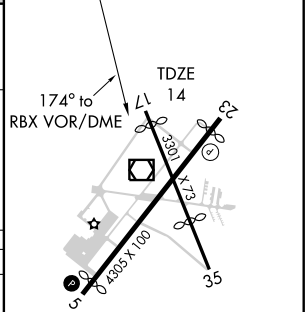
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct RBX VOR/DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3 1086 (1100-3)	NA
CIRCLING	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3 1086 (1100-3)	NA
DME MINIMUMS				
S-17	440-1 426 (500-1)		440-1¼ 426 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MEB	APP CRS	Rwy Idg	6503
110.7	054°	TDZE	216
		Apt Elev	220

ILS or LOC RWY 5

MAXTON/ LAURINBURG-MAXTON (MEB)

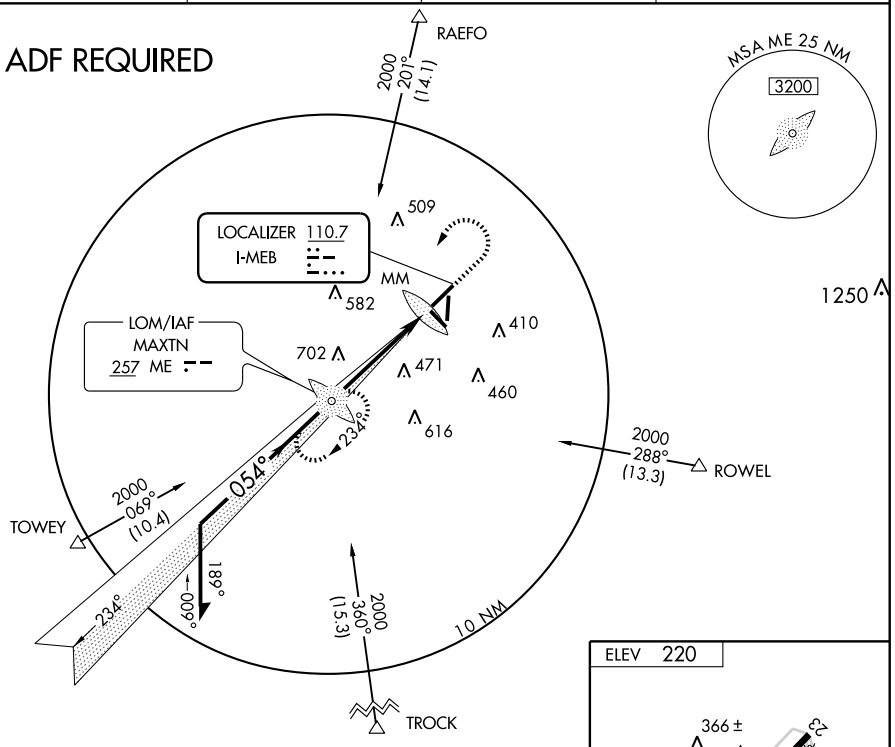
When local altimeter setting not received, use Lumberton altimeter setting and increase DA to 473 feet and increase all MDA 60 feet. Increase S-LOC 5 Cat. D visibility ¼ mile. ADF REQUIRED.

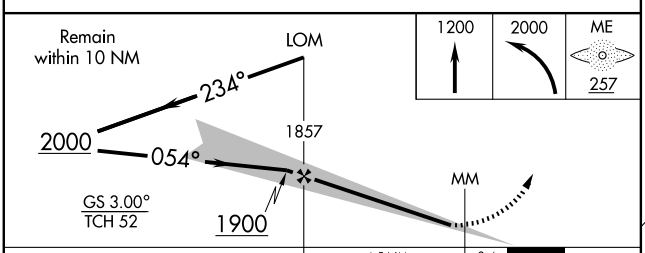
MALSR

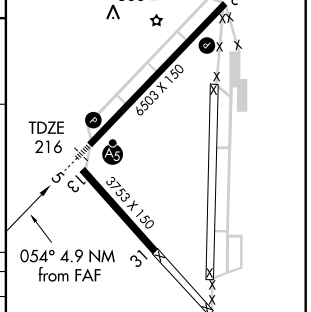
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct ME LOM and hold.

ASOS	FAYETTEVILLE APP CON	GCO	UNICOM
134.125	127.8 343.725	135.075	122.8 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010







MIRL Rwy 13-31
HIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-ILS 5	416-½ 200 (200-½)			
S-LOC 5	720-½ 504 (500-½)		720-1 504 (500-1)	
CIRCLING	720-1 500 (500-1)		720-1½ 500 (500-1½)	780-2 560 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

RNAV (GPS) RWY 5

MAXTON/LAURINBURG-MAXTON (MEB)

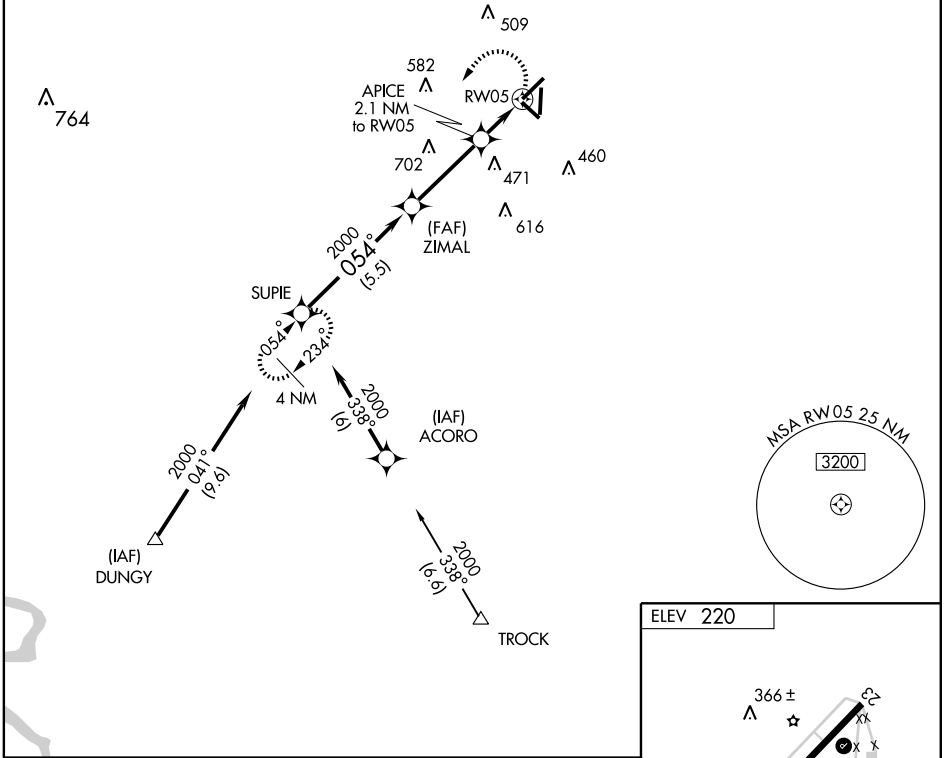
APP CRS	Rwy Idg	6503
054°	TDZE	216
	Apt Elev	220

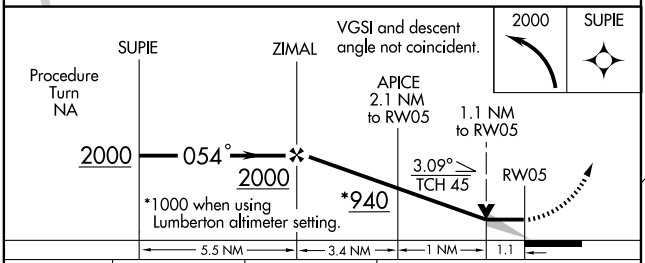
When local altimeter setting not received, use Lumberton altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat. D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Lumberton altimeter setting.

MALSR

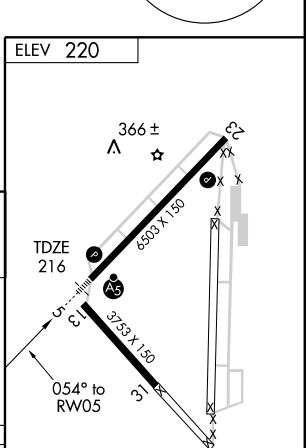
MISSED APPROACH: Climbing left turn to 2000 direct SUPIE WP and hold.

ASOS	FAYETTEVILLE APP CON	GCO	UNICOM
134.125	127.8 343.725	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-½ 404 (400-½)		620-¾ 404 (400-¾)	620-1 404 (400-1)
CIRCLING	680-1 460 (500-1)		680-1½ 460 (500-1½)	780-2 560 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

MAXTON/ LAURINBURG-MAXTON (MEB)

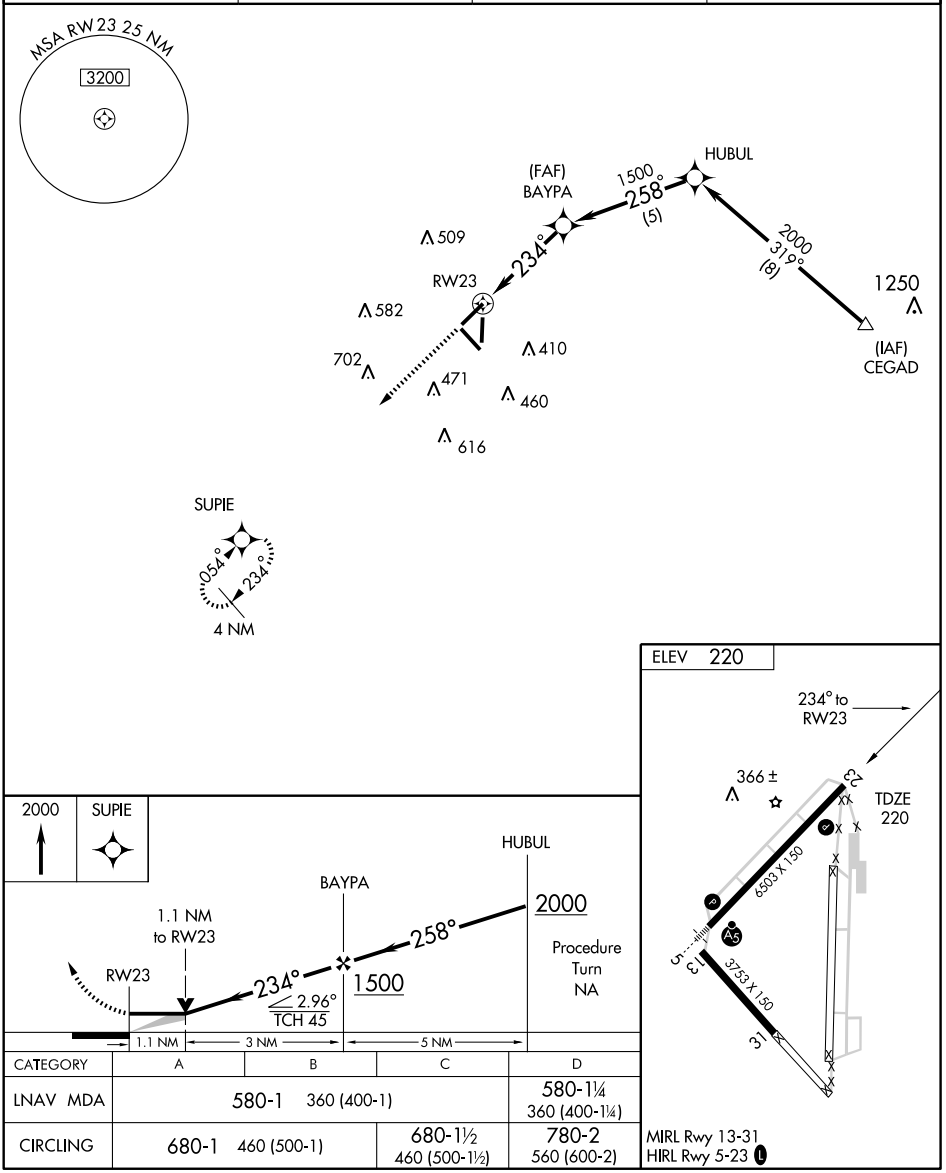
APP CRS	Rwy Idg	6503
234°	TDZE	220
	Apt Elev	220

NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Lumberton altimeter setting and increase all MDA's 60 feet.
VDP NA with Lumberton altimeter setting.

MISSED APPROACH: Climb to 2000 direct SUPIE WP and hold.

ASOS	FAYETTEVILLE APP CON	GCO	UNICOM
134.125	127.8 343.725	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 360 (400-1)			580-1¼ 360 (400-1¼)
CIRCLING	680-1 460 (500-1)		680-1½ 460 (500-1½)	780-2 560 (600-2)

MIRL Rwy 13-31
HIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2943
094°	TDZE	818
	Apt Elev	818

RNAV (GPS) RWY 9

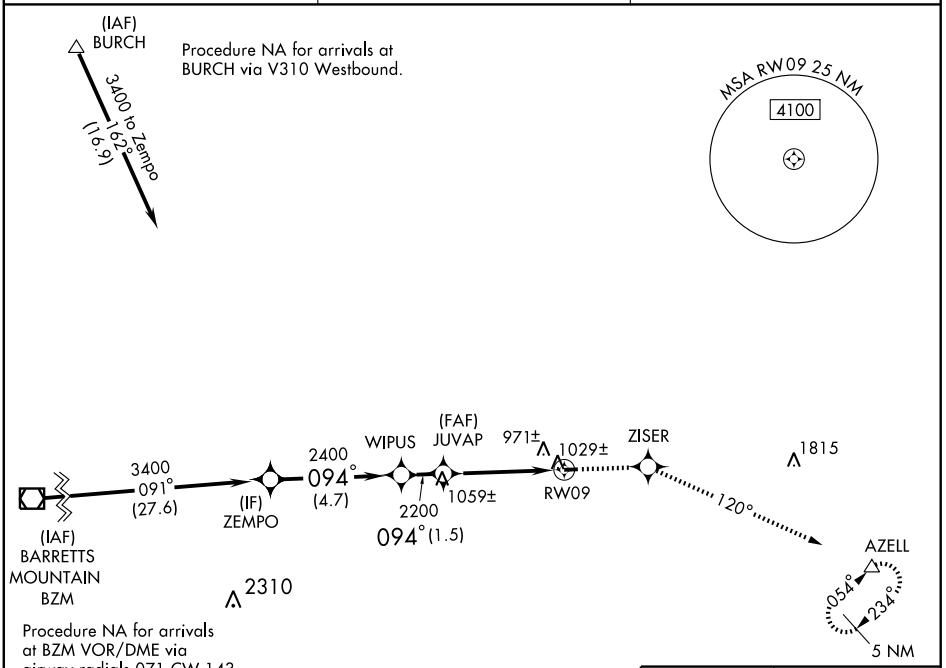
MOCKSVILLE/ TWIN LAKES (8A7)

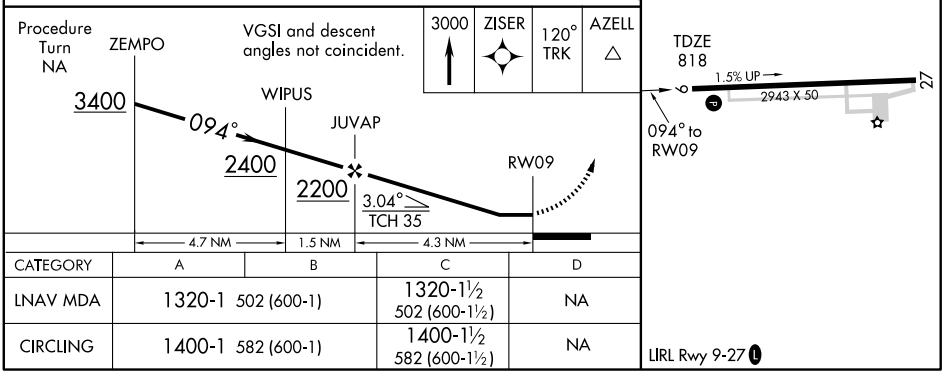
Use Davidson County altimeter setting; if not received, use Smith Reynolds altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 3000 direct ZISER and via 120° track to AZELL and hold.

DAVIDSON COUNTY AWOS-3	GREENSBORO APP CON	UNICOM
119.825	124.35 269.225	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1320-1 502 (600-1)		1320-1½ 502 (600-1½)	NA
CIRCLING	1400-1 582 (600-1)		1400-1½ 582 (600-1½)	NA

LIRL Rwy 9-27

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

BOBCAT FOUR DEPARTURE

(BOB4.BOB) 10154

CHARLOTTE-MONROE EXECUTIVE (EQY)

MONROE, NORTH CAROLINA

ASOS
135.775
CLNC DEL
132.55
CTAF
122.7
CHARLOTTE DEP CON
120.05 307.8

VOLUNTEER
116.4 VXV
Chan 111
N35°54.29'-W83°53.68'
L-25, H-9-12

HARRIS
109.8 HRS
Chan 35
N34°56.58'-W83°54.94'
L-25, H-9-12

CHOO CHOO
115.8 GQO
Chan 105
N34°57.68'-W85°09.20'
L-25, H-9-12

SPARTANBURG
115.7 SPA
Chan 104
N35°02.02'-W81°55.62'
L-24-25, H-9-12

ATHENS
109.6 AHN
Chan 33
N33°56.86'-W83°19.49'
L-18, H-9-12

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'-W80°57.11'

HARAY
N35°07.76'
W081°45.69'

ZAVER
N35°05.31'
W082°16.01'

DEBIE
N34°55.82'
W081°48.53'

65

14000
*5700
270°
(25)

14000
*2900
270°
(40)

14000
*2600
255°
(45)

233°
053°

N

NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: Radar and DME Required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
Rwys 5, 23: Standard.

TAKEOFF OBSTACLE NOTES:
Rwy 5: Trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL.
Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°. Thence...
TAKEOFF RUNWAY 23: Climb heading 233°. Thence...
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB4.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.
HARAY TRANSITION (BOB4.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY.
ZAVER TRANSITION (BOB4.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER.

(BOB4.BOB) 10154

BOBCAT FOUR DEPARTURE

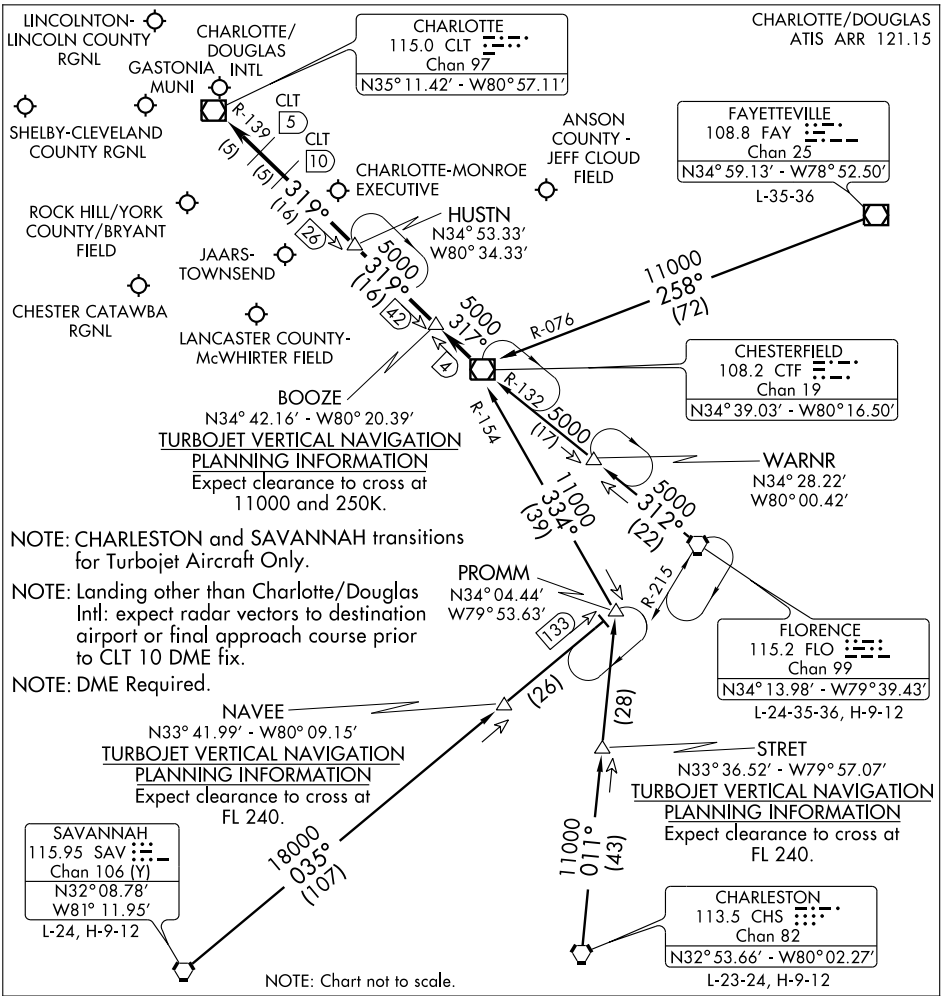
CHARLOTTE-MONROE EXECUTIVE (EQY)

MONROE, NORTH CAROLINA

SI-5726 (FAA)

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

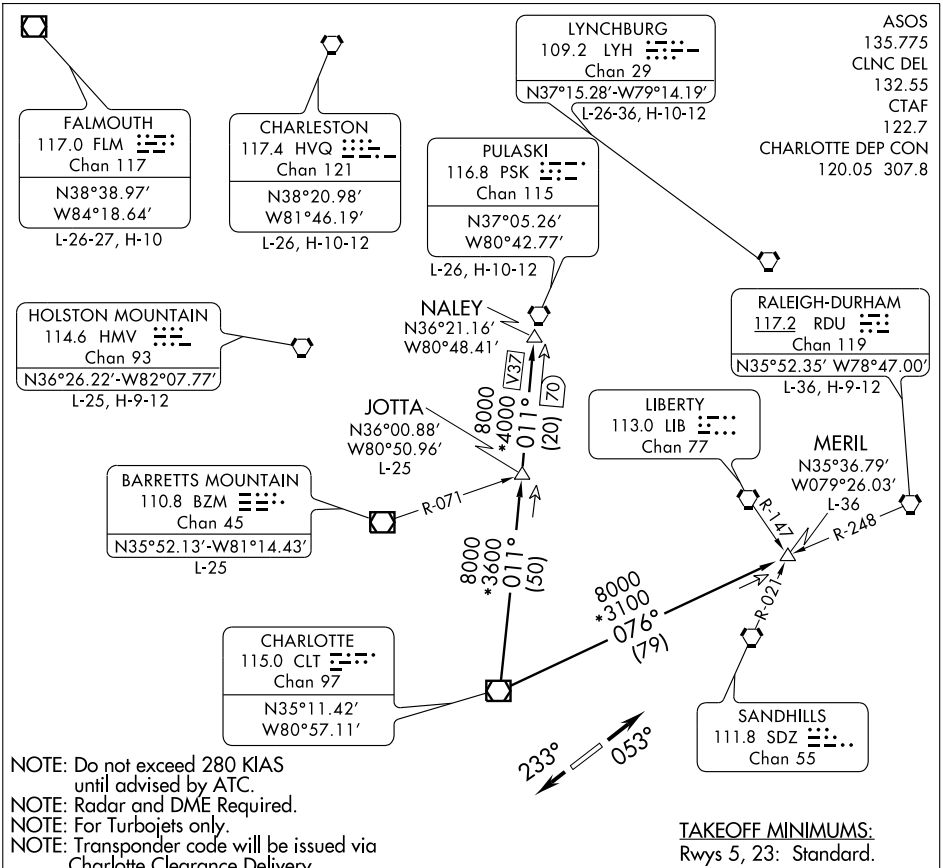
(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

(CTF.CTF3) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010



NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: Radar and DME Required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
Rwys 5, 23: Standard.

TAKEOFF OBSTACLE NOTES:
Rwy 5: Trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL. Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

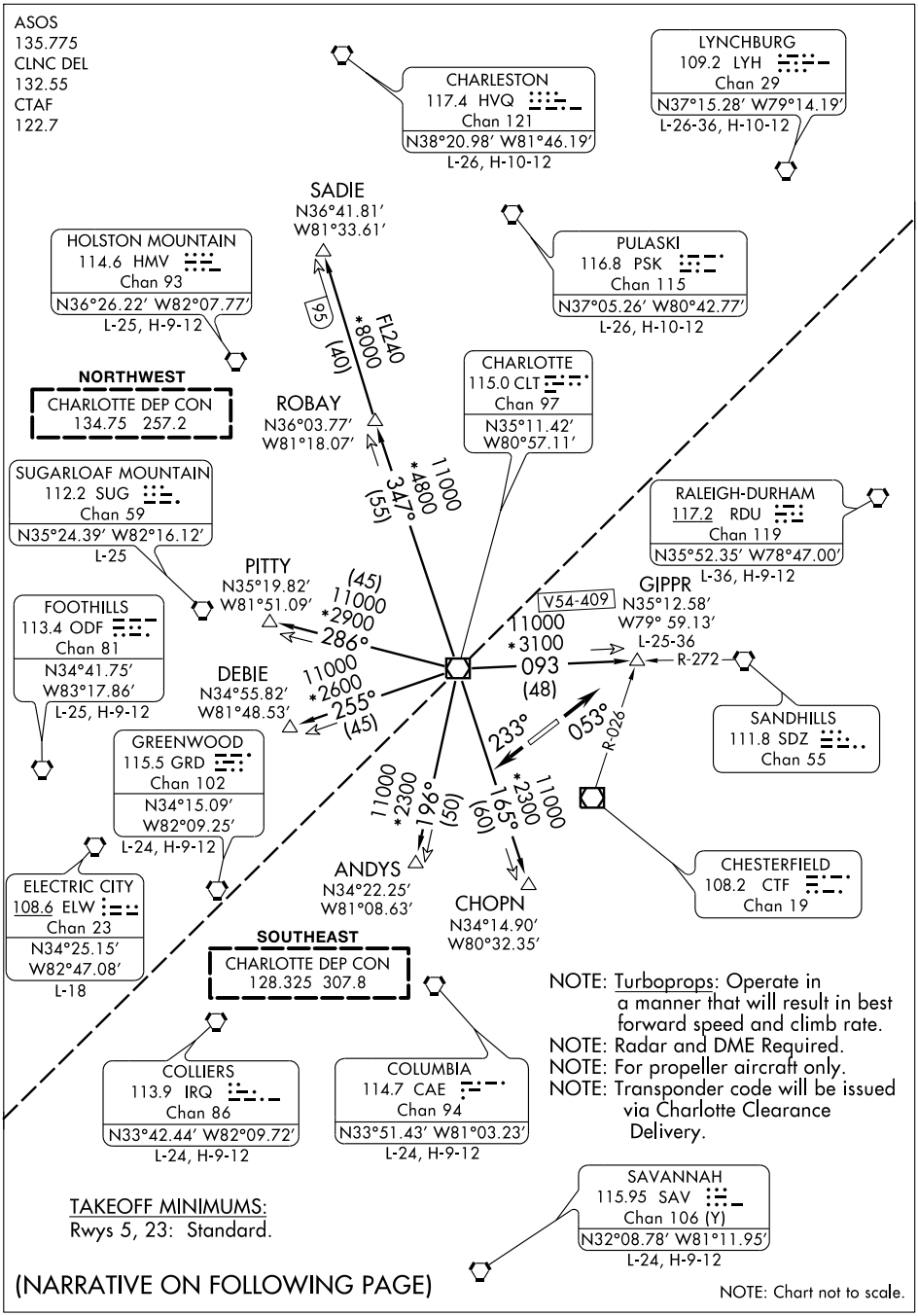
TAKEOFF RUNWAY 5: Climb heading 053°. Thence....
TAKEOFF RUNWAY 23: Climb heading 233°. Thence....
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR6.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA.
MERIL TRANSITION (HOR6.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL.
NALEY TRANSITION (HOR6.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY.

SE-2, 21 OCT 2010 to 18 NOV 2010

HUGO ONE DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
SL-5726 (FAA)
MONROE, NORTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

HUGO ONE DEPARTURE

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (EQY)

(HUG1.HUG) 10154

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°. Thence....
TAKEOFF RUNWAY 23: Climb heading 233°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.
DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.
GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.
PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.
ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.
SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 150′ from DER, 202′ left of centerline, up to 100′ AGL/799′ MSL. Vehicles on road and trees beginning 199′ from DER, 259′ right of centerline, up to 100′ AGL/789′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-EQY	APP CRS	Rwy Idg	5500
109.75	053°	TDZE	679
		Apt Elev	679

ILS or LOC/NDB RWY 5

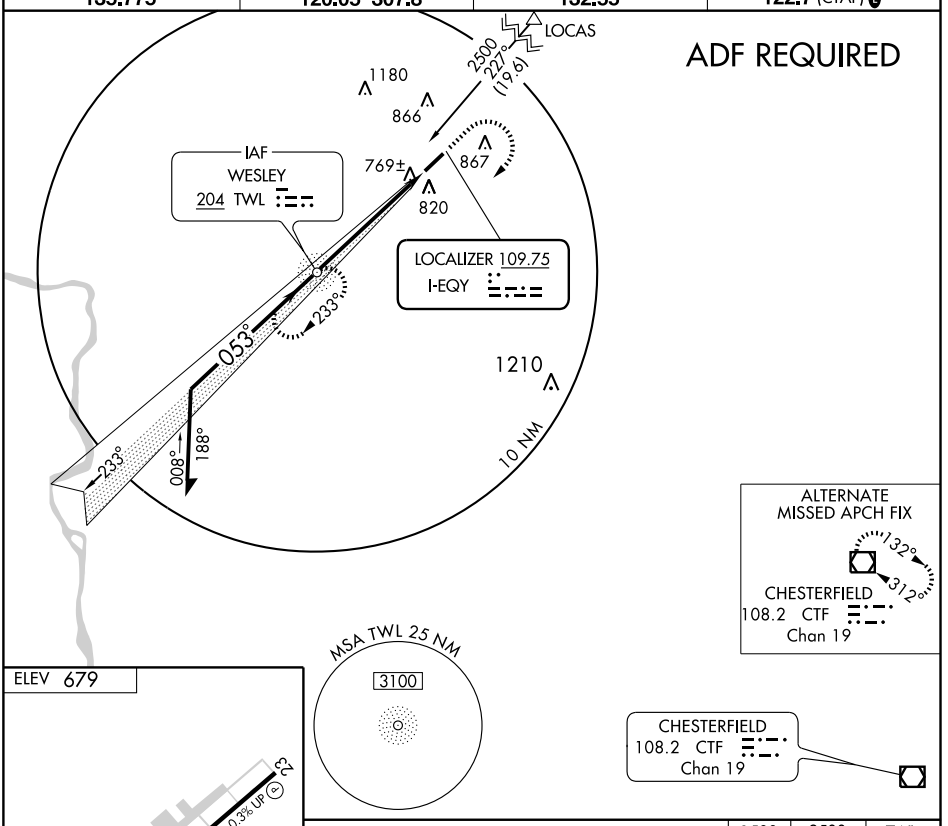
CHARLOTTE-MONROE EXECUTIVE (EQY)

T NA — For inoperative MALSR, increase S-LOC 5 Cat. D visibility to 1 mile. Autopilot coupled approach NA below 1120. ADF required. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs 56 feet/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct TWL NDB and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L



HIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

FAF to MAP 5.3 NM

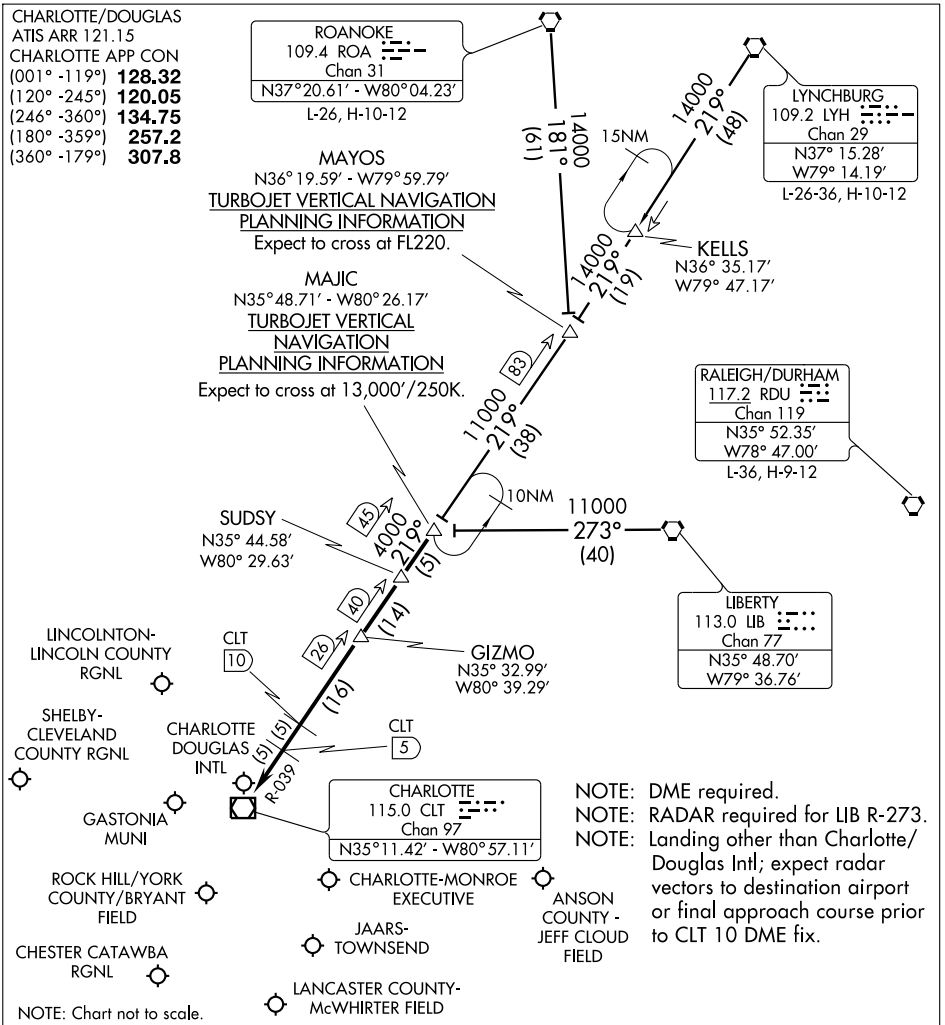
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 5	879-½ 200 (200-½)			
S-LOC 5	1020-½ 341 (400-½)			1020-¾ 341 (400-¾)
CIRCLING	1220-1 541 (600-1)		1220-1½ 541 (600-1½)	1240-2 561 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

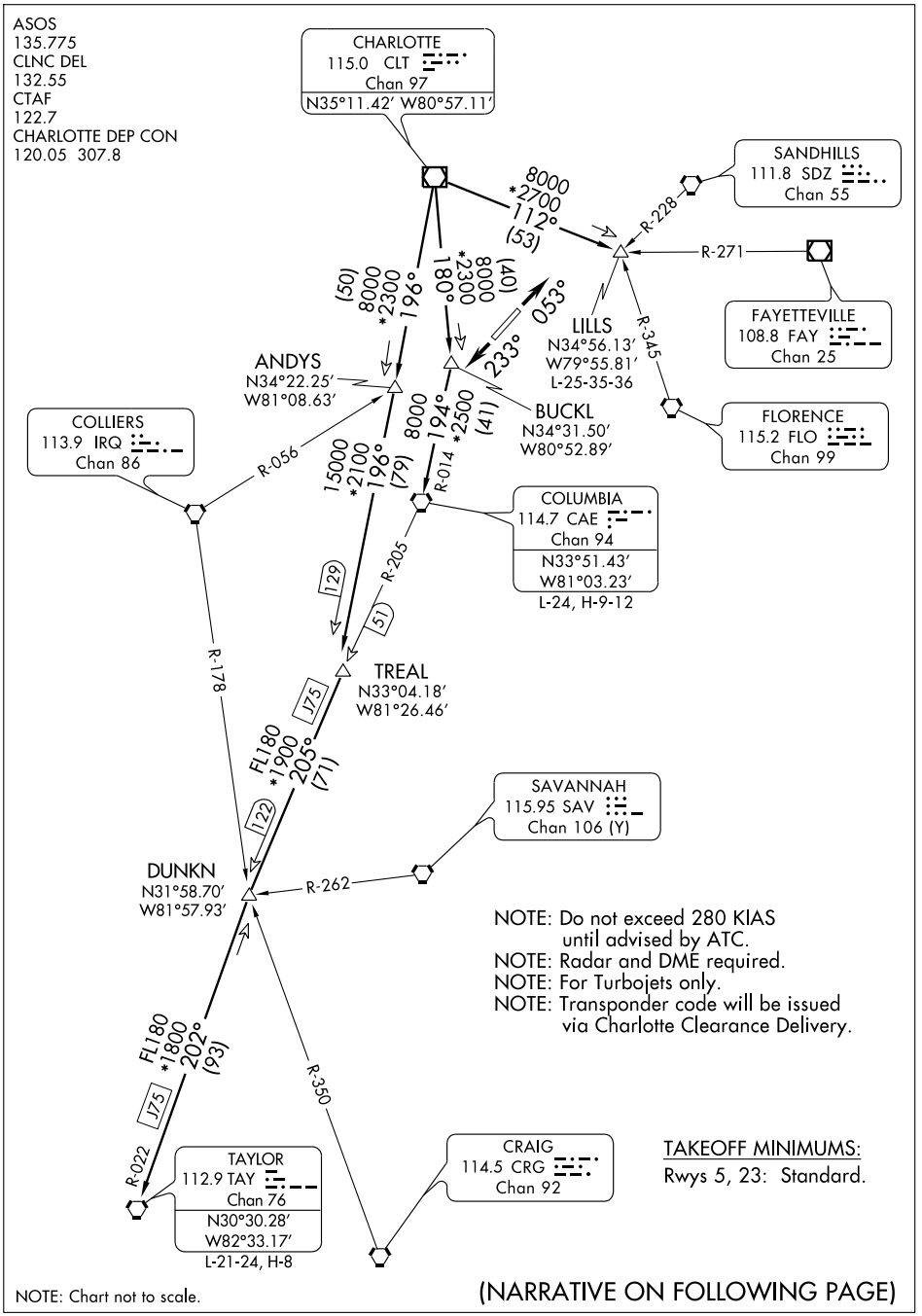
LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

PANTHER ONE DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
SL-5726 (FAA)
MONROE, NORTH CAROLINA



PANTHER ONE DEPARTURE

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (EQY)

(PAN1.PAN) 10154

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°. Thence....
TAKEOFF RUNWAY 23: Climb heading 233°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC.
LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.
TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL and CAE R-205 to DUNKN and TAY R-022 to TAY VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 150′ from DER, 202′ left of centerline, up to 100′ AGL/799′ MSL. Vehicles on road and trees beginning 199′ from DER, 259′ right of centerline, up to 100′ AGL/789′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 66002 W05A	APP CRS 053°	Rwy Idg 5500 TDZE 679 Apt Elev 679

RNAV (GPS) RWY 5

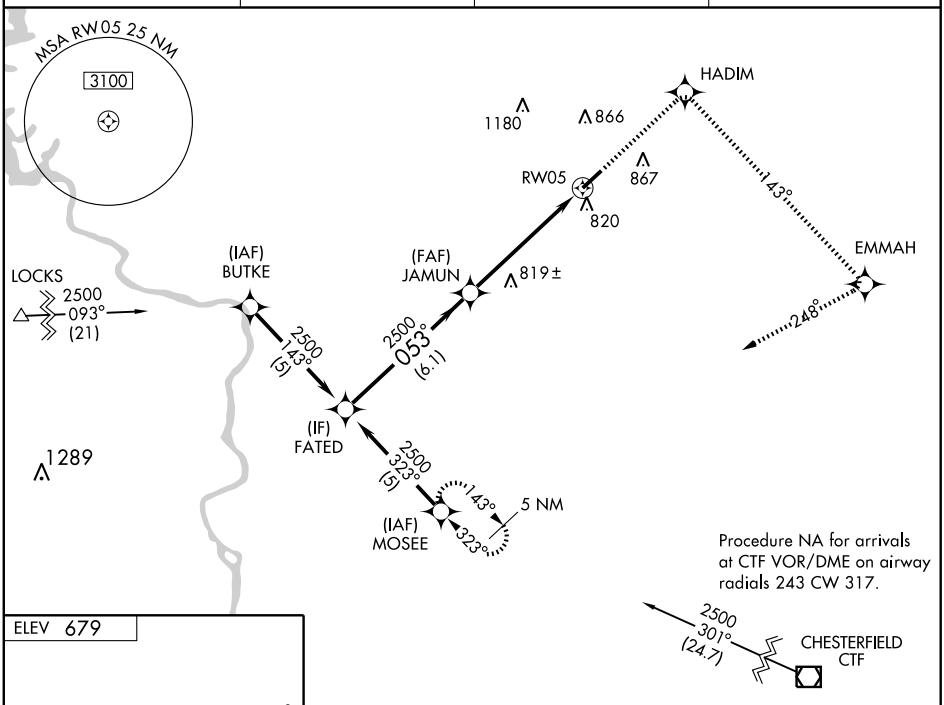
CHARLOTTE-MONROE EXECUTIVE (EQY)

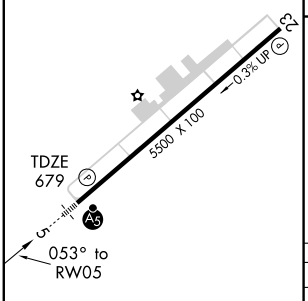
For inoperative MALSR, increase LPV all Cats visibility to 1, and LNAV Cat D to 1¼ . For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs 56 feet/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

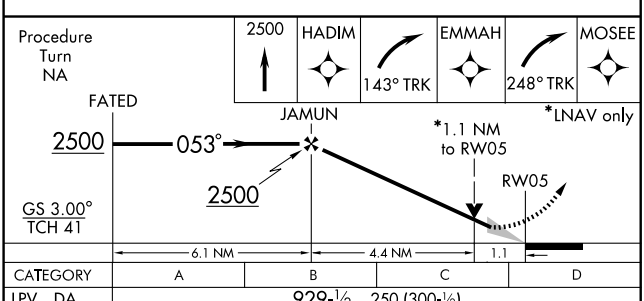
MALSR

MISSED APPROACH: Climb to 2500 direct HADIM then via 143° track to EMMAH and right turn via 248° track to MOSEE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	929-½ 250 (300-½)			
LNAV/VNAV DA	1080-1 401 (500-1)			
LNAV MDA	1080-½ 401 (500-½)		1080-¾ 401 (500-¾)	1080-1 401 (500-1)
CIRCLING	1220-1 541 (600-1)		1220-1½ 541 (600-1½)	1240-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
233°	TDZE	662
	Apt Elev	679

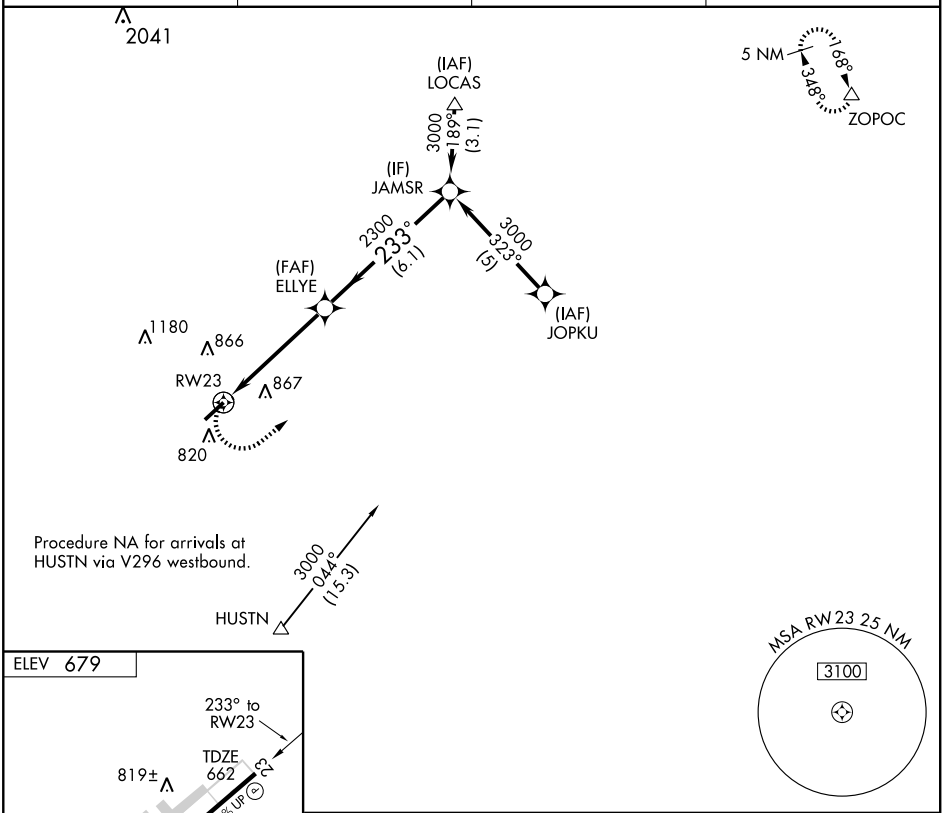
RNAV (GPS) RWY 23

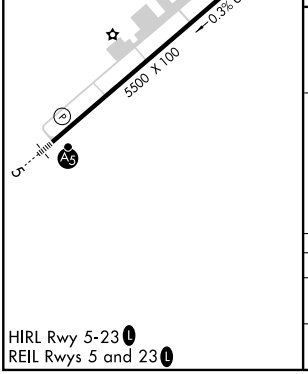
CHARLOTTE-MONROE EXECUTIVE (EQY)

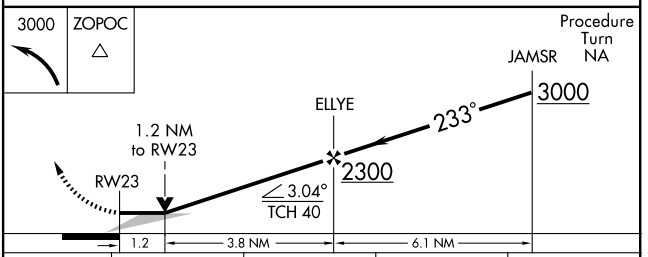
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 60 feet. VDP NA when using Charlotte altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ZOPOC and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1080-1 418 (500-1)		1080-1¼ 418 (500-1¼)	
CIRCLING	1220-1 541 (600-1)		1220-1½ 541 (600-1½)	1240-2 561 (600-2)

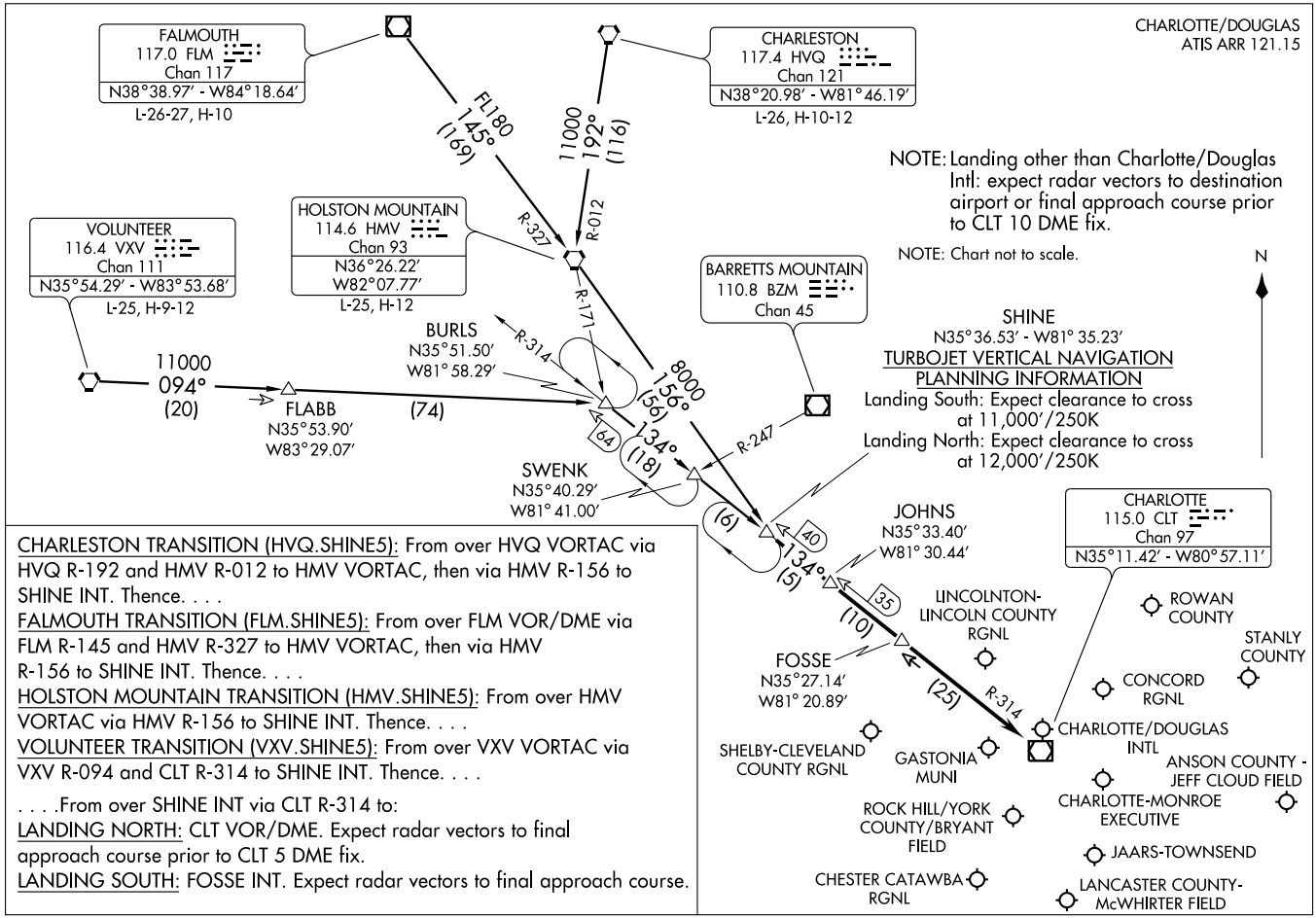
HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

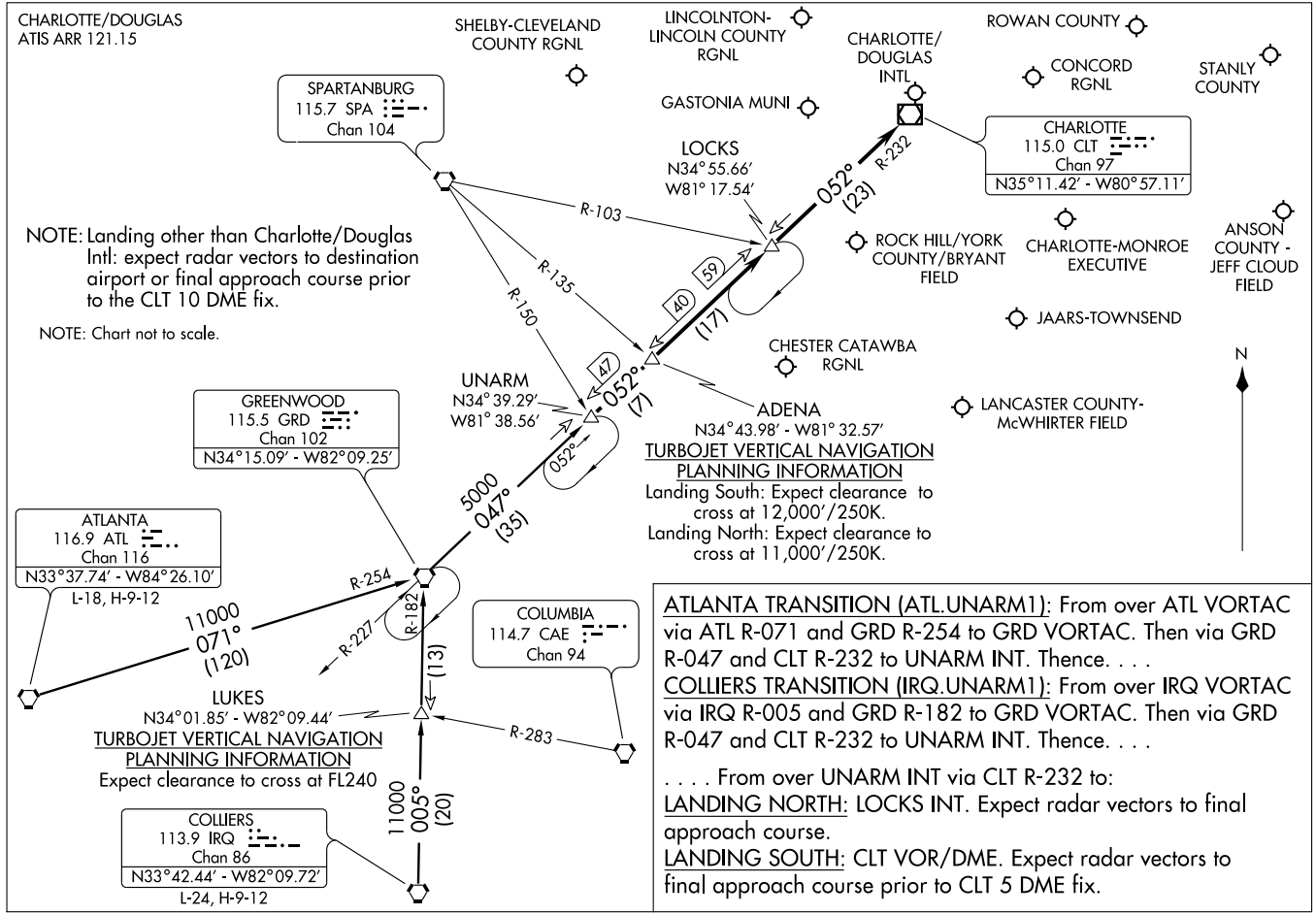
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

APP CRS	Rwy Idg	2962
144°	TDZE	839
	Apt Elev	839

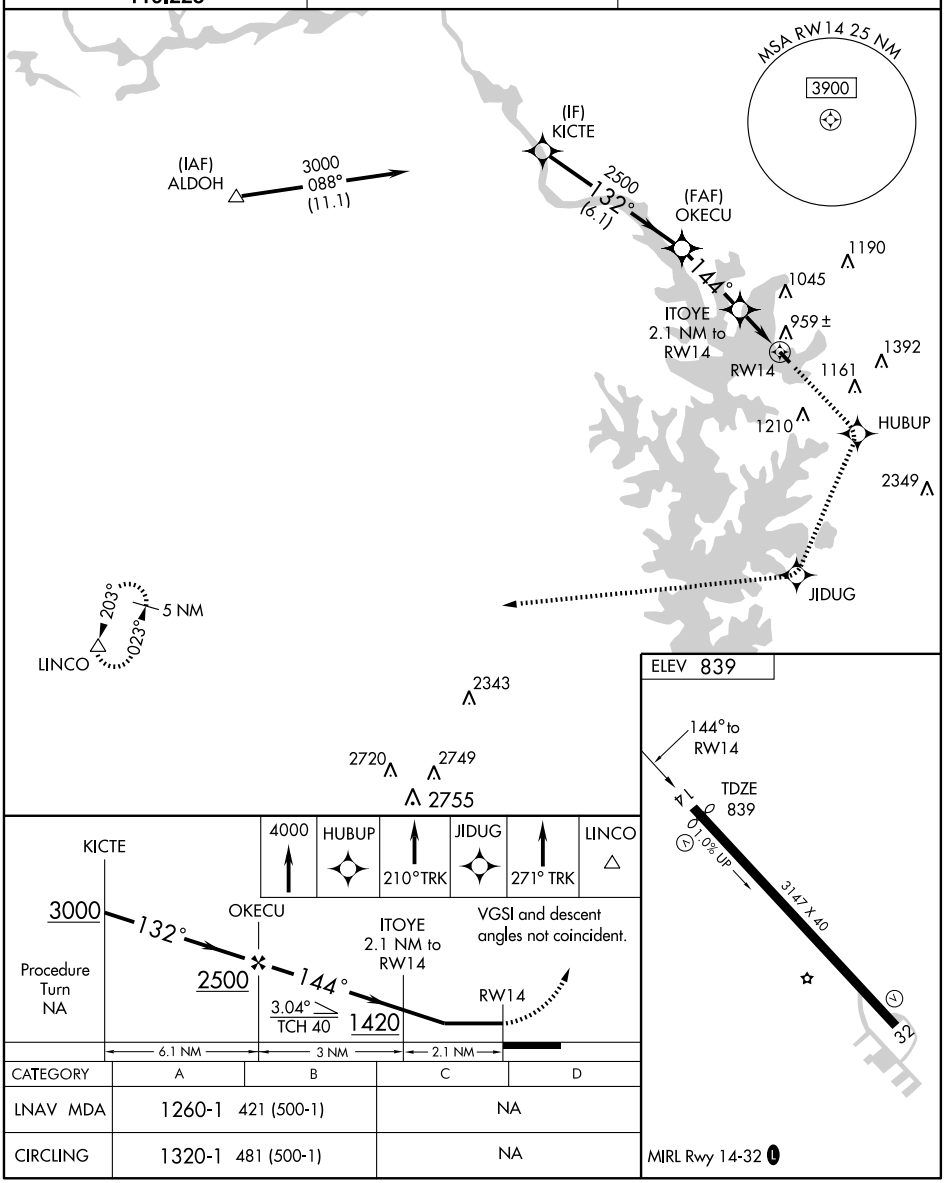
RNAV (GPS) RWY 14

MOORESVILLE/LAKE NORMAN AIRPARK (14A)

Use Statesville altimeter setting; if not received, use Charlotte altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 4000 direct HUBUP and via 210° track to JIDUG and 271° track to LINCO and hold.

STATESVILLE RGNL AWOS-3	CHARLOTTE APP CON	UNICOM
119.225	134.75 257.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 421 (500-1)		NA	
CIRCLING	1320-1 481 (500-1)		NA	

MIRL Rwy 14-32 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MRN	APP CRS	Rwy Idg	5500
111.1	029°	TDZE	1248
		Apt Elev	1270

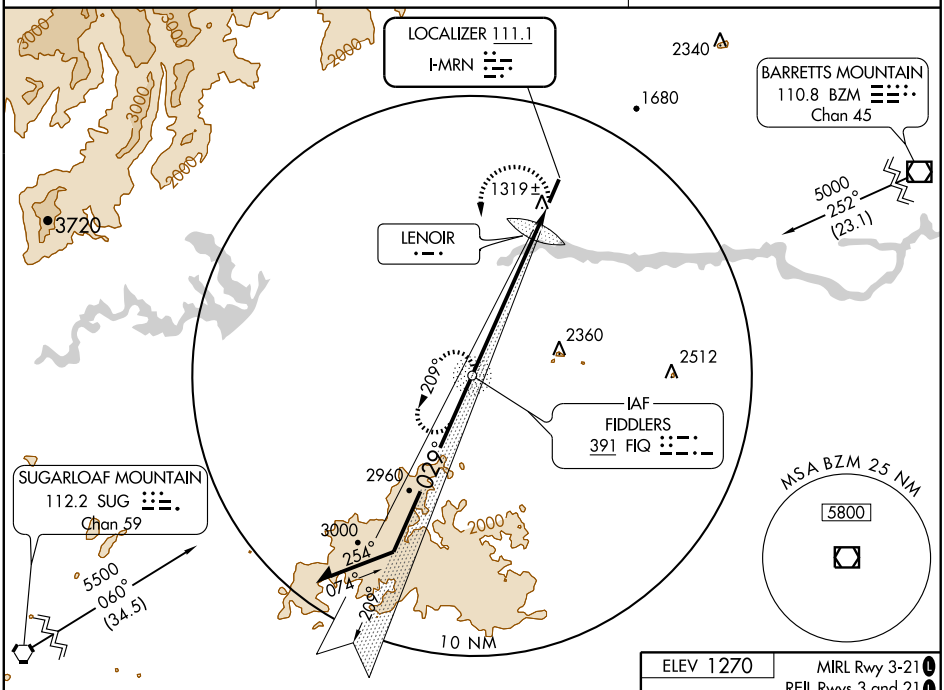
LOC RWY 3

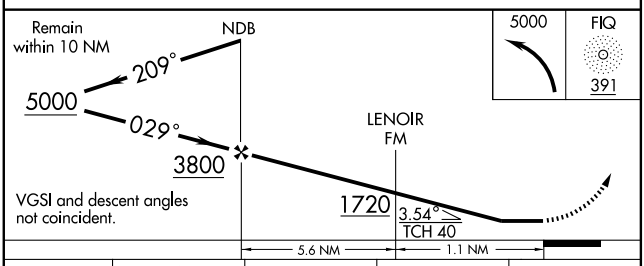
MORGANTON/FOOTHILLS RGNL (MRN)

T NA — ADF REQUIRED

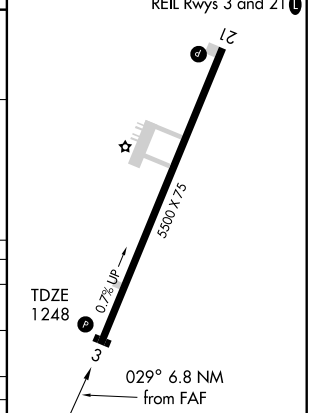
MISSED APPROACH: Climbing left turn to 5000 direct FIQ NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-3	1720-1 472 (500-1)		1720-1¼ 472 (500-1¼)	1720-1½ 472 (500-1½)
CIRCLING	1720-1 450 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)
FM MINIMUMS				
S-3	1580-1 332 (400-1)			
CIRCLING	1700-1 430 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)



FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
031°	TDZE	1248
	Apt Elev	1270

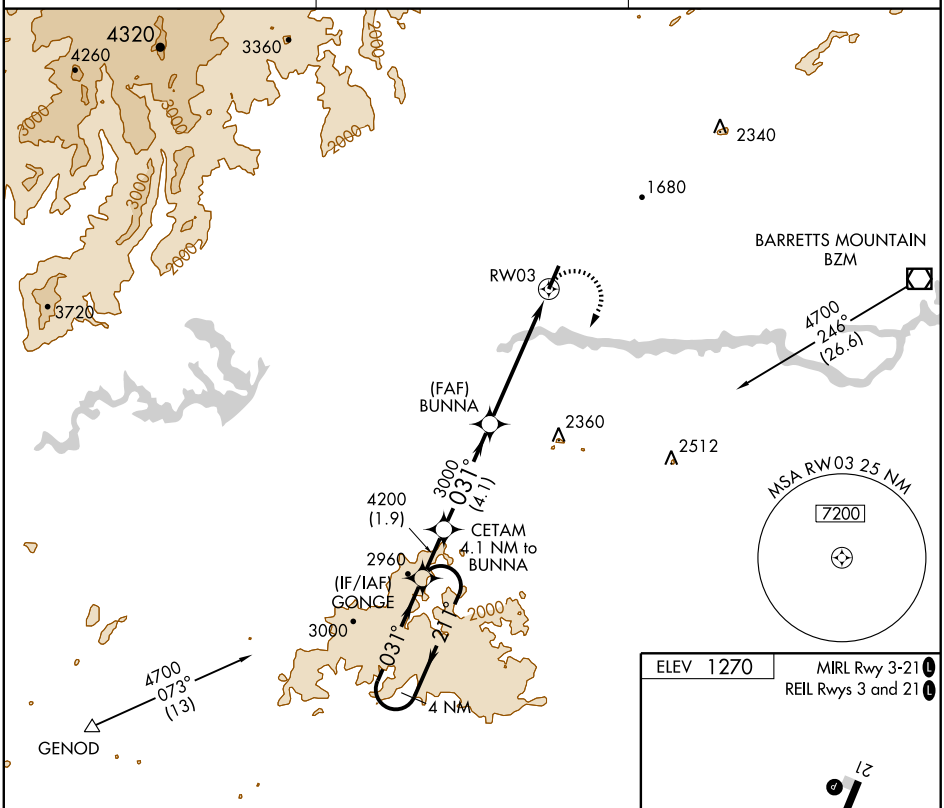
RNAV (GPS) RWY 3

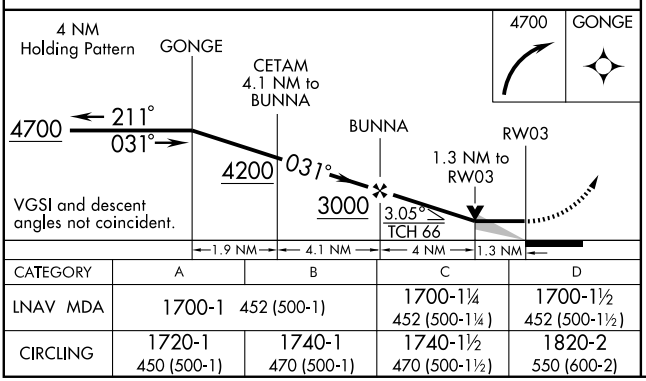
MORGANTON/FOOTHILLS RGNL (MRN)

DME/DME RNP-0.3 NA. Circling to Rwy 21 NA at night. If local altimeter setting not received, use Hickory Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4700 direct GONGE and hold.

AWOS-3	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1700-1 452 (500-1)		1700-1¼ 452 (500-1¼)	1700-1½ 452 (500-1½)
CIRCLING	1720-1 450 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
211°	TDZE	1268
	Apt Elev	1270

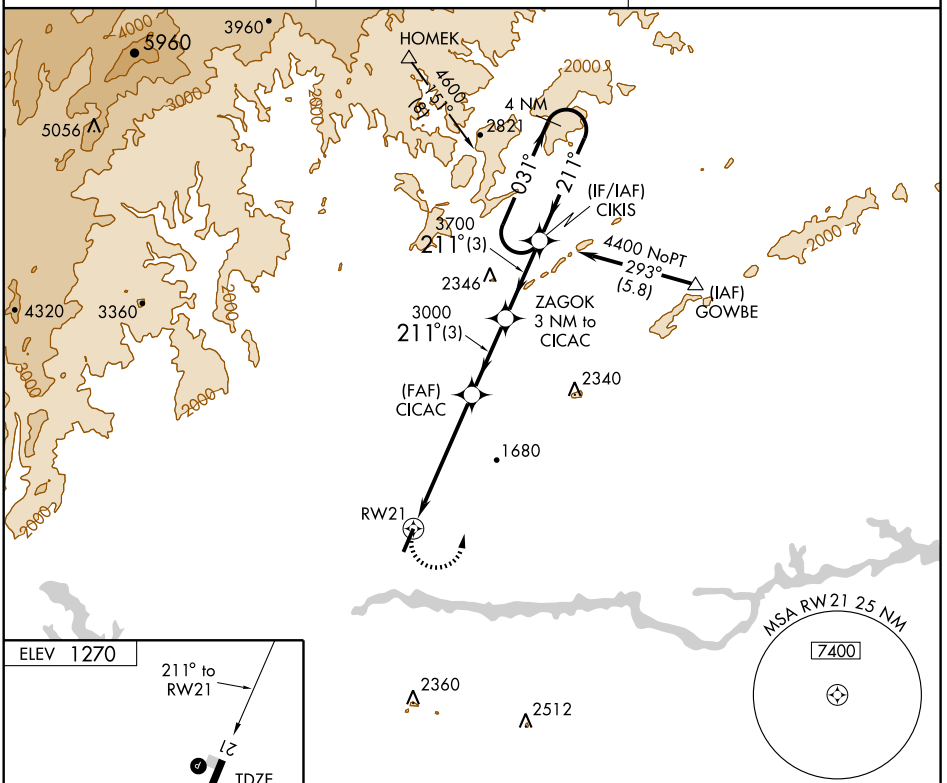
RNAV (GPS) RWY 21

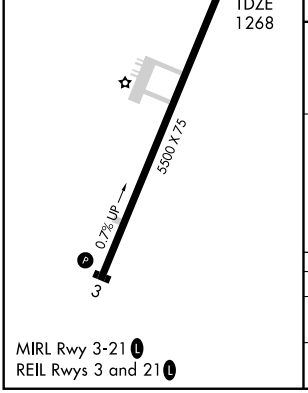
MORGANTON/FOUNDHILLS RGNL (MRN)

If local altimeter setting not received, use Hickory Rgnl altimeter setting and increase all MDAs 40 feet. VDP NA with Hickory Rgnl altimeter setting. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 21 NA at night.

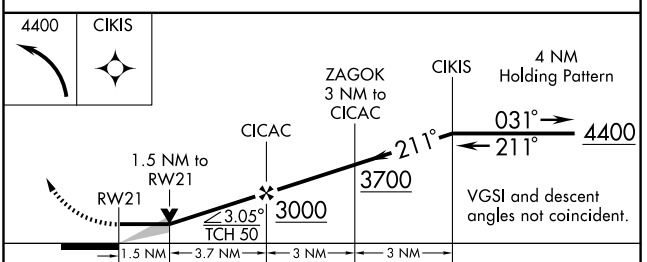
MISSED APPROACH: Climbing left turn to 4400 direct CIKIS and hold.

AWOS-3	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LNAV MDA	1800-1	532 (600-1)	1800-1½ 532 (600-1½)	1800-1¾ 532 (600-1¾)
CIRCLING	1800-1	530 (600-1)	1800-1½ 530 (600-1½)	1820-2 550 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB AZW 223	APP CRS 359°	Rwy Idg 4301 TDZE 1208 Apt Elev 1247

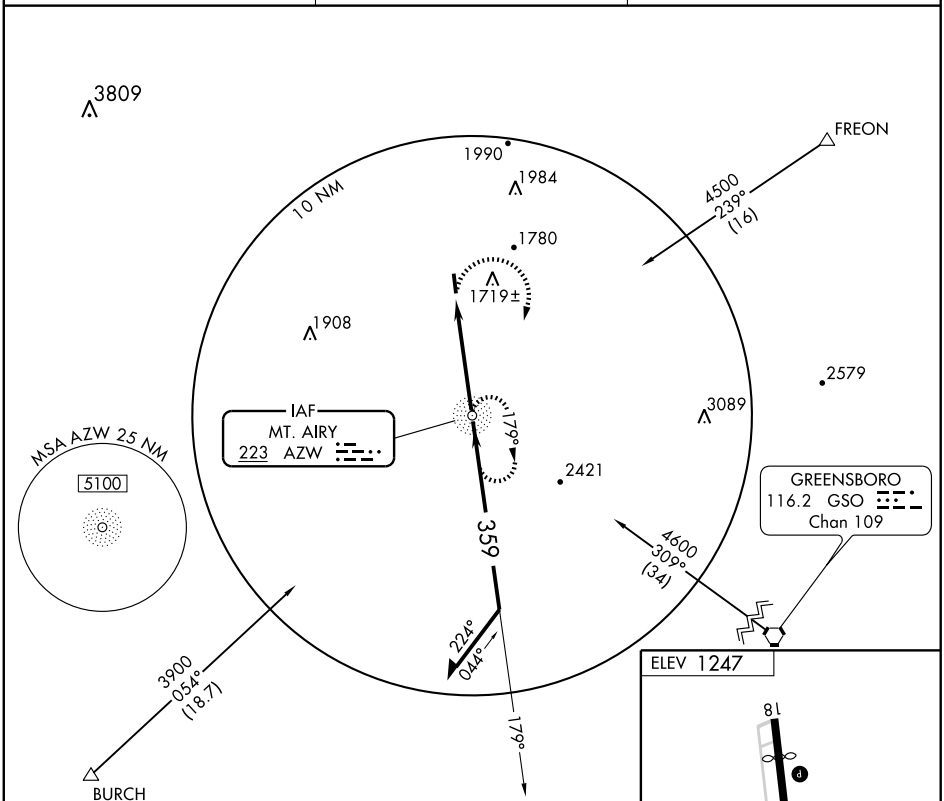
NDB RWY 36

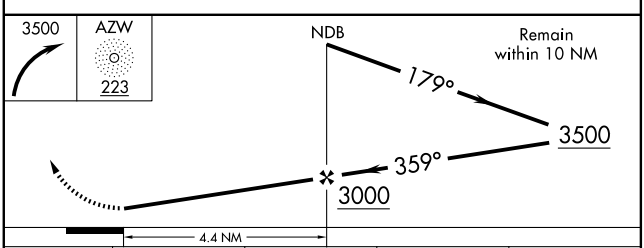
MOUNT AIRY/ SURRY COUNTY (MWK)

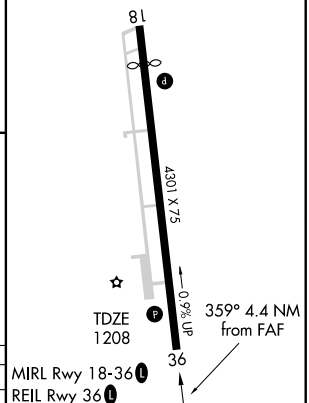
NA — Circling not authorized East of Rwy 18-36.

MISSED APPROACH: Climbing right turn to 3500 direct AZW NDB and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF) L







MIRL Rwy 18-36 L
REIL Rwy 36 L

CATEGORY	A	B	C	D
S-36	2000-1 792 (800-1)	2000-1¼ 792 (800-1¼)	2000-2¼ 792 (800-2¼)	2000-2½ 792 (800-2½)
CIRCLING	2020-1 773 (800-1)	2020-1¼ 773 (800-1¼)	2020-2¼ 773 (800-2¼)	2020-2½ 773 (800-2½)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3811
Ch 58317	180°	TDZE	1241
W18A		Apt Elev	1249

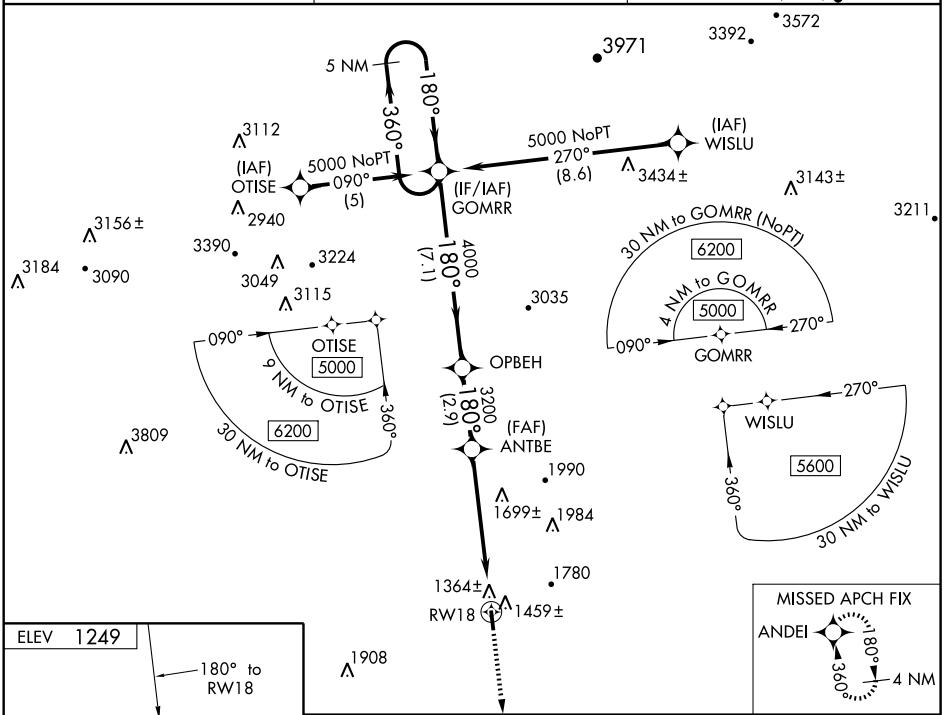
RNAV (GPS) RWY 18

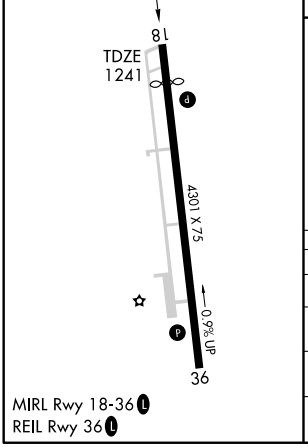
MOUNT AIRY/ SURRY COUNTY (MWK)

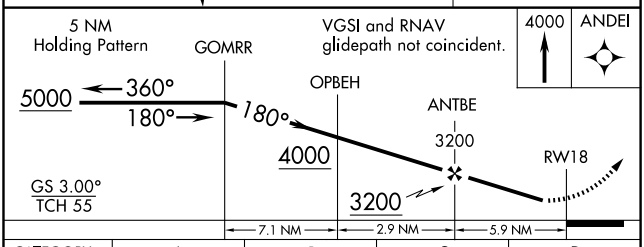
When VGSI inop, procedure NA at night. Baro-VNAV NA when using Wilkes County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Wilkes County altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats B/C/D visibility ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 4000 direct ANDEI and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1592-1¼	351 (400-1¼)		
LNAV/VNAV DA	1893-2¼	652 (700-2¼)		
LNAV MDA	1960-1	719 (800-1)	1960-2 719 (800-2)	1960-2¼ 719 (800-2¼)
CIRCLING	2020-1 771 (800-1)	2020-1¼ 771 (800-1¼)	2080-2½ 831 (900-2½)	2180-3 931 (1000-3)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4301
Ch 99717	360°	TDZE	1228
W36A		Apt Elev	1249

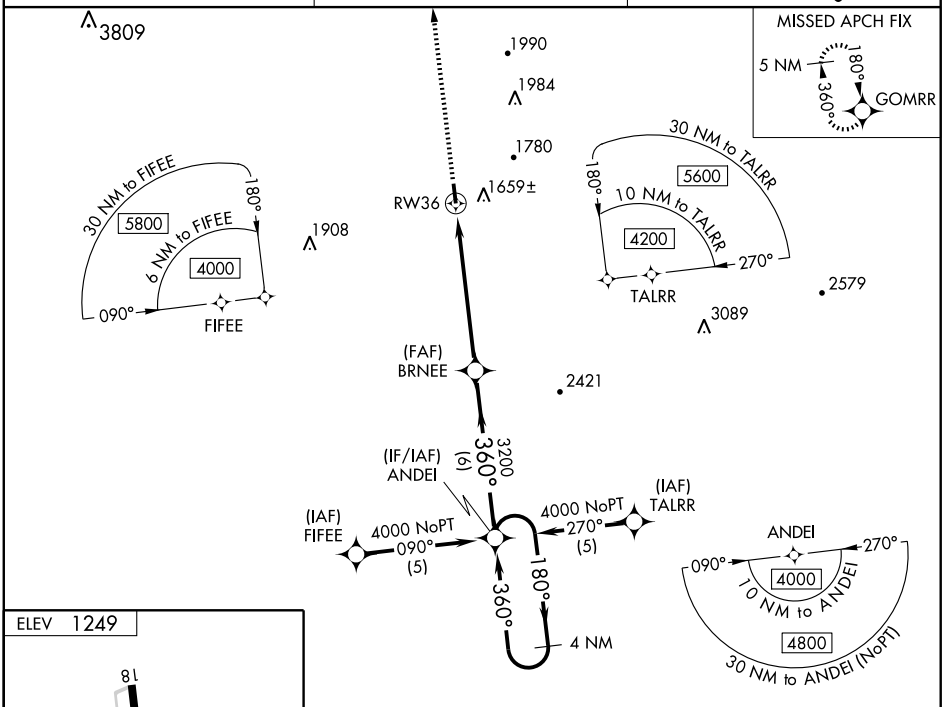
RNAV (GPS) RWY 36

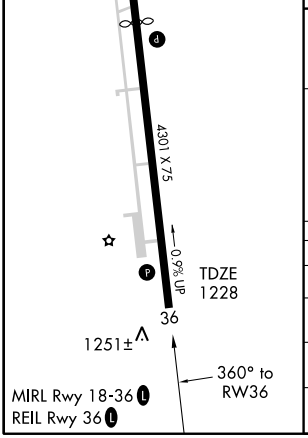
MOUNT AIRY/ SURRY COUNTY (MWK)

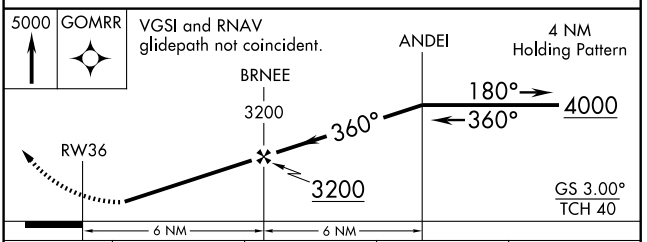
When VGSI inop, procedure NA at night. Baro-VNAV NA when using Wilkes County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes County altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats B/C/D visibility ¼ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct GOMRR and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1533-1¼		305 (300-1¼)	
LNAV/VNAV DA	1810-2¼		582 (600-2¼)	
LNAV MDA	1920-1 692 (700-1)		1920-2 692 (700-2)	1920-2¼ 692 (700-2¼)
CIRCLING	2020-1 771 (800-1)	2020-1¼ 771 (800-1¼)	2080-2½ 831 (900-2½)	2180-3 931 (1000-3)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ISO	APP CRS	Rwy Idg	N/A
109.6	255°	TDZE	N/A
Chan 33		Apt Elev	168

VOR or GPS-A

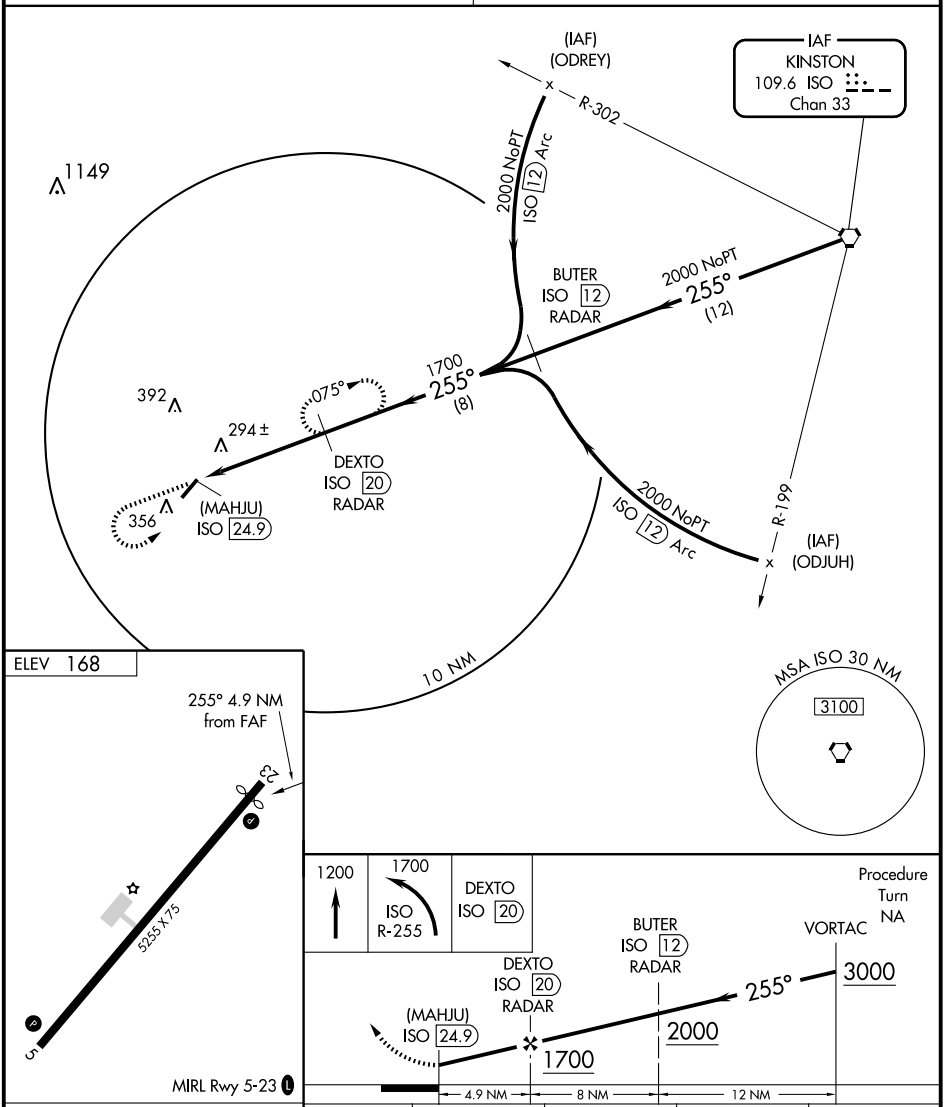
MOUNT OLIVE MUNI (W40)

Use Seymour Johnson AFB altimeter setting.
RADAR OR DME REQUIRED

MISSED APPROACH: Climb to 1200 then climbing left turn to 1700 via ISO R-255 to DEXTO/20 DME and hold.

SEYMOUR JOHNSON APP CON ★
119.7 273.6

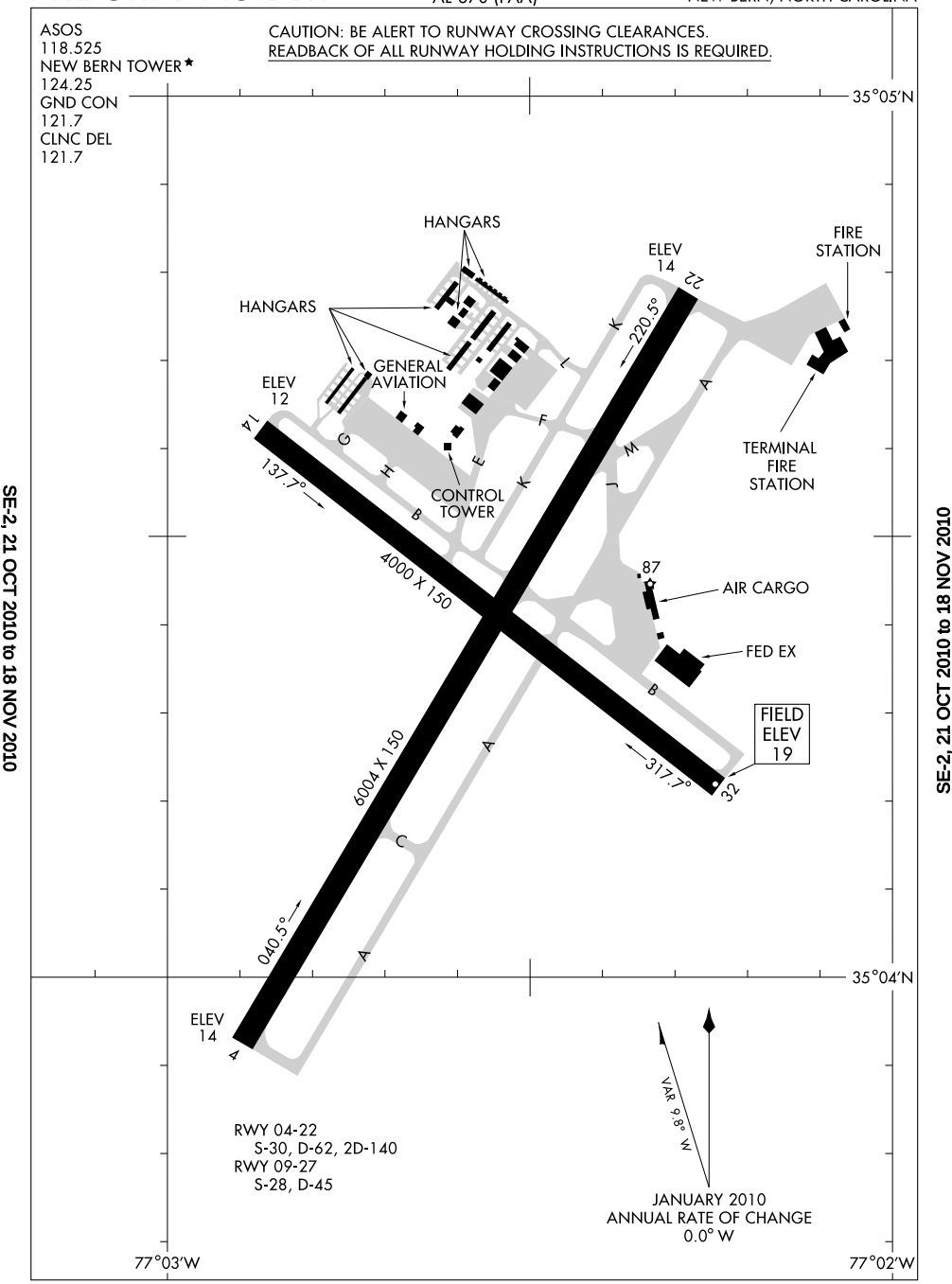
UNICOM
122.8 (CTAF) L



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
CIRCLING	700-1 532 (600-1)	700-1¼ 532 (600-1¼)	700-1½ 532 (600-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-EWN	APP CRS	Rwy Idg	6004
110.5	038°	TDZE	17
		Apt Elev	19

ILS or LOC RWY 4

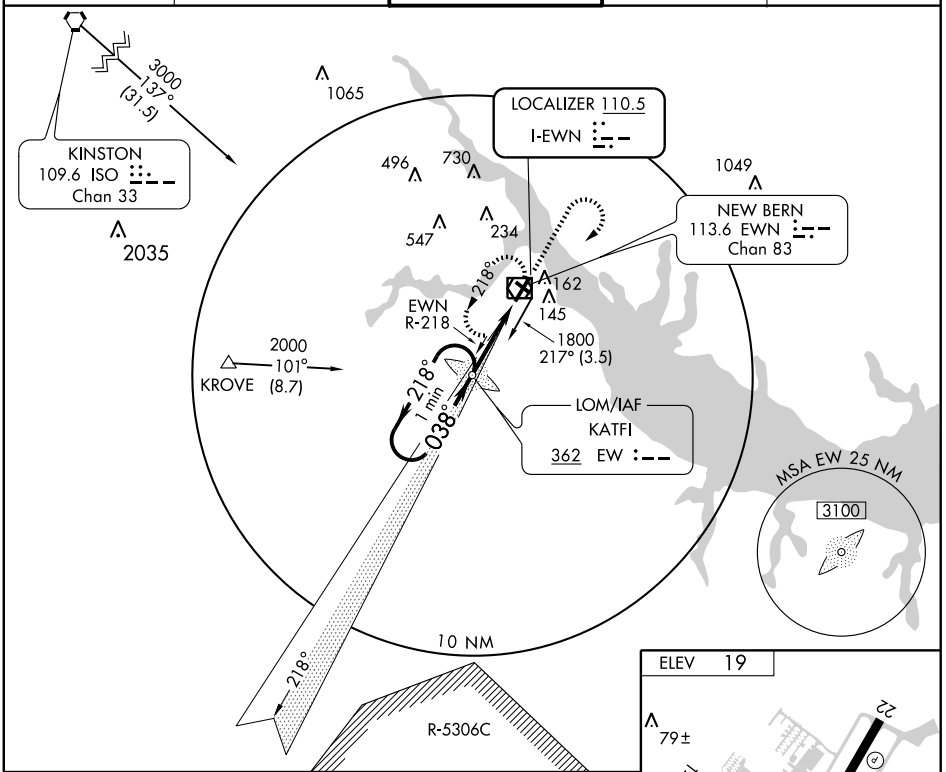
NEW BERN/COASTAL CAROLINA RGNL (EWN)

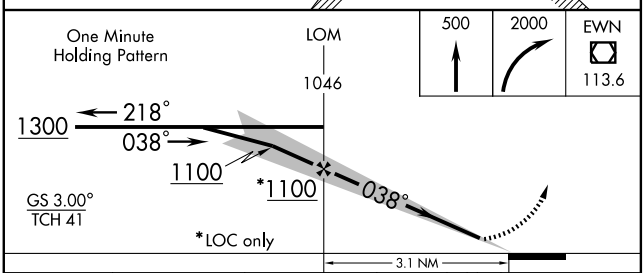
ASR

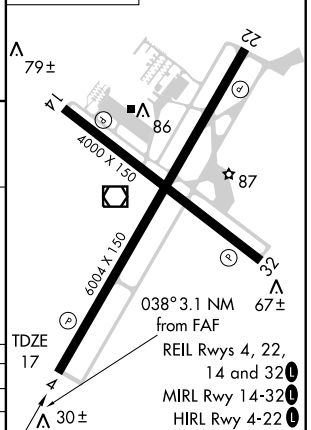
Circling to Rwy 14 NA at night.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7







CATEGORY	A	B	C	D
S-ILS 4	267-¾ 250 (300-¾)			
S-LOC 4	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	560-1 541 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6004
CH 69402	039°	TDZE	16
W04A		Apt Elev	19

RNAV (GPS) RWY 4

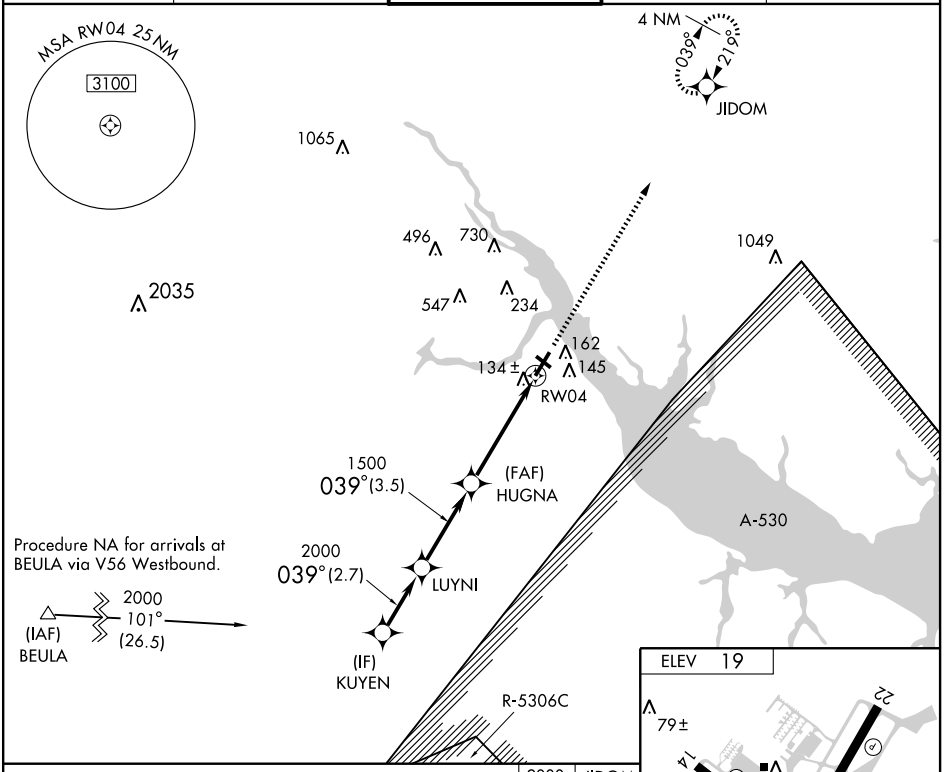
NEW BERN/COASTAL CAROLINA RGNL (EWN)

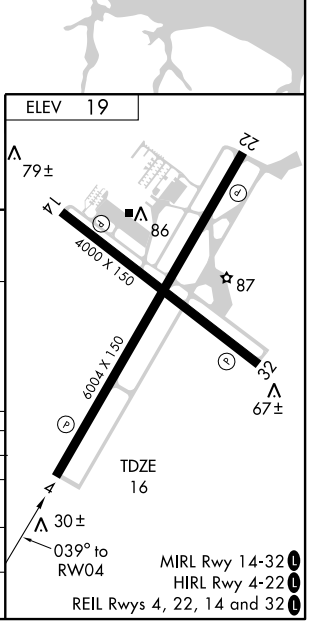
ASR

If local altimeter setting not received, use Cherry Point altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (119° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JIDOM and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7

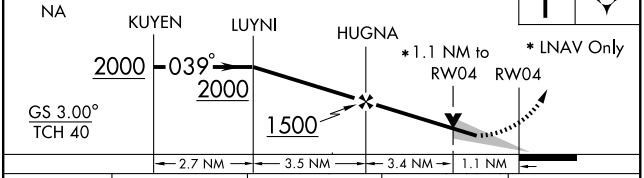




Procedure Turn NA

VGSI and RNAV glidepath not coincident.

2000 JIDOM



CATEGORY	A	B	C	D
LPV DA	328-1	312 (400-1)		
LNAV/VNAV DA	404-1½	388 (400-1½)		
LNAV MDA	400-1	384 (400-1)		400-1¼ 384 (400-1¼)
CIRCLING	480-1½	461 (500-1½)		580-2 561 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6004
CH 63002	219°	TDZE	17
W22A		Apt Elev	19

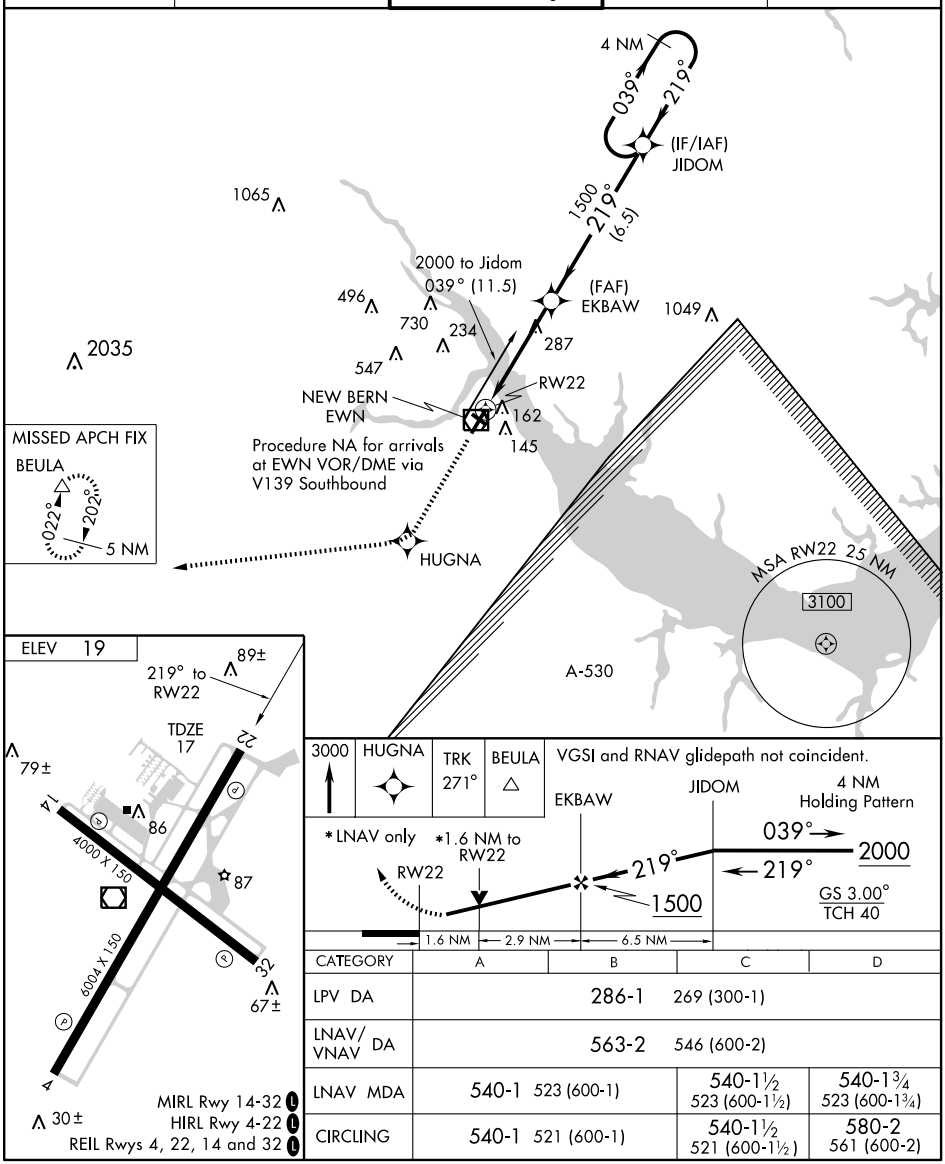
RNAV (GPS) RWY 22

NEW BERN/COASTAL CAROLINA RGNL (EWN)

▼ ▲ ASR — If local altimeter setting not received, use Cherry Point altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HUGNA and via 271° track to BEULA and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7



CATEGORY	A	B	C	D
LPV DA	286-1	269 (300-1)		
LNAV/ VNAV DA	563-2	546 (600-2)		
LNAV MDA	540-1	523 (600-1)	540-1½ 523 (600-1½)	540-1¾ 523 (600-1¾)
CIRCLING	540-1	521 (600-1)	540-1½ 521 (600-1½)	580-2 561 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME EWN	APP CRS	Rwy Idg 6004
113.6	038°	TDZE 16
Chan 83		Apt Elev 19

VOR RWY 4

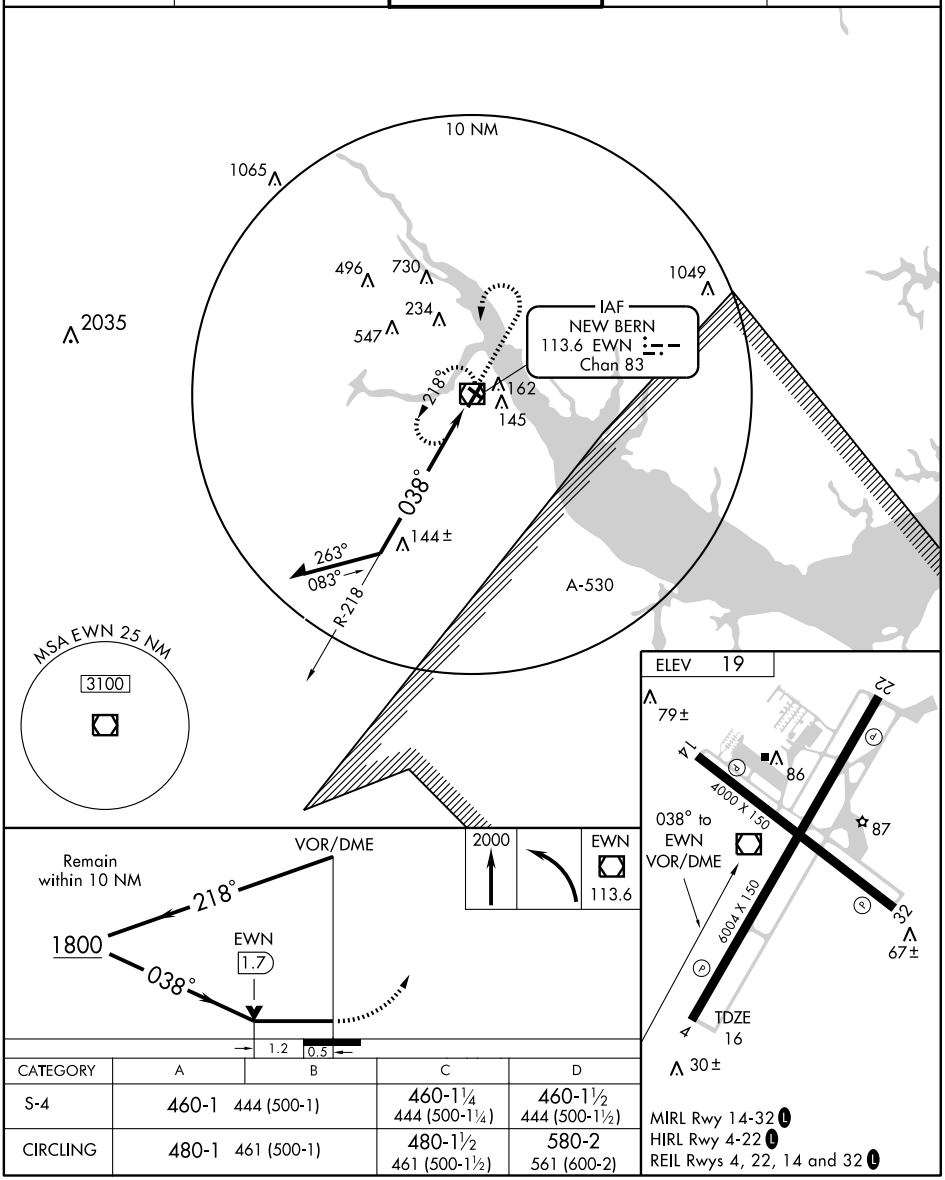
NEW BERN/COASTAL CAROLINA RGNL (EWN)

ASR

Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet. VDP NA when using Cherry Point altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7



CATEGORY	A	B	C	D
S-4	460-1	444 (500-1)	460-1¼ 444 (500-1¼)	460-1½ 444 (500-1½)
CIRCLING	480-1	461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)

MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME EWN	APP CRS	Rwy Idg	6004
113.6	226°	TDZE	17
Chan 83		Apt Elev	19

VOR RWY 22

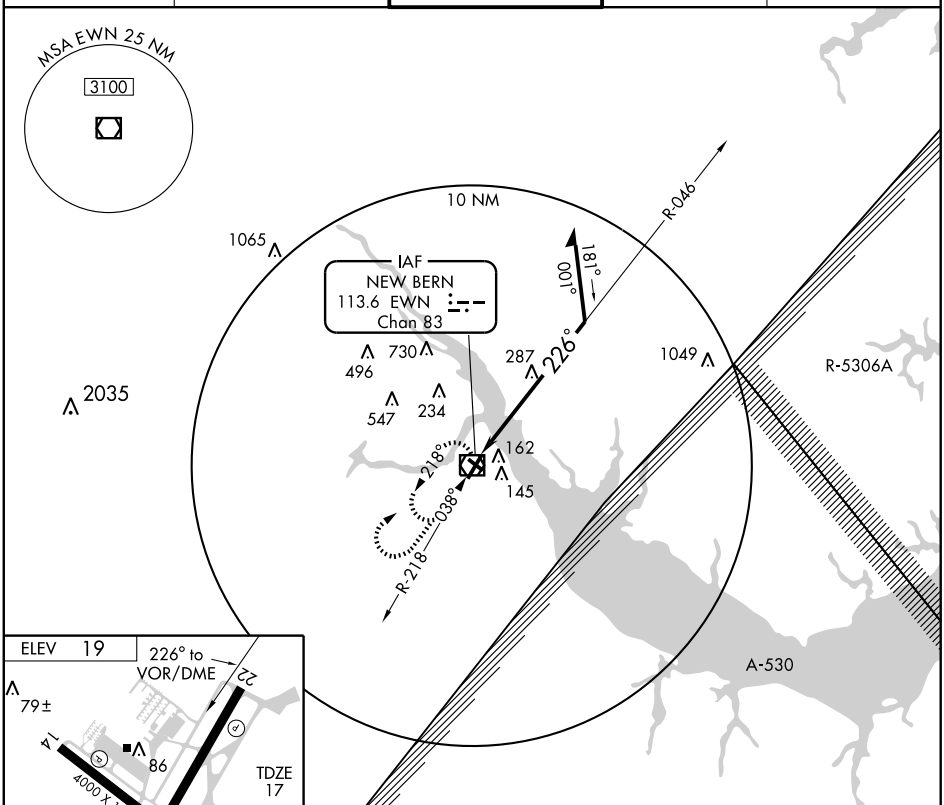
NEW BERN/COASTAL CAROLINA RGNL (EWN)

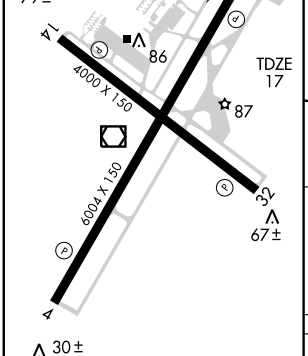
Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet. VDP NA when using Cherry Point altimeter setting.

ASR

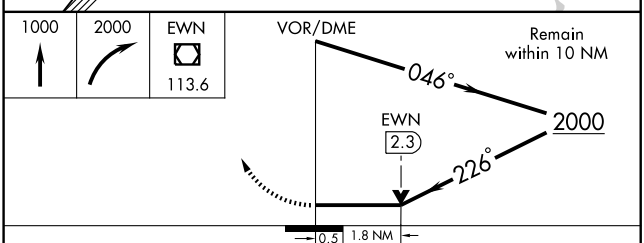
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7





MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L



CATEGORY	A	B	C	D
S-22	600-1 583 (600-1)		600-1½ 583 (600-1½)	600-1¾ 583 (600-1¾)
CIRCLING	600-1 581 (600-1)		600-1½ 581 (600-1½)	600-2 581 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6200
005°	TDZE	1277
	Apt Elev	1301

GPS RWY 1

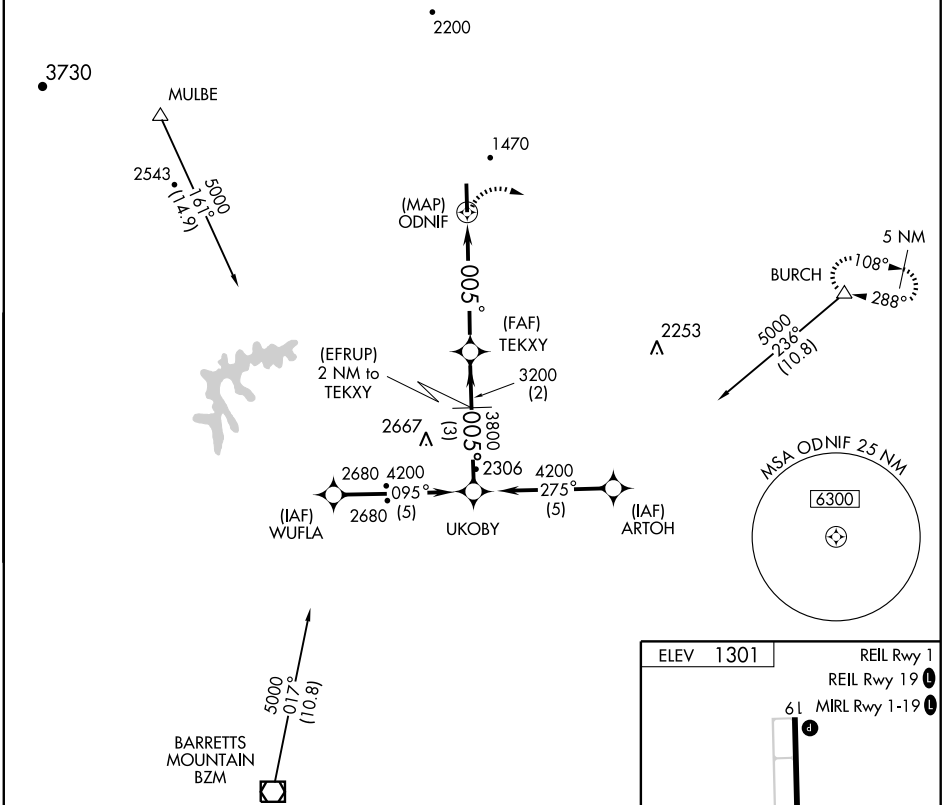
NORTH WILKESBORO/ WILKES COUNTY (UKF)

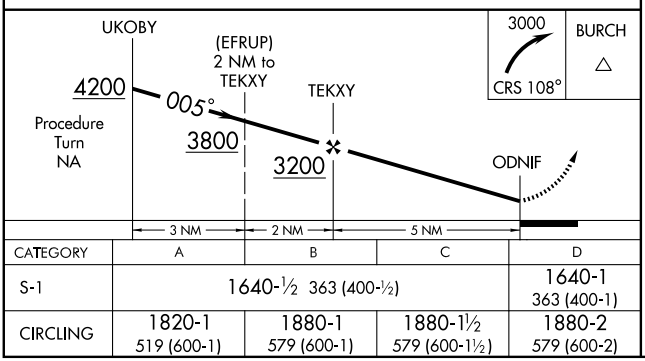
For inoperative MALSR, increase S-1 Cat D visibility to 1¼ miles.

MALSR

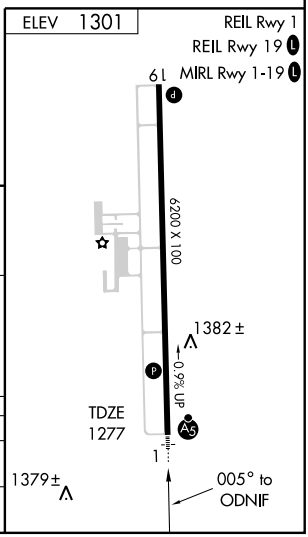
MISSED APPROACH: Climbing right turn to 3000 via 108° course to BURCH WP and hold.

AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-1	1640-½ 363 (400-½)			1640-1 363 (400-1)
CIRCLING	1820-1 519 (600-1)	1880-1 579 (600-1)	1880-1½ 579 (600-1½)	1880-2 579 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UKF	APP CRS	Rwy Idg	6200
111.55	005°	TDZE	1277
Chan 52 (Y)		Apt Elev	1301

ILS RWY 1

NORTH WILKESBORO/ WILKES COUNTY (UKF)

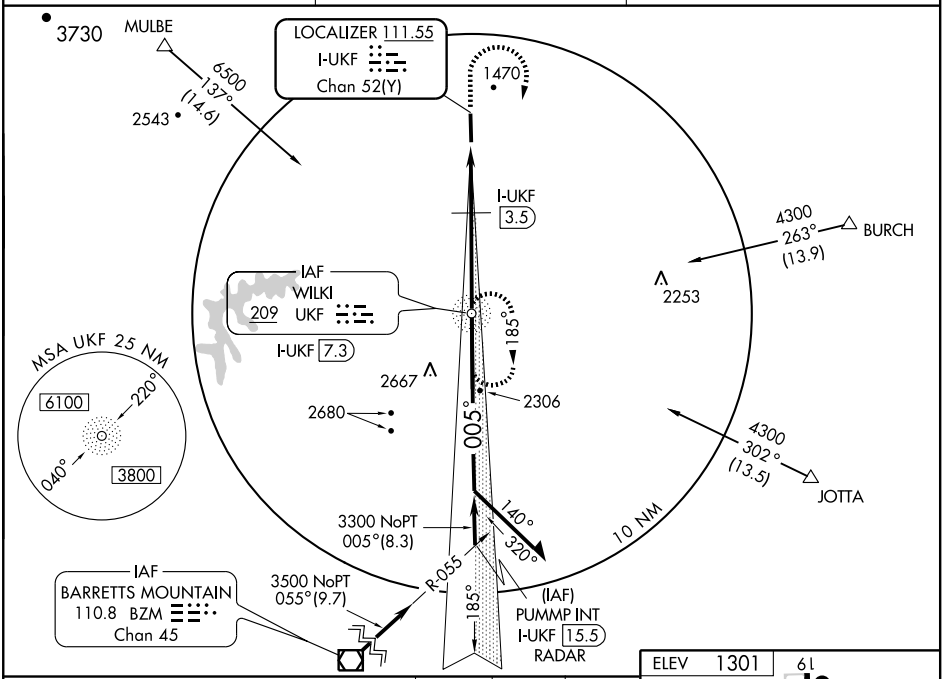
NA

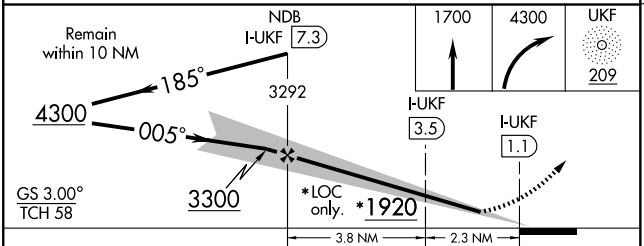
DME MINIMUMS: For inoperative MALSR, increase S-LOC 1 Cat D visibility to 1 mile. ADF REQUIRED

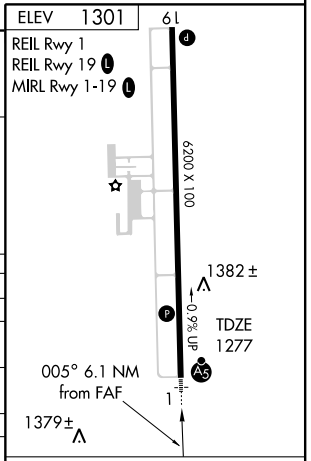
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 4300 direct WILKI NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	1477-½ 200 (200-½)			
S-LOC 1	1920-½ 643 (700-½)		1920-1¼ 643 (700-1¼)	1920-1½ 643 (700-1½)
CIRCLING	1920-1 619 (700-1)		1920-1¾ 619 (700-1¾)	1920-2 619 (700-2)
DME MINIMUMS				
S-LOC 1	1580-½ 303 (300-½)			1580-¾ 303 (300-¾)
CIRCLING	1820-1 519 (600-1)	1880-1 579 (600-1)	1880-1½ 579 (600-1½)	1880-2 579 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

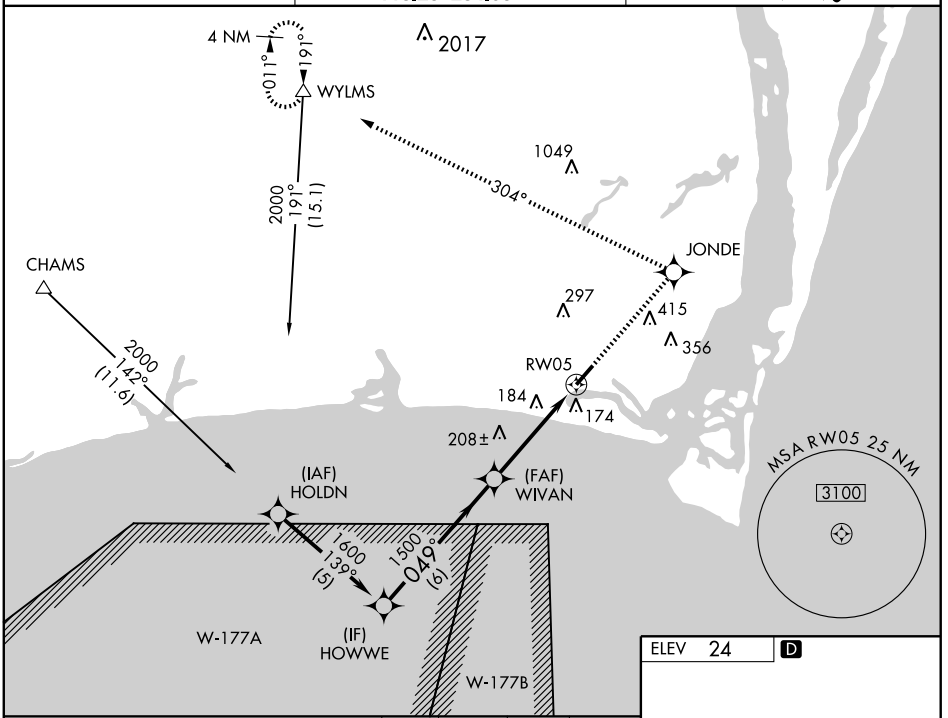
CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

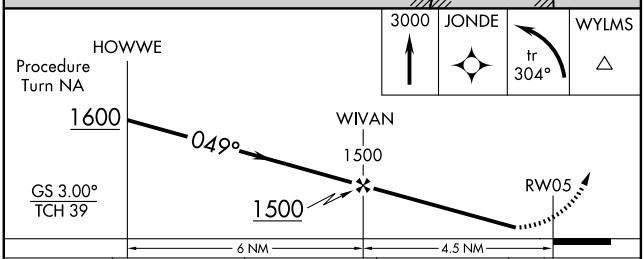
WAAS	APP CRS	Rwy Idg	5505
Ch 86917	049°	TDZE	24
W05A		Apt Elev	24

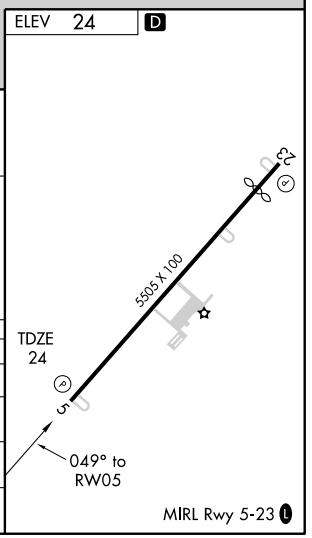
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JONDE and left turn via track 304° to WYLMS and hold.

AWOS-3	WILMINGTON APP CON	UNICOM
124.175	118.25 284.65	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			NA
LNAV/VNAV DA	460-1½ 436 (500-1½)			NA
LNAV MDA	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	NA
CIRCLING	480-1 456 (500-1)		520-1½ 496 (500-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
229°	TDZE	23
	Apt Elev	25

RNAV (GPS) RWY 23

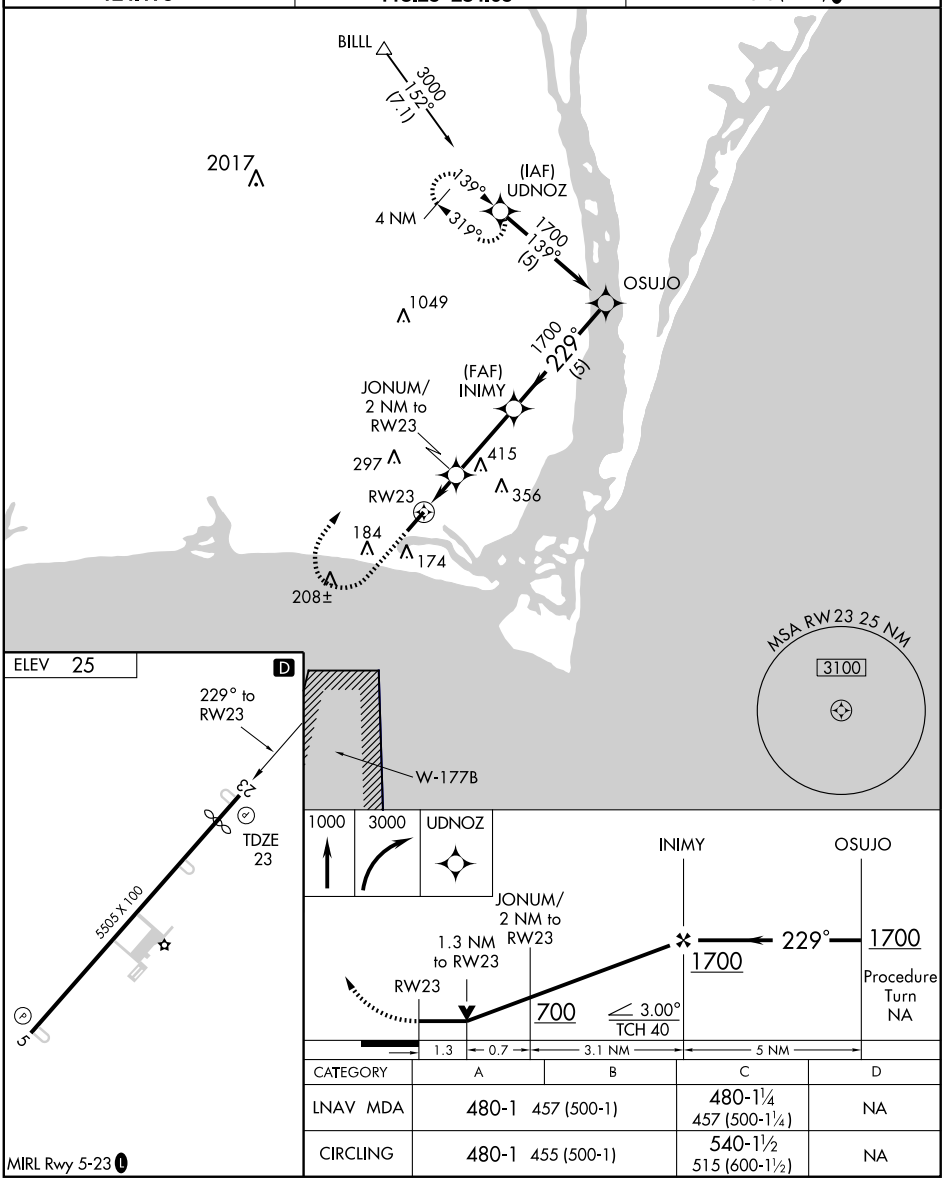
CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 60 feet. VDP NA with Wilmington altimeter setting.

NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UDNOZ WP and hold.

AWOS-3	WILMINGTON APP CON	UNICOM
124.175	118.25 284.65	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1 457 (500-1)		480-1¼ 457 (500-1¼)	NA
CIRCLING	480-1 455 (500-1)		540-1½ 515 (600-1½)	NA

MIRL Rwy 5-23 L

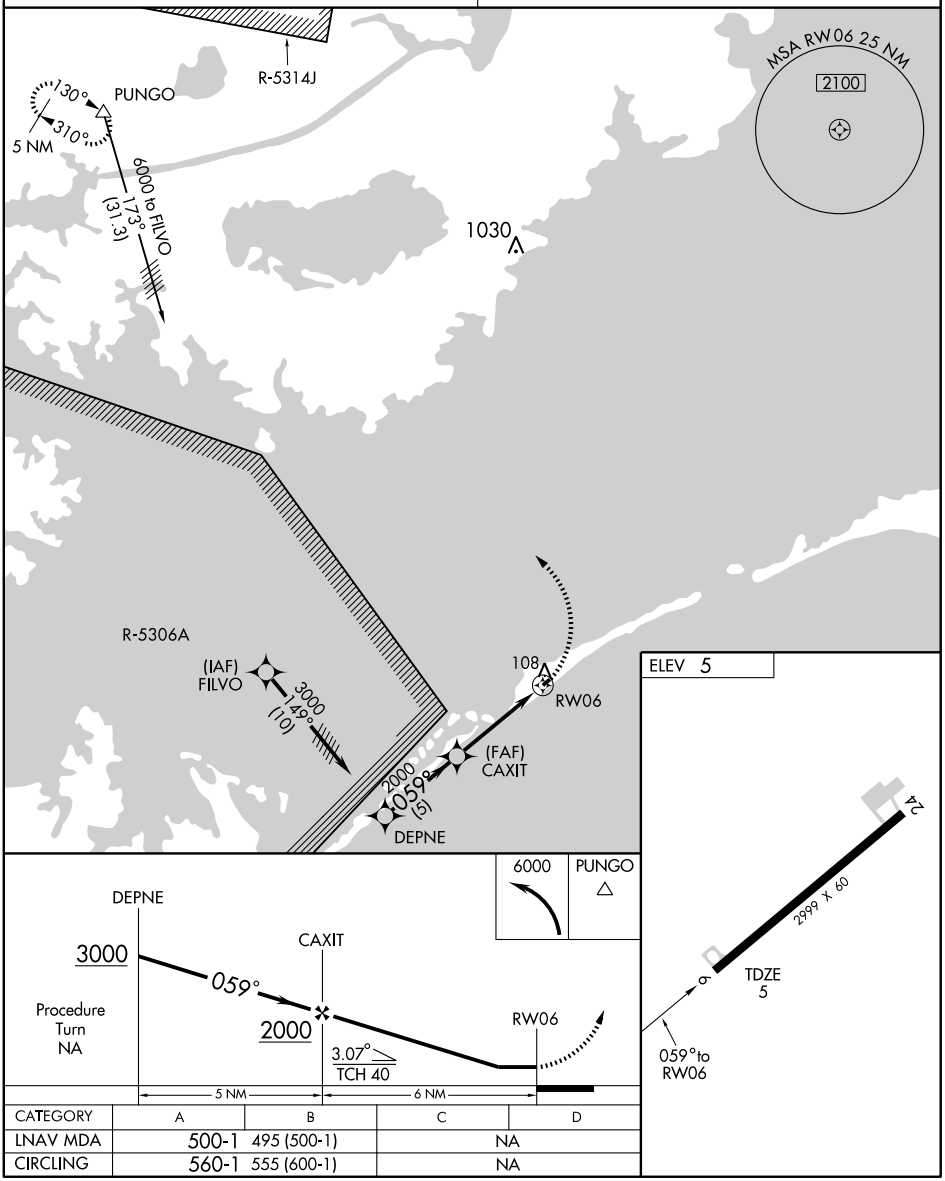
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2999
059°	TDZE	5
	Apt Elev	5

RNAV (GPS) RWY 6

OCRACOKE ISLAND (W95)

NA	MISSED APPROACH: Climbing left turn to 6000 direct PUNGO WP and hold.
Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	
CHERRY POINT APP CON 119.75 360.775	CTAF 122.9



CATEGORY	A	B	C	D
LNAV MDA	500-1	495 (500-1)	NA	
CIRCLING	560-1	555 (600-1)	NA	

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

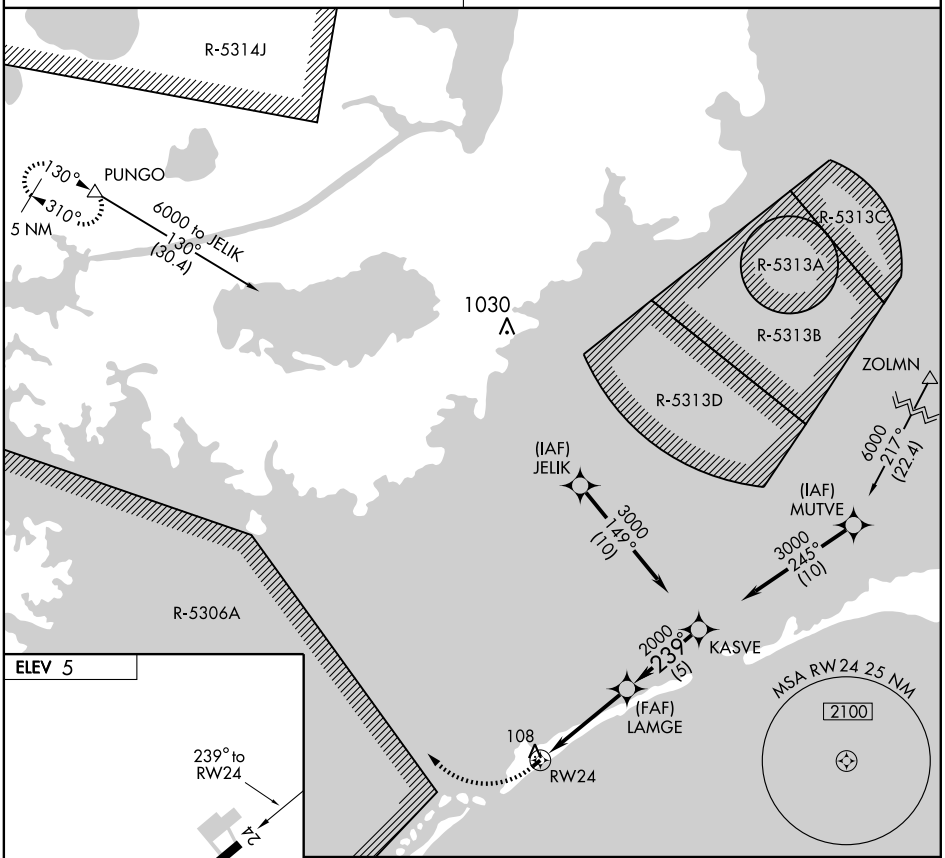
APP CRS	Rwy Idg	2999
239°	TDZE	5
	Apt Elev	5

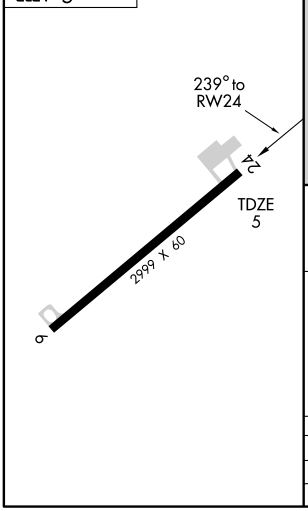
RNAV (GPS) RWY 24

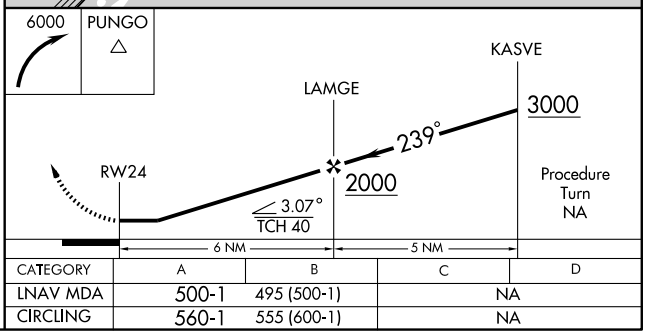
OCRACOKE ISLAND (W95)

NA	MISSED APPROACH: Climbing right turn to 6000 direct PUNGO WP and hold.
Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	

CHERRY POINT APP CON	CTAF
119.75 360.775	122.9





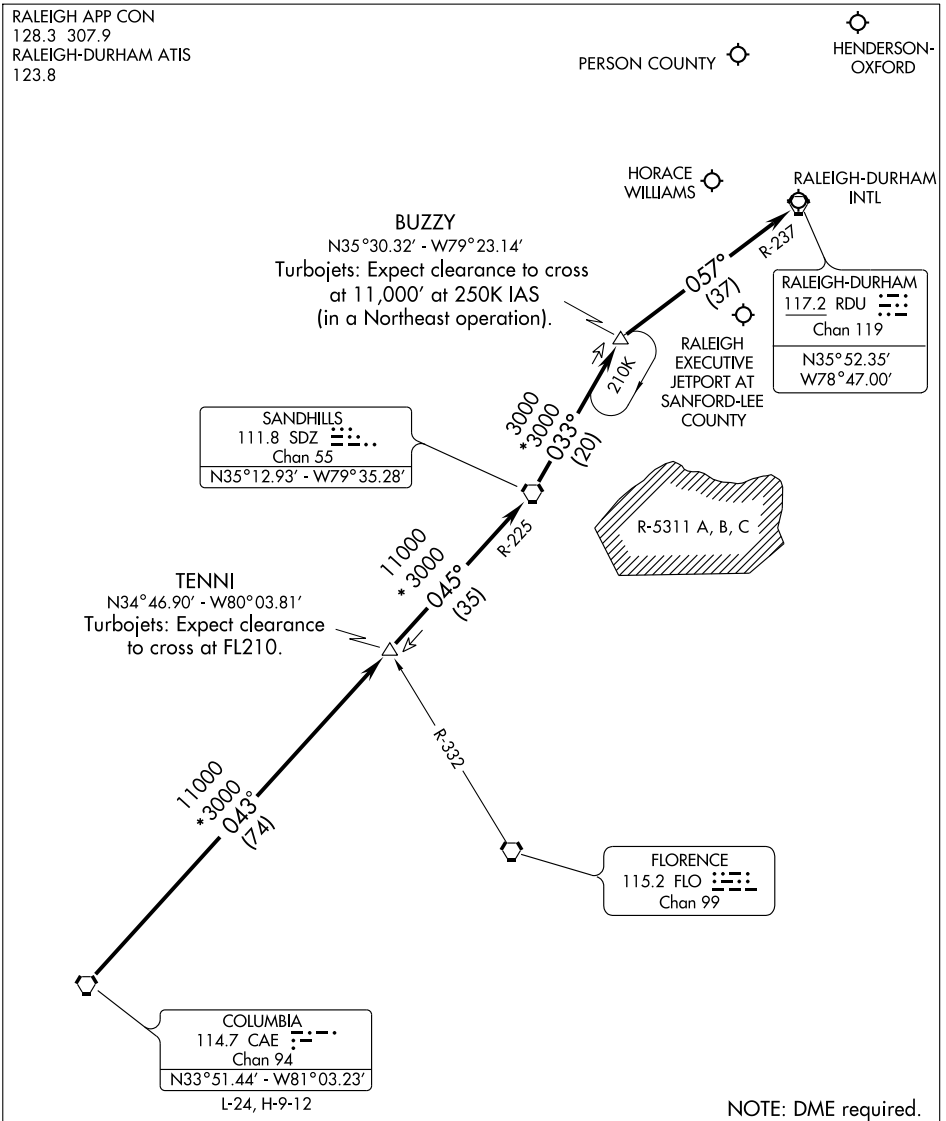


CATEGORY	A	B	C	D
LNAV MDA	500-1	495 (500-1)	NA	
CIRCLING	560-1	555 (600-1)	NA	

SE-2, 21 OCT 2010 to 18 NOV 2010

BUZZY SIX ARRIVAL

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-HNZ	APP CRS	Rwy Idg	5002
109.75	058°	TDZE	526
		Apt Elev	526

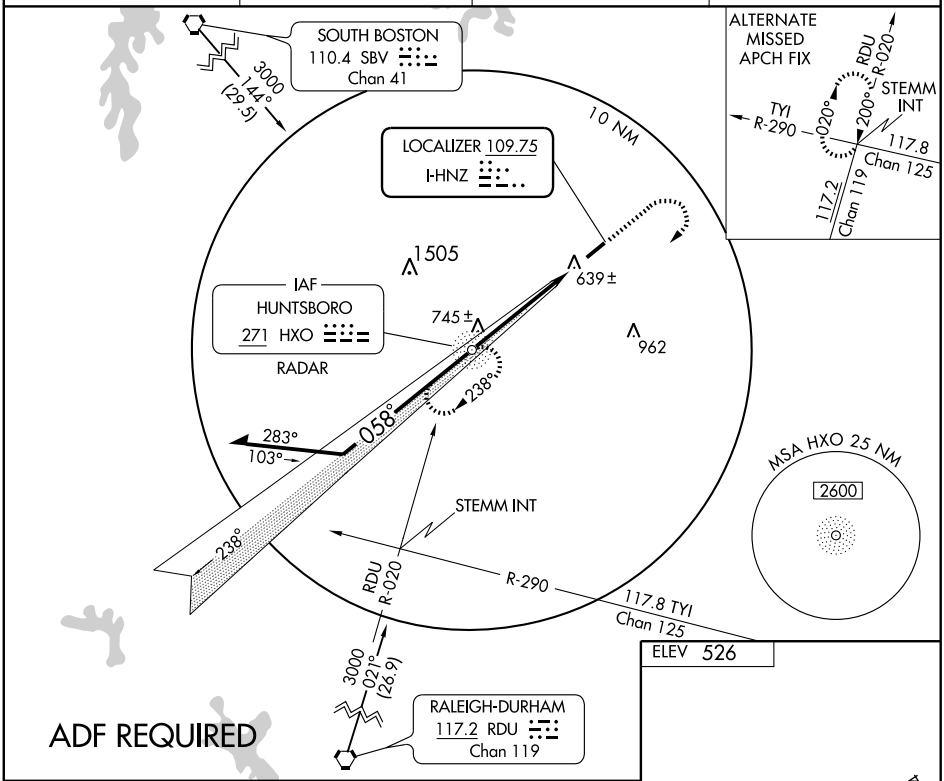
LOC RWY 6

OXFORD/HENDERSON-OXFORD (HNZ)

T A ADF or RADAR required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct HXO NDB/RADAR and hold, continue climb-in-hold to 2500.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-6	900-1 374 (400-1)			900-1¼ 374 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB HXO	APP CRS	Rwy Idg	5002
271	057°	TDZE	526
		Apt Elev	526

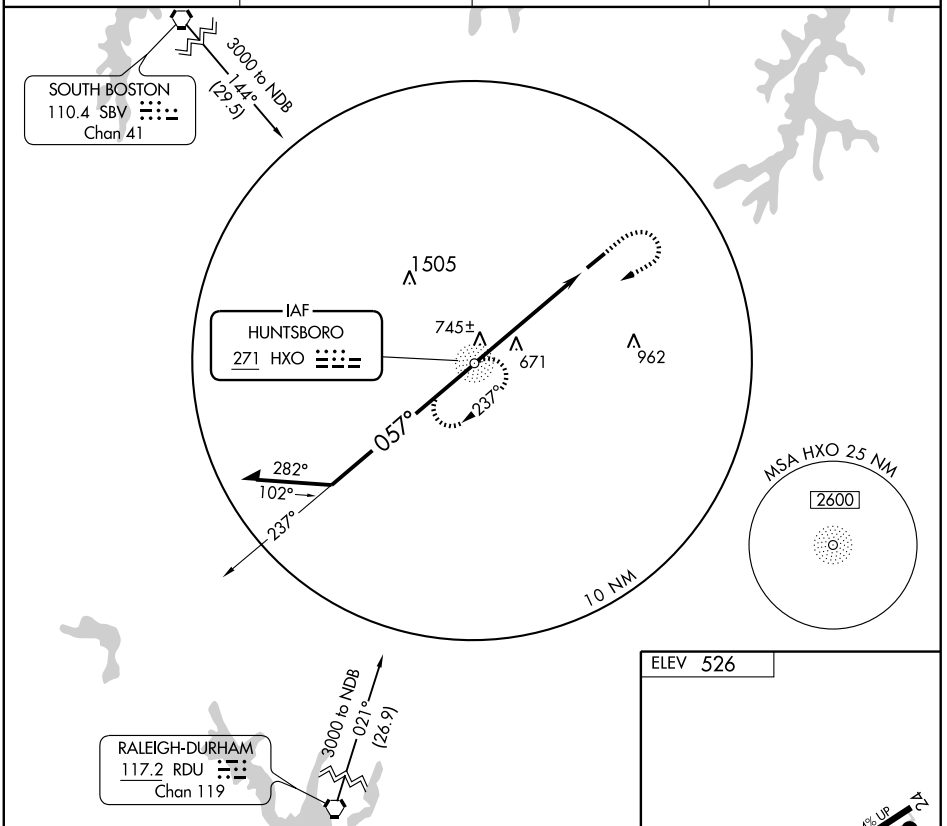
NDB RWY 6

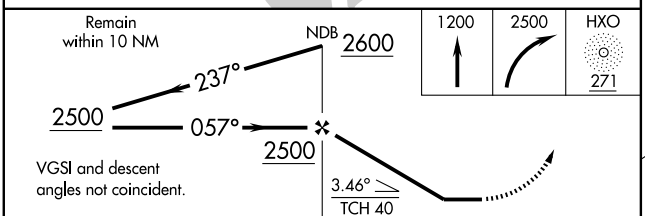
OXFORD/HENDERSON-OXFORD (HNZ)

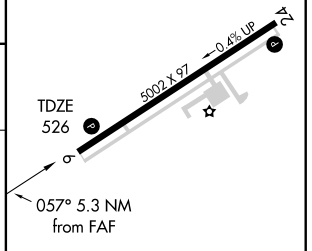
When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cats C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct HXO NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	980-1 454 (500-1)		980-1¼ 454 (500-1¼)	980-1½ 454 (500-1½)
CIRCLING	980-1 454 (500-1)		980-1½ 454 (500-1½)	1080-2 554 (600-2)

REIL Rwy 6 L
MIRL Rwy 6-24 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 45709	058°	TDZE	526
W06A		Apt Elev	526

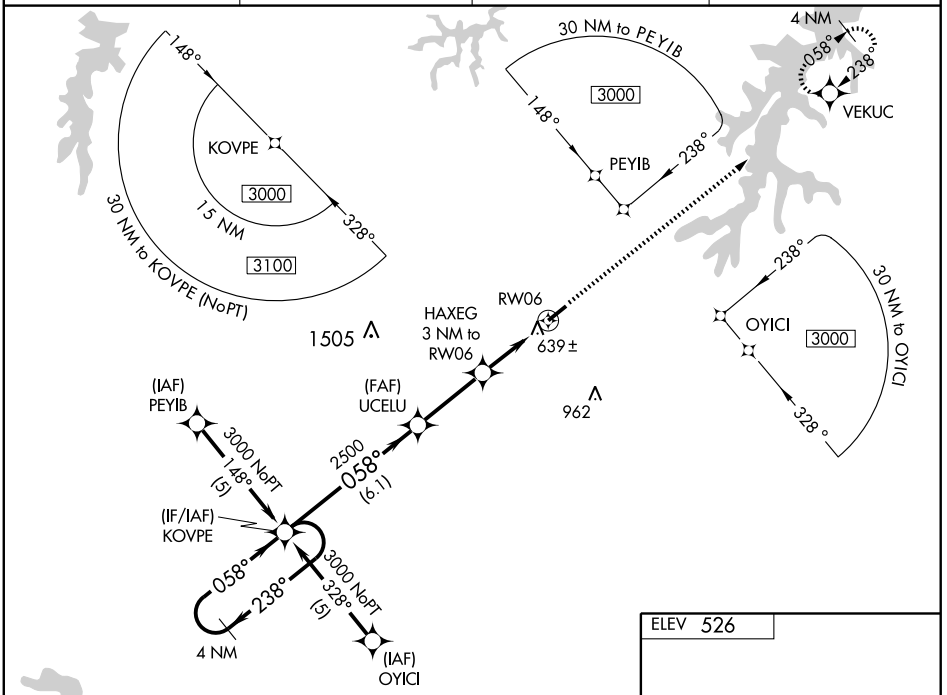
RNAV (GPS) RWY 6

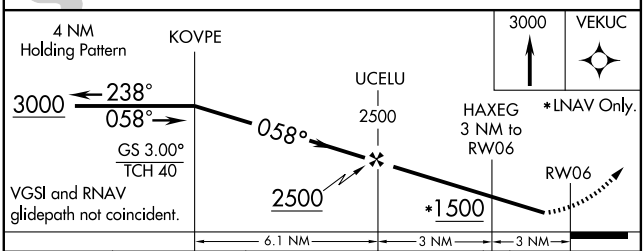
OXFORD/HENDERSON-OXFORD (HNZ)

Baro-VNAV NA when using Roxboro altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 928, LNAV/VNAV DA to 973, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

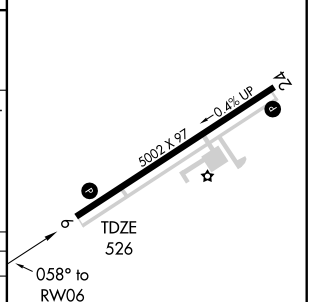
MISSED APPROACH: Climb to 3000 direct VEKUC and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	864-1¼ 338 (400-1¼)			
LNAV/VNAV DA	909-1¼ 383 (400-1¼)			
LNAV MDA	900-1 374 (400-1)			900-1¼ 374 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)



REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 63009	238°	TDZE	523
W24A		Apt Elev	526

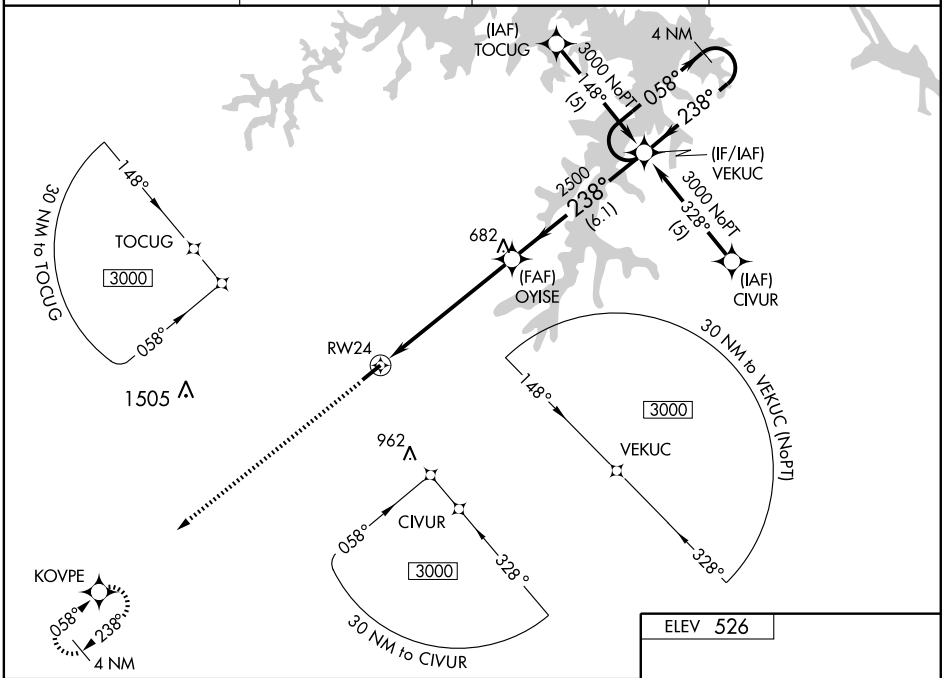
RNAV (GPS) RWY 24

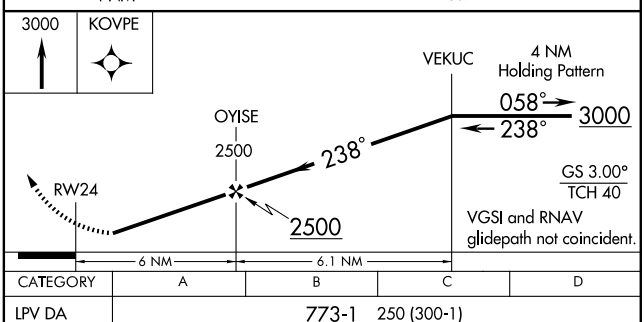
OXFORD/HENDERSON-OXFORD (HNZ)

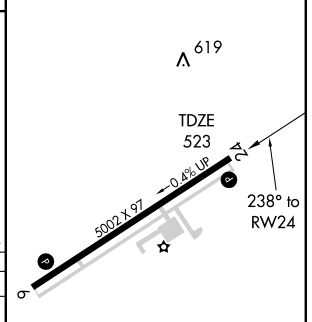
Baro-VNAV NA when using Roxboro altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 837, LNAV/VNAV DA to 953, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility¼ mile.

MISSED APPROACH: Climb to 3000 direct KOVPE and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L





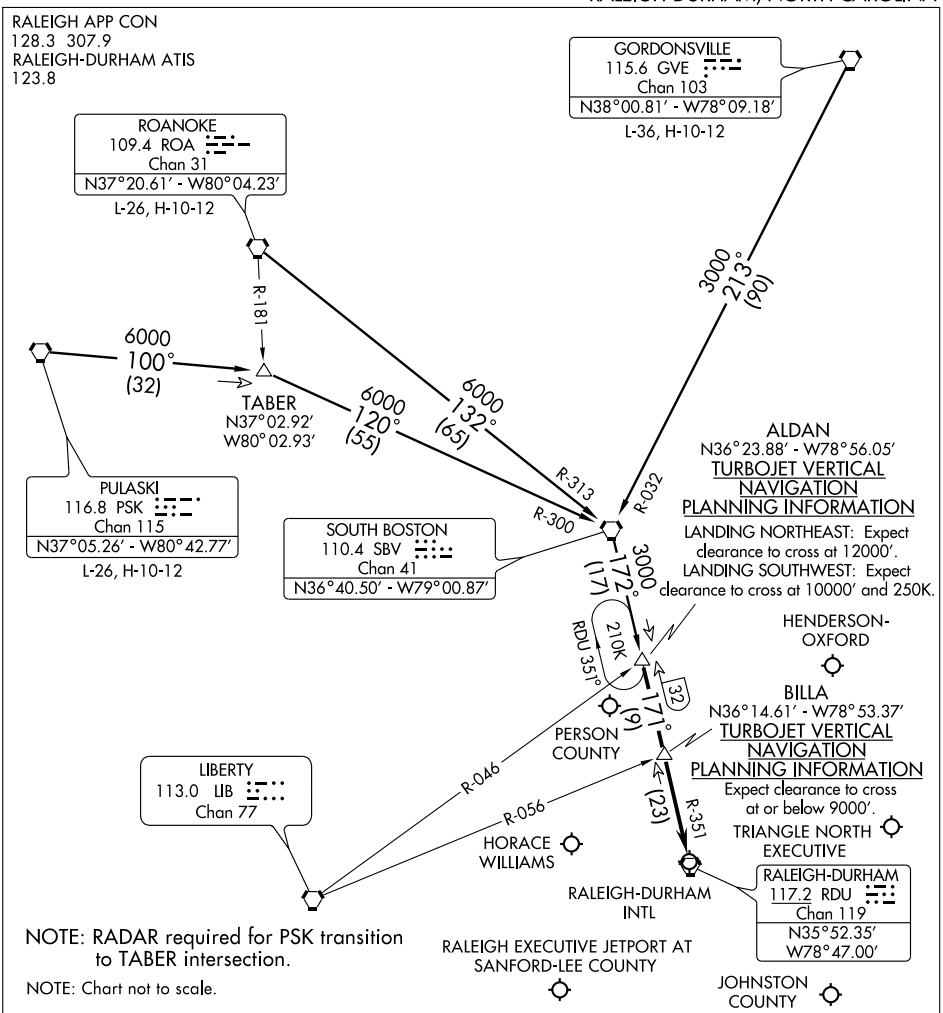


CATEGORY	A	B	C	D
LPV DA	773-1 250 (300-1)			
LNAV/VNAV DA	889-1¼ 366 (400-1¼)			
LNAV MDA	880-1 357 (400-1)			880-1¼ 357 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA

(SBV.SBV4) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SOP	APP CRS	Rwy Idg	5503
111.5	054°	TDZE	456
		Apt Elev	461

ILS RWY 5

PINEHURST/SOUTHERN PINES/ MOORE COUNTY(SOP)

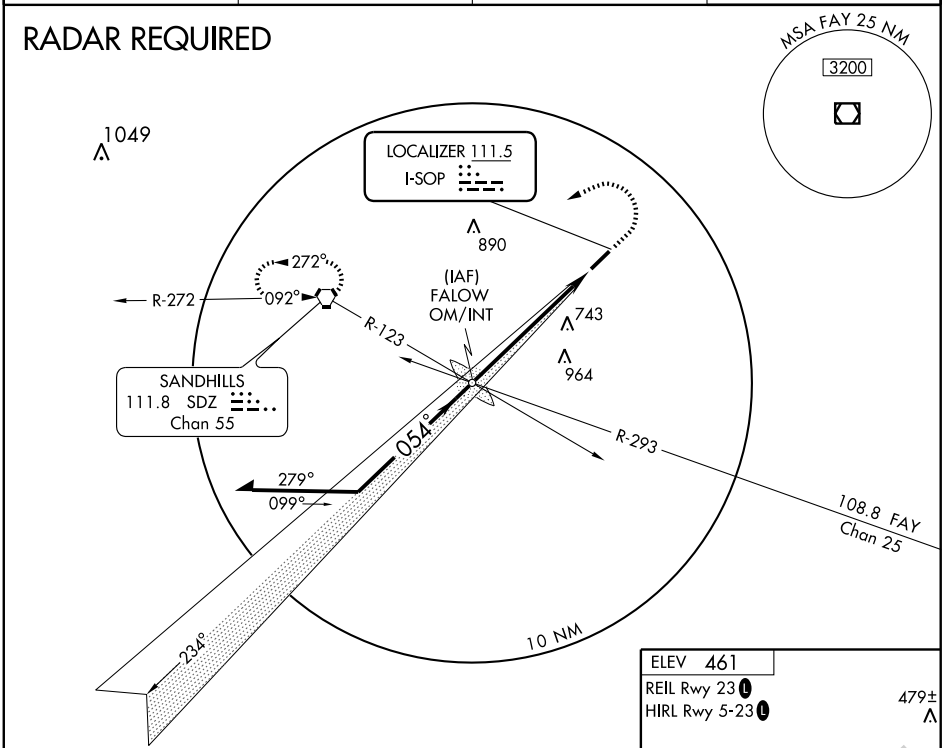
T NA — If local altimeter setting not received, use Pope AFB altimeter setting and increase DH to 790 feet; increase all MDAs 80 feet. Inoperative table does not apply to S-LOC 5 Cat. C.

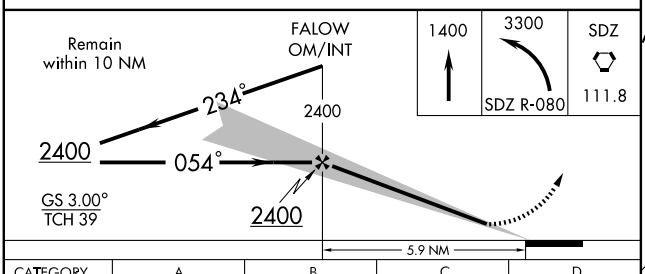
MALS (A4)

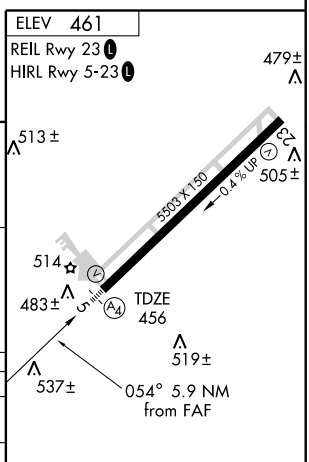
MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 via SDZ R-080 to SDZ VORTAC and hold.

AWOS-3	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05 (CTAF) L

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	712-¾ 256 (300-¾)			
S-LOC 5	940-¾ 484 (500-¾)		940-1¼ 484 (500-1¼)	940-1½ 484 (500-1½)
CIRCLING	940-1 479 (500-1)		940-1½ 479 (500-1½)	1020-2 559 (600-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5503
234°	TDZE	443
	Apt Elev	461

RNAV (GPS) RWY 23

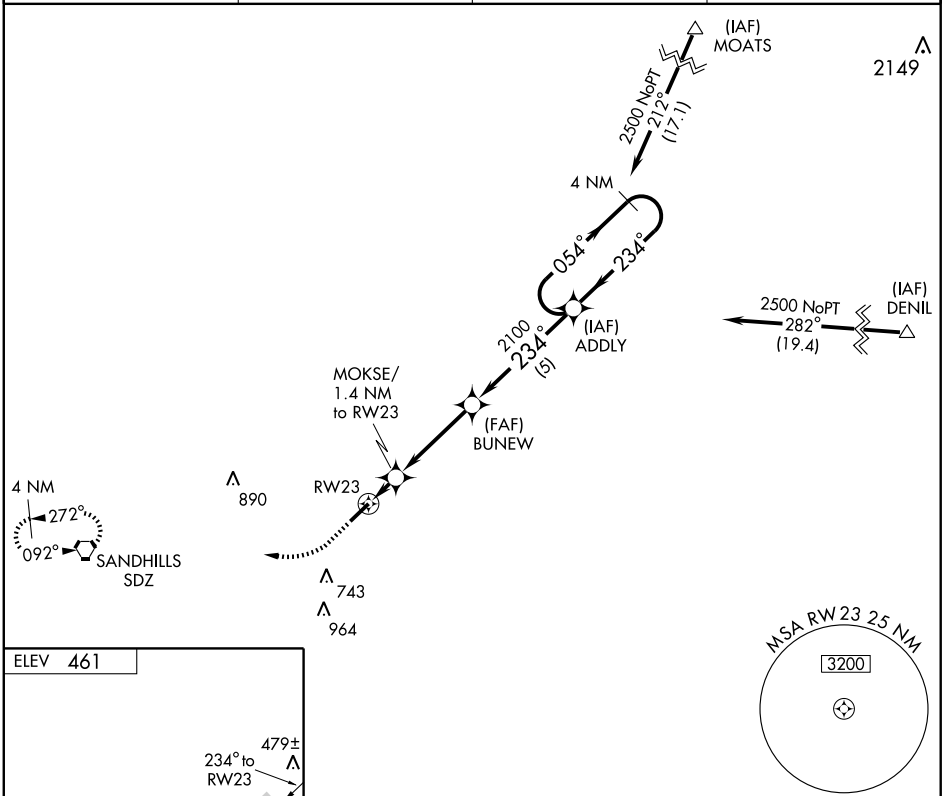
PINEHURST/SOUTHERN PINES/ MOORE COUNTY (SOP)

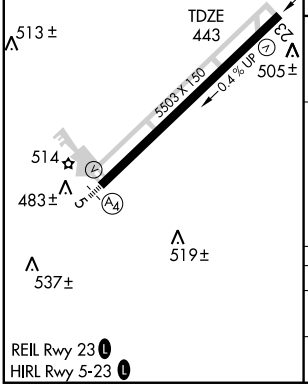
T
NA

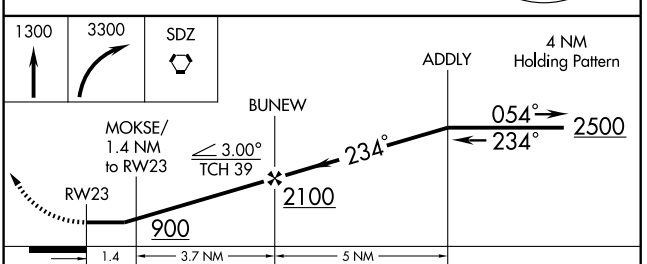
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pope AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3300 direct SDZ VORTAC and hold.

AWOS-3	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 317 (300-1)			
CIRCLING	840-1 379 (400-1)	920-1 459 (500-1)	920-1½ 459 (500-1½)	1020-2 559 (600-2)

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
027°	TDZE	39
	Apt Elev	39

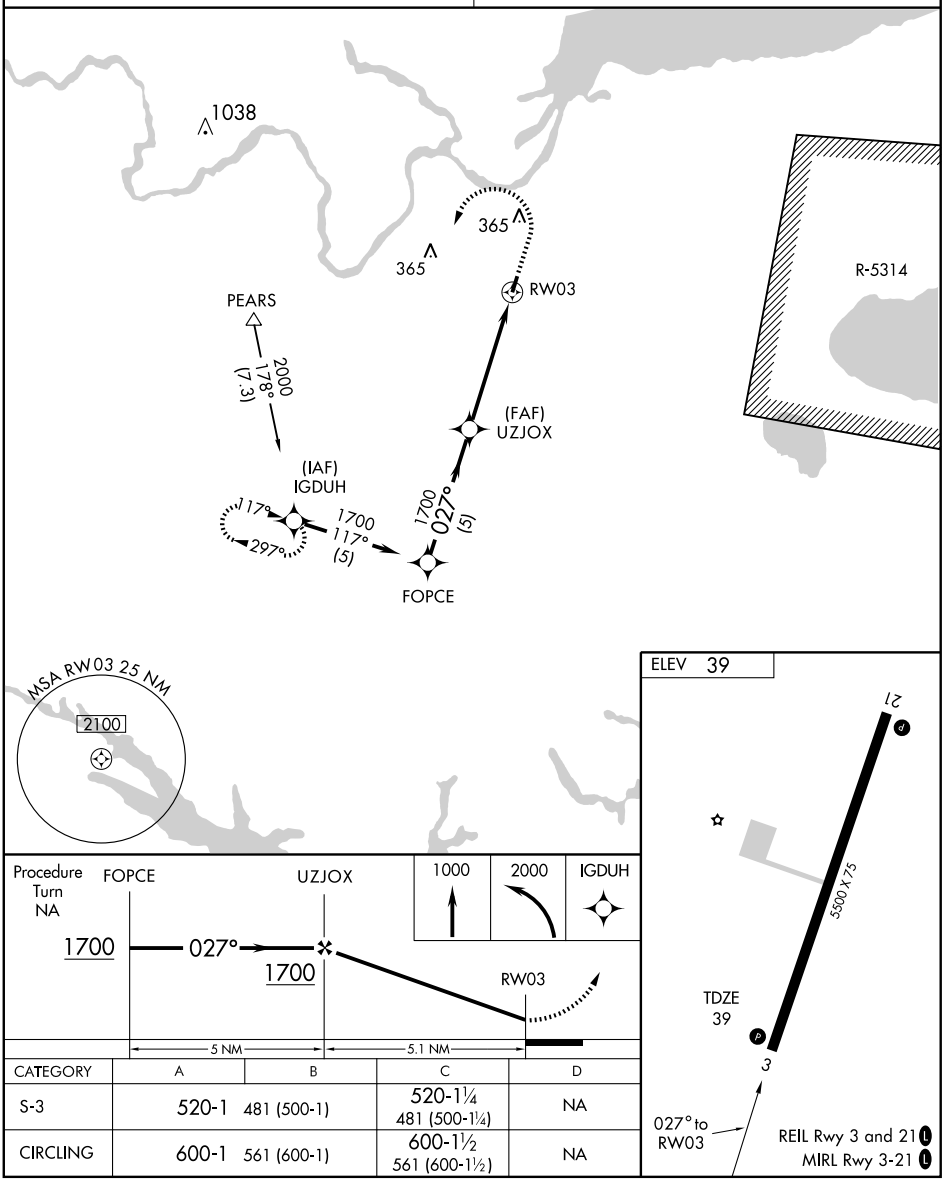
GPS RWY 3
PLYMOUTH MUNI (PMZ)

NA

Use New Bern altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct IGDUH WP and hold.

WASHINGTON CENTER	UNICOM
135.5 281.42	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	520-1	481 (500-1)	520-1¼ 481 (500-1¼)	NA
CIRCLING	600-1	561 (600-1)	600-1½ 561 (600-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
207°	TDZE	39
	Apt Elev	39

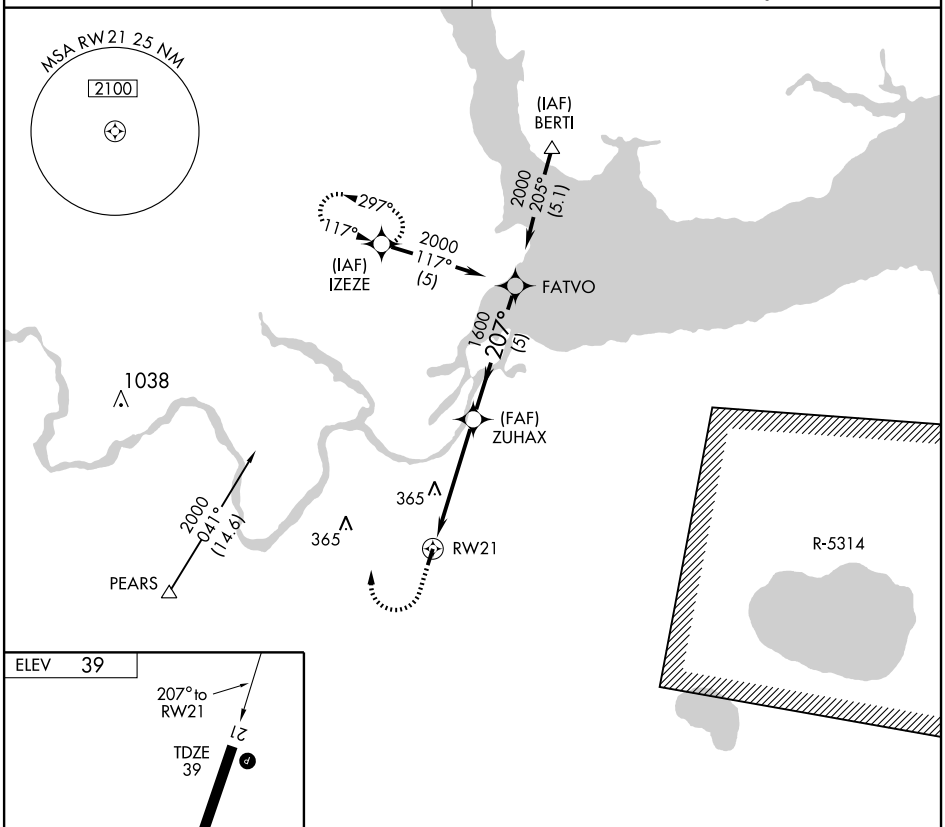
GPS RWY 21
PLYMOUTH MUNI (PMZ)

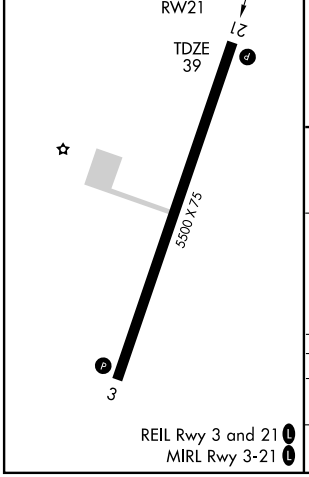
NA

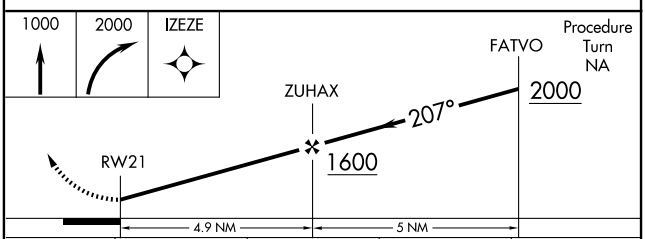
Use New Bern altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IZEZE WP and hold.

WASHINGTON CENTER	UNICOM
135.5 281.42	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	740-1	701 (800-1)	740-2 701 (800-2)	NA
CIRCLING	740-1	701 (800-1)	740-2 701 (800-2)	NA

REIL Rwy 3 and 21 L
MIRL Rwy 3-21 L

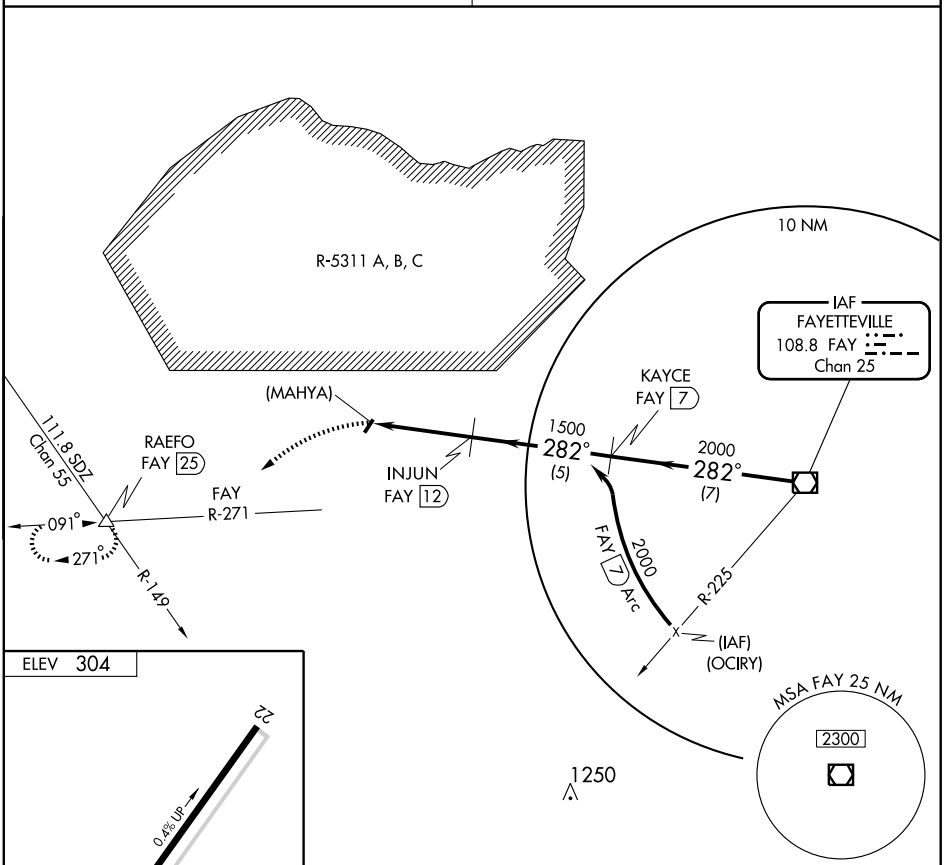
SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

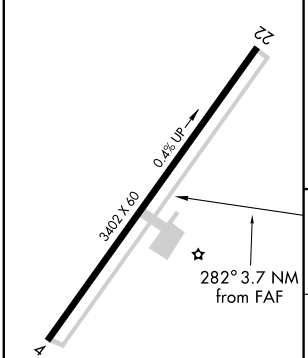
VOR/DME FAY 108.8 Chan 25	APP CRS 282°	Rwy Idg N/A TDZE N/A Apt Elev 304

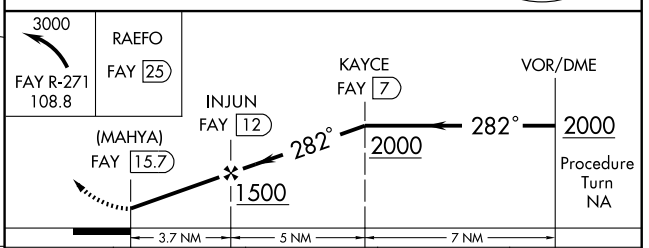
VOR/DME or GPS-A

RAEFORD/ P K AIRPARK (5W4)

NA Use Fayetteville altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 via FAY R-271 to RAEFO 25 DME and hold.
FAYETTEVILLE APP CON **127.8 295.0**	UNICOM **123.0** (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	820-1 516 (600-1)		820-1½ 516 (600-1½)	NA

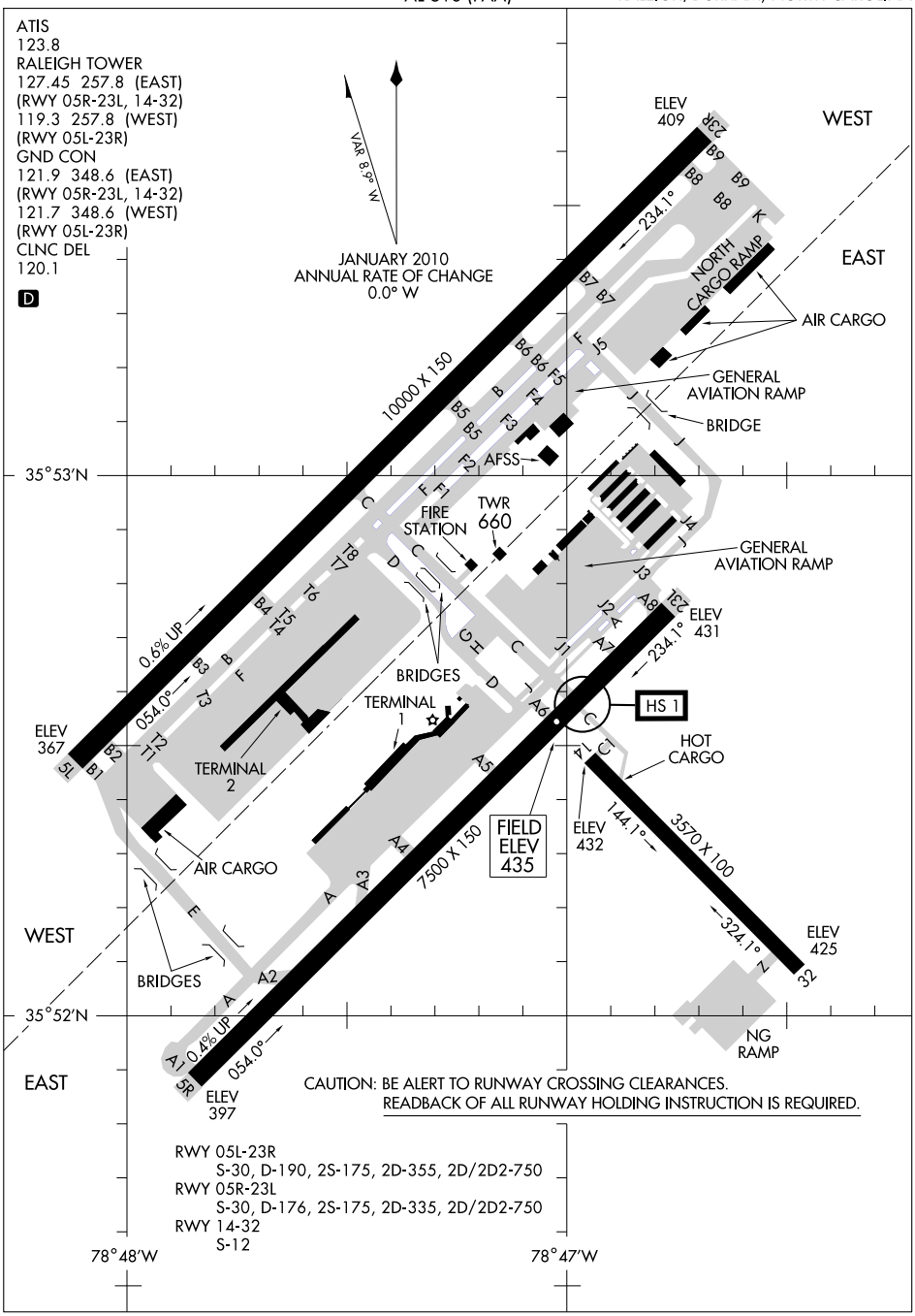
SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)

RALEIGH/DURHAM, NORTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

07298

ARGAL FIVE ARRIVAL (ARGAL.ARGAL5)

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH-DURHAM INTL

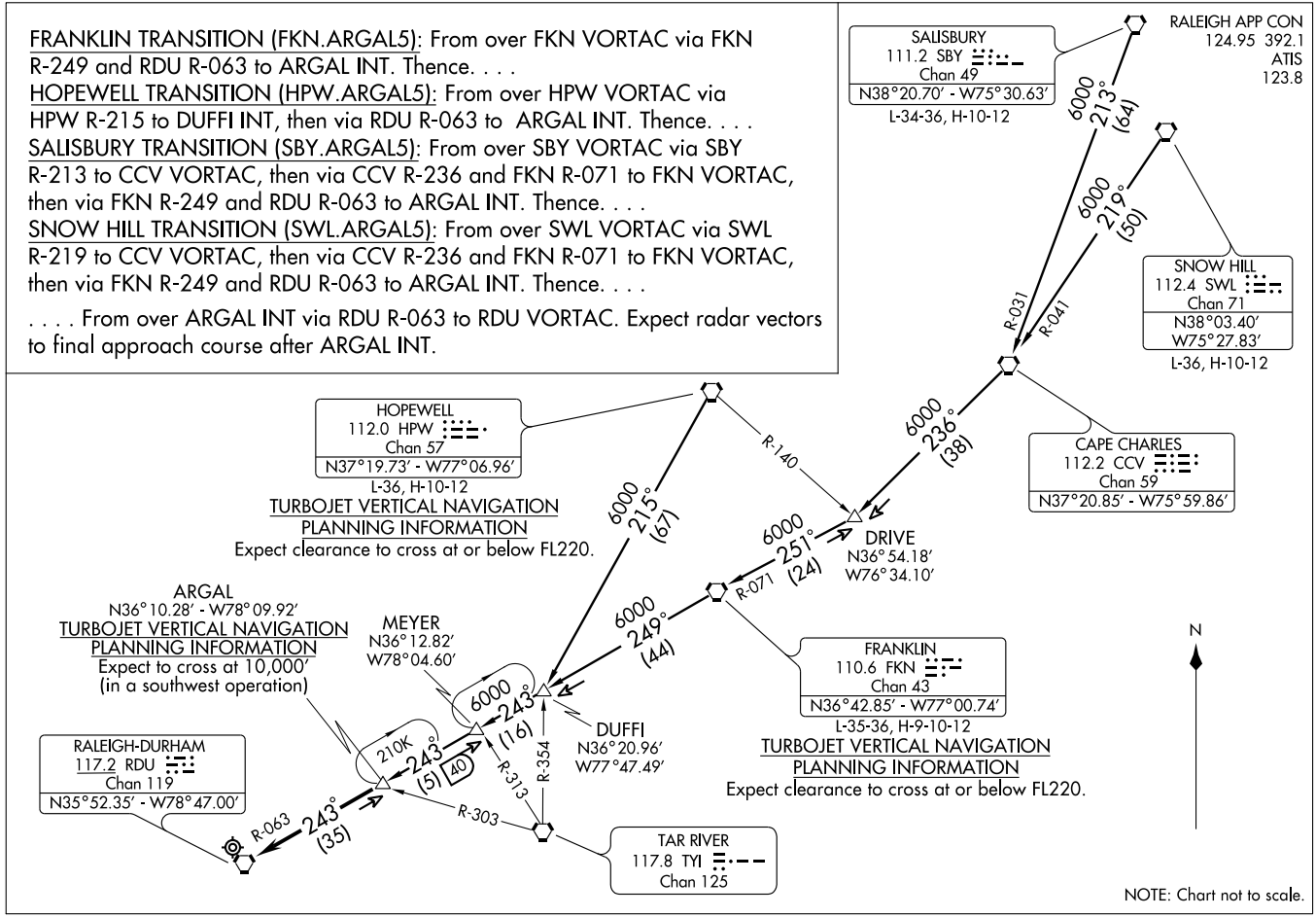
FRANKLIN TRANSITION (FKN.ARGAL5): From over FKN VORTAC via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

HOPEWELL TRANSITION (HPW.ARGAL5): From over HPW VORTAC via HPW R-215 to DUFFI INT, then via RDU R-063 to ARGAL INT. Thence. . . .

SALISBURY TRANSITION (SBY.ARGAL5): From over SBY VORTAC via SBY R-213 to CCV VORTAC, then via CCV R-236 and FKN R-071 to FKN VORTAC, then via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

SNOW HILL TRANSITION (SWL.ARGAL5): From over SWL VORTAC via SWL R-219 to CCV VORTAC, then via CCV R-236 and FKN R-071 to FKN VORTAC, then via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

. . . . From over ARGAL INT via RDU R-063 to RDU VORTAC. Expect radar vectors to final approach course after ARGAL INT.



07298

ST-516 (FAA)

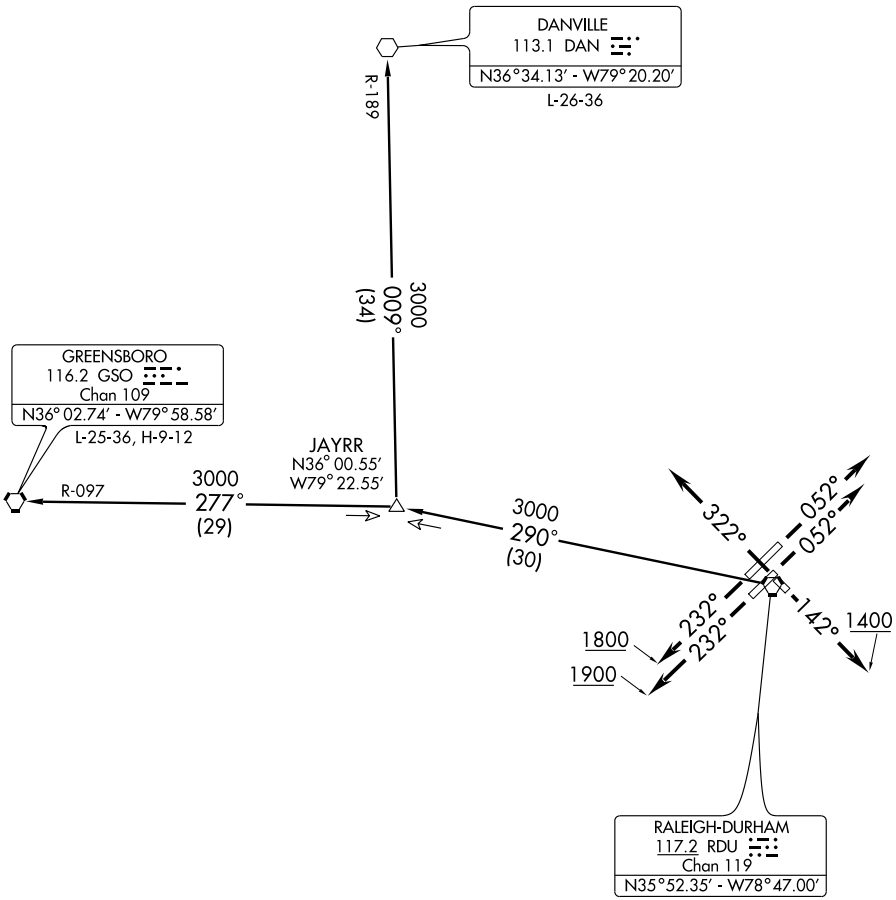
ARGAL FIVE ARRIVAL (ARGAL.ARGAL5)

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH-DURHAM INTL

BLUE DEVIL FOUR DEPARTURE

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
132.35 256.9



TAKEOFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, STANDARD.
Rwy 32: 300-1

NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

(Continued on next page)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence....
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence....
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence....
TAKE-OFF RWY 32: Climb heading 322°, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

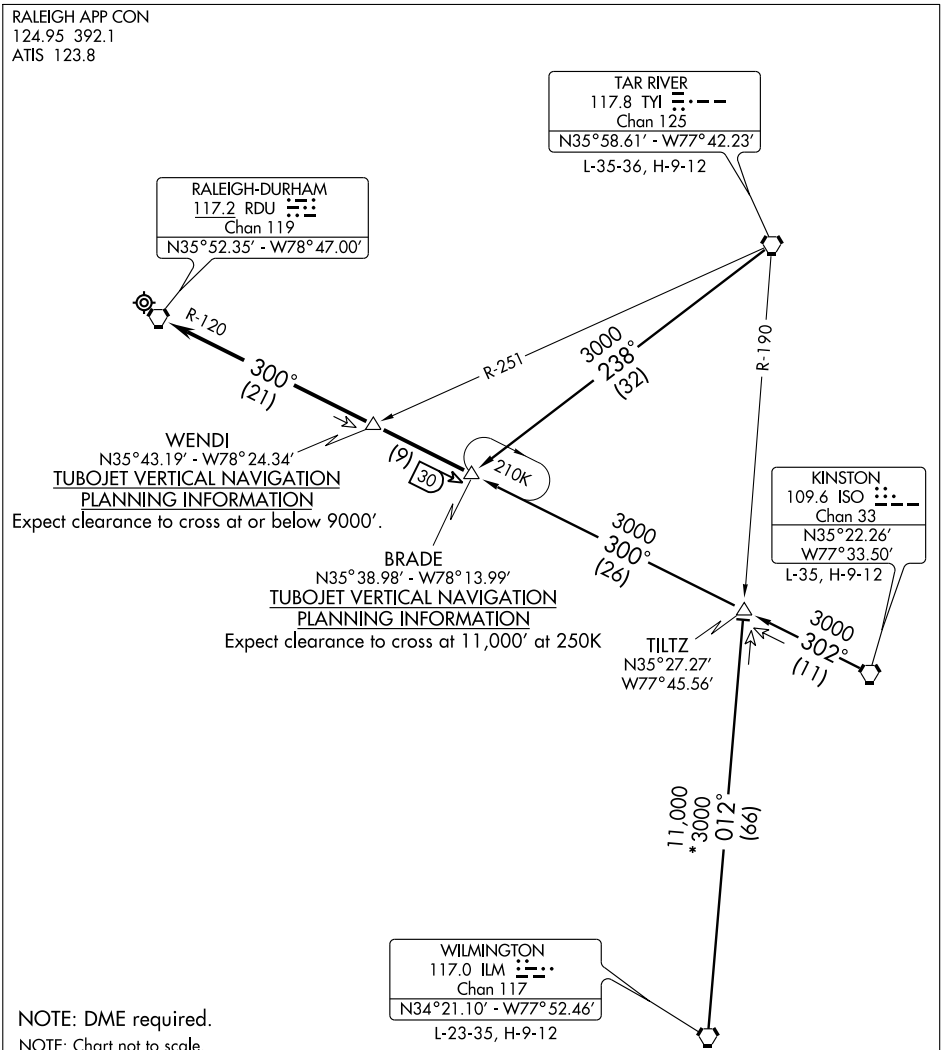
DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.
GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

TAKE-OFF OBSTACLE NOTES:

Rwy 5L: Tree 2011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3802 feet from DER, 1238 feet left of centerline, 77 feet AGL/506 MSL. Tank 4046 feet from DER , 1578 feet right of centerline, 138 feet AGL/547 feet MSL.
Rwy 5R: Tree 1437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.
Rwy 14: Multiple trees beginning 2021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 MSL.
Rwy 23L: Tree 1496 from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. LT Pole 1458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.
Rwy 32: Multiple poles 1170 feet from DER, 634 feet left centerline, up to 47 feet AGL/486 feet MSL. Antenna 1243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

BRADE FIVE ARRIVAL (BRADE.BRADE5)



KINSTON TRANSITION (ISO.BRADE5): From over ISO VORTAC via ISO R-302 and RDU R-120 to BRADE INT. Thence . . . .

TAR RIVER TRANSITION (TYI.BRADE5): From over TYI VORTAC via TYI R-238 to BRADE INT. Thence . . . .

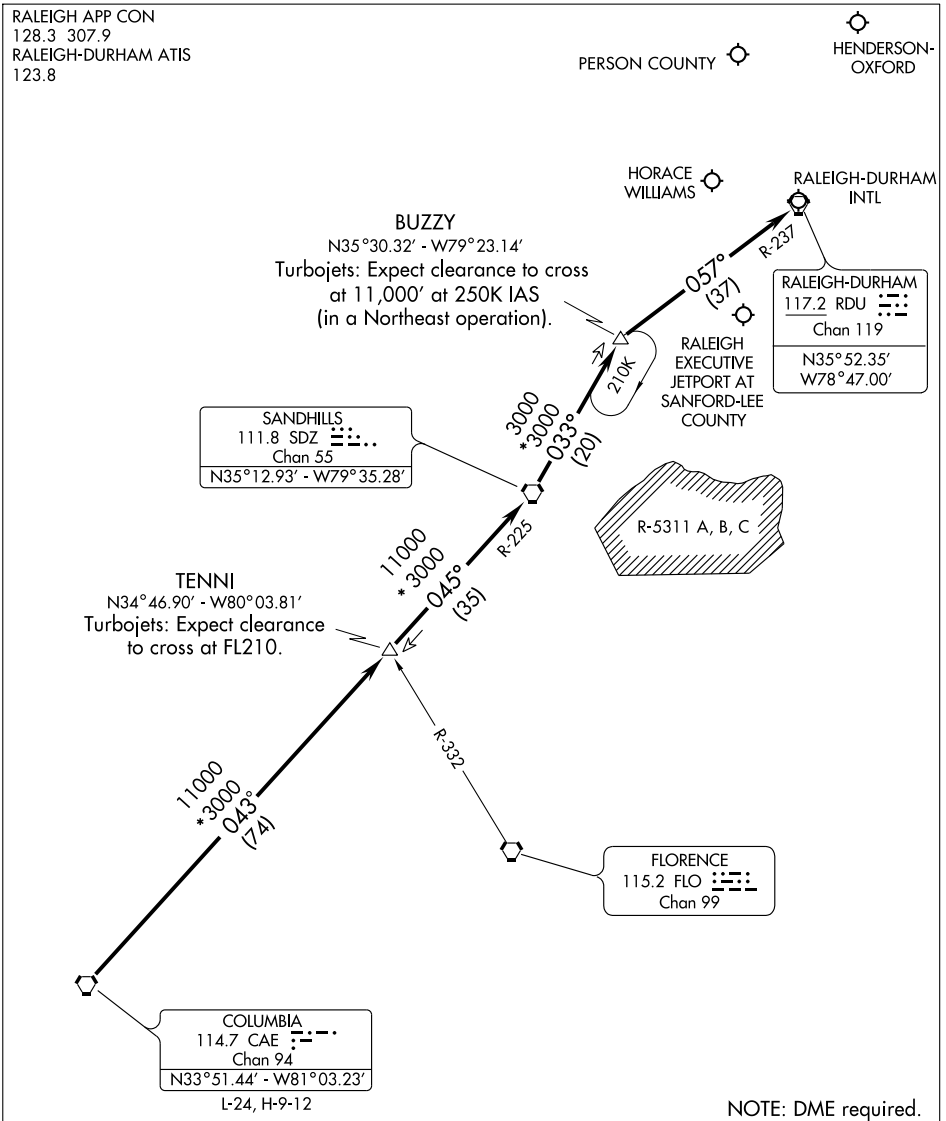
WILMINGTON TRANSITION (ILM.BRADE5): From over ILM VORTAC via ILM R-012 and RDU R-120 to BRADE INT. Thence . . . .

. . . . From over BRADE INT via RDU R-120 to RDU VORTAC. Expect radar vectors to final approach course after WENDI INT.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

BUZZY SIX ARRIVAL

RALEIGH/DURHAM, NORTH CAROLINA

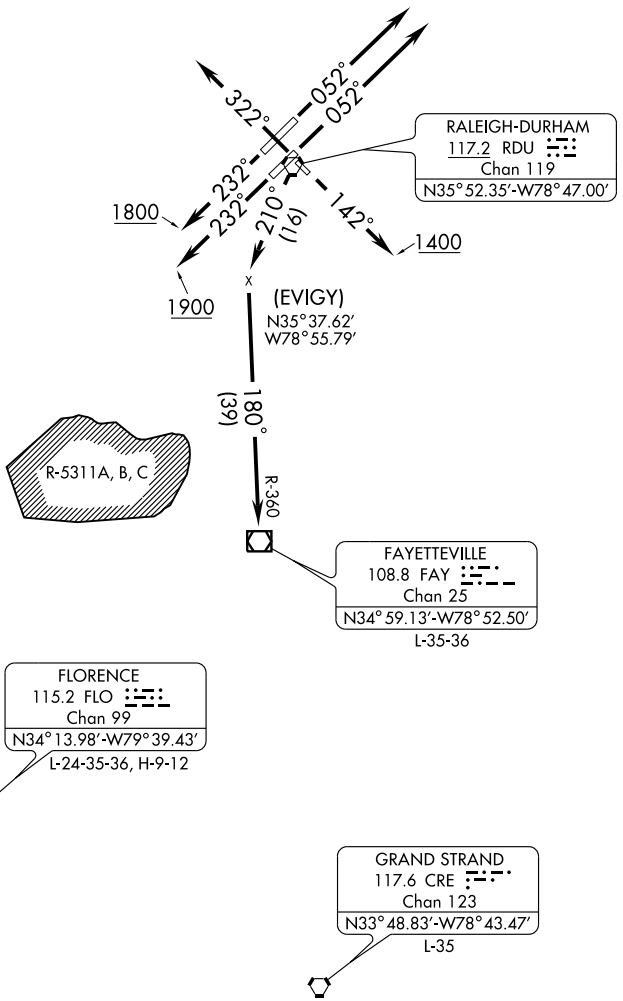


From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 21 OCT 2010 to 18 NOV 2010

FAYETTEVILLE THREE DEPARTURE

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
125.3 353.675



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
Rwy 32: 300-1.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

....or as assigned for vectors to join RDU R-210 thence via RDU R-210 and FAY R-360 to FAY VOR/DME then via assigned route. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

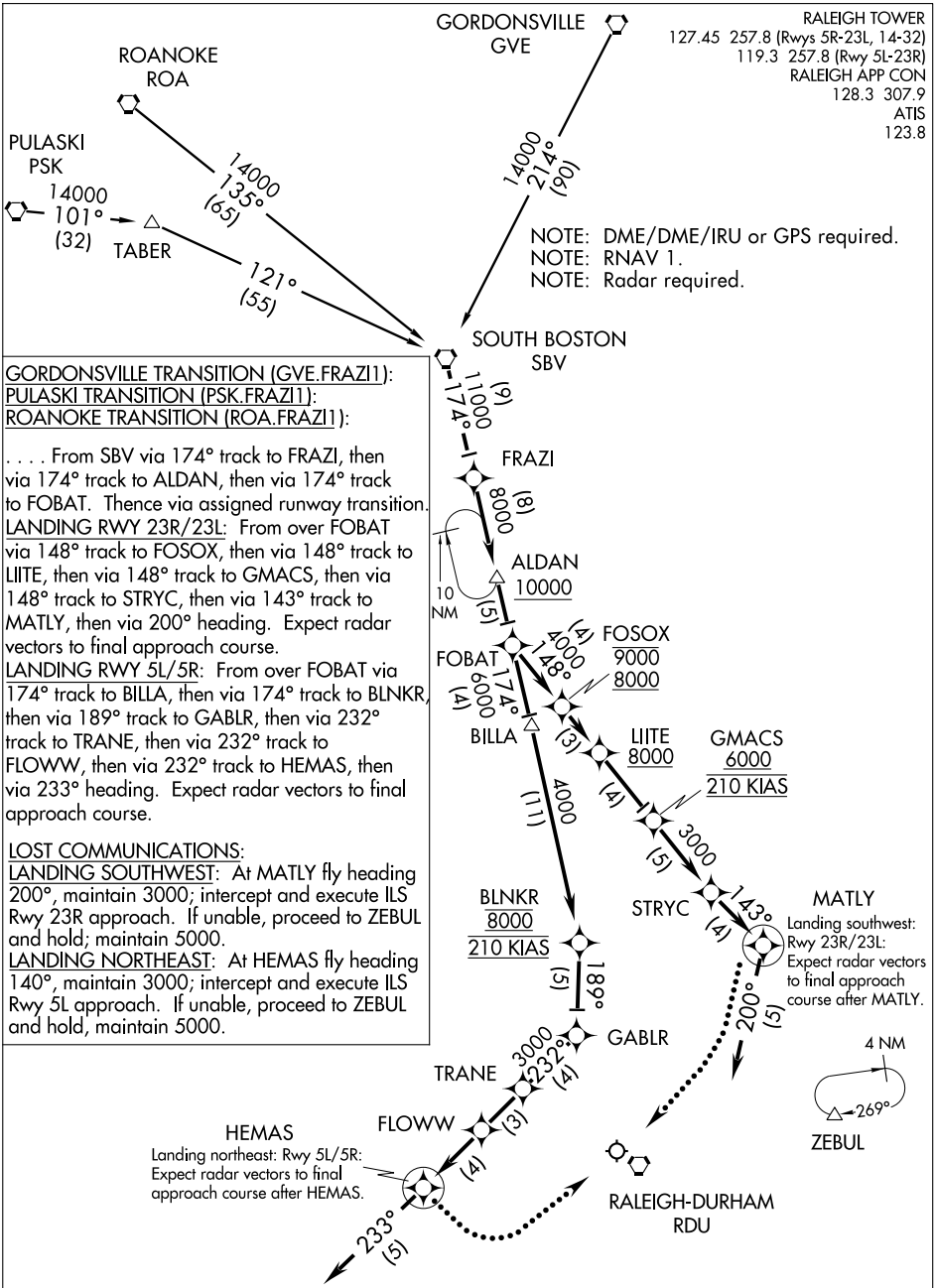
NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

FRAZI ONE ARRIVAL (RNAV)



GORDONSVILLE TRANSITION (GVE.FRAZI1):
PULASKI TRANSITION (PSK.FRAZI1):
ROANOKE TRANSITION (ROA.FRAZI1):

. . . . From SBV via 174° track to FRAZI, then via 174° track to ALDAN, then via 174° track to FOBAT. Thence via assigned runway transition.

LANDING RWY 23R/23L: From over FOBAT via 148° track to FOSOX, then via 148° track to LIITE, then via 148° track to GMACS, then via 148° track to STRYC, then via 143° track to MATLY, then via 200° heading. Expect radar vectors to final approach course.

LANDING RWY 5L/5R: From over FOBAT via 174° track to BILLA, then via 174° track to BLNKR, then via 189° track to GABLR, then via 232° track to TRANE, then via 232° track to FLOWW, then via 232° track to HEMAS, then via 233° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

LANDING SOUTHWEST: At MATLY fly heading 200°, maintain 3000; intercept and execute ILS Rwy 23R approach. If unable, proceed to ZEBUL and hold; maintain 5000.

LANDING NORTHEAST: At HEMAS fly heading 140°, maintain 3000; intercept and execute ILS Rwy 5L approach. If unable, proceed to ZEBUL and hold, maintain 5000.

NOTE: Chart not to scale.

SE-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CHARLOTTE, NC		
CHARLOTTE/DOUGLAS INTL (CLT)	HS 1	Confusing int due to convergence of Twy R, Twy A, Twy C and Twy C9, along with grass island.
	HS 2	Pilots exiting Rwy 18C-36C on Twy S for either Twy E or Twy F mistakenly turn left on Twy E5 and re-enter the rwy.
RALEIGH/DURHAM, NC		
RALEIGH-DURHAM INTL (RDU)	HS 1	Int of Rwy 05R-23L and Twy C.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-GKK	APP CRS	Rwy Idg	10000
109.1	052°	TDZE	385
Chan 28		Apt Elev	435

ILS or LOC RWY 5L

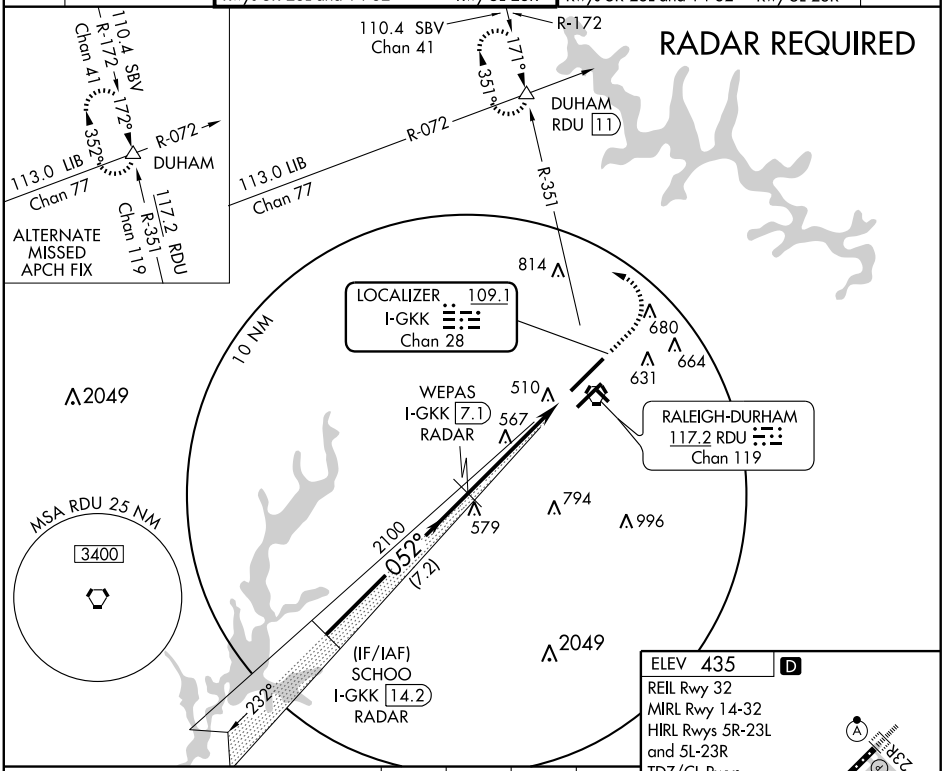
RALEIGH-DURHAM INTL (RDU)

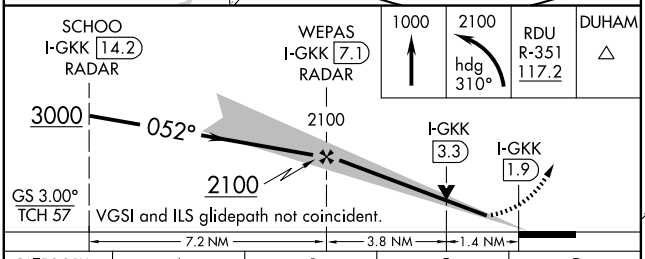
DME or Radar required..

MALSR

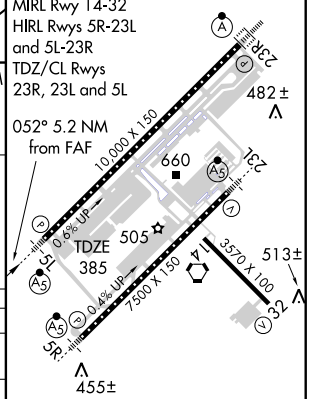
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 310° and RDU R-351 to DUHAM INT/RDU 11 DME and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





CATEGORY	A	B	C	D
S-ILS 5L	596/18 211 (200-½)			
S-LOC 5L	880/24 495 (500-½)		880/40 495 (500-¾)	880/50 495 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

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SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 5R

RALEIGH-DURHAM INTL (RDU)

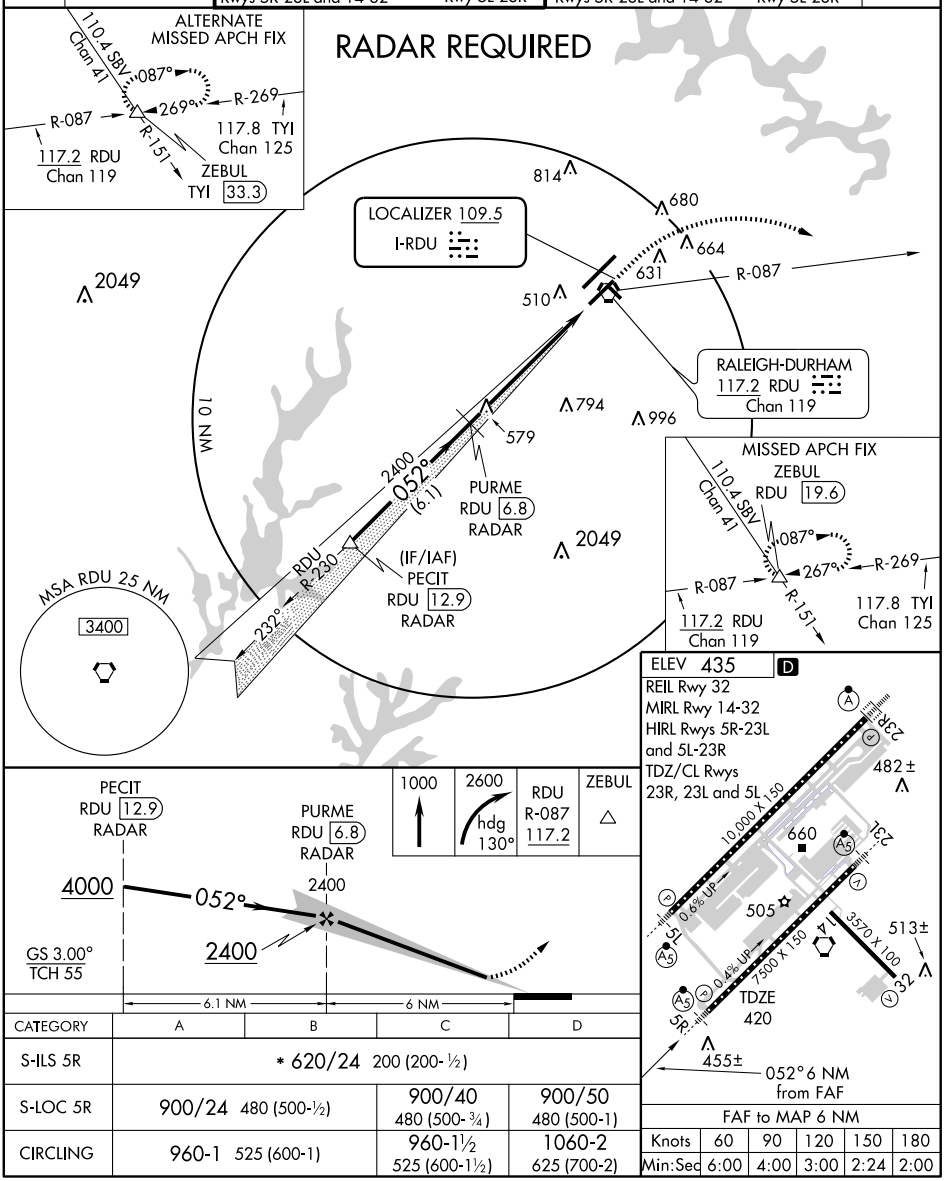
LOC I-RDU	APP CRS	Rwy Idg	7500
109.5	052°	TDZE	420
		Apt Elev	435

DME or Radar required.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 via heading 130° and RDU VORTAC R-087 to ZEBUL INT/RDU 19.6 DME and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1



CATEGORY	A	B	C	D
S-ILS 5R	* 620/24 200 (200-½)			
S-LOC 5R	900/24 480 (500-½)		900/40 480 (500-¾)	900/50 480 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 23L

RALEIGH-DURHAM INTL (RDU)

LOC I-LEI	APP CRS	Rwy Idg	7500
108.5	232°	TDZE	435
		Apt Elev	435

DME or Radar required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 via heading 050° and RDU VORTAC R-087 to ZEBUL INT and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

RADAR REQUIRED

MSA RDU 25 NM 3400

110.4 SBV Chan 41 R-172

DUHAM

113.0 LIB Chan 77 R-072

R-351

(IF) DOCAT RDU 12.5 RADAR

052°

1800

232° (8)

10 NM

814

LEEVY LOM

APUCU RDU 4.5 RADAR

680

LEPEC RDU 2.7

664

631

561±

1549

RDU R-087

RALEIGH-DURHAM 117.2 RDU Chan 119

510

BEGVE RDU 0.9

LOCALIZER 108.5 I-LEI

794

996

MISSED APCH FIX

110.4 SBV Chan 41 087°

ZEBUL

267° R-269

R-087

R-151

117.2 RDU Chan 119

117.8 TYI Chan 125

ELEV 435 D

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

10,000 X 150

TDZE 435

482±

660

505

513±

455±

232° 4.1 NM from FAF

0.6% UP

0.4% UP

7500 X 150

3570 X 100

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

1000 | 2600 hdg 050° | RDU R-087 117.2 | ZEBUL

APUCU RDU 4.5 RADAR

Localizer unusable from 0.5 NM from threshold.

DOCAT RDU 12.5 RADAR

*2000 when authorized by ATC.

BEGVE RDU 0.9

LEPEC RDU 2.7

1800

232°

4000*

1200

1800

GS 3.00° TCH 56

0.5 | 1.8 NM | 1.8 NM | 8 NM

CATEGORY	A	B	C	D
S-ILS 23L	647/18 212 (300-½)			
S-LOC 23L	1200/24 765 (800-½)	1200/40 765 (800-¾)	1200-1¾ 765 (800-1¾)	1200-2 765 (800-2)
CIRCLING	1200-1 765 (800-1)	1200-1¼ 765 (800-1¼)	1200-2¼ 765 (800-2¼)	1200-2½ 765 (800-2½)
LEPEC FIX MINIMUMS				
S-LOC 23L	820/24 385 (400-½)			820/40 385 (400-¾)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS or LOC RWY 23R

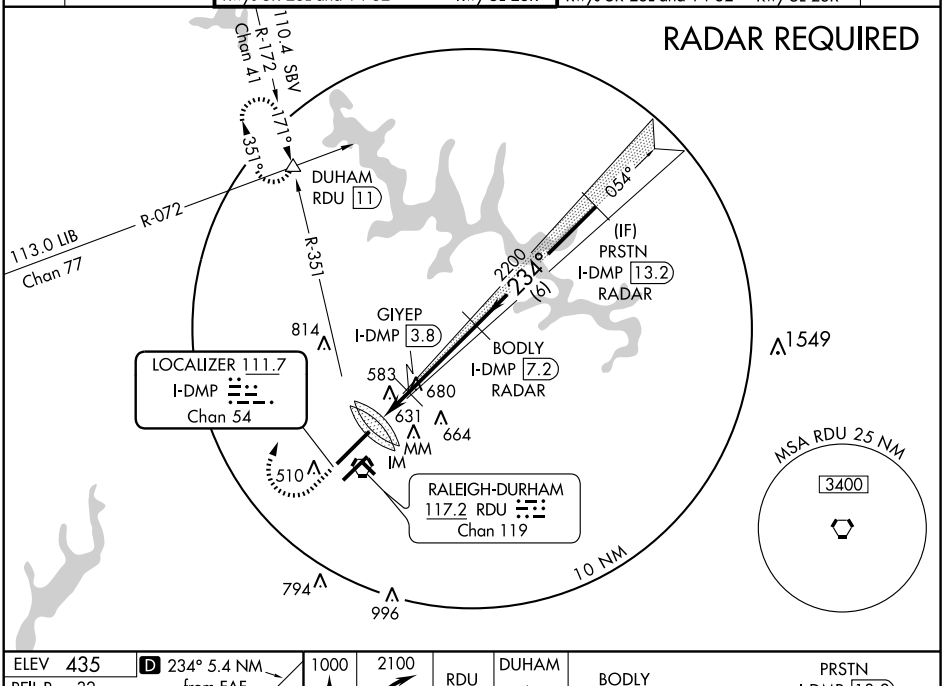
RALEIGH-DURHAM INTL (RDU)

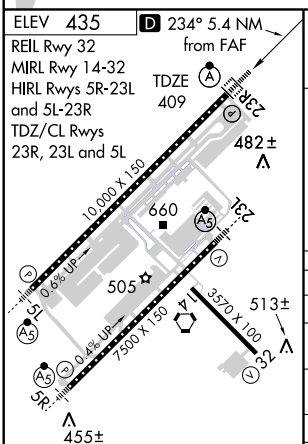
DME or Radar required.

ALSF-2

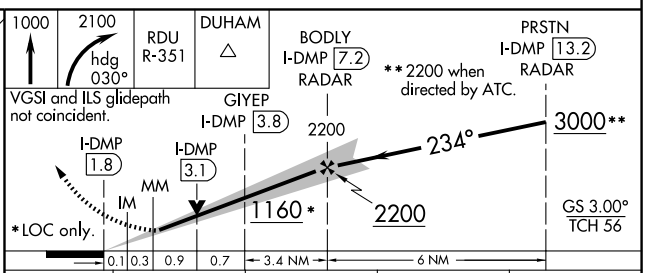
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT/RDU 11 DME and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 23R	609/18 200 (200-½)			
S-LOC 23R	1160/24 751 (800-½)	1160/40 751 (800-¾)	1160-1¾ 751 (800-1¾)	1160-2 751 (800-2)
CIRCLING	1160-1 725 (800-1)	1160-1¼ 725 (800-1¼)	1160-2¼ 725 (800-2¼)	1160-2½ 725 (800-2½)
GIYEP FIX MINIMUMS				
S-LOC 23R	900/24 491 (500-½)		900/40 491 (500-¾)	900/50 491 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 23R (CAT II)

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

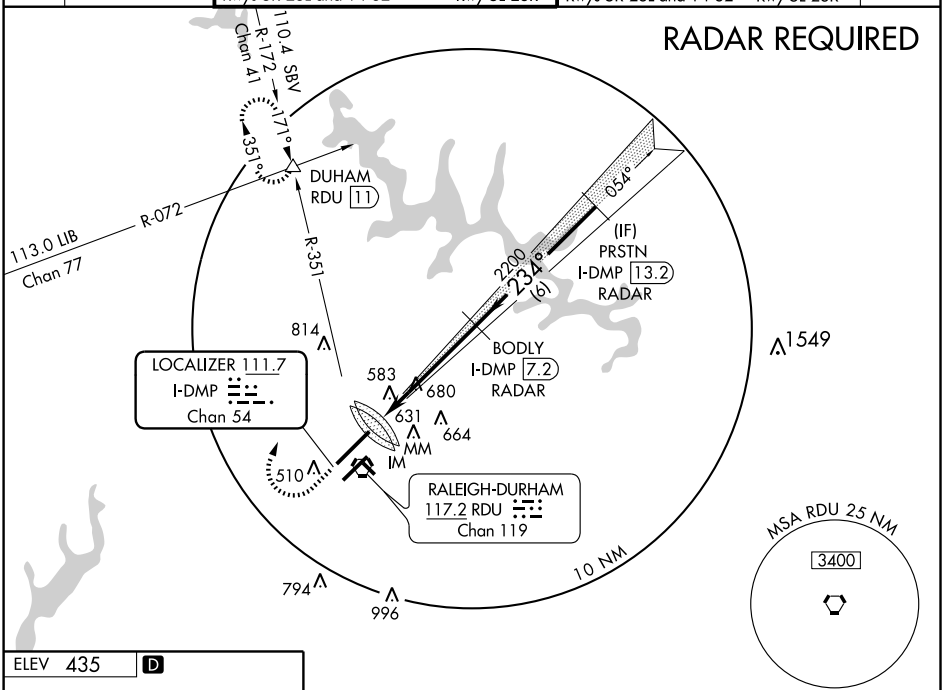
DME or Radar required.

ALSF-2

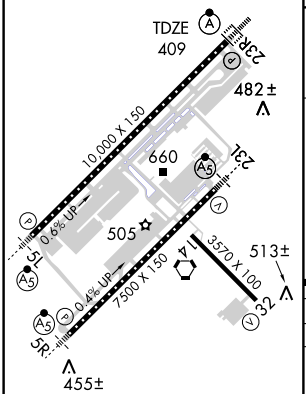
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT/RDU 11 DME and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

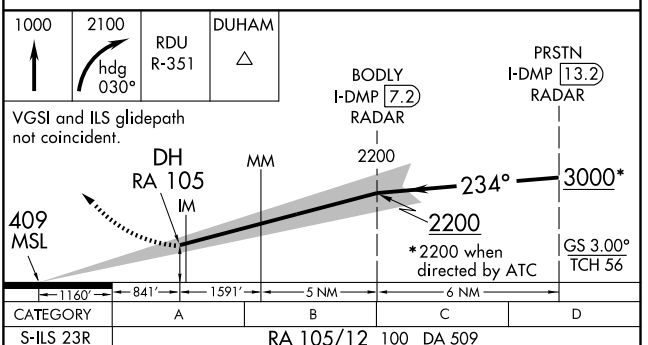
RADAR REQUIRED



ELEV 435 D



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
S-ILS 23R	RA 105/12 100 DA 509			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS RWY 23R (CAT III)

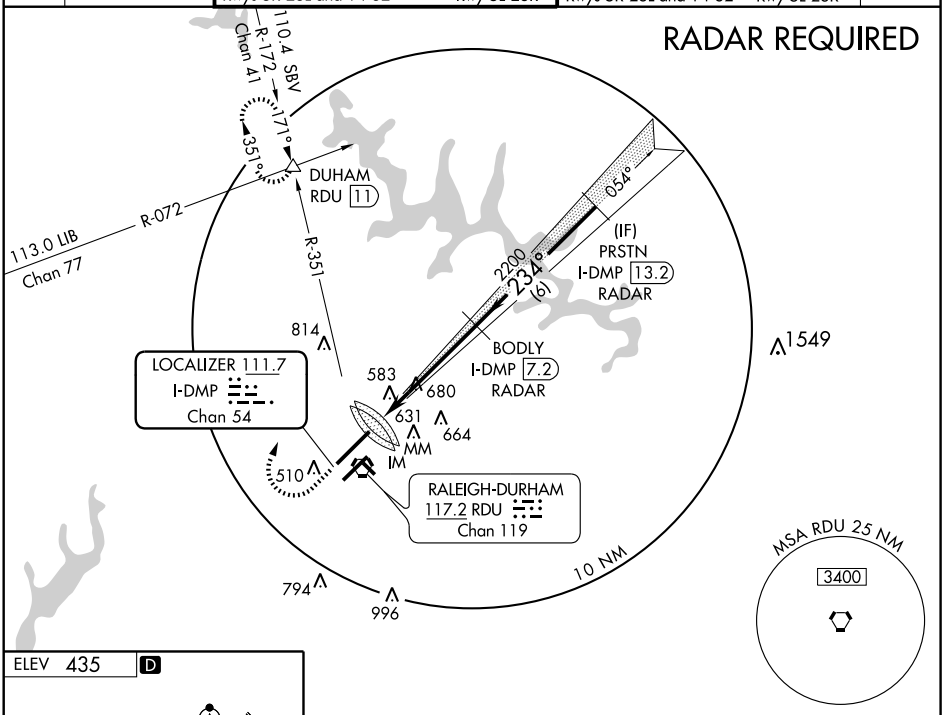
RALEIGH-DURHAM INTL (RDU)

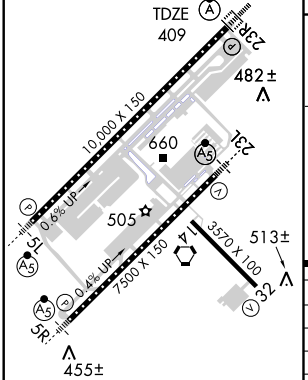
DME or Radar required.

ALSF-2

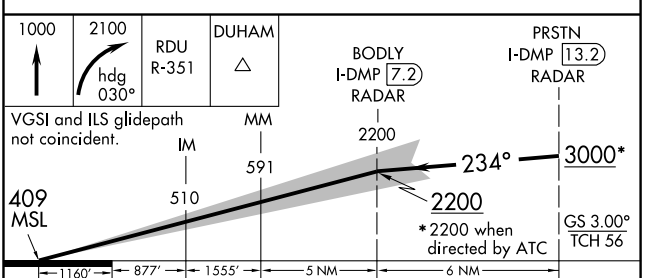
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT/RDU 11 DME and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
S-ILS 23R	CAT IIIa	RVR 07		
S-ILS 23R	CAT IIIb	RVR 06		
S-ILS 23R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
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MEYER ONE ARRIVAL (RNAV)

(MEYER.MEYER1) 10266

FRANKLIN TRANSITION (FKN.MEYER1):

HOPEWELL TRANSITION (HPW.MEYER1):

SALISBURY TRANSITION (SBY.MEYER1):

SNOW HILL TRANSITION (SWL.MEYER1):

. . . . From over MEYER via 246° track to ARGAL, then via 246° track to MANOE. Thence via assigned runway transition.

Landing Rwy 23L: From over MANOE via 258° track to LEASA, then via 256° NM track to DOCAT.
Landing Rwy 23R: From over MANOE via 258° track to LEASA, then via 259° track to PRSTN.
Landing Northeast Rwy 5R/5L: From over MANOE via 246° track to MUFLY, then via 223° track to RAYLU, then via 223° track to TIIME, then via 232° track to BOTKN, then via 232° track to BRING, then via 232° track to CUVAN, then via 232° heading, Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

LANDING SOUTHWEST: Track to DOCAT, maintain 4000: intercept and execute ILS Rwy 23L. If unable proceed to ZEBUL and hold, maintain 5000.

LANDING NORTHEAST: Track to CUVAN, fly heading 320°, maintain 4000: intercept and execute ILS Rwy 5R. If unable, proceed to ZEBUL and hold, maintain 5000.

RALEIGH TOWER
127.45 257.8 (Rwys 5R-23L, 14-32)
119.3 257.8 (Rwy 5L-23R)
RALEIGH APP CON
124.95 392.1
ATIS
123.8

SALISBURY SBY

SNOW HILL SWL

FL180 208° (64)

FL180 218° (50)

HOPEWELL HPW

13000 216° (67)

13000 239° (62)

CAPE CHARLES CCV

13000 247° (44)

FRANKLIN FKN

10 NM

066°

8000 (16) DUFFI

ARGAL

246° (5)

MEYER 10000

(6)

LEASA 6000

(12) 3000

4000 258° (6)

PRSTN

259°

256°

MANOE

DOCAT

3000 (12)

6000 (14)

RALEIGH-DURHAM RDU

4000 223° (8) MUFLY

4 NM

3000 232° (4)

RAYLU 8000

(4) TIIME

210 KIAS

269° ZEBUL

CUVAN

(4) BOTKN

(3)

(5) BRING

(5)

Landing northeast Rwy 5L/5R: Expect radar vectors to final approach couse after CUVAN.

N

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.

NOTE: Chart not to scale.

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL

ST-516 (FAA)

LOM LE	APP CRS	Rwy Idg	7500
350	232°	TDZE	435
		Apt Elev	435

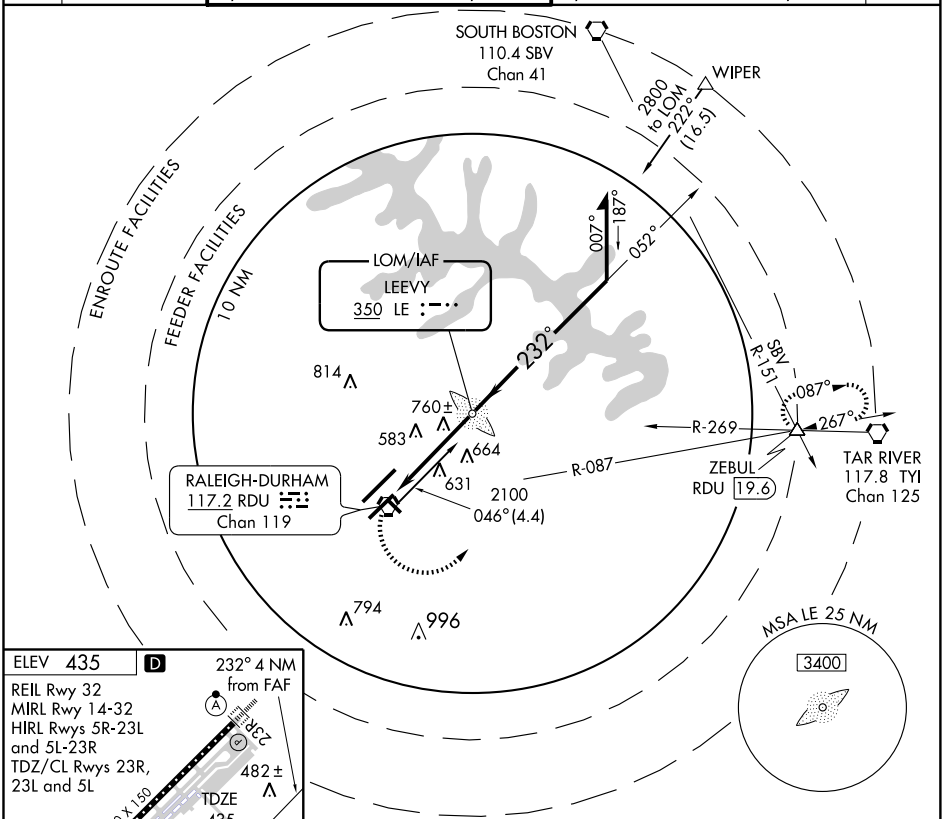
NDB RWY 23L

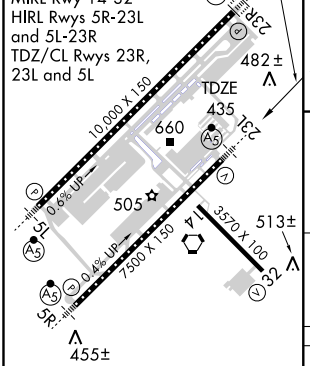
RALEIGH-DURHAM INTL (RDU)

MALSR

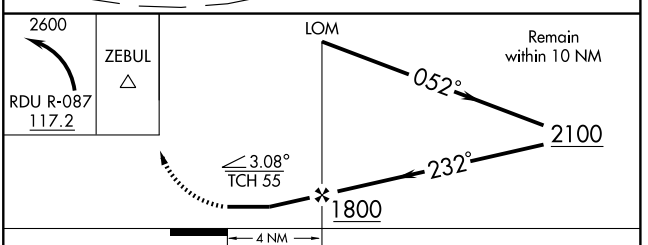
MISSED APPROACH: Climbing left turn to 2600 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-23L	1120/40 685 (700-¾)		1120-1½ 685 (700-1½)	1120-2 685 (700-2)
CIRCLING	1120-1 685 (700-1)		1120-2 685 (700-2)	1120-2¼ 685 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

RALEIGH SEVEN DEPARTURE

ATIS 123.8
CLNC DEL
120.1

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71'-W77°49.69'
L-36, H-10-12

NORTH DEPARTURE
132.35 256.9

SOUTH BOSTON
110.4 SBV
Chan 41
N36° 40.50'-W79° 00.87'
L-26-36, H-9-12

LAWRENCEVILLE
112.9 LVL
Chan 76
N36° 49.08'
W77° 54.18'
L-36

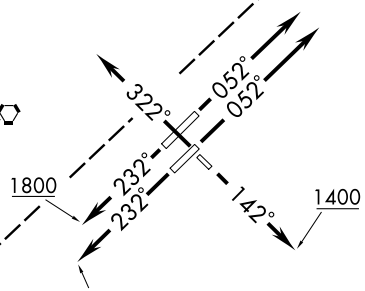
SOUTH DEPARTURE
125.3 353.675

GREENSBORO
116.2 GSO
Chan 109
N36° 02.74'-W79° 58.58'
L-25-36, H-9-12

FRANKLIN
110.6 FKN
Chan 43
N36° 42.85'-W77° 00.74'
L-35-36, H-9-10-12

LIBERTY
113.0 LIB
Chan 77
N35° 48.70'
W79° 36.76'
L-25-36, H-9-12

TAR RIVER
117.8 TYI
Chan 125
N35° 58.61'-W77° 42.23'
L-35-36, H-9-12



SPECIAL INSTRUCTIONS: For appropriate departure control frequency, use frequency depicted within sector for your route of flight after RDU.

SANDHILLS
111.8 SDZ
Chan 55
N35° 12.93'
W79° 35.28'
L-25-35-36, H-9-12

FAYETTEVILLE
108.8 FAY
Chan 25
N34° 59.13'-W78° 52.50'
L-35-36

WILMINGTON
117.0 ILM
Chan 117
N34° 21.10'-W77° 52.46'
L-23-35, H-9-12

TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
Rwy 32: 300-1.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

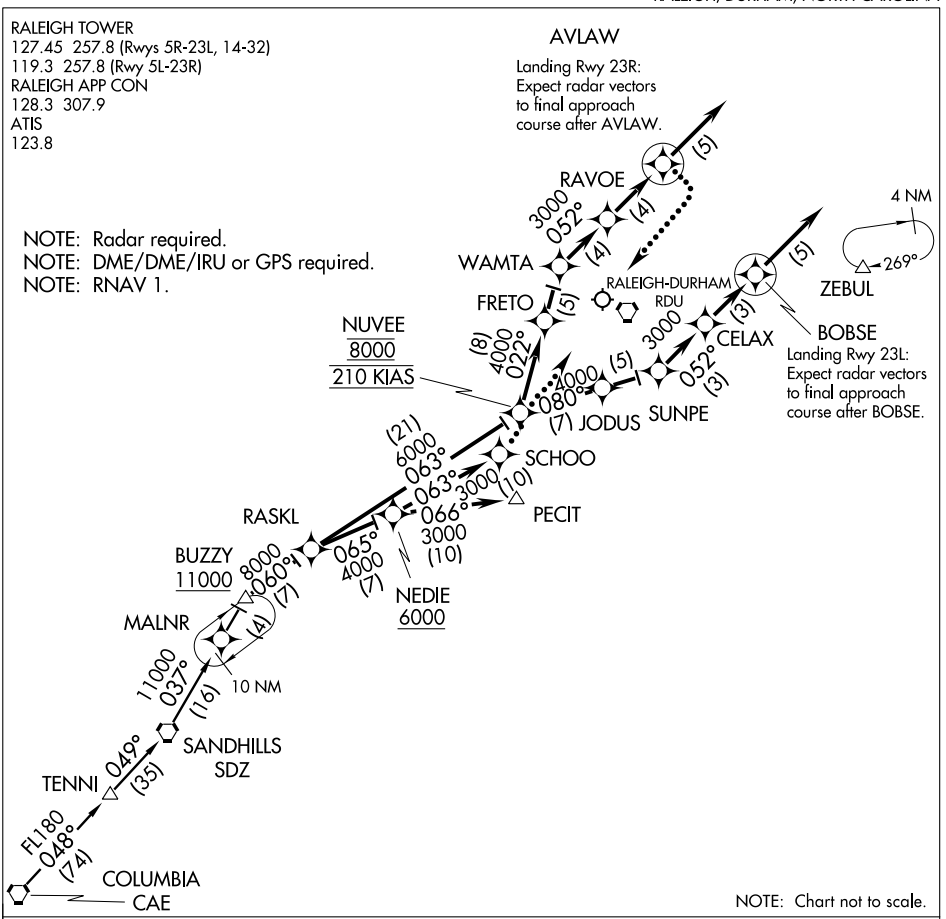
NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

RASKL ONE ARRIVAL (RNAV)



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

COLUMBIA TRANSITION (CAE.RASKL1):

. . . . From over BUZZY via 060° track to RASKL. Then via assigned runway transition.
Landing Rwy 5L: From over RASKL via 065° track to NEDIE, then via 063° track to SCHOO.
Landing Rwy 5R: From over RASKL via 065° track to NEDIE, then via 066° track to PECIT.
Landing Rwy 23L: From over RASKL via 063° track to NUVEE, then via 080° track to JODUS, then via 080° track to SUNPE, then via 052° track to CELAX, then via 052° track to BOBSE, then via 052° heading. Expect radar vectors to final approach course.
Landing Rwy 23R: From over RASKL via 063° track to NUVEE, then via 022° track to FRETO, then via 022° track to WAMTA, then via 052° track to RAVOE, then via 052° track to AVLAW, then via 052° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
NORTHEAST OPERATION: Track to SCHOO, maintain 3000: intercept and execute ILS Rwy 5L approach. If unable, proceed to ZEBUL and hold, maintain 5000.
SOUTHWEST OPERATION: Track to AVLAW, fly heading 140°, maintain 3000: intercept and execute ILS Rwy 23R approach. If unable, proceed to ZEBUL and hold, maintain 5000.

APP CRS	Rwy Idg	3570
322°	TDZE	429
	Apt Elev	435

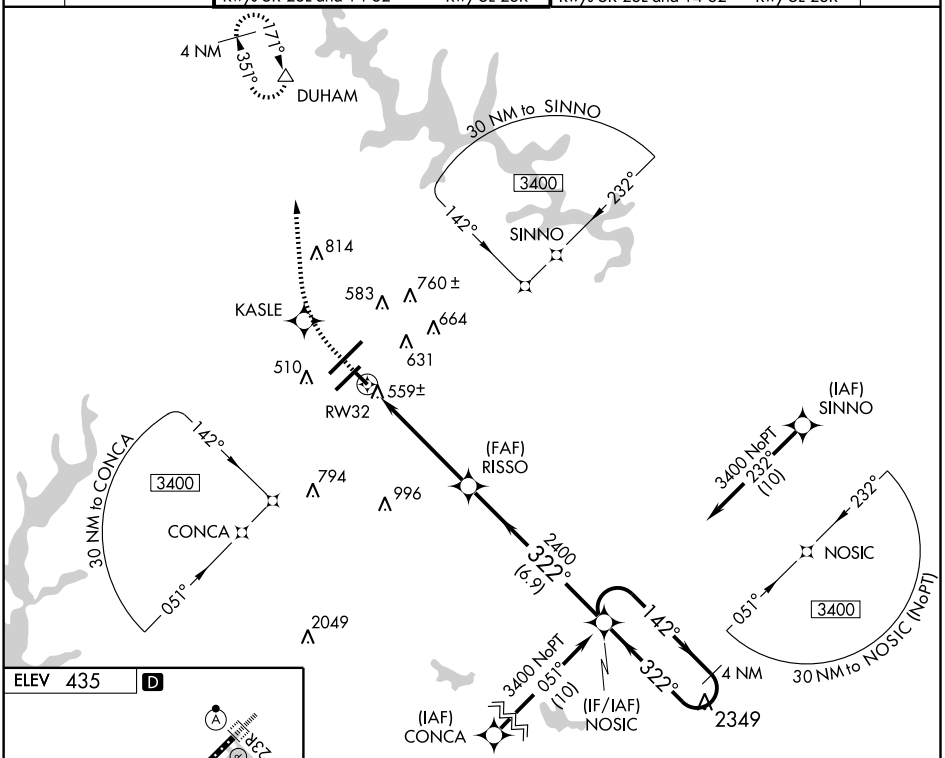
RNAV (GPS) RWY 32

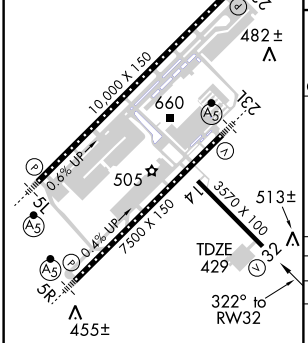
RALEIGH-DURHAM INTL (RDU)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA Baro-VNAV NA below -15°C (5°F).

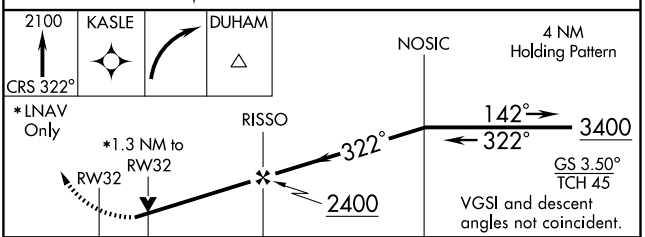
MISSED APPROACH: Climb to 2100 via 322° course to KASLE WP, then right turn direct to DUHAM WP and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	820-1¼ 391 (400-1¼)			NA
LNAV MDA	1000-1 571 (600-1)		1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1¼ 565 (600-1¼)		1000-1¾ 565 (600-1¾)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 5L

RALEIGH-DURHAM INTL (RDU)

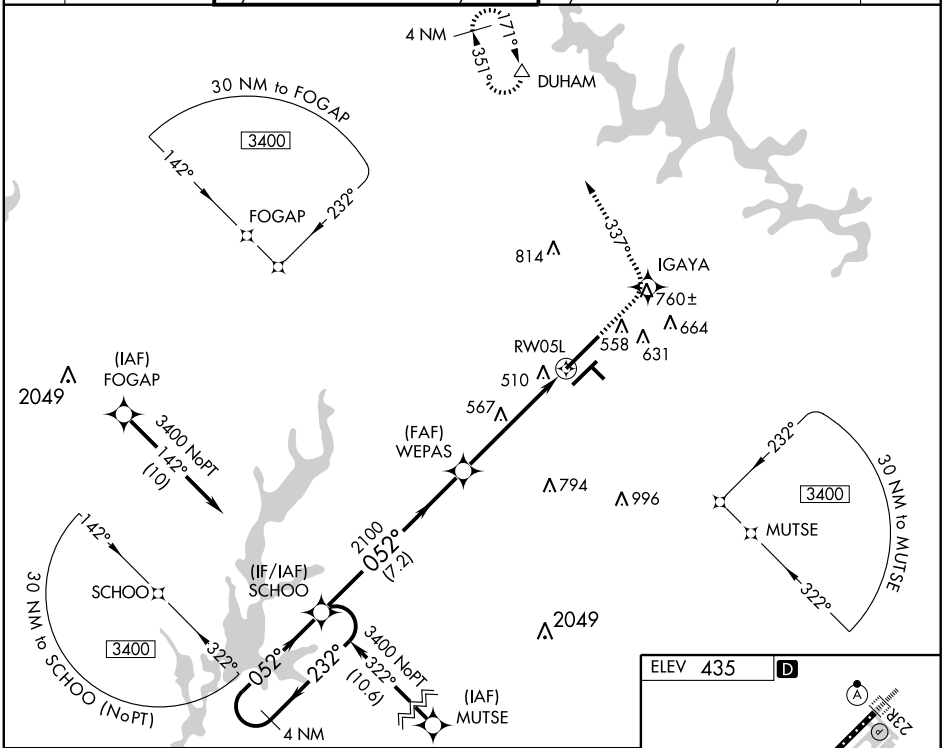
WAAS	APP CRS	Rwy Idg	10000
CH 48813	052°	TDZE	385
W05A		Apt Elev	435

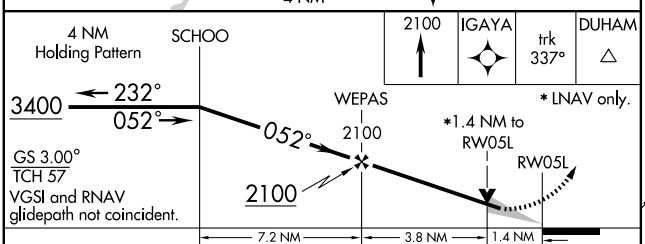
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

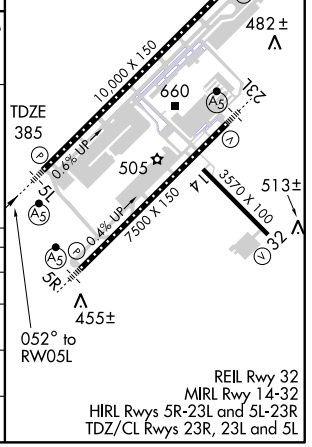
MISSED APPROACH: Climb to 2100 direct IGAYA and via track 337° to DUHAM and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





CATEGORY	A	B	C	D
LPV DA	596/24 211 (200-½)			
LNAV/VNAV DA	793/50 408 (400-1)			
LNAV MDA	880/24 495 (500-½)		880/40 495 (500-¾)	880/50 495 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7500
CH 90213	052°	TDZE	420
W05B		Apt Elev	435

RNAV (GPS) Y RWY 5R

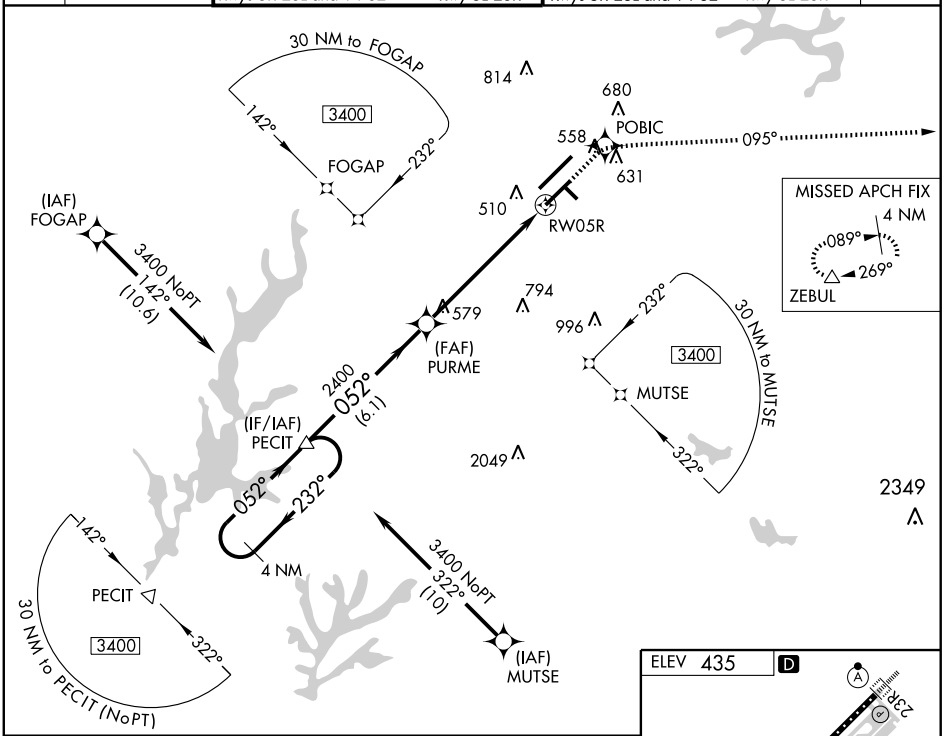
RALEIGH-DURHAM INTL (RDU)

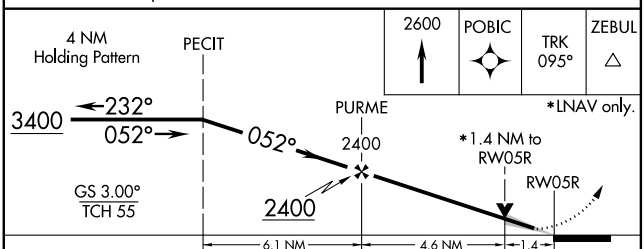
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

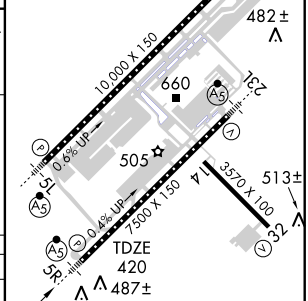
MALSR

MISSED APPROACH: Climb to 2600 direct POBIC and via track 095° to ZEBUL and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
LPV DA	620/24 200 (200-½)			
LNAV/VNAV DA	782/40 362 (400-¾)			
LNAV MDA	900/24 480 (500-½)		900/40 480 (500-¾)	900/50 480 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 23L

RALEIGH-DURHAM INTL (RDU)

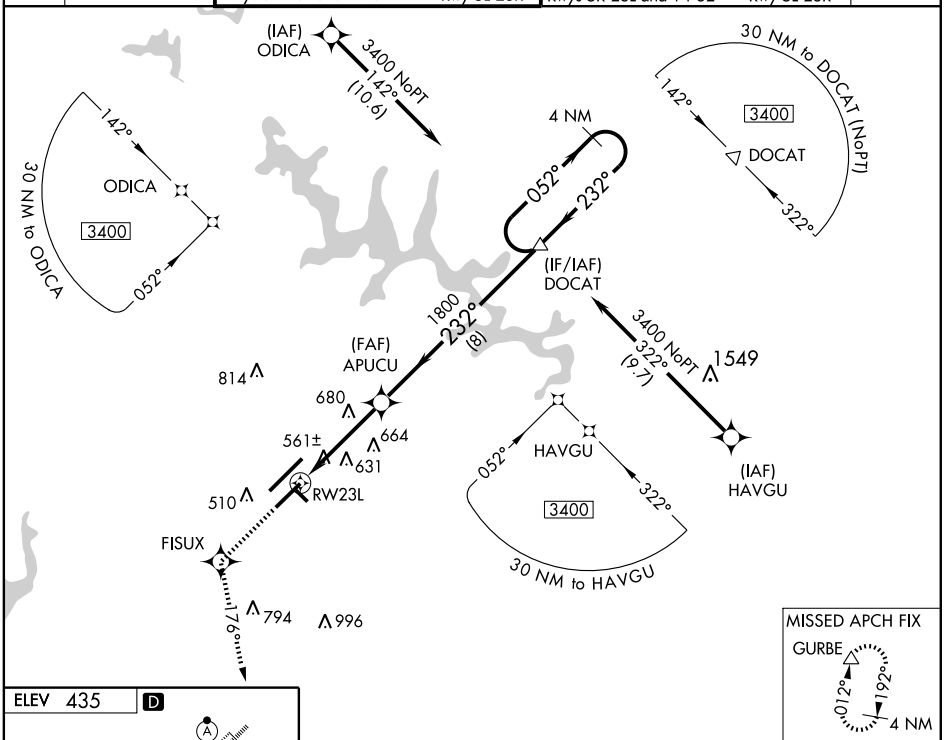
WAAS	APP CRS	Rwy Idg	7500
CH 65713	232°	TDZE	435
W23B		Apt Elev	435

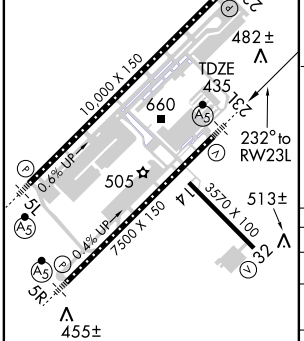
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

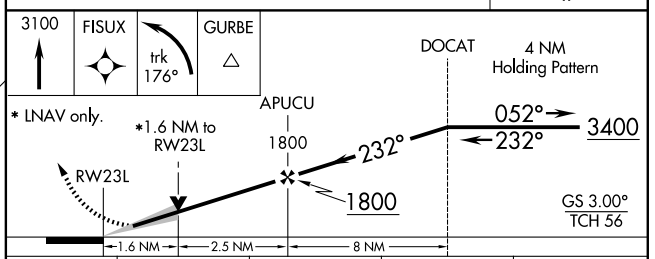
MALSR

MISSED APPROACH: Climb to 3100 direct FISUX and left turn via track 176° to GURBE and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
LPV DA	635/24 200 (200-½)			
LNAV/VNAV DA	841/50 406 (500-1)			
LNAV MDA	1000/24 565 (600-½)		1000/50 565 (600-1)	1000/60 565 (600-1¼)
CIRCLING	1000-1 565 (600-1)		1000-1½ 565 (600-1½)	1060-2 625 (700-2)

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R,23L and 5L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 45613	232°	TDZE	409
W23A		Apt Elev	435

RNAV (GPS) Y RWY 23R

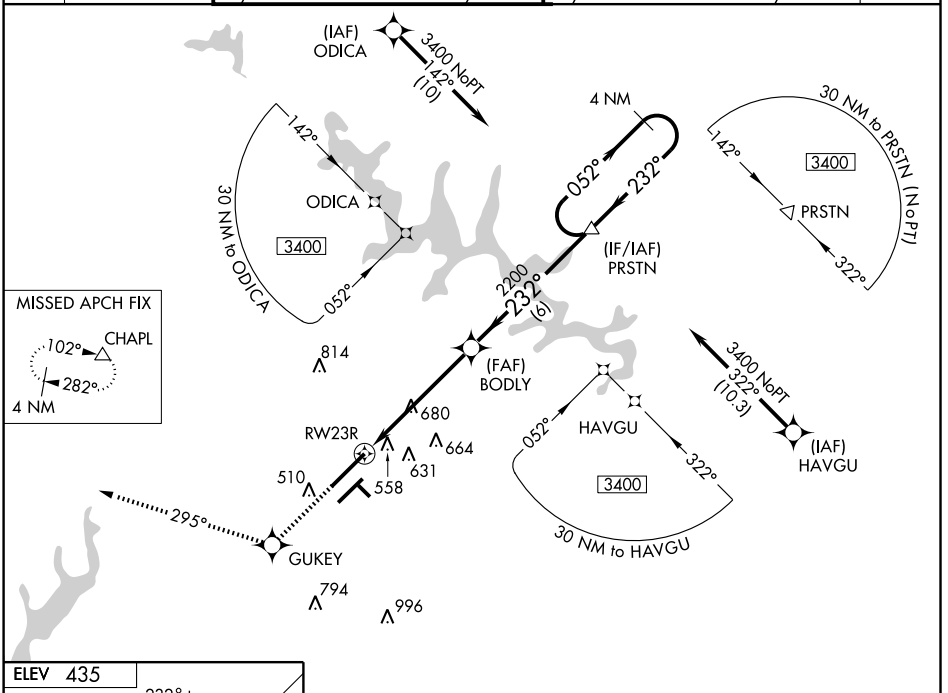
RALEIGH-DURHAM INTL (RDU)

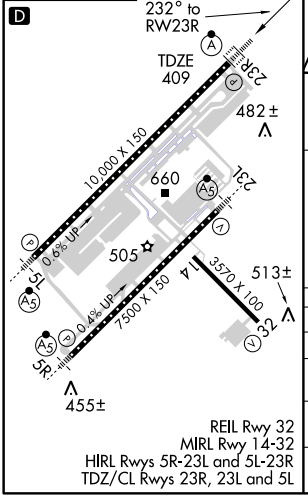
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

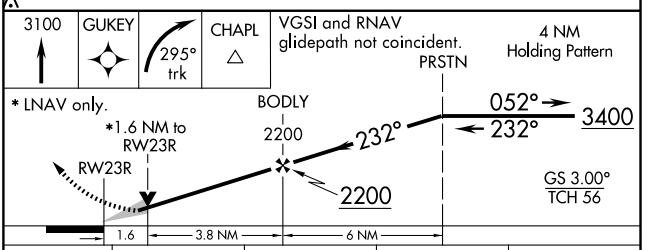
MISSED APPROACH: Climb to 3100 direct GUKEY and right turn via 295° track to CHAPL and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





2049



CATEGORY		A	B	C	D
LPV	DA	609/24 200 (200-½)			
LNAV/VNAV	DA	927/60 518 (500-1¼)			
LNAV	MDA	1000/24 591 (600-½)		1000/50 591 (600-1)	1000/60 591 (600-1¼)
CIRCLING		1000-1 565 (600-1)		1000-1½ 565 (600-1½)	1060-2 625 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
052°	TDZE	385
	Apt Elev	435

RNAV (RNP) Z RWY 5L

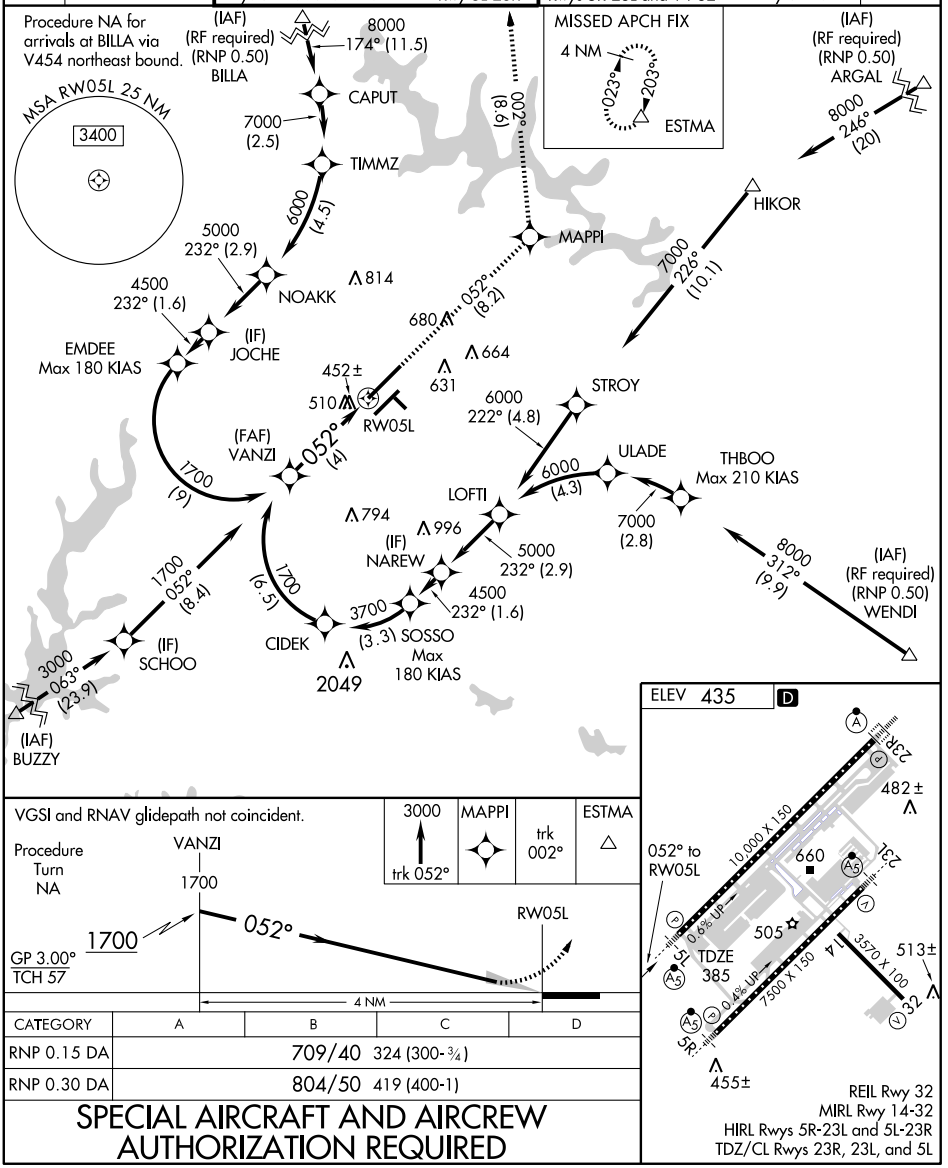
RALEIGH-DURHAM INTL (RDU)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.15 visibility to RVR 6000, RNP 0.30 visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3000 via track 052° to MAPPI and via track 002° to ESTMA and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.15 DA	709/40 324 (300-¾)			
RNP 0.30 DA	804/50 419 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	7500
232°	TDZE	435
	Apt Elev	435

RNAV (RNP) Z RWY 23L

RALEIGH-DURHAM INTL (RDU)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (13°F) or above 46°C (116°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.15 all Cats visibility to RVR 6000, and RNP 0.30 all Cats visibility to 1½ .

MALSR

MISSED APPROACH: Climb to 3300 via track 232° to PECIT and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

Procedure NA for arrivals at BILLA via V-454.

MSA RW23L 25 NM 3400

(IAF) (RF required) BILLA

7000 143° (5.5)

5200 143° (5.7)

(IF) EFELL

GARTH

4000 (4.9)

CAXID

1500 to SULPY

(8)

1500 232° (8.9)

(IF) DOCAT

4000 253° (13.4)

SIMYS

8200 256° (9.8)

(IAF) ARGAL

SIDEE Max 180 KIAS

2000 (6.9)

(IF) LYNGE

3800 048° (4.2)

814

ERGUY

1500 (2.6)

1500

FIRUR Max 180 KIAS

(3.7)

680

(3.2)

232°

(FAF) SULPY

664

631

554±

491±

RW23L

510

5000 022° (4.6)

JASSI

232° (13.3)

7000 022° (6.2)

2600 (4.1)

2600 320° (5.5)

(IF) ICERE

MEDFY Max 180 KIAS

3800 054° (4.1)

4300 320° (5.5)

(IAF) (RF required) WENDI

KAFHA

6500 320° (6.3)

794

5000 080° (4.3)

996

(IF) LUSCI

7000 082° (5.5)

JANOG

8000 to ANCHI 063° (27.6)

ANCHI

(IAF) (RF required) (RNP 0.50) BUZZY

PECIT

052°

232°

4 NM

2049

3300 trk 232°

PECIT

VGSI and RNAV glidepath not coincident.

SULPY 1500

Procedure Turn NA

RW23L 232° 1500

GP 3.00° TCH 56

3.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	780/40 345 (400-¾)			
RNP 0.30 DA	869/50 434 (500-1)			

ELEV 435 D

10,000 X 150

TDZE 435

660

482±

505

513±

455±

0.6% UP

0.4% UP

7500 X 150

3570 X 100

14

32

23R

23L

5R

5L

232° to RW23L

REIL Rwy 32

MIRL Rwy 14-32

HIRL Rwys 5R-23L and 5L-23R

TDZ/CL Rwys 23R,23L and 5L

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
232°	TDZE	409
	Apt Elev	435

RNAV (RNP) Z RWY 23R

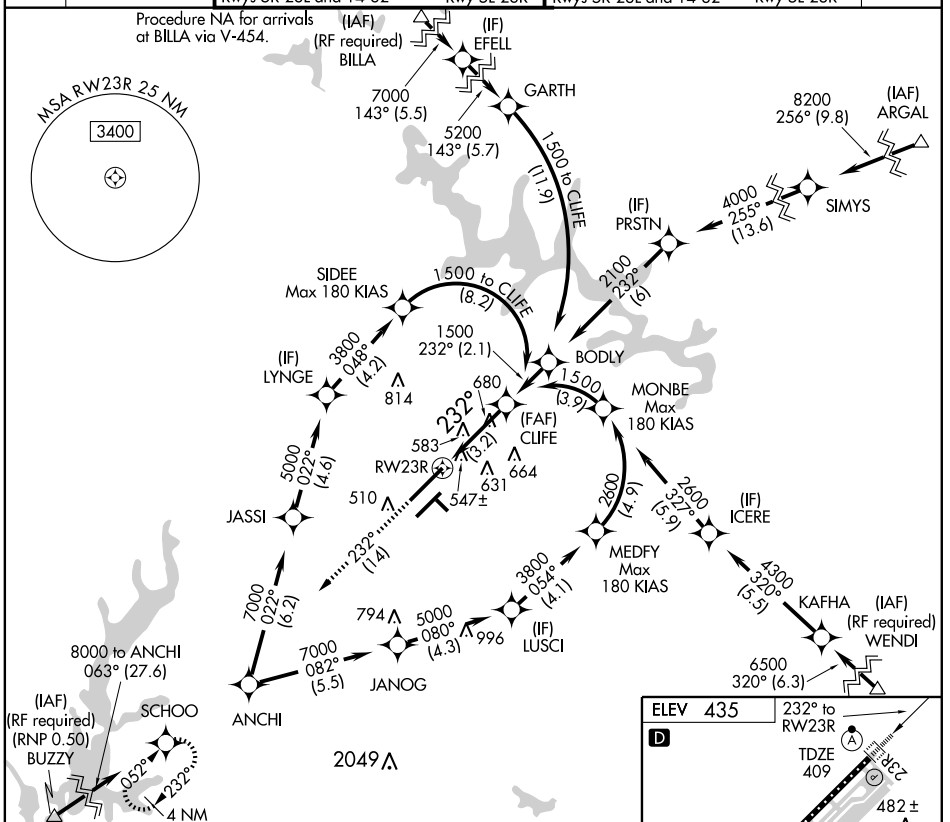
RALEIGH-DURHAM INTL (RDU)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (13°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 2.

ALSF-2

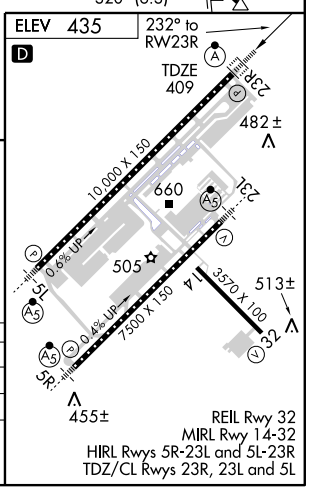
MISSED APPROACH: Climb to 3000 via track 232° to SCHOO and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1



CATEGORY	A	B	C	D
RNP 0.15 DA	780/40 371 (400-¾)			
RNP 0.30 DA	958/1½ 549 (600-1½)			

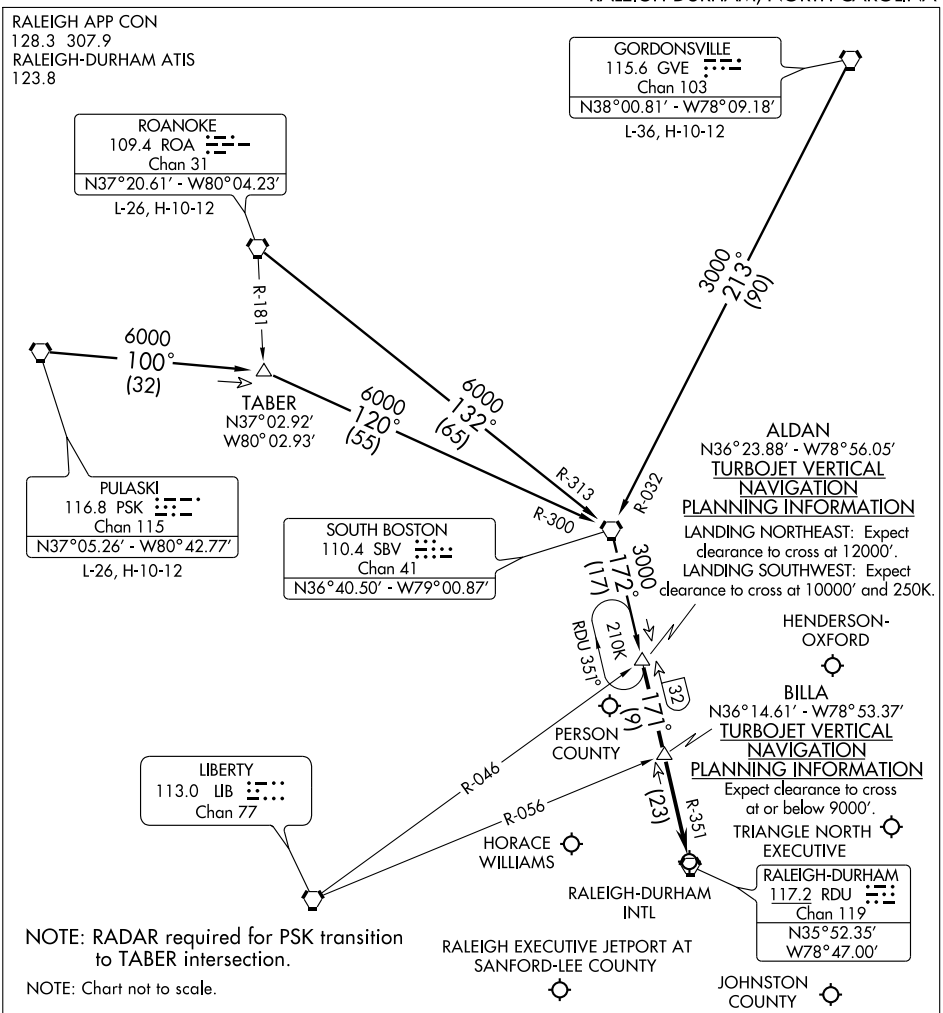
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

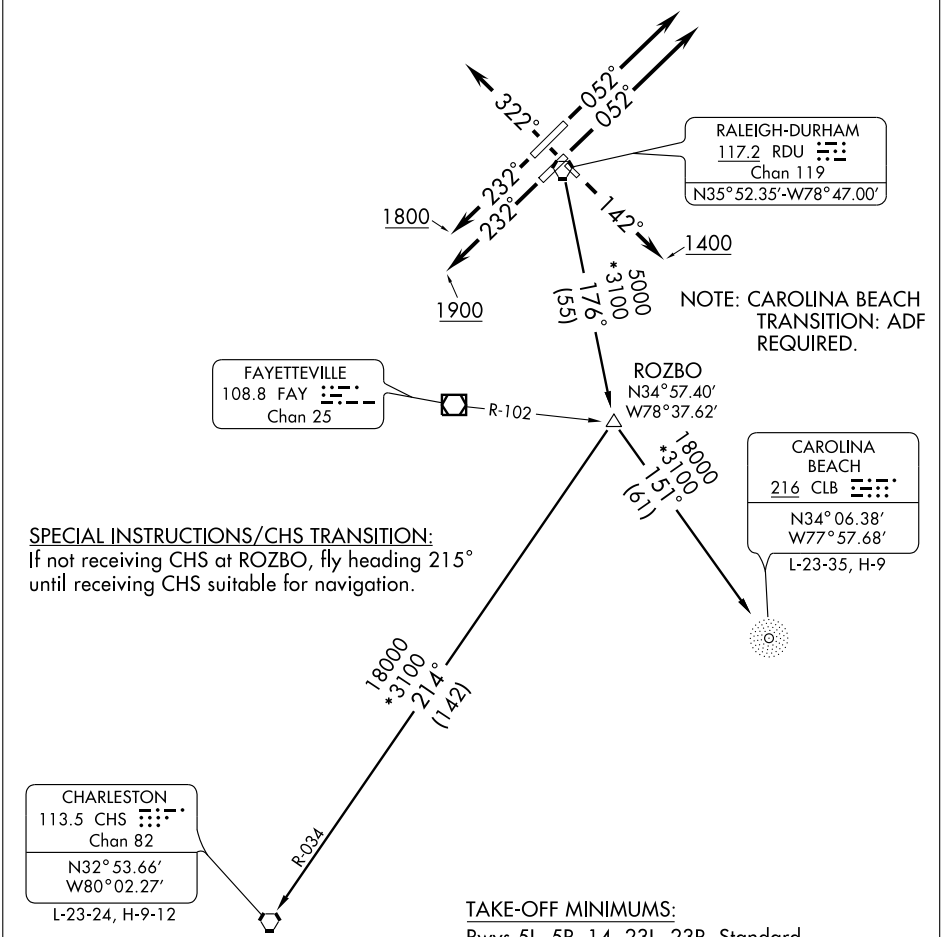
SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA

(SBV.SBV4) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
125.3 353.675



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
ATC climb of 350 feet per NM to 18,000 MSL.
Rwy 32: 300-1. ATC climb of 350 feet per NM to 18,000 MSL.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RDU	APP CRS	Rwy Idg	7500
117.2	055°	TDZE	421
Chan 119		Apt Elev	435

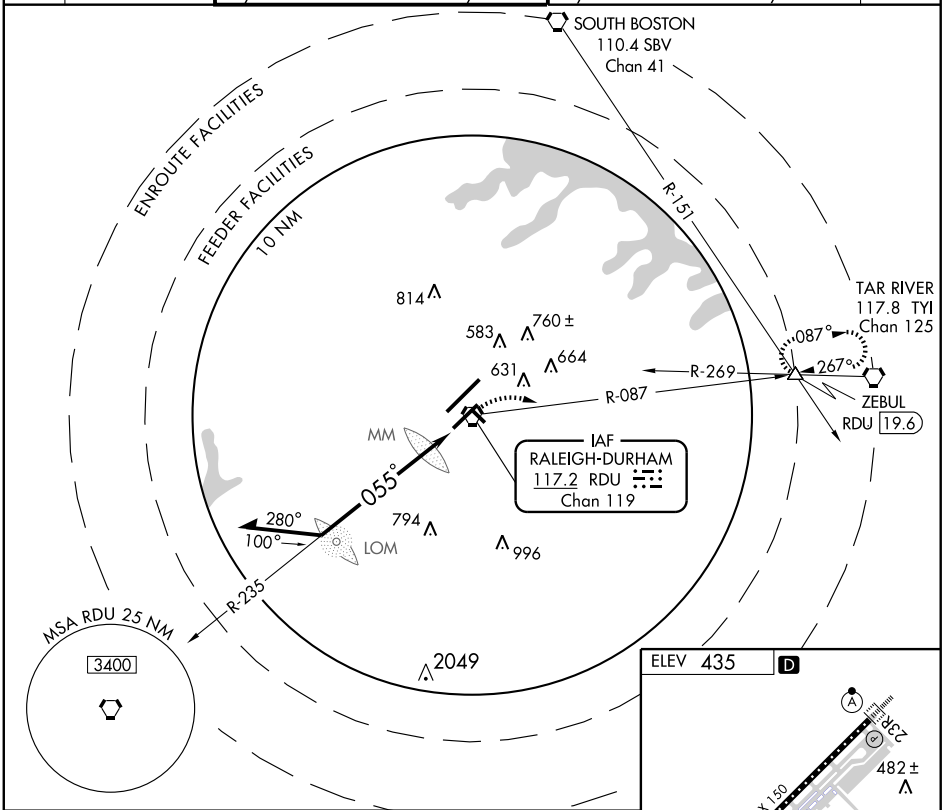
VOR RWY 5R

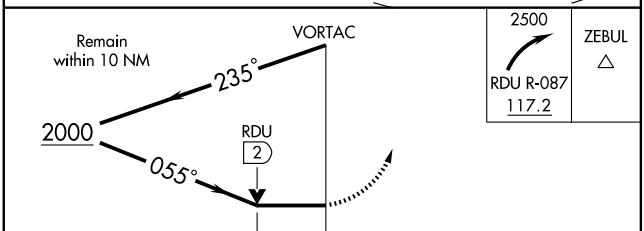
RALEIGH-DURHAM INTL (RDU)

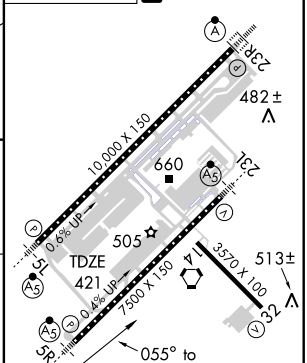
MALSR

MISSED APPROACH: Climbing right turn to 2500 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
S-5R	940/24 519 (600-½)		940/50 519 (600-1)	940/60 519 (600-1¼)
CIRCLING	980-1 544 (600-1)		980-1½ 544 (600-1½)	1060-2 625 (700-2)

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RDU	APP CRS	Rwy Idg	7500
117.2	220°	TDZE	435
Chan 119		Apt Elev	435

VOR RWY 23L

RALEIGH-DURHAM INTL (RDU)

MALSR

MISSED APPROACH: Climbing left turn to 2500 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

SOUTH BOSTON
110.4 SBV
Chan 41

ENROUTE FACILITIES
FEEDER FACILITIES
10 NM

R-151
R-040
175°
355°
814
LOM
583
220°
760±
664
631
IAF
RALEIGH-DURHAM
117.2 RDU
Chan 119
R-269
R-087
087°
267°
TAR RIVER
117.8 TYI
Chan 125
ZEBUL
RDU 19.6
794
996
2049
MSA RDU 25 NM
3400

ELEV 435 D

23R
482±
TDZE
435
10,000 X 150
660
23L
220° to VORTAC
505
0.6% UP
5L
3570 X 100
513±
14
32
0.4% UP
7300 X 150
5R
455±

2500
RDU R-087
117.2
ZEBUL

VORTAC
Remain within 10 NM
040°
RDU
2.2
2000
220°
1.8 NM

CATEGORY	A	B	C	D
S-23L	1060/24	625 (700-½)	1060/60 625 (700-1¼)	1060-1½ 625 (700-1½)
CIRCLING	1060-1	625 (700-1)	1060-1¾ 625 (700-1¾)	1060-2 625 (700-2)

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

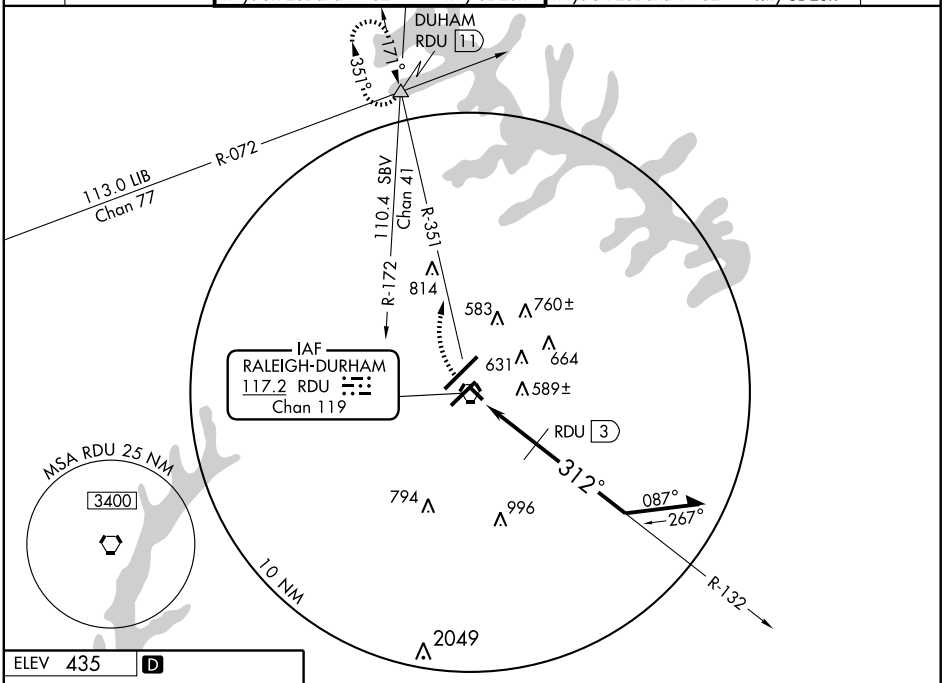
VORTAC RDU	APP CRS	Rwy Idg	3570
117.2	312°	TDZE	429
Chan 119		Apt Elev	435

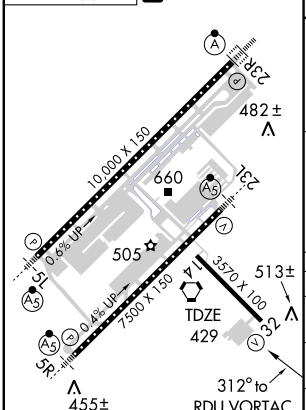
VOR RWY 32

RALEIGH-DURHAM INTL (RDU)

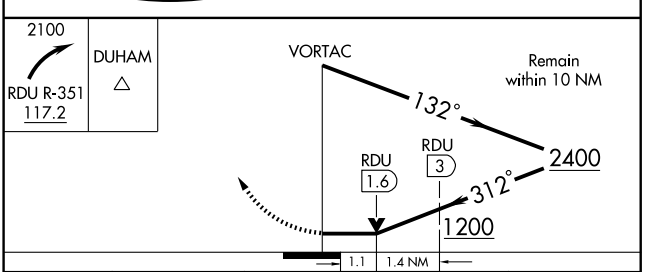
MISSED APPROACH: Climbing right turn to 2100 via RDU R-351 to DUHAM Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





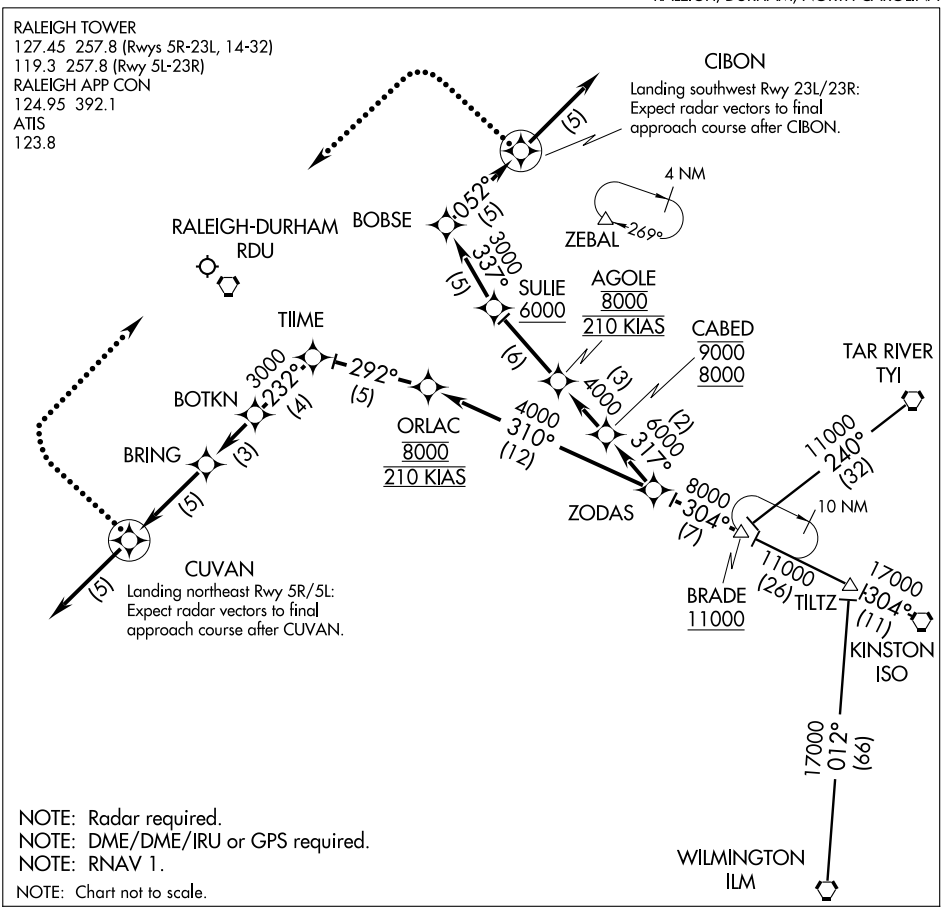
REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
S-32	1200-1 771 (800-1)	1200-1¼ 771 (800-1¼)	1200-2¼ 771 (800-2¼)	1200-2½ 771 (800-2½)
CIRCLING	1200-1 765 (800-1)	1200-1¼ 765 (800-1¼)	1200-2¼ 765 (800-2¼)	1200-2½ 765 (800-2½)
DME MINIMA				
S-32	860-1 431 (500-1)		860-1¼ 431 (500-1¼)	860-1½ 431 (500-1½)
CIRCLING	980-1 545 (600-1)		980-1½ 545 (600-1½)	1060-2 625 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

ZODAS ONE ARRIVAL (RNAV)



NOTE: Radar required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

KINSTON TRANSITION (ISO.ZODAS1):
TAR RIVER TRANSITION (TYI.ZODAS1):
WILMINGTON TRANSITION (ILM.ZODAS1):

. . . . From over BRADE via 304° track to ZODAS, thence via assigned runway transition.
Landing Southeast Rwy 23L/23R: From over ZODAS via 317° track to CABED, then via 317° track to AGOLE, then via 317° track to SULIE, then via 337° track to BOBSE, then via 052° track to CIBON, then via 052° heading. Expect radar vectors to final approach course.
Landing Northeast Rwy 5L/5R: From over ZODAS via 310° track to ORLAC, then via 292° track to TIIME, then via 232° track to BOTKN, then via 232° track to BRING, then via 232° track to CUVAN, then via 232° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
LANDING SOUTHWEST: At CIBON fly heading 320°, maintain 4000: intercept and execute ILS Rwy 23L approach. If unable, proceed to ZEBUL and hold; maintain 5000.
LANDING NORTHEAST: At CUVAN fly heading 320°, maintain 4000: intercept and execute ILS Rwy 5R approach. If unable, proceed to ZEBUL and hold, maintain 5000.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB SIF	APP CRS	Rwy Idg	5199
423	315°	TDZE	668
		Apt Elev	694

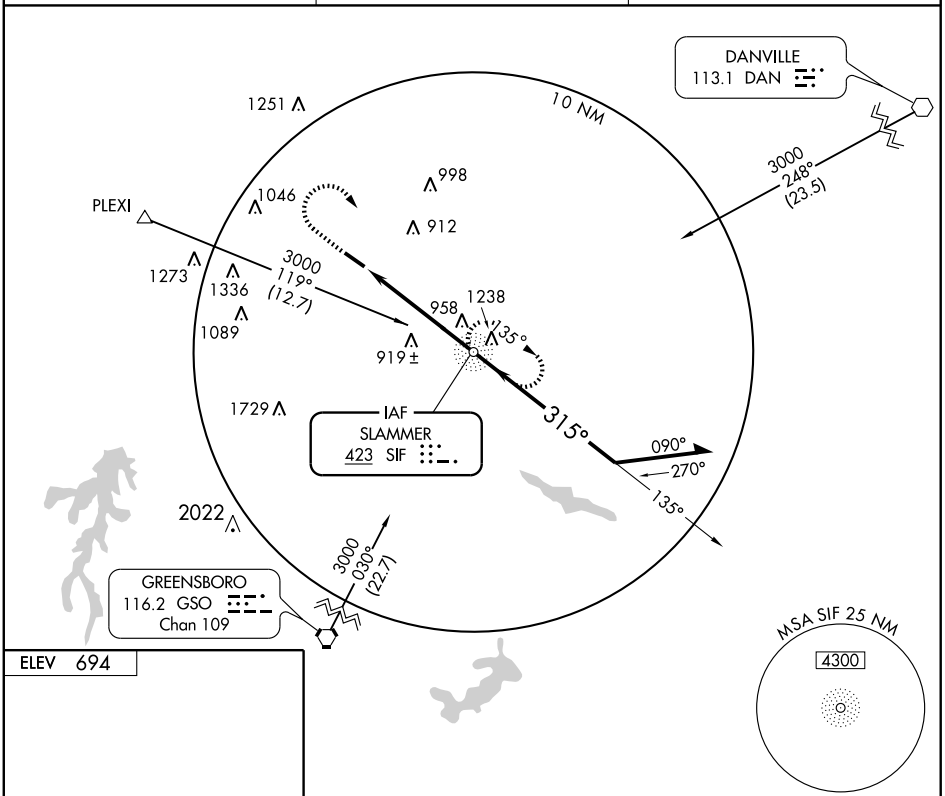
NDB RWY 31

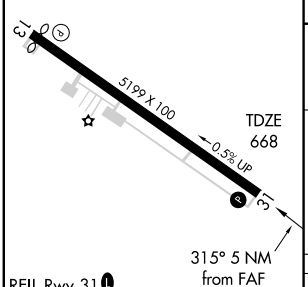
REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase S-31 Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct SIF NDB and hold.

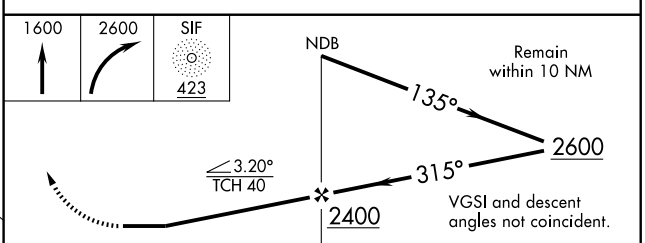
AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L





REIL Rwy 31 L
HIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-31	1220-1 552 (600-1)		1220-1½ 552 (600-1½)	1220-1¾ 552 (600-1¾)
CIRCLING	1260-1 566 (600-1)	1280-1 586 (600-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4999
132°	TDZE	691
	Apt Elev	694

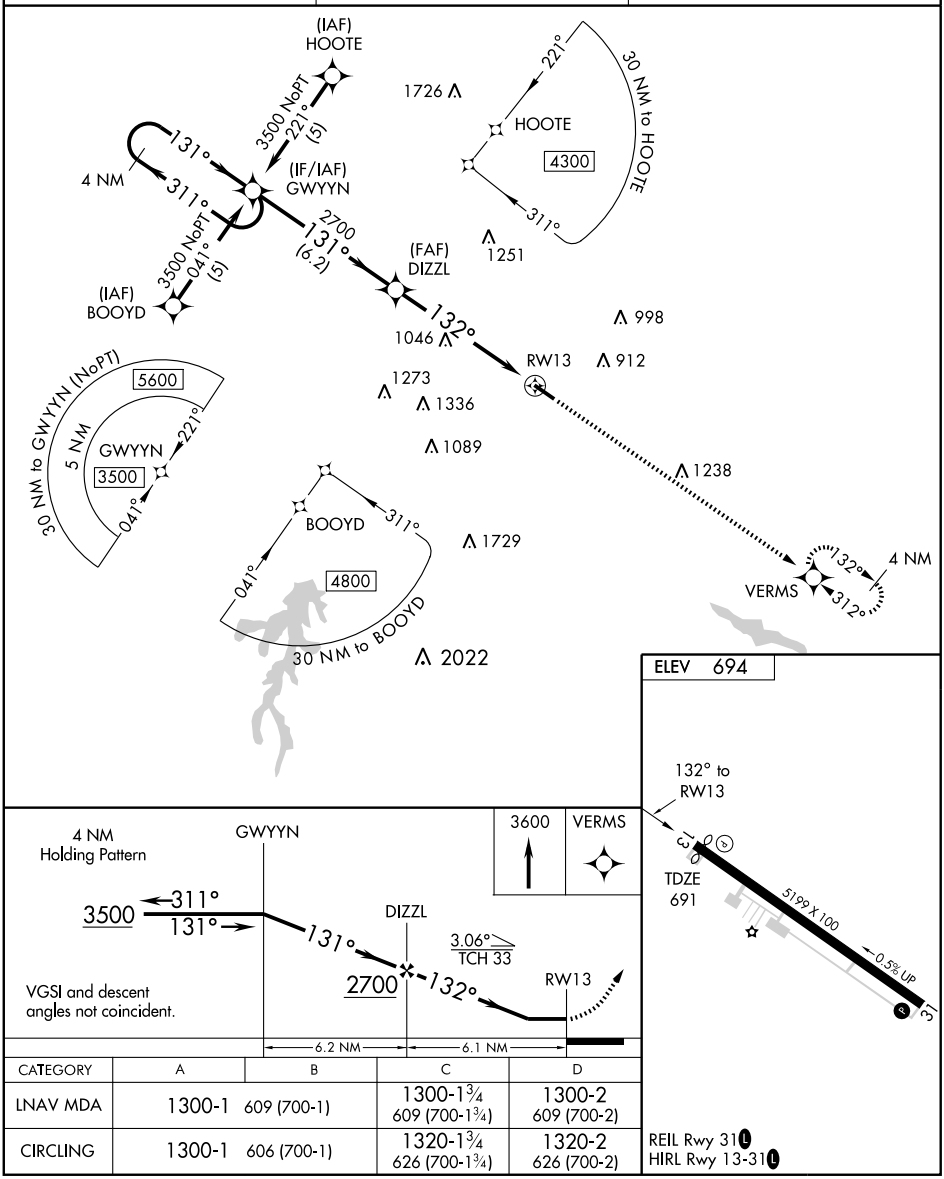
RNAV (GPS) RWY 13

REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct VERMS and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1 609 (700-1)		1300-1¾ 609 (700-1¾)	1300-2 609 (700-2)
CIRCLING	1300-1 606 (700-1)		1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5199
312°	TDZE	668
	Apt Elev	694

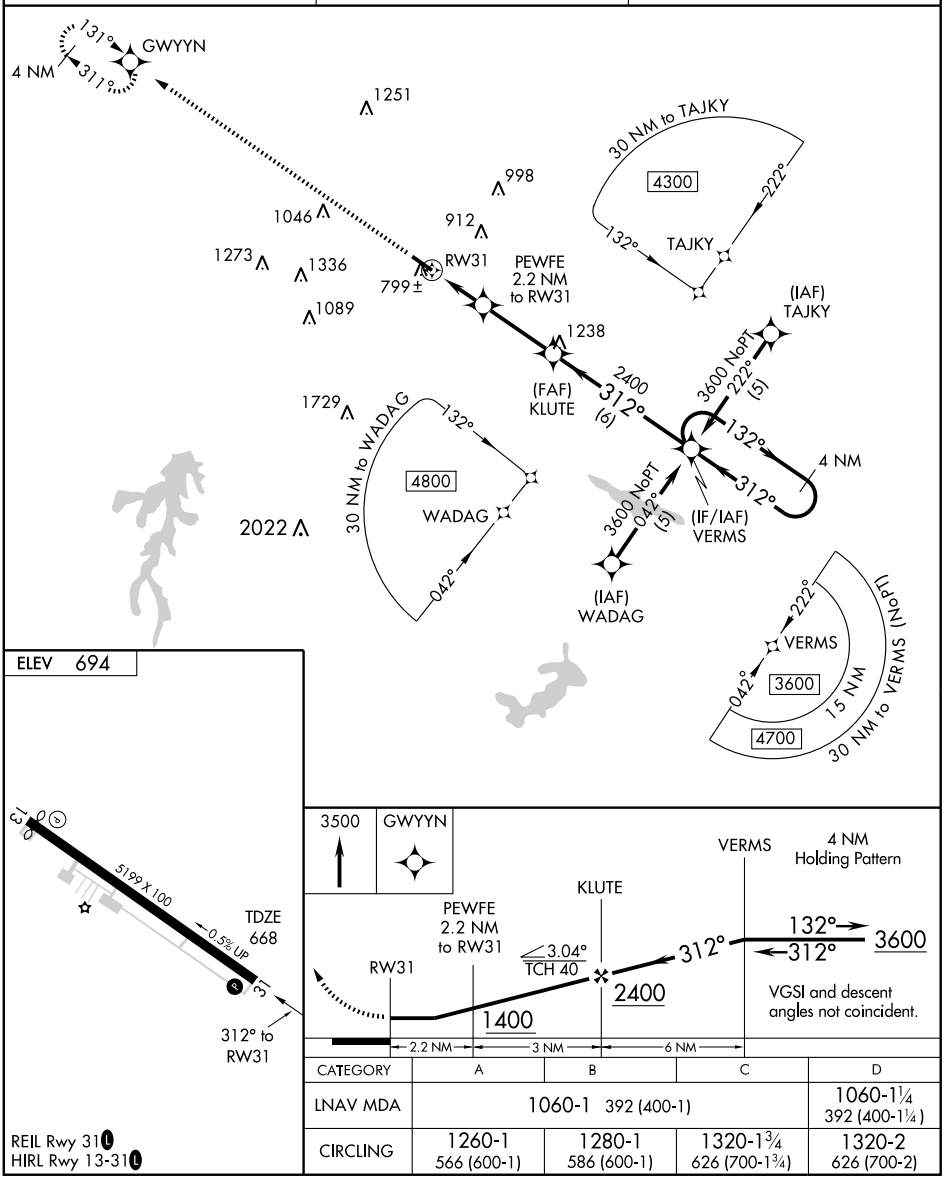
RNAV (GPS) RWY 31

REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

▲ MISSED APPROACH: Climb to 3500 direct GWYYN and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1060-1 392 (400-1)			1060-1¼ 392 (400-1¼)
CIRCLING	1260-1 566 (600-1)	1280-1 586 (600-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GSO 116.2 Chan 109	APP CRS 018°	Rwy Idg N/A TDZE N/A Apt Elev 694

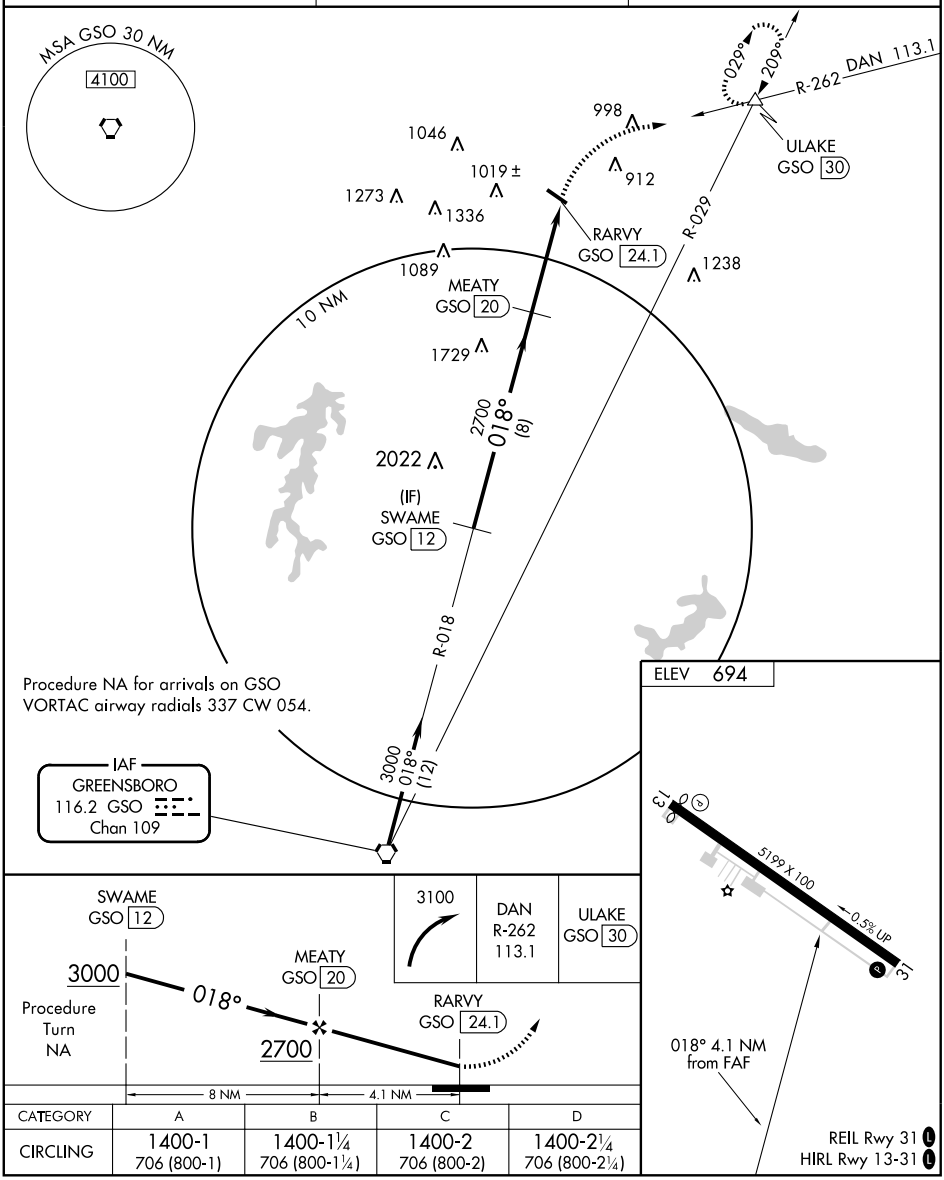
VOR/DME-A

REIDSVILLE/ROCKINGHAM COUNTY NC SHILOH (SIF)

NA Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase MDA 100 feet and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 via DAN VOR R-262 to ULAKE/GSO 30 DME and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1400-1 706 (800-1)	1400-1¼ 706 (800-1¼)	1400-2 706 (800-2)	1400-2¼ 706 (800-2¼)

REIL Rwy 31 L
HIRL Rwy 13-31 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
019°	TDZE	143
	Apt Elev	145

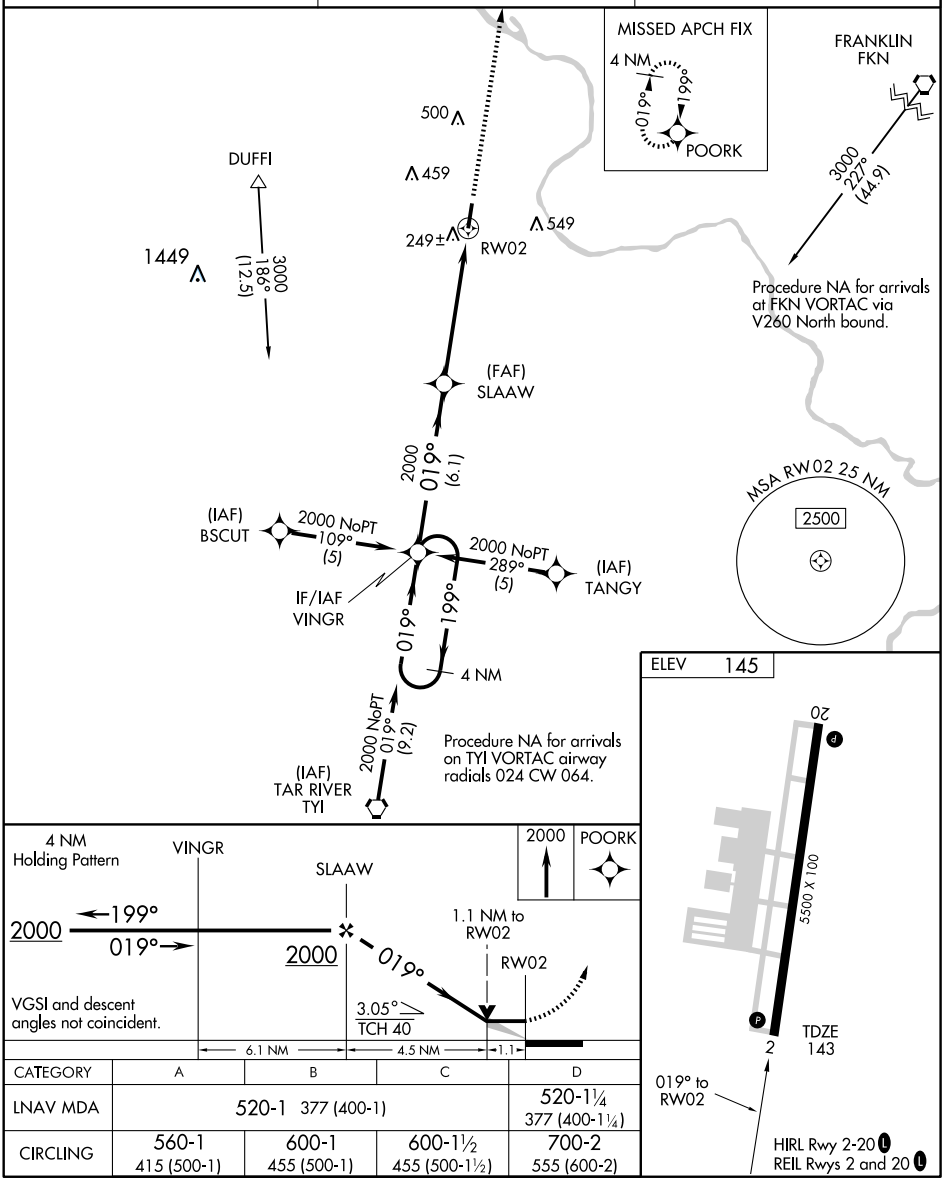
RNAV (GPS) RWY 2

ROANOKE RAPIDS/ HALIFAX-NORTHAMPTON RGNL (IXA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, and LNAV Cats. C/D visibilities ¼ mile. Circling NA east of Rwy 2-20. VDP NA when using Ahoskie altimeter setting.

MISSED APPROACH: Climb to 2000 direct POORK and hold.

ASOS	WASHINGTON CENTER	UNICOM
119.975	132.02 290.425	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	520-1 377 (400-1)			520-1¼ 377 (400-1¼)
CIRCLING	560-1 415 (500-1)	600-1 455 (500-1)	600-1½ 455 (500-1½)	700-2 555 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
199°	TDZE	145
	Apt Elev	145

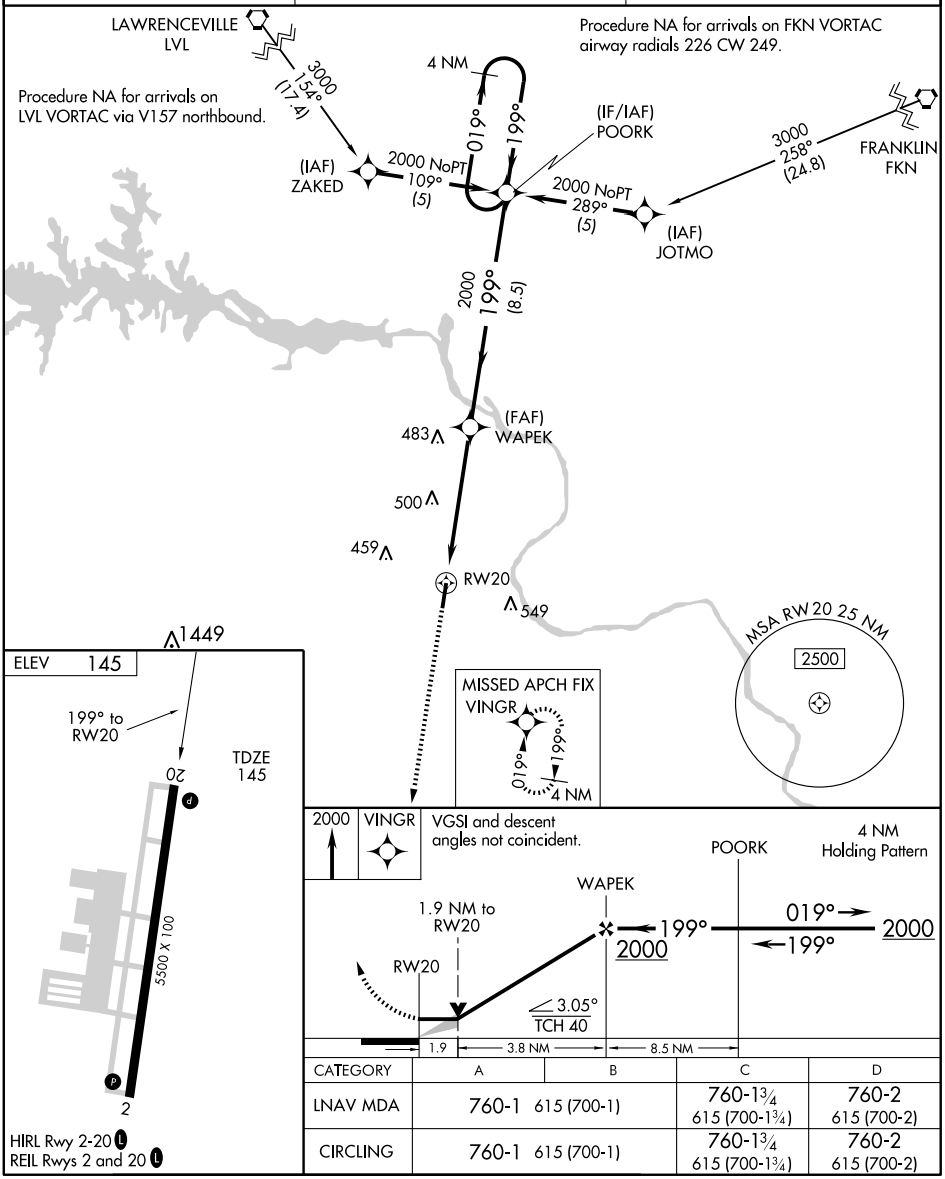
RNAV (GPS) RWY 20

ROANOKE RAPIDS/HALIFAX-NORTHAMPTOM RGNL (IXA)

DME/DME RNP -0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cats. C/D visibility ¼ mile. VDP NA when using Ahoskie altimeter setting. Circling NA east of Rwys 2-20.

MISSED APPROACH: Climb to 2000 direct VINGR and hold.

ASOS	WASHINGTON CENTER	UNICOM
119.975	132.02 290.425	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)
CIRCLING	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)

HIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
014°	TDZE	143
	Apt Elev	145

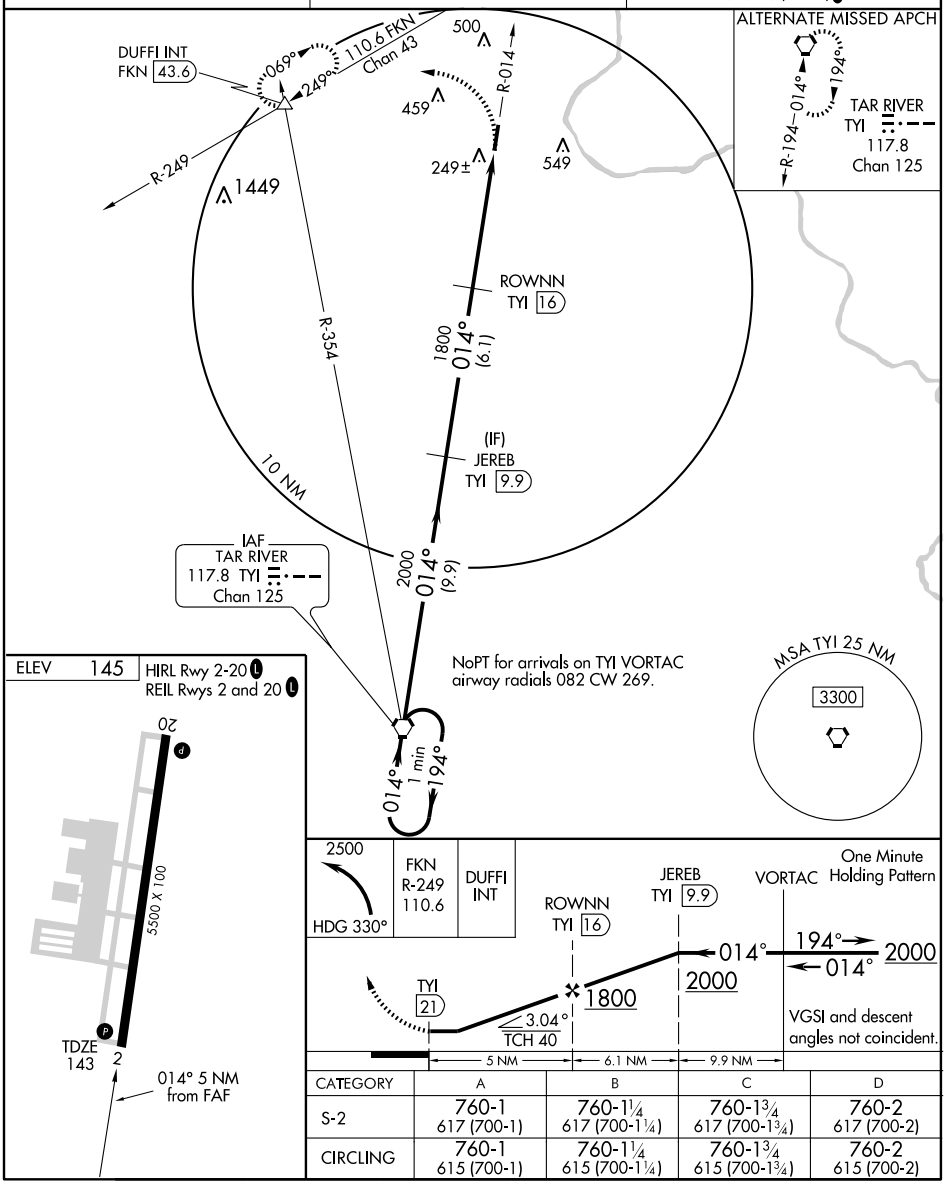
VOR/DME RWY 2

ROANOKE RAPIDS/HALIFAX-NORTHAMPTOM RGNL (IXA)

⚠ Circling NA east of Rwy 2-20. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, increase S-2 and Circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via heading 330° and FKN VORTAC R-249 to DUFFI INT/FKN 43.6 DME and hold, continue climb-in-hold to 2500.

ASOS	WASHINGTON CENTER	UNICOM
119.975	132.02 290.425	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-2	760-1 617 (700-1)	760-1¼ 617 (700-1¼)	760-1¾ 617 (700-1¾)	760-2 617 (700-2)
CIRCLING	760-1 615 (700-1)	760-1¼ 615 (700-1¼)	760-1¾ 615 (700-1¾)	760-2 615 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

NDB RCZ	APP CRS	Rwy Idg	4799
375	315°	TDZE	356
		Apt Elev	358

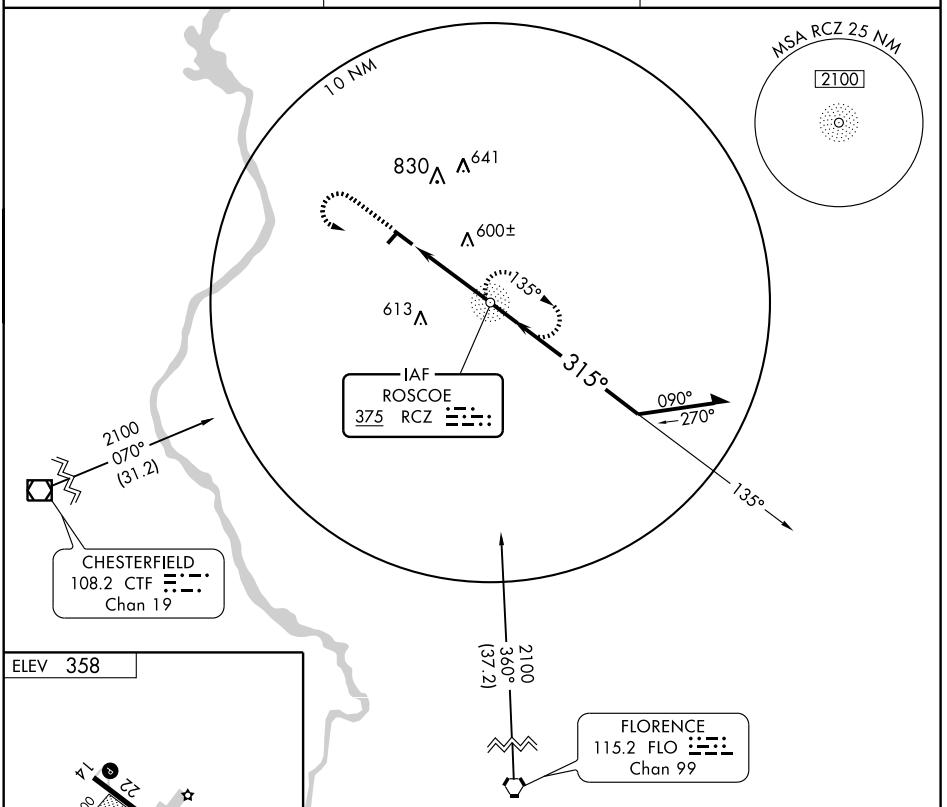
NDB RWY 32

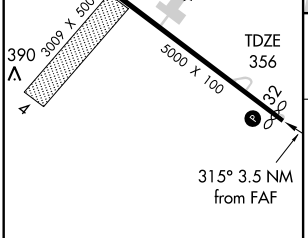
ROCKINGHAM/ RICHMOND COUNTY (RCZ)

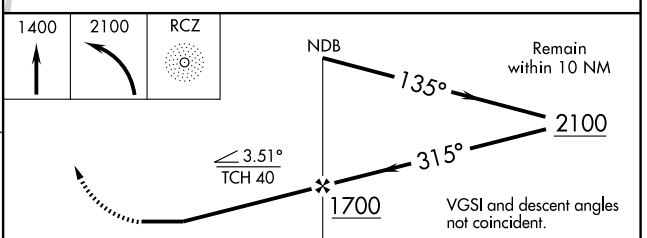
Visibility reduction by helicopters NA. When local altimeter setting not received, use Mackall AAF altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct RCZ NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
118.775	127.8 343.725	122.8 (CTAF) L







REIL Rwy 32 L
MIRL Rwy 14-32 L

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-32	960-1	604 (700-1)	960-1¾ 604 (700-1¾)	960-2 604 (700-2)
CIRCLING	960-1	602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4799
CH 63217	315°	TDZE	356
W32A		Apt Elev	358

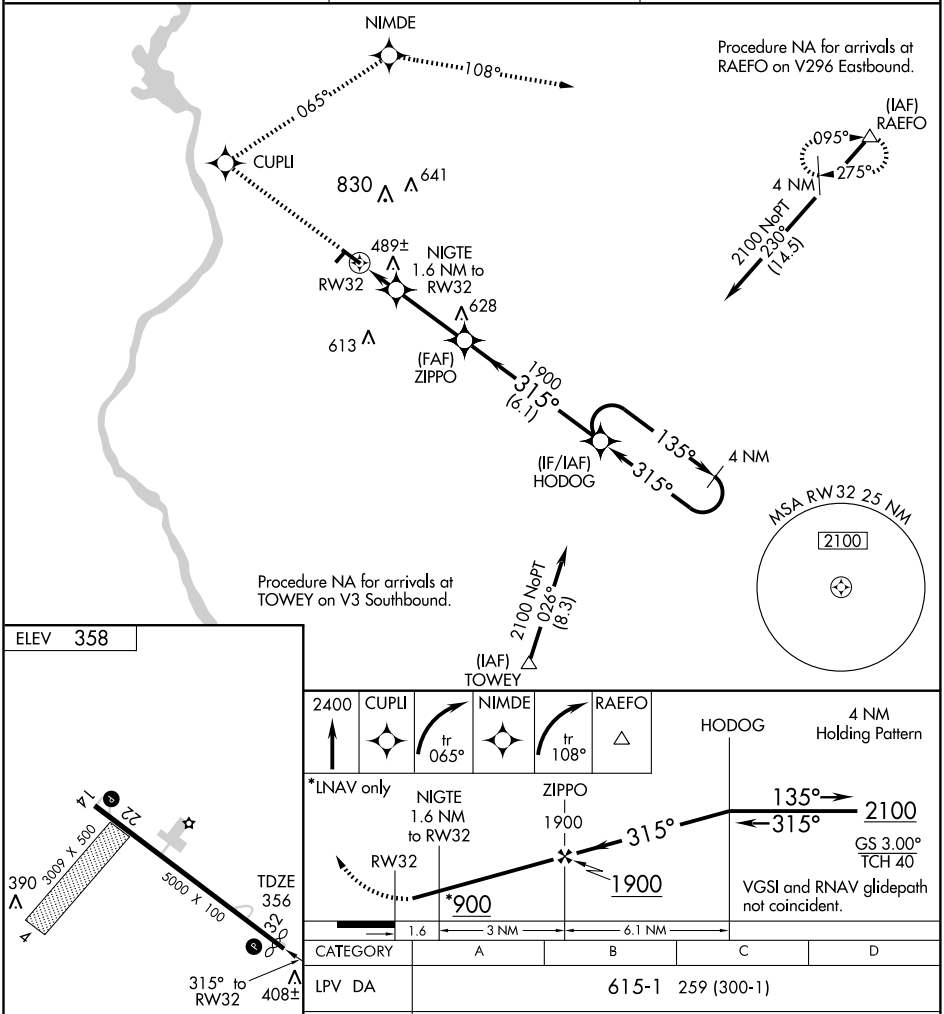
RNAV (GPS) RWY 32

ROCKINGHAM/ RICHMOND COUNTY (RCZ)

When VGSI Inop, procedure NA at night. Baro-VNAV NA when using MacKall AAF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use MacKall AAF altimeter setting and increase all DA 39 feet and all MDA 40 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct CUPLI and right turn on track 065° to NIMDE and on track 108° to RAEFO and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
118.775	127.8 343.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	615-1 259 (300-1)			
LNAV/ VNAV DA	794-1½ 438 (500-1½)			
LNAV MDA	740-1 384 (400-1)			740-1¼ 384 (400-1¼)
CIRCLING	800-1 442 (500-1)	820-1 462 (500-1)	820-1½ 462 (500-1½)	920-2 562 (600-2)

REIL Rwy 32 L
MIRL Rwy 14-32 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-RWI	APP CRS	Rwy Idg	7100
108.3	042°	TDZE	159
		Apt Elev	159

ILS or LOC RWY 4

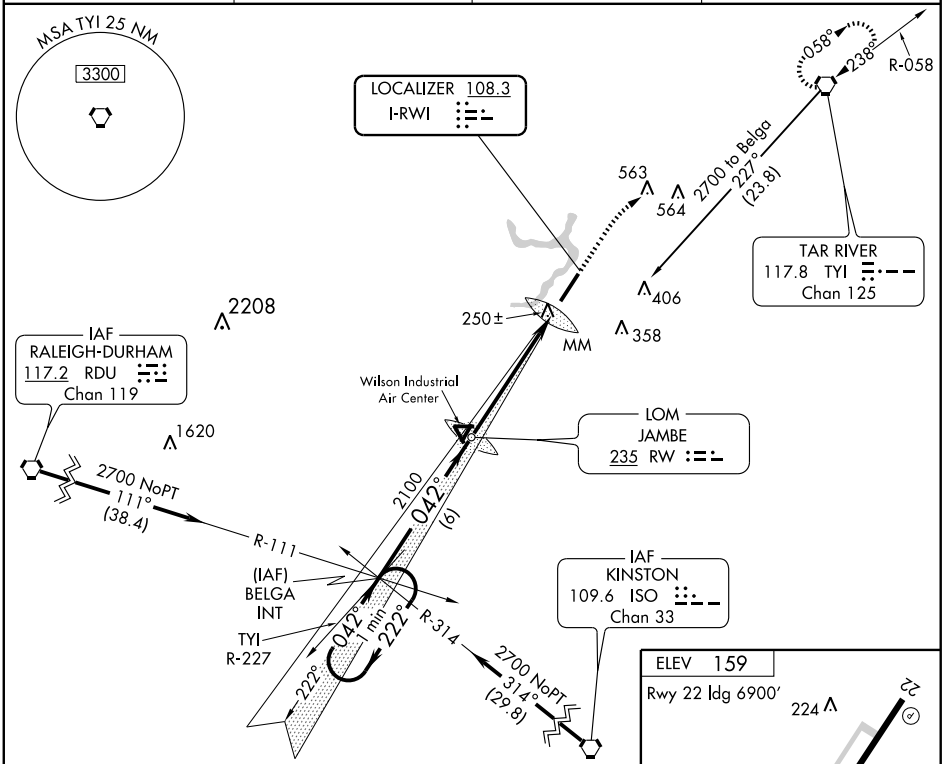
ROCKY MOUNT-WILSON RGNL (RWI)

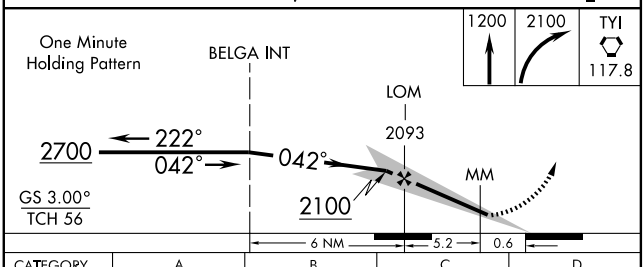
T NA For inoperative MALSR, increase S-LOC 4 Cat D visibility to 1 mile. If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase DH to 418 feet; increase all MDAs 60 feet.

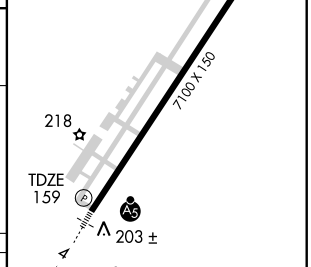
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct TYI VORTAC and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	359-½ 200 (200-½)			
S-LOC 4	500-½ 341 (400-½)			500-¾ 341 (400-¾)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7100
CH 56513	042°	TDZE	159
W04A		Apt Elev	159

RNAV (GPS) RWY 4

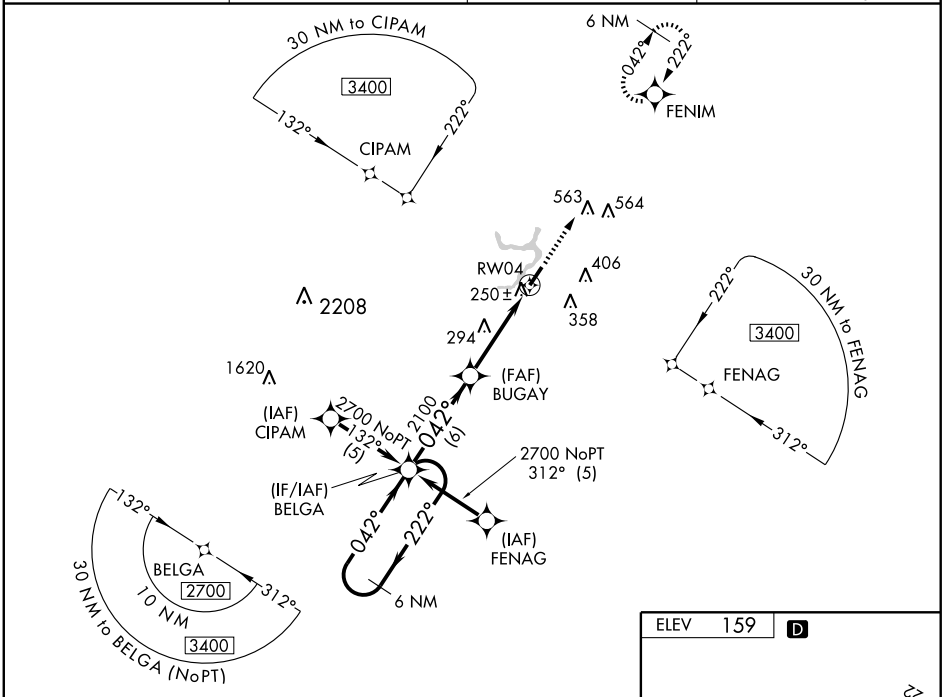
ROCKY MOUNT-WILSON RGNL (RWI)

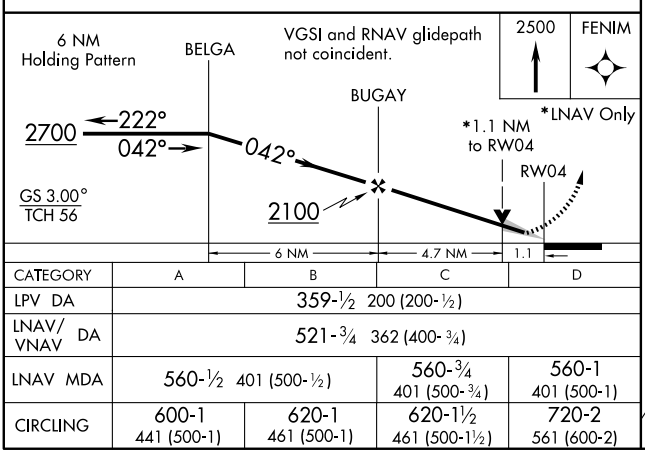
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase LNAV/VNAV all Cats. visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Goldsboro-Wayne Muni altimeter setting.

MALSR

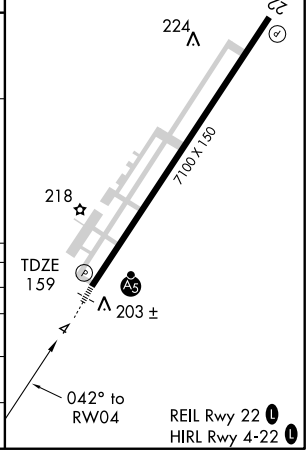
MISSED APPROACH: Climb to 2500 direct FENIM and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	359-½ 200 (200-½)			
LNAV/VNAV DA	521-¾ 362 (400-¾)			
LNAV MDA	560-½ 401 (500-½)		560-¾ 401 (500-¾)	560-1 401 (500-1)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6900
222°	TDZE	154
	Apt Elev	159

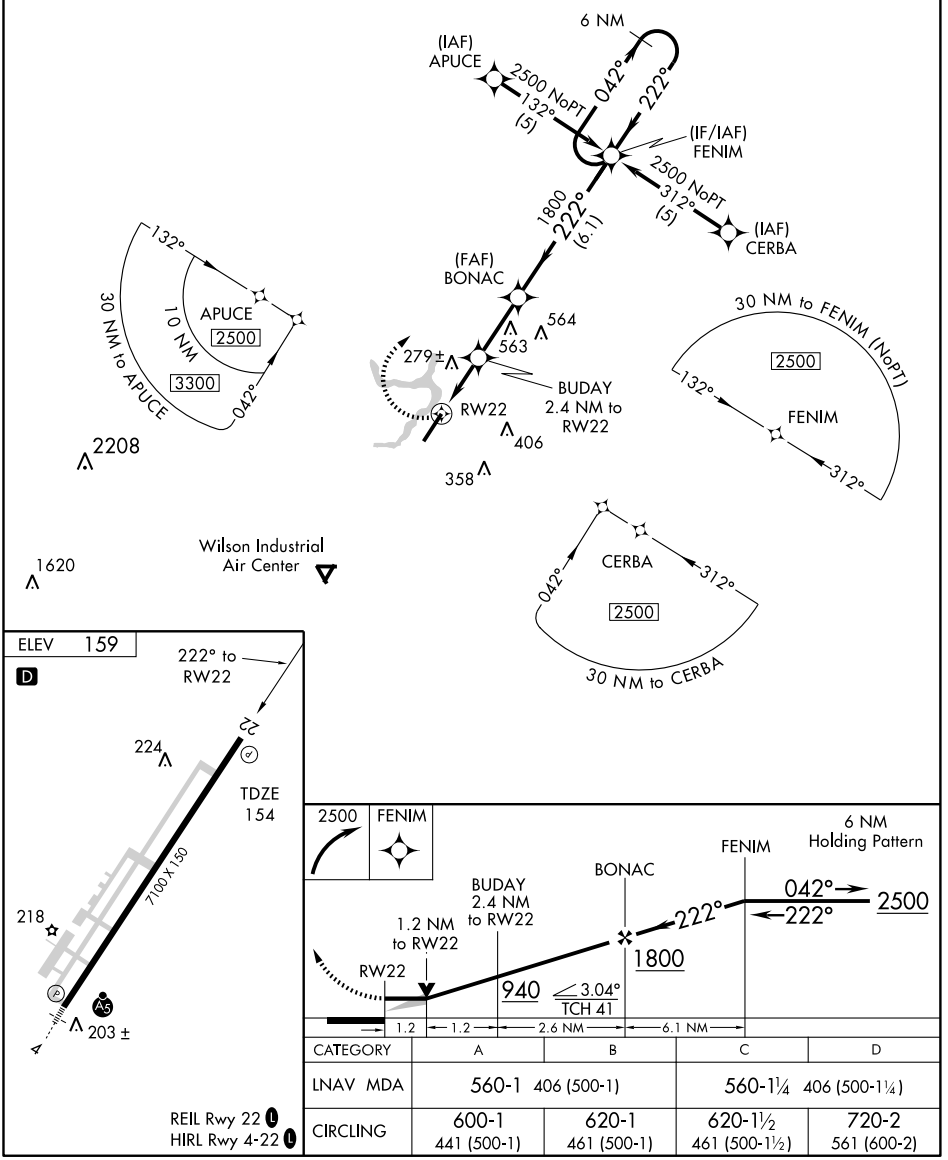
RNAV (GPS) RWY 22

ROCKY MOUNT-WILSON RGNL (RWI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all MDA 60 feet, and LNAV Cat. D visibility ¼ mile. VDP NA when using Goldsboro-Wayne Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FENIM and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	560-1 406 (500-1)		560-1¼ 406 (500-1¼)	
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

REIL Rwy 22 L
HIRL Rwy 4-22 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TYI 117.8 Chan 125	APP CRS 238°	Rwy Idg 6900 TDZE 154 Apt Elev 159

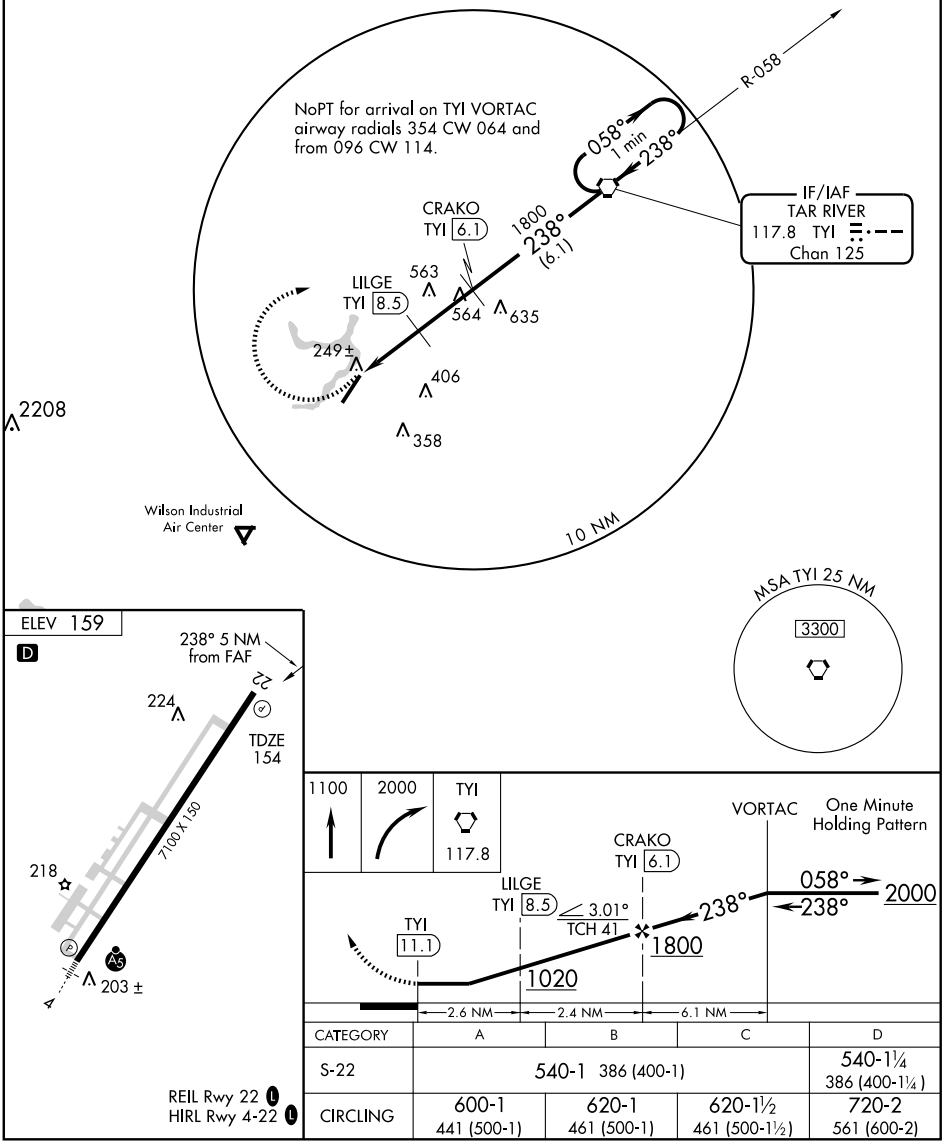
VOR/DME RWY 22

ROCKY MOUNT-WILSON RGNL (RWI)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all MDA 60 feet, and S-22 Cat. C and Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct TYI VORTAC and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L

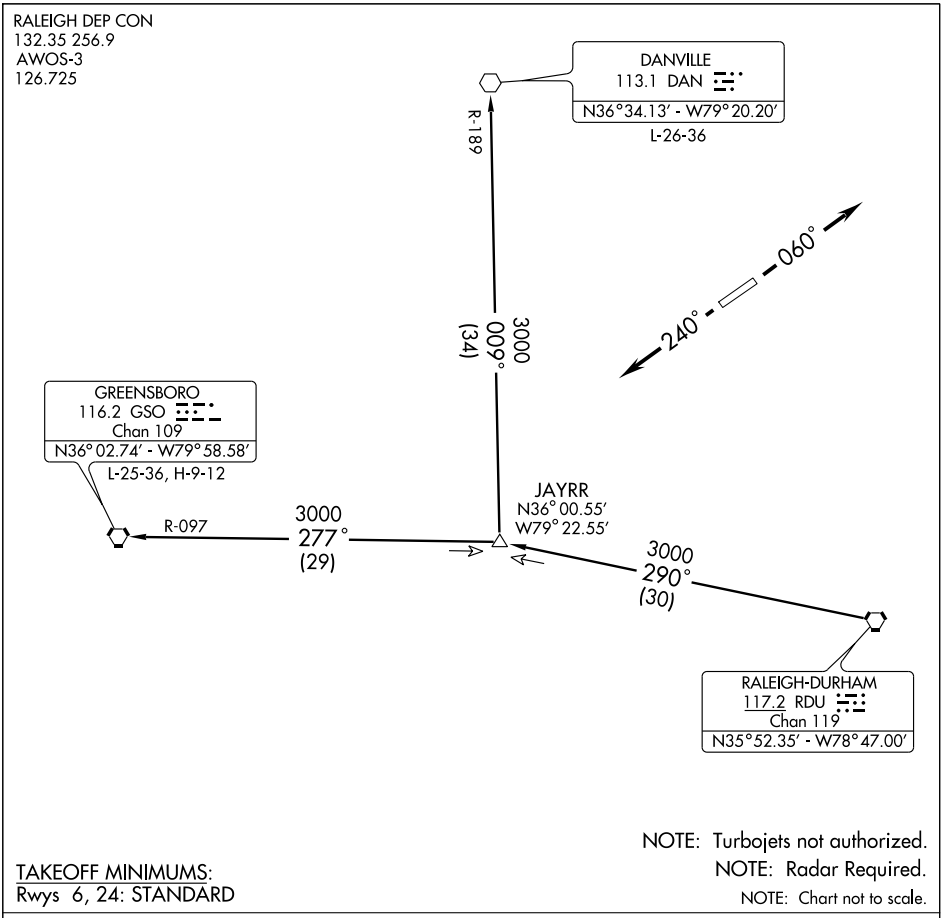


CATEGORY	A	B	C	D
S-22	540-1 386 (400-1)			540-1¼ 386 (400-1¼)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

REIL Rwy 22 L
HIRL Rwy 4-22 L

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010



NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 6, 24: STANDARD

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb heading 060°, thence....

TAKE-OFF RWY 24: Climb heading 240°, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.

GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

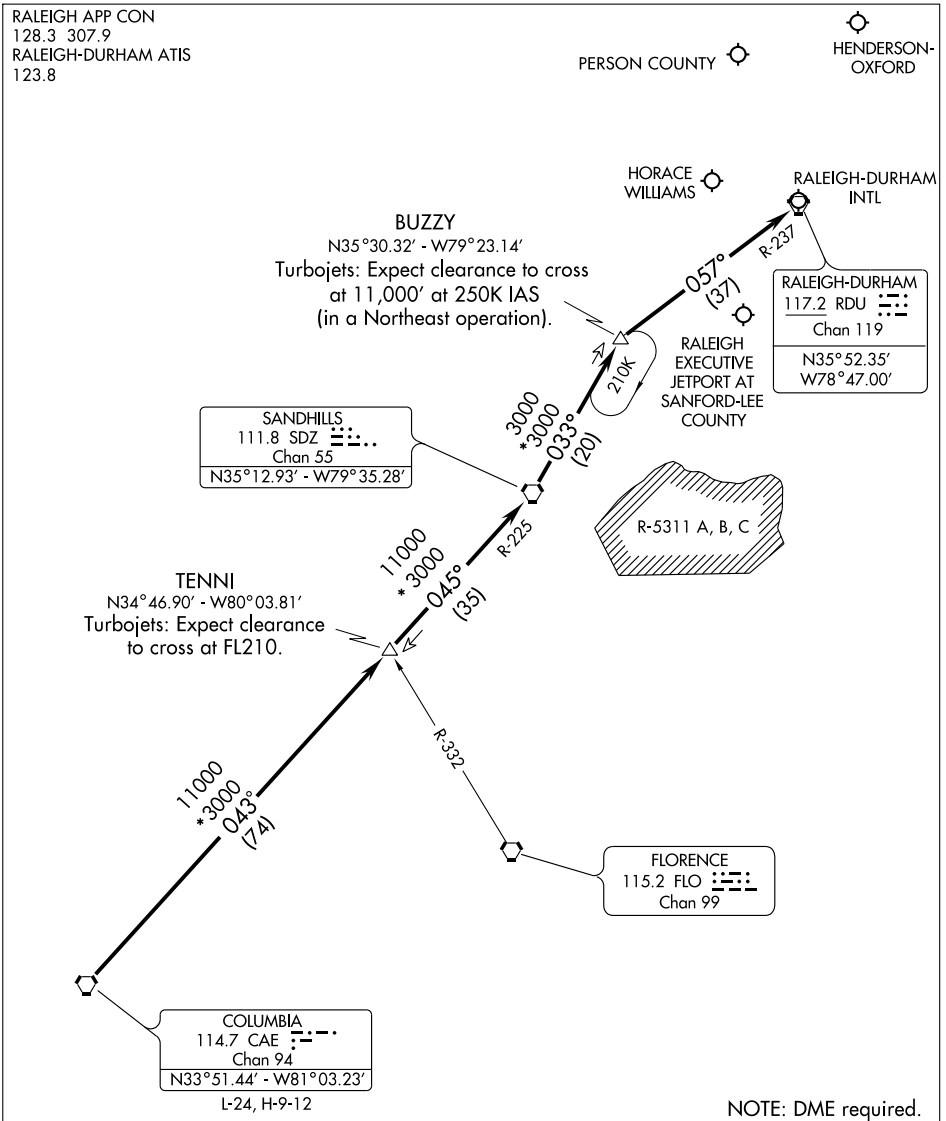
TAKE-OFF OBSTACLE NOTES:

Rwy 6: Trees 1600 feet from DER, 200 feet right of centerline, 100 feet AGL/729 feet MSL.

Rwy 24: Trees 562 feet from DER, 577 feet left of centerline, 100 feet AGL/699 feet MSL.

BUZZY SIX ARRIVAL

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TDF	APP CRS	Rwy Idg	5701
108.7	060°	TDZE	601
Chan 24		Apt Elev	609

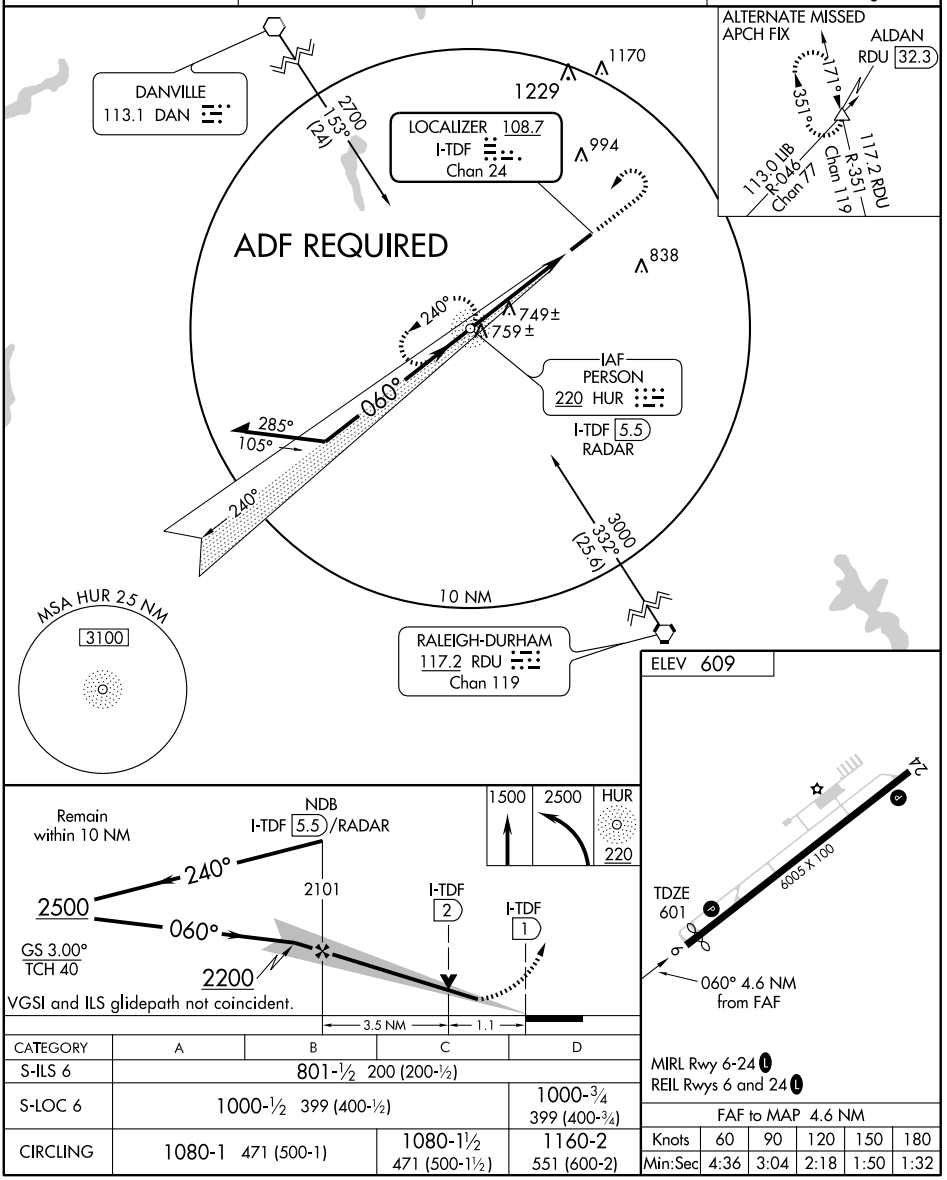
ILS or LOC RWY 6

ROXBORO / PERSON COUNTY (TDF)

For inoperative MALSR, when using Chapel Hill altimeter setting, increase S-ILS 6 all Cats visibility to 1 mile. ADF REQUIRED. When local altimeter setting not received, use Chapel Hill altimeter setting and increase S-ILS 6 DA to 864 and all MDA 80 feet and S-LOC 6 Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct HUR NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 6	801-½ 200 (200-½)			
S-LOC 6	1000-½ 399 (400-½)			1000-¾ 399 (400-¾)
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	1160-2 551 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5701
CH 86512	060°	TDZE	601
W06A		Apt Elev	609

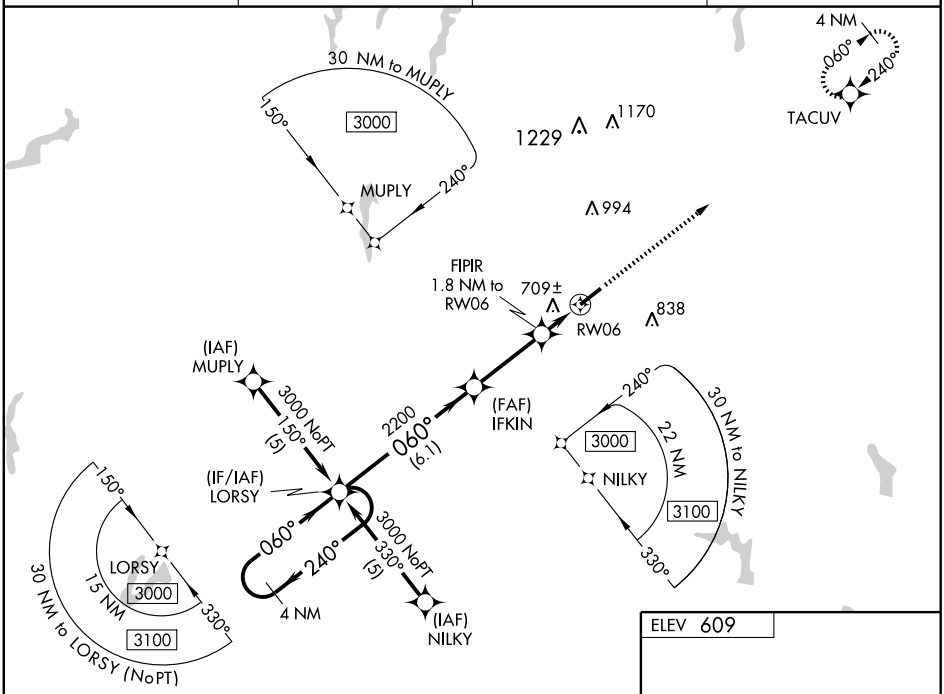
RNAV (GPS) RWY 6

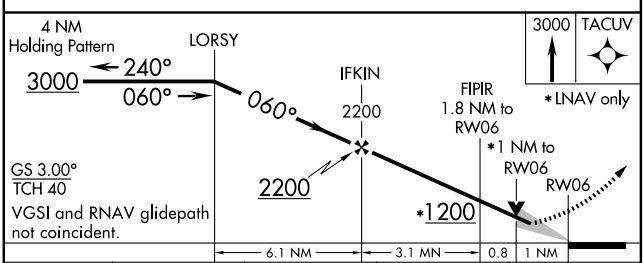
ROXBORO / PERSON COUNTY (TDF)

For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ . For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chapel Hill altimeter setting and increase LPV DA to 864, LNAV/VNAV DA to 1150 and all MDA 80 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, when using Chapel Hill altimeter setting, increase LPV all Cats. visibility to 1 mile. Baro-VNAV and VDP NA when using Chapel Hill altimeter setting.

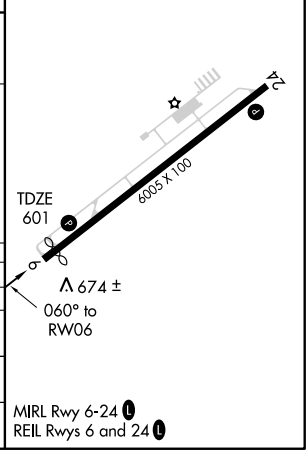
MISSED APPROACH: Climb to 3000 direct TACUV and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	801-½	200 (200-½)		
LNAV/VNAV DA	1087-1¼	486 (500-1¼)		
LNAV MDA	960-½	359 (400-½)		960-1 359 (400-1)
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	1160-2 551 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50510 W24A	APP CRS 240°	Rwy Idg 6005 TDZE 609 Apt Elev 609

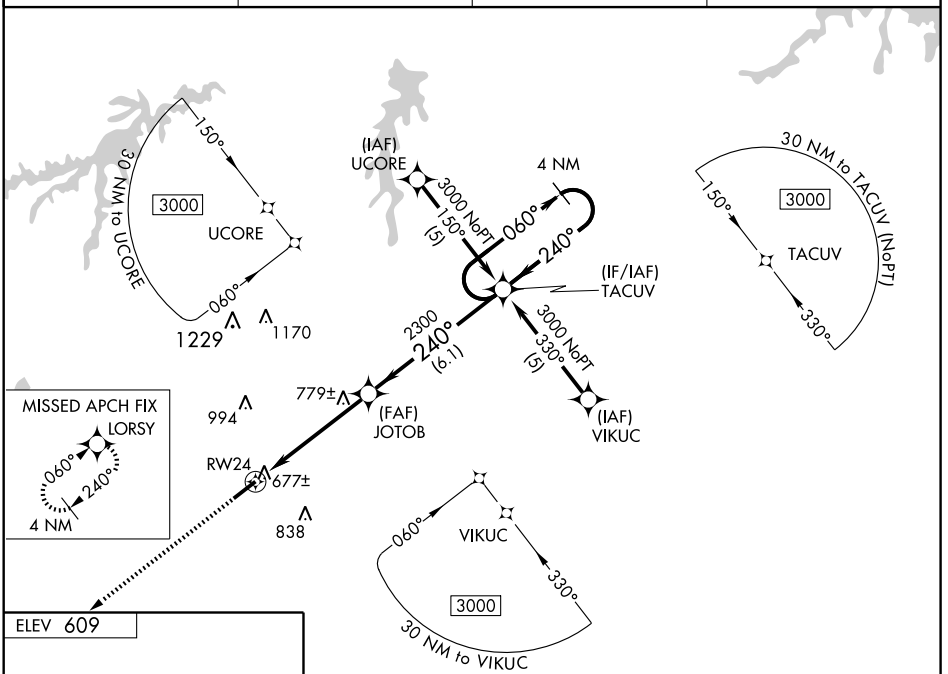
RNAV (GPS) RWY 24

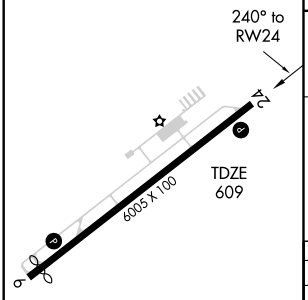
ROXBORO / PERSON COUNTY (TDF)

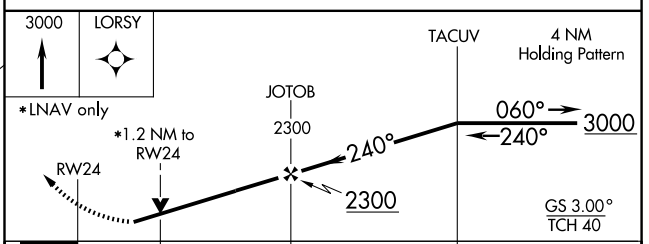
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chapel Hill altimeter setting and increase LPV DA to 983, LNAV/VNAV DA to 1060, and all MDA 80 feet; increase LPV all Cats., LNAV/VNAV all Cats., and LNAV Cat. C visibility ¼ mile. VDP and Baro-VNAV NA when using Chapel Hill altimeter setting.

MISSED APPROACH: Climb to 3000 direct LORSY and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L







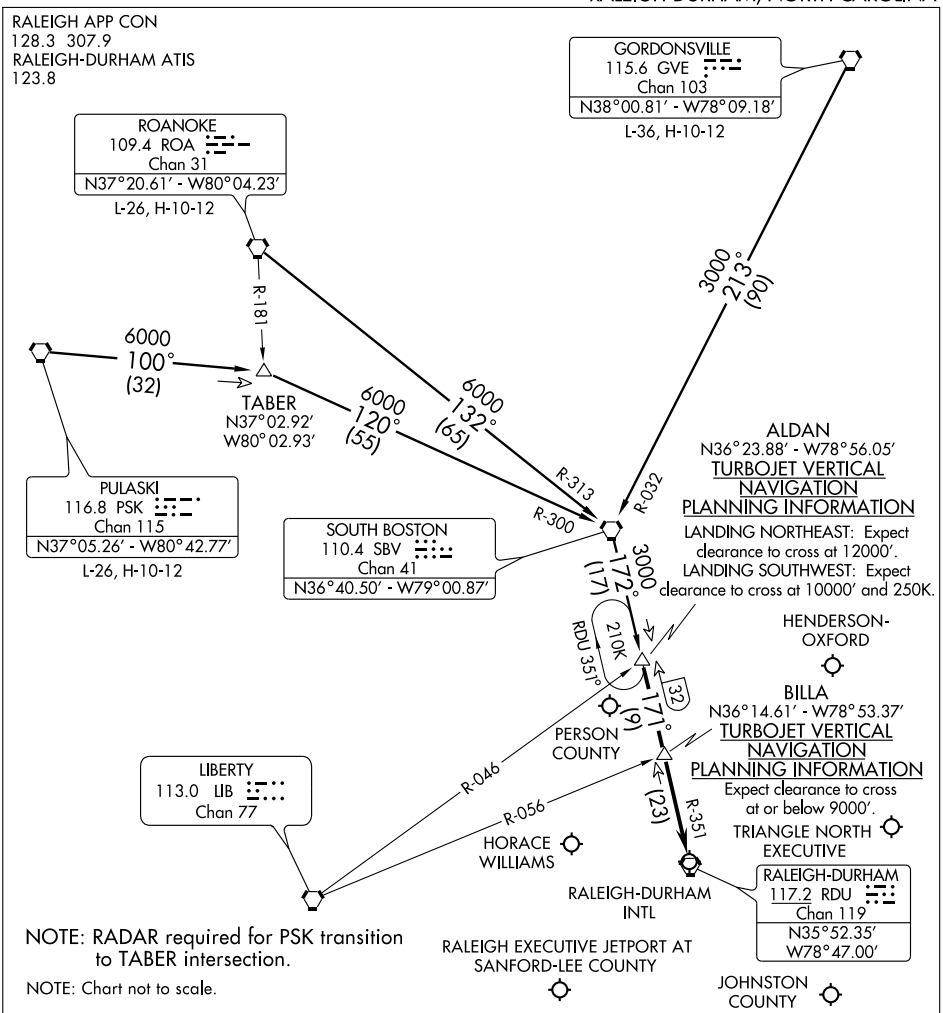
CATEGORY	A	B	C	D
LPV DA	920-1 311 (400-1)			
LNAV/VNAV DA	997-1½ 388 (400-1½)			
LNAV MDA	1040-1 431 (500-1)		1040-1¼ 431 (500-1¼)	1040-1½ 431 (500-1½)
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	1160-2 551 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA

(SBV.SBV4) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FQD	APP CRS	Rwy Idg	5000
109.55	009°	TDZE	1072
Chan 32(Y)		Apt Elev	1078

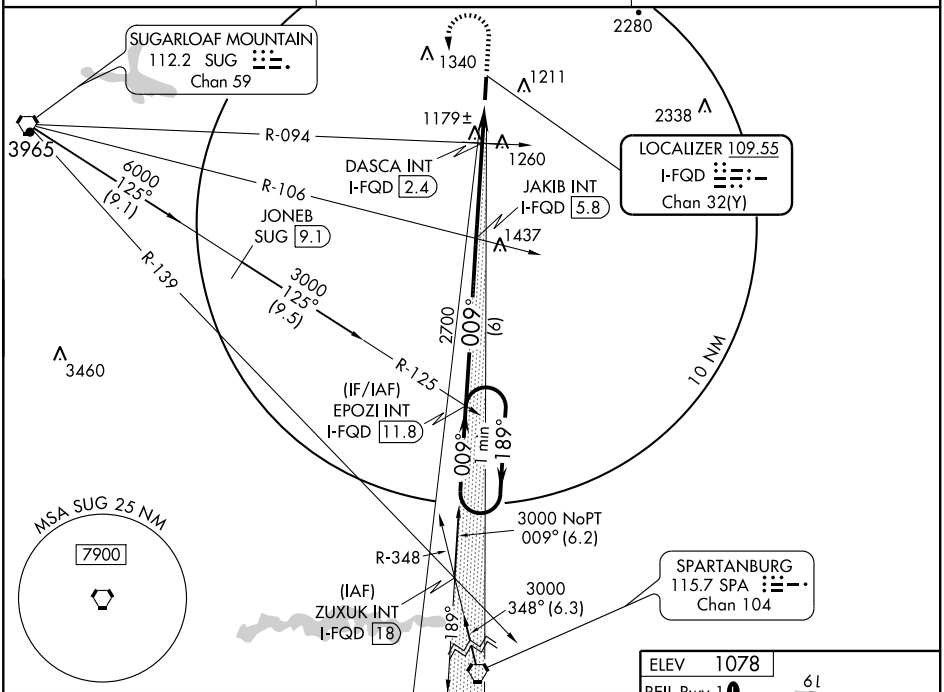
LOC RWY 1

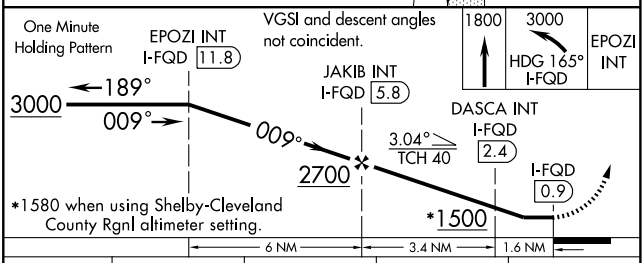
RUTHERFORDTON/ RUTHERFORD CO-MARCHMAN FIELD (FQD)

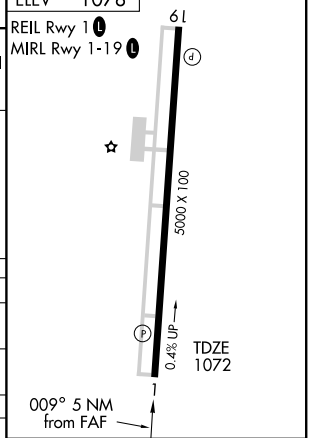
When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDAs 80 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 via heading 165° and I-FQD south course to EPOZI INT/I-FQD 11.8 DME and hold.

AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1500-1	428 (500-1)	1500-1¼ 428 (500-1¼)	1500-1½ 428 (500-1½)
CIRCLING	1560-1	482 (500-1)	1560-1½ 482 (500-1½)	1640-2 562 (600-2)
DASCA FIX MINIMUMS				
S-1	1440-1	368 (400-1)		1440-1¼ 368 (400-1¼)
CIRCLING	1560-1	482 (500-1)	1560-1½ 482 (500-1½)	1640-2 562 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 40021	009°	TDZE	1059
W01A		Apt Elev	1077

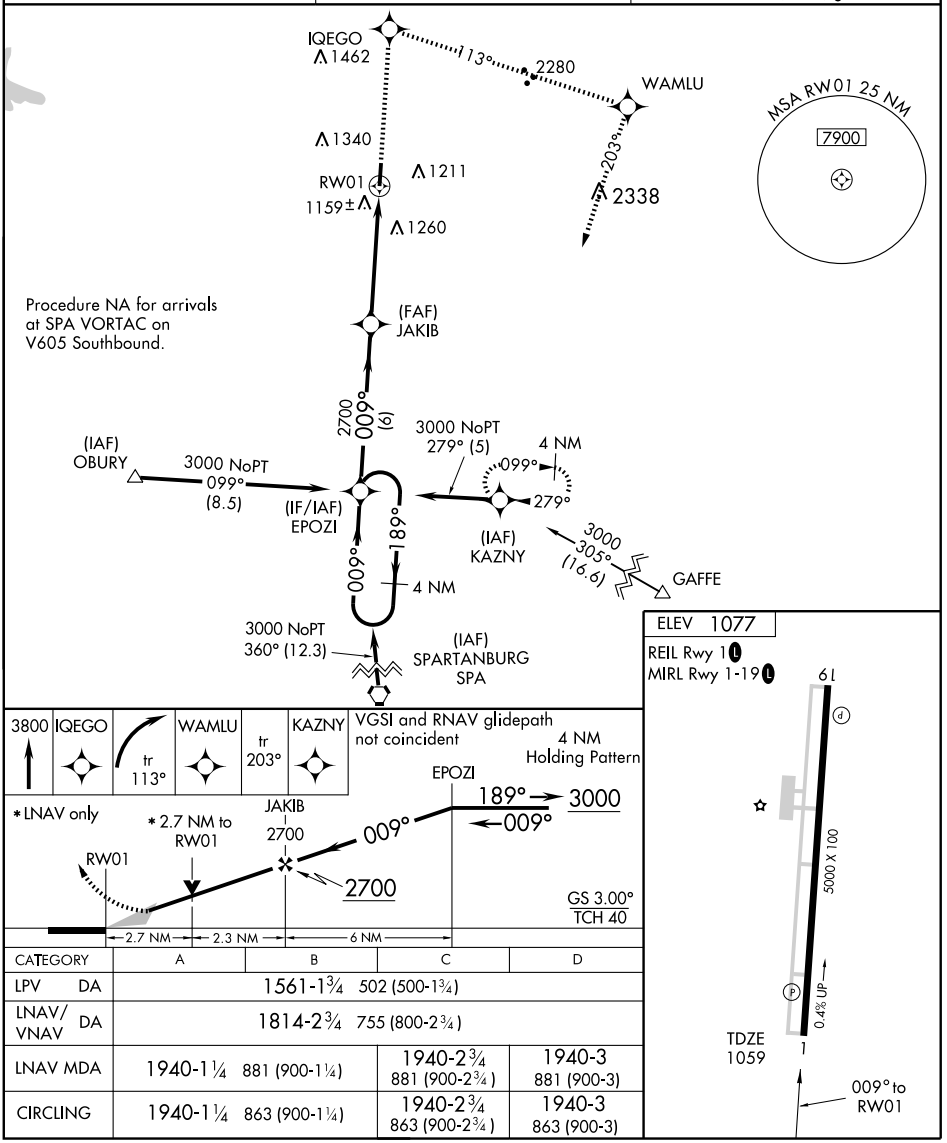
RNAV (GPS) RWY 1

RUTHERFORDTON/ RUTHERFORD CO-MARCHMAN FIELD (FQD)

Baro-VNAV NA when using Shelby-Cleveland County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all DA 77 feet, all MDA 80 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B/C and Circling Cats B/C visibility ¼ mile. VDP NA with Shelby-Cleveland County Rgnl altimeter setting.

MISSED APPROACH: Climb to 3800 direct IQEGO and right turn on track 113° to WAMLU and right turn on track 203° to KAZNY and hold.

AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1561-1¾ 502 (500-1¾)			
LNAV/VNAV DA	1814-2¾ 755 (800-2¾)			
LNAV MDA	1940-1¼ 881 (900-1¼)		1940-2¾ 881 (900-2¾)	1940-3 881 (900-3)
CIRCLING	1940-1¼ 863 (900-1¼)		1940-2¾ 863 (900-2¾)	1940-3 863 (900-3)

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
189°	Rwy Idg	5000
	TDZE	1077
	Apt Elev	1077

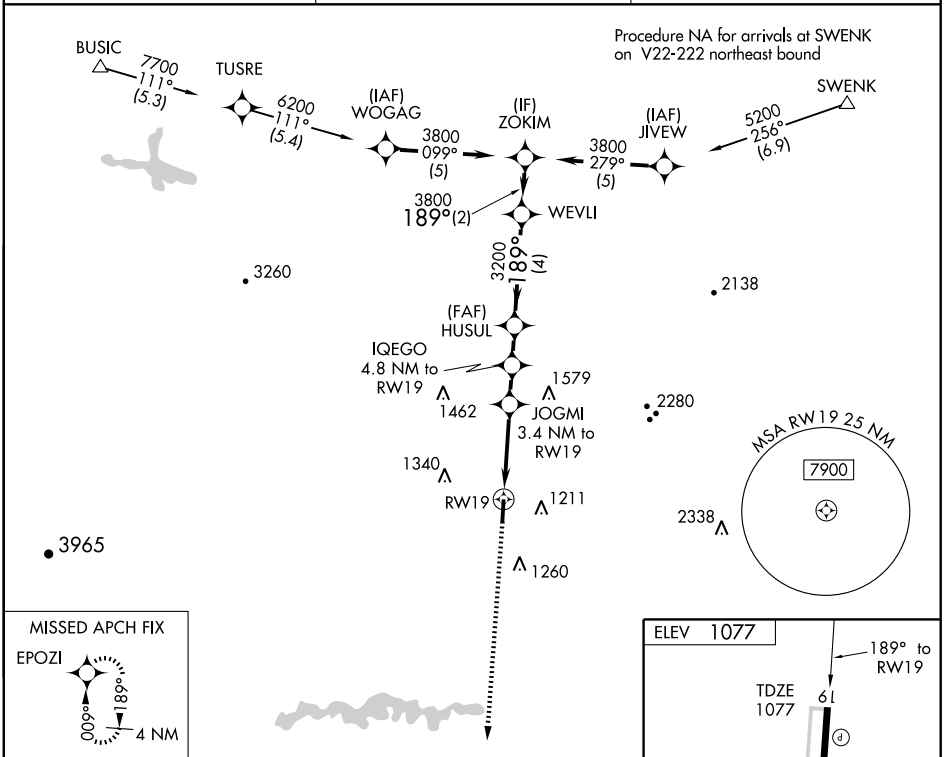
RNAV (GPS) RWY 19

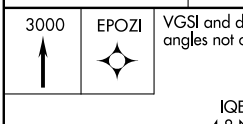
RUTHERFORDTON/RUTHERFORD CO-MARCHMAN FIELD (FQD)

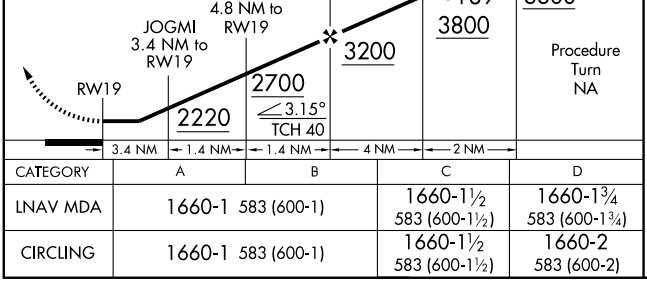
T A DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EPOZI and hold.

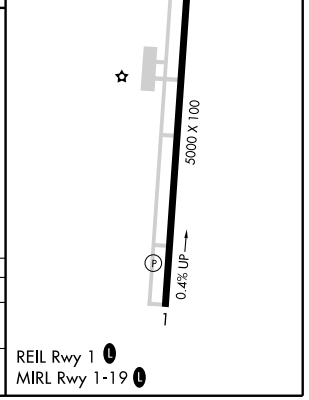
AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 583 (600-1)		1660-1½ 583 (600-1½)	1660-1¾ 583 (600-1¾)
CIRCLING	1660-1 583 (600-1)		1660-1½ 583 (600-1½)	1660-2 583 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-RUQ	APP CRS	Rwy Idg	5501
109.95	202°	TDZE	773
		Apt Elev	773

ILS RWY 20

SALISBURY/ROWAN COUNTY (RUQ)

T
NA

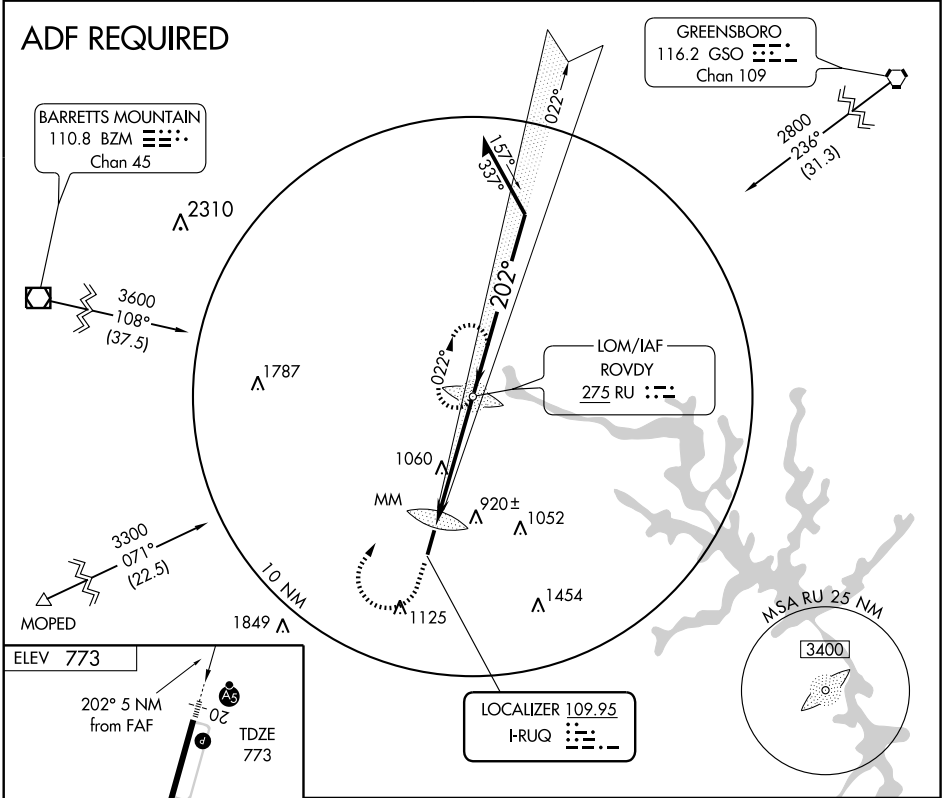
MALSR

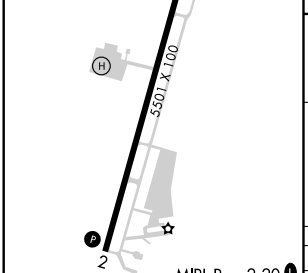
MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct ROVDY LOM and hold.

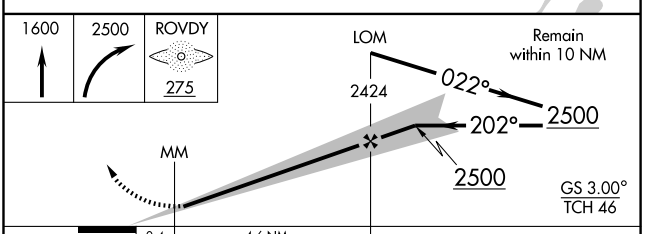
AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010

ADF REQUIRED

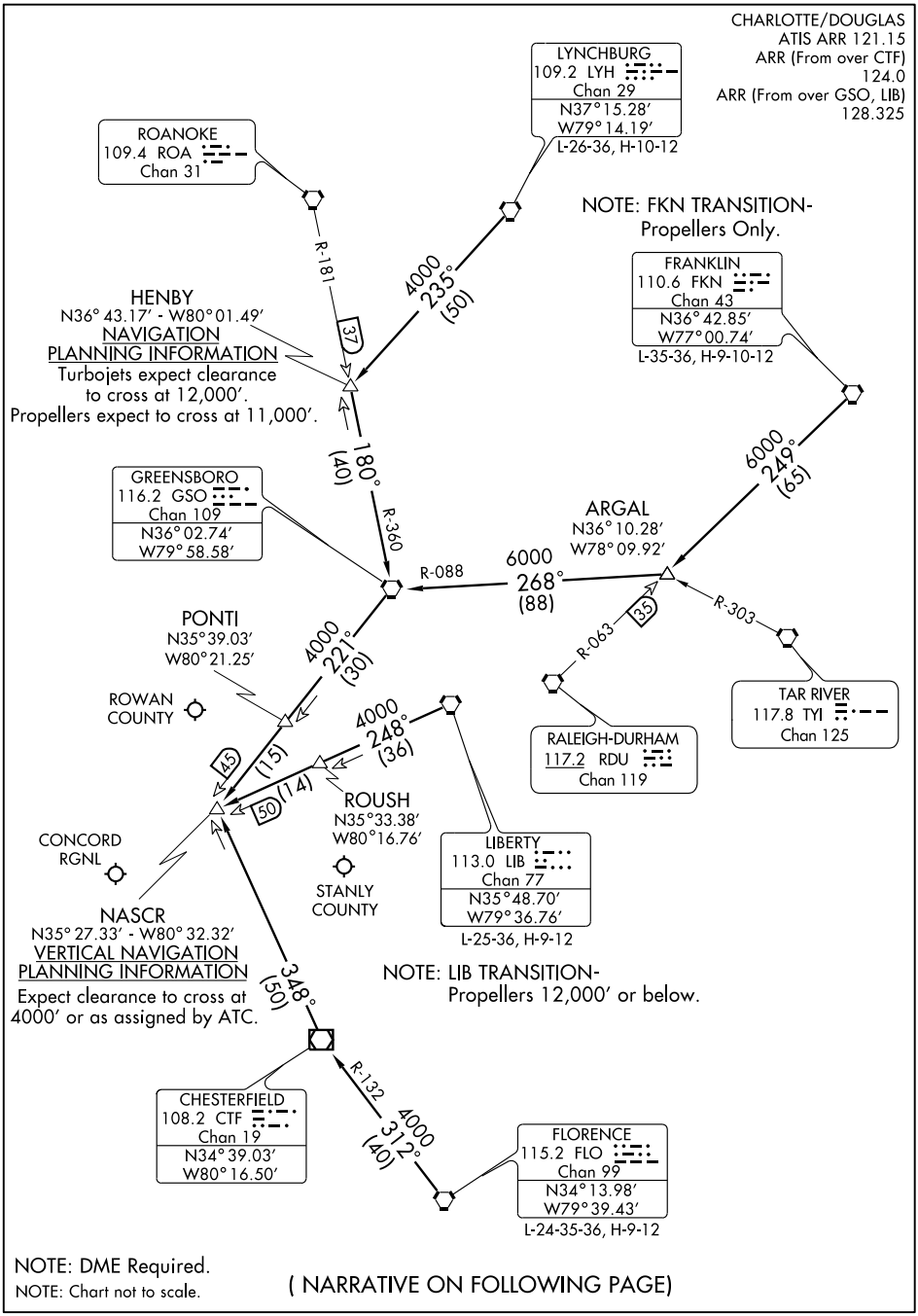






FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 20	973-½	200 (200-½)		
S-LOC 20	1360-½ 587 (600-½)		1360-1 587 (600-1)	1360-1¼ 587 (600-1¼)
CIRCLING	1360-1 587 (600-1)		1360-1½ 587 (600-1½)	1420-2 647 (700-2)



SE-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....
FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....
LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....
LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

....From over NASCR INT expect vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010

NDB RWY 20

SALISBURY/ROWAN COUNTY (RUQ)

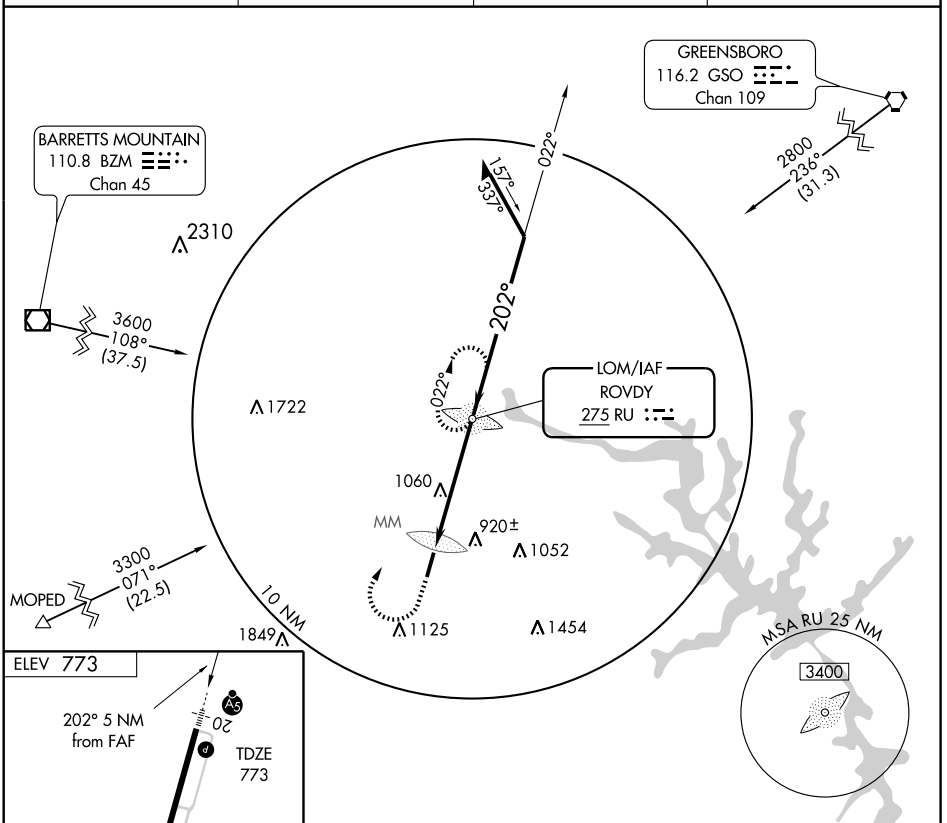
LOM RU	APP CRS	Rwy Idg	5501
275	202°	TDZE	773
		Apt Elev	773

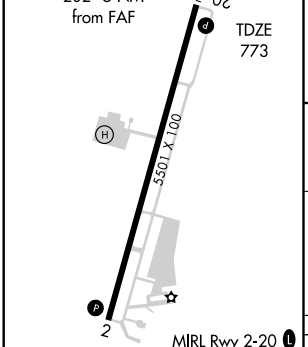
T
NA

MALSR

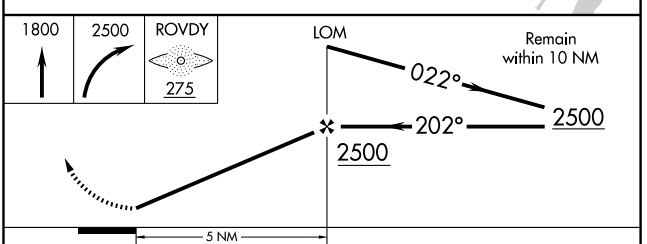
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct ROVDY LOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-20	1420-¾ 647 (700-¾)		1420-1¼ 647 (700-1¼)	1420-1¾ 647 (700-1¾)
CIRCLING	1420-1 647 (700-1)		1420-1¾ 647 (700-1¾)	1420-2 647 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5501
022°	TDZE	773
	Apt Elev	773

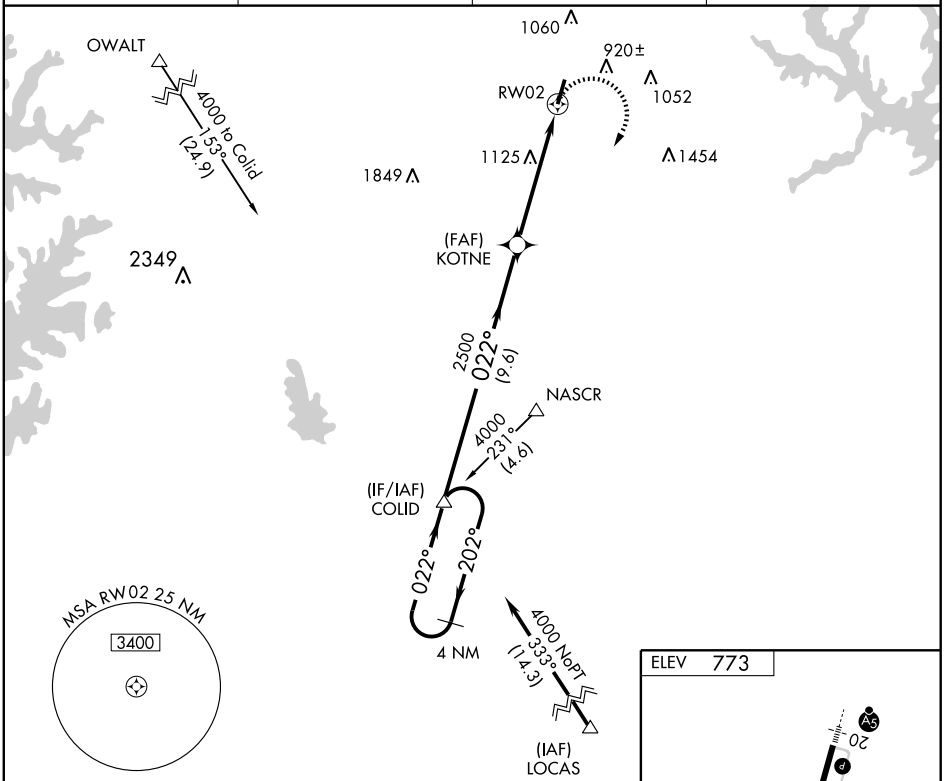
RNAV (GPS) RWY 2

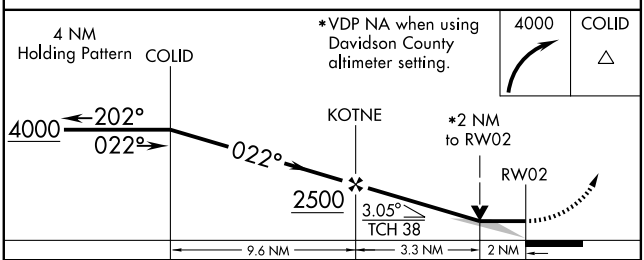
SALISBURY/ROWAN COUNTY (RUQ)

T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Davidson County altimeter setting and increase all MDAs 40 feet.

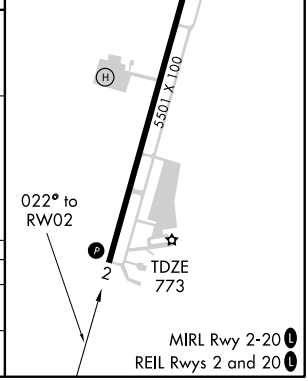
MISSED APPROACH: Climbing right turn to 4000 direct COLID WP and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1440-1	667 (700-1)	1440-1¾ 667 (700-1¾)	1440-2 667 (700-2)
CIRCLING	1440-1	667 (700-1)	1440-1¾ 667 (700-1¾)	1440-2 667 (700-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5501
202°	TDZE	773
	Apt Elev	773

RNAV (GPS) RWY 20

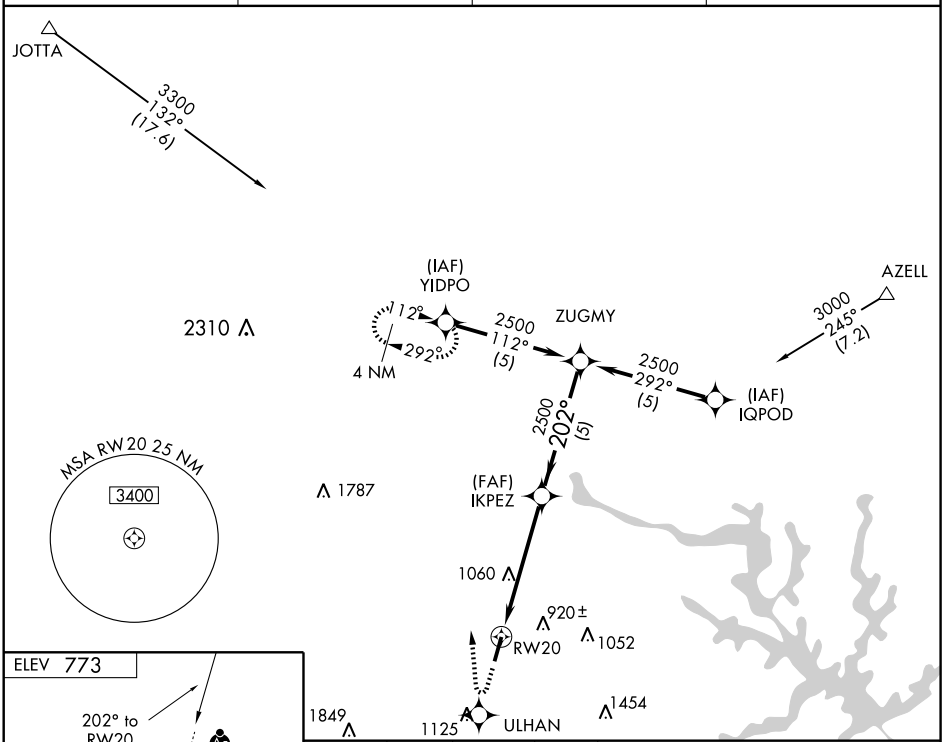
SALISBURY/ ROWAN COUNTY (RUQ)

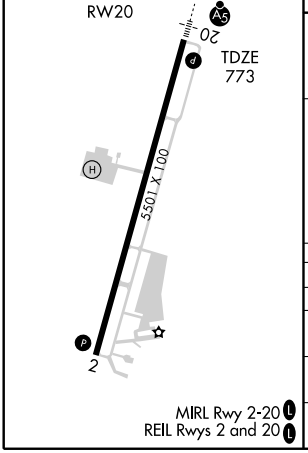
Baro-VNAV NA below -16° C (4° F).
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.

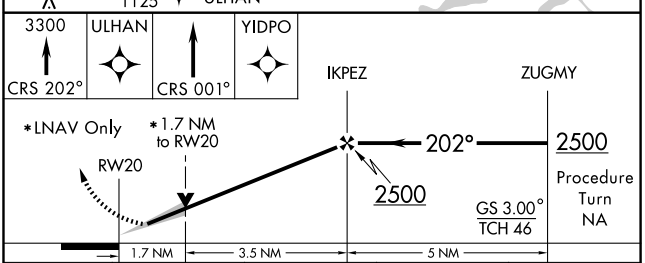
MALSR

MISSED APPROACH: Climb to 3300 via course 202° to ULHAN WP then via course 001° to YIDPO WP and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L







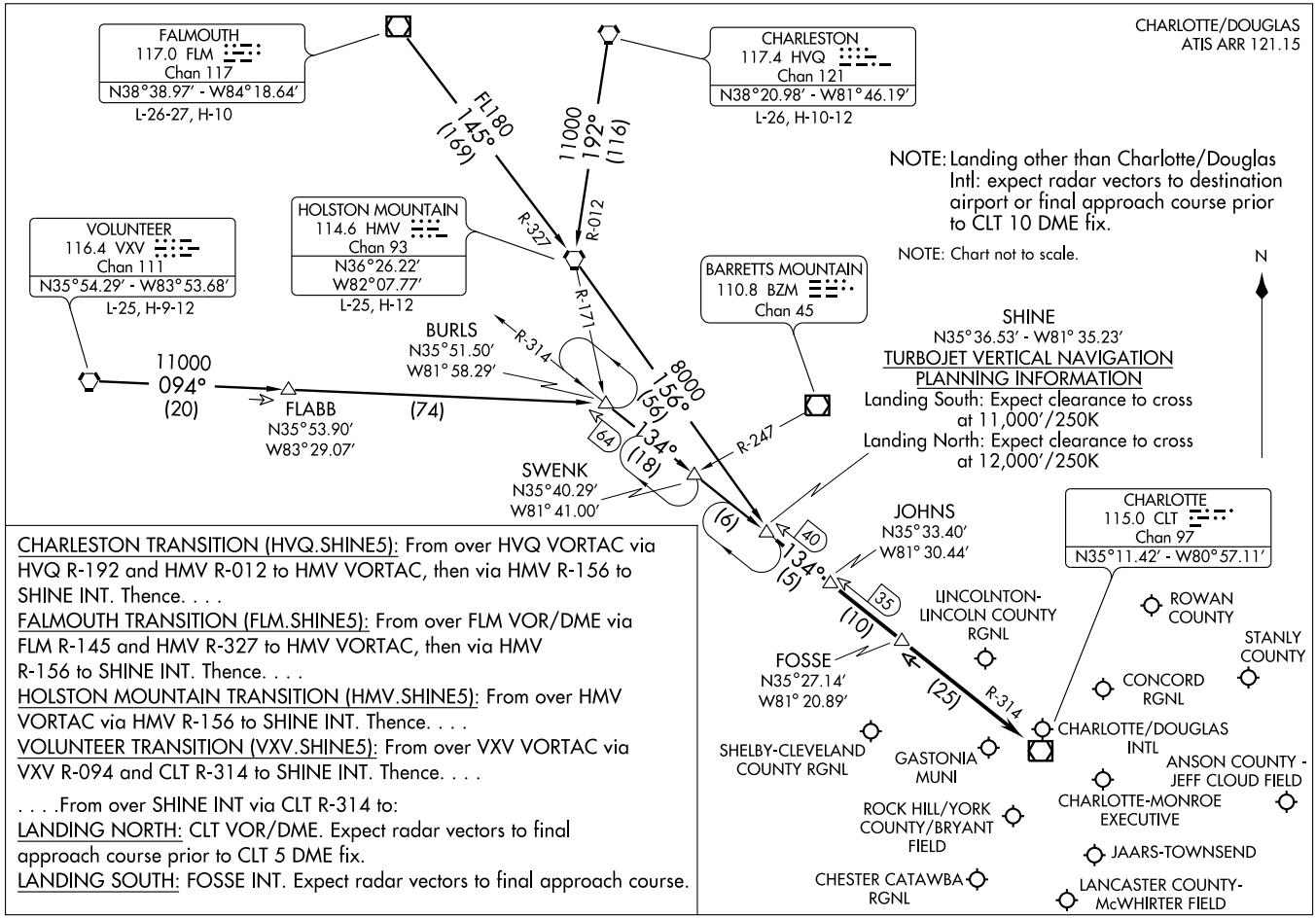
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060-½ 287 (300-½)			1060-¾ 287 (300-¾)
LNAV MDA	1360-½ 587 (600-½)		1360-1 587 (600-1)	1360-1¼ 587 (600-1¼)
CIRCLING	1360-1 587 (600-1)		1360-1½ 587 (600-1½)	1420-2 647 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

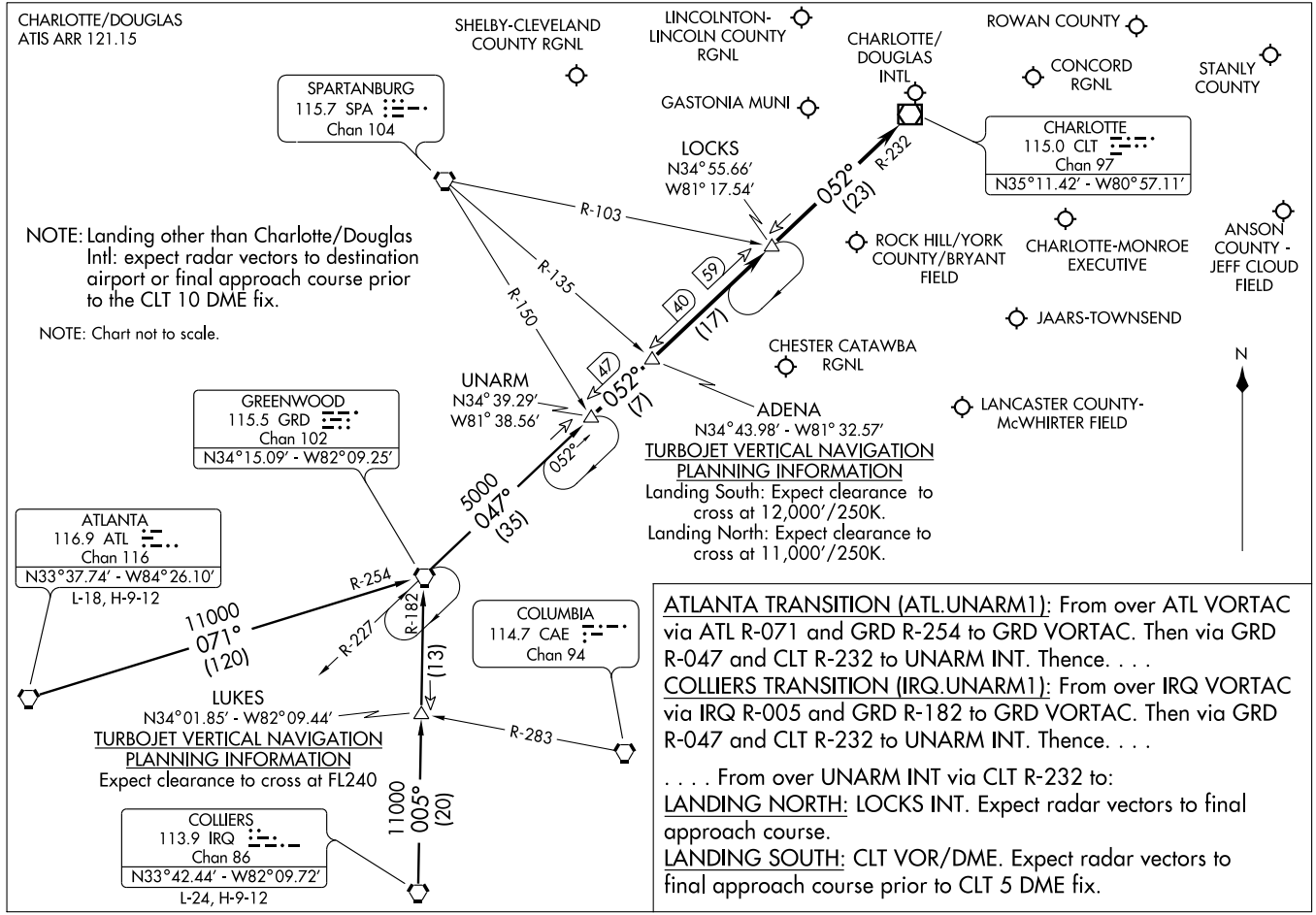
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

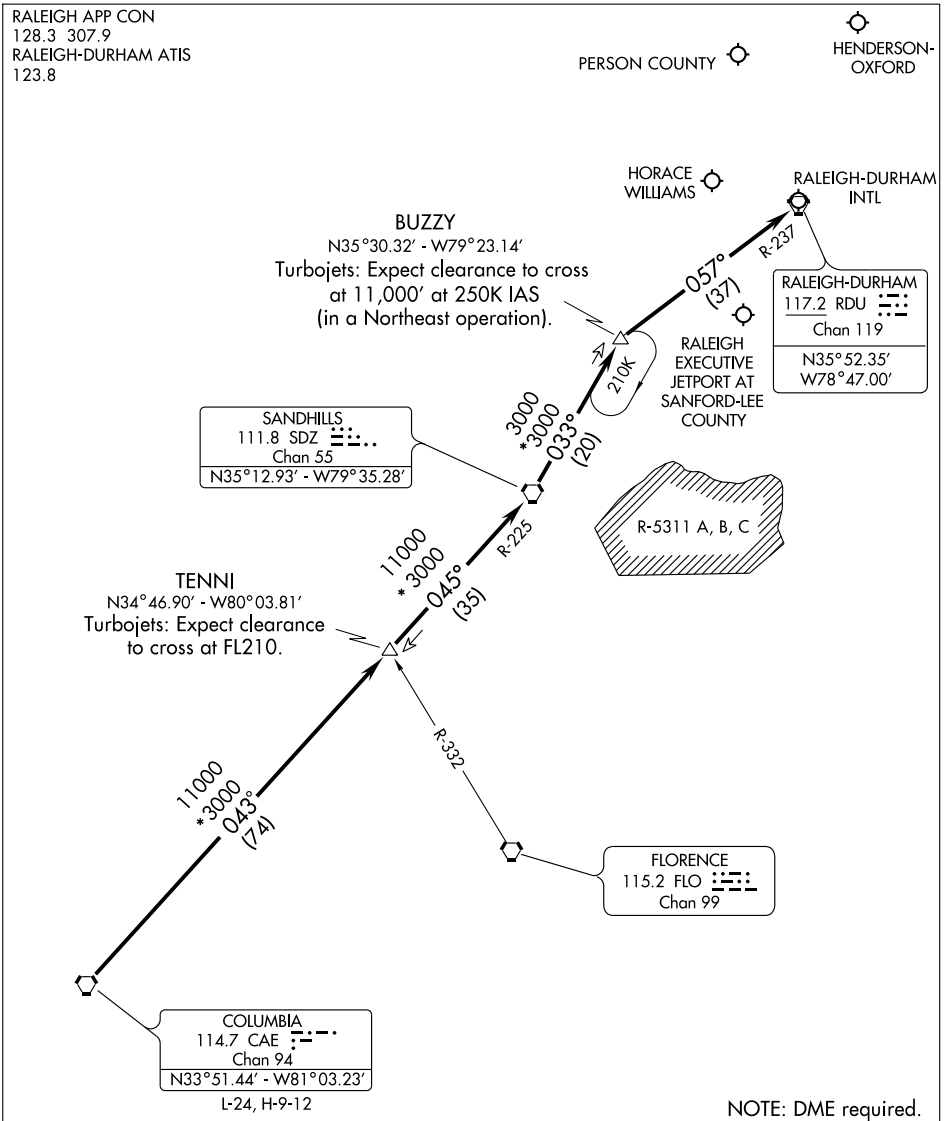
LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

BUZZY SIX ARRIVAL

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TTA	APP CRS	Rwy Idg 6500
110.75	029°	TDZE 246
Chan 44 (Y)		Apt Elev 247

ILS RWY 3

SANFORD/
RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

NA

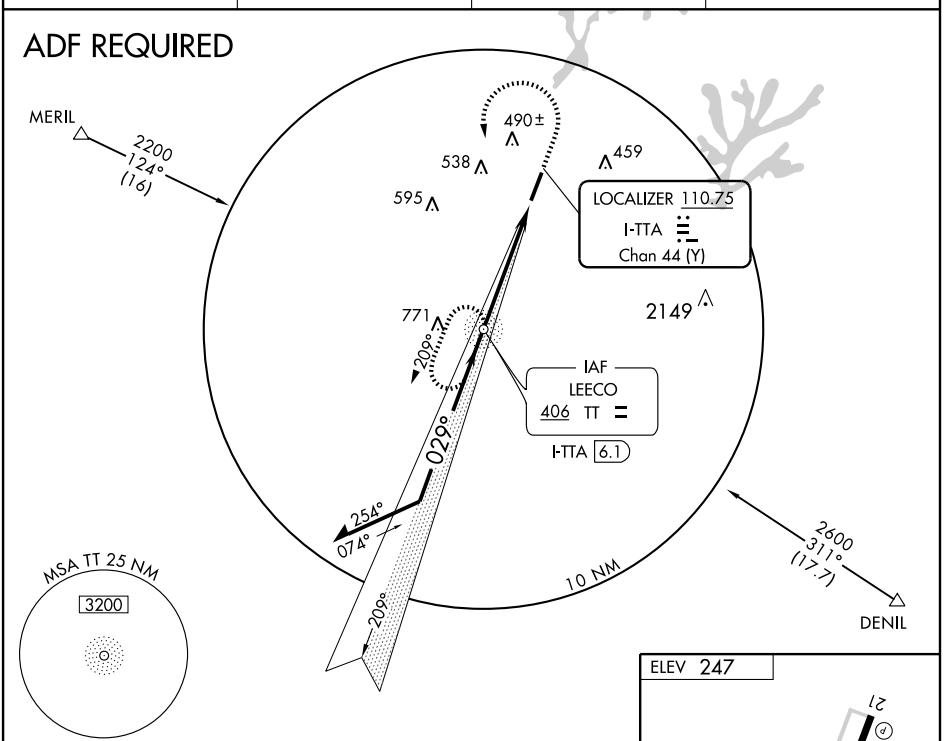
MALSR

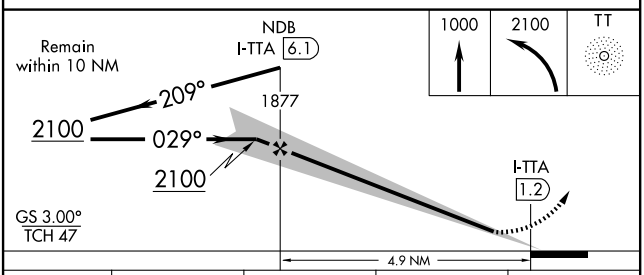
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct LEECO NDB and hold.

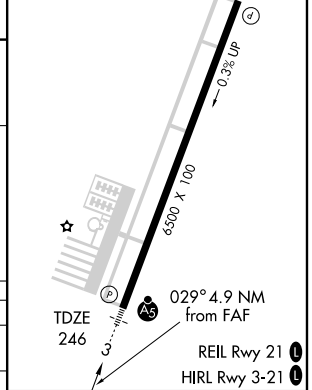
AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 353.675	123.075 (CTAF) L	135.075

SE-2, 21 OCT 2010 to 18 NOV 2010

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 3	446-½ 200 (200-½)			
S-LOC 3	740-½ 494 (500-½)		740-¾ 494 (500-¾)	740-1 494 (500-1)
CIRCLING	760-1 513 (600-1)	800-1 553 (600-1)	840-1½ 593 (600-1½)	840-2 593 (600-2)

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

RNAV (GPS) RWY 3

SANFORD/RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

APP CRS	Rwy Idg	TDZE	Apt Elev
029°	6500	246	247

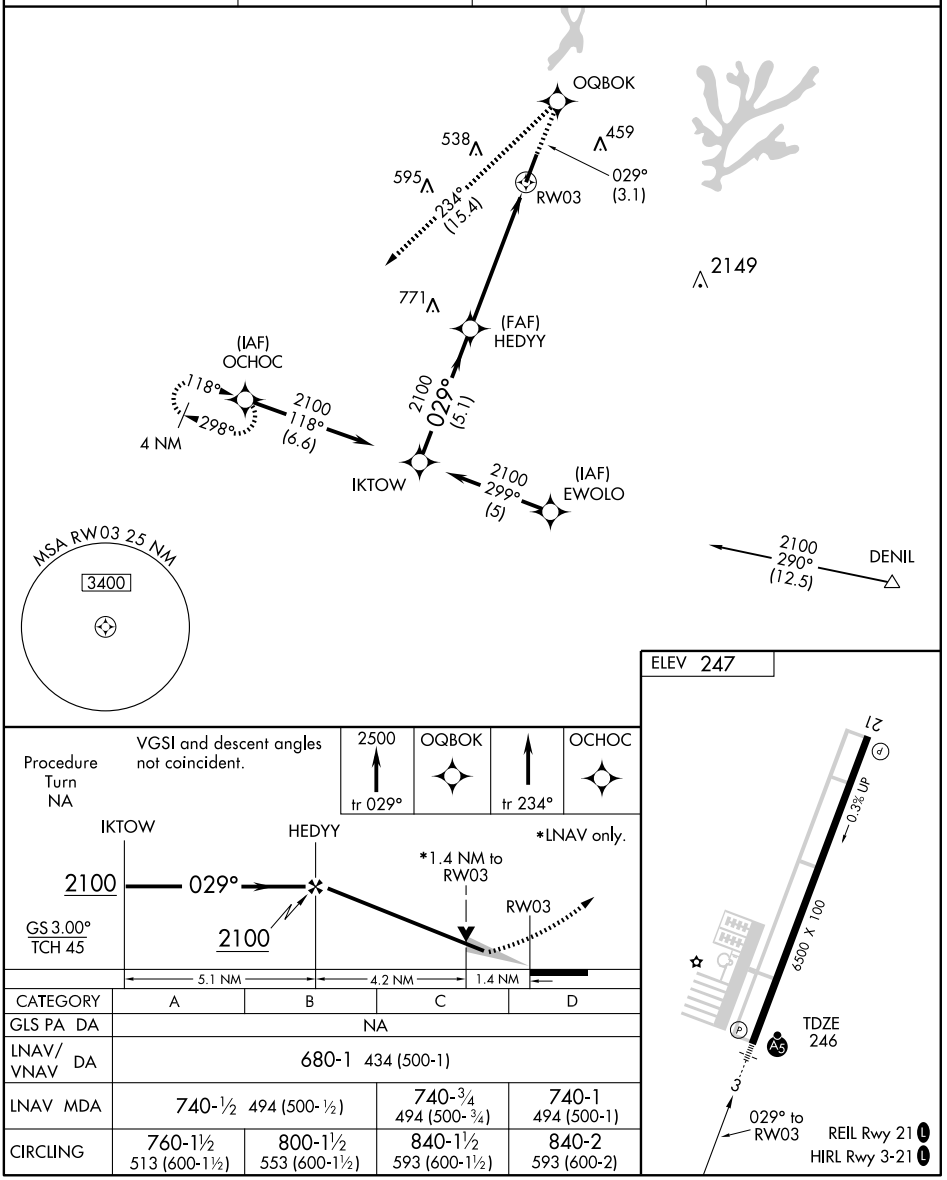
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MALSR

MISSED APPROACH: Climb to 2500 via 029° course to OQBOK WP then via 234° course to OCHOC WP and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 353.675	123.075 (CTAF) L	135.075



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

Procedure Turn NA

VGSI and descent angles not coincident.

2500 tr 029° | OQBOK | tr 234° | OCHOC

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	680-1 434 (500-1)			
LNAV MDA	740-½ 494 (500-½)		740-¾ 494 (500-¾)	740-1 494 (500-1)
CIRCLING	760-1½ 513 (600-1½)	800-1½ 553 (600-1½)	840-1½ 593 (600-1½)	840-2 593 (600-2)

APP CRS	Rwy Idg	6500
209°	TDZE	227
	Apt Elev	247

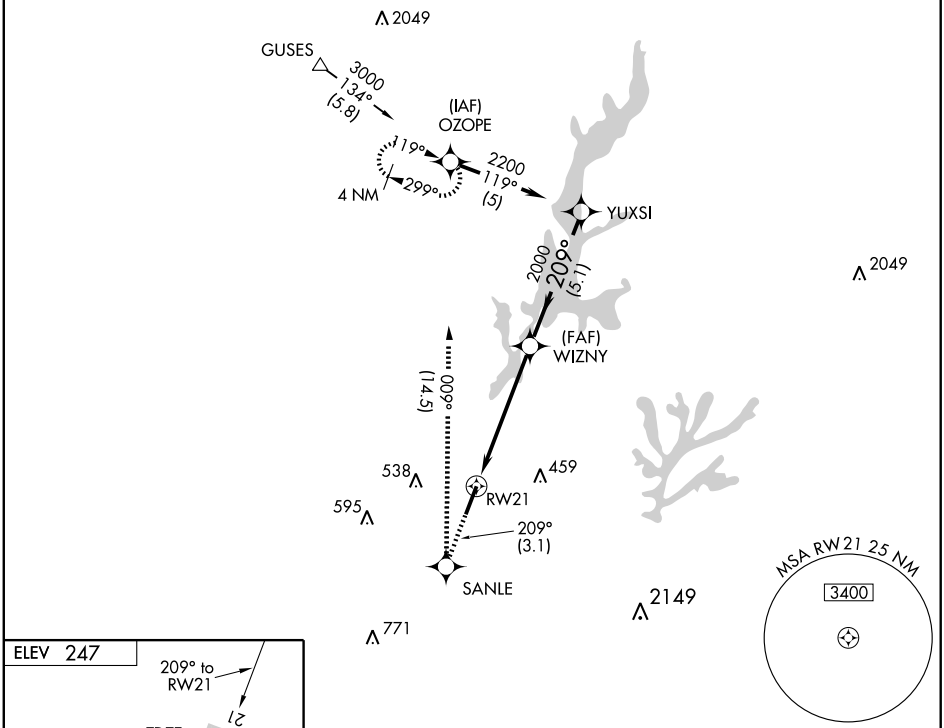
RNAV (GPS) RWY 21

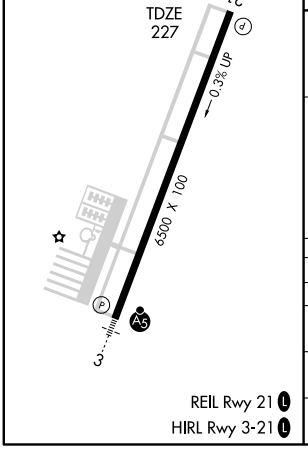
SANFORD/RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

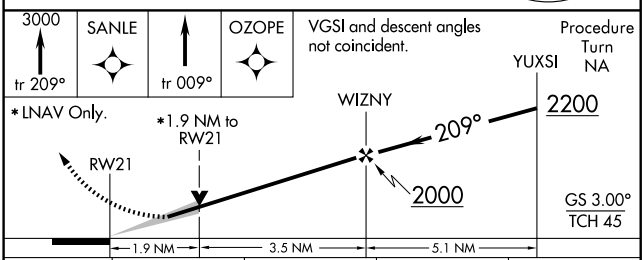
Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via 209° course to SANLE WP then via 009° course to OZOPE WP and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 353.675	123.075 (CTAF) L	135.075





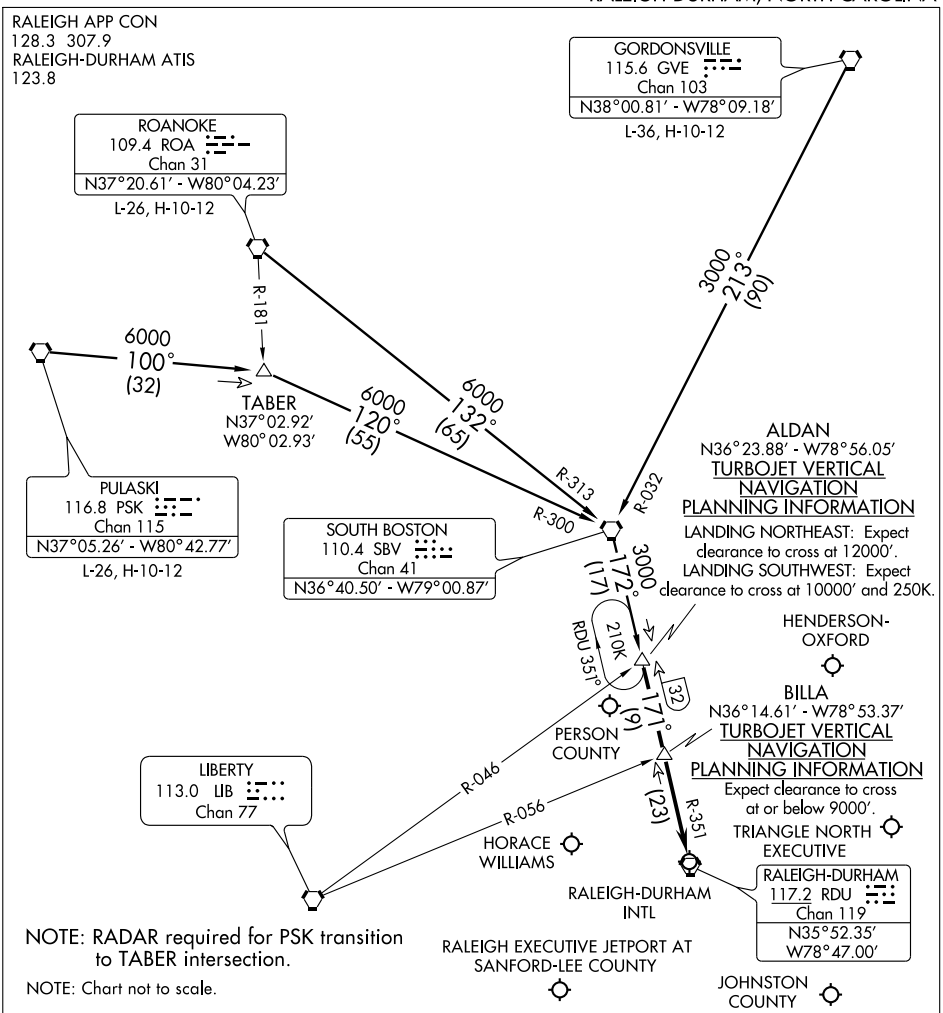


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	660-1½ 433 (500-1½)			
LNAV MDA	860-1 633 (700-1)		860-1¾ 633 (700-1¾)	860-2 633 (700-2)
CIRCLING	860-1½ 613 (700-1½)		860-1¾ 613 (700-1¾)	860-2 613 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL

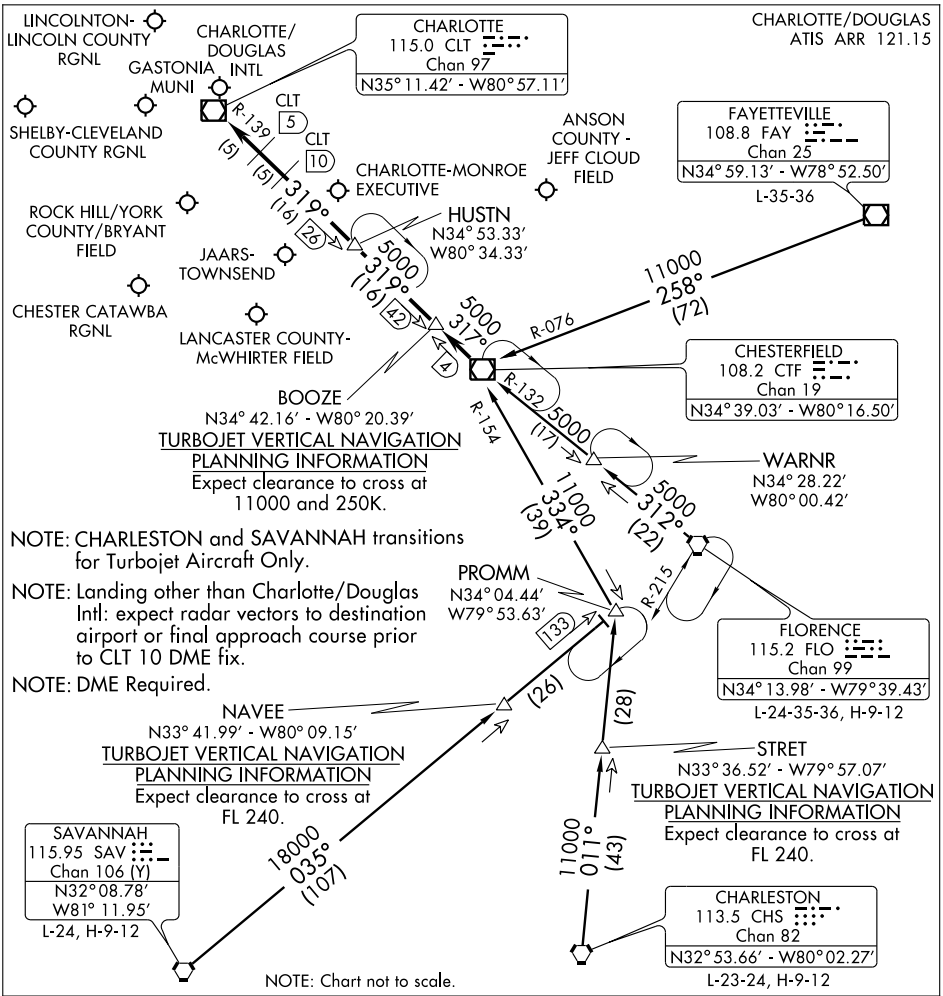
RALEIGH-DURHAM, NORTH CAROLINA

(SBV.SBV4) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

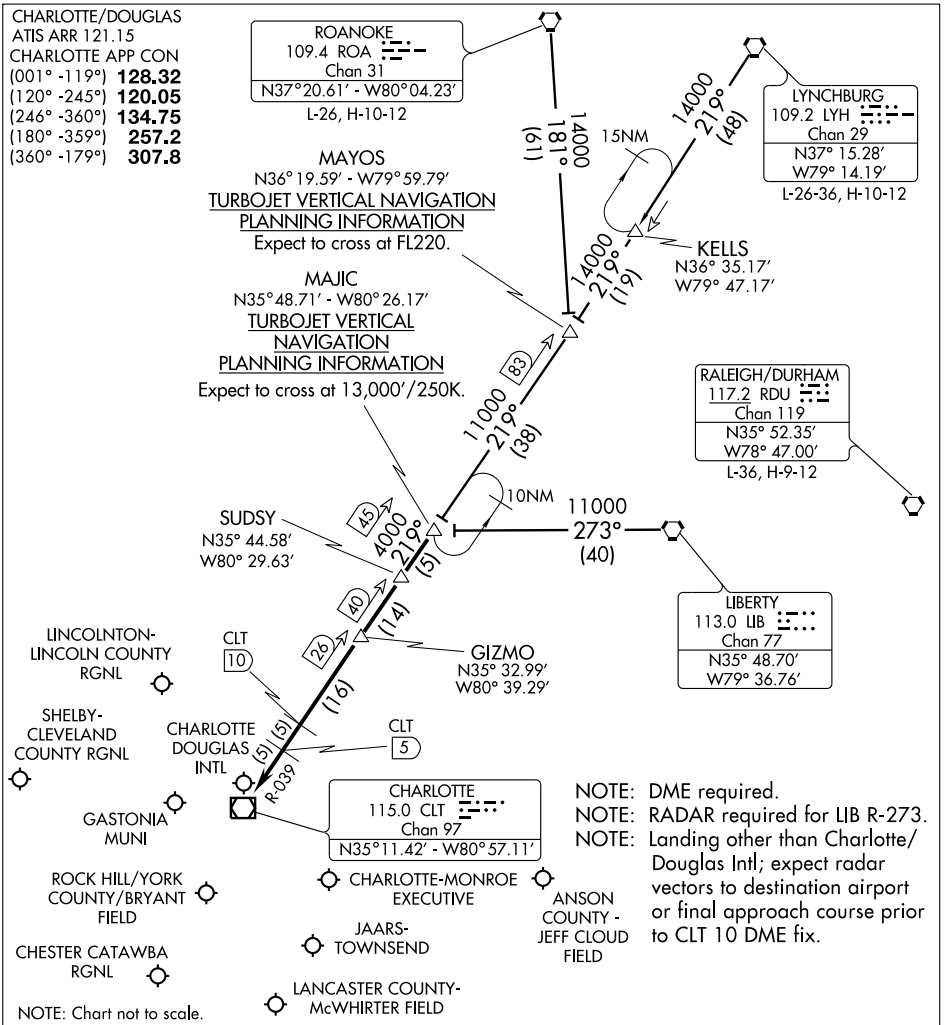
CHARLOTTE, NORTH CAROLINA

(CTF.CTF3) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB SLP	APP CRS	Rwy Idg	5002
417	218°	TDZE	847
		Apt Elev	847

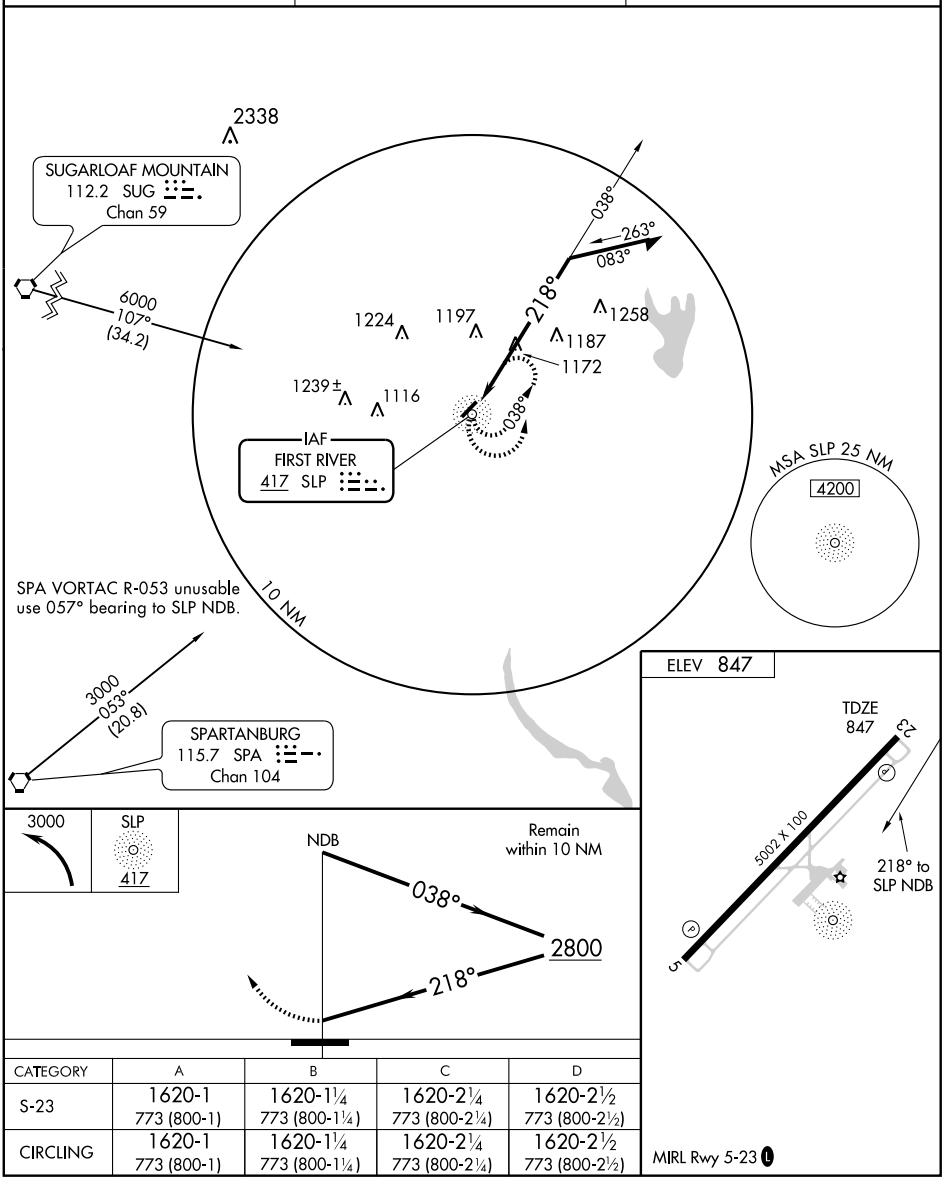
NDB RWY 23

SHELBY - CLEVELAND COUNTY RGNL (EHO)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all MDA 100 feet and S-23 Cat. C and D visibility ¼ mile and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 in SLP NDB holding pattern.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	134.75 257.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-23	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)
CIRCLING	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)

MIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
050°	TDZE	847
	Apt Elev	847

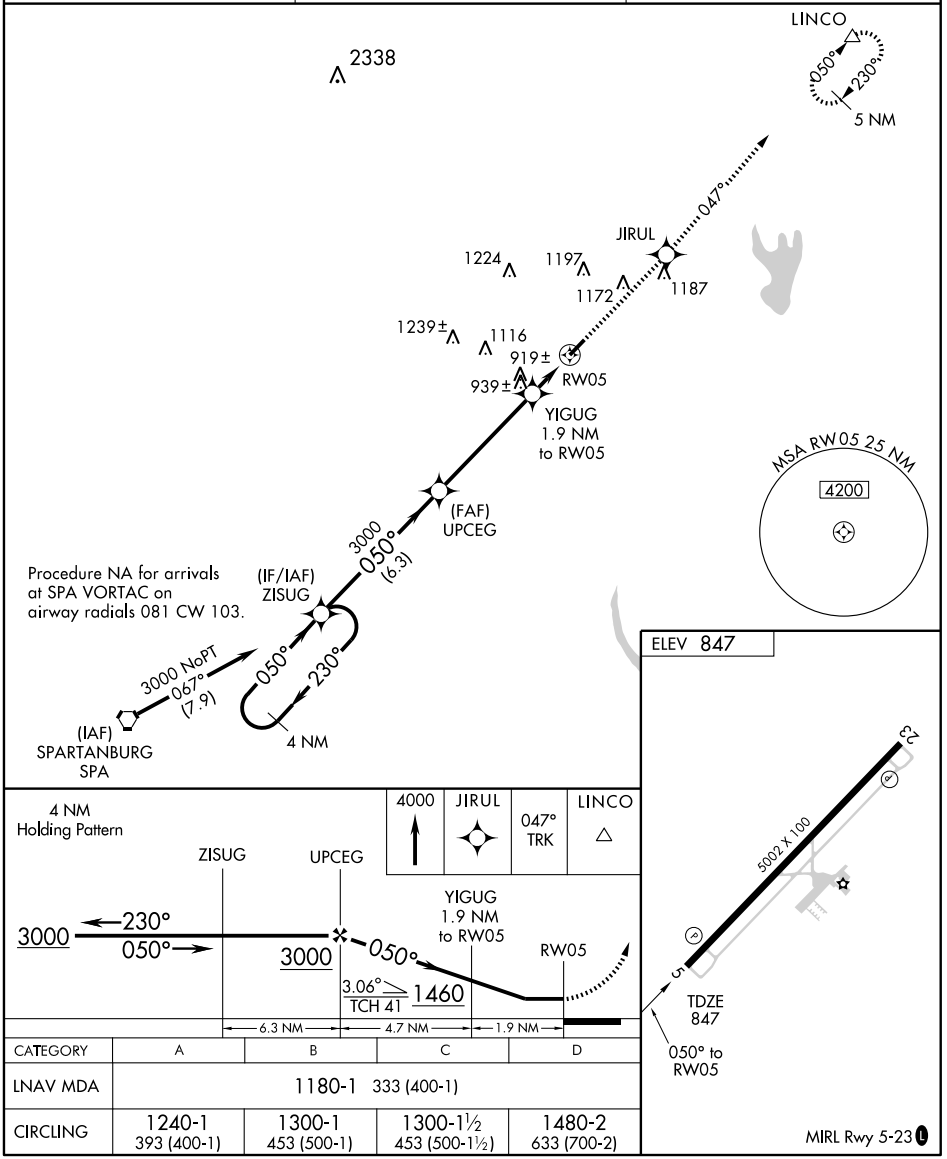
RNAV (GPS) RWY 5

SHELBY - CLEVELAND COUNTY RGNL (EHO)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Charlotte altimeter setting and increase all MDA 100 feet and LNAV Cat. C and Circling Cat. D visibility ¼ mile and LNAV Cat. D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct JIRUL and via 047° track to LINCO and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	134.75 257.2	122.8 (CTAF) L



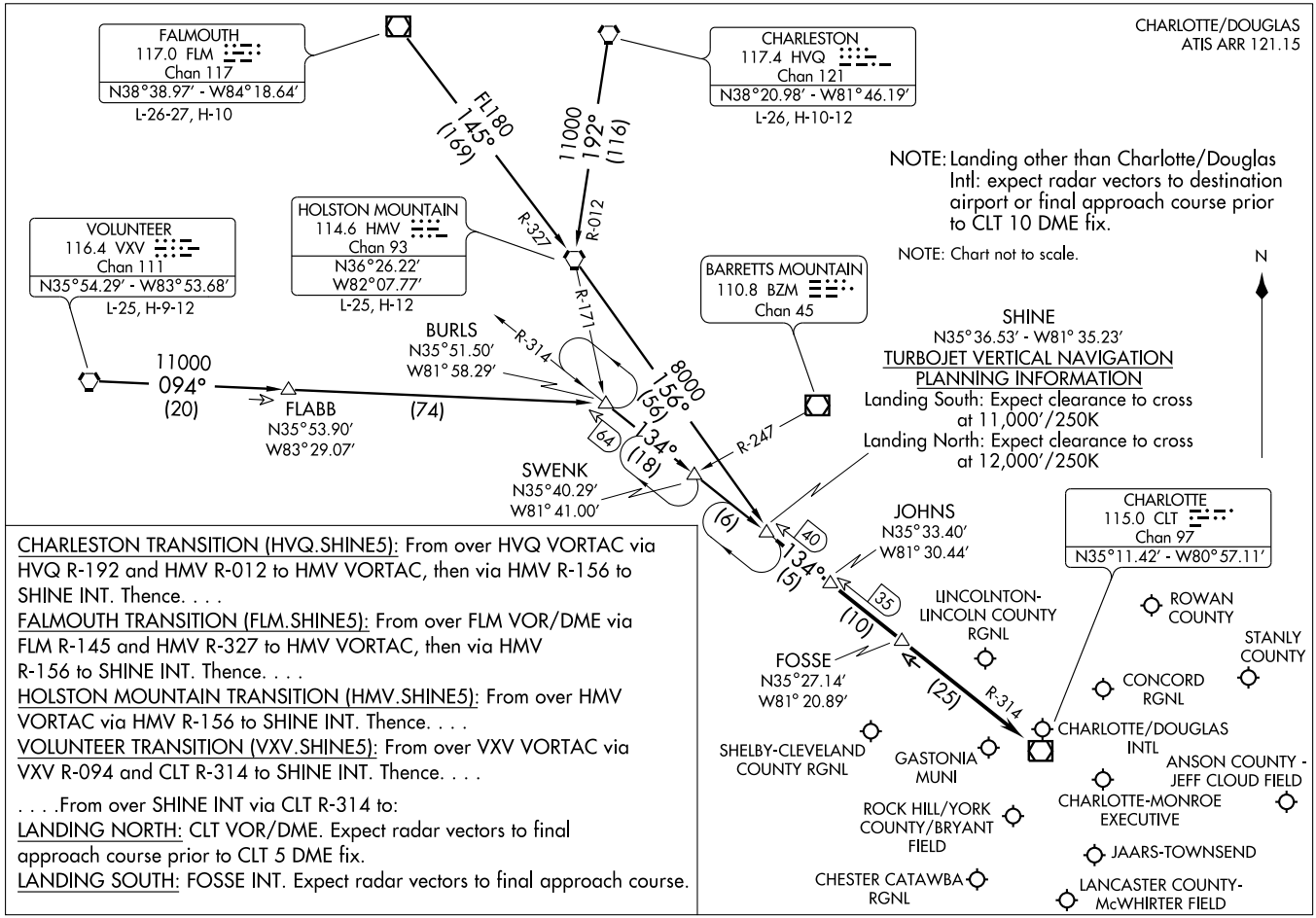
CATEGORY	A	B	C	D
LNAV MDA	1180-1 333 (400-1)			
CIRCLING	1240-1 393 (400-1)	1300-1 453 (500-1)	1300-1½ 453 (500-1½)	1480-2 633 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

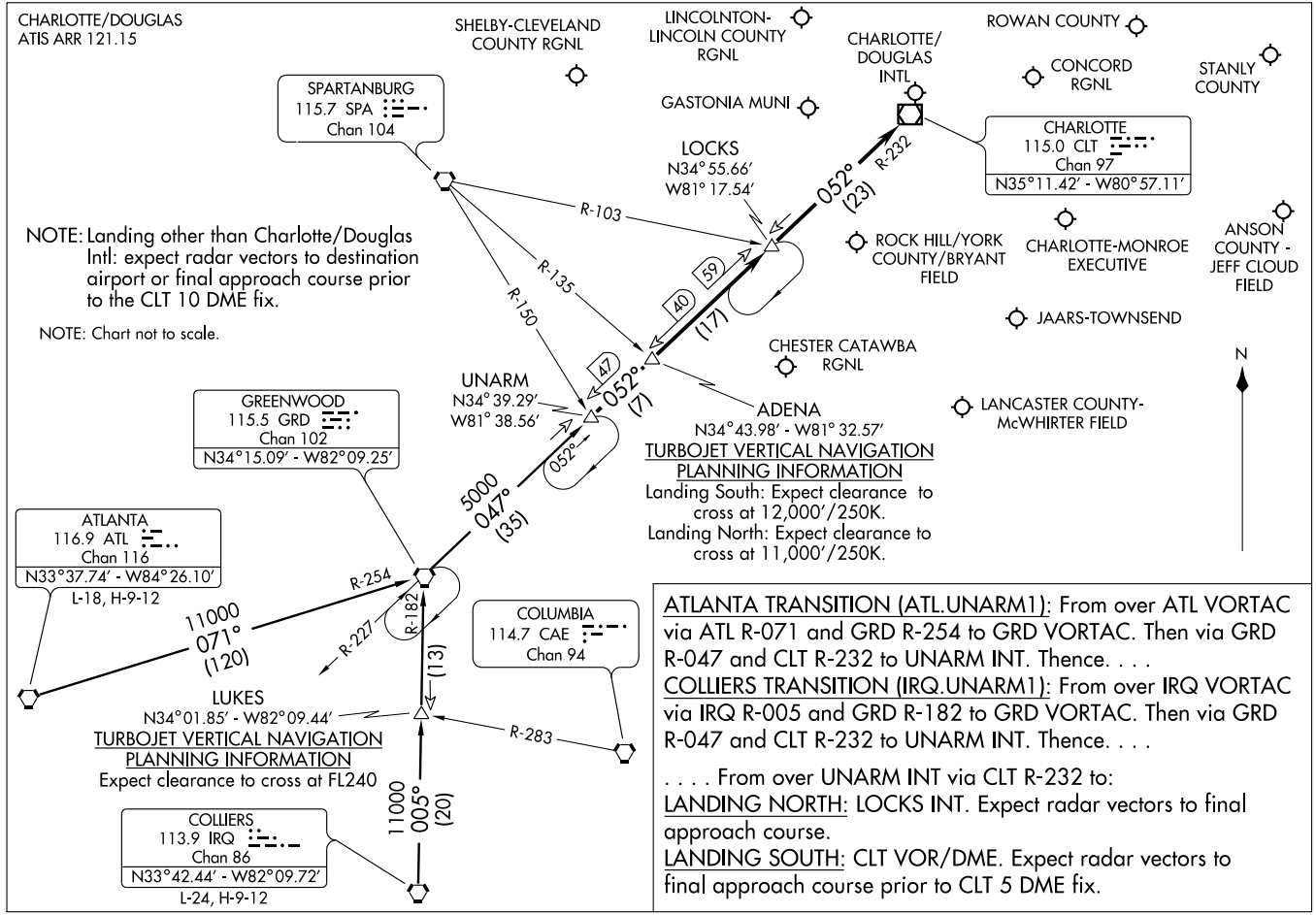
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

NDB TOX	APP CRS	Rwy Idg	5000
371	218°	TDZE	614
		Apt Elev	614

NDB RWY 22

SILER CITY MUNI (5W8)

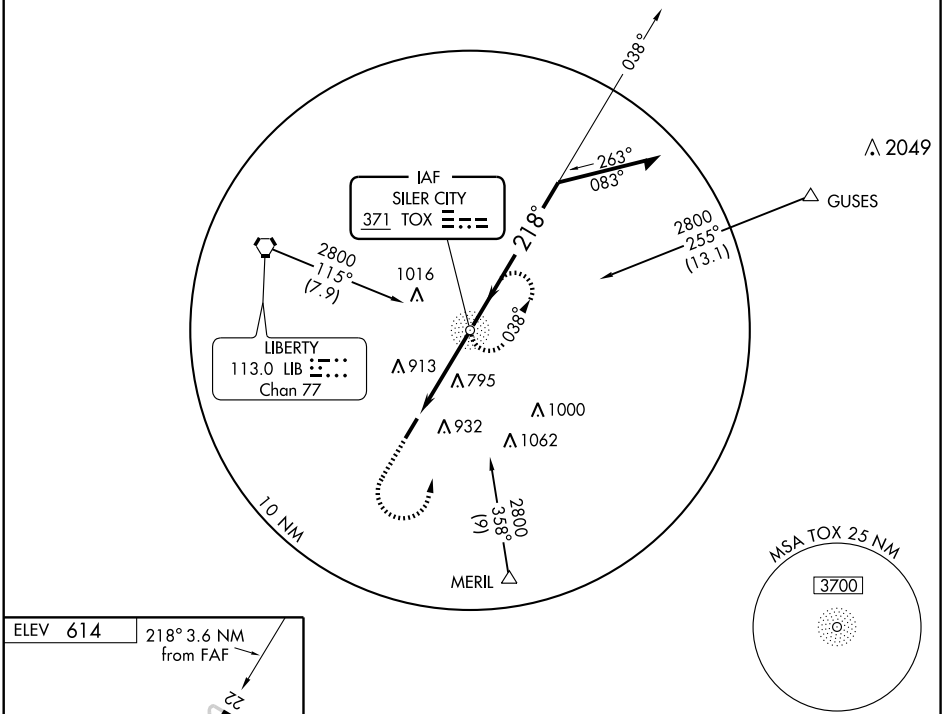
NA

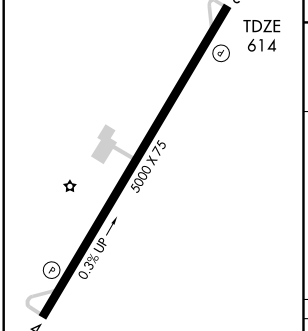
Use Greensboro altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2800 direct TOX NDB and hold.

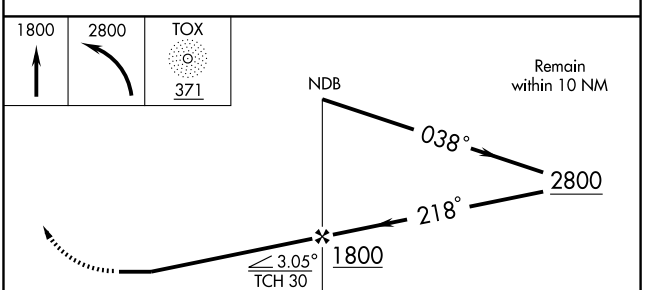
GREENSBORO APP CON
118.5 327.075

UNICOM
122.7 (CTAF) L





FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-22	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

SILER CITY MUNI (5W8)

APP CRS	Rwy Idg	5000
218°	TDZE	614
	Apt Elev	614

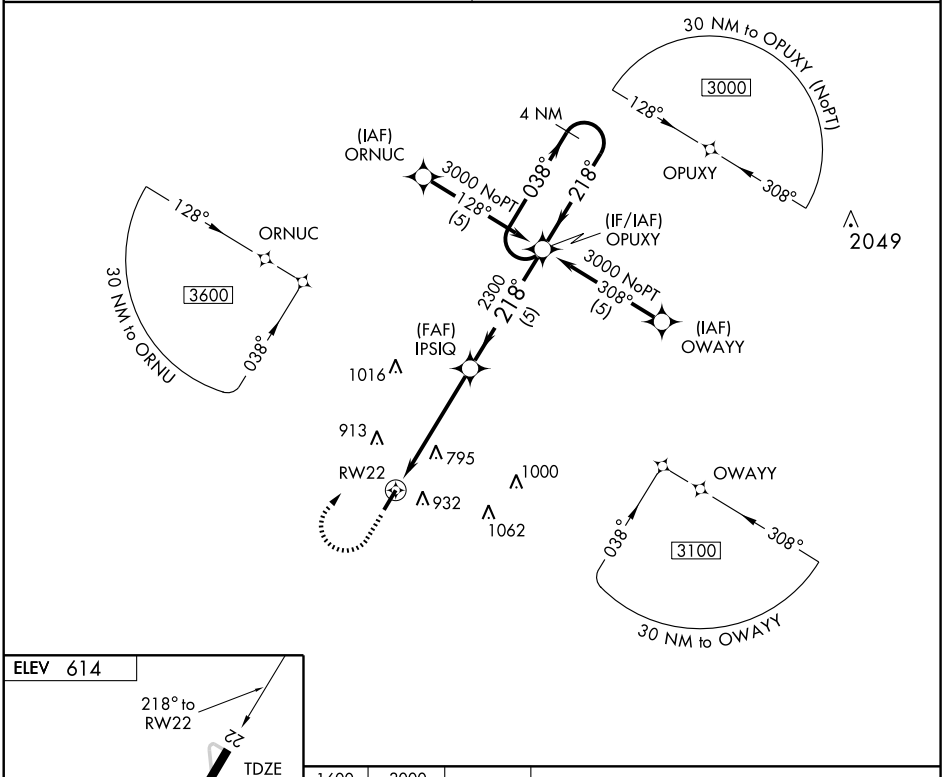
Use Greensboro altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

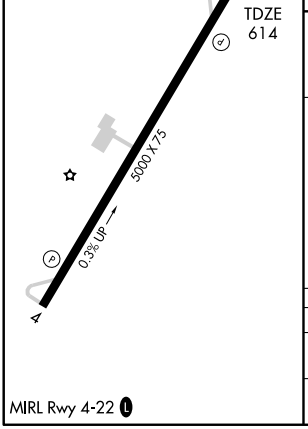
NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct OPUXY WP and hold.

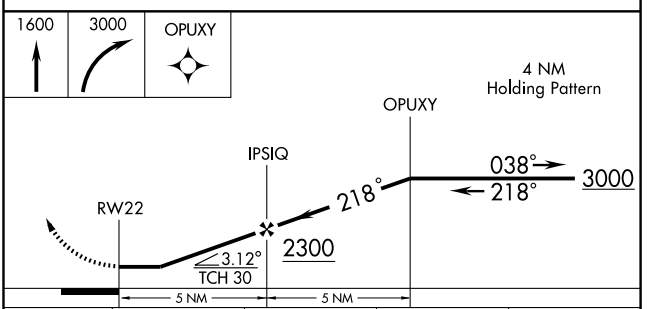
GREENSBORO APP CON
118.5 327.075

UNICOM
122.7 (CTAF) L





MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1 626 (700-1)		1240-1¾ 626 (700-1¾)	NA
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LIB	APP CRS	Rwy Idg	N/A
113.0	144°	TDZE	N/A
Chan 77		Apt Elev	614

VOR or GPS-A

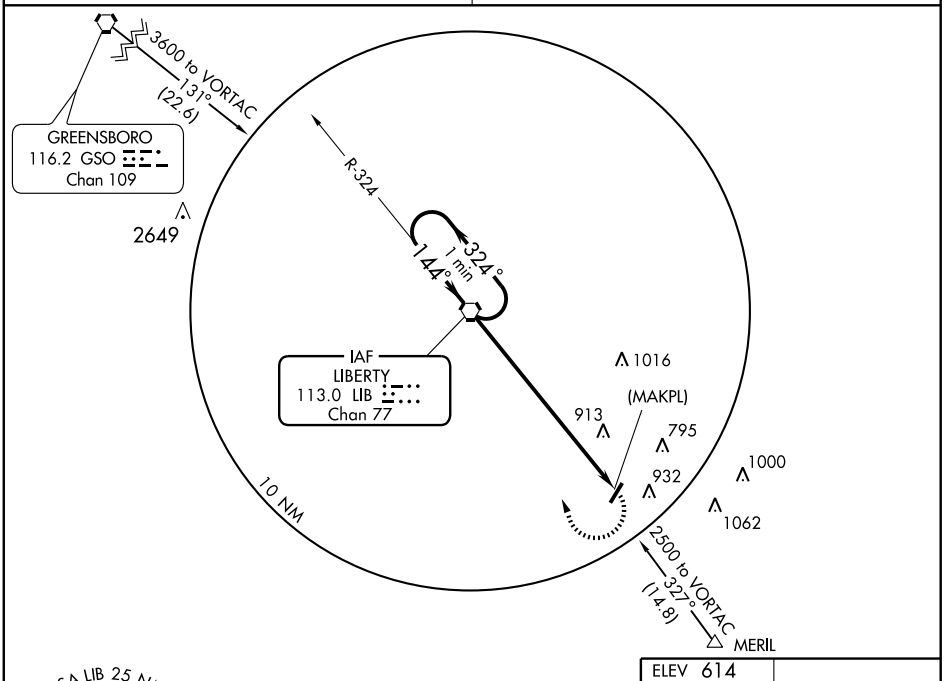
SILER CITY MUNI (5W8)

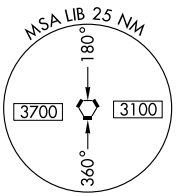
NA

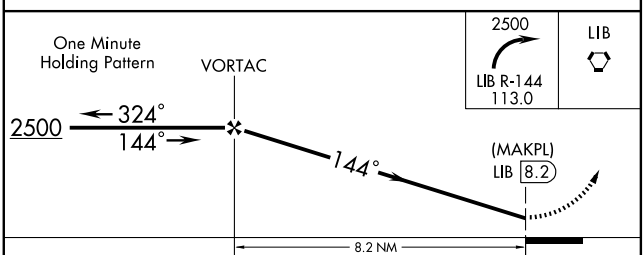
Use Greensboro altimeter setting.

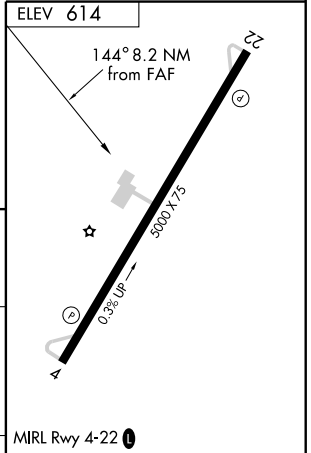
MISSED APPROACH: Climbing right turn to 2500 via LIB R-144 to LIB VORTAC and hold.

GREENSBORO APP CON	UNICOM
118.5 327.075	122.7 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JNX	APP CRS	Rwy Idg	5500
111.15	032°	TDZE	147
Chan 48 (Y)		Apt Elev	164

ILS or LOC RWY 3

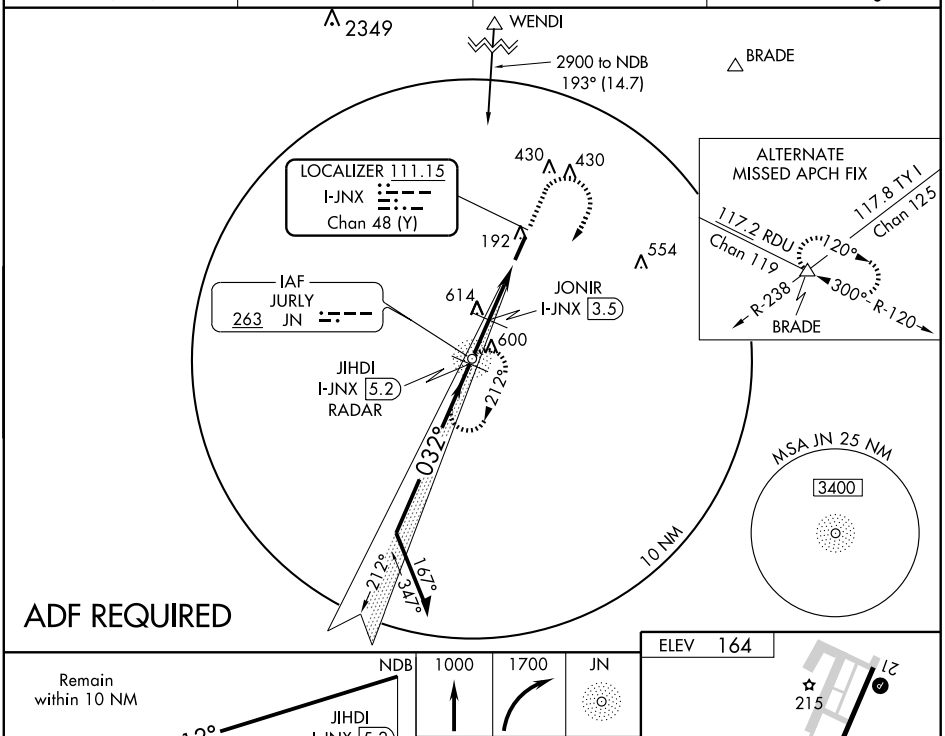
SMITHFIELD/ JOHNSTON COUNTY (JNX)

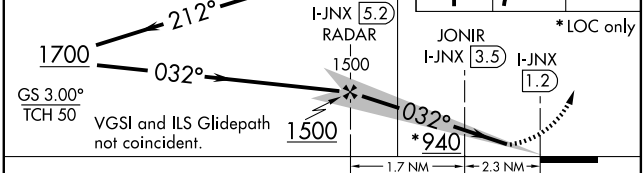
T NA When local altimeter setting not received. use Erwin altimeter setting and increase all DA 50 feet and all MDA 60 feet and increase S-LOC 3 Cat C and D and Circling Cat C and D visibility ¼ mile. Increase JONIR DME fix S-LOC 3 Cat C and D and Circling Cat C and D visibility ¼ mile. ADF and DME or RADAR Required.

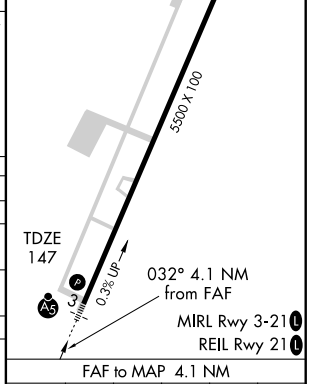
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JN NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 3	347-½ 200 (200-½)			
S-LOC 3	940-½ 793 (800-½)	940-¾ 793 (800-¾)	940-1¾ 793 (800-1¾)	940-2 793 (800-2)
CIRCLING	940-1 776 (800-1)	940-1¼ 776 (800-1¼)	940-2¼ 776 (800-2¼)	960-2½ 796 (800-2½)
JONIR DME FIX MINIMUMS				
S-LOC 3	780-½ 633 (700-½)		780-1¼ 633 (700-1¼)	780-1½ 633 (700-1½)
CIRCLING	780-1 616 (700-1)		780-1¾ 616 (700-1¾)	960-2½ 796 (800-2½)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB JN	APP CRS	Rwy Idg	5500
263	032°	TDZE	147
		Apt Elev	164

NDB RWY 3

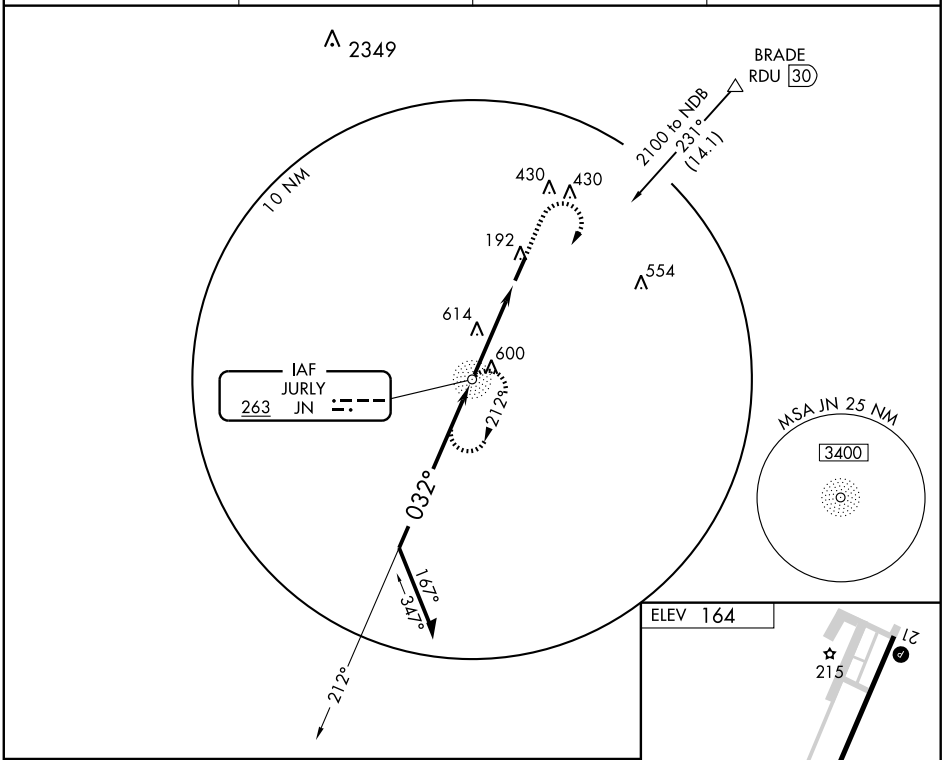
SMITHFIELD/ JOHNSTON COUNTY (JNX)

T
A NA When local altimeter not received, use Erwin altimeter setting and increase all MDA 60 feet and S-3 and Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-3 visibility Cat B to 1¼ mile. For inoperative MALSR when using Erwin altimeter setting increase S-3 visibility Cat B to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 1700 direct JN NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	920-¾ 773 (800-¾)		920-1¾ 773 (800-1¾)	920-2¼ 773 (800-2¼)
CIRCLING	920-1 756 (800-1)	920-1¼ 756 (800-1¼)	920-2¼ 756 (800-2¼)	960-2½ 796 (800-2½)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 48819 W03A	APP CRS 032°	Rwy ldg 5500 TDZE 147 Apt Elev 164

RNAV (GPS) RWY 3

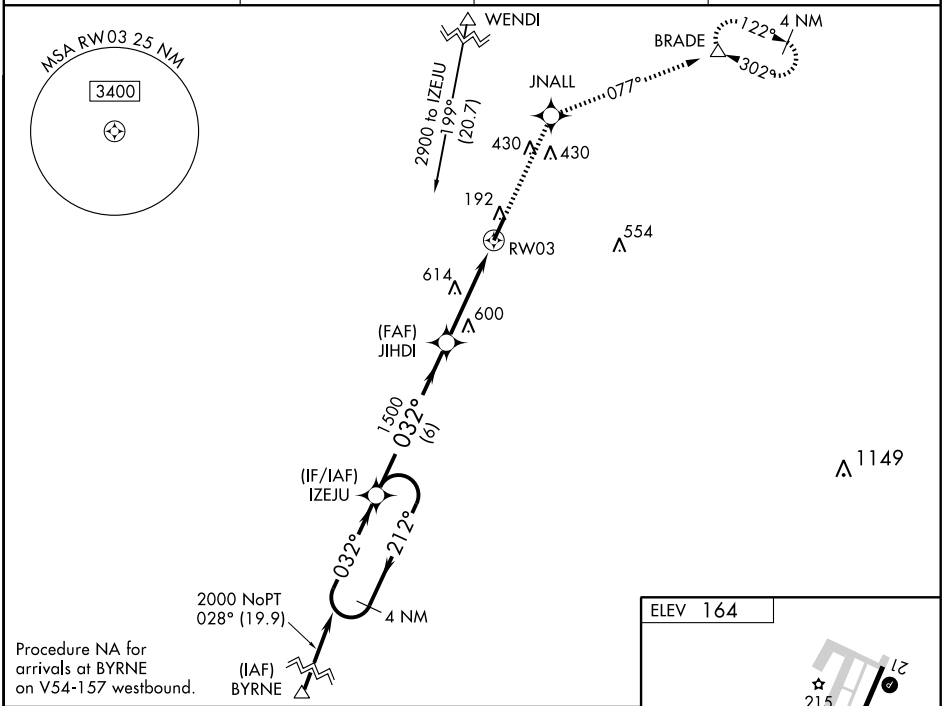
SMITHFIELD/JOHNSTON COUNTY (JNX)

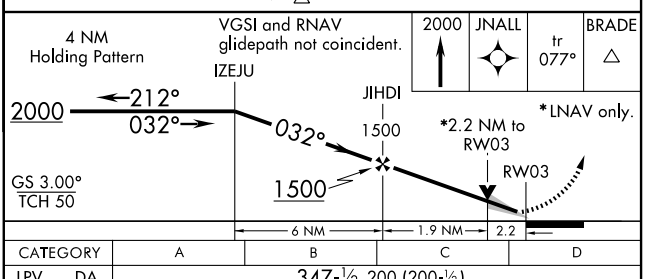
Baro-VNAV NA when using Erwin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting and increase all DA 50 feet and all MDA 60 feet and LNAV and Circling Cats B, C and D visibility ¼ mile.
Inoperative table does not apply to LNAV/VNAV when using Erwin altimeter setting.

MALSR

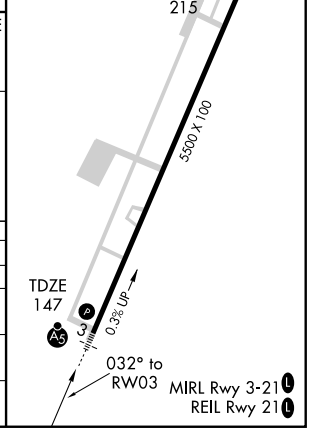
MISSED APPROACH: Climb to 2000 direct JNALL and on track 077° to BRADE and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	347-½ 200 (200-½)			
LNAV/VNAV DA	1076-4 929 (1000-4)			
LNAV MDA	880-½ 733 (800-½)		880-1½ 733 (800-1½)	880-1¾ 733 (800-1¾)
CIRCLING	880-1 716 (800-1)		880-2 716 (800-2)	960-2½ 796 (800-2½)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
212°	TDZE	164
	Apt Elev	164

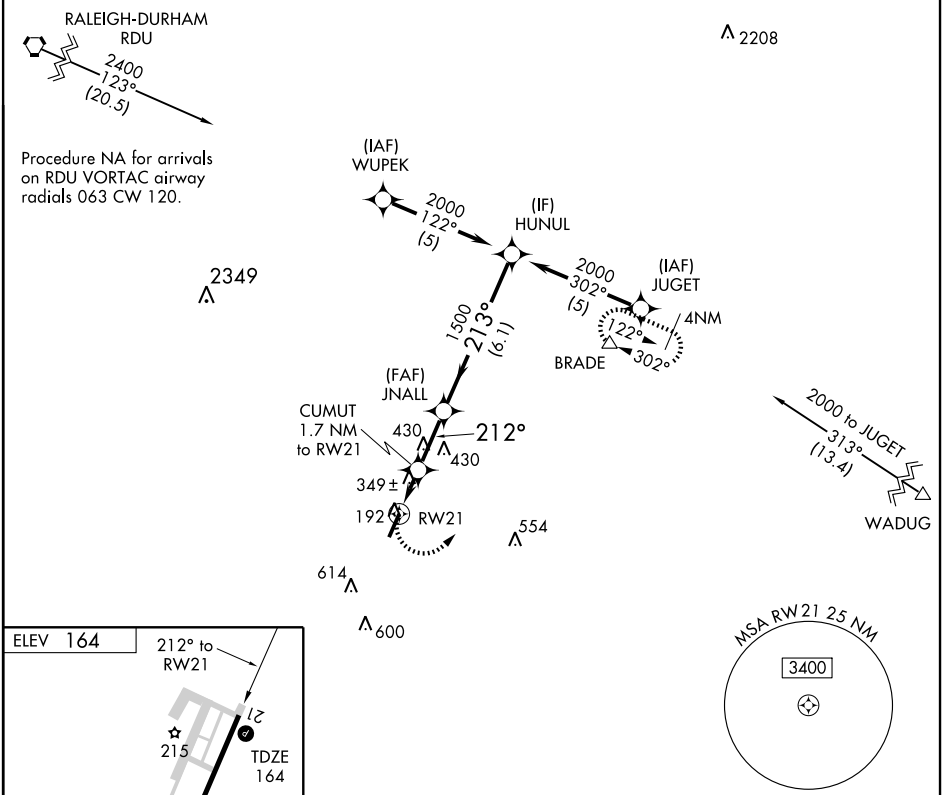
RNAV (GPS) RWY 21

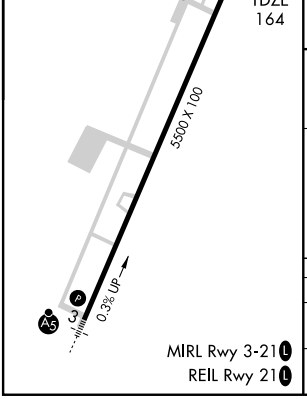
SMITHFIELD/JOHNSTON COUNTY (JNX)

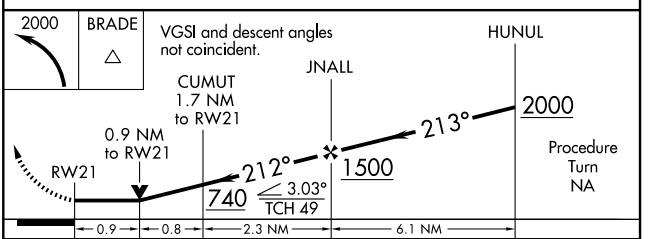
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Erwin altimeter setting and increase all MDA 60 feet and Circling Cat D visibility ¼ mile. VDP NA with Erwin altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct BRADE and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.8 (CTAF) L





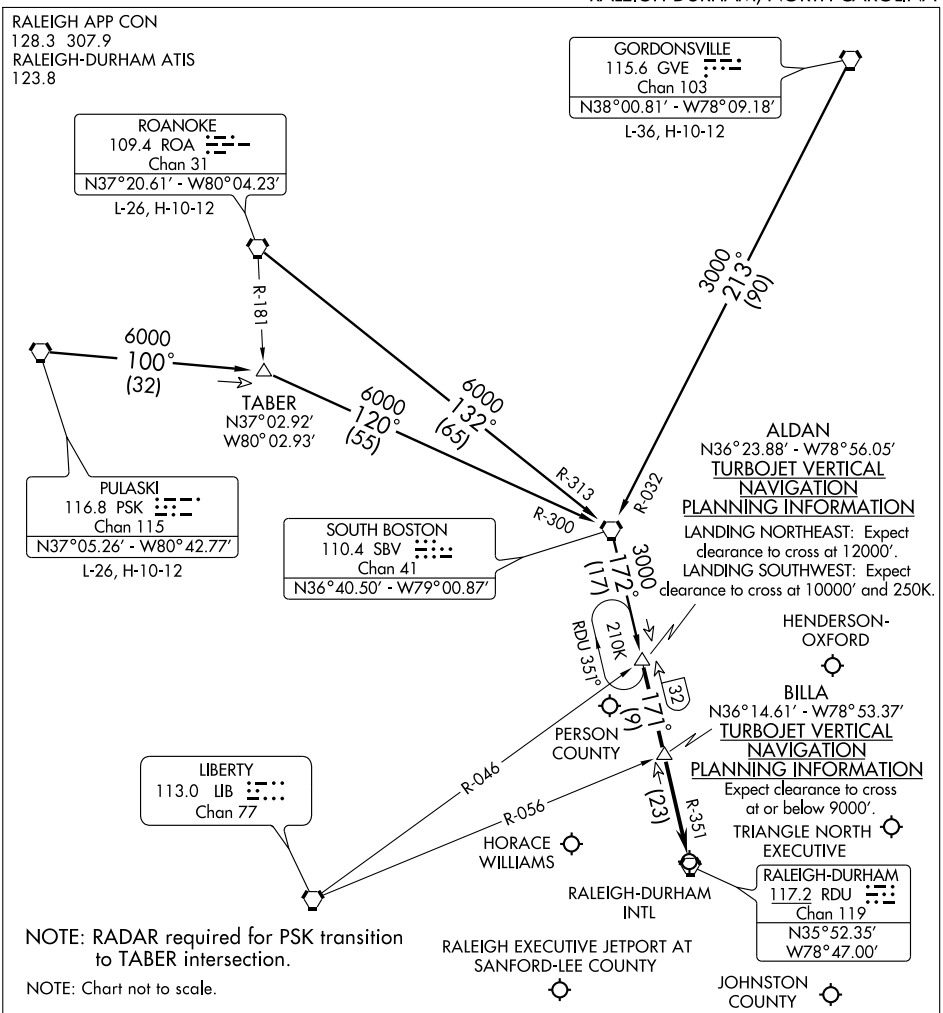


CATEGORY	A	B	C	D
LNAV MDA	600-1 436 (500-1)		600-1¼ 436 (500-1¼)	600-1½ 436 (500-1½)
CIRCLING	660-1 496 (500-1)		660-1½ 496 (500-1½)	960-2½ 796 (800-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SOUTH BOSTON FOUR ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA

(SBV.SBV4) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SVH	APP CRS	Rwy Idg 5456
111.75	282°	TDZE 966
Chan 54 (Y)		Apt Elev 968

ILS or LOC/DME RWY 28

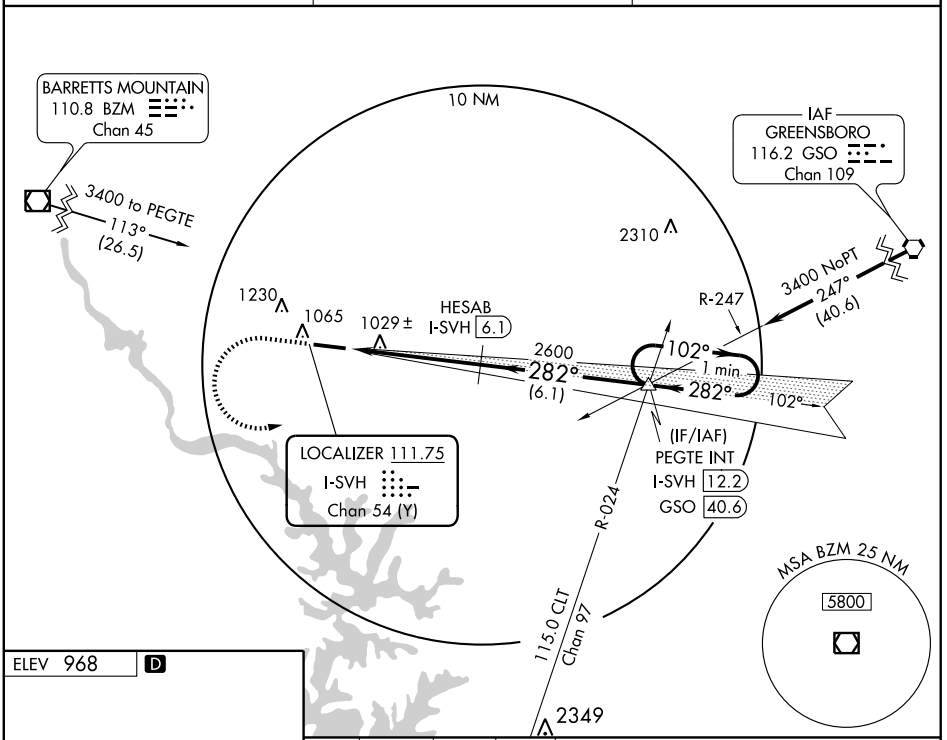
STATESVILLE RGNL (SVH)

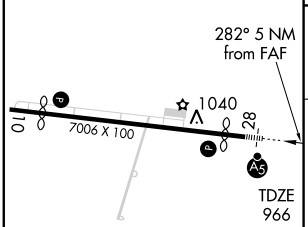
If local altimeter setting not received, use Lincolnton altimeter setting and increase all DH/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 via heading 080° and CLT R-024 to PEGTE INT/I-SVH 12.2 DME and hold.

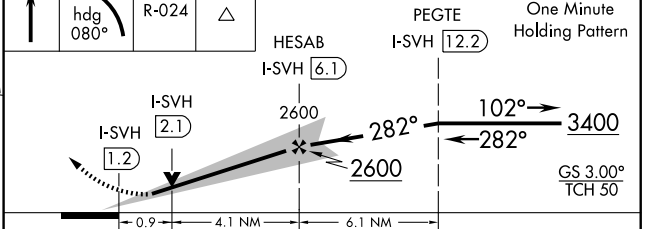
AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L





1700	3400 hdg 080°	CLT R-024	PEGTE △

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 28	1166-½ 200 (200-½)			
S-LOC 28	1280-½ 314 (400-½)			1280-¾ 314 (400-¾)
CIRCLING	1420-1 452 (500-1)	1480-1 512 (600-1)	1540-1½ 572 (600-1½)	1540-2 572 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5456
102°	TDZE	965
	Apt Elev	965

RNAV (GPS) RWY 10

STATESVILLE RGNL (SVH)

If local altimeter setting not received, use Lincolnton altimeter setting and increase all MDAs 60 feet. VDP NA when using Lincolnton altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct LACIS and via 117° track to OWALT and hold, continue climb-in-hold to 3500.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010

• 2580

Procedure NA for arrivals at BZM VOR/DME via V259 northwestbound.

(IAF) BARRETTS MOUNTAIN BZM

3500 156° (5.6)

(IF) UVAXE

2600 102° (6)

(FAF) TEMKY

1230 1199± 1065

RW10

LACIS

117° (1.9)

109° 289°

5 NM

OWALT

3500 055° (7.3)

(IAF) ALDOH

MSA RW10 25 NM

3900

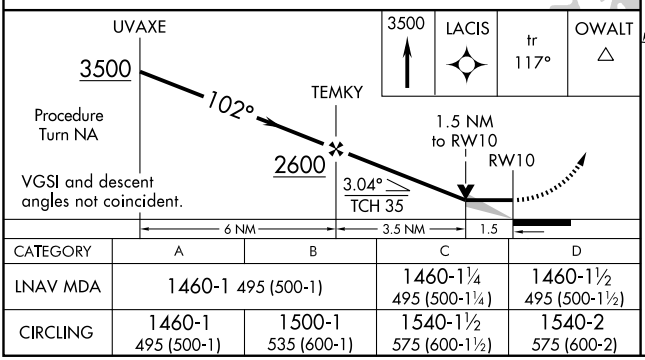
ELEV 965 D

102° to RW10

1040

7006 X 100

TDZE 965



CATEGORY	A	B	C	D
LNAV MDA	1460-1 495 (500-1)		1460-1¼ 495 (500-1¼)	1460-1½ 495 (500-1½)
CIRCLING	1460-1 495 (500-1)	1500-1 535 (600-1)	1540-1½ 575 (600-1½)	1540-2 575 (600-2)

REIL Rwy 10 L

HIRL Rwy 10-28 L

WAAS	APP CRS	Rwy Idg	5456
CH 60903	282°	TDZE	966
W28A		Apt Elev	968

RNAV (GPS) RWY 28

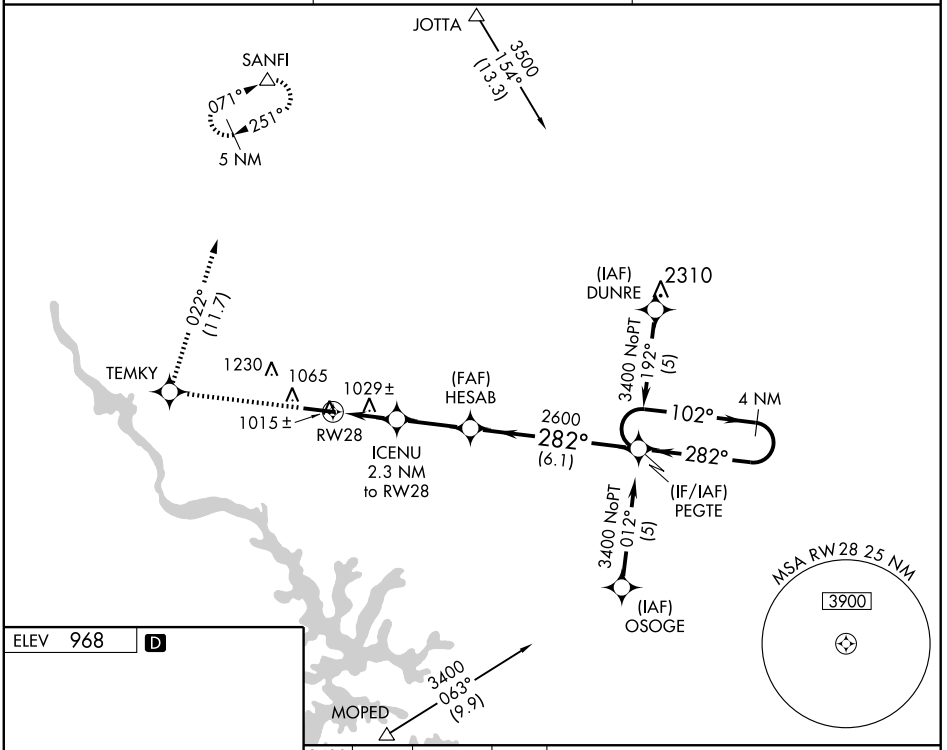
STATESVILLE RGNL (SVH)

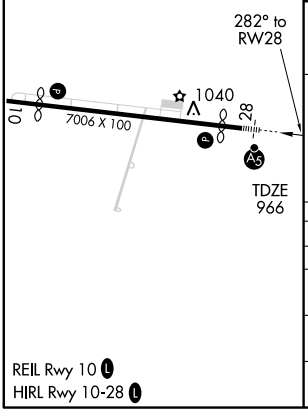
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Lincolnton altimeter setting and increase all DA/MDAs 60 feet. VDP and Baro-VNAV NA when using Lincolnton altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV Cat D visibilities to 1. Inoperative table does not apply to LNAV Cat D.

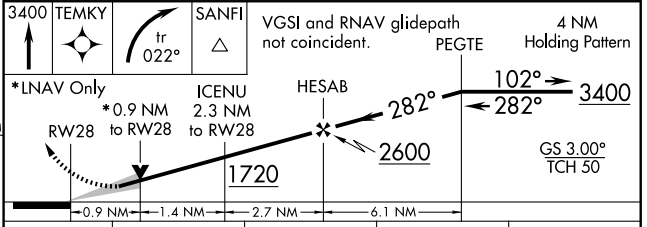
MALSR

MISSED APPROACH: Climb to 3400 direct TEMKY and right turn via 022° track to SANFI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1216-½ 250 (300-½)			
LNAV/VNAV DA	1240-½ 274 (300-½)			1240-¾ 274 (300-¾)
LNAV MDA	1280-½ 314 (400-½)			1280-1 314 (400-1)
CIRCLING	1420-1 452 (500-1)	1480-1 512 (600-1)	1540-1½ 572 (600-1½)	1540-2 572 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BZM	APP CRS	Rwy Idg	5456
110.8	121°	TDZE	965
Chan 45		Apt Elev	965

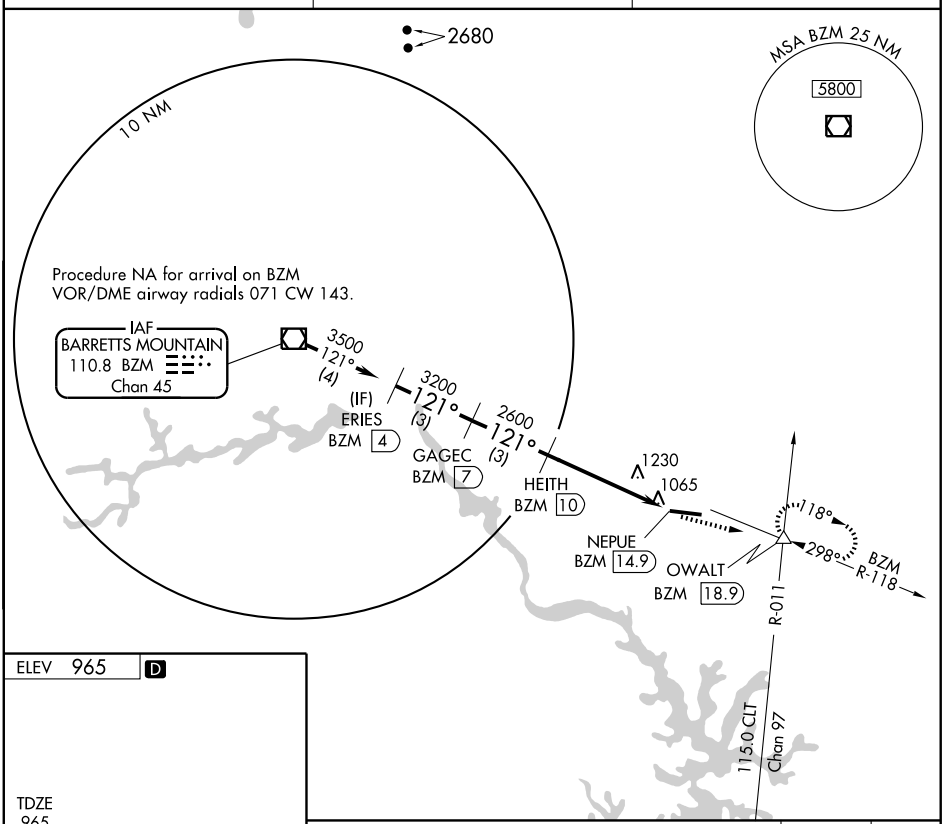
VOR/DME RWY 10

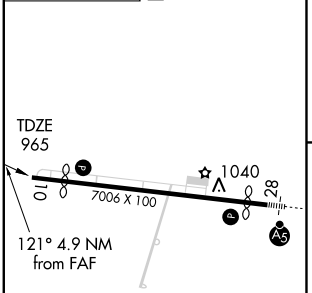
STATESVILLE RGNL (SVH)

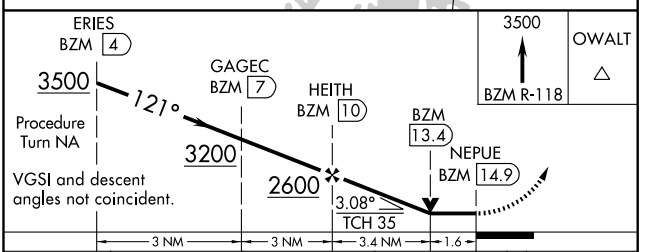
If local altimeter setting not received, use Lincolnton altimeter setting and increase all MDAs 60 feet.
VDP NA when using Lincolnton altimeter setting.

MISSED APPROACH: Climb to 3500 via BZM VOR/DME R-118 to OWALT INT and hold, continue climb-in-hold to 3500.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-10	1480-1 515 (600-1)		1480-1½ 515 (600-1½)	1480-1¾ 515 (600-1¾)
CIRCLING	1480-1 515 (600-1)	1500-1 535 (600-1)	1540-1½ 575 (600-1½)	1540-2 575 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB ETC	APP CRS		
257	264°	Rwy Idg	4000
		TDZE	50
		Apt Elev	53

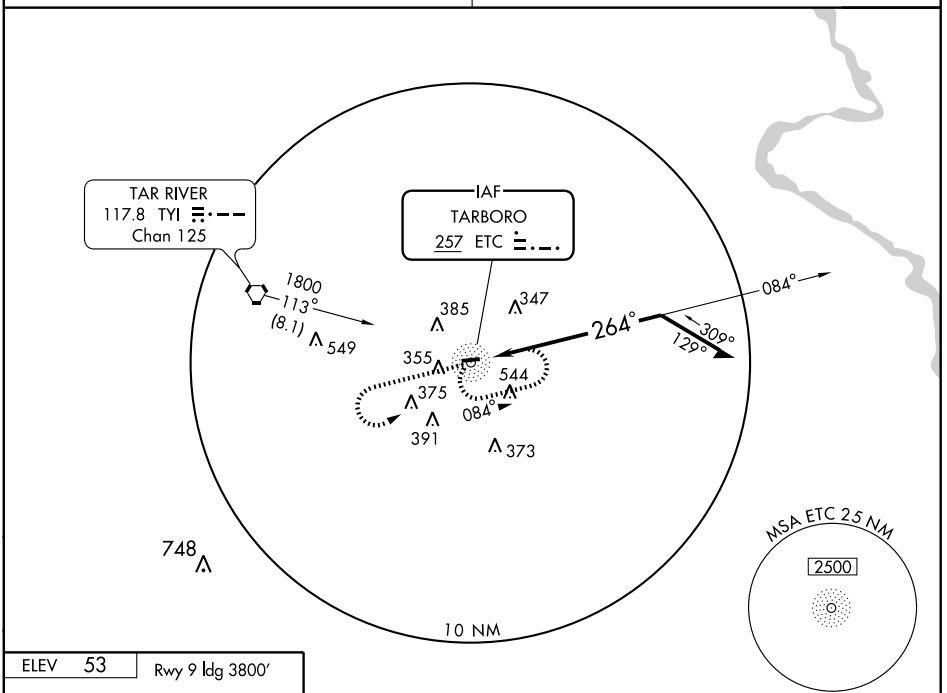
NDB RWY 27

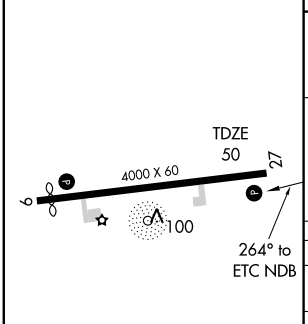
TARBORO-EDGECOMBE (ETC)

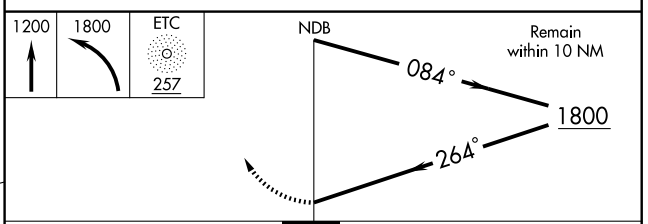
T
NA Use Rocky Mount altimeter setting; when not received, use Raleigh-Durham altimeter setting minimums.

MISSED APPROACH: Climb to 1200 then climbing left turn to 1800 direct ETC NDB and hold.

WASHINGTON CENTER	CTAF
118.475 279.65	122.9 L







CATEGORY	A	B	C	D
S-27	760-1	710 (800-1)	760-2 710 (800-2)	760-2¼ 710 (800-2¼)
CIRCLING	760-1	707 (800-1)	760-2 707 (800-2)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	980-1¼	930 (1000-1¼)	980-2¾ 930 (1000-2¾)	980-3 930 (1000-3)
CIRCLING	980-1¼	927 (1000-1¼)	980-2¾ 927 (1000-2¾)	1140-3 1087 (1100-3)

REIL Rwy 27 L
MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TYI	APP CRS	Rwy Idg	4000
117.8	291°	TDZE	50
Chan 125		Apt Elev	53

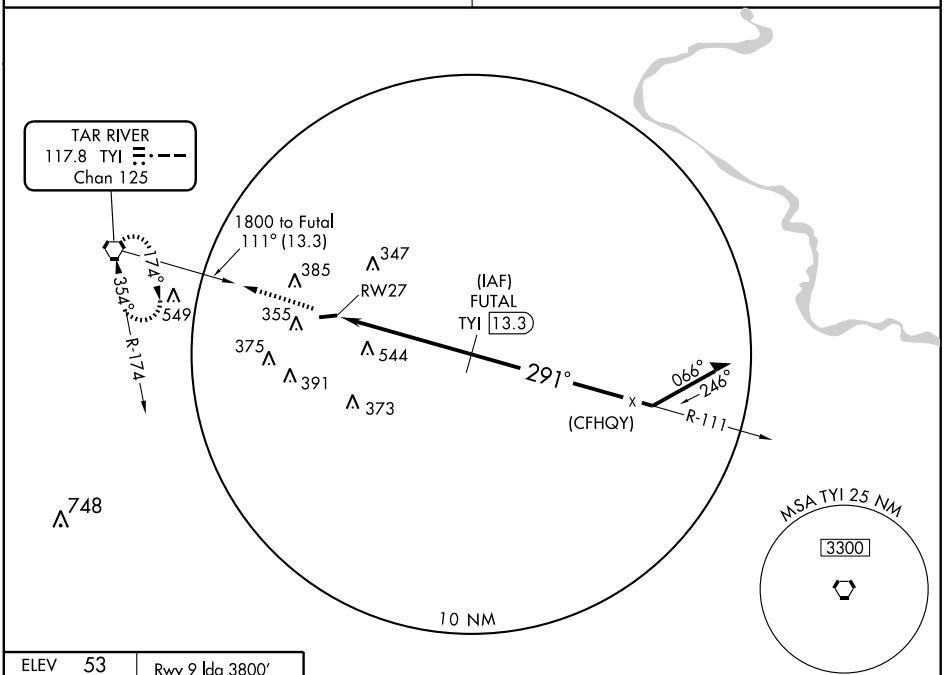
VOR/DME or GPS RWY 27

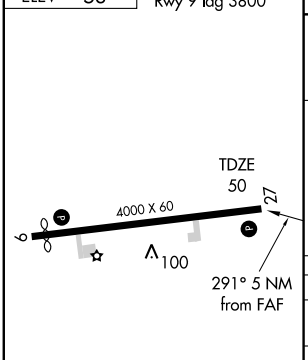
TARBORO-EDGECOMBE (ETC)

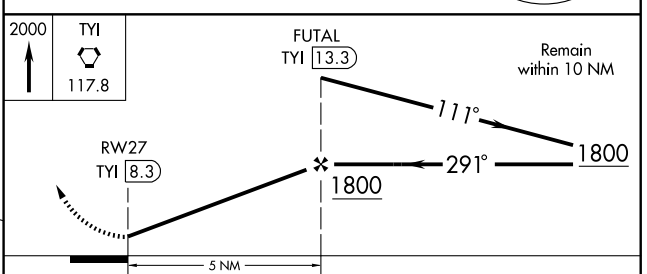
Use Rocky Mount altimeter setting; when not received NA use Raleigh-Durham altimeter setting minimums.

MISSED APPROACH: Climb to 2000 direct TYI VORTAC and hold.

WASHINGTON CENTER	CTAF
118.475 279.65	122.9 L







CATEGORY	A	B	C	D
S-27	860-1 810 (900-1)	860-1 1/4 810 (900-1 1/4)	860-2 1/4 810 (900-2 1/4)	860-2 1/2 810 (900-2 1/2)
CIRCLING	860-1 807 (900-1)	860-1 1/4 807 (900-1 1/4)	860-2 1/4 807 (900-2 1/4)	920-2 3/4 867 (900-2 3/4)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	1080-1 1/4 1030 (1100-1 1/4)	1080-1 1/2 1030 (1100-1 1/2)	1080-3	1030 (1100-3)
CIRCLING	1080-1 1/4 1027 (1100-1 1/4)	1080-1 1/2 1027 (1100-1 1/2)	1080-3 1027 (1100-3)	1140-3 1087 (1100-3)

REIL Rwy 27 L
MIRL Rwy 9-27 L

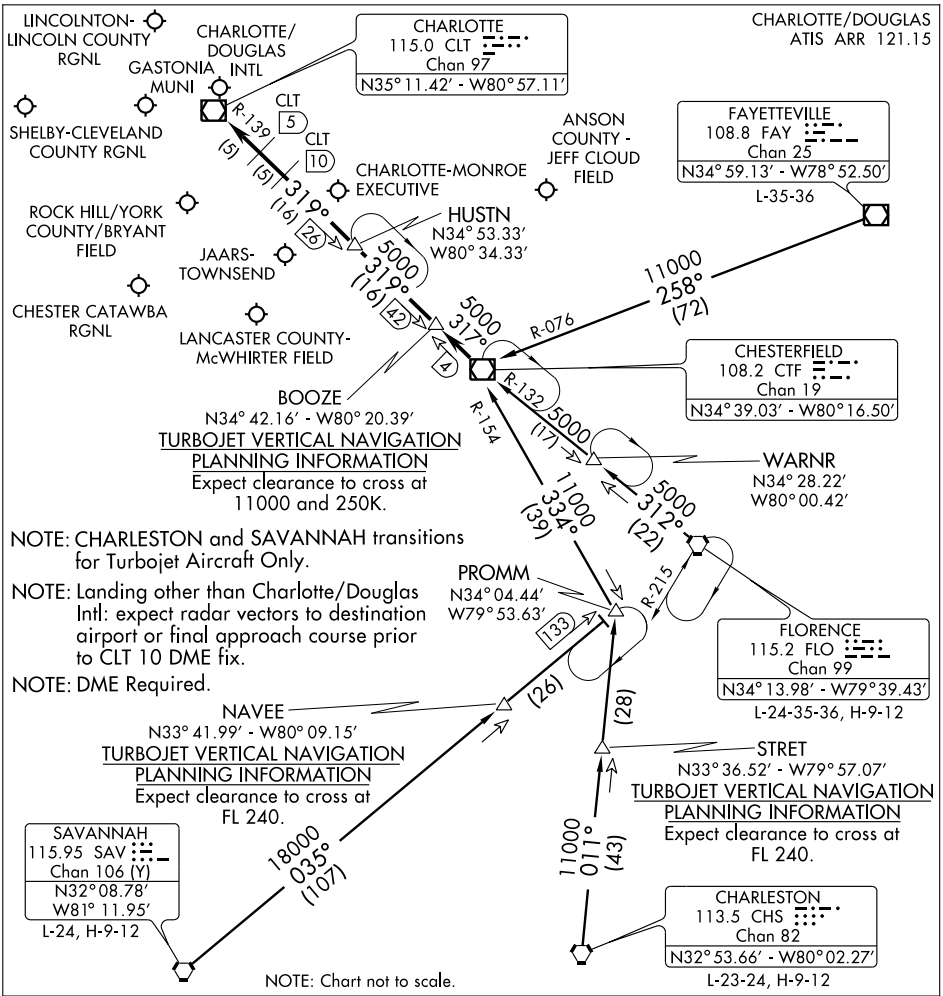
Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

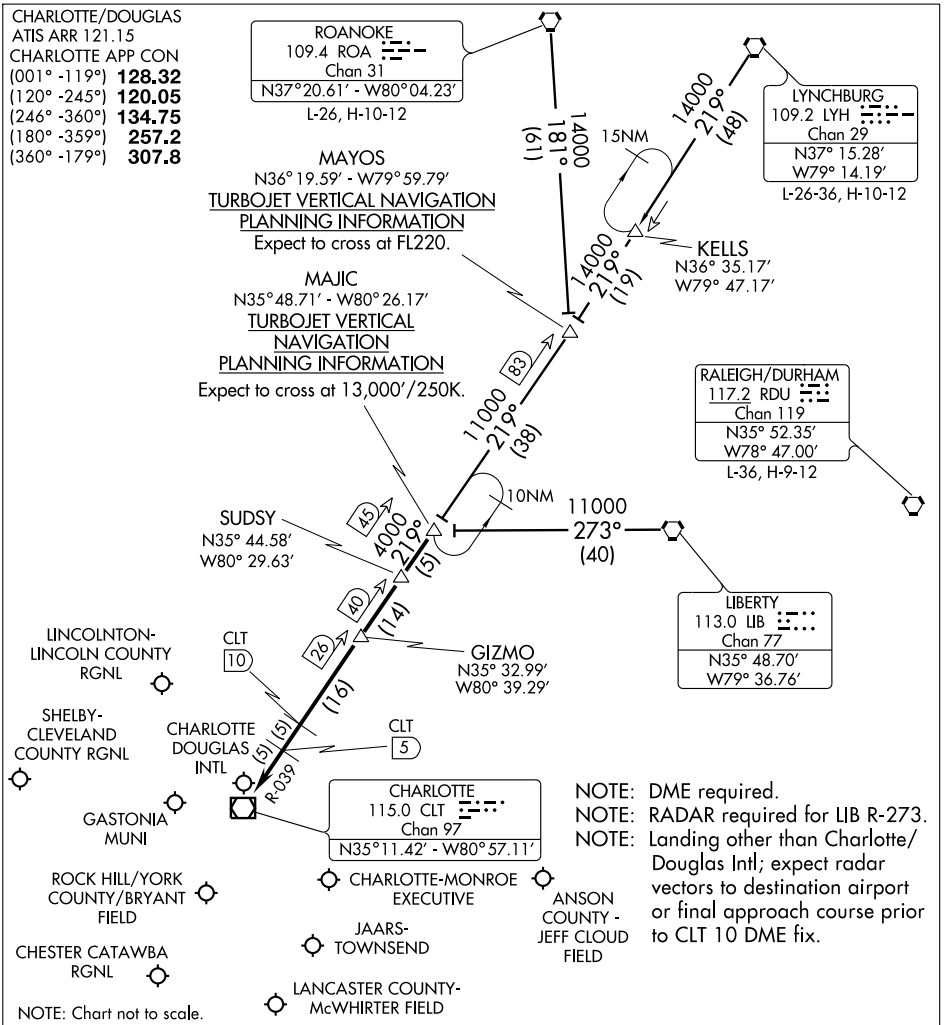
CHARLOTTE, NORTH CAROLINA

(CTF.CTF3) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5498
162°	TDZE	300
	Apt Elev	300

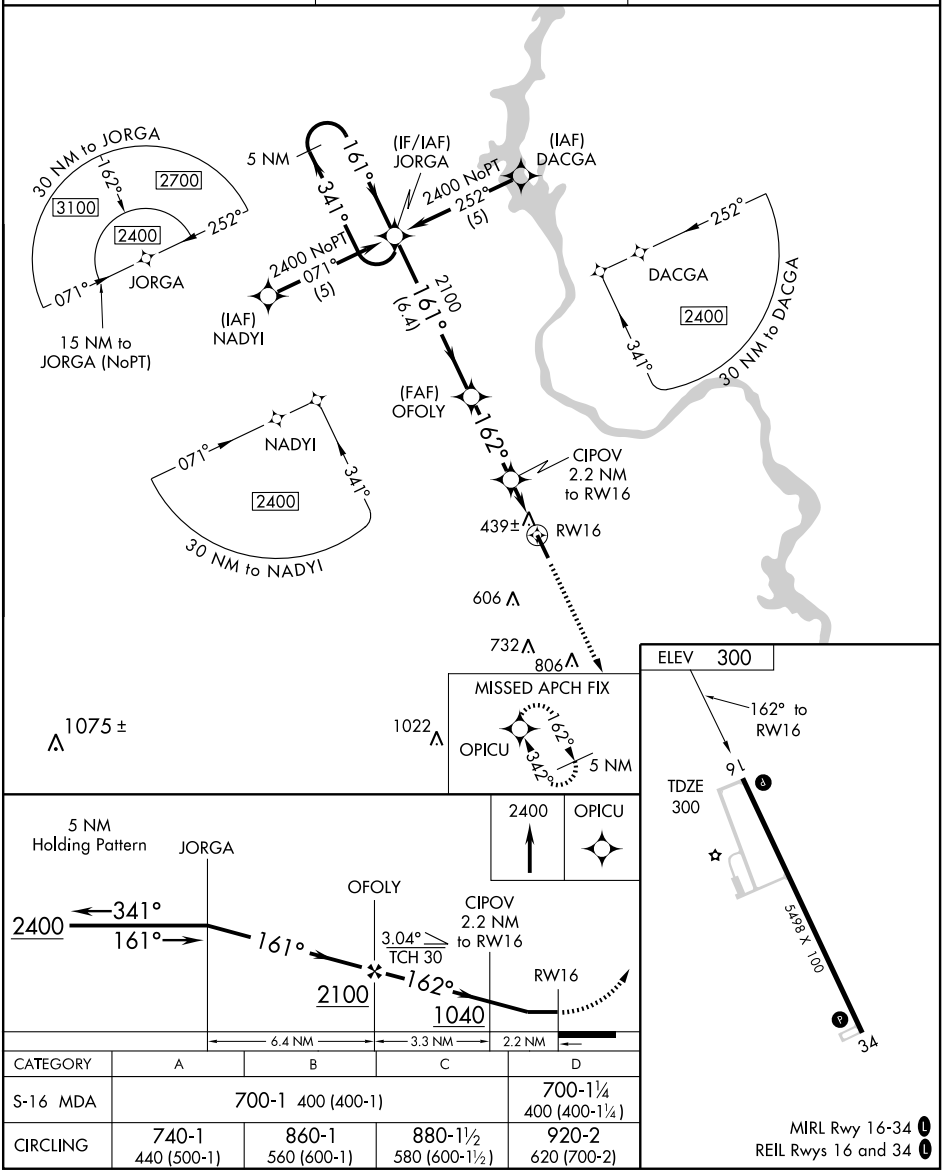
RNAV (GPS) RWY 16

WADESBORO/ANSON COUNTY-JEFF CLOUD FIELD (AFP)

T
A NA — When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockingham altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D, and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct OPICU WP and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	120.05 307.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-16 MDA	700-1 400 (400-1)			700-1¼ 400 (400-1¼)
CIRCLING	740-1 440 (500-1)	860-1 560 (600-1)	880-1½ 580 (600-1½)	920-2 620 (700-2)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5498
CH 69408	342°	TDZE	299
W34A		Apt Elev	300

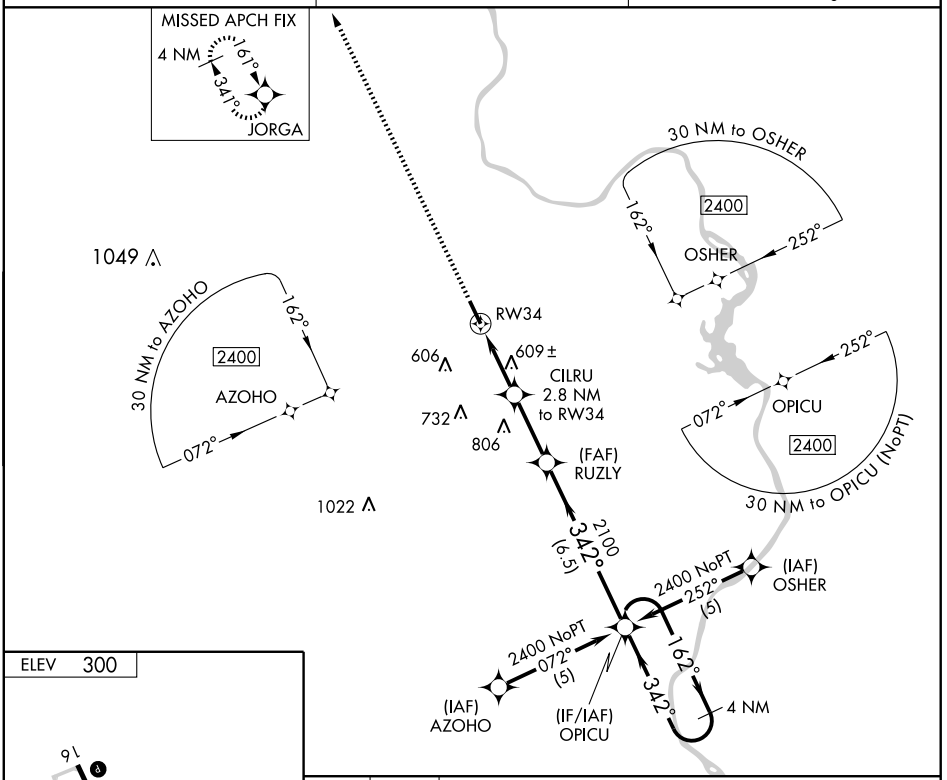
RNAV (GPS) RWY 34

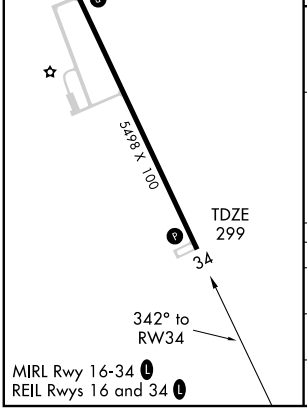
WADESBORO/ANSON COUNTY-JEFF CLOUD FIELD (AFP)

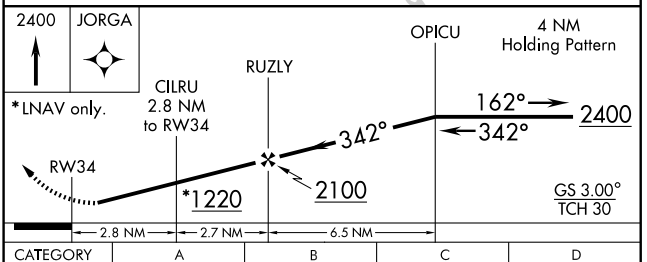
When local altimeter setting not received, use Rockingham altimeter setting and increase DA to 712 and all MDA 60 feet, LPV visibility ¼ mile all Cats., LNAV and Circling Cat. C and D visibility ¼ mile. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct JORGA and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	120.05 307.8	122.8 (CTAF) L







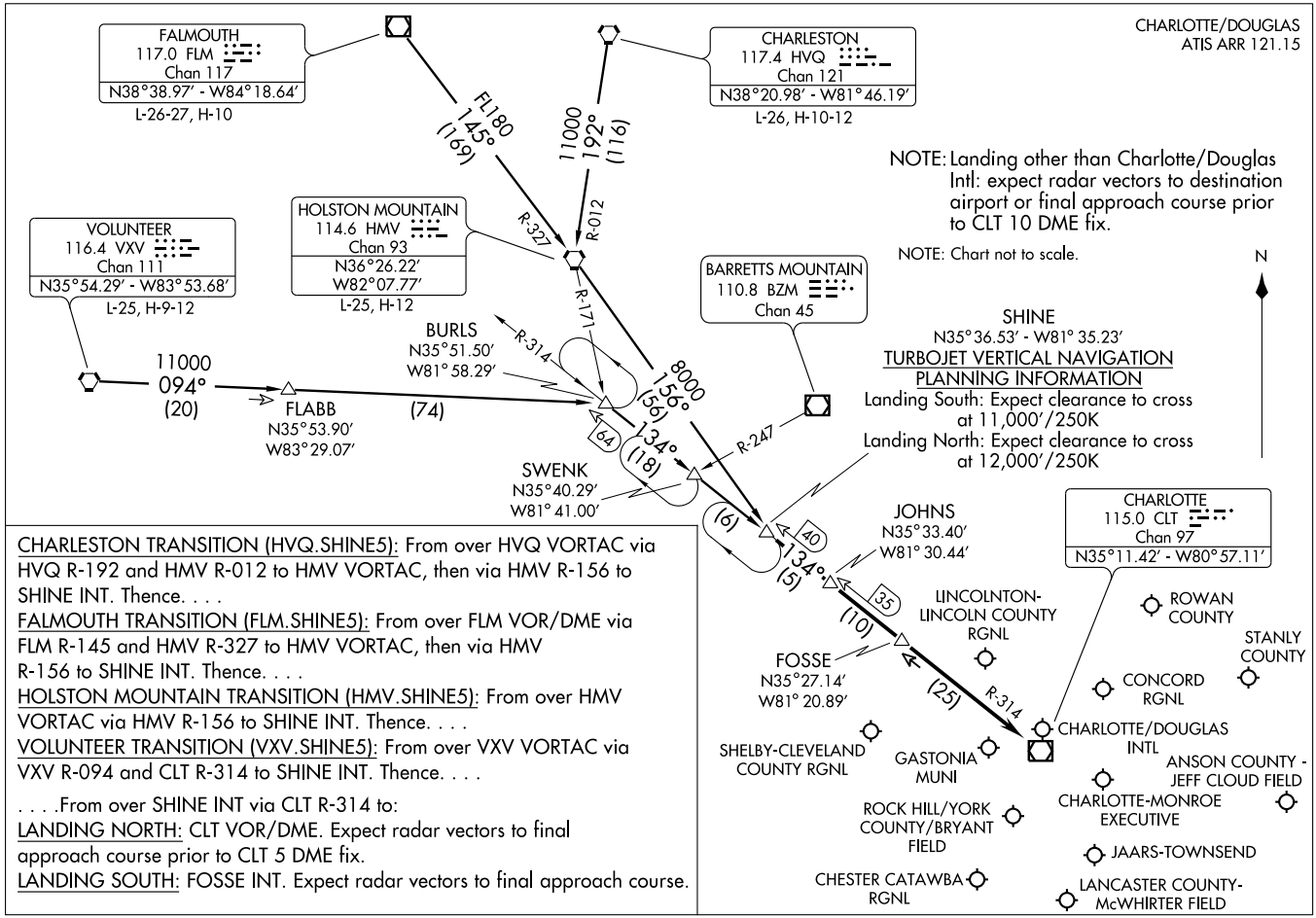
CATEGORY	A	B	C	D
LPV DA	663-1¼ 364 (400-1¼)			
LNAV MDA	860-1 561 (600-1)		860-1½ 561 (600-1½)	860-1¾ 561 (600-1¾)
CIRCLING	860-1 560 (600-1)		880-1½ 580 (600-1½)	920-2 620 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

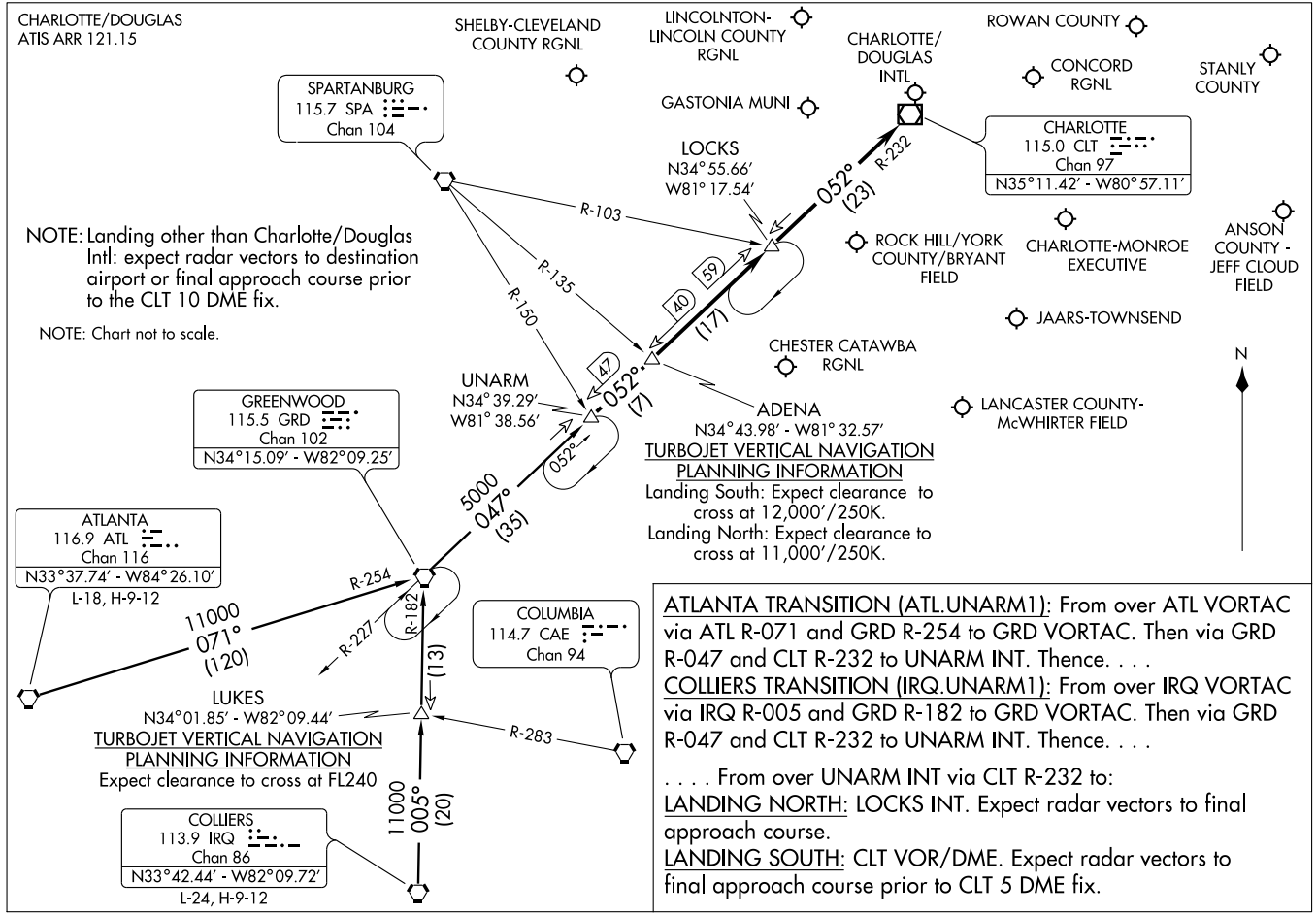
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

GPS RWY 9

WALLACE/ HENDERSON FIELD (ACZ)

APP CRS		
094°	Rwy Idg	3849
	TDZE	39
	Apt Elev	39

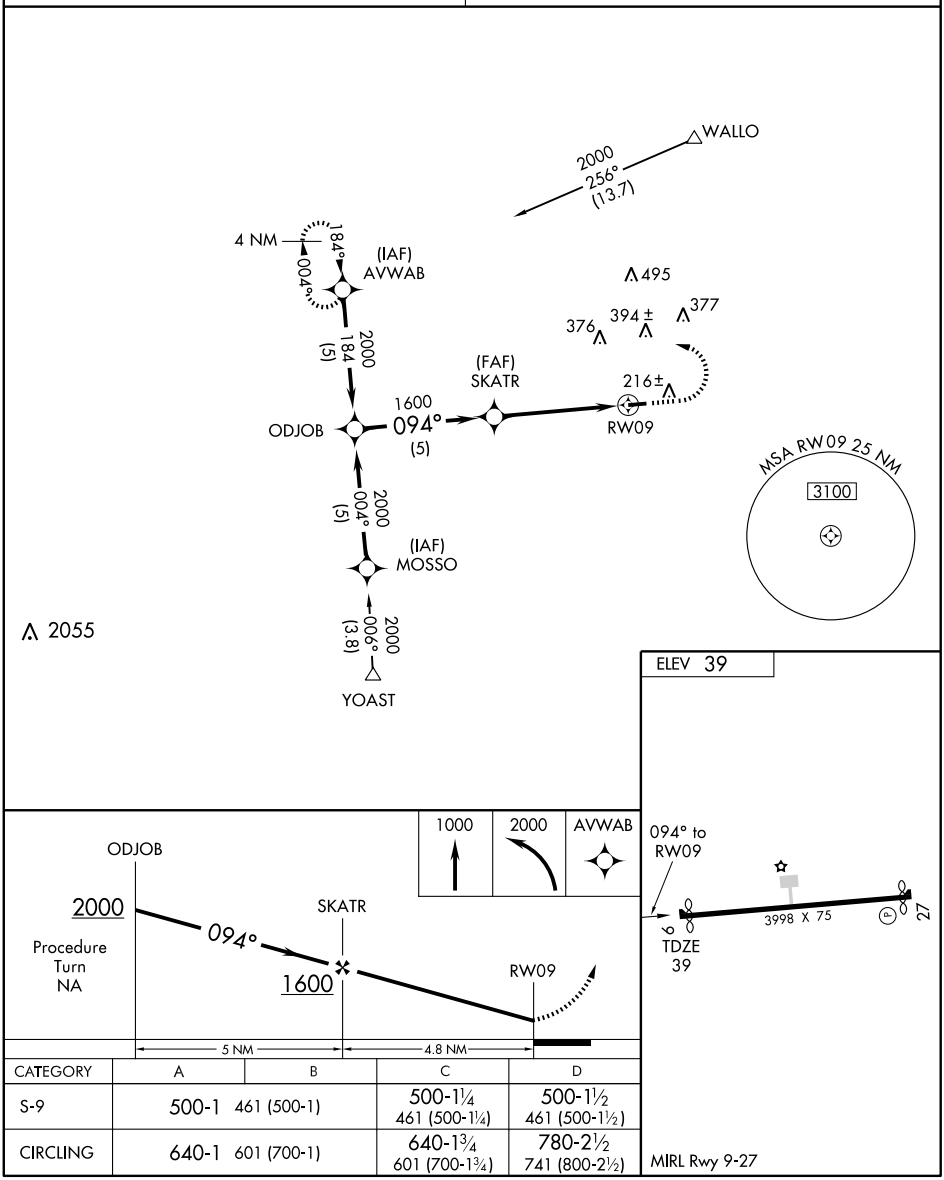
NA

Use Wilmington altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AVWAB WP and hold.

WILMINGTON APP CON ★
135.75 317.425 (344°-163°)

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-9	500-1 461 (500-1)		500-1¼ 461 (500-1¼)	500-1½ 461 (500-1½)
CIRCLING	640-1 601 (700-1)		640-1¾ 601 (700-1¾)	780-2½ 741 (800-2½)

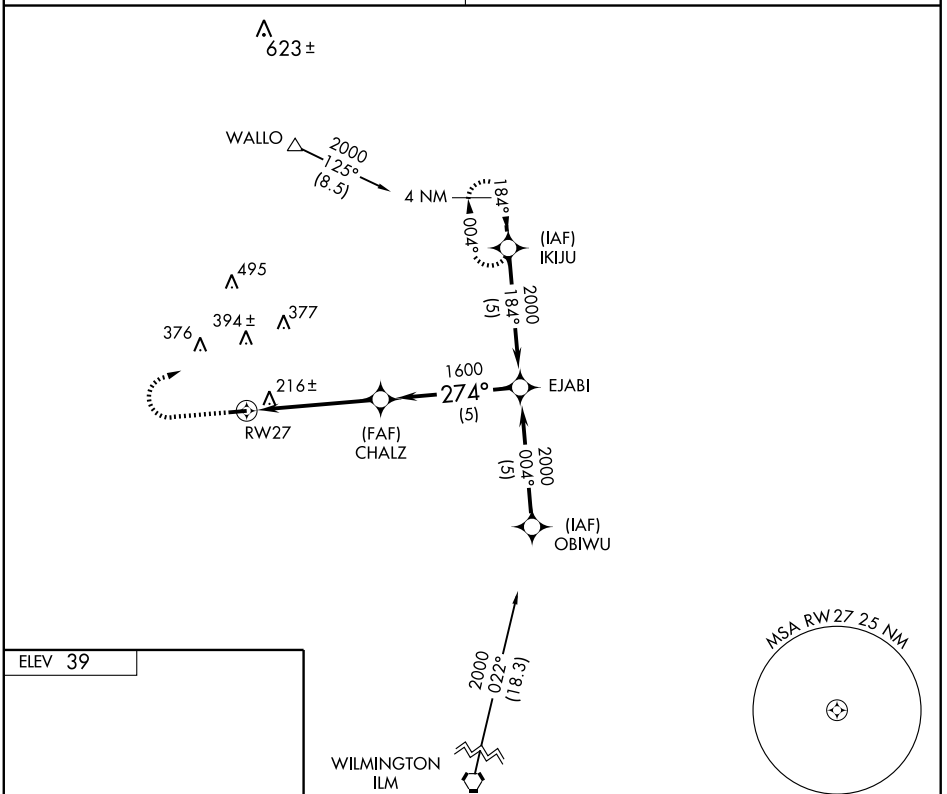
SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3847
274°	TDZE	37
	Apt Elev	39

GPS RWY 27

WALLACE/ HENDERSON FIELD (ACZ)

NA	Use Wilmington altimeter setting.
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IKIJU WP and hold.	
WILMINGTON APP CON ★ 135.75 317.425 (344°-163°)	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-27	580-1	543 (600-1)	580-1½ 543 (600-1½)	580-1¾ 543 (600-1¾)
CIRCLING	640-1	601 (700-1)	640-1¾ 601 (700-1¾)	780-2½ 741 (800-2½)

MIRL Rwy 9-27

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB ACZ	APP CRS	Rwy Idg	3847
379	267°	TDZE	37
		Apt Elev	39

NDB RWY 27

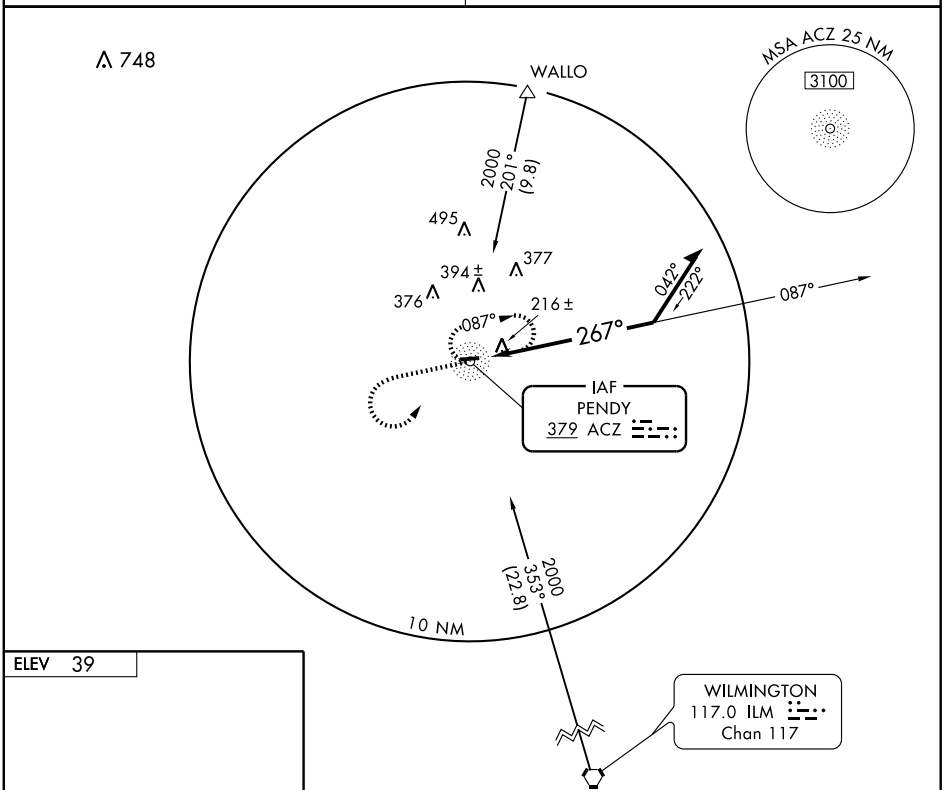
WALLACE/ HENDERSON FIELD (ACZ)

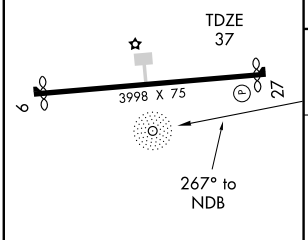
Use Wilmington altimeter setting.

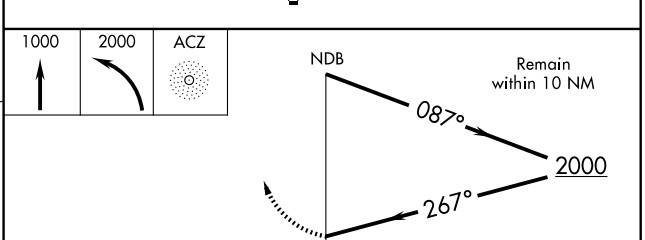
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ACZ NDB and hold.

WILMINGTON APP CON ★
135.75 **317.425** (344°-163°)

UNICOM
122.8 (CTAF)







CATEGORY	A	B	C	D
S-27	680-1 643 (700-1)		680-1¾ 643 (700-1¾)	680-2 643 (700-2)
CIRCLING	680-1 641 (700-1)		680-1¾ 641 (700-1¾)	780-2½ 741 (800-2½)

MIRL Rwy 9-27

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GSO	APP CRS	Rwy Idg	2725
116.2	334°	TDZE	631
Chan 109		Apt Elev	631

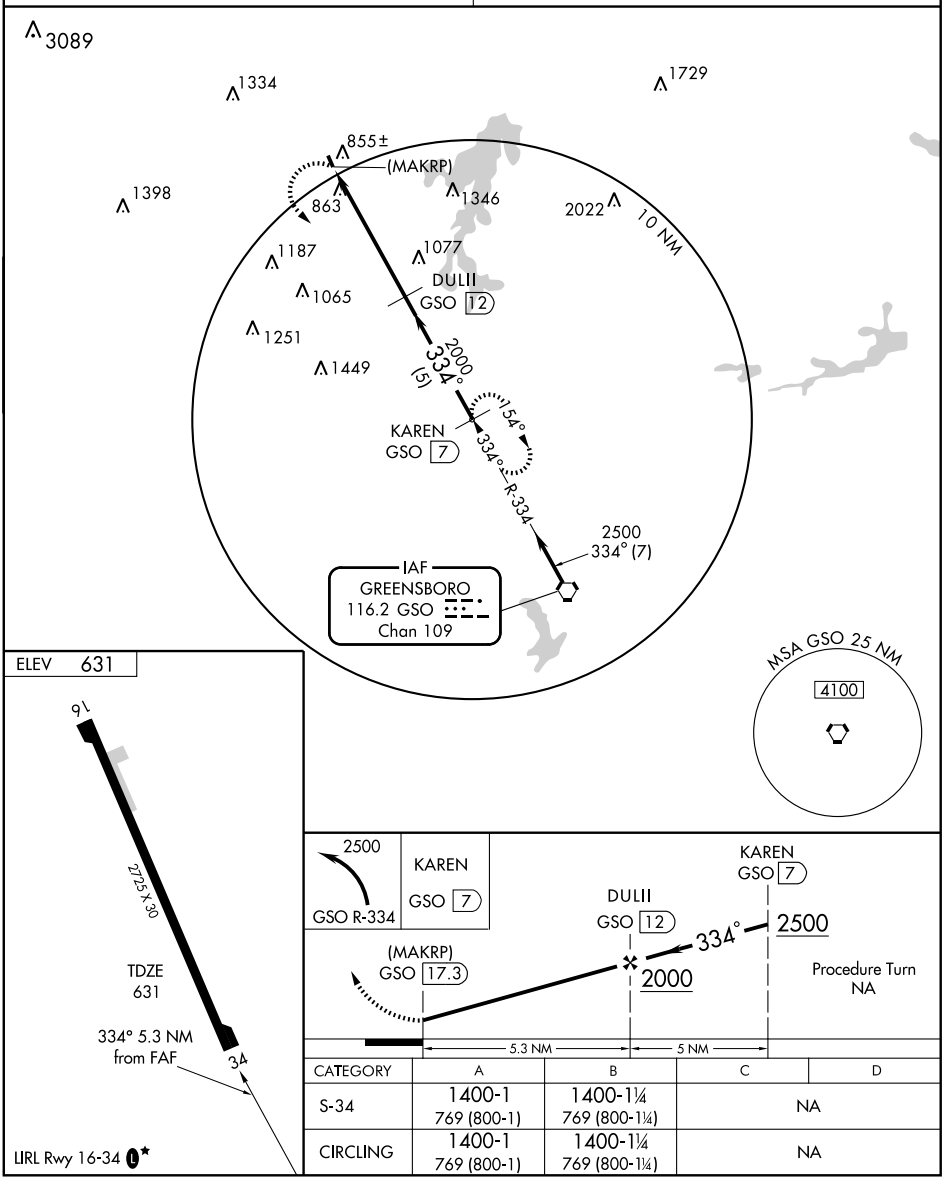
VOR/DME or GPS RWY 34

WALNUT COVE/ MEADOW BROOK FIELD (N63)

T NA — Use Smith Reynolds altimeter setting, when not available, use Greensboro altimeter setting and increase all MDAs 20 feet. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2500 via GSO R-334 to KAREN GSO 7 DME and hold.

GREENSBORO APP CON	UNICOM
124.35 269.225	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-34	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	
CIRCLING	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OCW	APP CRS	Rwy Idg	5000
110.9	045°	TDZE	37
Chan 46		Apt Elev	38

LOC RWY 5

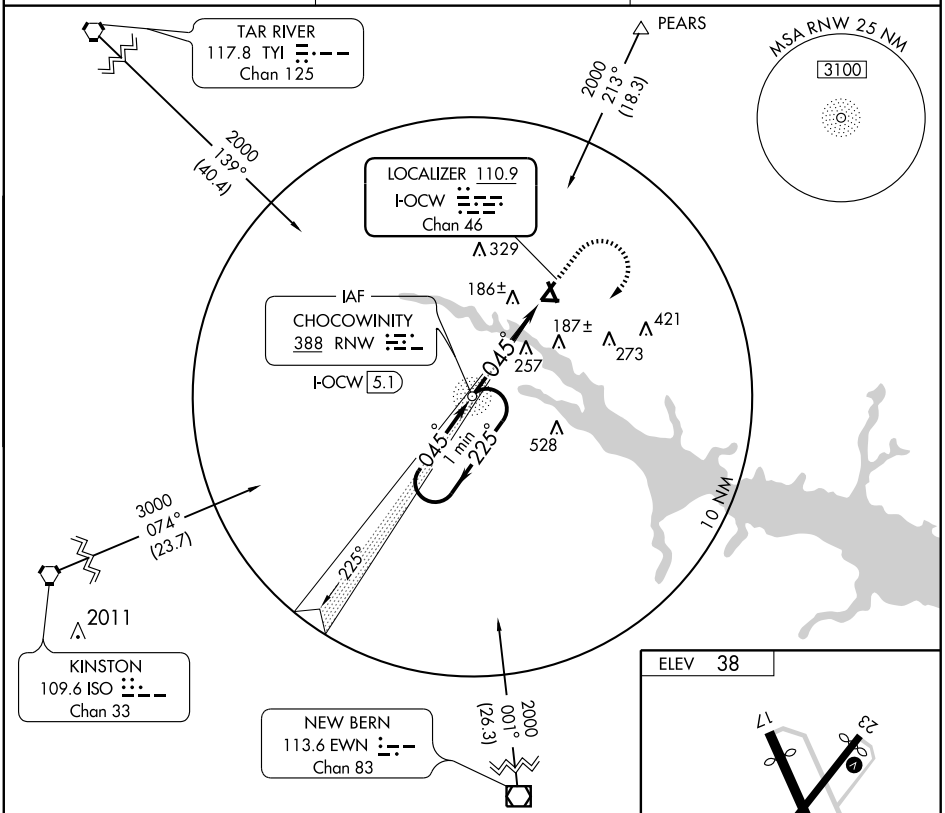
WASHINGTON/ WARREN FIELD (OCW)

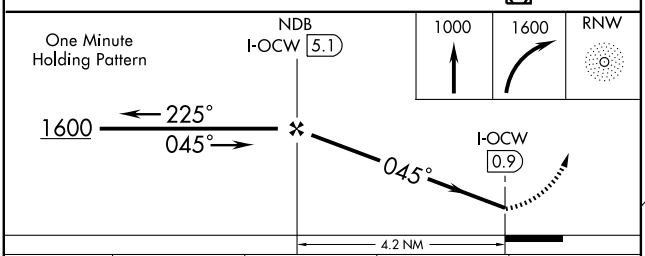
T
NA

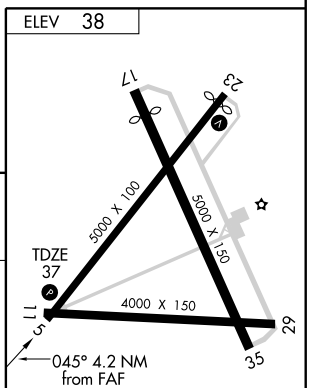
ADF REQUIRED

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct RNW NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 281.42	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	480-1	443 (500-1)	480-1¼ 443 (500-1¼)	480-1½ 443 (500-1½)
CIRCLING	540-1	502 (600-1)	540-1½ 502 (600-1½)	620-2 582 (600-2)

REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 42810	045°	TDZE	35
W05A		Apt Elev	37

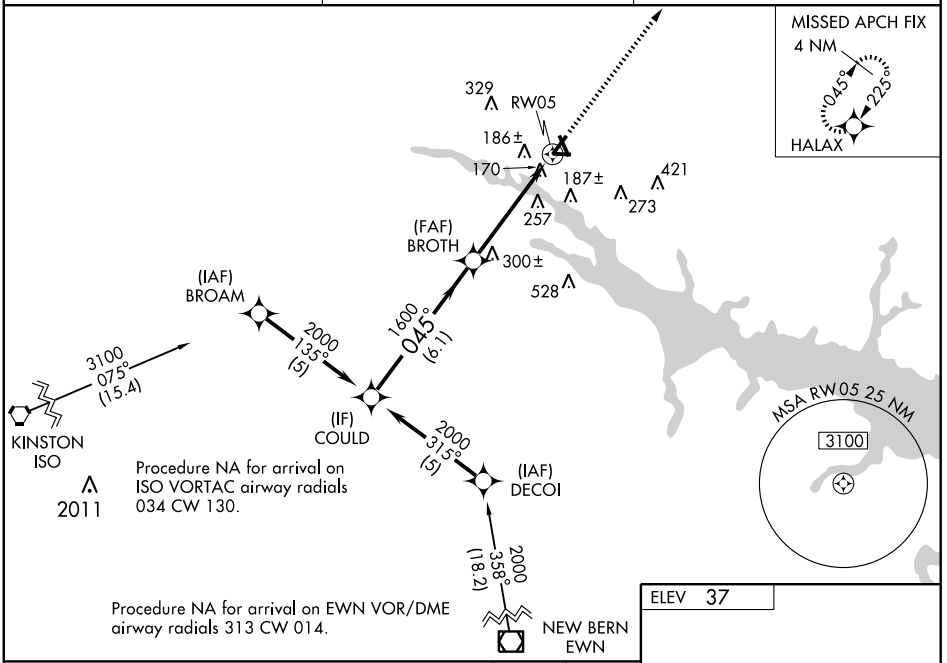
RNAV (GPS) RWY 5

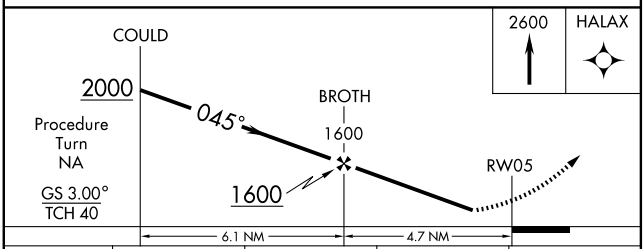
WASHINGTON/ WARREN FIELD (OCW)

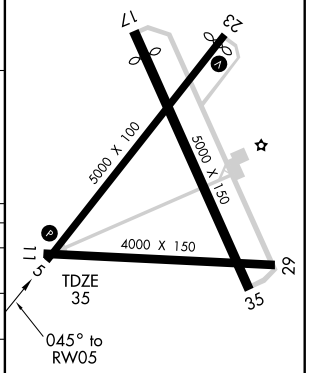
T A Circling to Rwy 17-35 NA at night. Baro-VNAV NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 483, LNAV/VNAV DA to 518, and all MDA 60 feet; increase LNAV/VNAV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 281.42	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	442-1½ 407 (500-1½)			
LNAV/ VNAV DA	477-1½ 442 (500-1½)			
LNAV MDA	560-1 525 (600-1)		560-1½ 525 (600-1½)	560-1¾ 525 (600-1¾)
CIRCLING	560-1 523 (600-1)		560-1½ 523 (600-1½)	620-2 583 (600-2)

REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4499
163°	TDZE	36
	Apt Elev	37

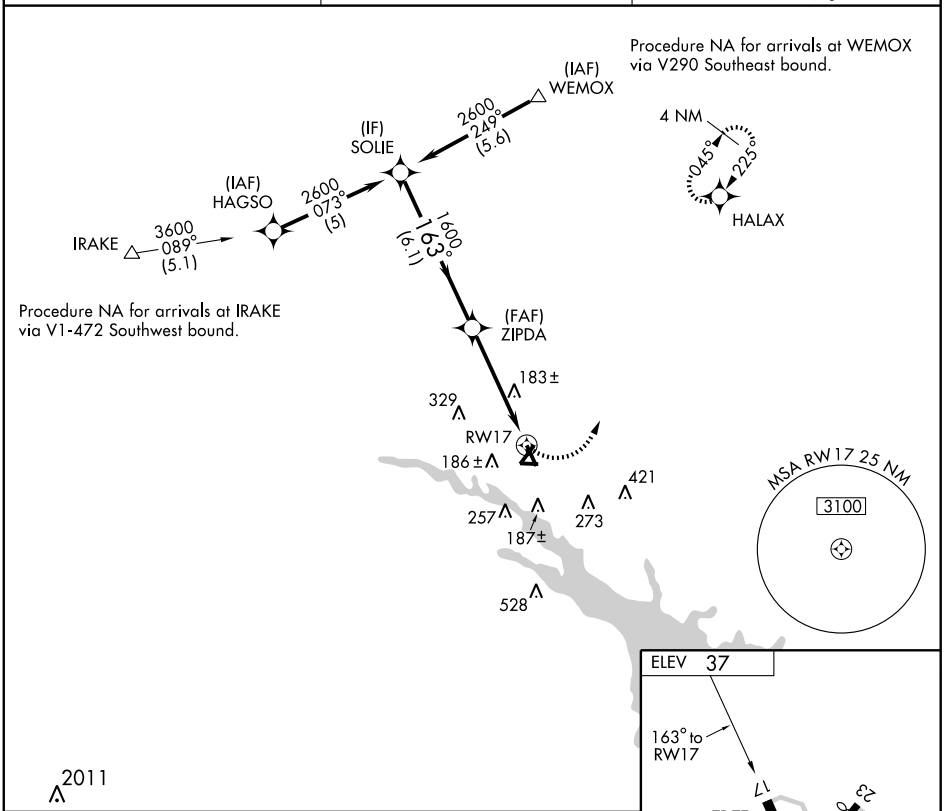
RNAV (GPS) RWY 17

WASHINGTON/ WARREN FIELD (OCW)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet; increase LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 281.42	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	440-1 404 (500-1)		440-1¼ 404 (500-1¼)	
CIRCLING	540-1 503 (600-1)		540-1½ 503 (600-1½)	620-2 583 (600-2)

REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93810 W23A	APP CRS 225°	Rwy Idg 4801 TDZE 37 Apt Elev 37

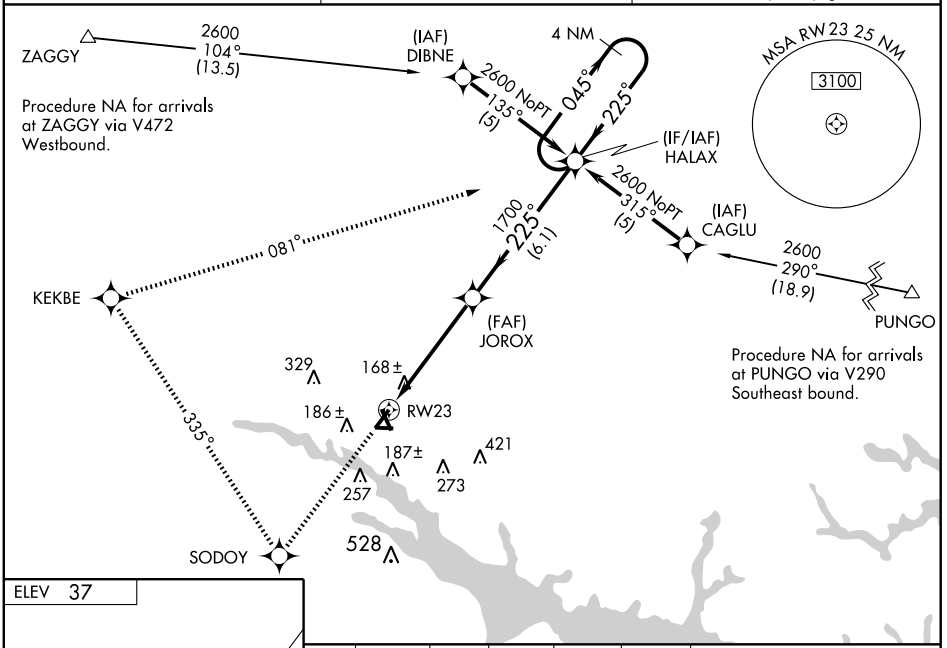
RNAV (GPS) RWY 23

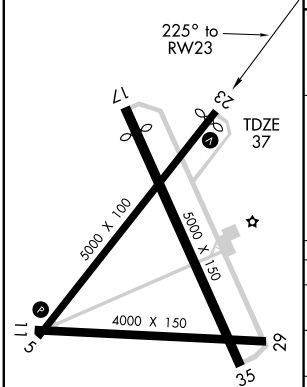
WASHINGTON/ WARREN FIELD (OCW)

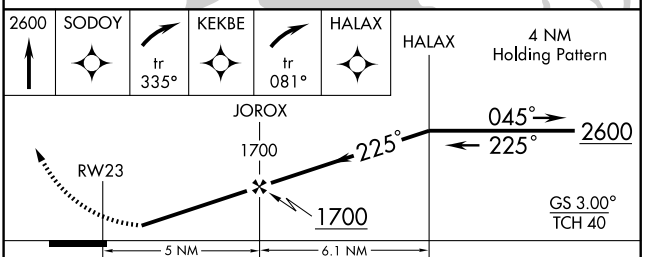
Circling to Rwy 17-35 NA at night.
Baro-VNAV NA when using Greenville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 477, LNAV/VNAV DA to 514, and all MDA 60 feet; increase LNAV/VNAV all Cats., and LNAV Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct SODOY and right turn via 335° track to KEKBE and right turn via 081° track to HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 281.42	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	436-1½ 399 (400-1½)			
LNAV/ VNAV DA	473-1½ 436 (500-1½)			
LNAV MDA	420-1 383 (400-1)			420-1¼ 383 (400-1¼)
CIRCLING	540-1 503 (600-1)		540-1½ 503 (600-1½)	620-2 583 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 78310	343°	TDZE	35
W35A		Apt Elev	37

RNAV (GPS) RWY 35

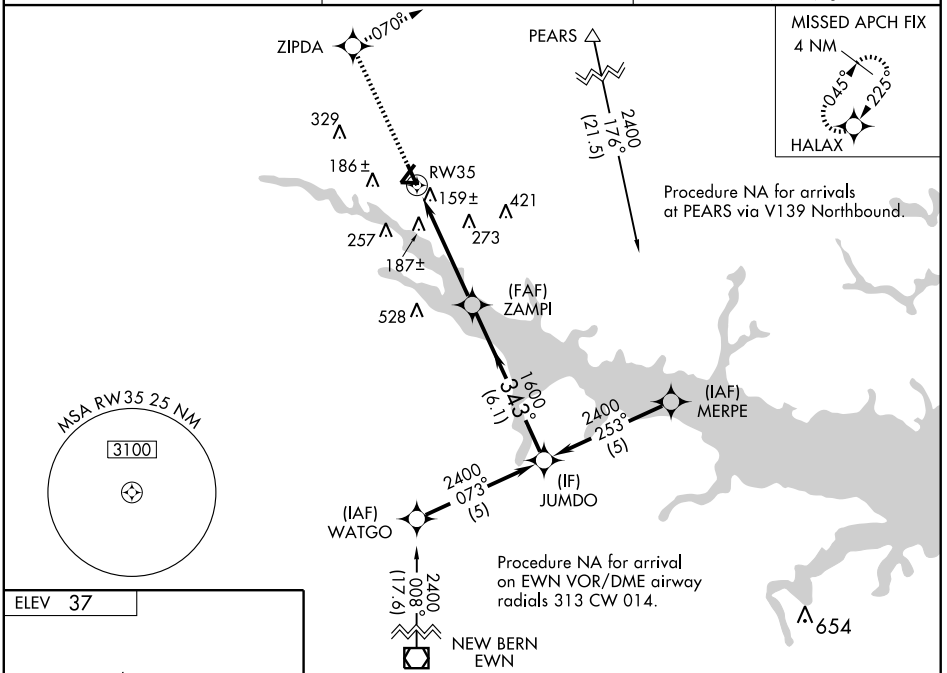
WASHINGTON/ WARREN FIELD (OCW)

T
A

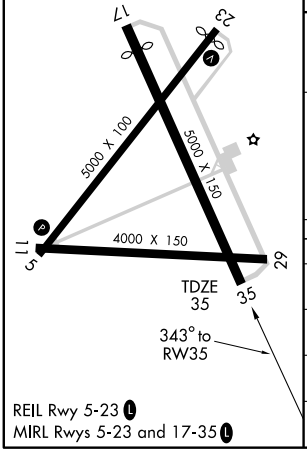
Baro-VNAV NA when using Greenville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
Procedure NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 400, LNAV/VNAV DA to 534, and all MDA 60 feet; increase LNAV Cats.C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct ZIPDA and via 070° track to HALAX and hold.

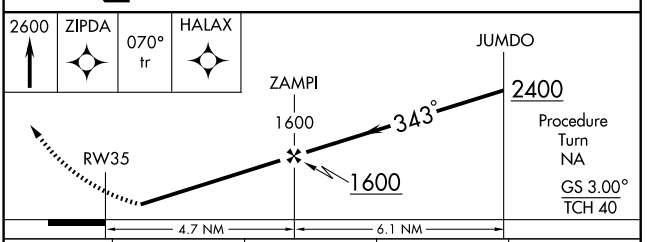
AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 281.42	122.7 (CTAF) L



ELEV 37



REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	359-1¼ 324 (400-1¼)			
LNAV/ VNAV DA	493-1¾ 458 (500-1¾)			
LNAV MDA	500-1 465 (500-1)		500-1¼ 465 (500-1¼)	500-1½ 465 (500-1½)
CIRCLING	540-1 503 (600-1)		540-1½ 503 (600-1½)	620-2 583 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ISO	APP CRS	Rwy Idg	5000
109.6	069°	TDZE	35
Chan 33		Apt Elev	38

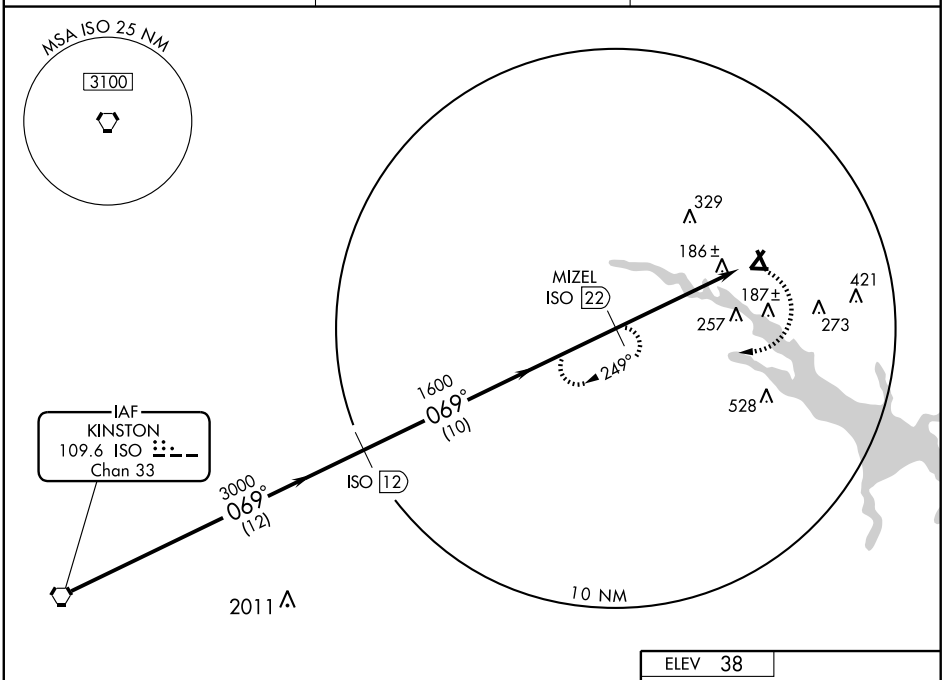
VOR/DME RWY 5

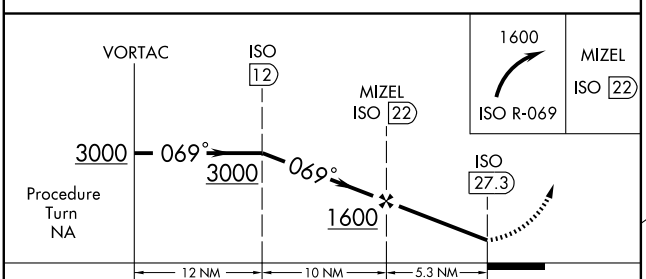
WASHINGTON/ WARREN FIELD (OCW)

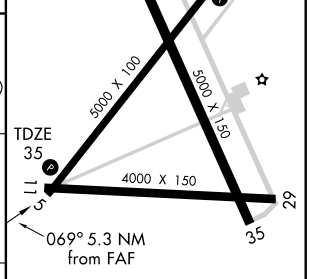
NA

MISSED APPROACH: Climbing right turn to 1600 via ISO R-069 to MIZEL ISO 22 DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 281.42	122.7 (CTAF) L







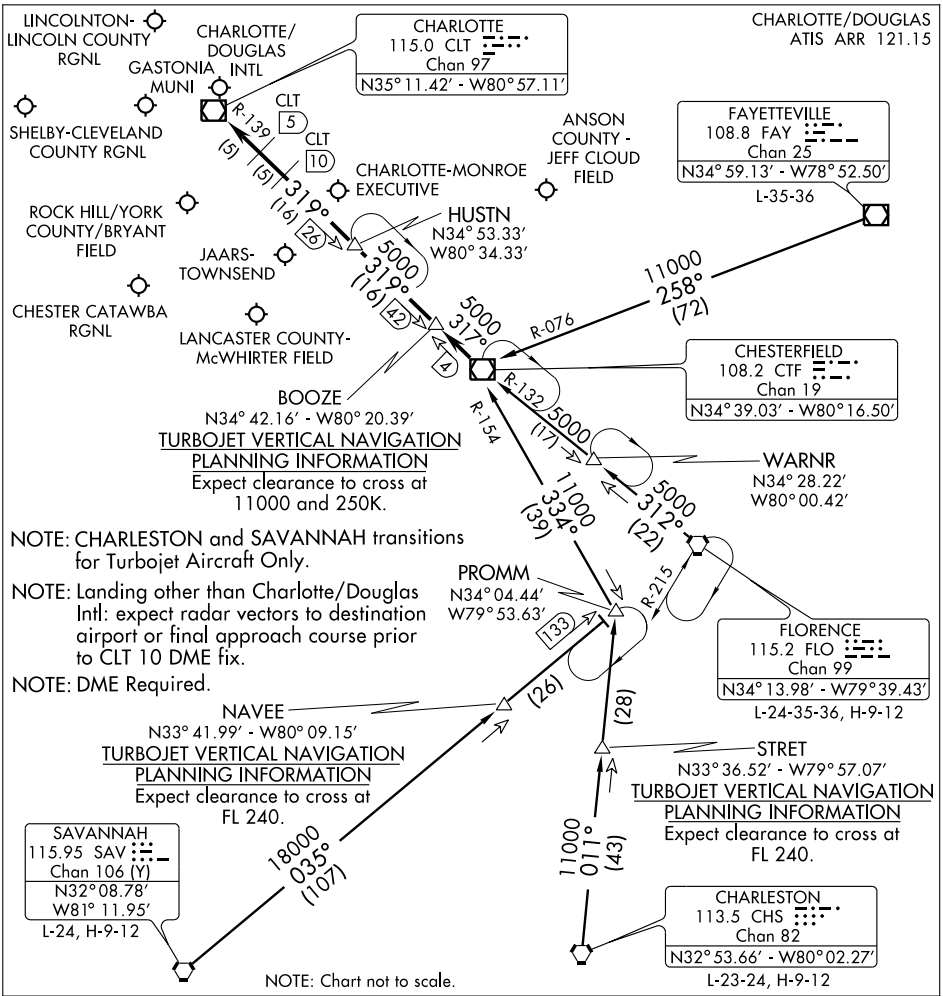
CATEGORY	A	B	C	D
S-5	800-1 765 (800-1)	800-1¼ 765 (800-1¼)	800-2¼ 765 (800-2¼)	800-2½ 765 (800-2½)
CIRCLING	800-1 762 (800-1)	800-1¼ 762 (800-1¼)	800-2¼ 762 (800-2¼)	800-2½ 762 (800-2½)

REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

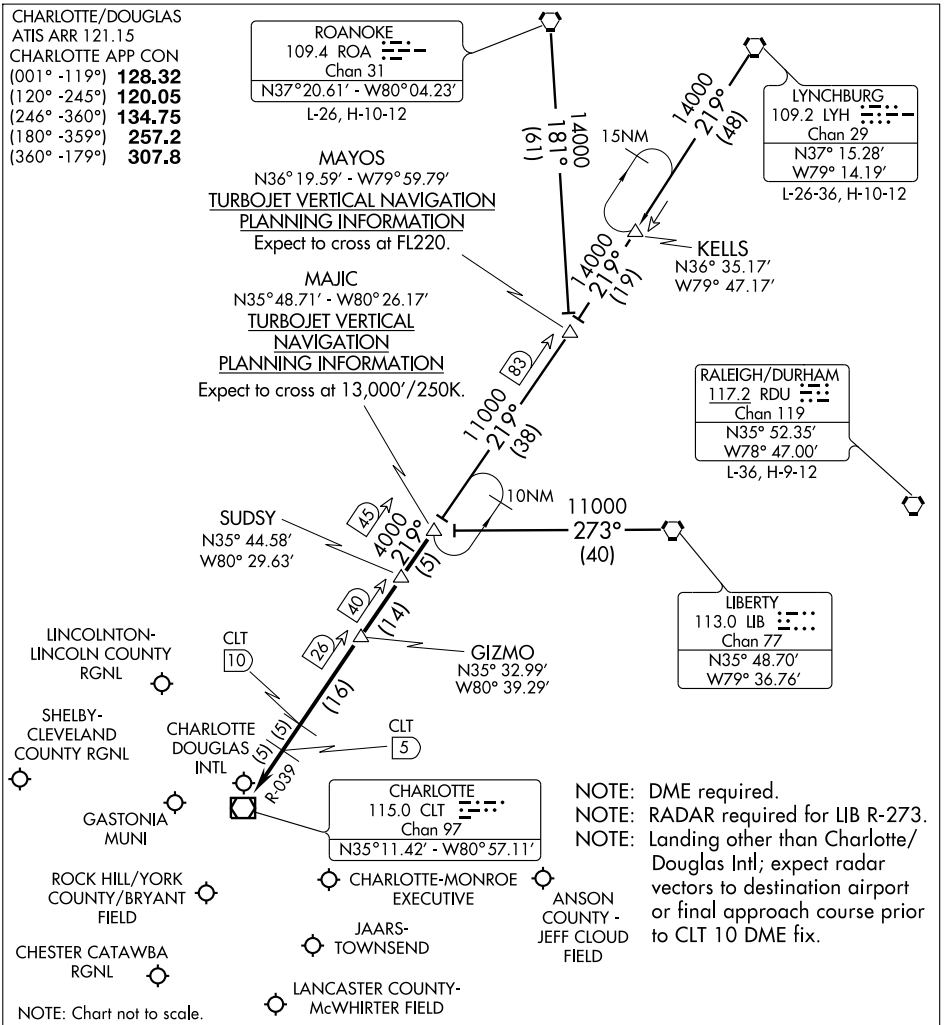
CHARLOTTE, NORTH CAROLINA

(CTF.CTF3) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

WAXHAW/JAARS-TOWNSEND (N52)

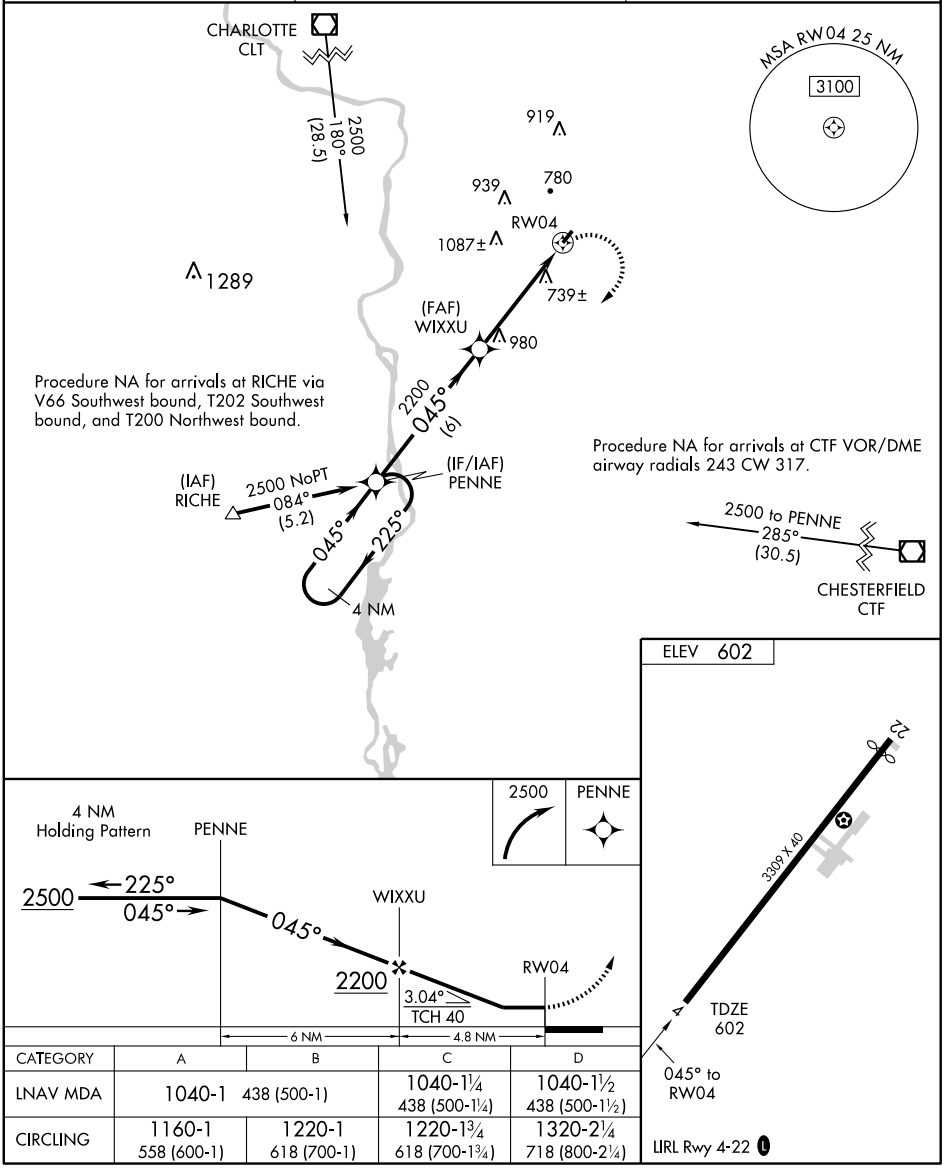
APP CRS	Rwy Idg	3309
045°	TDZE	602
	Apt Elev	602

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.

MONROE ASOS	CHARLOTTE APP CON	UNICOM
135.775	120.05 307.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1040-1 438 (500-1)		1040-1¼ 438 (500-1¼)	1040-1½ 438 (500-1½)
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	1220-1¾ 618 (700-1¾)	1320-2¼ 718 (800-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

WAXHAW / JAARS-TOWNSEND (N52)

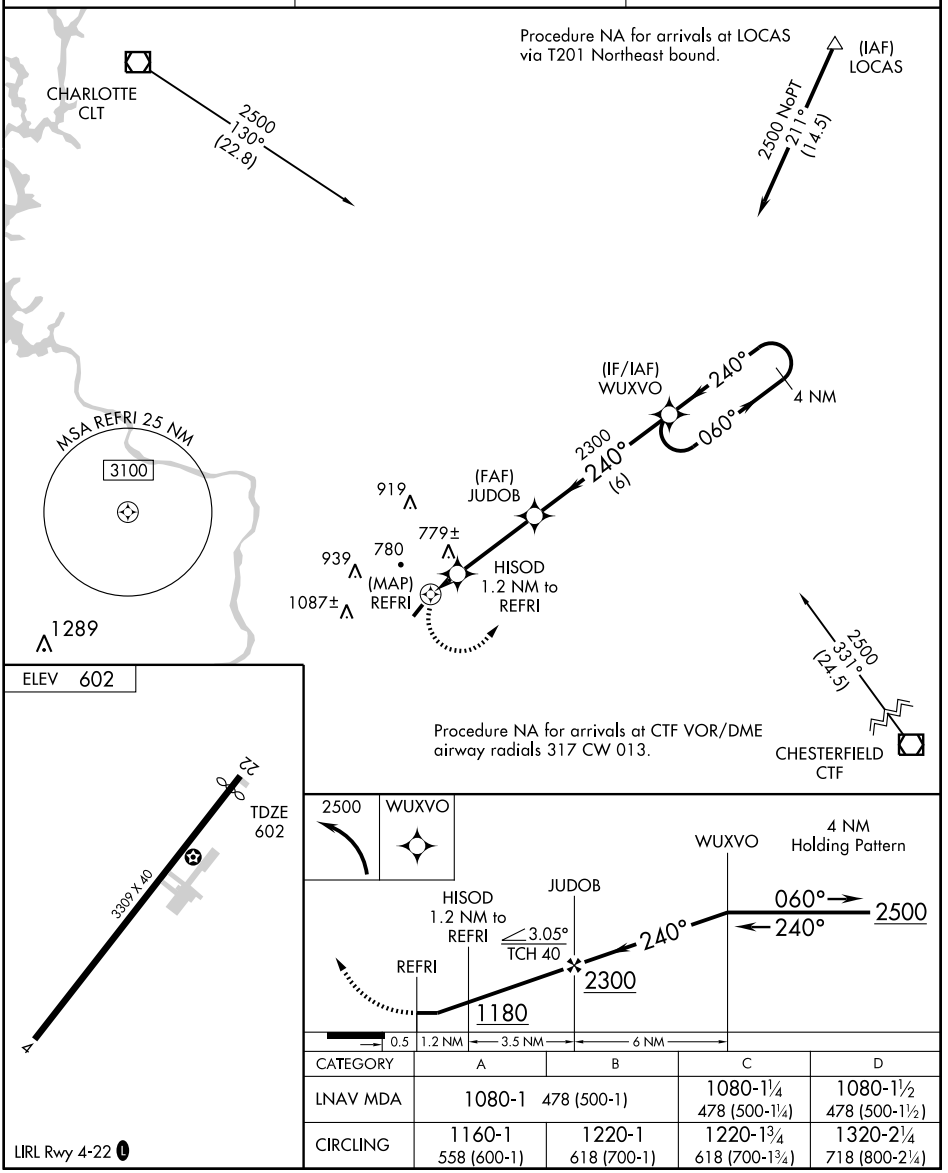
APP CRS	Rwy Idg	3109
240°	TDZE	602
	Apt Elev	602

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing left turn to 2500 direct WUXVO and hold.

MONROE ASOS	CHARLOTTE APP CON	UNICOM
135.775	120.05 307.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1 478 (500-1)		1080-1¼ 478 (500-1¼)	1080-1½ 478 (500-1½)
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	1220-1¾ 618 (700-1¾)	1320-2¼ 718 (800-2¼)

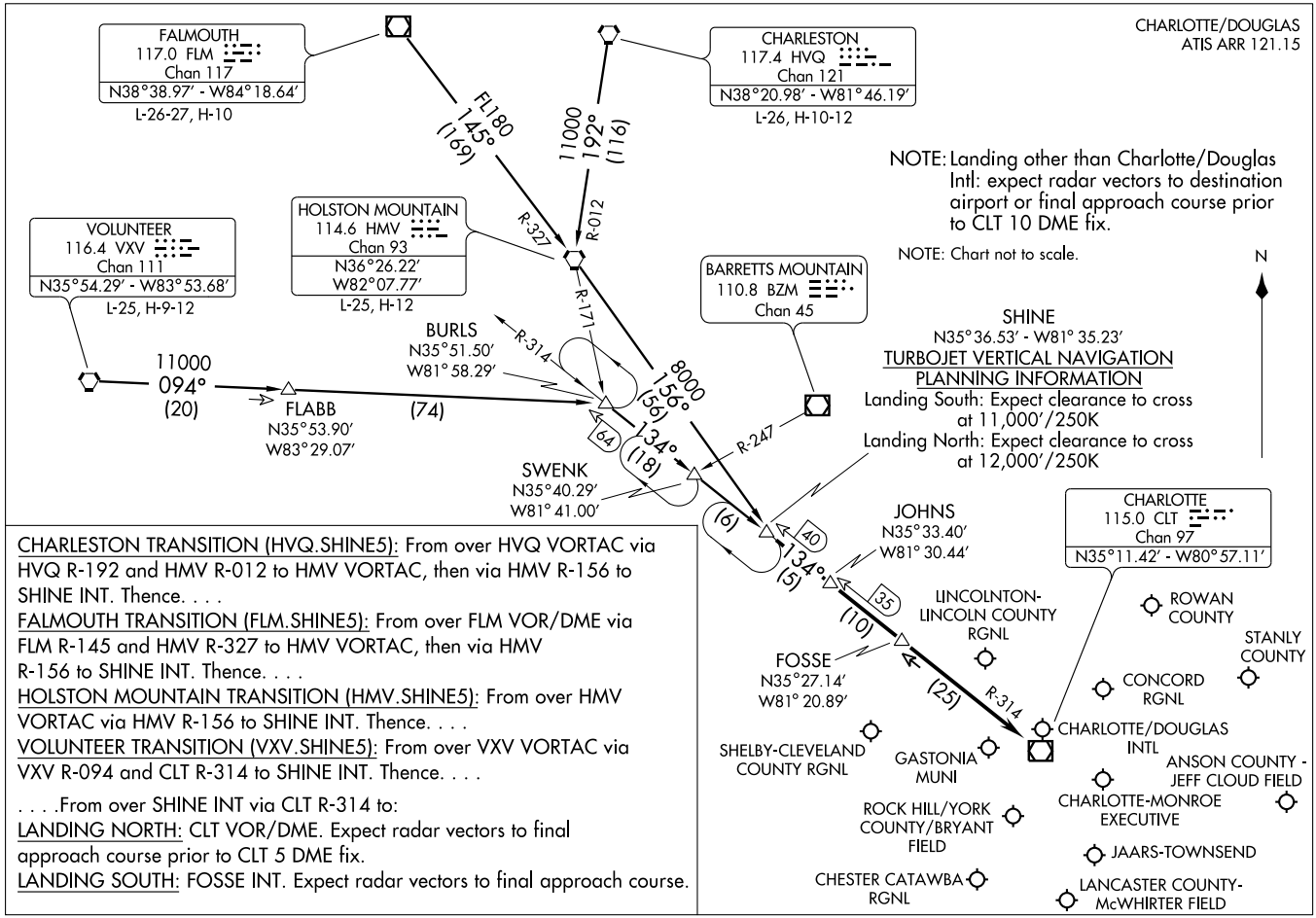
LIRL Rwy 4-22 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

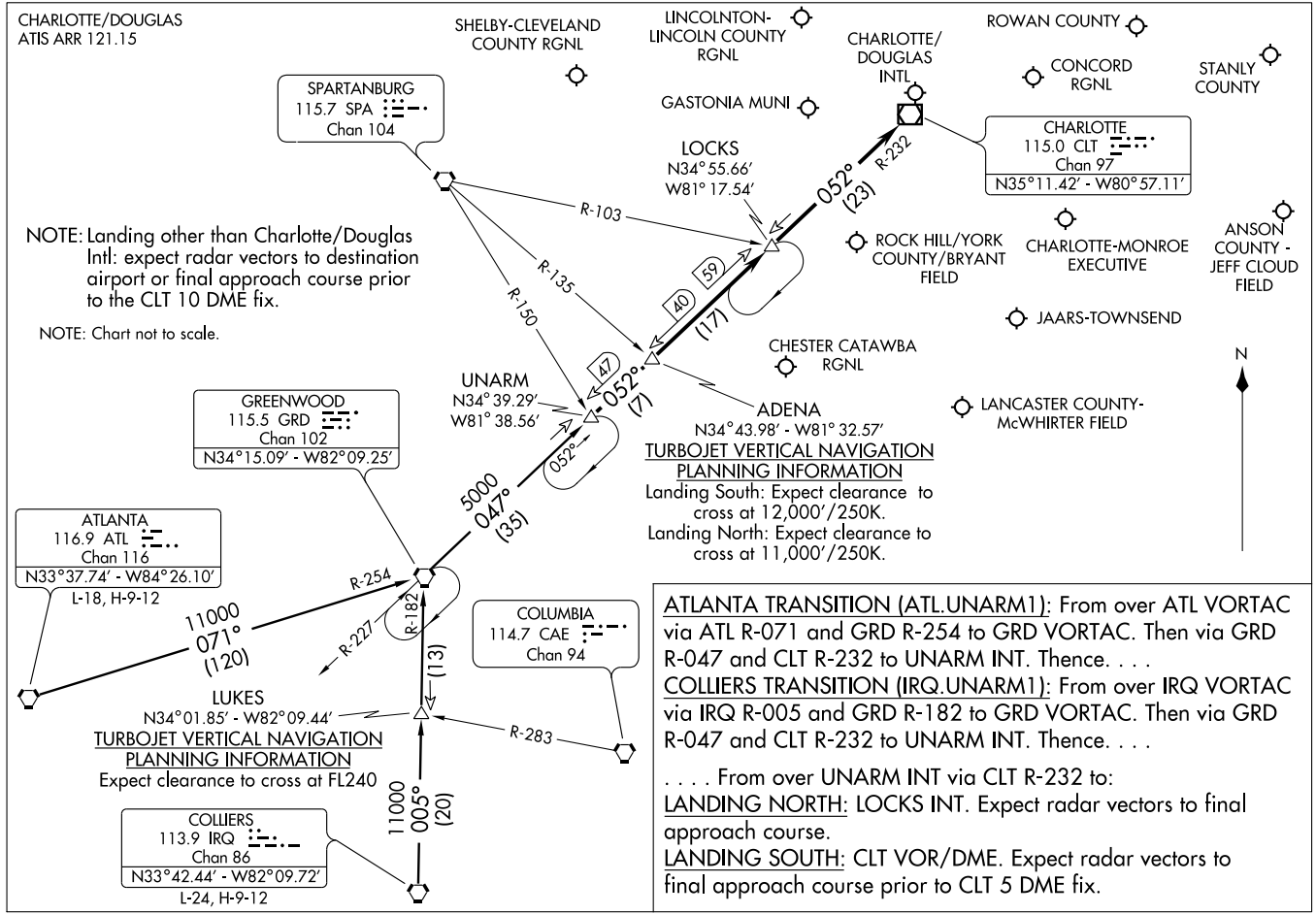
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

NDB CPC	APP CRS	Rwy Idg	5500
227	059°	TDZE	99
		Apt Elev	99

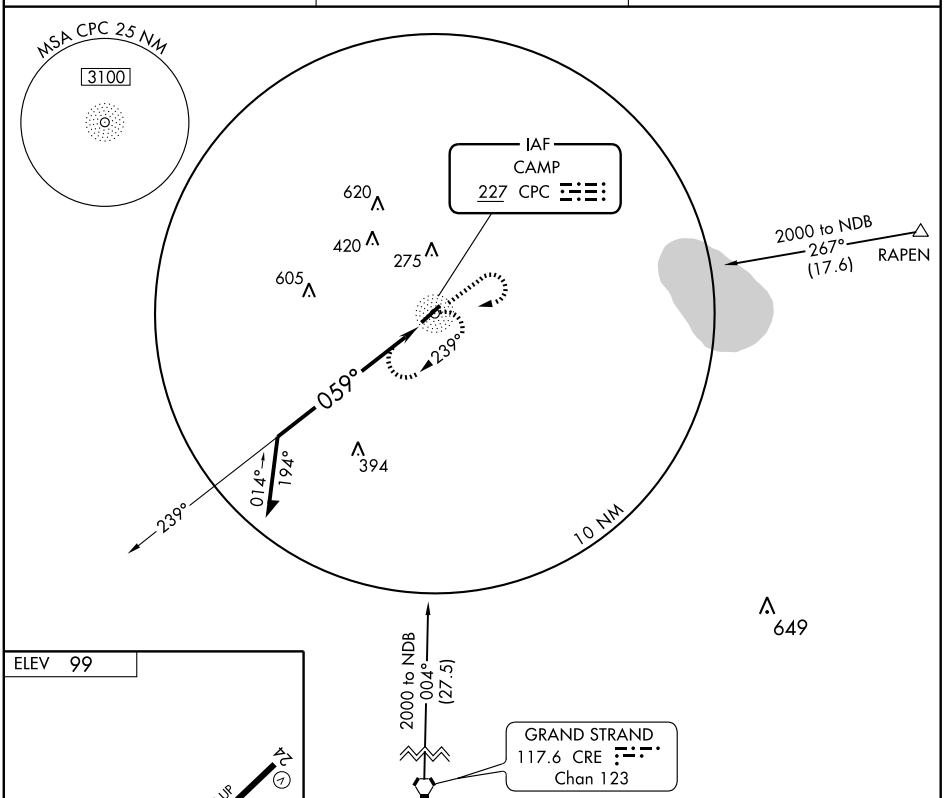
NDB RWY 6

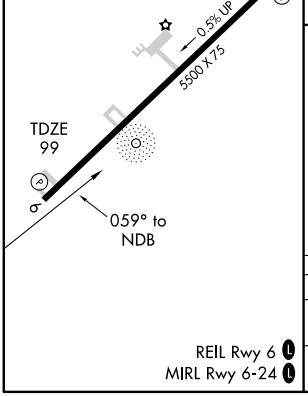
WHITEVILLE/ COLUMBUS COUNTY MUNI (CPC)

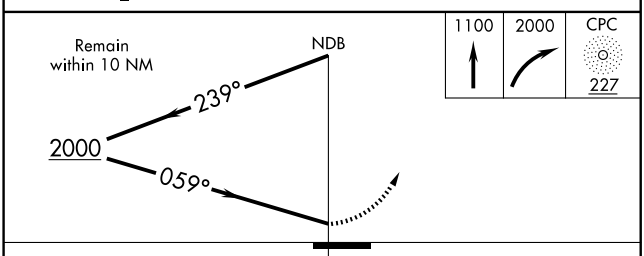
Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, S-6 Cat. C and D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct CPC NDB and hold, continue climb-in-hold to 2000.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
118.375	119.2 350.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	680-1 581 (600-1)		680-1½ 581 (600-1½)	680-1¾ 581 (600-1¾)
CIRCLING	680-1 581 (600-1)		680-1½ 581 (600-1½)	680-2 581 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
055°	TDZE	99
	Apt Elev	99

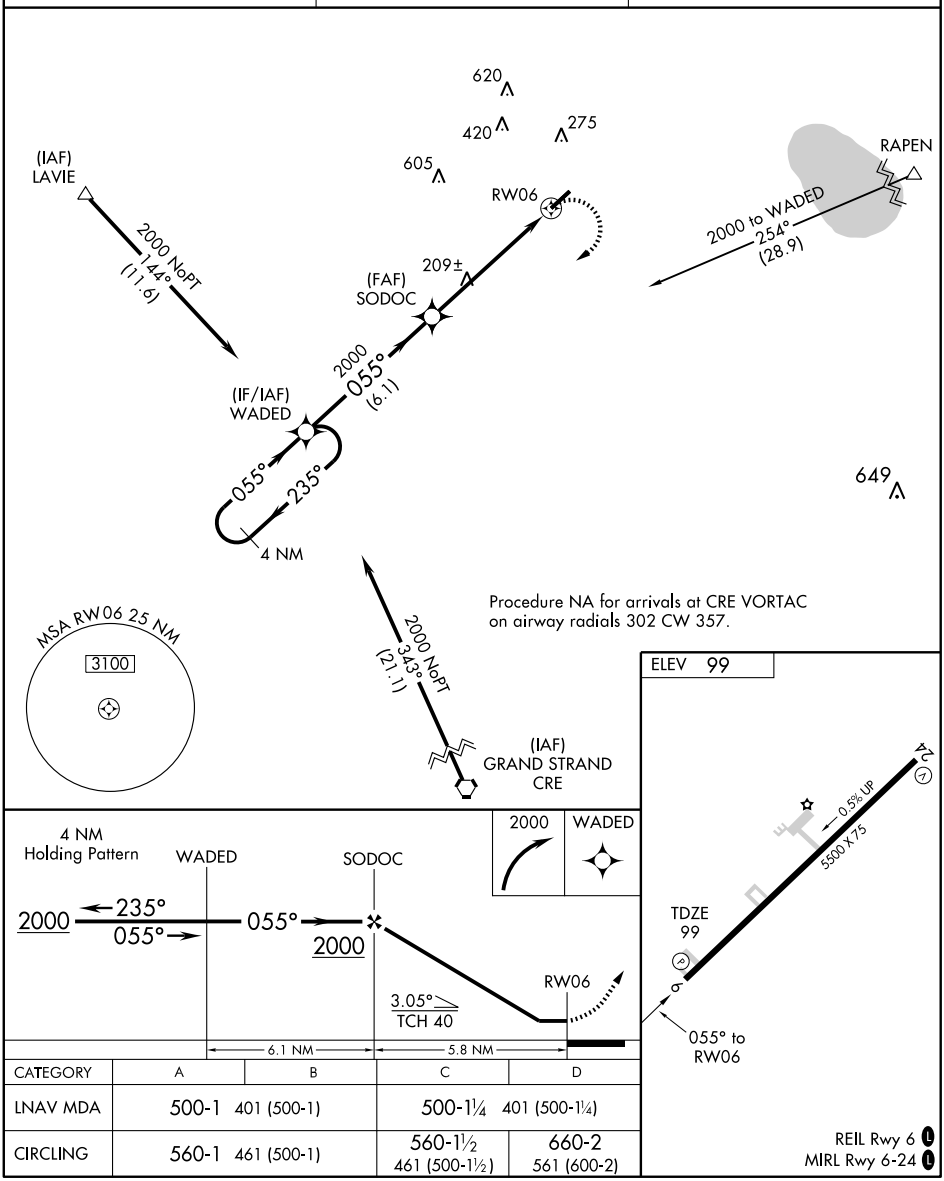
RNAV (GPS) RWY 6

WHITEVILLE/ COLUMBUS COUNTY MUNI (CPC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
118.375	119.2 350.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	500-1 401 (500-1)		500-1¼ 401 (500-1¼)	
CIRCLING	560-1 461 (500-1)		560-1½ 461 (500-1½)	660-2 561 (600-2)

REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB MCZ	APP CRS	Rwy Idg	5000
336	208°	TDZE	76
		Apt Elev	76

NDB RWY 21

WILLIAMSTON/MARTIN COUNTY (MCZ)

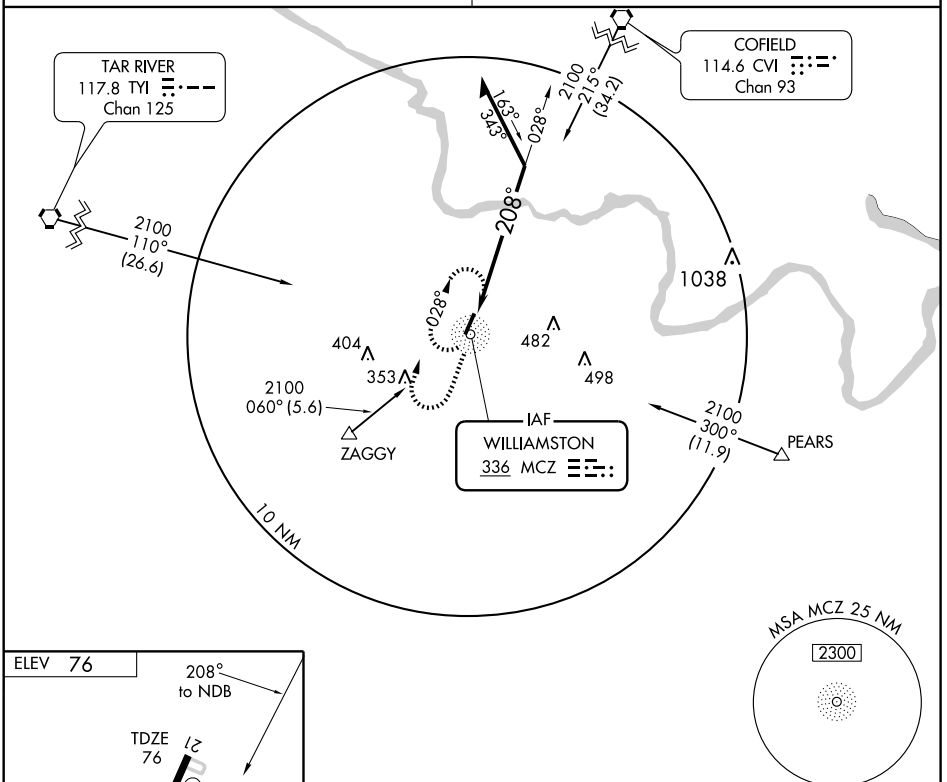
Use Pitt-Greenville altimeter setting; if not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

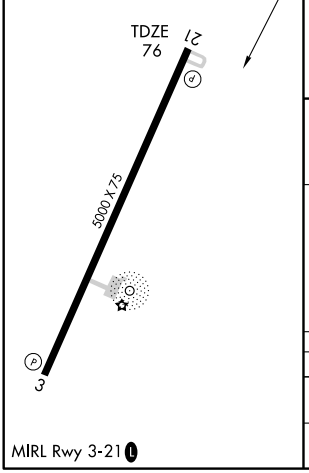
NA

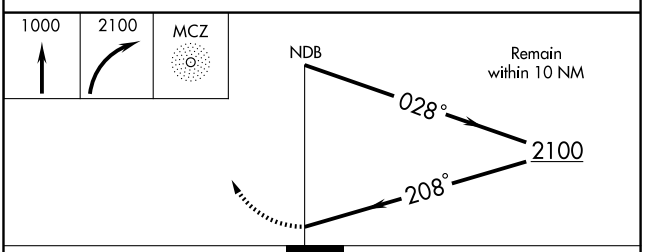
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct MCZ NDB and hold.

WASHINGTON CENTER
135.5 281.42

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	600-1	524 (600-1)	600-1½ 524 (600-1½)	600-1¾ 524 (600-1¾)
CIRCLING	600-1	524 (600-1)	600-1½ 524 (600-1½)	640-2 564 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
033°	TDZE	75
	Apt Elev	76

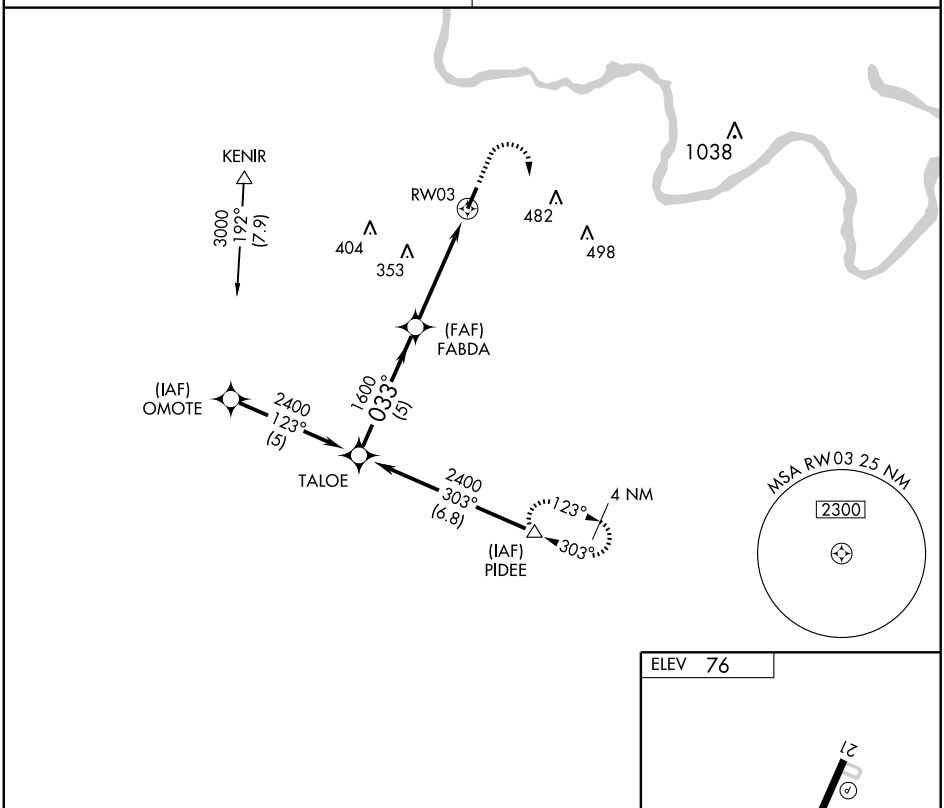
RNAV (GPS) RWY 3

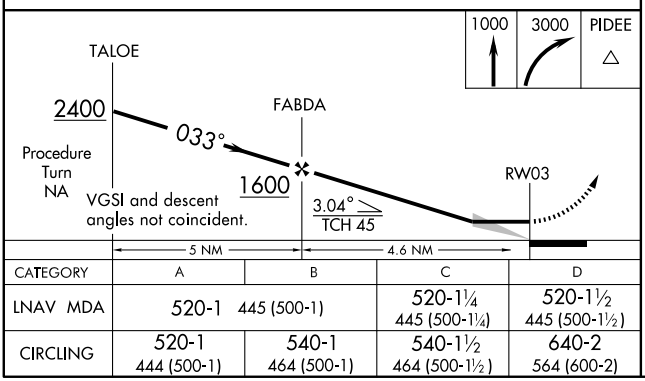
WILLIAMSTON/ MARTIN COUNTY (MCZ)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA Use Pitt-Greenville altimeter setting; If not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

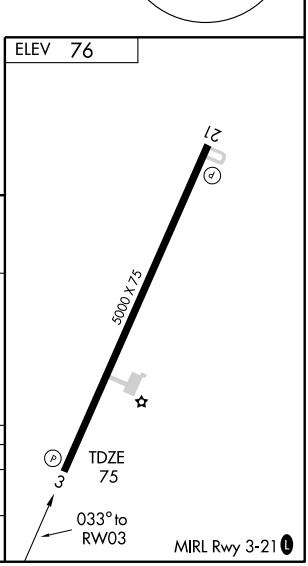
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PIDEE WP and hold.

WASHINGTON CENTER	UNICOM
135.5 281.42	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	520-1 445 (500-1)		520-1¼ 445 (500-1¼)	520-1½ 445 (500-1½)
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	640-2 564 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
213°	TDZE	76
	Apt Elev	76

RNAV (GPS) RWY 21

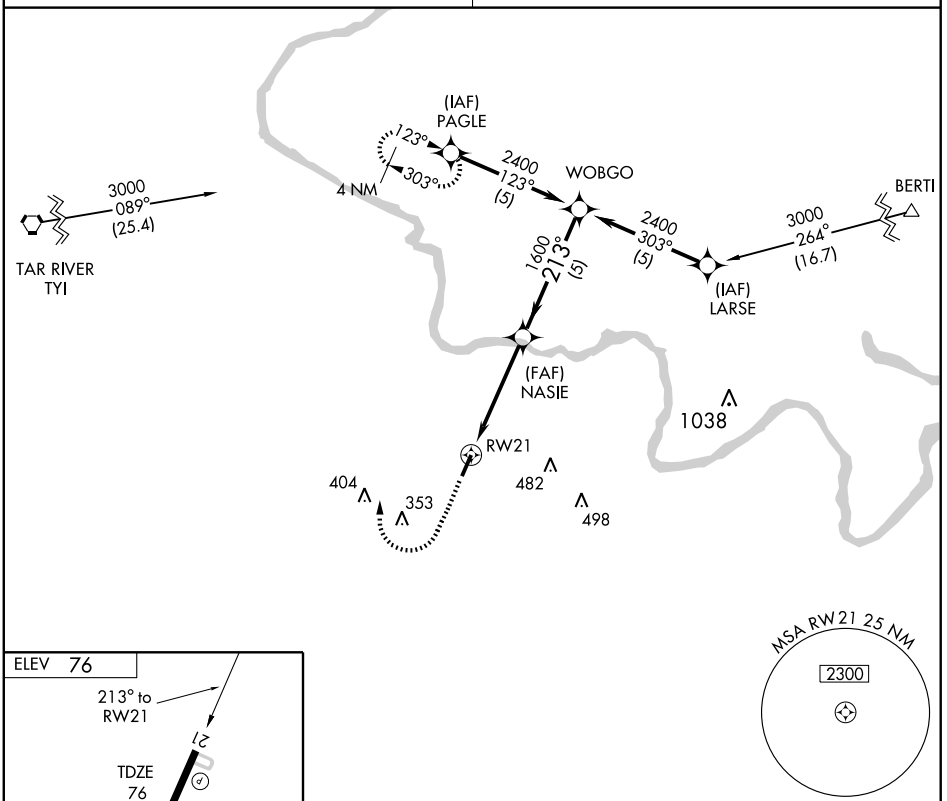
WILLIAMSTON/ MARTIN COUNTY (MCZ)

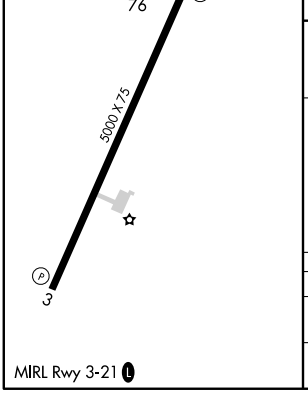
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Pitt-Greenville altimeter setting; If not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

NA

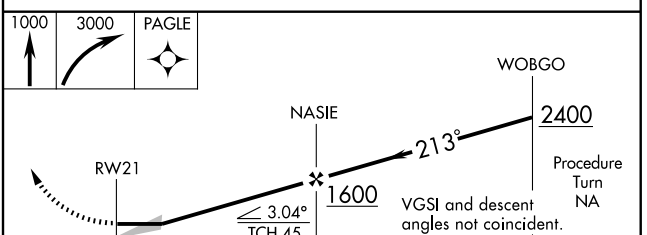
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PAGLE WP and hold.

WASHINGTON CENTER	UNICOM
135.5 281.42	122.8 (CTAF) L





MIRL Rwy 3-21 L



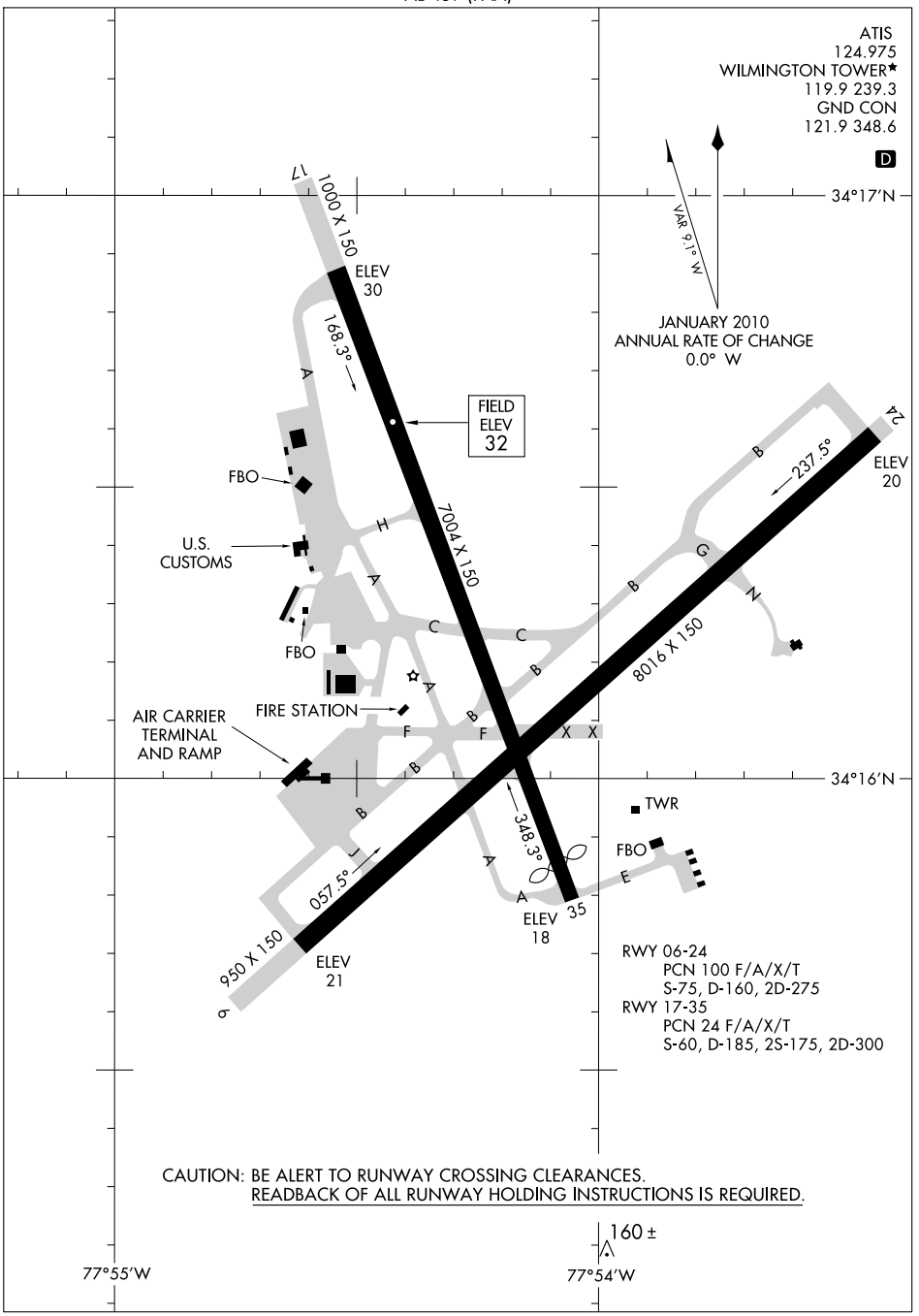
CATEGORY	A	B	C	D
LNAV MDA	480-1 404 (500-1)		480-1¼ 404 (500-1¼)	
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	640-2 564 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-459 (FAA)

WILMINGTON INTL (ILM)
WILMINGTON, NORTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WILMINGTON, NORTH CAROLINA
WILMINGTON INTL (ILM)

10210

LOC/DME I-GNM	APP CRS	Rwy Idg	8016
109.95	055°	TDZE	28
Chan 36 (Y)		Apt Elev	32

ILS or LOC/DME RWY 6

WILMINGTON INTL (ILM)

ASR If local altimeter setting not received, use Cape Fear Rgnl Jetport/Howie Franklin Fld altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Cape Fear Rgnl Jetport/Howie Franklin Fld altimeter setting.

MISSED APPROACH: Climb to 2000 via heading 055°and ILM VORTAC R-160 to ILM VORTAC and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95

ALTERNATE MISSED APCH FIX

WILZE
205 GM

DME REQUIRED

WILMINGTON
117.0 ILM
Chan 117

LOM
WILZE
205 GM

R-293
113°
293°
R-160
3100 to LURKY
225° (16.4)
192±
612
10 NM
629
285
250
169
363
LOCALIZER 109.95
I-GNM
Chan 36 (Y)
SAAFO
I-GNM 6.7
235
450
3100 NoPT
to LURKY
100° (6.9) and
LOC 055° (4)
(IF/IAF)
LURKY
I-GNM 12.8
1700
055°
(6.2)
MSA ILM 25 NM
3100
2017
(IAF)
WYLMS
ILM 25
055°
1 min
235°
(JONAR)
235°

ELEV 32 D

147
122
115
87
136
TDZE
28
74±
35
100±
700A X 150
8016 X 150
055° 5 NM
from FAF

REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35

One Minute Holding Pattern

LURKY
I-GNM 12.8

2000
hdg 055°

ILM
R-160

ILM

3100
235°
055°
055°
SAAFO
I-GNM 6.7
1700
I-GNM
3
I-GNM
1.6
1700
GS 3.00°
TCH 50

6.2 NM | 3.7 NM | 1.4 NM

CATEGORY	A	B	C	D
S-ILS 6	228/40 200 (200-¾)			
S-LOC 6	500/50 472 (500-1)		500/60 472 (500-1¼)	500-1½ 472 (500-1½)
CIRCLING	560-1 528 (600-1)		560-1½ 528 (600-1½)	640-2 608 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-GMX	APP CRS	Rwy Idg 8016
111.55	235°	TDZE 26
		Apt Elev 32

ILS or LOC RWY 24
WILMINGTON INTL (ILM)

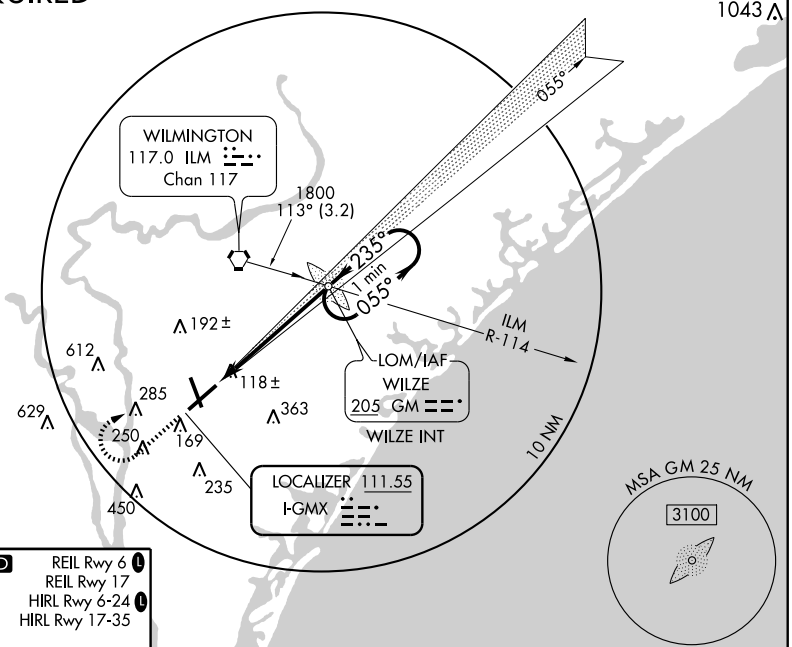
T A ASR — If local altimeter setting not received, use Cape Fear Rgnl Jetport/Howie Franklin Fld altimeter setting and increase all DAs/MDAs 60 feet. ADF REQUIRED. Straight-in minimums NA at night when control tower closed.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

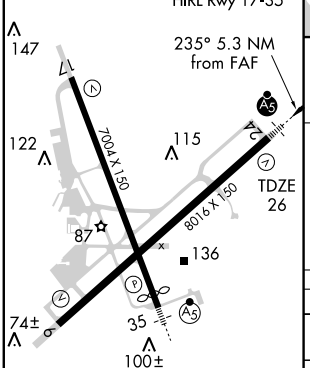
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

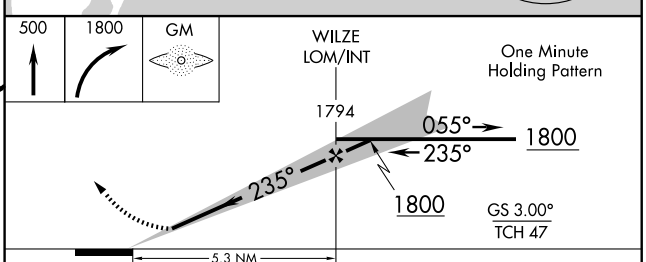
ATIS	WILMINGTON APP CON *	WILMINGTON TOWER *	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95

ADF REQUIRED





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 24	* 226/24 200 (200-½)			
S-LOC 24	380/24 354 (400-½)			380/40 354 (400-¾)
CIRCLING	560-1 528 (600-1)		560-1½ 528 (600-1½)	640-2 608 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 35

WILMINGTON INTL (ILM)

LOC I-ILM	APP CRS	Rwy Idg	6604
110.3	346°	TDZE	30
		Apt Elev	32

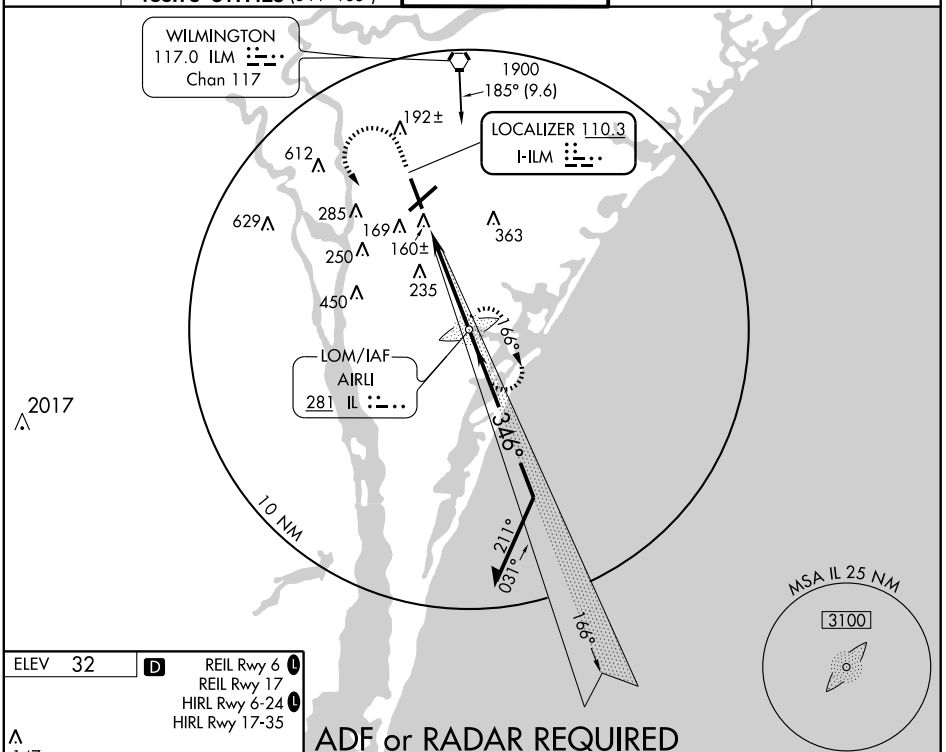
ASR

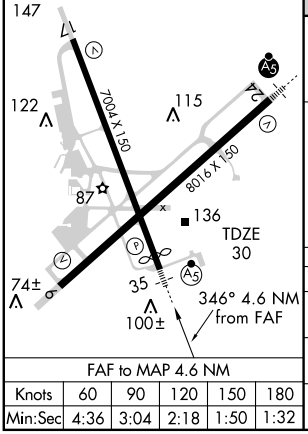
ADF REQUIRED.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

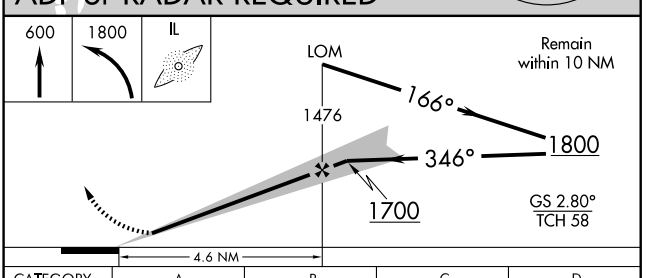
MISSED APPROACH: Climb to 600 then climbing left turn to 1800 direct IL LOM and hold.

ATIS	WILMINGTON APP CON *	WILMINGTON TOWER *	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 35	*230/24 200 (200-½)			
S-LOC 35	420/24 390 (400-½)			420/40 390 (400-¾)
CIRCLING	540-1 508 (600-1)		540-1½ 508 (600-1½)	640-2 608 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8016
CH 86599	055°	TDZE	28
W06A		Apt Elev	32

RNAV (GPS) RWY 6

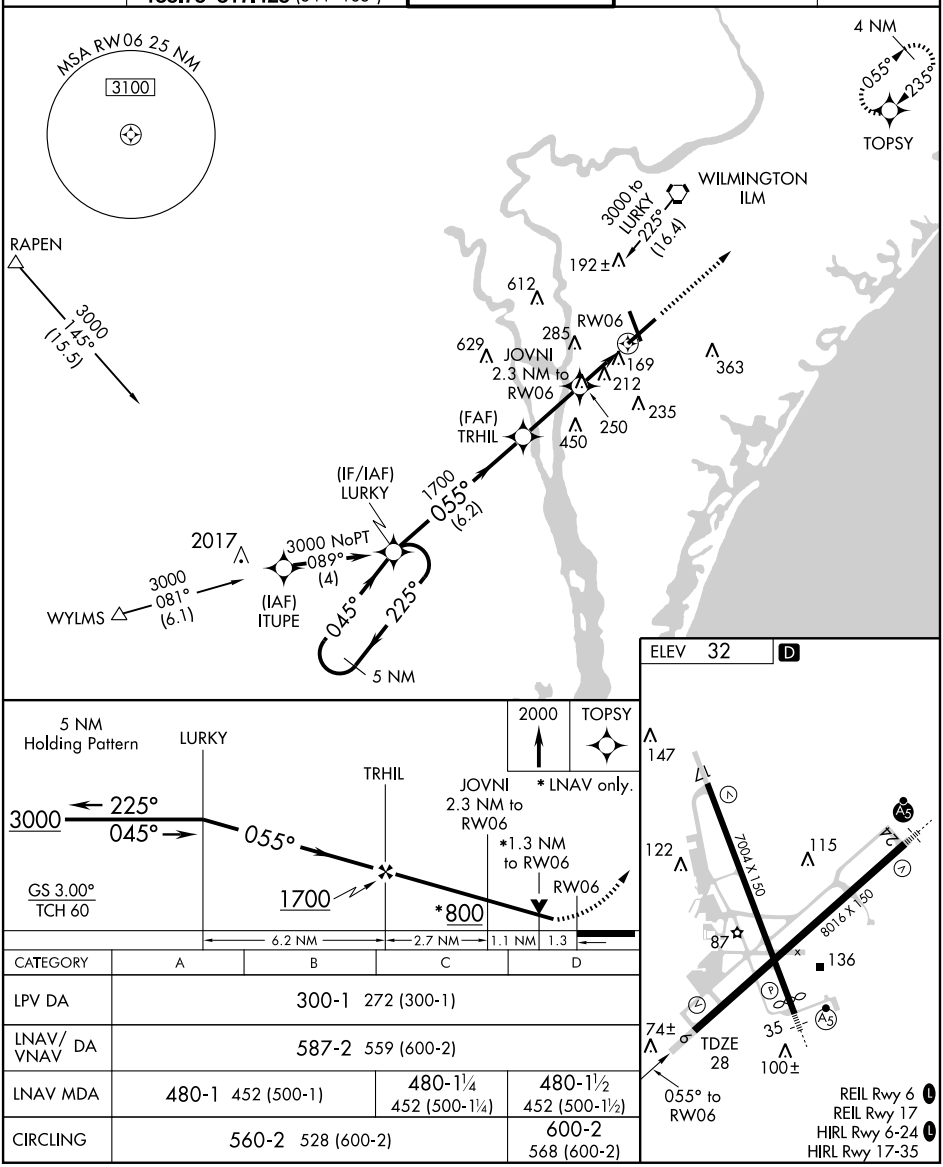
WILMINGTON INTL (ILM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. Straight-in minimums NA at night when control tower closed. VDP and Baro-VNAV NA when using Oak Island altimeter setting. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet.

ASR

MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95



CATEGORY	A	B	C	D
LPV DA	300-1 272 (300-1)			
LNAV/ VNAV DA	587-2 559 (600-2)			
LNAV MDA	480-1 452 (500-1)		480-1¼ 452 (500-1¼)	480-1½ 452 (500-1½)
CIRCLING	560-2 528 (600-2)			600-2 568 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6204
CH 90499	166°	TDZE	32
W17A		Apt Elev	32

RNAV (GPS) RWY 17

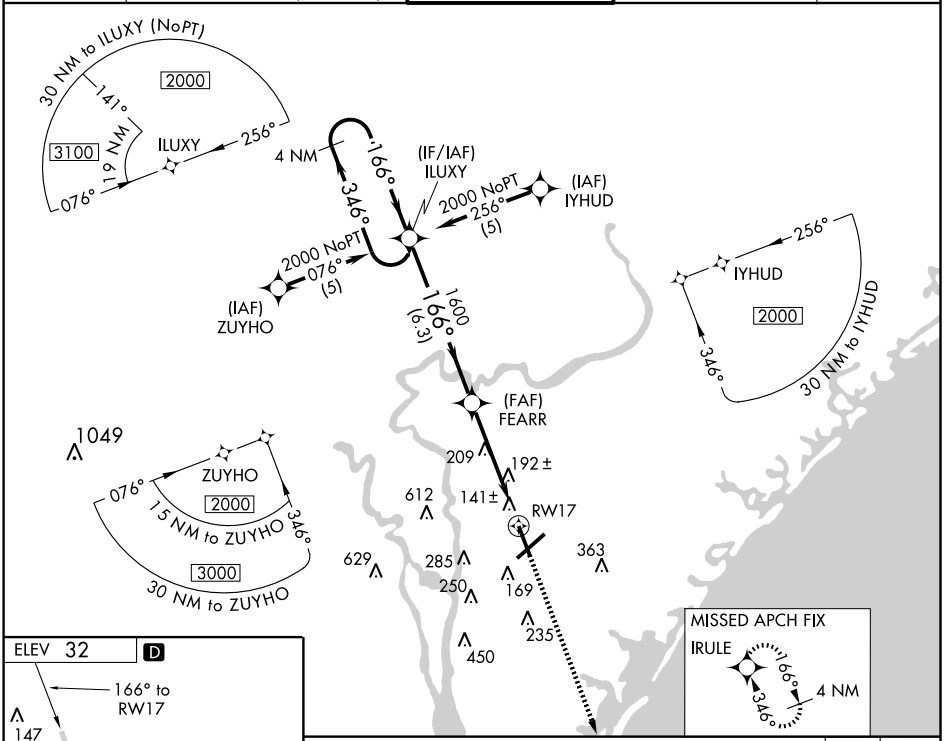
WILMINGTON INTL (ILM)

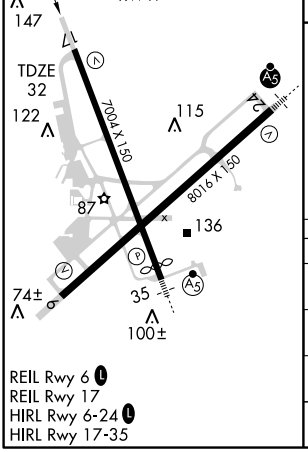
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting.

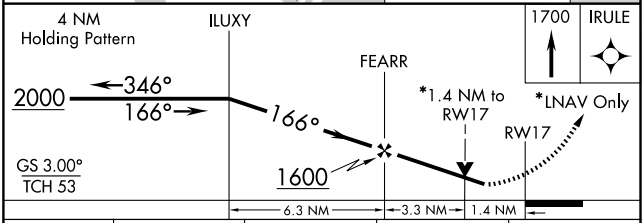
ASR

MISSED APPROACH: Climb to 1700 direct IRULE and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	374-1¼ 342 (400-1¼)			
LNAV/VNAV DA	417-1¼ 385 (400-1¼)			
LNAV MDA	520-1 488 (500-1)		520-1¼ 488 (500-1¼)	520-1½ 488 (500-1½)
CIRCLING	560-1¼ 528 (600-1¼)		560-1½ 528 (600-1½)	600-2 568 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8016
CH 45899	235°	TDZE	26
W24A		Apt Elev	32

RNAV (GPS) RWY 24

WILMINGTON INTL (ILM)

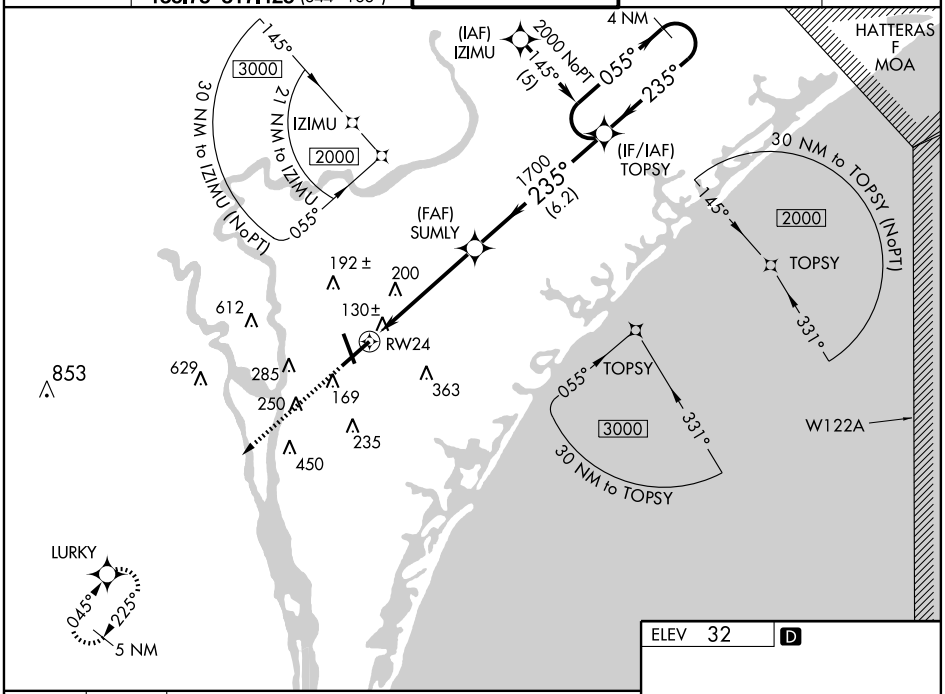
ASR

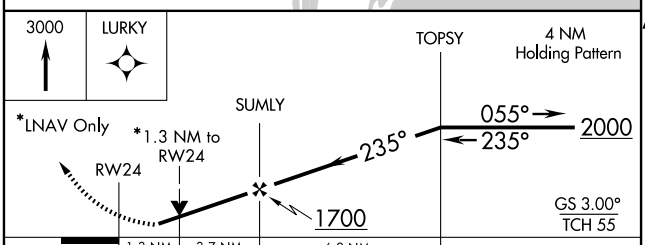
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. Straight-in minimums NA at night when control tower closed. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting.

MALSR

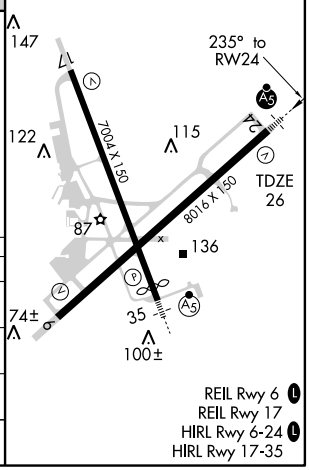
MISSED APPROACH: Climb to 3000 direct LURKY and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	367-1¼ 341 (400-1¼)			
LNAV/ VNAV DA	405-1¼ 379 (400-1¼)			
LNAV MDA	500-1 474 (500-1)		500-1¼ 474 (500-1¼)	500-1½ 474 (500-1½)
CIRCLING	560-1¼ 528 (600-1¼)		560-1½ 528 (600-1½)	600-2 568 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6604
CH 50499	346°	TDZE	30
W35A		Apt Elev	32

RNAV (GPS) RWY 35

WILMINGTON INTL (ILM)

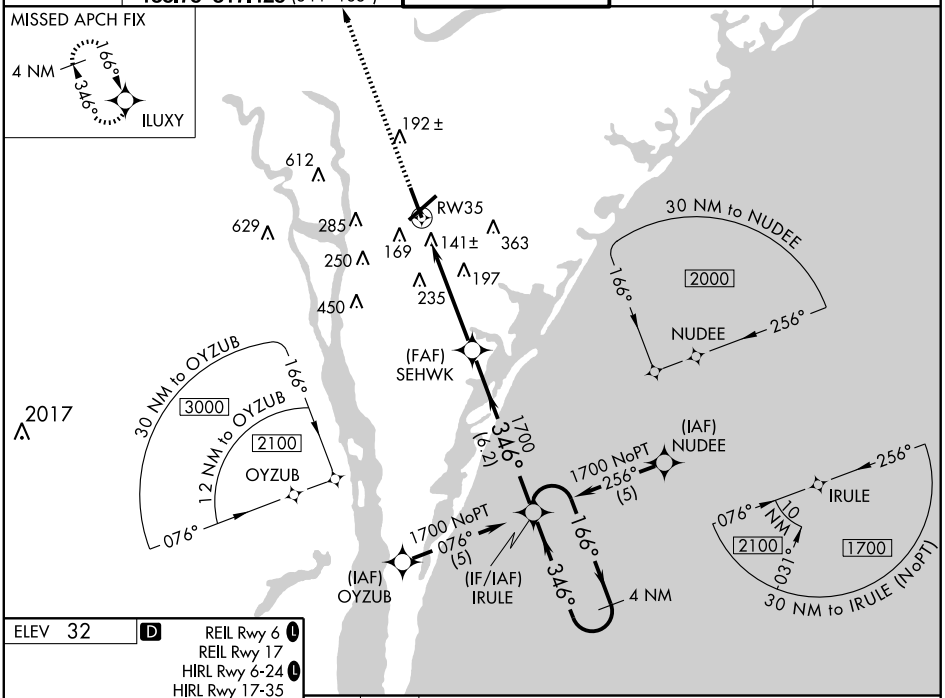
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to RVR 6000.

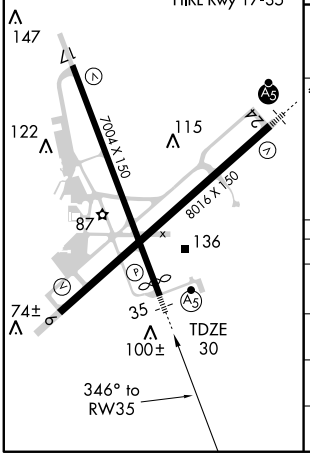
ASR

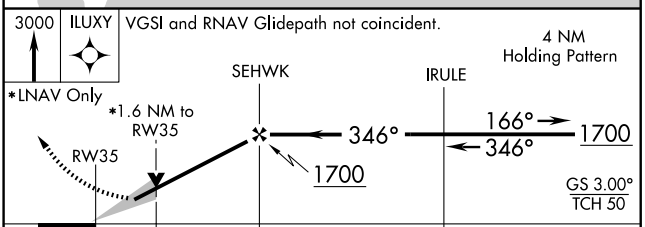
MALSR

MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	351/40 321 (400-¾)			
LNAV/VNAV DA	471/50 441 (500-1)			
LNAV MDA	500/24 470 (500-½)		500/40 470 (500-¾)	500/50 470 (500-1)
CIRCLING	560-1½ 528 (600-1½)			600-2 568 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

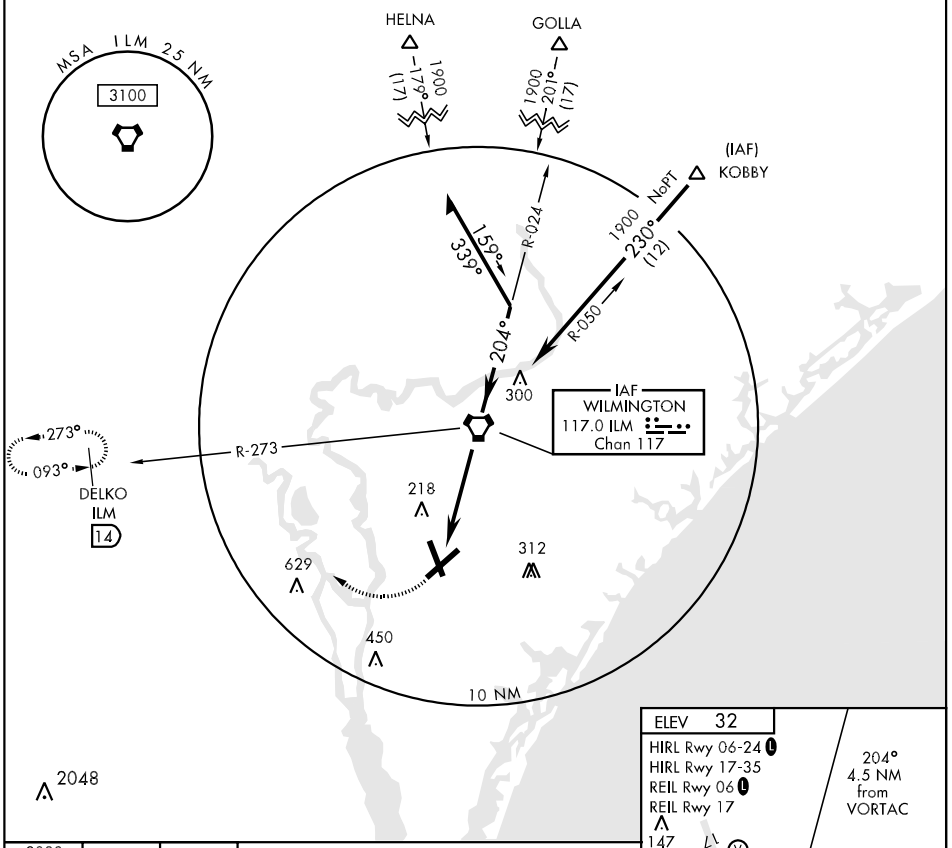
VORTAC ILM 117.0 Chan 117	APCH CRS 204°	Rwy ldg N/A TDZE N/A Arpt Elev 32

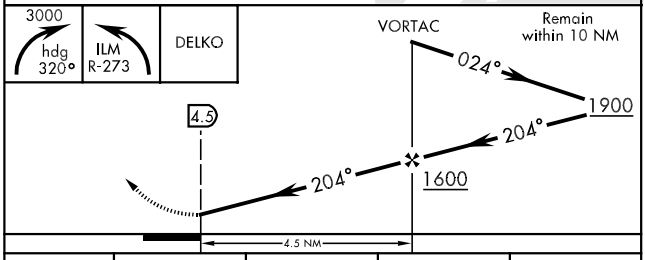
AL-459 [USN]

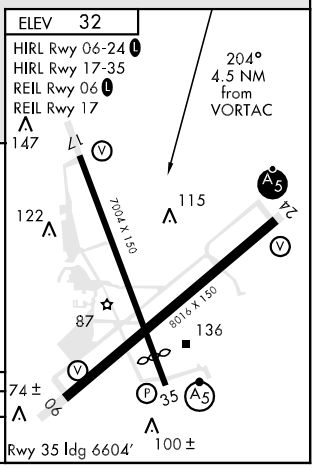
WILMINGTON INTL (KILM)

MISSED APPROACH: Climbing right turn to 3000 via hdg 320° and ILM VORTAC R-273 to DELKO int and hold.

ATIS	WILMINGTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM	ASR
124.975	135.75 317.425	119.9 (CTAF) L 239.3	121.9 348.6	121.9 348.6	122.95	







CATEGORY	A	B	C	D
CIRCLING	540-1	508 (600-1)	540-1½ 508 (600-1½)	640-2 608 (700-2)

APP CRS	Rwy Idg	4500
038°	TDZE	156
	Apt Elev	161

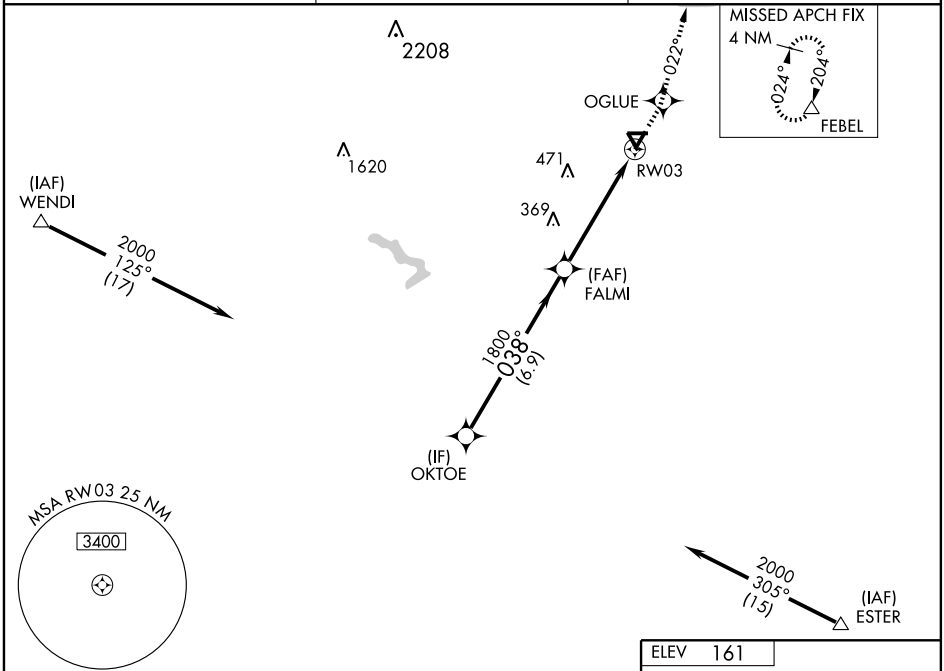
RNAV (GPS) RWY 3

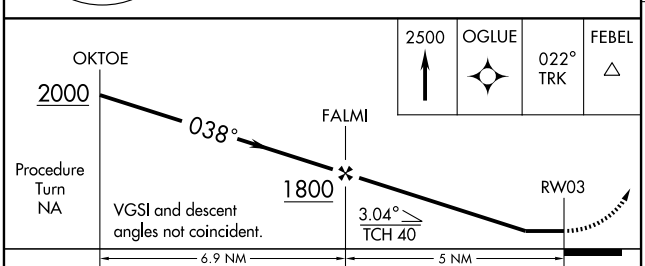
WILSON INDUSTRIAL AIR CENTER (W03)

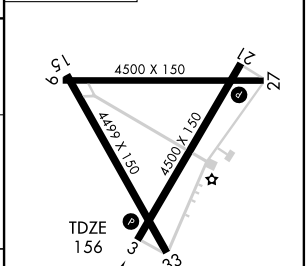
T NA — Circling to Rwy 9, 15, 27, 33 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climb to 2500 direct OGLUE then via 022° track to FEBEL and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	560-1 404 (400-1)		560-1¼ 404 (400-1¼)	
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 424 (500-1)		580-1¼ 424 (500-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
095°	TDZE	161
	Apt Elev	161

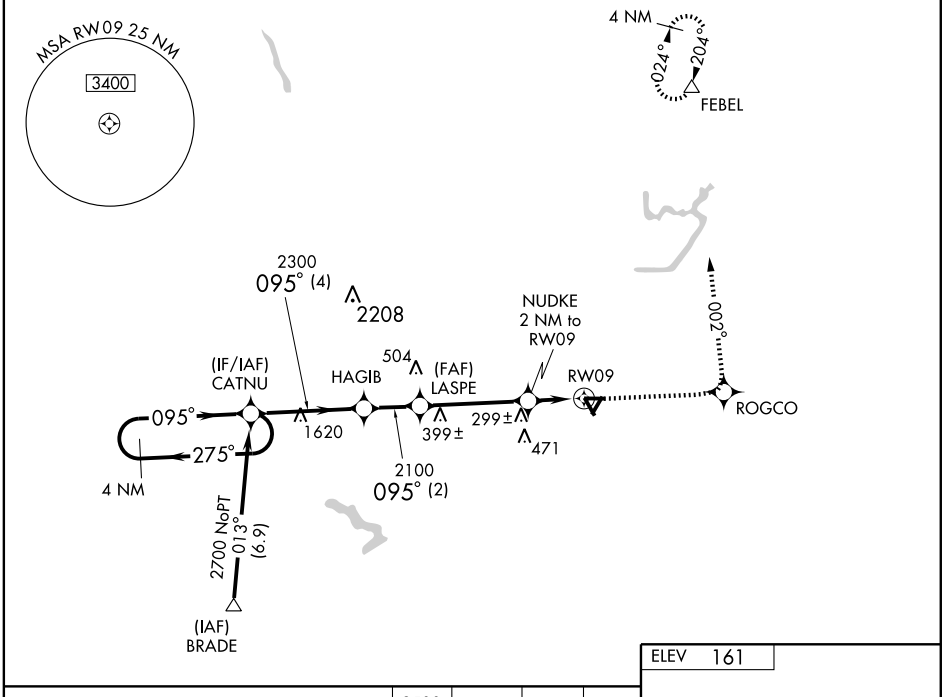
RNAV (GPS) RWY 9

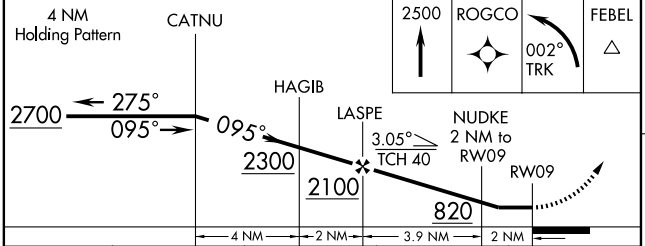
WILSON INDUSTRIAL AIR CENTER (W03)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

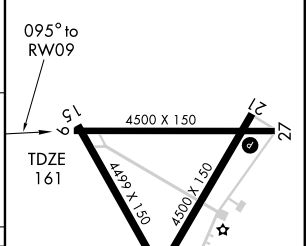
MISSED APPROACH: Climb to 2500 direct ROGCO then left turn via 002° track to FEBEL and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725





CATEGORY	A	B	C	D
LNAV MDA	560-1 399 (400-1)			560-1¼ 399 (400-1¼)
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4499
158°	TDZE	161
	Apt Elev	161

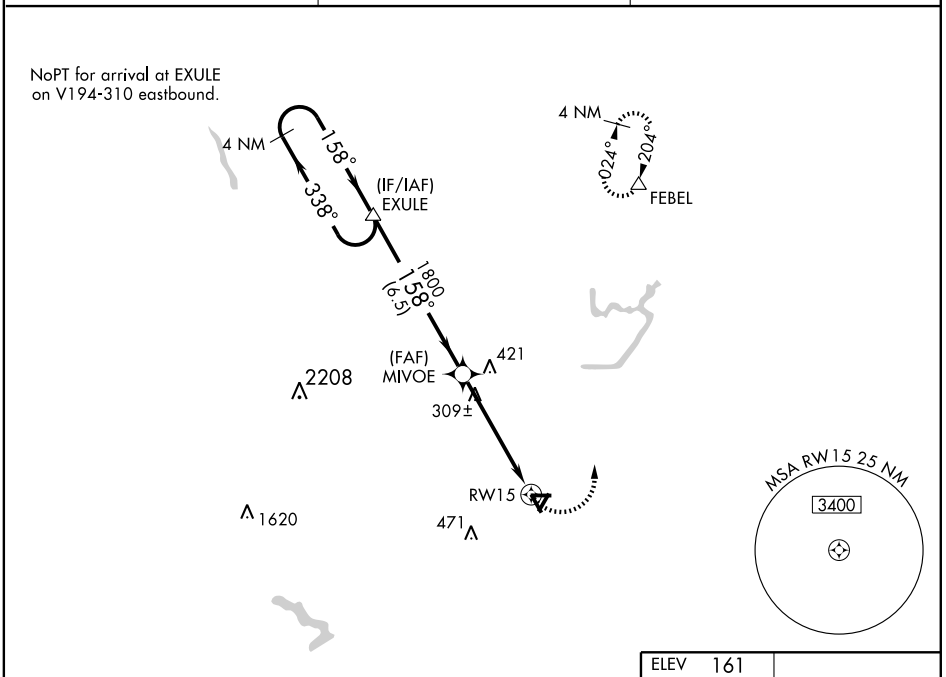
RNAV (GPS) RWY 15

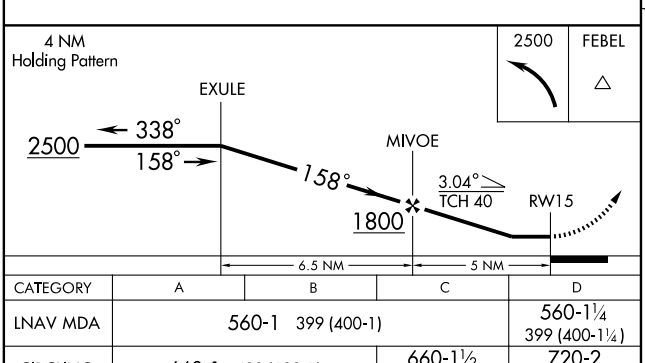
WILSON INDUSTRIAL AIR CENTER (W03)

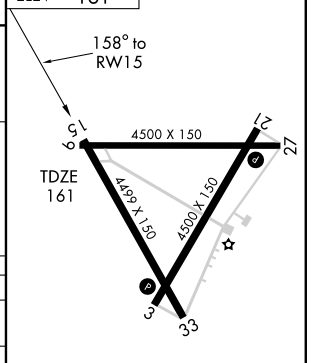
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	560-1 399 (400-1)			560-1¼ 399 (400-1¼)
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
204°	TDZE	159
	Apt Elev	161

RNAV (GPS) RWY 21

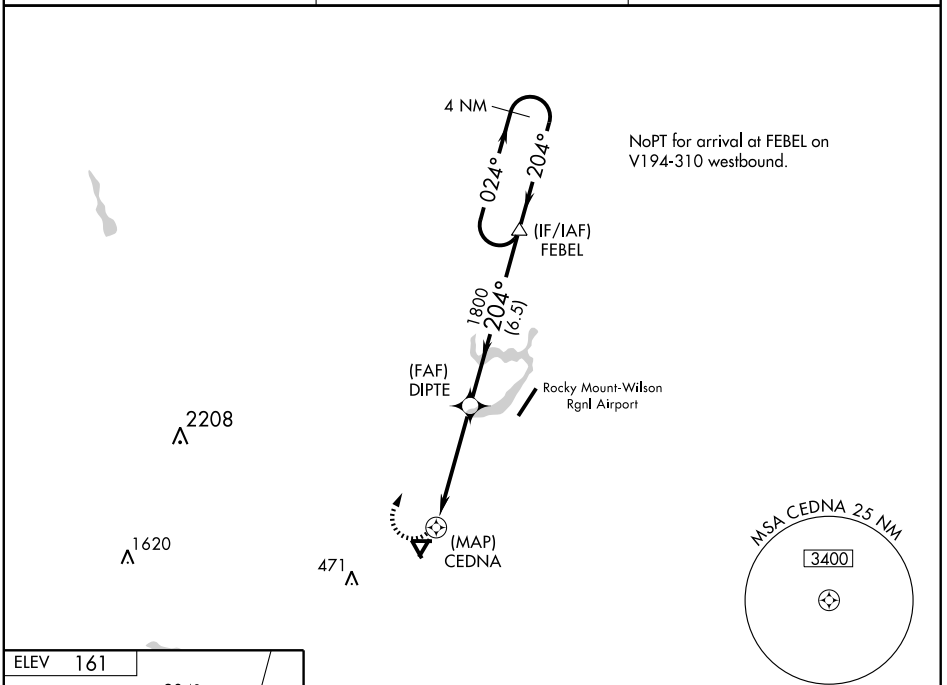
WILSON INDUSTRIAL AIR CENTER (W∅3)

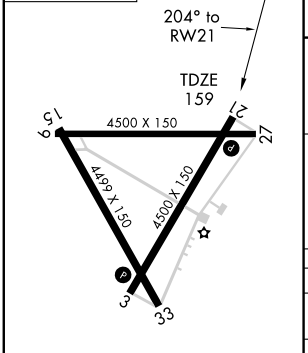
Obtain local altimeter setting on CTAF; when not received use Rocky Mount-Wilson Rgnl altimeter setting. DME/DME RNP-0.3 NA. Circling NA at night to Rwys 9, 27, 15, 33.

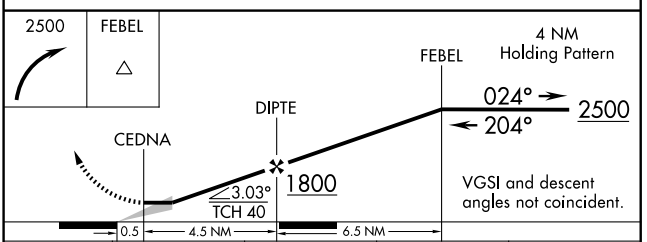
NA

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	560-1 401 (400-1)		560-1¼ 401 (400-1¼)	
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1 401 (400-1)		560-1¼ 401 (400-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4499
339°	TDZE	157
	Apt Elev	161

RNAV (GPS) RWY 33

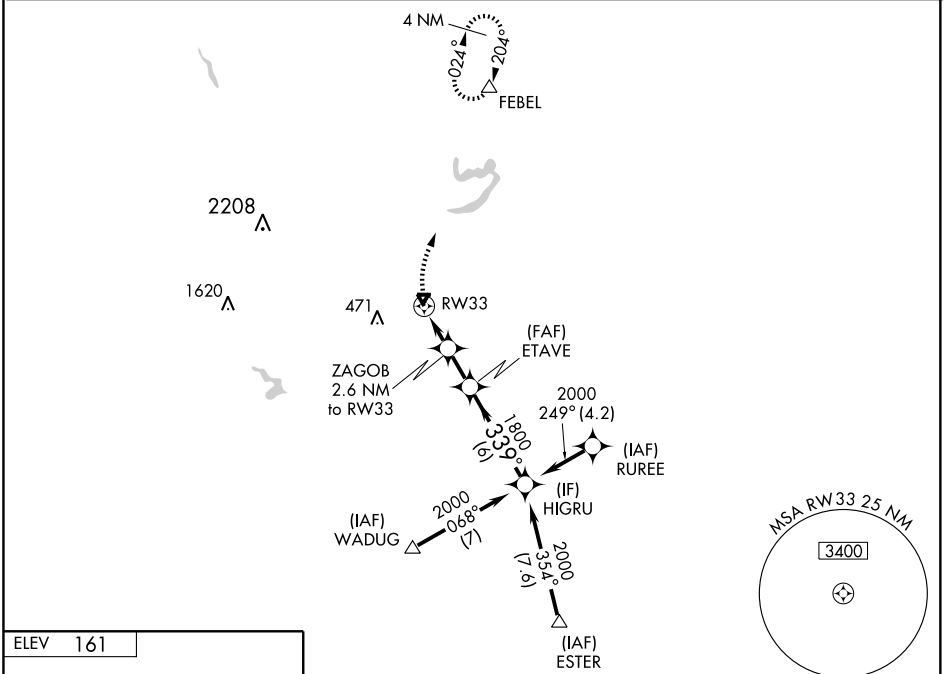
WILSON INDUSTRIAL AIR CENTER (WØ3)

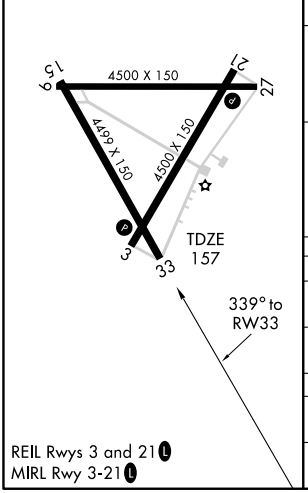
Obtain local altimeter setting on CTAF; when not received use Rocky Mount-Wilson Rgnl altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Circling NA at night to Rwys 9, 27, 15, 33.

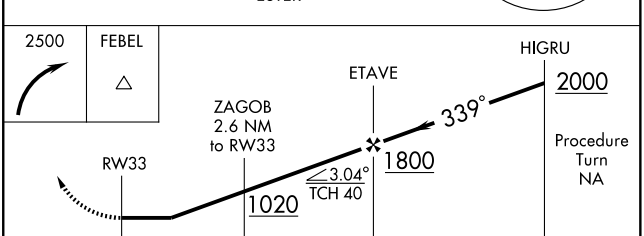
NA

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725





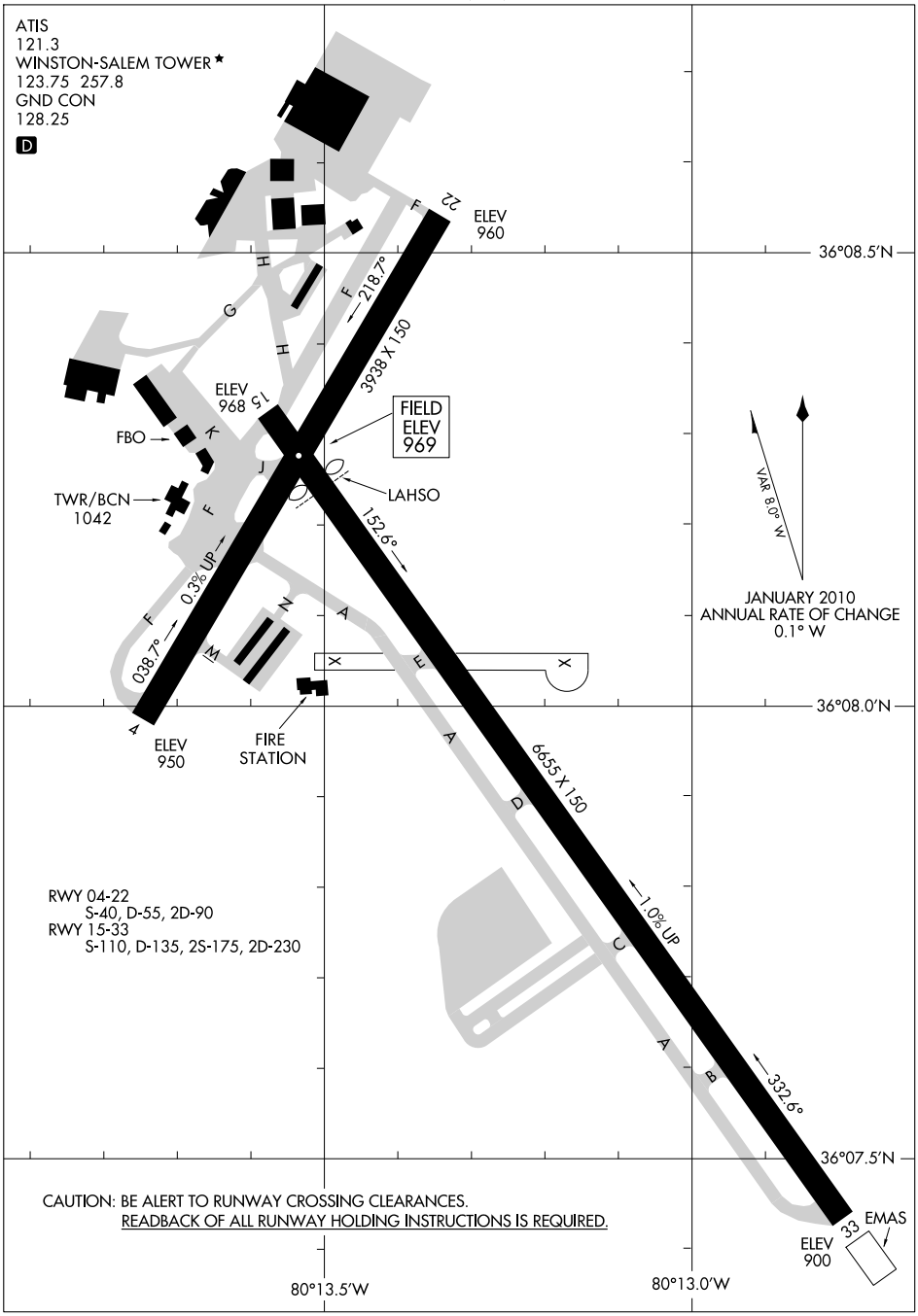


CATEGORY	A	B	C	D
LNAV MDA	640-1	483 (500-1)	640-1¼ 483 (500-1¼)	640-1½ 483 (500-1½)
CIRCLING	660-1	499 (500-1)	660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	660-1	503 (500-1)	660-1½	503 (500-1½)
CIRCLING	680-1	519 (600-1)	680-1½ 519 (600-1½)	720-2 559 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WINSTON-SALEM / SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA
AL-463 (FAA)



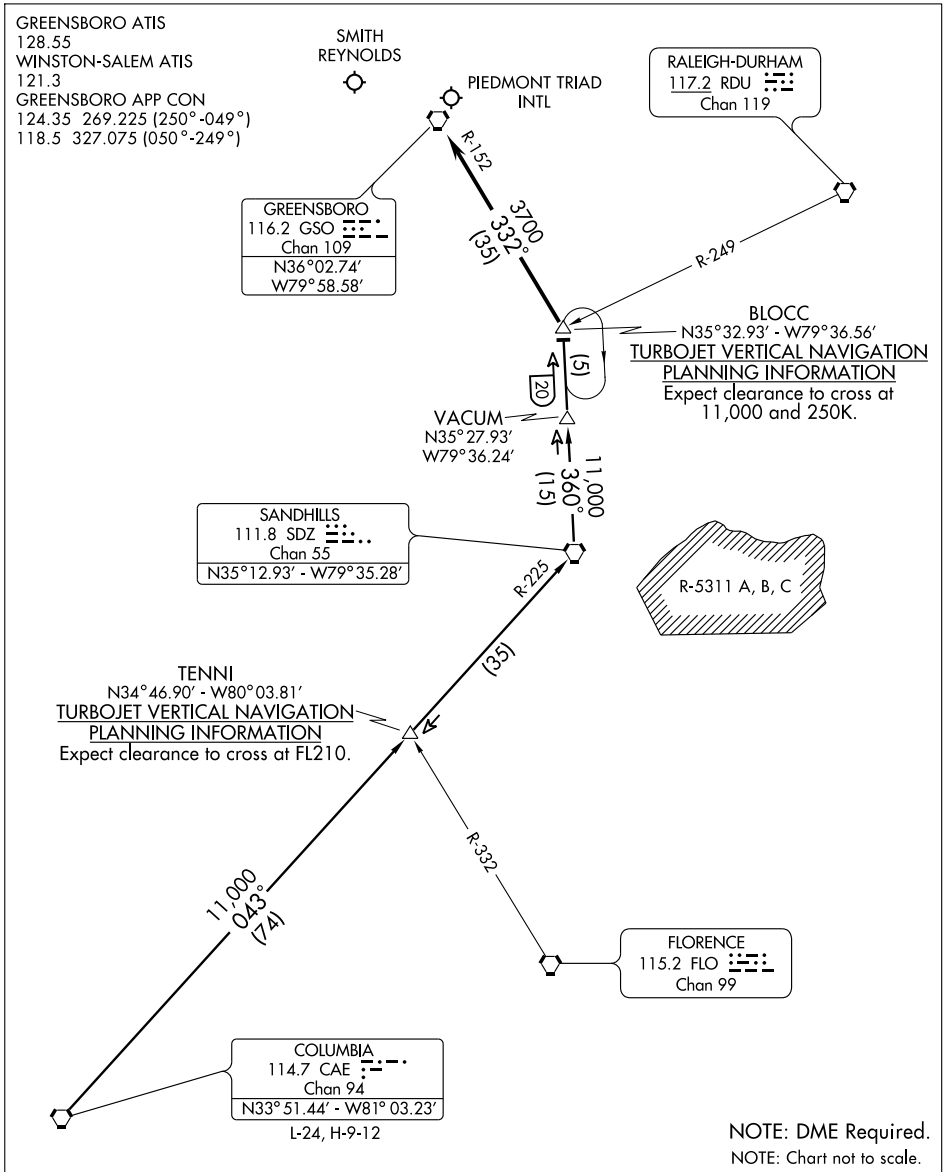
SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
WINSTON-SALEM, NORTH CAROLINA
WINSTON-SALEM / SMITH REYNOLDS (INT)
10266

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA



COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .

. . . .From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

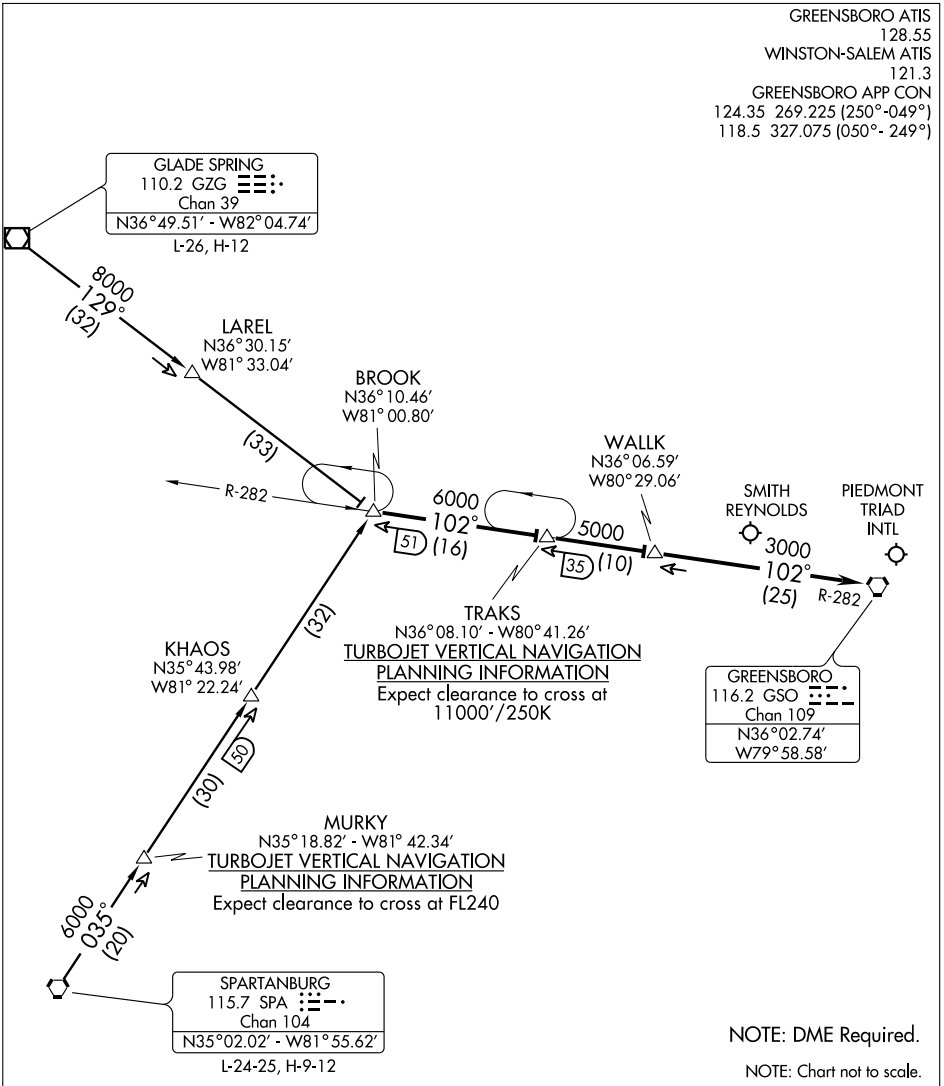
BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010

BROOK TWO ARRIVAL (BROOK.BROOK2)

GREENSBORO, NORTH CAROLINA



GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

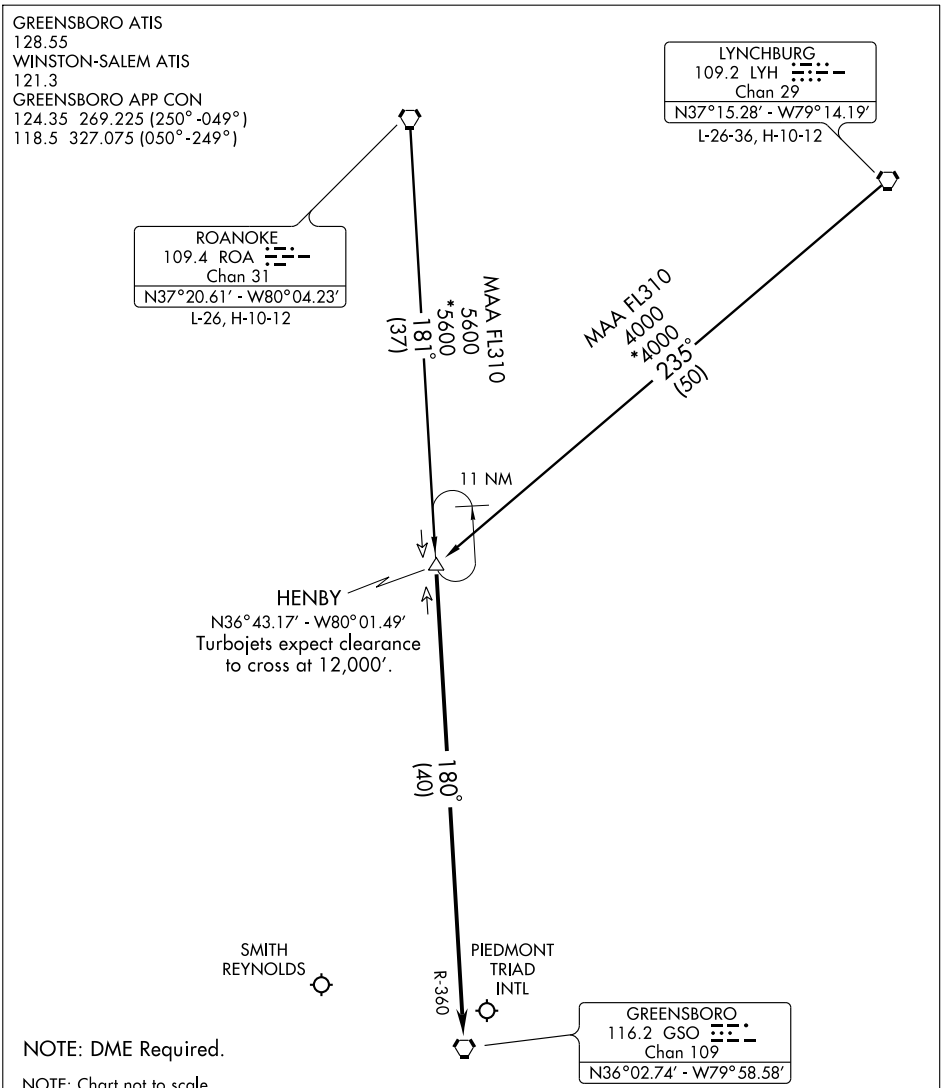
. . . .From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA

SE-2, 21 OCT 2010 to 18 NOV 2010



LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . . .

. . . .From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA

LOC I-INT	APP CRS	Rwy Idg	6655
110.3	332°	TDZE	941
		Apt Elev	969

ILS or LOC RWY 33

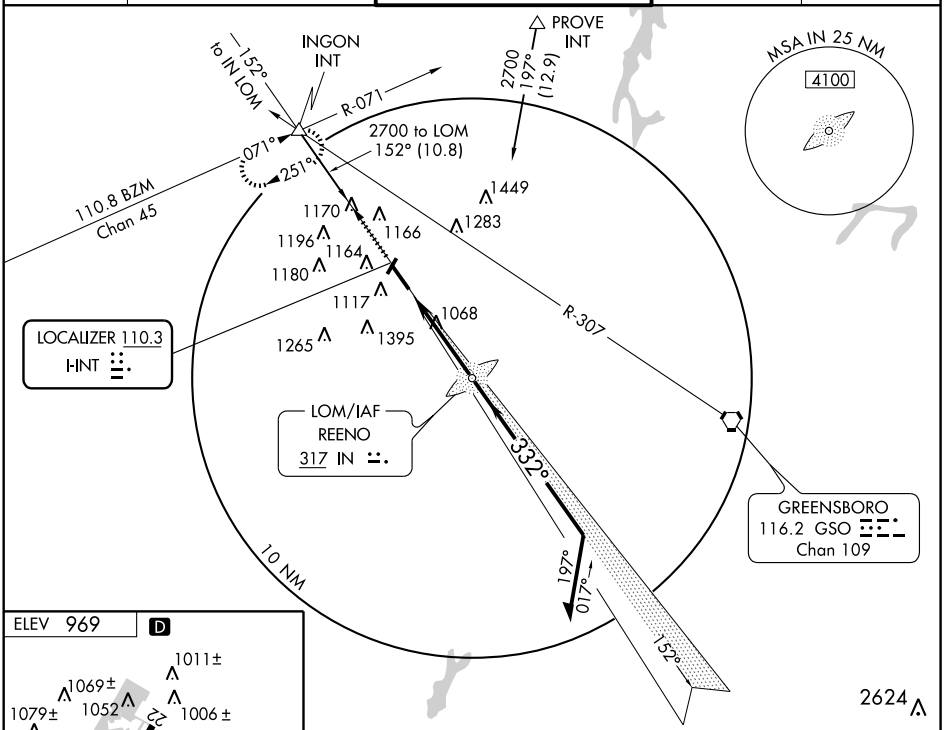
WINSTON-SALEM / SMITH REYNOLDS (INT)

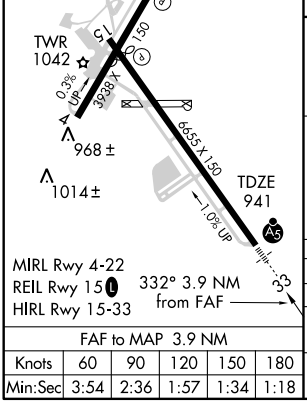
For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase S-ILS 33 visibility to RVR 5000 all Cats. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase S-LOC 33 Cat. C visibility to RVR 4000 and Circling Cat. D ¼ mile. ADF Required.

MALSR

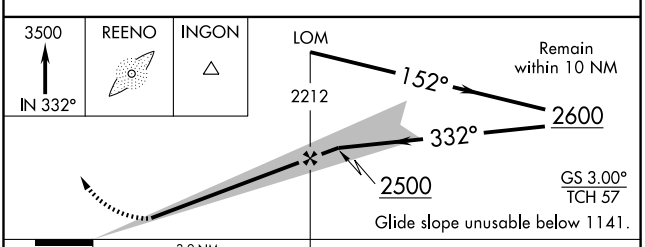
MISSED APPROACH: Climb to 3500 via 332° bearing from REENO LOM to INGON Int and hold, continue climb-in-hold to 3500.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) 257.8	128.25	122.95





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-ILS 33	1141/24 200 (200-½)			
S-LOC 33	1320/24 379 (400-½)			1320/40 379 (400-¾)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1¾ 611 (700-1¾)	1740-2½ 771 (800-2½)

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SE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

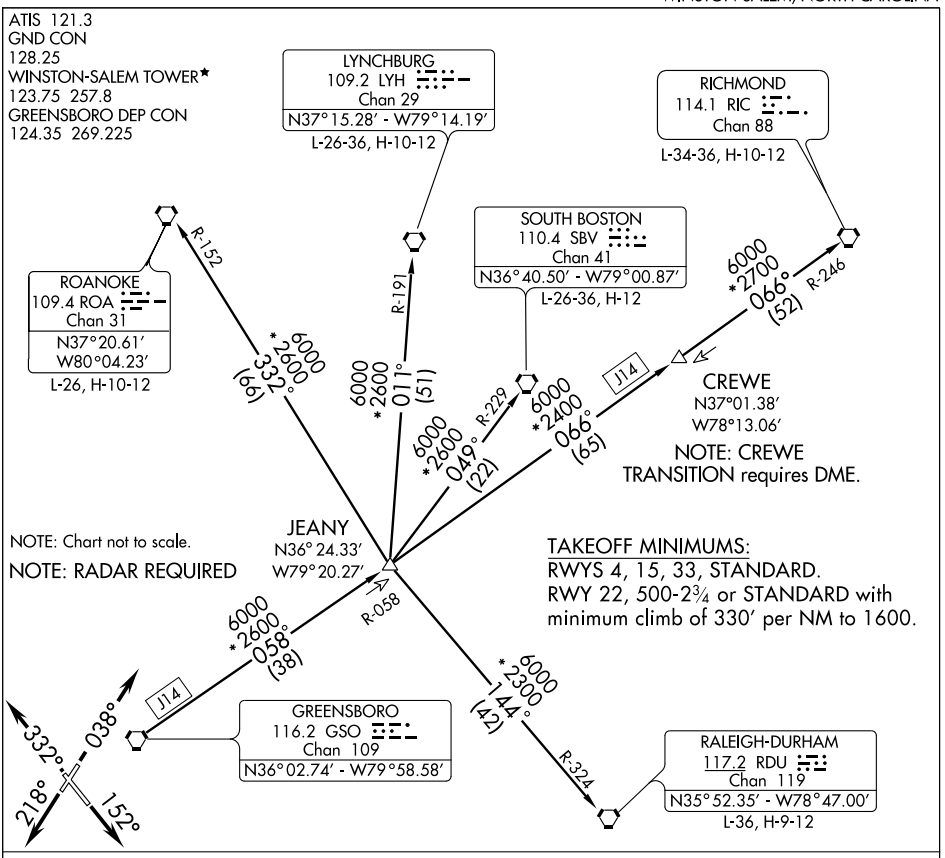
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CHARLESTON, SC			
CHARLESTON AFB/INTL (CHS)	03	15-33	5,543 feet
	15	03-21	5,700 feet
	33	03-21	2,900 feet
GREENSBORO, NC			
PIEDMONT TRIAD INTL (GSO)	14	05R-23L	3,450 feet
	23	14-32	9,200 feet
WINSTON-SALEM, NC			
SMITH REYNOLDS (INT)	33	04-22	6,010 feet

21 OCT 2010 to 18 NOV 2010

QUAKER THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 038°. Thence....
TAKEOFF RWY 15: Climb heading 152°. Thence....
TAKEOFF RWY 22: Climb heading 218°. Thence....
TAKEOFF RWY 33: Climb heading 332°. Thence....

TURBOJETS: Maintain 4000. TURBOPROP/PROP: Maintain 2500 or assigned altitude.

. . . Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.

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SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1,014′ from DER, 159′ left of centerline, up to 92′ AGL/1,041′ MSL. Multiple trees beginning 2′ from DER, 195′ right of centerline, up to 62′ AGL/1,051′ MSL.

RWY 15: Bush and multiple trees beginning 109′ from DER, 237′ left of centerline, up to 81′ AGL/960′ MSL. Multiple trees beginning 123′ from DER, 433′ right of centerline, up to 66′ AGL/945′ MSL.

RWY 22: Multiple trees beginning 376′ from DER, 136′ left of centerline, up to 65′ AGL/1,014′ MSL. Antenna 4,538′ from DER, 1,044′ left of centerline, 189′ AGL/1,138′ MSL. Tower 2.1 NM from DER, 2,784′ left of centerline, 468′ AGL/1,395′ MSL. Antenna on building 2.3 NM from DER, 3,230′ left of centerline, 460′ AGL/1,376′ MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230′ from DER, 41′ left of centerline, up to 74′ AGL/1,083′ MSL. Pole, windsock, multiple buildings and trees beginning 13′ from DER, 141′ right of centerline, up to 85′ AGL/1,084′ MSL.

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APP CRS	Rwy Idg	6069
152°	TDZE	968
	Apt Elev	969

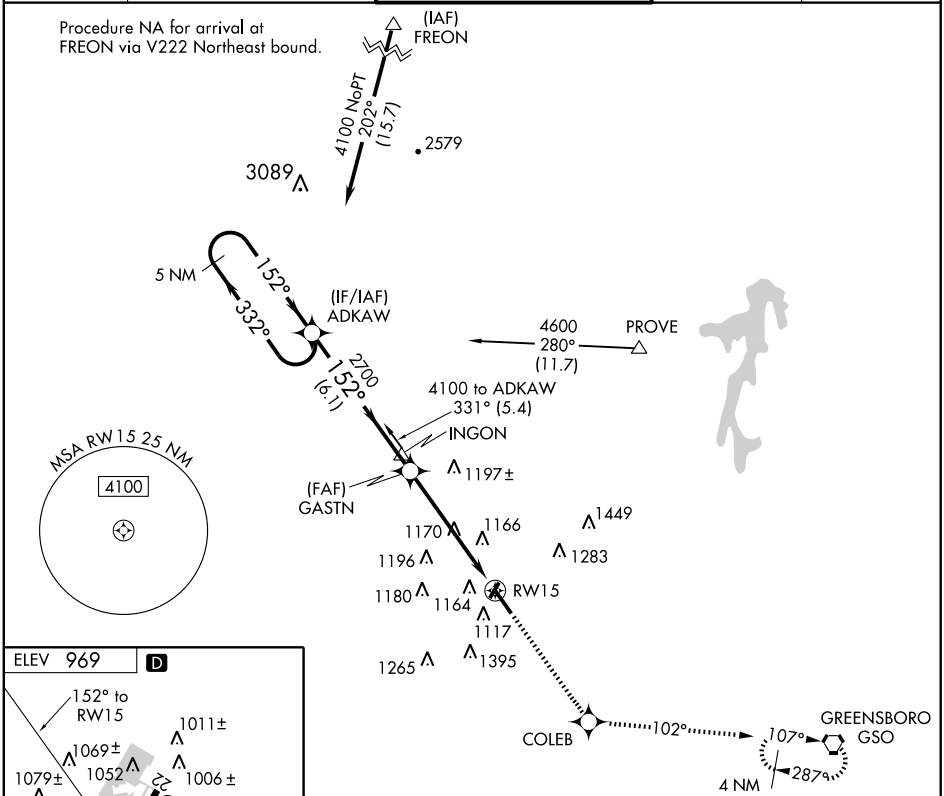
RNAV (GPS) RWY 15

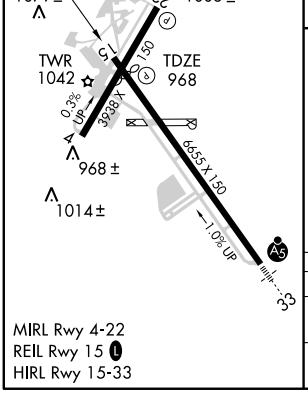
WINSTON-SALEM / SMITH REYNOLDS (INT)

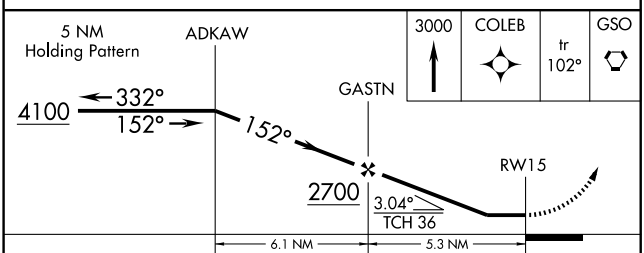
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COLEB and via track 102° to GSO VORTAC and hold.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	1420-1 452 (500-1)		1420-1¼ 452 (500-1¼)	1420-1½ 452 (500-1½)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1½ 611 (700-1½)	1740-2¼ 771 (800-2¼)

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WAAS CH 82011 W33A	APP CRS 332°	Rwy Idg 6655 TDZE 941 Apt Elev 969

RNAV (GPS) RWY 33

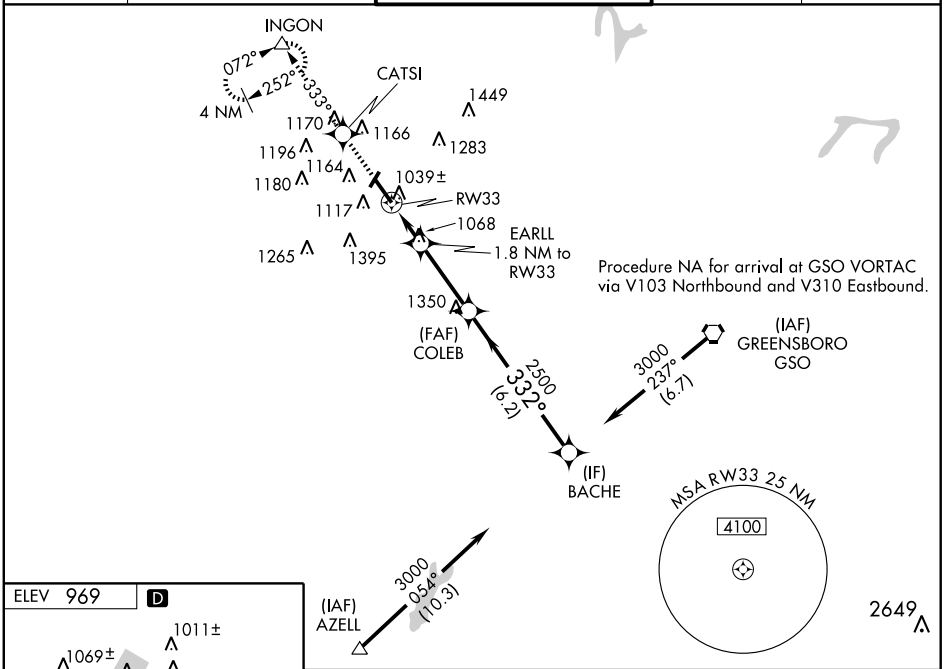
WINSTON-SALEM / SMITH REYNOLDS (INT)

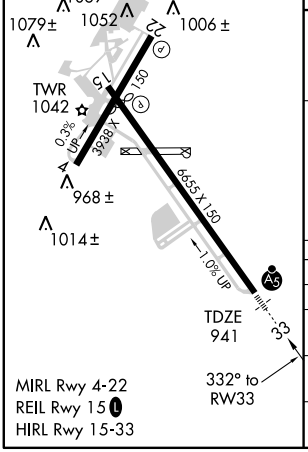
For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase LPV all Cats. visibility to 1 mile. Baro-VNAV NA when using Piedmont Triad Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats. and Circling Cat. D visibility ¼ mile.

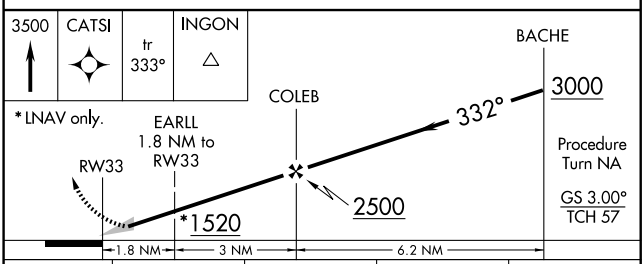
MALSR

MISSED APPROACH: Climb to 3500 direct CATSI and via 333° track to INGON and hold, continue climb-in-hold to 3500.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95







CATEGORY	A	B	C	D
LPV DA	1141/24 200 (200-½)			
LNAV/VNAV DA	1407/60 466 (500-1¼)			
LNAV MDA	1380/24 439 (500-½)		1380/40 439 (500-¾)	1380/50 439 (500-1)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1¾ 611 (700-1¾)	1740-2½ 771 (800-2½)

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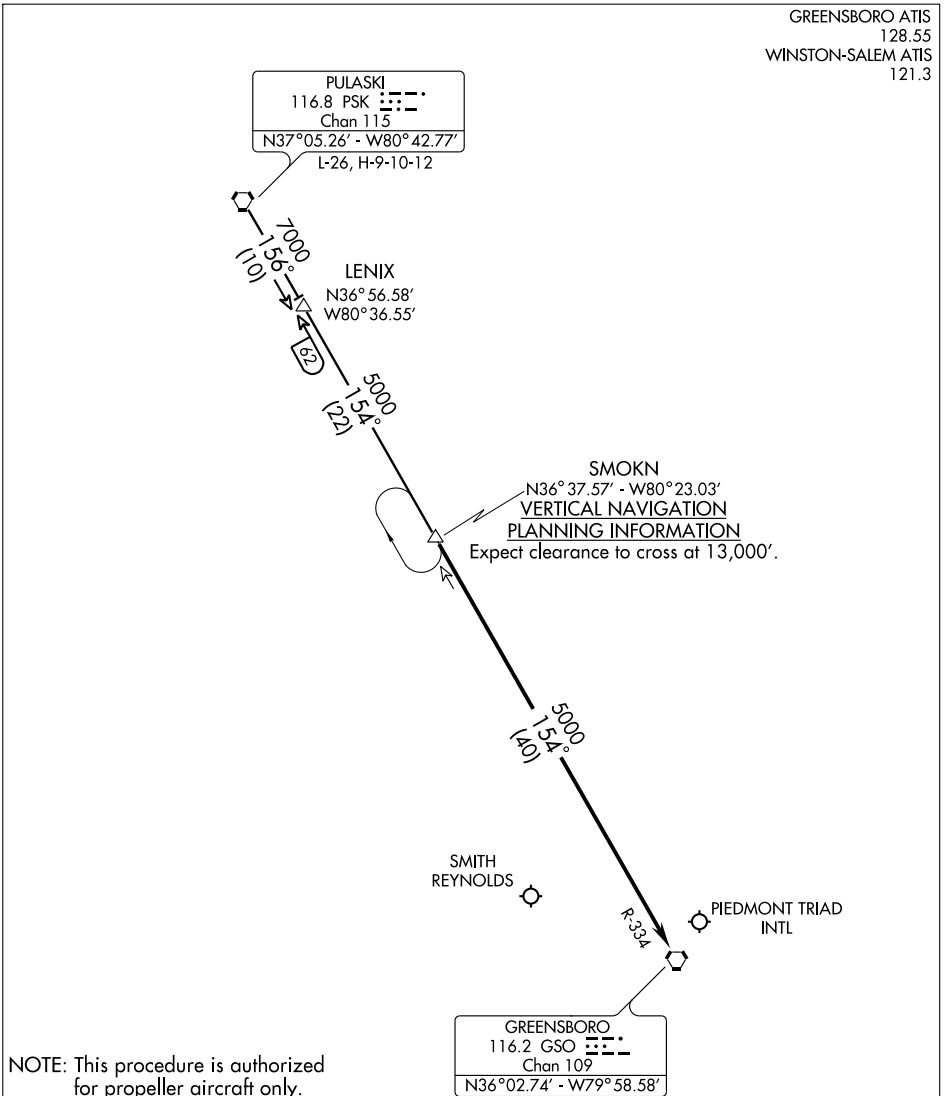
SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA



NOTE: This procedure is authorized for propeller aircraft only.

NOTE: Chart not to scale.

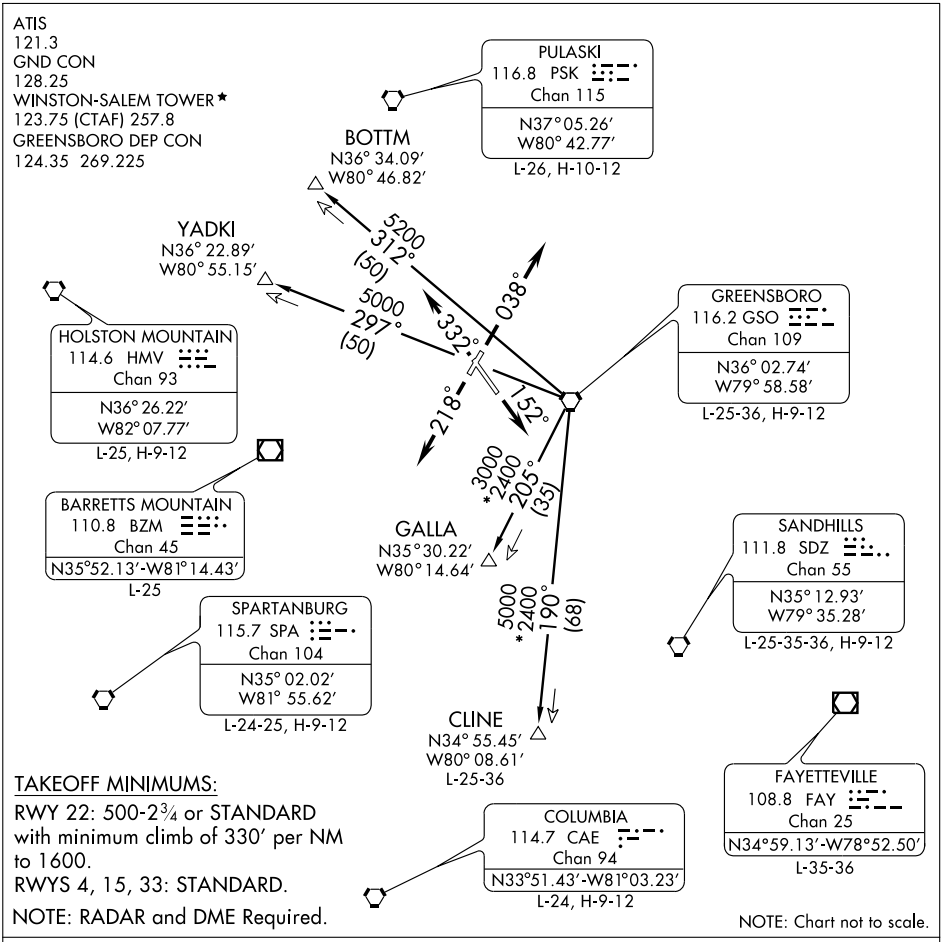
PULASKI TRANSITION (PSK.SMOKN3): From over PSK VORTAC via PSK R-156 to LENIX INT. Thence via GSO R-334 to SMOKN INT. Thence....

. . . .From over SMOKN INT via GSO R-334 to GSO VORTAC. Expect radar vectors to final approach course.

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA

TRIAD SIX DEPARTURE



TAKEOFF MINIMUMS:

RWY 22: 500-2¾ or STANDARD with minimum climb of 330′ per NM to 1600.

RWYS 4, 15, 33: STANDARD.

NOTE: RADAR and DME Required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 038°. Thence. . . .

TAKEOFF RWY 15: Climb heading 152°. Thence. . . .

TAKEOFF RWY 22: Climb heading 218°. Thence. . . .

TAKEOFF RWY 33: Climb heading 332°. Thence. . . .

Turbojets: Maintain 4000.

Turboprop/Prop: Maintain 2500 or assigned altitude.

Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix; thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect filed altitude/flight level ten minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 21 OCT 2010 to 18 NOV 2010

BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.
CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.
GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.
YADKI TRANSITION (TRI6.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1,014' from DER, 159' left of centerline, up to 92' AGL/1,041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1,051' MSL.

RWY 15: Bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.

RWY 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1,014' MSL. Antenna 4,538' from DER, 1,044' left of centerline, 189' AGL/1,138' MSL. Tower 2.1 NM from DER, 2,784' left of centerline, 468' AGL/1,395' MSL. Antenna on building 2.3 NM from DER, 3,230' left of centerline, 460' AGL/1,376' MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1,083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1,084' MSL.

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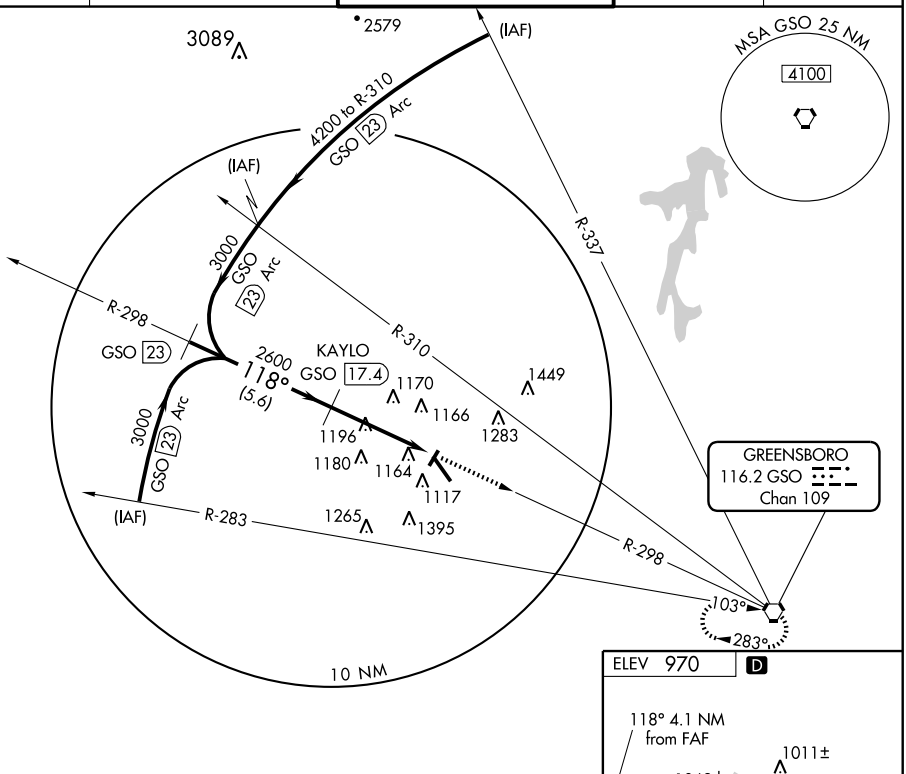
VORTAC GSO	APP CRS	Rwy Idg	6069
116.2	118°	TDZE	968
Chan 109		Apt Elev	970

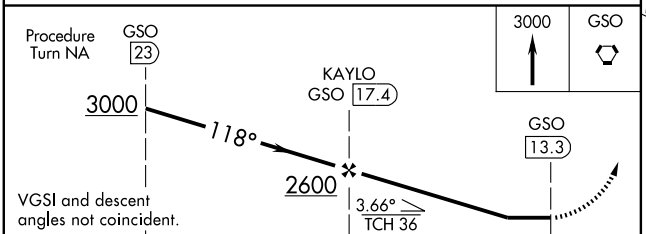
VOR/DME RWY 15

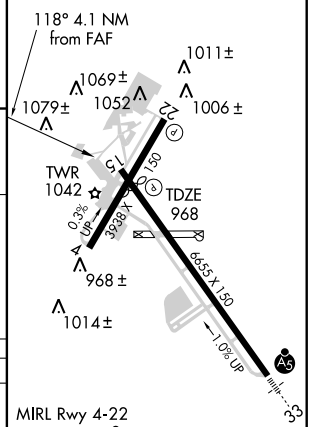
WINSTON-SALEM / SMITH REYNOLDS (INT)

MISSED APPROACH: Climb to 3000 direct GSO VORTAC and hold.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95



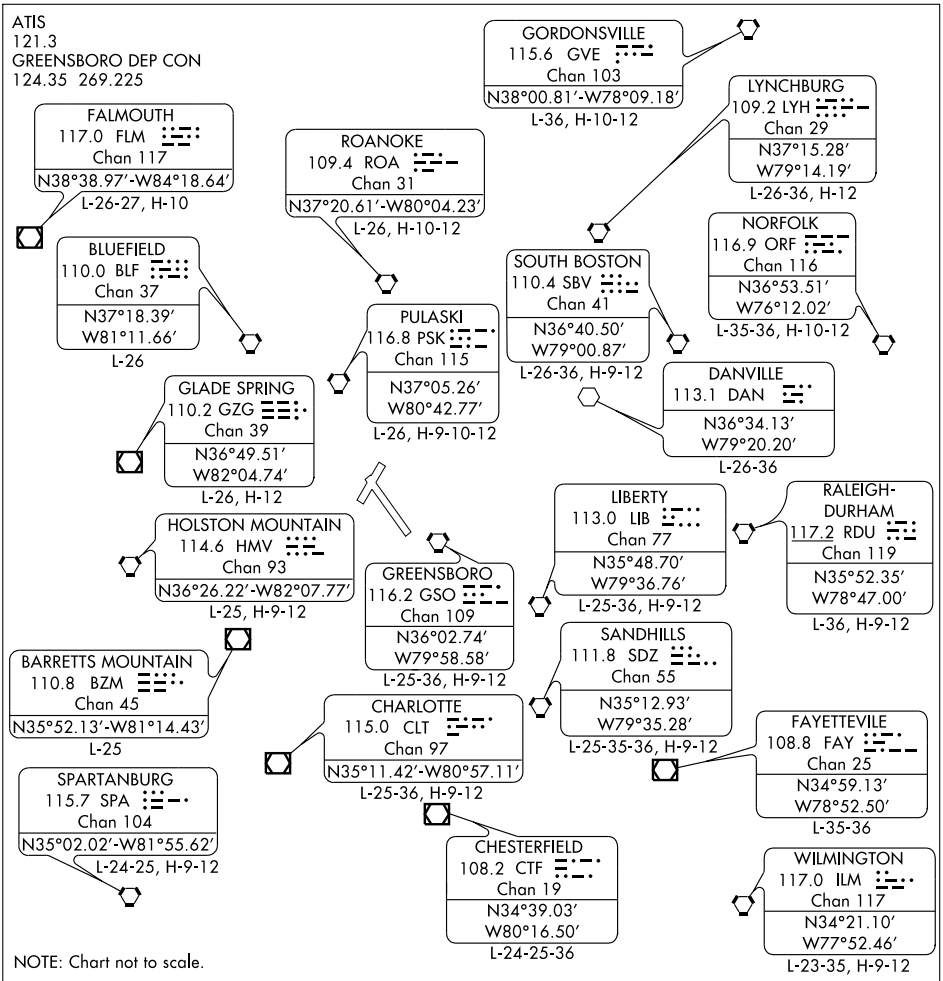




CATEGORY	A	B	C	D
S-15	1500-1 532 (600-1)		1500-1½ 532 (600-1½)	1500-1¾ 532 (600-1¾)
CIRCLING	1500-1 530 (600-1)	1580-1 610 (700-1)	1580-1¾ 610 (700-1¾)	1740-2½ 770 (800-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WINSTON ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TURBOJETS: Fly runway heading or heading assigned by tower, maintain 5000 feet or assigned altitude. Thence....

PROPELLER AIRCRAFT: Fly runway heading or heading assigned by tower, maintain assigned altitude. Thence....

....Expect vectors to join filed route. Expect filed altitude 10 minutes after departure.

SE-2, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
APALACHICOLA, FL	
APALACHICOLA RGNL	**RNAV (GPS)-A**
	RNAV (GPS)-B
	RNAV (GPS) Rwy 6
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 24
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BARTOW, FL	
BARTOW MUNI	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 9L
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 27R
NA when local weather not available.	
BOCA RATON, FL	
BOCA RATON	**VOR/DME-A**
NA when local weather not available.	
BROOKSVILLE, FL	
HERNANDO COUNTY	**RNAV (GPS) Rwy 3**
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 27
NA when local weather not available.	
CHARLOTTE AMALIE, ST. THOMAS, VI	
CYRIL E. KING	**ILS Rwy 10[1]**, 700-2
	VOR-A, 1200-3
[1]NA when control tower closed.	
CHRISTIANSTED, ST. CROIX, VI	
HENRY E ROHLSEN	**ILS or LOC Rwy 10[1]**
	NDB Rwy 10[12]
	RNAV (GPS) Rwy 10[3]
	VOR Rwy 28[14]
[1]NA when control tower closed.	
[2]Category A,B, 1200-2; Category C,D, 1200-3.	
[3]Category A,B, 1000-2; Category C,D, 1000-3.	
[4]Category A,B, 900-2; Category C,D, 900-3.	

NAME	ALTERNATE MINIMUMS
CRESTVIEW, FL	
BOB SIKES	**ILS Rwy 17[12]**
	RNAV (GPS) Rwy 17[1]
	RNAV (GPS) Rwy 35[1]
	VOR-A[3]
[1]NA when local weather not available.	
[2]Category D, 700-2.	
[3]Category D, 800-2¼.	
CRYSTAL RIVER, FL	
CRYSTAL RIVER	**RNAV (GPS) Rwy 9**
	RNAV (GPS) Rwy 27
	VOR/DME-A
NA when local weather not available.	
Category D, 800-2½.	
DAYTONA BEACH, FL	
DAYTONA BEACH INTL	**ILS or LOC Rwy 7L[1]**
	LOC BC Rwy 25R[1]
	VOR Rwy 16[2]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
DELAND, FL	
DELAND MUNI- SIDNEY H. TAYLOR FIELD	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 30
NA when local weather not available.	
FORT LAUDERDALE, FL	
FORT LAUDERDALE EXECUTIVE	**ILS or LOC Rwy 8[1]**
	RNAV (GPS) Rwy 26[2]
[1]ILS, Category D, 700-2.	
[2]NA when local weather not available.	

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NAME ALTERNATE MINIMUMS

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL ..... **ILS or LOC Rwy 9L[1]**
ILS or LOC Rwy 27R[1]
LOC Rwy 9R[2]
LOC/DME Rwy 13[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Y Rwy 9R[2]
RNAV (GPS) Z Rwy 9L[2]
RNAV (GPS) Rwy 27L[2]
RNAV (GPS) Y Rwy 27R[2]
RNAV (GPS) Rwy 31[2]
RNAV (RNP) Z Rwy 27R, 800-2¼
VOR Rwy 27R[2]

[1]ILS, Categories A,B,C, 700-2, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

FORT MYERS, FL

PAGE FIELD ..... **ILS Rwy 5[1]**
RNAV (GPS) Rwy 13[2]

[1]NA when FMY tower closed.
[2]NA when local weather not available.

SOUTHWEST FLORIDA INTL ..... **ILS or LOC Rwy 6[12]**

[1]NA when control tower closed.
[2]ILS, Category E, 700-2½; LOC, Category E, 800-2½.

FORT PIERCE, FL

ST LUCIE COUNTY INTL ..... **ILS or LOC Rwy 10R[1]**
NDB Rwy 28L[1]
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 28L
RNAV (GPS) Rwy 32
VOR/DME Rwy 14

NA when local weather not available.
[1]NA when control tower closed.

GAINESVILLE, FL

GAINESVILLE RGNL ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[1]
RNAV (GPS) Rwy 29[1]
VOR Rwy 25[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½.

JACKSONVILLE, FL

CECIL FIELD ..... **ILS or LOC RWY 36R[1]**
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 36R

NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

JACKSONVILLE, FL (CON'T)

CRAIG MUNI ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 32
VOR Rwy 14[1]
VOR/DME Rwy 32

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

JACKSONVILLE INTL ..... **ILS Rwy 7[1]**
ILS Rwy 13[2]
ILS or LOC Rwy 25[2]
RNAV (GPS) Rwy 31[3]
VOR/DME Rwy 31[4]

[1]ILS, Category D, 700-2, Category E,800-2¾. LOC, Category E, 800-2¾.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

KEY WEST, FL

KEY WEST INTL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

LAKELAND, FL

LAKELAND LINDER RGNL .. **ILS or LOC Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27[1]

NA when control tower closed.
[1]Category C 800-2¼; Category D, 800-2½.

LEESBURG, FL

LEESBURG INTL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

MARATHON, FL

THE FLORIDA KEYS MARATHON ..... **NDB-A**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 31

NA when local weather not available.

MARIANNA, FL

MARIANNA MUNI ..... **RNAV (GPS) Rwy 18**
VOR-A
VOR-B

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

MAYAGUEZ, PR
EUGENIO MARIA
DE HOSTOS ..... **VOR or GPS Rwy 9**
Categories A,B, 1000-2; Category C, 1000-3.
NA except for operators with approved weather reporting service.

MERRITT ISLAND, FL
MERRITT ISLAND ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

MIAMI, FL
KENDALL-TAMIAMI
EXECUTIVE ..... **ILS or LOC Rwy 9R[1]**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 27R
NA when local weather not available.
[1]Category D, 700-2.

MIAMI INTL ..... **ILS or LOC Rwy 27[1]**
ILS or LOC Rwy 30[2]
[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾.

OPA LOCKA ..... **ILS Rwy 9L**
ILS Rwy 12
ILS/DME Rwy 27R
NA when control tower closed.

NAPLES, FL
NAPLES MUNI... ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

OCALA, FL
OCALA INTL-JIM
TAYLOR FIELD.. ..... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 36
NA when local weather not available.

OKEECHOBEE, FL
OKEECHOBEE COUNTY.. **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
NA when local weather not available.

ORLANDO, FL
EXECUTIVE ..... **ILS or LOC Rwy 7**
LOC BC Rwy 25
VOR/DME Rwy 7
VOR/DME Rwy 25
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ORLANDO, FL (CON'T)
KISSIMMEE GATEWAY ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

ORLANDO INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 18R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R
ILS or LOC Rwy 36R
ILS, 700-2.

ORLANDO SANFORD
INTL ..... **ILS or LOC Rwy 9L[12]**
ILS or LOC Rwy 9R[12]
ILS or LOC Rwy 27R[12]
NDB-B[2]
NDB-C[2]
RNAV (GPS) Rwy 9L[1]
RNAV (GPS) Rwy 9R[1]
RNAV (GPS) Rwy 27R[1]
[1]NA when local weather not available.
[2]NA when control tower closed.

PANAMA CITY, FL
NORTHWEST FLORIDA-PANAMA
CITY INTL ..... **ILS or LOC/DME Rwy 16**
NA when control tower closed.

PENSACOLA, FL
PENSACOLA GULF
COAST RGNL ..... **ILS or LOC Rwy 17[1]**
VOR Rwy 8[2]
[1]NA when Pensacola tower closed.
[2]Category D, 800-2¼.

PERRY, FL
PERRY-FOLEY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category D, 900-2¾.

POMPANO BEACH. FL
POMPANO BEACH AIRPARK ..... **LOC Rwy 15[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]NA when control tower closed.

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NAME	ALTERNATE MINIMUMS
PUNTA GORDA, FL	
CHARLOTTE COUNTY	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 33
	VOR Rwy 4
	VOR Rwy 22
NA when local weather not available.	
ST. AUGUSTINE, FL	
ST. AUGUSTINE	**RNAV (GPS) Rwy 13**[1]
	RNAV (GPS) Rwy 31[1]
	VOR Rwy 13[2]
	VOR Rwy 31[2]
[1]NA when local weather not available.	
[2]NA when control tower closed.	
ST. PETERSBURG, FL	
ALBERT WHITTED	**RNAV (GPS) Rwy 7**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
	VOR Rwy 18
NA when local weather not available.	
ST. PETERSBURG-CLEARWATER, FL	
ST. PETERSBURG- CLEARWATER	
INTL	**ILS or LOC Rwy 17L**[12]
	ILS or LOC/DME Rwy 35R[12]
	RNAV (GPS)-A[2]
	RNAV (GPS) Rwy 17L[2]
	RNAV (GPS) Rwy 35R[2]
	VOR Rwy 4[3]
[1]Category E, 1000-3.	
[2]NA when local weather not available.	
[3]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.	
SAN JUAN, PR	
LUIS MUNOZ	
MARIN INTL	**ILS or LOC Rwy 10**[1]
	VOR or TACAN Rwy 8[2]
	VOR or TACAN Rwy 10[2]
	VOR or TACAN Rwy 26[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.	
[2]Category E, 900-3.	
SARASOTA(BRADENTON), FL	
SARASOTA/	
BRADENTON INTL	**ILS or LOC Rwy 14**[1]
	ILS or LOC Rwy 32[1]
	VOR Rwy 32[2]
[1]NA when control tower closed.	
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	

NAME	ALTERNATE MINIMUMS
STUART, FL	
WITHAM FIELD	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
TALLAHASSEE, FL	
TALLAHASSEE RGNL ...	**ILS or LOC Rwy 27**[123]
	ILS or LOC/DME Rwy 36[1]
	NDB Rwy 36[1]
	RNAV (GPS) Rwy 18[5]
	RNAV (GPS) Rwy 27[5]
	VOR/DME or TACAN Rwy 36[4]
	VOR Rwy 18[15]
[1]NA when control tower closed.	
[2]NA when local weather not available.	
[3]ILS,Categories A,B, 800-2; ILS,LOC,Category C, 800-2¼; Category D, 800-2½; Category E, 1000-3.	
[4]Category E, 1000-3.	
[5]Category D, 800-2¼.	
TAMPA, FL	
TAMPA INTL	**ILS or LOC Rwy 18R**
	ILS or LOC Rwy 36L
	RNAV (GPS) Rwy 18R
	RNAV (GPS) Rwy 36L
	RNAV (GPS) Rwy 36R
Category E, 1000-3.	
PETER O KNIGHT	**NDB-A**[1]
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 35
NA when local weather not available.	
[1]Categories A,B, 900-2; Category C, 900-2¾.	
TAMPA EXECUTIVE	**ILS or LOC Rwy 23**[1]
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 23
NA when local weather not available.	
[1]ILS,Categories B, C, 800-2.	
TITUSVILLE, FL	
NASA SHUTTLE	
LANDING FACILITY	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33
	TACAN Rwy 15
	TACAN Rwy 33
NA when local weather not available.	
Categories D, E, 1000-3.	
SPACE COAST RGNL	**ILS or LOC Rwy 36**[2]
	RNAV (GPS) Y Rwy 9[1]
	RNAV (GPS) Y Rwy 18[1]
	RNAV (GPS) Z Rwy 18[2]
	RNAV (GPS) Rwy 36[1]
[1]NA when local weather not available.	
[2]NA when control tower closed.	

NAME	ALTERNATE MINIMUMS
VERO BEACH, FL	
VERO BEACH MUNI	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 11R
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 29L

NA when local weather not available.

WEST PALM BEACH, FL

PALM BEACH INTL	**ILS or LOC Rwy 10L[1]**
	ILS or LOC Rwy 28R[1]
	RNAV (GPS) Y Rwy 14[2]
	VOR Rwy 14[3]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.
[3]Category A,B, 900-2;Category C, 900-2½;
Category D, 900-2¾.

WINTER HAVEN, FL

WINTER HAVEN'S	
GILBERT	**RNAV (GPS) Rwy 5[1]**
	RNAV (GPS) Rwy 11[1]
	VOR/DME-A

Category D, 800-2¼.
[1]NA when local weather not available.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

ORIG 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 262° CW to 158° from DER. **Rwy 26,** climb on a heading between 230° CW to 082° from DER.

NOTE: **Rwy 8,** vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. **Rwy 26,** vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: **Rwy 6,** multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. **Rwy 13,** multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. **Rwy 18,** multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72' MSL.

NAME	TAKE-OFF MINIMUMS

APALACHICOLA MUNI (CON'T)

Rwy 24, multiple trees beginning 24' from departure end of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/88' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end fo runway, 394' left of centerline, 41' AGL/47' MSL. **Rwy 31,** multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. **Rwy 36,** multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

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AVON PARK, FL

AVON PARK EXECUTIVE (AVO)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min. climb of 430' per NM to 500.

NOTE: **Rwy 5,** trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. **Rwy 10,** buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. **Rwy 28,** numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW MUNI (BOW)

ORIG 08157 (FAA)

NOTE: **Rwy 5,** trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway, 9' right of centerline, up to 65' AGL/184' MSL. **Rwy 9L,** vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from departure end of runway, 54' right of centerline, up to 54' AGL/173' MSL. **Rwy 9R,** trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL. **Rwy 23,** trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL. Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL. **Rwy 27L,** trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL. **Rwy 27R,** trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL.

BOCA RATON, FL

BOCA RATON

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1, or std. w/ a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 5,** numerous trees and poles beginning 185' from departure end of runway, 20' left of centerline, up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline, up to 28' AGL/45' MSL. **Rwy 23,** numerous trees, poles, and buildings beginning 278' from departure end of runway, 41' left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGL/171' MSL.

BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 2000 before turning west.

BROOKSVILLE, FL

HERNANDO COUNTY (BKV)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: **Rwy 3,** obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. **Rwy 9,** trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. **Rwy 21,** pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. **Rwy 27,** trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

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CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL 07046

DEPARTURE PROCEDURES: **Rwy 13**, diverse departure authorized. Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM. **Rwy 31**, diverse departure authorized 322° CCW to 143° only.

TAKE-OFF OBSTACLES: **Rwy 13**, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. **Rwy 31**, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL. Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions. **Rwy 28,** 800-3 or std. w/ min. climb of 366' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. **Rwy 28,** climb heading 280° to 2000 before turning north.

NOTE: **Rwy 10,** antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. **Rwy 28,** antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from departure end of runway, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121' left of centerline, 2' AGL/29' MSL. Trees beginning 2.39 NM from departure end of runway, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSEN

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ a min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 1300 before proceeding on course. **Rwy 28**, climb via heading 280° to 1100 before proceeding on course.

NOTE: **Rwy 10**, pole and bushes beginning 103' from departure end of runway, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway, 324' left of centerline, up to 203' AGL/231' MSL. **Rwy 28**, tree 517' from departure end of runway, 553' right of centerline, 54' AGL/114' MSL. Tower 1499' from departure end of runway, 802' right of centerline, 50' AGL/140' MSL.

CLEWISTON, FL

AIRGLADES (2IS)

ORIG 09071 (FAA)

NOTE: **Rwy 31,** vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

CRESTVIEW, FL

BOB SIKES (CEW)

ORIG 08213 (FAA)

NOTE: **Rwy 17,** trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. **Rwy 35,** trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

CROSS CITY, FL

CROSS CITY (CTY)

ORIG 08157 (FAA)

NOTE: **Rwy 4,** trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. **Rwy 13,** trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Tank 3302' from departure end of runway, 927' right of centerline, 101' AGL/141' MSL. **Rwy 22,** trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL. **Rwy 31,** trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.

CRYSTAL RIVER, FL

CRYSTAL RIVER (CGC)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 260' per NM to 600, or 500-2¾ with min. climb of 210' per NM to 900, or 900-2½ for climb in visual conditions. **Rwys 18, 36,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 096° to 700 before turning right, or for climb in visual conditions cross Crystal River airport at or above 800 before proceeding on course.

NOTE: **Rwy 9,** vehicles on road beginning 6' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Multiple trees beginning 364' from DER, from 680' left of centerline to 820' right of centerline, up to 100' AGL/129' MSL. **Rwy 27,** trees 17' from DER, 484' right of centerline, up to 100' AGL/109' MSL. Vehicles on road beginning 368' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Power line beginning 474' from DER, from left to right of centerline, up to 26' AGL/45' MSL. Building 916' from DER, on centerline, 26' AGL/35' MSL. Multiple trees beginning 762' from DER, from 915' left of centerline to 641' right of centerline, up to 100' AGL/119' MSL.

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)
AMDT 4 09239 (FAA)

NOTE: **Rwy 7L,** multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL. **Rwy 7R,** tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. **Rwy 16,** multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. **Rwy 25L,** multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. **Rwy 25R,** multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL. **Rwy 34,** multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2¼ or std. w/ min. climb of 254' per NM to 800. **Rwys 18, 36,** NA - dirt.

NOTE: **Rwy 9,** multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL. **Rwy 27,** multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 054° to 1800 before proceeding on course. **Rwy 12,** climb via heading 122° to 1800 before proceeding on course. **Rwy 23,** climb via heading 234° to 1800 before proceeding on course. **Rwy 30,** climb via heading 302° to 1800 before proceeding on course.

NOTE: **Rwy 5,** numerous trees beginning 64' from departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. **Rwy 12,** numerous trees beginning 154' from departure end of runway, 129' left of centerline, up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL. **Rwy 30,** numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. **Rwy 23,** light pole and numerous trees beginning 381' from departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of runway, 26' left of centerline, up to 100' AGL/129' MSL.

DESTIN, FL

DESTIN-FORT WALTON BEACH (DTS)
ORIG-A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 200-1 or std. w/ min. climb of 252' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 400 before making turn.

NOTE: **Rwy 14,** trees beginning 175' from DER, 351' left of centerline, up to 50' AGL/71' MSL. Buildings/rods beginning 3753' from DER, 76' left of centerline, up to 150' AGL/176' MSL. Buildings/rods 261' from DER, 76' right of centerline, up to 129' AGL/139' MSL. **Rwy 32,** trees beginning 65' from DER, 14' left of centerline, up to 50' AGL/83' MSL. Buildings/poles beginning 240' from DER, 457' left of centerline, up to 30' AGL/54' MSL. Trees beginning 78' from DER, 17' right of centerline, up to 50' AGL/84' MSL.

DUNNELLON, FL

MARION COUNTY (X35)
ORIG 10042 (FAA)

NOTE: **Rwy 5,** trees beginning 17' from DER, 279' left of centerline, up to 100' AGL/169' MSL. Trees beginning 481' from DER, 304' right of centerline, up to 100' AGL/179' MSL. **Rwy 9,** trees beginning 315' from DER, 281' right of centerline, up to 100' AGL/164' MSL. Trees beginning 693' from DER, 332' left of centerline, up to 100' AGL/164' MSL. **Rwy 23,** tree 705' from DER, 455' left of centerline, 100 AGL/164' MSL. Tree 2132' from DER, 212' right of centerline, 100' AGL/164' MSL. **Rwy 27,** trees beginning 354' from DER, 417' right of centerline, up to 100' AGL/174' MSL. Trees beginning 921' from DER, 273' left of centerline, up to 100' AGL/164' MSL.

FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB)
ORIG 09323 (FAA)

NOTE: **Rwy 4,** vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL. Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL. Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL. Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. **Rwy 13,** trees beginning 31' from DER, 323' right of centerline, up to 25' AGL/36' MSL. Vehicles on roadway, 403' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL. **Rwy 26,** trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. **Rwy 31,** tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL. Trees beginning 518' from DER, 530' left of centerline, up to 91' AGL/96' MSL. Trees beginning 757' from DER, 563' right of centerline, up to 70' AGL/75' MSL. Trees beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 267° to 600 before turning left.

NOTE: **Rwy 8,** tree 1905' from departure end of runway, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. **Rwy 13,** hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. **Rwy 26,** multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL. **Rwy 31,** multiple trees beginning 704' from departure end of runway, 263' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 500 before turning left. **Rwy 13,** climb heading 138° to 800 before turning right. **Rwy 27L,** climb heading 273° to 600 before turning left. **Rwy 27R,** climb heading 273° to 500 before turning left.

NOTE: **Rwy 9L,** railroad, light pole, and antenna on building beginning 469' from departure end of runway, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. **Rwy 9R,** light pole 545' from departure end of runway, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. **Rwy 13,** multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. **Rwy 27L,** fence 154' from departure end of runway, 120' left of centerline, 5' AGL/13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway, 41' right of centerline, up to 105' AGL/114' MSL. **Rwy 27R,** antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL. **Rwy 31,** rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from departure end of runway, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from departure end of runway, 405' right of centerline, up to 111' AGL/116' MSL.

21 OCT 2010 to 18 NOV 2010

FORT MYERS, FL

PAGE FIELD (FMY)

AMDT 5 09239 (FAA)

NOTE: **Rwy 5,** bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. **Rwy 13,** bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. **Rwy 23,** sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. **Rwy 31,** concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

SOUTHWEST FLORIDA INTL

NOTE: **Rwy 6,** trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. **Rwy 24,** tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

FORT PIERCE, FL

ST. LUCIE COUNTY INTL (FPR)

AMDT 3 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10L, 28R,** NA-Environmental.

NOTE: **Rwy 10R,** bush 91' from DER, 496' left of centerline, 11' AGL/31' MSL. Tree 1044' from DER, 458' right of centerline, 36' AGL/51' MSL. Trees beginning 1124' from DER, 332' left of centerline, up to 100' AGL/144' MSL. **Rwy 14,** poles beginning 274' from DER, 385' right of centerline, up to 38' AGL/58' MSL. Trees beginning 963' from DER, 470' right of centerline, up to 61' AGL/81' MSL. Trees beginning 1082' from DER, 425' left of centerline, up to 49' AGL/69' MSL. **Rwy 32,** trees beginning 187' from DER, 153' right of centerline, up to 73' AGL/93' AGL/93' MSL. Trees beginning 1832' from DER, 133' left of centerline, up to 66' AGL/86' MSL.

GAINESVILLE, FL

GAINESVILLE RGNL

NOTE: **Rwy 7,** multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. **Rwy 11,** multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL. Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/122' MSL. **Rwy 25,** tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. **Rwy 29,** multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up t o 88' AGL/240' MSL.

HOLLYWOOD, FL

NORTH PERRY (HWO)

AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9L/R, 18L/R,36L/R,** NA - ATC request.

DEPARTURE PROCEDURE: **Rwys 27L/R,** climb heading 274° to 1100 before turning.

NOTE: **Rwy 27L,** trees, building and poles beginning 37' from DER, 13' right of centerline, up to 102' AGL/112' MSL. Trees, building and poles beginning 1115' from DER, 28' left of centerline, up to 87' AGL/95' MSL. **Rwy 27R,** trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline, up to 102' AGL/112' MSL.

HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized.

CAUTION: Unmarked and lighted balloon and cable to 14,000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwy 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from 150' left of centerline to 300' right of centerline. 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwy, from 520' left of centerline to 810' right of centerline.

HURLBURT FLD (KHRT)

MARY ESTHER, FL

TAKE-OFF OBSTACLES: Rwy 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.

IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2¼ or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: **Rwy 9,** tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. **Rwy 18,** buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. **Rwy 27,** fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. **Rwy 36,** trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ (VQS)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-2¼ w/ min. climb of 260' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 27,** 500-2½ w/ min. climb of 280' per NM to 2700 or std. w/ min. climb of 570' per NM to 1300 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 900 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquez airport at or above 1500 before proceeding on course. **Rwy 27,** climb heading to 270° to 2700 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquz airport at or above 1500 before proceeding on course.

NOTE: **Rwy 9,** vehicles on roadway beginning 26' from DER, left and right of centerline, up to 15' AGL/80' MSL. Trees beginning 70' from DER, 504' right of centerline, up to 100' AGL/165' MSL. Trees beginning 579' from DER, on centerline, up to 100' AGL/165' MSL. Trees beginning 1750' from DER, 956' right of centerline up to 100' AGL/493' MSL. **Rwy 27,** trees beginning 15' from DER, 225' left of centerline, up to 100' AGL/165' MSL. Trees beginning 16' from DER, 274' right of centerline, up to 100' AGL/165' MSL. Trees beginning 186' from DER, left and right of centerline, up to 100' AGL/165' MSL. Trees beginning 1206' from DER, 794' left of centerline, up to 100' AGL/493' MSL.

JACKSONVILLE, FL

CECIL FIELD

NOTE: **Rwy 18L,** tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

CRAIG MUNI (CRG)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 360' per NM to 1500' or 1300' and 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course.
Rwy 14, climb heading 139° to 700 before turning right.
Rwy 23, for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 1617' from departure end of runway, 182' right of centerline, up to 99' AGL/143' MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL. **Rwy 14,** trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. **Rwy 23,** trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL. Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL. Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL. **Rwy 32,** trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99' MSL.

HERLONG

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 060° to 800 before proceeding on course. **Rwy 11,** climb runway heading to 800 before proceeding on course.

JACKSONVILLE INTL

NOTE: **Rwy 7,** bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL. **Rwy 13,** electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/52' MSL. **Rwy 25,** multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. **Rwy 31,** tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.

21 OCT 2010 to 18 NOV 2010

JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

JACKSONVILLE, FL. 09155

DEPARTURE PROCEDURES: **Rwy 10,** Diverse departures only between 095° through 275° CW. **Rwy 14,** Diverse departures only between 095° through 320° CW. **Rwy 32,** Diverse departures only between 351° through 141° CCW.

TAKE-OFF OBSTACLES: **Rwy 28**: Pole 1064' from DER, 782' left of centerline, 65' MSL. **Rwy 32:** Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL. Pole 750' from DER, 559' right of centerline, 67' MSL. Road and vehicle 769' from DER at Rwy centerline, 35' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL. Pole 872' from DER, 285' left of centerline, 59' MSL. Trees 945' from DER, 137' left of centerline, 77' MSL. Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL. Trees 1317' from DER, 366' left of centerline, 94' MSL. Trees 1547' from DER, 421' left of centerline, 104' MSL. Trees 1737' from DER, 131' left of centerline, 108' MSL. Trees 1907' from DER, 462' left of centerline, 128' MSL. Trees 2037' from DER, 321' left of centerline, 130' MSL. Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744' from DER, 616' left of centerline, 87' MSL.

KEY WEST, FL

KEY WEST INTL

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL.

NOTE: **Rwy 9,** rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL. **Rwy 27,** pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44' MSL.

KEY WEST NAS(BOCA CHICA FLD) (KNQX)

KEY WEST, FL. 10042

DEPARTURE PROCEDURE: **Rwy 3,** Cross DER at or above 25' AGL/31' MSL. Diverse departures authorized between 028° CCW 216°. Left turn to departure heading only. **Rwy 7,** Diverse departures authorized 087° CW 257°. Crossing DER climb on heading 065° until reaching 3 DME from NQX TACAN, then turn right to departure heading. Other headings and left turns on departure expect radar vectors. Do not exceed 310 KIAS until established on heading or receiving radar vectors. If no vectors are received within 6 DME of NQX TACAN or 12 DME of EYW VORTAC, make climbing right turn direct EYW VORTAC for enroute aircraft and NQX TACAN for military aircraft intending use of local special use airspace. Turboprop cross VORTAC or TACAN at or above 3000, Turbojet cross VORTAC or TACAN at or above 5000. Do not exceed 310 KIAS until crossing VORTAC or TACAN. **Rwy 13,** Diverse departures authorized 084° CW 315°. **Rwy 21,** Diverse departures authorized 084° CW 315°. **Rwy 25,** Diverse departures authorized 084° CW 315°. **Rwy 31,** Diverse departures authorized 035° CCW 084°.

TAKE-OFF OBSTACLES: **Rwy 3,** Mast 58' AGL/63' MSL, 1374' from DER, 323' left of centerline. **Rwy 31,** Bldg 39' AGL/43' MSL, 1058' from DER, 558' right of centerline. Pole 54' AGL/58' MSL, 1551' from DER, 474' right of centerline.

KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL. **Rwy 11,** trees beginning 995' from departure end of runway, on centerline, up to 100' AGL/309' MSL. **Rwy 23,** trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL. **Rwy 29,** trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL. Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.

21 OCT 2010 to 18 NOV 2010

LA BELLE, FL

LA BELLE MUNI (X14)
ORIG 08045 (FAA)

NOTE: **Rwy 14,** vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL. **Rwy 32,** airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119' MSL. Vehicle on roadway beginning 136' from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

LAKE CITY, FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 330' per NM to 500.

LAKE WALES, FL

LAKE WALES MUNI (X07)
ORIG 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229' MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. **Rwy 17,** trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. **Rwy 24,** trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. **Rwy 35,** trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

LAKELAND, FL

LAKELAND LINDER RGNL

NOTE: **Rwy 5,** trees 720' from departure end of runway, 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. **Rwy 9,** trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL. **Rwy 27,** trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2 ¼ or std. w/ min. climb of 272' per NM to 600.

NOTE: **Rwy 3,** tower 1.78 NM from DER, 2631' left of centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL. Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. **Rwy 13,** trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/150' MSL.Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/80' MSL. **Rwy 21,** tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL. Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline, 15' AGL/82' MSL. **Rwy 31,** poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL. Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

MACDILL AFB (KMCF)

TAMPA, FL 07102

TAKE-OFF OBSTACLES: **Rwy 4;** Palm tree 60' AGL/73' MSL 2134' from DER, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.

MARATHON, FL

THE FLORIDA KEYS MARATHON (MTH)
AMDT 1 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. **Rwy 25,** climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: **Rwy 7,** trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from departure end of runway, 323' right of centerline, 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL. **Rwy 25,** trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from departure end of runway, 693' left of centerline, 60' AGL/67' MSL.

MARCO ISLAND, FL

MARCO ISLAND (MKY)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 005° to 700 before turning west. **CAUTION:** Strobelight and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. **All aircraft** should establish positive course guidance to ensure avoidance of this obstacle.

NOTE: **Rwy 17,** trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. **Rwy 35,** antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

MARIANNA, FL

MARIANNA MUNI (MAI)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 222' per NM to 400.

NOTE: **Rwy 8,** trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. **Rwy 18,** trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. **Rwy 26,** trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. **Rwy 36,** trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR

EUGENIO MARIA DE HOSTOS

TAKE-OFF MINIMUMS: **Rwy 9,** 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 9,** climb via MAZ R-083 to 2500, aircraft northeastbound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. **Rwy 27,** climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

MAYPORT, FL 08073

TAKE-OFF OBSTACLES: **Rwy 5,** Vessels with masts to 150' MSL, 500' to 2900' from DER. **Rwy 23,** Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

MELBOURNE, FL

MELBOURNE INTL

NOTE: **Rwy 5**, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. **Rwy 9L,** tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. **Rwy 9R,** multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36' AGL/56' MSL. **Rwy 23**, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. **Rwy 27R,** multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL

MERRITT ISLAND

NOTE: **Rwy 29,** rod on airport beacon obstruction light, 138' from departure end of runway, 514' right of centerline, 61' AGL/67' MSL; pole, 82' from departure end of runway, 403' left of centerline, 34' AGL/40' MSL; pole, 468' from departure end of runway, 508' right of centerline, 37' AGL/43' MSL; hangar, 221' from departure end of runway, 278' right of centerline, 22' AGL/28' MSL; pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL; tree, 987' from departure end of runway, 476' left of centerline, 40' AGL/46' MSL; tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL; tree 1415' from departure end of runway, 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway, 530' right of centerline, 25' AGL/31' MSL; tree, 1654' from departure end of runway, 464' right of centerline, 48' AGL/54' MSL; obstruction light on windsock, 551' from departure end of runway, 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL; building, 429' from departure end of runway, 436' right of centerline, 15' AGL/21' MSL; tree, 1953' from departure end of runway, 524' left of centerline, 49' AGL/55' MSL.

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE (TMB)

AMDT 8 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 800 before turning right. **Rwy 9R,** climb heading 093° to 900 before turning right. **Rwy 13,** climb heading 133° to 1400 before turning right. **Rwy 27L,** climb heading 273° to 1400 before turning left. **Rwy 27R,** climb heading 273° to 1300 before turning left. **Rwy 31,** climb heading 313° to 900 before turning left.

NOTE: **Rwy 9L,** trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. **Rwy 9R,** signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. **Rwy 13,** tree 1100' from DER, 764' right of centerline, 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. **Rwy 27L,** transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. **Rwy 27R,** trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. **Rwy 31,** trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119' MSL.

MIAMI, FL (CON'T)

MIAMI INTL

TAKE-OFF MINIMUMS: **Rwy 8L,** 300-1¼ or std. w/ min. climb of 382' per NM to 300. **Rwy 9,** std. w/ min. climb of 233' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8L/R,** climb heading 092° to 1000 before turning right. **Rwy 12,** climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.

NOTE: **Rwy 8L,** building 3391' from departure end of runway, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from departure end of runway, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from departure end of runway, 691' left of centerline, up to 150' AGL/164' MSL. **Rwy 8R,** tree 4064' from departure end of runway, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL. **Rwy 9,** light 1232' from departure end of runway, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. **Rwy 12,** railroad beginning 4' from departure end of runway, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway, 345' left of centerline, 21' AGL/30' MSL. **Rwy 26L,** tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/75' MSL. **Rwy 26R,** tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. **Rwy 27,** railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL. **Rwy 30,** pole, multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of runway, 785' left of centerline, 52' AGL/66' MSL.

21 OCT 2010 to 18 NOV 2010

MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF)
AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9R,** 300-1 or std. w/ min. climb of 365' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 089° to 1200 before turning north. **Rwy 9R,** climb heading 089° to 1000 before turning north. **Rwy 12,** climb heading 124° to 600 before turning north. **Rwy 27R,** climb heading 269° to 500 before turning north.

NOTE: **Rwy 9L**, fence 48' from DER, 497' left of centerline, 7' AGL/17' MSL. Trees 3246' from DER, 885' right of centerline, 78' AGL/92' MSL. **Rwy 9R,** pole 1438' from DER, 737' right of centerline, 31' AGL/45' MSL. Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline, 165' AGL/181' MSL. **Rwy 12,** trees1558' from DER, 610' right of centerline, 49' AGL/63' MSL. Trees 3564' from DER, 922' left of centerline, 100' AGL/109' MSL. **Rwy 27L,** poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL. Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL. **Rwy 27R,** trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL. Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL. **Rwy 30,** tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 100' AGL/109' MSL. Towers beginning 2542' from DER 565' right of centerline, up to 100' AGL/105' MSL.

MILTON, FL

PETER PRINCE FIELD (2R4)
ORIG-A 10182 (FAA)

NOTE: **Rwy 18,** trees beginning 102' from DER, 51' left of centerline, up to 93' AGL/163' MSL. Trees beginning 1014' from DER, 13' right of centerline, up to 83' AGL/153' MSL. Pole 711' from DER, 164' left of centerline, 40' AGL/106' MSL. Poles beginning 766' from DER, 68' right of centerline, 40' AGL/109' MSL. Railroad 572' from end of runway, 23' AGL/110' MSL. Road 549' from DER, 17' AGL/94' MSL. **Rwy 36,** trees beginning 27' from DER, 329' left of centerline up to 45' AGL/101' MSL. Trees beginning 40' from DER, 98' right of centerline, up to 30' AGL/90' MSL.

NAPLES, FL

NAPLES MUNI (APF)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 600 before turning left.

NOTE: **Rwy 5,** trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. **Rwy 14,** trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. **Rwy 23,** trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. **Rwy 32,** trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwy 15, Climb rwy heading to 800 before turning East.

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI

NOTE: **Rwy 2,** tree 1271' from departure end of runway, 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway, 585' right of centerline, 48' AGL/56' MSL. **Rwy 7,** transmission tower 348' from departure end of runway, 348' right of centerline, 43' AGL/51' MSL, transmission tower 1832' from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. **Rwy 11,** tree 509' from departure end of runway, 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGL/62' MSL. **Rwy 20,** tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway, 322' left of centerline, 72' AGL/81' MSL. **Rwy 25,** tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL. **Rwy 29,** tree 1853' from departure end of runway, 197' left of centerline, 90' AGL/100' MSL, tree 1535' from departure end of runway, 394' right of centerline, 76' AGL/86' MSL.

MASSEY RANCH AIRPARK (X50)
ORIG 09323 (FAA)

NOTE: **Rwy 18,** trees beginning 132' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/109' MSL. **Rwy 36,** trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL. Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL. Tower 5101' from DER, 401' right of centerline, 152' AGL/162' MSL.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 069° to 500 before proceeding on course.

NOTE: **Rwy 18,** trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. **Rwy 26,** trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. **Rwy 36,** taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL. Trees beginning 196' from departure end of runway, 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.

ORLANDO, FL

EXECUTIVE (ORL)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 500-2½ or std. with a min. climb of 260' per NM to 700.

DEPATURE PROCEDURE: **Rwy 31,** climb heading 314° to 600 before turning left.

NOTE: **Rwy 7,** numerous trees beginning 194' from departure end of runway, 542' right of centerline, up to 114' AGL/132' MSL. **Rwy 13,** numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline, up to 119' AGL/173' MSL. Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/160' MSL. **Rwy 25,** building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL. Numerous trees beginning 1318' from departure end of runway, 277' right of centerline, up to 119' AGL/191' MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL. **Rwy 31,** numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline, up to 104' AGL/161' MSL.

KISSIMMEE GATEWAY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1.

ORLANDO INTL (MCO)

AMDT 1 08269 (FAA)

NOTE: **Rwy 17L,** multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151' MSL. **Rwy 17R,** tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. **Rwy 35L,** light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. **Rwy 35R,** multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89' AGL/172' MSL. **Rwy 36L,** light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL. **Rwy 36R,** multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from departure end of runway, 726' left of centerline, 94' AGL/123' MSL.

ORLANDO, FL(CON'T)

ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 27L,** climb heading 275° to 800 before proceeding northbound. **Rwy 27C,** climb heading 275° to 900 before proceeding northbound. **Rwy 27R,** climb heading 275° to 900 before proceeding northbound. **Rwy 36,** climb heading 005° to 2000 before proceeding on course.

NOTE: **Rwy 9L,** trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway, 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. **Rwy 9C,** bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL. Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. **Rwy 9R,** utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL/71' MSL. Post 1' from departure end of runway, 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL. **Rwy 27L,** trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131' MSL. Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. **Rwy 27C,** tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL. Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. **Rwy 27R,** tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL. Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453' from departure end of runway, 179' right of centerline up to 63' AGL/112' MSL.

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)

ORIG 09211 (FAA)

NOTE: **Rwy 8,** trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. **Rwy 26,** trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 17,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. **Rwy 35,** trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 9,** trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL. Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. **Rwy 12,** trees beginning at DER, 285' right of centerline, up to 100' AGL/131' MSL. Trees beginning 1337' from DER, 211' left of centerline, up to 64' AGL/93' MSL. **Rwy 17,** trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL. **Rwy 27,** trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. **Rwy 30,** trees beginning 401' from DER, 554' right of centerline, up to 100' AGL/129' MSL. Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER, 41' left of centerline, up to 100' AGL/129' MSL. **Rwy 35,** buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL. Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER COUNTY (XFL)
ORIG-A 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 700 before turning Northbound. **Rwy 29,** climb heading 270° to 1700 before proceeding on course.

PAHOKEE, FL

PALM BEACH COUNTY GLADES

NOTE: **Rwy 17,** tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

PANAMA CITY, FL

NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

NOTE: **Rwy 16,** trees beginning 2644' from DER, 382' right of centerline, up to 82' AGL/131' MSL.

PATRICK AFB (KCOF)

COCOA BEACH, FL 08017

Rwy 2, Diverse departure authorized. Cross DER at or above 10' AGL/18' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 11**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. **Rwy 20**, Diverse departure authorized. Cross DER at or above 20' AGL/25' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 29**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. TAKE-OFF OBSTACLES: **Rwy 2**, Trees 150' AGL/170' MSL, 1 NM from DER, 1985' left of centerline; Sign 26' AGL/33' MSL, 940' from DER, 648' left of centerline; Road + Truck 37' AGL/45' MSL, max 726' from DER, 620' right of centerline; Flag Pole 85' AGL/96' MSL, 3325' from DER, 1273' left of centerline; Trees 50' AGL/76' MSL, max 1892' from DER, 994' left of centerline; Trees 75' AGL/100' MSL, max 2872' from DER, 1254' left of centerline; Trees 70' AGL/77' MSL, max 2740' from DER, 731' left of centerline; Antenna 79' AGL/104' MSL, 3066' from DER, 1290' left of centerline; Road + Truck 12' AGL/29' MSL, max 747' from DER, 574' right of centerline. **Rwy 11**, terrain 158' from DER, 381' right of centerline, up to 16' MSL; terrain 0' inward of DER, 500' left of centerline, 16' MSL; wind sock 77' from DER, 227' right of centerline, 28' AGL/34' MSL; terrain starting 376' inward of DER, 841' right of centerline, up to 28' MSL; road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49' MSL; road + truck starting 1131' from DER, 240' right of centerline, up to 35' AGL/49' MSL; sailboard mast 914' from DER, 880' left of centerline, up to 0' AGL/21' MSL. **Rwy 20**, Trees 150' AGL/170' MSL, 1 NM from DER, 1801' and 1549' left of centerline; Trees 40' AGL/65' MSL, max 2526' from DER, 452' left of centerline; Trees 40' AGL/65' MSL, 2465' from DER, 620' left of centerline; Trees 40' AGL/100' MSL, 3503' from DER, 425' left of centerline. **Rwy 29**, terrain 86' from DER, 326' left of centerline, 13' MSL; terrain starting 0' from DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of centerline, up to 15' AGL/18'MSL; shrubs starting 380' from DER, 350' left of centerline, 60' AGL/65' MSL; bird cannon #2288' from DER, 455' right of centerline, 5' AGL/9' MSL; fiber optic box #1 168' from DER, 133' left of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL; sailboat mast 1583' from DER, 1221' right of centerline, 0' AGL/43' MSL; patrol boat starting 2' from DER, 775' left of centerline, up to 0' AGL/10' MSL; sailboat mast starting 786' from DER, 888' left of centerline, 0' AGL/43' MSL.

PENSACOLA, FL

PENSACOLA GULF COAST RGNL

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 800 before turning south.

PERRY, FL

PERRY-FOLEY

DEPARTURE PROCEDURE: **Rwys 6, 12, 30, 36,** climb on runway heading to 800 before turning.

PLANT CITY, FL

PLANT CITY (PCM)
ORIG 09127 (FAA)

NOTE: **Rwy 10,** trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL. Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

POMPANO BEACH, FL

POMPANO BEACH AIRPARK

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 261' per NM to 300. **Rwy 15,** 400-2 or std. w/ min. climb of 424' per NM to 500. **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 500 before proceeding on course. **Rwy 15,** climb heading 146° to 500 before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. **Rwy 10,** obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL. Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL. **Rwy 15,** building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of runway, 190' right of centerline, up to 48' AGL/57' MSL. Rod on light pole 871' from departure end of runway, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from departure end of runway, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from departure end of runway, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

POMPANO BEACH AIRPARK (CON'T)

Rwy 24, multiple trees beginning 191' from departure end of runway, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from departure end of runway, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from departure end of runway, 418' right of centerline, 41' AGL/60' MSL. Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL. Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL.

Rwy 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from departure end of runway, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline, 190' AGL/207' MSL. **Rwy 33,** multiple trees beginning 136' from departure end of runway, 157' left of centerline, up to 59' AGL/78' MSL. Antenna on building 529' from departure end of runway, 399' left of centerline, 18' AGL/34' MSL. Multiple trees 702' from departure end of runway, 458' right of centerline, up to 37' AGL/56' MSL.

PONCE, PR

MERCEDITA

TAKE-OFF MINIMUMS: **Rwy 30,** 500-1 or std. with a min. climb of 510' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. **Rwy 30,** immediate climbing left turn to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

PUNTA GORDA, FL

CHARLOTTE COUNTY (PGD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-airport authority request.

NOTE: **Rwy 4,** multiple trees beginning 34' from departure end of runway, 292' right of centerline, up to 63' AGL/84' MSL. **Rwy 15,** multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. **Rwy 22,** multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. **Rwy 33,** tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

QUINCY, FL

QUINCY MUNI (2J9)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2 or std. w/ min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 14,** trees beginning abeam DER, 421' left of centerline, up to 100' AGL/299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. **Rwy 32,** trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

ST. AUGUSTINE, FL

ST. AUGUSTINE

NOTE: **Rwy 2,** trees 1355' from departure end of runway, 314' right of centerline, 100' AGL/104' MSL. **Rwy 20,** aircraft on ramp abeam departure end of runway, 158' right of centerline, up to 32' AGL/41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline, up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway, 180' left of centerline, up to 16' AGL/26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL. **Rwy 24,** hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL. Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. **Rwy 31,** numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL. Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85' AGL/99' MSL.

ST. PETERSBURG, FL

ALBERT WHITTED

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: **Rwy 18,25,** climb runway heading to 500 before turning right. **Rwy 7,36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 25,** 70' MSL/63' AGL building 350' from departure end of runway, 375' left of runway centerline.

ST. PETERSBURG, FL (CON'T)

ST. PETERSBURG-CLEARWATER INTL (PIE)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17R, 35L,** NA - VFR runway. **Rwy 22,** 200-1¼ or std. w/ min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 500 before proceeding southbound.

NOTE: **Rwy 4,** trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL. Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL. **Rwy 9,** trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/ 44' MSL. **Rwy 17L,** building 689' from departure end of runway, 418' right of centerline, 35' AGL/ 44' MSL. Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of centerline, 44' AGL/ 53' MSL. Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL. Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. **Rwy 22,** trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/ 74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. **Rwy 27,** poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL.

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 290' per NM to 400. **Rwy 27,** 300-1.

NOTE: **Rwy 9,** numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. **Rwy 27,** ship maneuvering area within 5200' of departure end of runway.

SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU)

AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. **Rwy 10,** climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. **Rwy 26,** climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. **Rwy 28,** climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: **Rwy 8,** trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. **Rwy 10,** trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. **Rwy 26,** building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. **Rwy 28,** bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

SARASOTA(BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)

AMDT 1 08269 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 831' from departure end of runway, 91' right of centerline, up to 57' AGL/87' MSL. Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSL. Floodlight 786' from departure end of runway, 152' right of centerline, 22' AGL/47' MSL. Pole 989' from departure end of runway, 492' right of centerline, 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL. Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway, 506' left of centerline, 33' AGL/58' MSL. Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL. **Rwy 14,** multiple trees beginning 345' from departure end of runway, 277' right of centerline, up to 69' AGL/94' MSL. Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL. Railroad 431' from departure end of runway, 533' left of centerline, 24' AGL/44' MSL. **Rwy 22,** tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL. Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/74' MSL. Light pole 1157' from departure end of runway, 530' left of centerline, 42' AGL/62' MSL. Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL. Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway, 162' left of centerline, 31' AGL/51' MSL. Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/50' MSL. Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL. Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL. Flood light 643' from departure end of runway, 319' right of centerline, 27' AGL/47' MSL. Vehicle on road 527' from departure end of runway, 282' right of centerline, 17' AGL/37' MSL. **Rwy 32,** multiple trees beginning 606' from departure end of runway, 2' right of centerline, up to 51' AGL/7l' MSL. Multiple trees beginning 775' from departure end of runway, 113' left of centerline, up to 68' AGL/88' MSL. Wall 119' from departure end of runway, 465' left of centerline, 29' AGL/49' MSL. Pole 945' from departure end of runway, 531' left of centerline, 41' AGL/61' MSL. Antenna 732' from departure end of runway, 168' left of centerline, 34' AGL/54' MSL. Vehicle on road 675' from departure end of runway, 277' left of centerline, 17' AGL/51' MSL. Light pole 837' from departure end of runway, 326' left of centerline, 34' AGL/54' MSL. Tower 5674' from departure end of runway, 1845' left of centerline, 162' AGL/177' MSL.

21 OCT 2010 to 18 NOV 2010

SEBRING, FL

SEBRING RGNL

NOTE: **Rwy 14,** trees 1716' from departure end of runway, 527' right of centerline, up to 100' AGL/150' MSL. **Rwy 18,** trees beginning 11' from departure end of runway, 216' right of centerline, up to 76' AGL/132' MSL. **Rwy 32,** trees 988' from departure end of runway, 23' right of centerline, up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL. **Rwy 36,** trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107' MSL. Trees beginning 107' from departure end of runway, 141' left of centerline, up to 51' AGL/101' MSL.

STUART, FL

WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 290° to 1700 before proceeding on course. **Rwy 30,** climb heading 295° to 1300 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. **Rwy 12,** pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. **Rwy 16,** trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL. **Rwy 25,** storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. **Rwy 30,** trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. **Rwy 34,** trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE RGNL

NOTE: **Rwy 9,** trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84' right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. **Rwy 27,** trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. **Rwy 36,** tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure end of runway, 559' right of centerline, up to 61' AGL/140' MSL.

TALLAHASSEE/HAVANA, FL

TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1½ or std. w/ a min. climb gradient of 344' per NM to 500.

NOTE: **Rwy 16,** road beginning 0' from departure end of runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. **Rwy 34,** trees beginning 0' from departure end of runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

TAMPA, FL

PETER O KNIGHT (TPF)

AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ min. climb of 497' per NM to 850 or 900 - 2½ for climb in visual conditions. **Rwys 17, 21,** 300-1½. **Rwy 35,** 700-2½.

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: cross Peter O Knight Field at or above 900 MSL before proceeding on course.

NOTE: **Rwy 3,** ship 296' from DER, 3' right of centerline, 177' AGL/185' MSL. Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL. Towers 1366' from DER, 279' left of centerline, up to 110' AGL/117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL. **Rwy 17,** ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 21,** ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 35,** multiple buildings beginning 1.2 NM from DER, 127' left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL. Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

TAMPA EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. with a min. climb of 220' per NM to 600.

21 OCT 2010 to 18 NOV 2010

TAMPA, FL (CON'T)

TAMPA INTL (TPA)

AMDT 8 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 094° to 800 before turning right.

NOTE: **Rwy 9,** multiple trees 1281' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER 265' right of centerline, 105' AGL/145' MSL. Multiple trees beginning 134' from DER, 73' left of centerline, up to 103' AGL/114' MSL. **Rwy 18L,** antenna on obstruction light building, 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL. **Rwy 18R,** trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL. **Rwy 27,** building and antenna beginning 4354' from DER, 1162' left of centerline, up to 146' AGL/158' MSL. Multiple trees beginning 479' from DER, 419' right of centerline, up to 53' AGL/67' MSL. Multiple trees beginning 128' from DER, 3' left of centerline, up to 54' AGL/68' MSL. Pole 474' from DER, 436' left of centerline, up to 30' AGL/35' MSL. **Rwy 36L,** tree 752' from DER, 596' right of centerline, 42' AGL/66' MSL.

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)

AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGL/419' MSL.

NASA SHUTTLE LANDING FACILITY (TTS)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 155° to 700 before turning Eastbound.

NOTE: **Rwy 15,** trees beginning 2177' from DER, across centerline, up to 100' AGL/104' MSL. **Rwy 33,** trees beginning 445' from DER, 482' right of centerline, up to 100' AGL/106' MSL. Trees beginning 1275' from DER, 80' left of centerline, up to 100' AGL/106' MSL.

SPACE COAST RGNL

TAKE-OFF MINIMUMS: NOTE: **Rwy 36,** 60' AGL trees 254' from departure end of runway, 526' right of centerline.

TYNDALL AFB (KPAM)

PANAMA CITY, FL. 06327

TAKE-OFF OBSTACLES: **Rwy 13L**, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. **Rwy 31L**, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. **Rwy 31R**, 29' MSL/13' AGL vehicle 2' inward of DER, 458' right of centerline. 29' MSL/13' AGL vehicle 3' inward of DER, 383' left of centerline.

VENICE, FL

VENICE MUNI (VNC)

AMDT 1 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 047° to 700 before turning right. **Rwy 31,** climb heading 303° to 1500 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. **Rwy 13,** trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway, 610' right of centerline, up to 40' AGL/49' MSL. **Rwy 22,** building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. **Rwy 31,** trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL/69' MSL.

VERO BEACH, FL

VERO BEACH MUNI

NOTE: **Rwy 4,** multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL. **Rwy 11L,** multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway, 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL. **Rwy 11R,** pole 709' from departure end of runway, 522' left of centerline, 28' AGL/45' MSL. Spire 1622' from departure end of runway, 574' right of centerline, 44' AGL/61' MSL. **Rwy 22,** vehicles on road abeam departure end of runway, 421' left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline, up to 15' AGL/39' MSL. Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL. **Rwy 29L,** multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. **Rwy 29R,** multiple antennas and trees beginning 1656' from departure end of runway, 111' right of centerline, up to 70' AGL/90' MSL. Multiple trees beginning 1782' from departure end of runway, 247' left of centerline, up to 65' AGL/85' MSL.

WAUCHULA, FL

WAUCHULA MUNI

NOTE: **Rwy 18,** trees 450' from departure end of runway, 130' left of centerline, 22' AGL/126' MSL. **Rwy 36,** trees 183' from departure end of runway, 350' left of centerline, 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.

WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA-turf runway.

NOTE: **Rwy 8R,** trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/ 124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. **Rwy 13,** trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. **Rwy 26L,** trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. **Rwy 31,** trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway, 425' left of centerline, up to 20' AGL/44 ' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.

PALM BEACH COUNTY PARK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 330' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 21, 33,** climb runway heading to 1000 before turning west. **Rwy 27,** climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: **Rwy 3,** crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. **Rwy 33,** crane 4700' from departure end of runway, on centerline, 220' AGL/234' MSL.

PALM BEACH INTL (PBI)
AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 28L,** climb heading 279° to 1200 before turning left. **Rwy 28R,** climb heading 279° to 1200 before turning left.

NOTE: **Rwy 10R,** antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. **Rwy 10L,** light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. **Rwy 14,** transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. **Rwy 28R,** light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. **Rwy 32,** trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL 07354

TAKE-OFF OBSTACLES: **Rwy 5**, trees 809' from DER, 646' left of centerline, 40' AGL/200' MSL. **Rwy 32**, trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

WILLISTON, FL

WILLISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2½ or std. w/ min. climb of 257' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course. **Rwy 14,** climb heading 142° to 600 before proceeding on course. **Rwy 23,** climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: **Rwy 5,** brush and multiple trees beginning 38' from departure end of runway, 54' leftof centerline, up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up t o 100' AGL/ 179' MSL. **Rwy 14,** multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/ 179' MSL. **Rwy 23,** multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGl/189' MSL. **Rwy 32,** multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/ 124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194' MSL.

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT (GIF)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¼ or std. w/ min. climb of 325' per NM to 500. **Rwy 29,** std. w/ min. climb of 250' per NM to 700, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 29,** for climb in visual conditions, cross Winter Haven's Gilbert Field at or above 900 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 55' from DER, 340' left of centerline, up to 62' AGL/196' MSL. Trees 207' from DER, 465' right of centerline, up to 40' AGL/155' MSL. Vehicles on roadway, 227' from DER, 346' left of centerline, up to 17' AGL/151' MSL. Trees beginning 1712' from DER, 75' left of centerline, up to 81' AGL/ 200' MSL. **Rwy 11,** trees beginning 72' from DER, 330' left of centerline, up to 67' AGL/187' MSL. Vehicles on roadway 214' from DER, 277' right of centerline, up to 17' AGL/155' MSL. Trees beginning 445' from DER, 363' right of centerline, up to 82' AGL/203' MSL.**Rwy 23,** trees beginning 176' from DER, 345' left of centerline, up to 99' AGL/221' MSL. Tank 1.0 NM from DER, 972' left of centerline, 176' AGL/328' MSL. **Rwy 29,** trees beginning 75' from DER, 283' left of centerline, up to 59' AGL/187' MSL. Trees beginning 182' from DER, 284' right of centerline, up to 59' AGL/184' MSL. Tower 2.0 NM from DER, 2511' left of centerline, 310' AGL/ 457' MSL.

ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2 or std. with a min. climb of 280' per NM to 400.

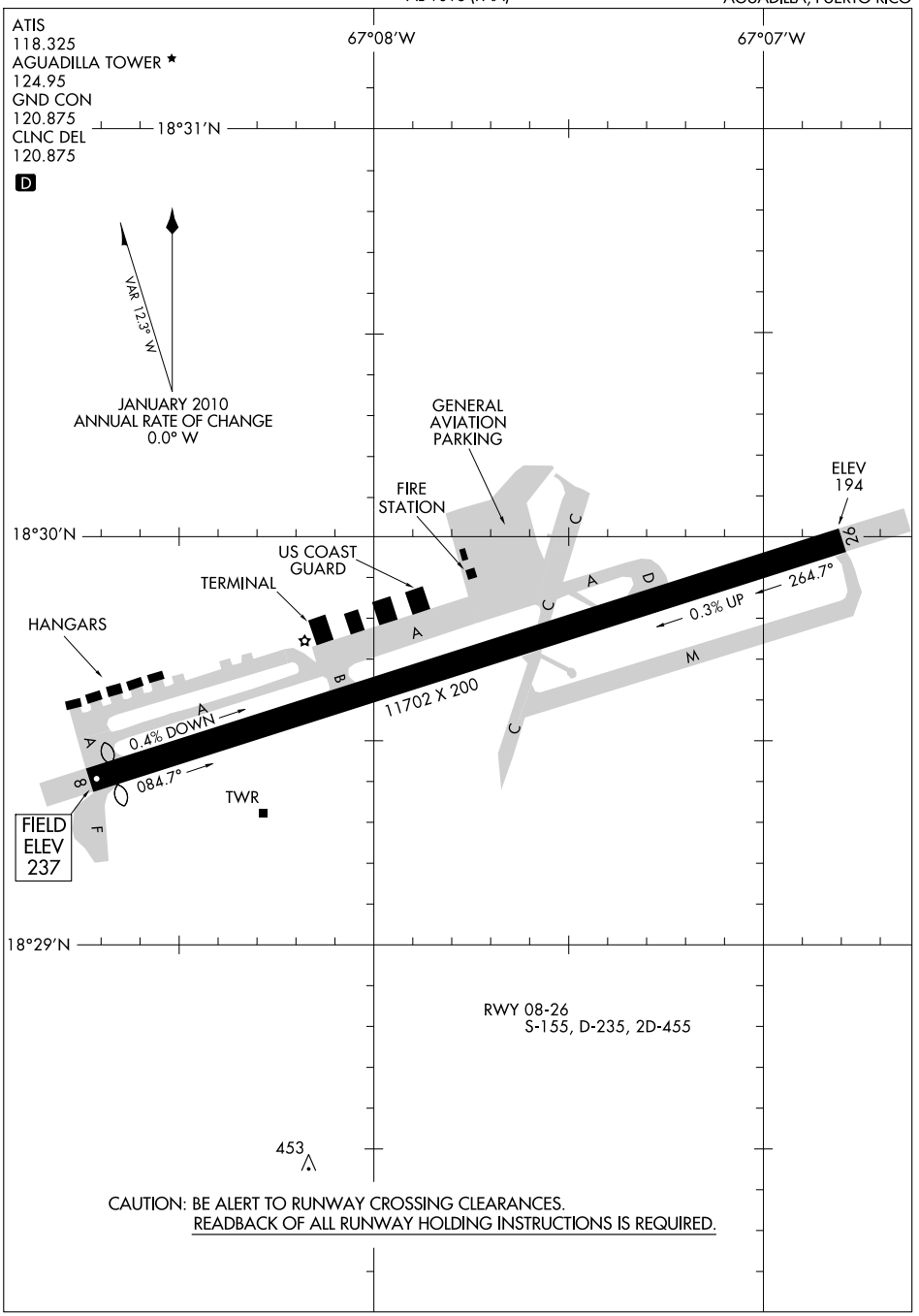
DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 500 before right turn.

NOTE: **Rwy 4,** tower 1.6 NM from departure end of runway, 2675' right of centerline, 260' AGL/346' MSL.

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AGUADILLA/RAFAEL HERNANDEZ (BQN) (TJBQ)
AL-1016 (FAA)
AGUADILLA, PUERTO RICO



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AGUADILLA, PUERTO RICO
AGUADILLA/RAFAEL HERNANDEZ (BQN) (TJBQ)

10210

APP CRS	Rwy Idg	11302
082°	TDZE	237
	Apt Elev	237

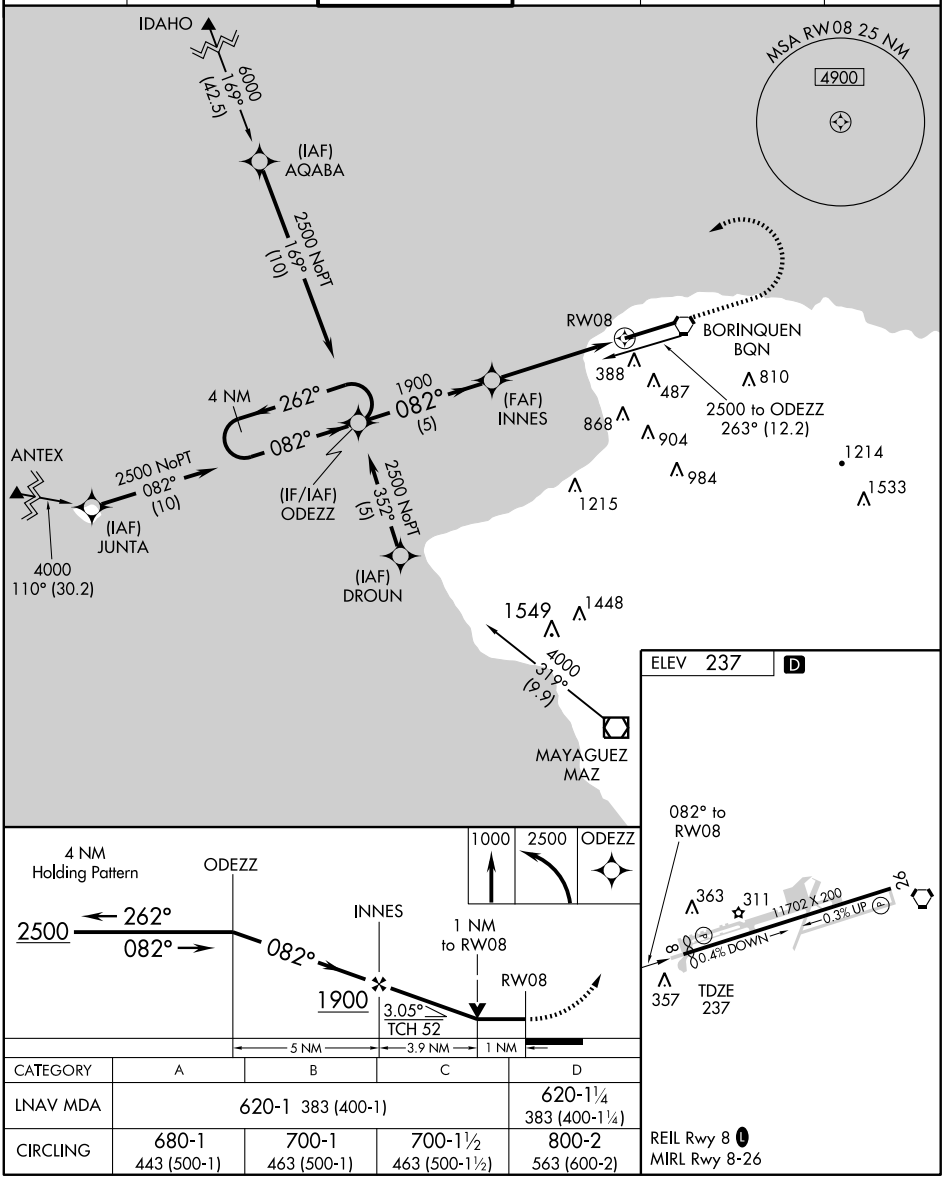
RNAV (GPS) RWY 8

AGUADILLA / RAFAEL HERNANDEZ (BQN) (TJBQ)

Obtain local altimeter setting on CTAF; when not received procedure not authorized. Circling not authorized south of Rwy 8-26. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 direct ODEZZ WP and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER	GND CON	CLNC DEL	UNICOM
118.325	124.35 269.35	124.95 (CTAF) L	120.875	120.875	123.0



CATEGORY	A	B	C	D
LNAV MDA	620-1 383 (400-1)			620-1¼ 383 (400-1¼)
CIRCLING	680-1 443 (500-1)	700-1 463 (500-1)	700-1½ 463 (500-1½)	800-2 563 (600-2)

REIL Rwy 8 L
MIRL Rwy 8-26

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BQN 113.5 Chan 82	APP CRS 085°	Rwy Idg 11302 TDZE 237 Apt Elev 237

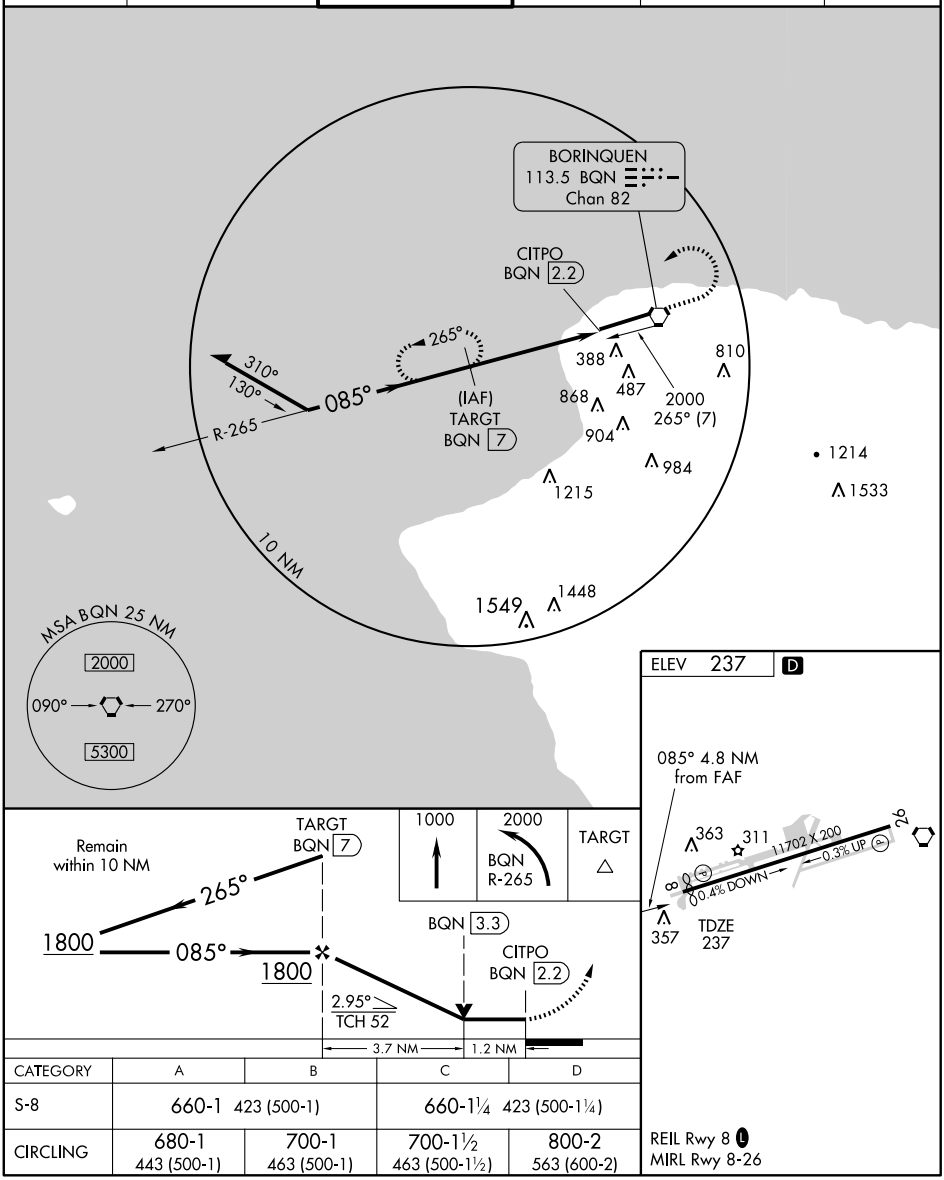
VOR/DME RWY 8

AGUADILLA / RAFAEL HERNANDEZ (BQN) (TJBQ)

Obtain local altimeter setting on CTAF; when not received procedure not authorized. Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via BQN R-265 to TARGT/7 DME and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER	GND CON	CLNC DEL	UNICOM
118.325	124.35 269.35	124.95 (CTAF) L	120.875	120.875	123.0



CATEGORY	A	B	C	D
S-8	660-1 423 (500-1)		660-1¼ 423 (500-1¼)	
CIRCLING	680-1 443 (500-1)	700-1 463 (500-1)	700-1½ 463 (500-1½)	800-2 563 (600-2)

REIL Rwy 8 L
MIRL Rwy 8-26

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BQN 113.5 Chan 82	APP CRS 085°	Rwy Idg 11302 TDZE 237 Apt Elev 237

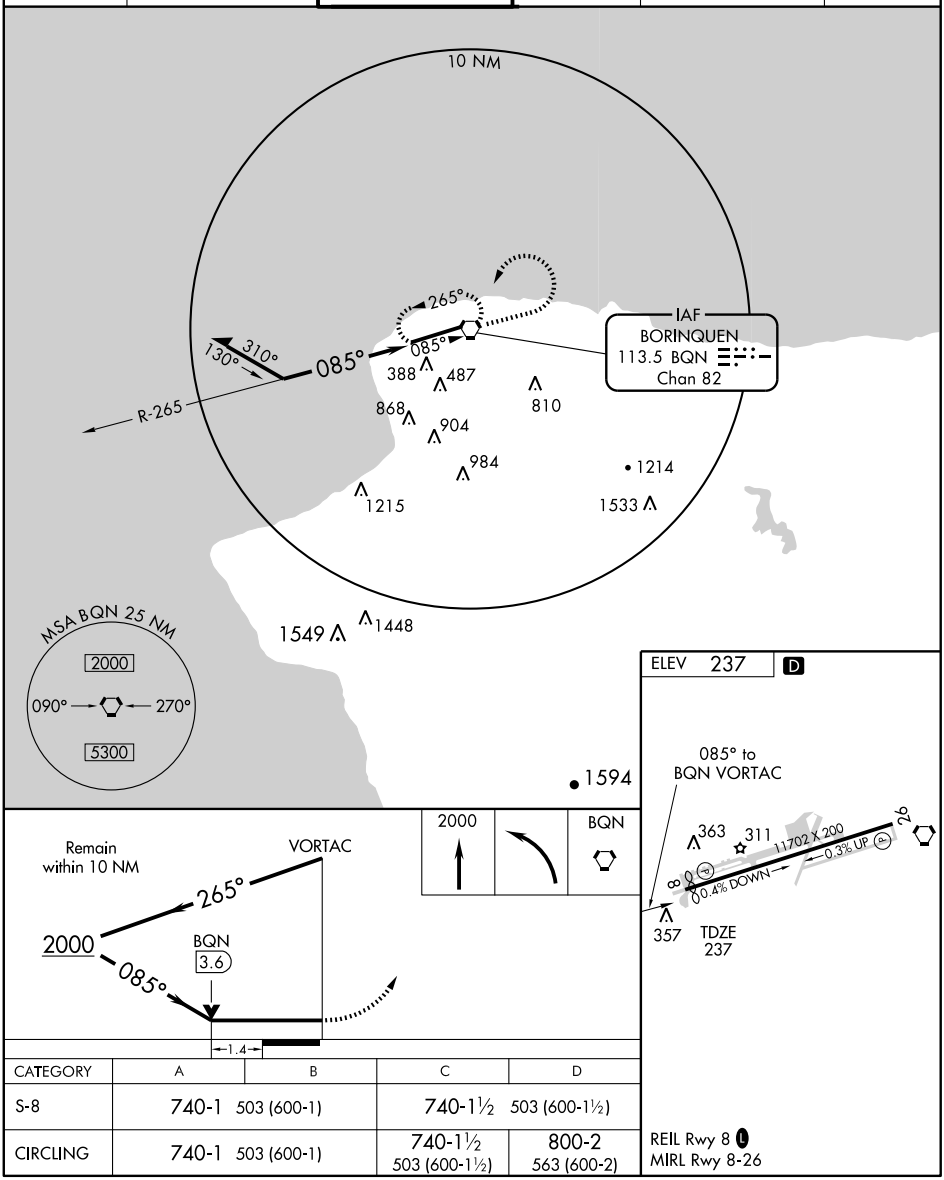
VOR RWY 8

AGUADILLA / RAFAEL HERNANDEZ (BQN) (TJBQ)

Obtain local altimeter setting on CTAF; when not received procedure not authorized. Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climb to 2000 then left turn direct BQN VORTAC and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER	GND CON	CLNC DEL	UNICOM
118.325	124.35 269.35	124.95 (CTAF) L	120.875	120.875	123.0



CATEGORY	A	B	C	D
S-8	740-1 503 (600-1)		740-1½ 503 (600-1½)	
CIRCLING	740-1 503 (600-1)		740-1½ 503 (600-1½)	800-2 563 (600-2)

REIL Rwy 8 L
MIRL Rwy 8-26

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3405
090°	TDZE	47
	Apt Elev	49

RNAV (GPS) RWY 9

ISLA DE VIEQUES/ANTONIO RIVERA RODRIGUEZ (VQS)(TJVQ)

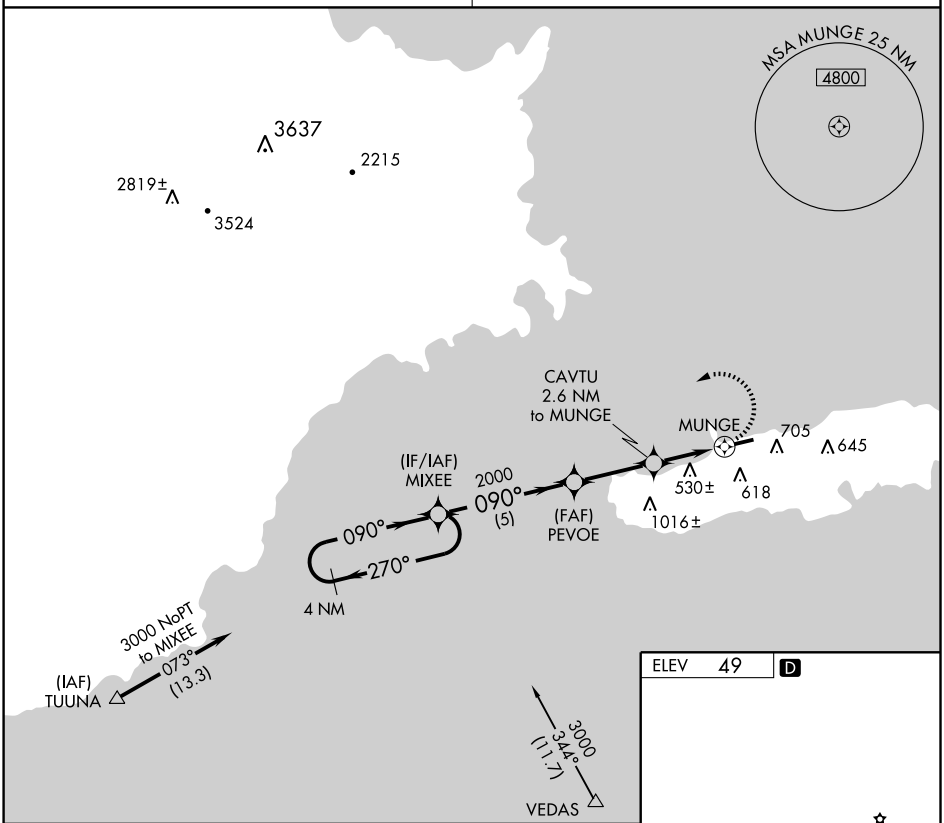
NA

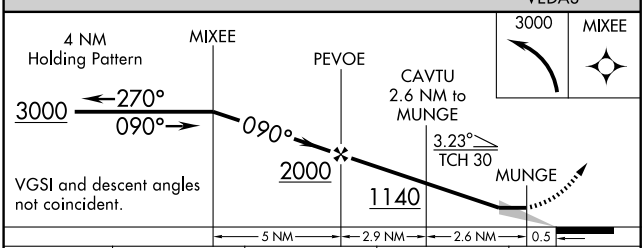
Use Luis Munoz Marin Intl altimeter setting.
DME/DME RNP-0.3 NA.
Circling NA south of Rwy 9-27.

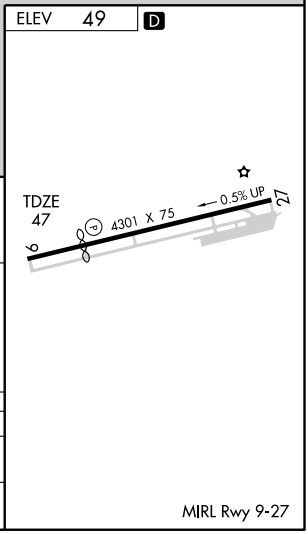
MISSED APPROACH: Climbing left turn to 3000 direct MIXEE and hold.

SAN JUAN CERAP APP CON
128.65 279.6

UNICOM
123.0 (CTAF)







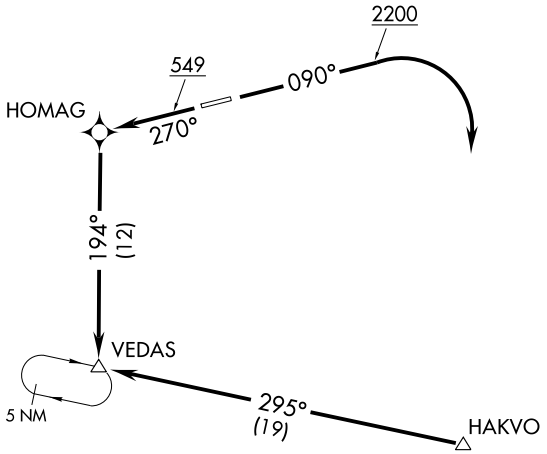
CATEGORY	A	B	C	D
LNAV MDA	880-1 833 (900-1)	880-1¼ 833 (900-1¼)	NA	
CIRCLING	1140-1¼ 1091 (1100-1¼)	1140-1½ 1091 (1100-1½)	NA	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VEDAS THREE DEPARTURE (RNAV) (VEDAS3.VEDAS) ISLA DE VIEQUES, PUERTO RICO

SAN JUAN CERAP DEP CON
128.65 279.6
UNICOM 123.0 (CTAF)

NOTE: GPS Required.
NOTE: RNAV 1.



TAKE-OFF MINIMUMS:
RWY 9: 500-2¼ with minimum climb of 260′ per NM to 900.
RWY 27: 500-2½ with minimum climb of 410′ per NM to 1600 or standard with minimum climb of 570′ per NM to 1300.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Vehicles on roadway beginning 26′ from DER, left and right of centerline, up to 15′ AGL/80′ MSL. Trees beginning 70′ from DER, 504′ right of centerline, up to 100′ AGL/165′ MSL. Trees beginning 579′ from DER, on centerline, up to 100′ AGL/165′ MSL. Trees beginning 1750′ from DER, 956′ right of centerline up to 100′ AGL/493′ MSL.
Rwy 27: Trees beginning 15′ from DER, 225′ left of centerline, up to 100′ AGL/165′ MSL. Trees beginning 16′ from DER, 274′ right of centerline, up to 100′ AGL/165′ MSL. Trees beginning 186′ from DER, left and right of centerline, up to 100′ AGL/165′ MSL. Trees beginning 1206′ from DER, 794′ left of centerline, up to 100′ AGL/493′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 090° to 2200, then right turn direct HAKVO and right turn via track 295° to VEDAS, Thence. . . .

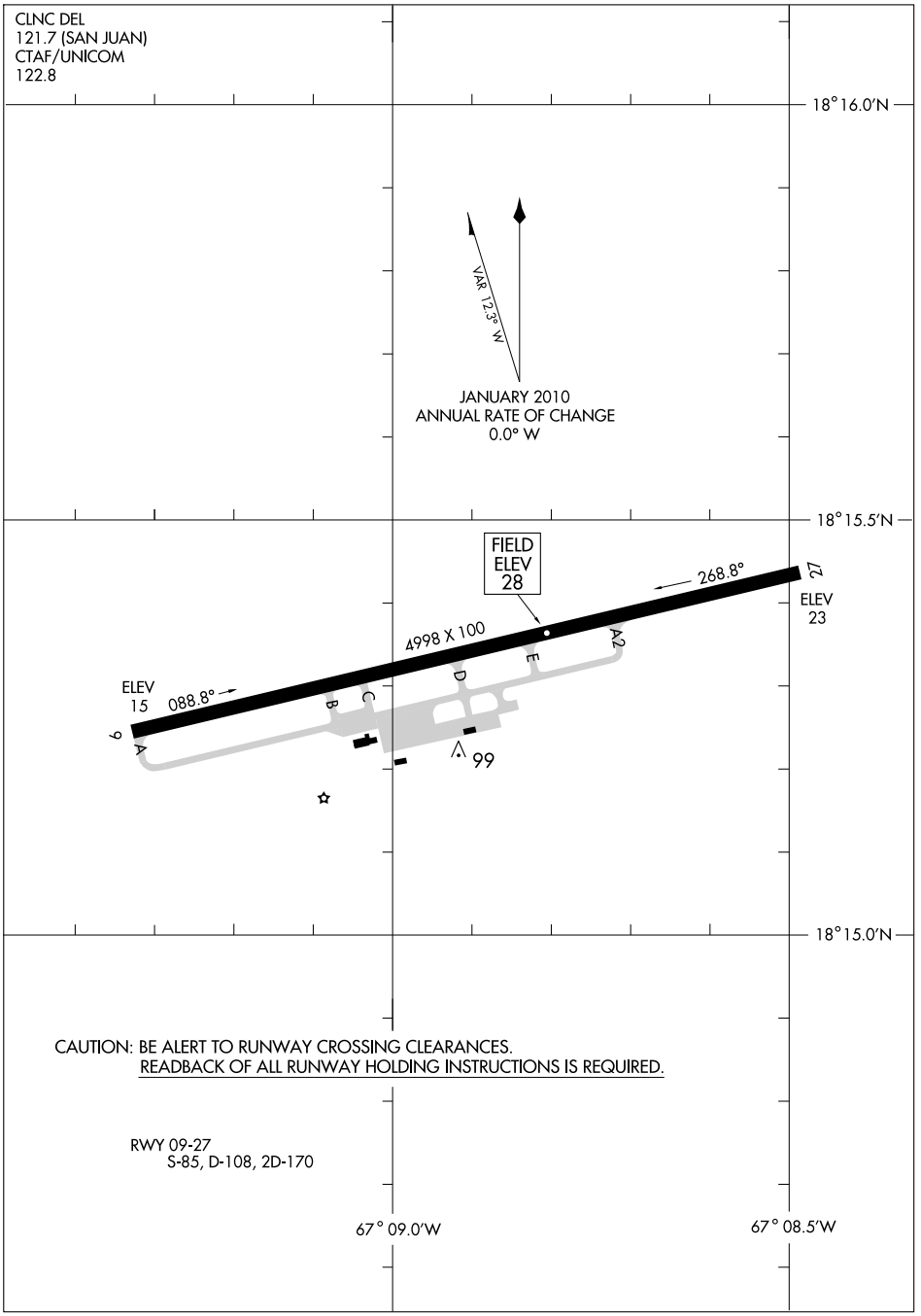
TAKE-OFF RWY 27: Climb heading 270° to 549, then direct HOMAG and via track 194° to VEDAS, Thence. . . .

. . . . Maintain 5000, Expect filed altitude 10 minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MAYAGUEZ/EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)
AL-5328 (FAA)
MAYAGUEZ, PUERTO RICO



SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MAYAGUEZ, PUERTO RICO
MAYAGUEZ/EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

10210

VOR/DME MAZ	APP CRS	Rwy Idg	4998
110.6	081°	TDZE	28
Chan 43		Apt Elev	28

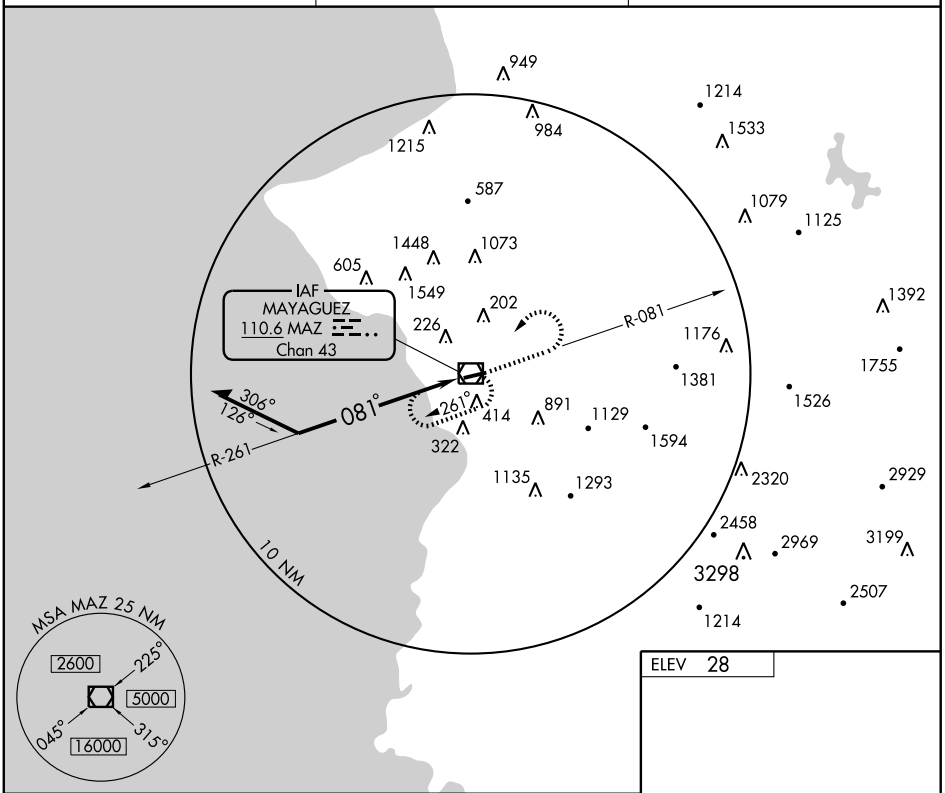
VOR or GPS RWY 9

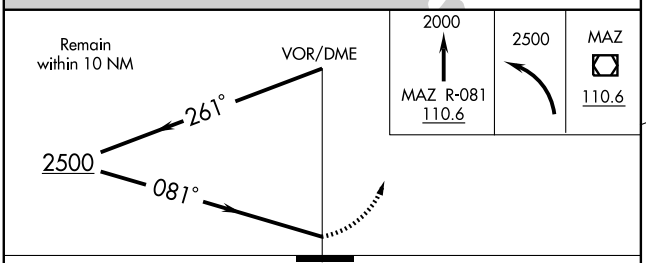
MAYAGUEZ / EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

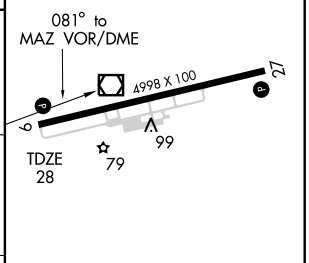
When Class E airspace not in effect, except for operators with approved weather reporting service, procedure not authorized.

MISSED APPROACH: Climb to 2000 via MAZ R-081 then climbing left turn to 2500 direct MAZ VOR/DME and hold.

SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1000-1¼ 972 (1000-1¼)	1000-1½ 972 (1000-1½)	1000-3 972 (1000-3)	NA
CIRCLING	1000-1¼ 972 (1000-1¼)	1000-1½ 972 (1000-1½)	1000-3 972 (1000-3)	NA

MIRL Rwy 9-27
REIL Rwy 9

Knots	60	90	120	150	180
Min:Sec					

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 12

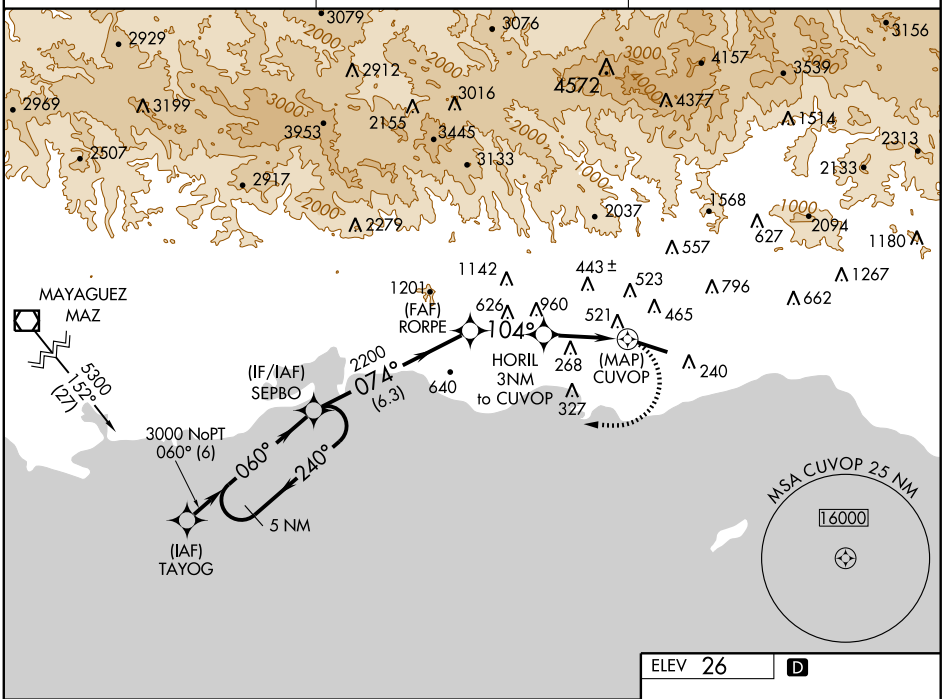
PONCE/MERCEDITA (PSE)(TJPS)

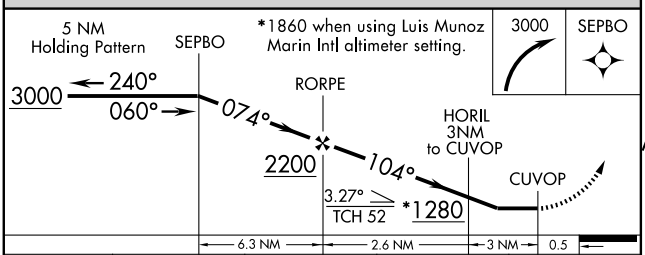
APP CRS	Rwy Idg	5488
104°	TDZE	26
	Apt Elev	26

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received use Luis Munoz Marin Intl altimeter setting. Procedure NA at night.

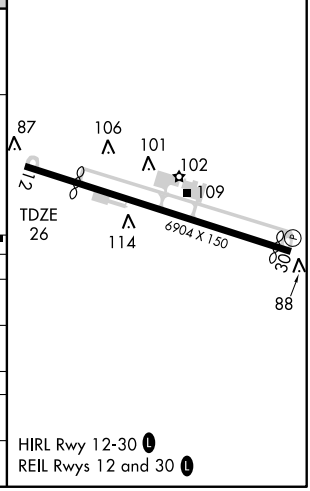
MISSED APPROACH: Climbing right turn to 3000 direct SEPBO and hold.

SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	880-1 854 (900-1)	880-1¼ 854 (900-1¼)	880-2½ 854 (900-2½)	880-2¾ 854 (900-2¾)
CIRCLING	880-1 854 (900-1)	880-1¼ 854 (900-1¼)	880-2½ 854 (900-2½)	880-2¾ 854 (900-2¾)
LUIS MUNOZ MARIN INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	NA			
CIRCLING	1460-1¼ 1434 (1500-1¼)	1460-1½ 1434 (1500-1½)	1460-3 1434 (1500-3)	



HIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6677
299°	TDZE	27
	Apt Elev	29

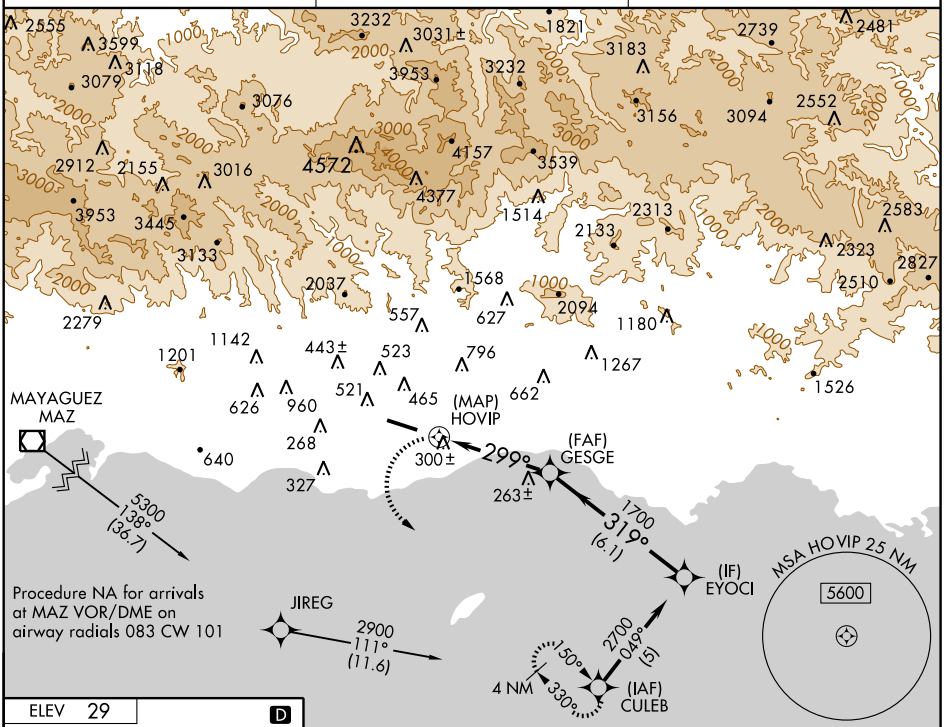
RNAV (GPS) RWY 30

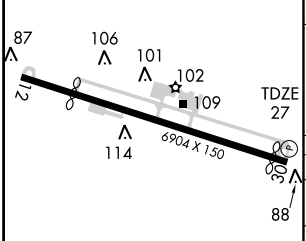
PONCE/ MERCEDITA (PSE) (TJPS)

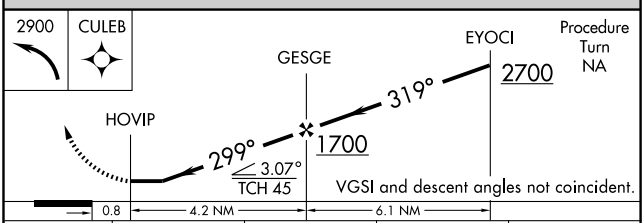
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Luis Munoz Marin Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct CULEB and hold.

SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 573 (600-1)		600-1½ 573 (600-1½)	600-1¾ 573 (600-1¾)
CIRCLING	840-1 811 (900-1)	840-1¼ 811 (900-1¼)	840-2 ½ 811 (900-2½)	840-2¾ 811 (900-2¾)
LUIS MUNOZ MARIN INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1200-1¼ 1173 (1200-1¼)	1200-1½ 1173 (1200-1½)	1200-3 1173 (1200-3)	
CIRCLING	1420-1¼ 1391 (1400-1¼)	1420-1½ 1391 (1400-1½)	1420-3 1391 (1400-3)	

HIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME PSE	APP CRS	Rwy Idg	6677
109.0	301°	TDZE	28
Chan 27		Apt Elev	29

VOR RWY 30

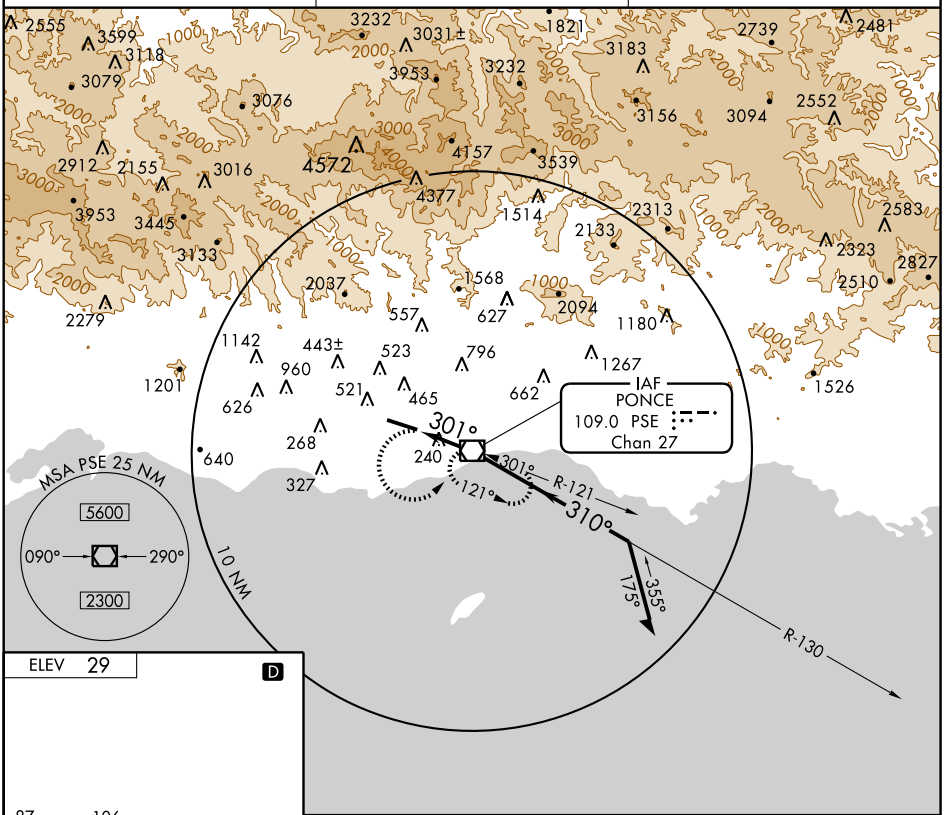
PONCE/ MERCEDITA (PSE) (TJPS)

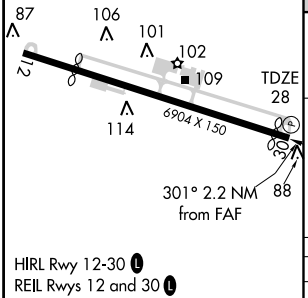
Obtain local altimeter setting on CTAF; when not received:
1. Use Luis Munoz Marin Intl altimeter setting.
2. S-30 minimums not authorized; increase all Circling MDAs to 1340 and visibilities to 3 miles.

NA

MISSED APPROACH: Climbing left turn to 2100 direct PSE VOR/DME and hold.

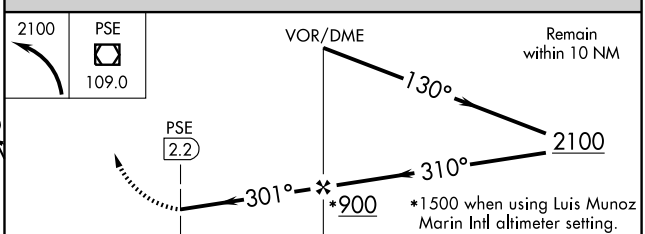
SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.9	122.7 (CTAF) L





HIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

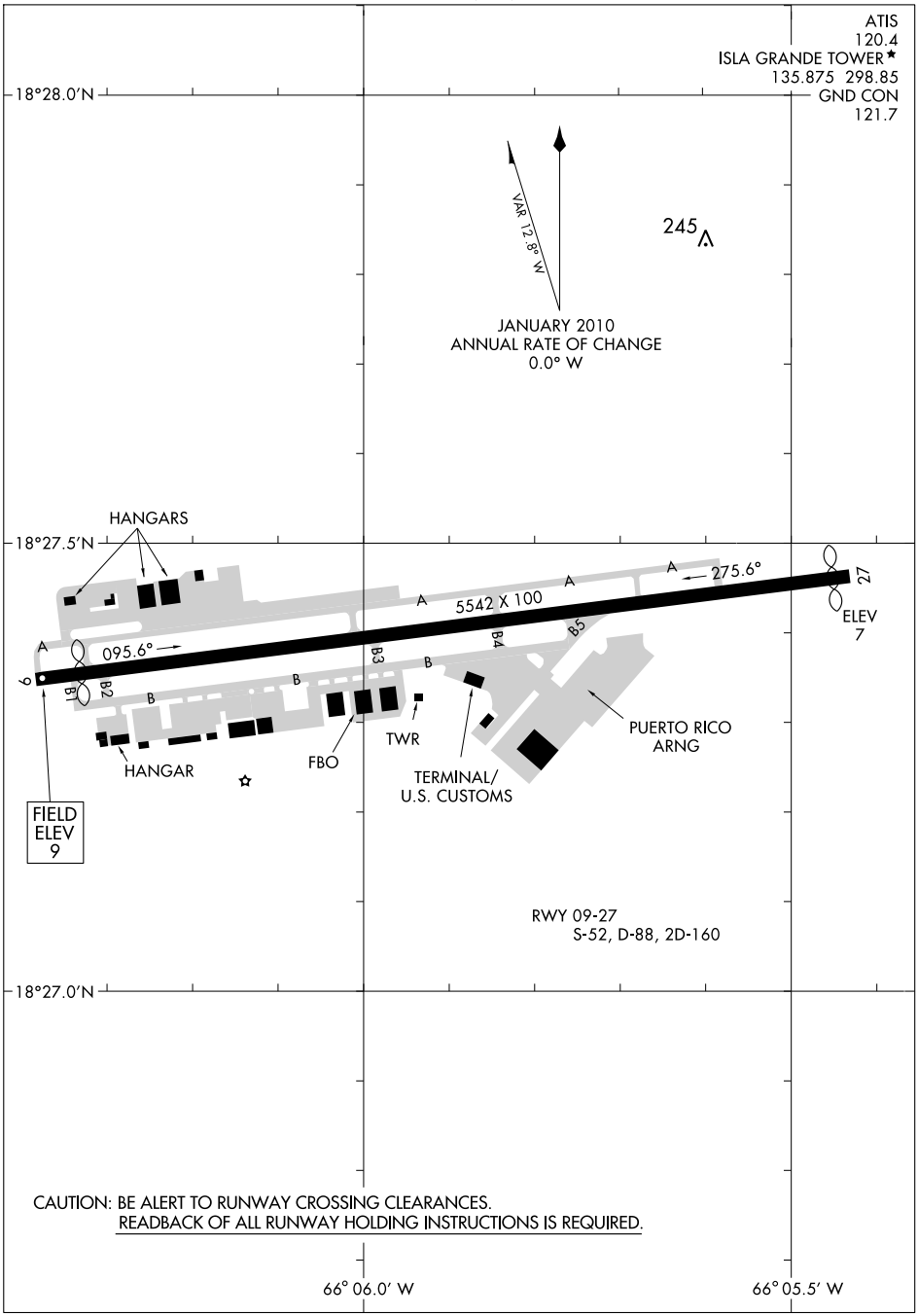


CATEGORY	A	B	C	D
S-30	540-1 512 (600-1)		540-1½ 512 (600-1½)	540-1¾ 512 (600-1¾)
CIRCLING	860-1 831 (900-1)	860-1¼ 831 (900-1¼)	860-2½ 831 (900-2½)	860-2¾ 831 (900-2¾)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN JUAN/ FERNANDO LUIS RIBAS DOMINICCI (SIG)(TJIG)
AL-1019 (FAA)
SAN JUAN, PUERTO RICO



SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN JUAN, PUERTO RICO
SAN JUAN/ FERNANDO LUIS RIBAS DOMINICCI (SIG)(TJIG)

10266

APP CRS	Rwy Idg	5242
095°	TDZE	10
	Apt Elev	10

RNAV (GPS) RWY 9

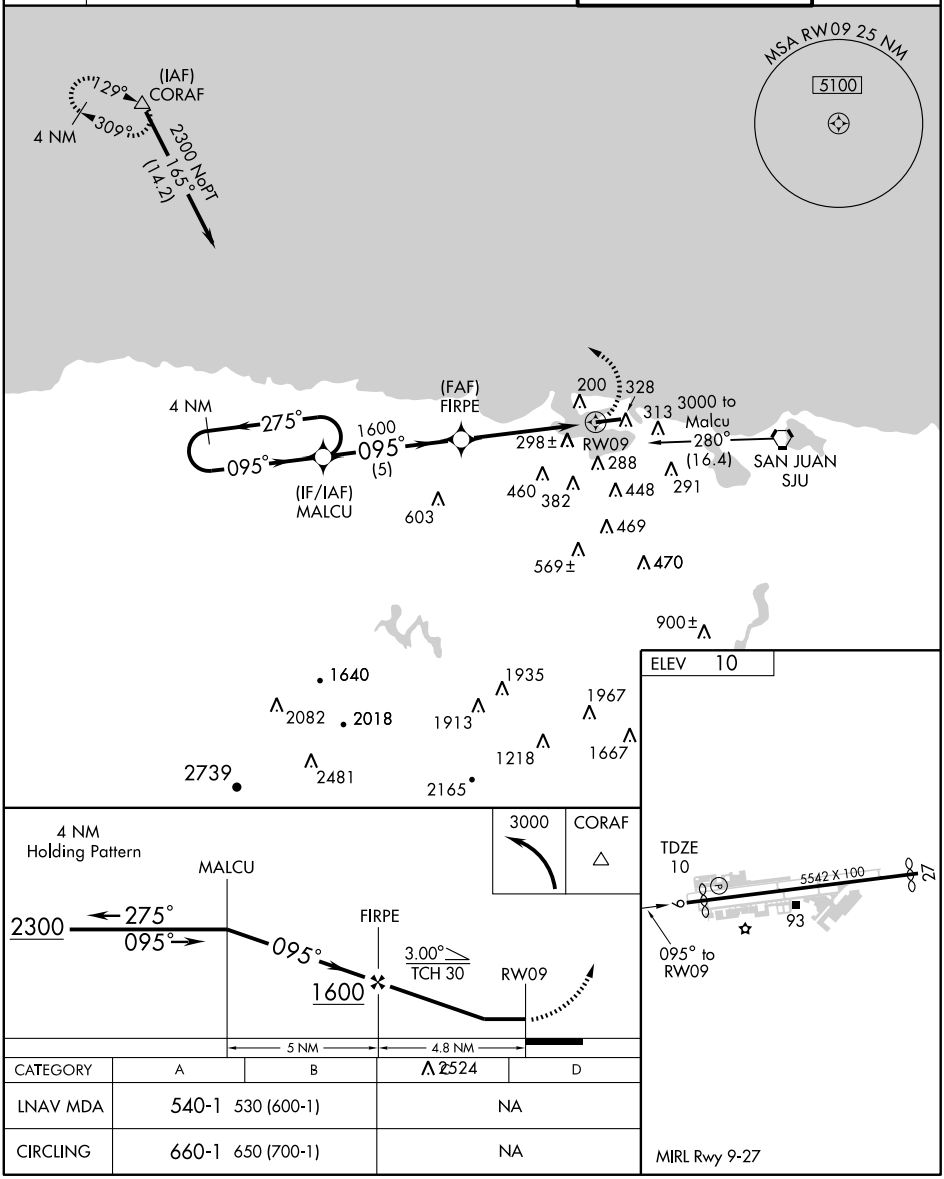
SAN JUAN/FERNANDO LUIS RIBAS DOMINICCI (SIG)(TJIG)

NA

Use Luis Munoz Marin Intl altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct CORAF WP and hold.

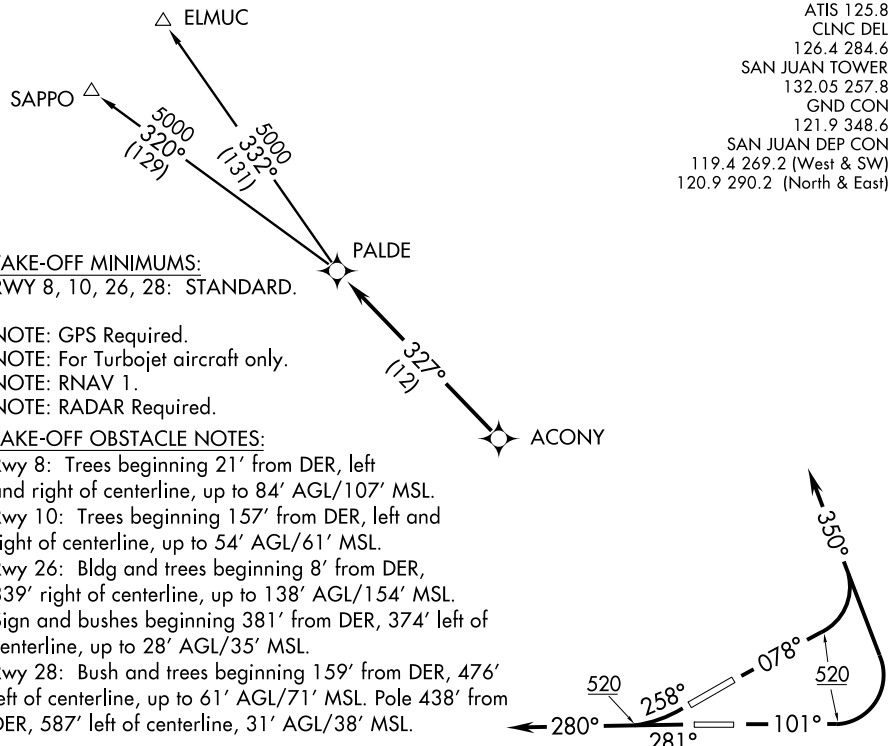
ATIS	SAN JUAN APP CON	ISLA GRANDE TOWER★	GND CON
120.4	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	135.875 (CTAF) 298.85	121.7



CATEGORY	A	B	C	D
LNAV MDA	540-1 530 (600-1)		NA	
CIRCLING	660-1 650 (700-1)		NA	

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ACONY ONE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS:
RWY 8, 10, 26, 28: STANDARD.

NOTE: GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21′ from DER, left and right of centerline, up to 84′ AGL/107′ MSL.
Rwy 10: Trees beginning 157′ from DER, left and right of centerline, up to 54′ AGL/61′ MSL.
Rwy 26: Bldg and trees beginning 8′ from DER, 339′ right of centerline, up to 138′ AGL/154′ MSL. Sign and bushes beginning 381′ from DER, 374′ left of centerline, up to 28′ AGL/35′ MSL.
Rwy 28: Bush and trees beginning 159′ from DER, 476′ left of centerline, up to 61′ AGL/71′ MSL. Pole 438′ from DER, 587′ left of centerline, 31′ AGL/38′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 101° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 281° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

. . . .Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

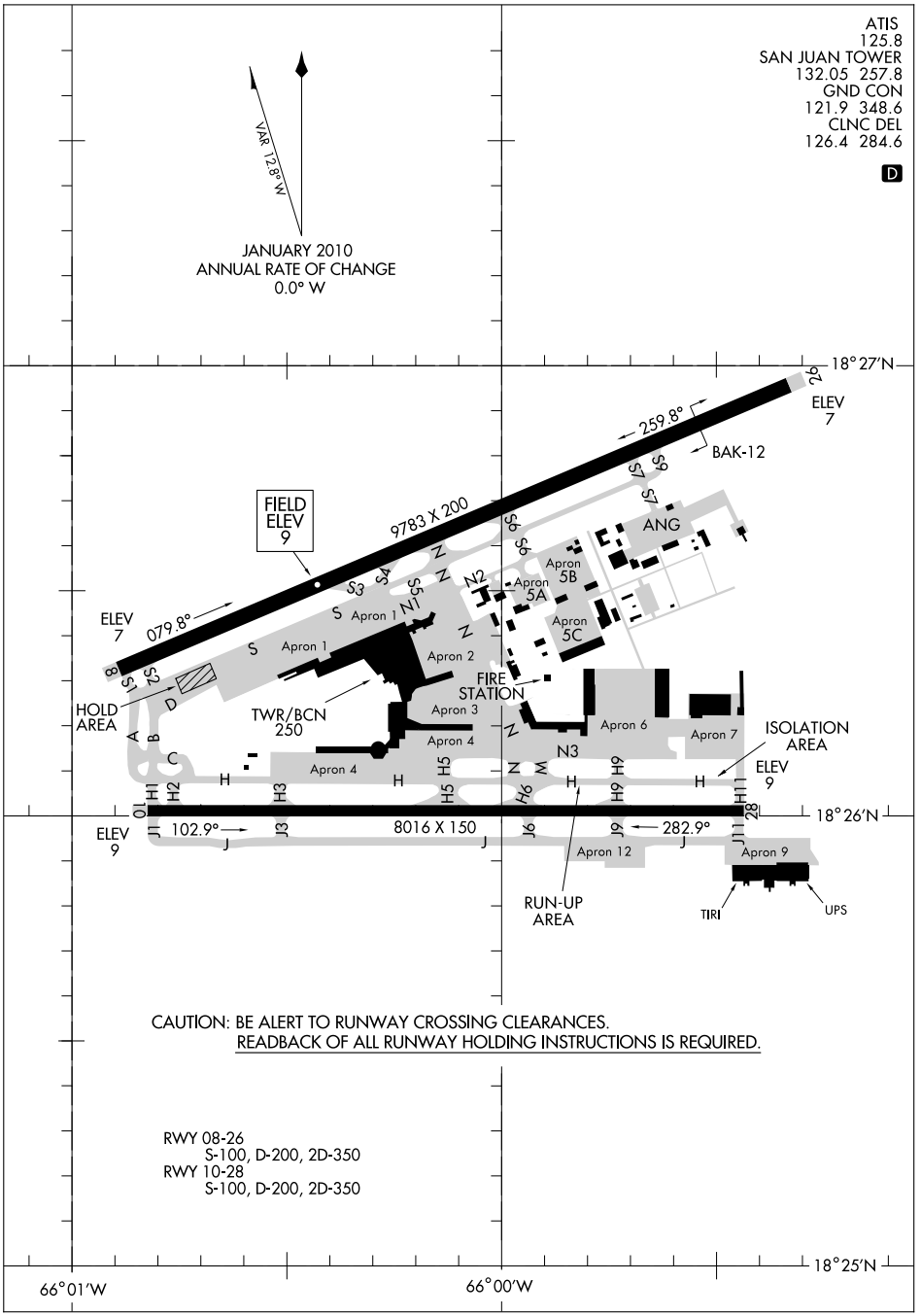
ELMUC TRANSITION (ACONY1.ELMUC):

SAPPO TRANSITION (ACONY1.SAPPO):

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
AL-784 (FAA)
SAN JUAN, PUERTO RICO



SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN JUAN, PUERTO RICO
SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

10210

BEANO TWO ARRIVAL (RNAV)

(BEANO.BEANO2) 10266

SAN JUAN, PUERTO RICO

SAN JUAN/LUIS MUNOZ MARIN INTL

ARRIVAL ROUTE DESCRIPTION

ELMUC TRANSITION (ELMUC.BEANO2):

HARDE TRANSITION (HARDE.BEANO2):

KATOK TRANSITION (KATOK.BEANO2):

Landing East Rwy 08: From over BEANO on track 140° to MYLET, then on track 154° to WESEN.

Landing East Rwy 10: From over BEANO on track 140° to MYLET, then on track 140° to TNNER.

Landing West Rwy 26/28: From over BEANO on track 105° to MAELO, then on track 105° heading. Expect radar vectors.

SAN JUAN APP CON
(West & Southwest)
119.4 269.2
(North & East)
120.9 290.2
ATIS
125.8

ELMUC

FL180
175°
(90)

HARDE

FL180
132°
(78)

SHMUU

6000
132°
(68)

N

KATOK

11000
104°
(79)

BEANO
11000

6 NM

3000
105°
(45)

MAELO

2000
105°
(5)

6000
140°
(24)

MYLET
6000

3000
140°
(7)

TNNER

3200
154°
(10)

WESEN

NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: Radar Required.
NOTE: GPS Required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

(BEANO.BEANO2) 10266

BEANO TWO ARRIVAL (RNAV)

ST-784 (FAA)

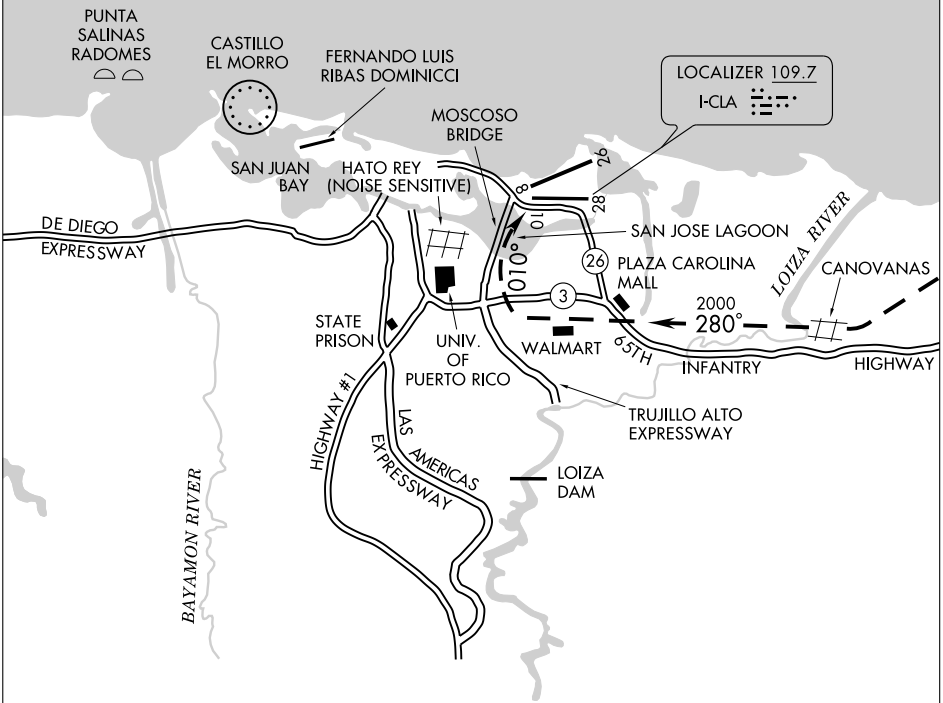
SAN JUAN/LUIS MUNOZ MARIN INTL

SAN JUAN, PUERTO RICO

BRIDGE VISUAL RWY 10

ATIS 125.8
SAN JUAN APP CON
119.4 269.2 (WEST & SW)
120.9 290.2 (NORTH & EAST)
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
CLNC DEL
126.4 284.6

RADAR REQUIRED



Weather Minima: 2500 foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

Vertical Guidance Navaid and Angle
VASI Rwy 10 (3.00°)

BRIDGE VISUAL APPROACH RUNWAY 10
PROCEDURE NOT AUTHORIZED AT NIGHT
NOT AUTHORIZED FOR JETS OR FOUR ENGINE PROPS

When cleared for the Bridge Visual Runway 10 Approach aircraft will base East of the Moscoso Bridge.

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CHAKA TWO ARRIVAL (RNAV)
(CHAKA.CHAKA2) 10266

SAN JUAN, PUERTO RICO
SAN JUAN/LUIS MUNOZ MARIN INTL

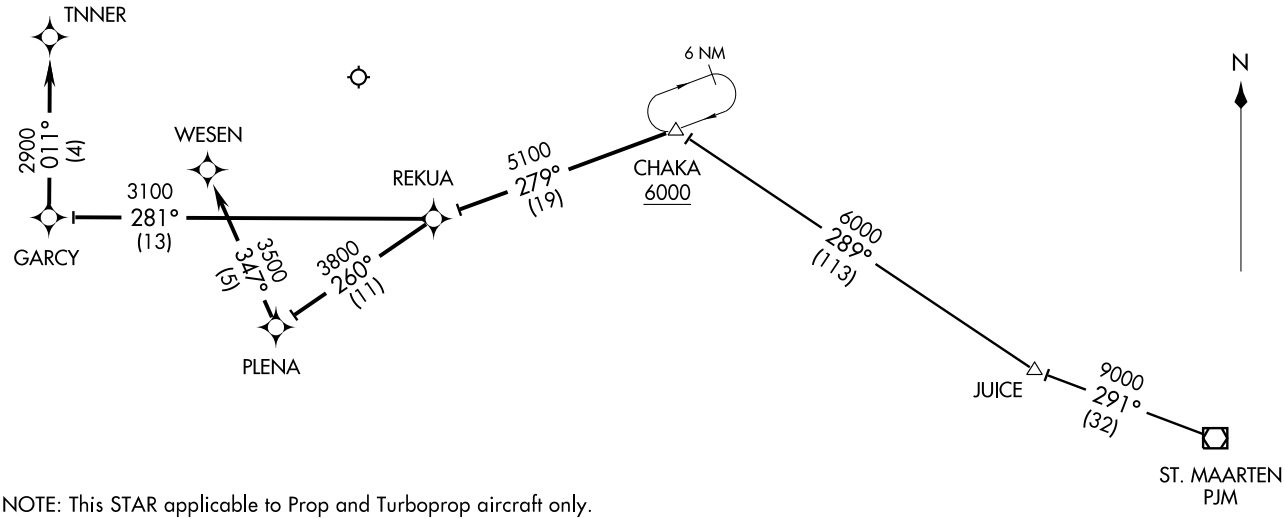
SAN JUAN APP CON
(West & Southwest)
119.4 269.2
(North & East)
120.9 290.2
ATIS
125.8

ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PJM.CHAKA2):

Landing East Rwy 08: From CHAKA on track 279° to REKUA, then on track 260° to PLENA, then on track 347° to WESEN.

Landing East Rwy 10: From CHAKA on track 279° to REKUA, then on track 281° to GARCY, then on track 011° to TNNER.



NOTE: This STAR applicable to Prop and Turboprop aircraft only.
NOTE: RADAR Required.
NOTE: GPS Required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

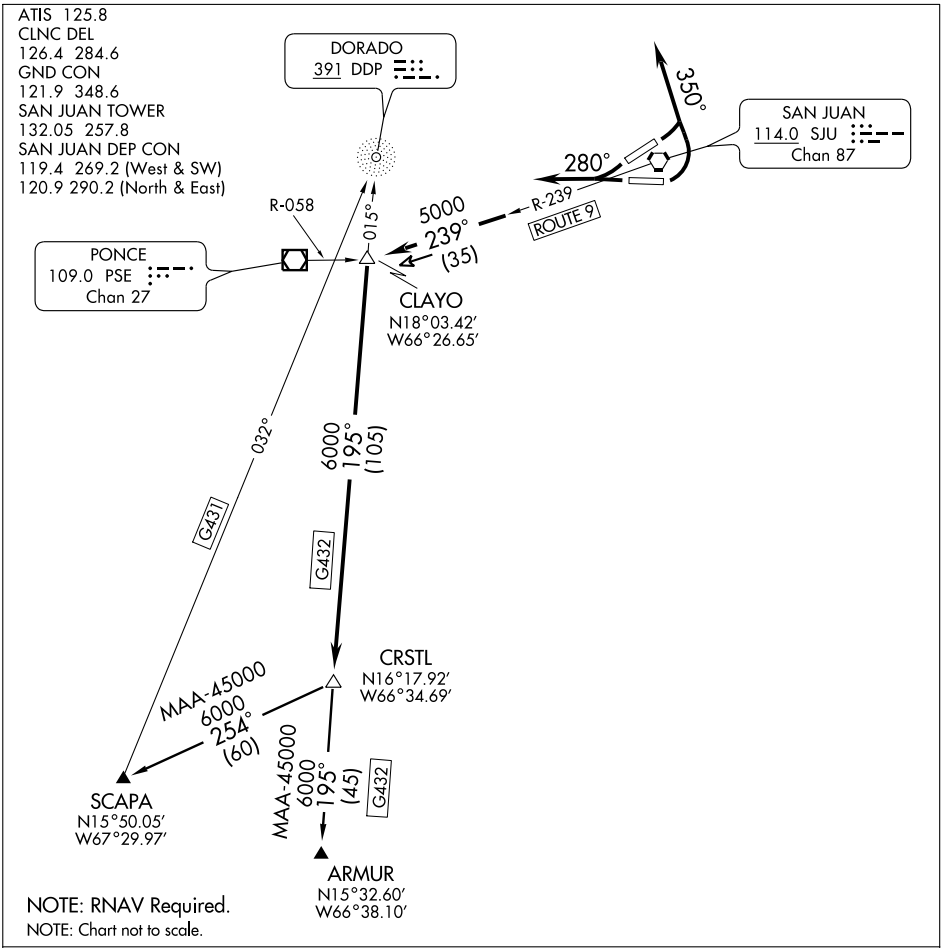
(CHAKA.CHAKA2) 10266
CHAKA TWO ARRIVAL (RNAV)

ST-784 (FAA)

SAN JUAN/LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO

CRSTL ONE DEPARTURE

SL-784 (FAA)



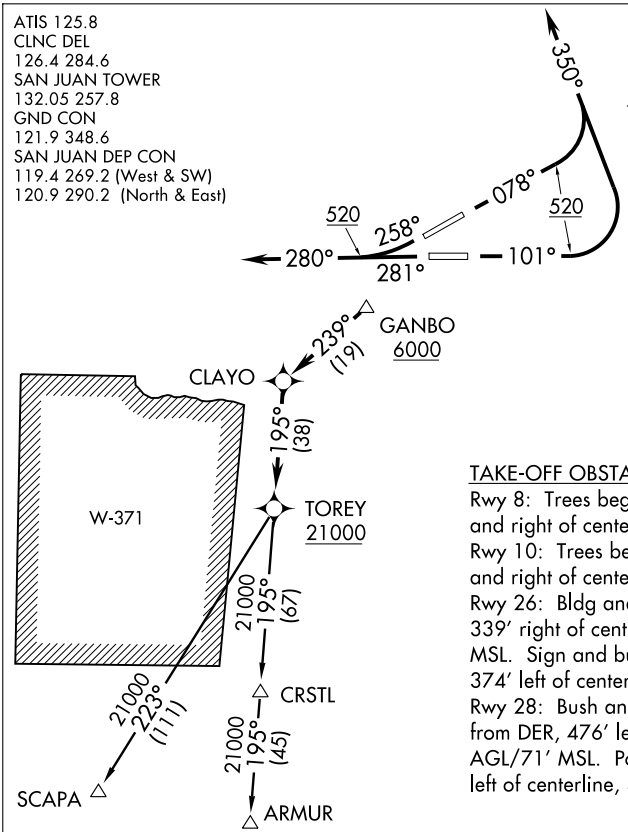
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 AND 10: Turn left heading 350° for vector to intercept SJU R-239 to CLAYO INT. Then via G432 to CRSTL INT. Thence....
TAKE-OFF RUNWAYS 26 AND 28: Fly heading 280° for vector to intercept SJU R-239 to CLAYO INT. Then via G432 to CRSTL INT. Thence....
....Maintain 5000′ unless assigned lower altitude. Expect clearance to FL280 or requested altitude, if lower, ten minutes after departure.
ARMUR TRANSITION (CRSTL1.ARMUR): From over CRSTL INT via G432 (DDP bearing 015°) to ARMUR INT.
SCAPA TRANSITION (CRSTL1.SCAPA): From over CRSTL INT direct to SCAPA INT.

SE-3, 21 OCT 2010 to 18 NOV 2010

GANBO ONE DEPARTURE (RNAV)

ATIS 125.8
CLNC DEL
126.4 284.6
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)



TAKE-OFF MINIMUMS:
Rwy 8, 10, 26, 28: Standard. Minimum obstacle climb of 390' per NM to 4900. ATC climb of 420' per NM to 6000.

NOTE: GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: ATC climb of 264' per NM to 21000.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.
Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Chart not to scale.

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 101° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .

TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 281° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .

. . . .Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

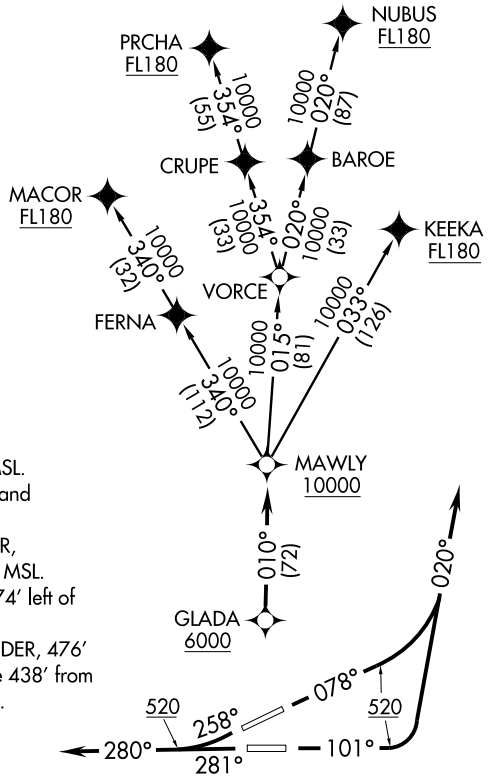
ARMUR TRANSITION (GANBO1.ARMUR):
SCAPA TRANSITION (GANBO1.SCAPA):

ATIS 125.8
CLNC DEL
126.4 284.6
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)

TAKE-OFF MINIMUMS:
Rwys 8, 10, 26, 28: STANDARD.

NOTE: GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.
Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, then climbing left turn heading 020° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 101° to 520, then climbing left turn heading 020° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .
TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 281° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .

. . . .Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

KEEKA TRANSITION (GLADA2.KEEKA):
MACOR TRANSITION (GLADA2.MACOR):
NUBUS TRANSITION (GLADA2.NUBUS):
PRCHA TRANSITION (GLADA2.PRCHA):

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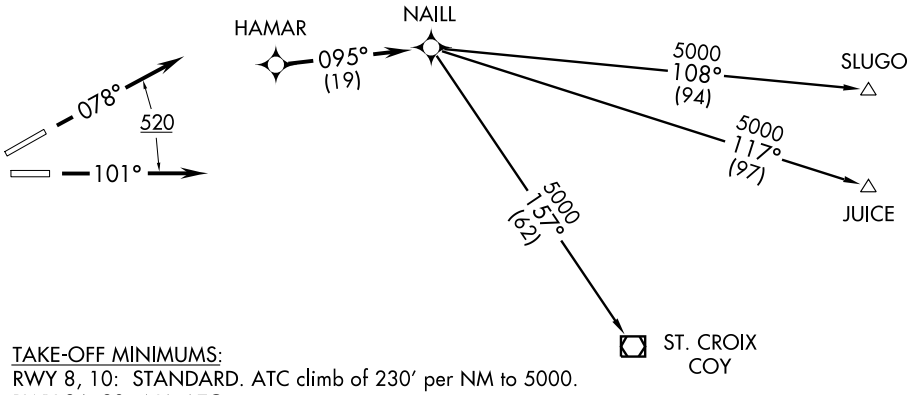
HAMAR ONE DEPARTURE (RNAV)

ATIS 125.8
CLNC DEL
126.4 284.6
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)



TAKE-OFF MINIMUMS:
RWY 8, 10: STANDARD. ATC climb of 230' per NM to 5000.
RWY 26, 28: NA-ATC.

NOTE: GPS Required.
NOTE: For Prop and Turboprop aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, continue climb expect vectors to HAMAR, then via 095° track to NAILL. Thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 101° to 520, continue climb expect vectors to HAMAR, then via 095° track to NAILL. Thence. . . .

. . . . Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

JUICE TRANSITION (HAMAR1.JUICE):
SLUGO TRANSITION (HAMAR1.SLUGO):
ST. CROIX TRANSITION (HAMAR1.COY):

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-SJU	APP CRS	Rwy Idg	9783
110.3	078°	TDZE	9
		Apt Elev	9

ILS or LOC RWY 8

SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

For inoperative MALSR, increase S-ILS 8 all Cats visibility to 1 mile. DME Required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 320° and SJU VORTAC R-004 to DEEDY Int/SJU 15 DME and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6

ALTERNATE MISSED APCH FIX

261° 081°

PATTY SJ

MSA SJ 25 NM

2800 095° 275° 5400

184° 004°

113.5 BQN Chan 82 R-089

DEEDY SJU 15

R-004

IAF DORADO 391 DDP

10 NM

LOCALIZER 110.3 I-SJU

LOM PATTY 330 SJ

JONIB SJU 2.3

SJU 6.1

SAN JUAN 114.0 SJU Chan 87

313 246 217 289± 291 448 1600 297 195 225 225 336 340 292 421 379 569 593 900± 1935

JORIL SJU 9.1

3200 NoPT 125° (14.3)

3200 from SJU VORTAC to WESEN INT 259° (12)

3200 NoPT 078° (8)

258° 078° 1 min 2400 (3) (2.9)

305° bearing to DDP NDB

(IAF) VARNA • 1640

(IF/IAF) WESEN INT SJU 12

ELEV 9 D

078° 4.6 NM from FAF

120± 57± 153 9783 X 200 49± TWR TDZE 250 9 10 28 8016 X 150 66± 54± 158 161 220

One Minute Holding Pattern WESEN INT SJU 12

JORIL SJU 9.1

PATTY LOM

2000 3000 hdg 320° SJU R-004 DEEDY

ILS unusable 0.8 NM from threshold inbound.

3200 258° 078° 078° 2400 1600 1541

JONIB SJU 2.3

GS 3.00° TCH 46

VGSI and ILS glidepath not coincident.

2.9 NM 3 NM 3.8 NM 0.8

CATEGORY	A	B	C	D
S- ILS-8	311-½ 302 (400-½)			
S- LOC-8	560-½ 551 (600-½)		560-1 551 (600-1)	560-1¼ 551 (600-1¼)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-CLA	APP CRS	Rwy Idg	8016
109.7	101°	TDZE	9
		Apt Elev	9

ILS or LOC RWY 10

SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

Circling NA for Cat E south of Rwy 10-28.

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 heading 300° and SJU VORTAC R-004 to DEEDY INT/SJU 15 DME and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6

ALTERNATE MISSED APCH FIX
PATTY LOM
SJ 330
261°
081°

MSA SJ 25 NM
2800
095°
275°
5400

184°
004°
R-089
113.5 BQN
Chan 82
DEEDY
SJU 15
(IAF)
KOTME
SJU 12
R-004
R-344
10 NM
Arrivals at KOTME and VECUG Radar Required.
2200 NoPT
SJU 12 Arc
(IF)
TNNER
SJU 12
SJU
LR-288
(IAF)
CONDO
OM/INT
to LOM
202°
2200 to
CONDO
OM/INT
273° (5.5)
SAN JUAN
114.0 SJU
Chan 87
Arrivals at SJU VORTAC ADF Required.
281°
1 min
101°
281°
SJU
R-277
313
246
217
289±
195
225
225
336
297
340
292
421
448
1500
101° (6.6)
SJU
LR-267
LOM
PATTY
330 SJ
569
593
900 ±
1017
2200 NoPT
SJU 12 Arc
SJU
R-258
(IAF)
VECUG
SJU 12
LOCALIZER 109.7
I-CLA

ELEV 9 D

120±
26
57±
153
9783 X 200
49±
TWR
250
10
28
TDZE
8016 X 150
66±
9
158
161
54±
220
101° 4 NM from FAF

One Minute Holding Pattern
CONDO OM/INT
1361
1700
281°
101°
GS 3.00°
TCH 52
1500
4 NM

1900	3000	SJU	DEEDY
	hdg 300°	R-004	△

Cat E holding at CONDO OM/INT NA.

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

CATEGORY	A	B	C	D	E
S- ILS 10	244-¾ 235 (300-¾)				
S- LOC 10	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-1¾ 591 (600-1¾)	600-2 591 (600-2)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)	640-2¼ 631 (700-2¼)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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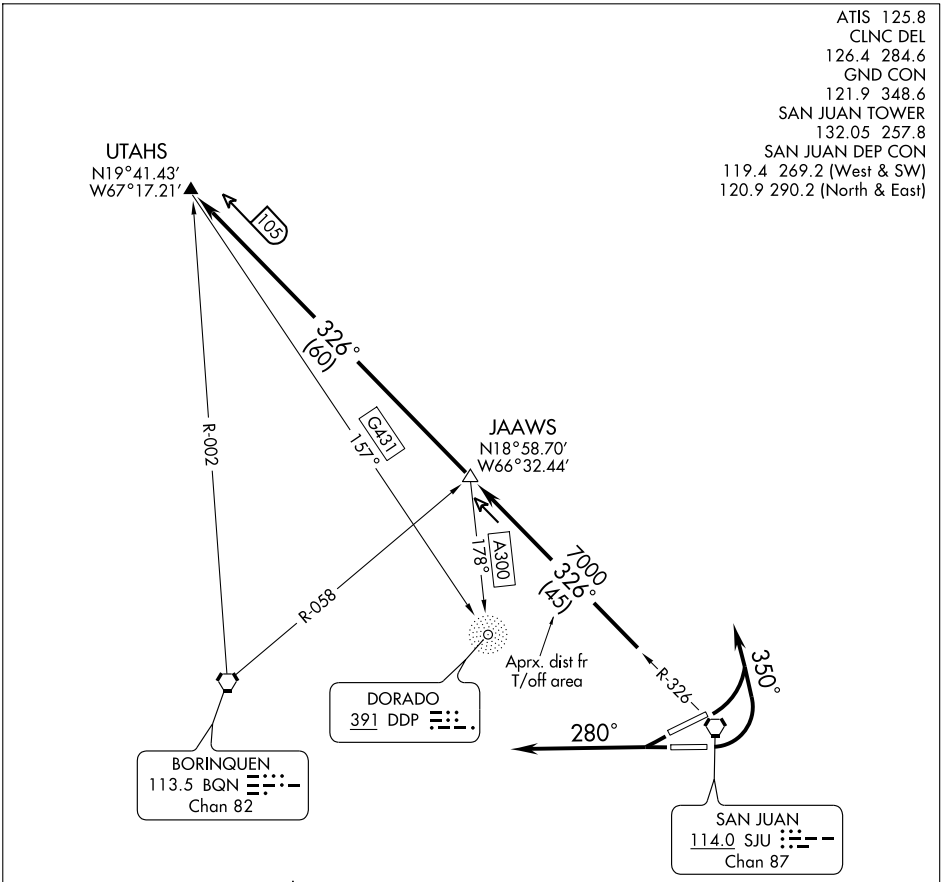
JAAWS NINE DEPARTURE

SL-784 (FAA)



NOTE: DME or RNAV required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 and 10: Turn left heading 350° for radar vector to intercept SJU R-326 to UTAHS INT. Thence....
TAKE-OFF RUNWAYS 26 and 28: Fly heading 280° for radar vector to intercept SJU R-326 to UTAHS INT. Thence....
....Maintain 5000' unless assigned lower altitude. Expect clearance to flight level 280 or requested altitude if lower ten minutes after departure.

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

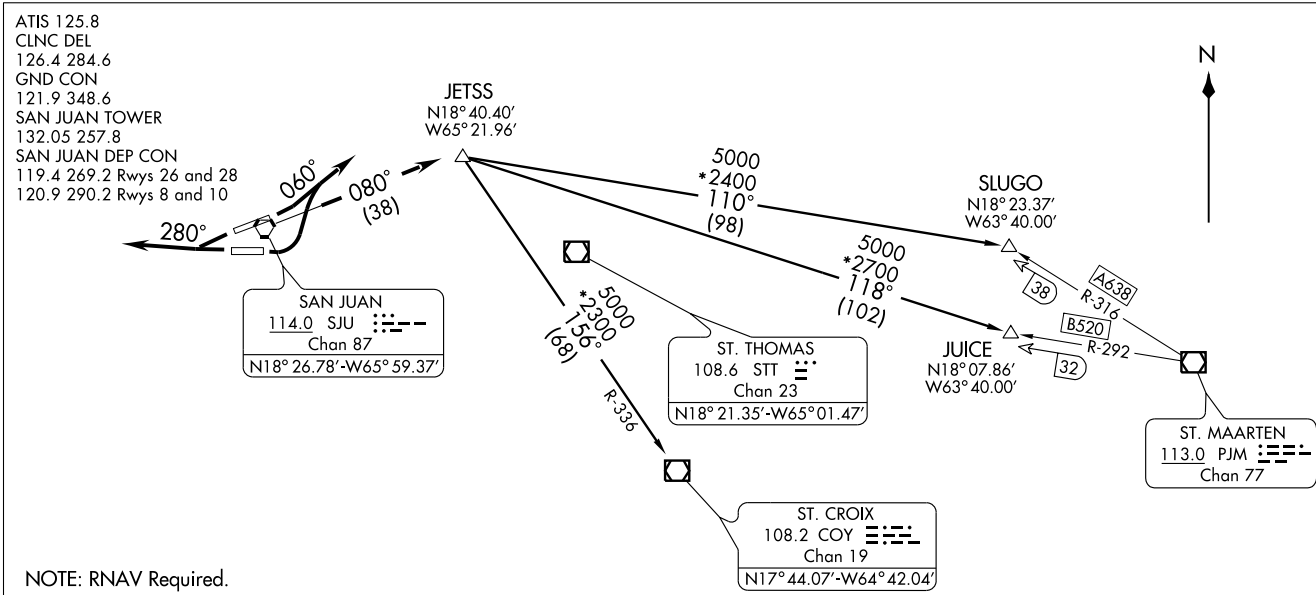
JETSS ONE DEPARTURE (JETSS1.JETSS) 07074

JETSS ONE DEPARTURE (JETSS1.JETSS) 07074

SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

SL-784 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 AND 10: Turn left heading 060° for vector to intercept SJU R-080 to JETSS INT. Thence....

TAKE-OFF RUNWAYS 26 AND 28: Fly heading 280° for vector to intercept SJU R-080 to JETSS INT. Thence....

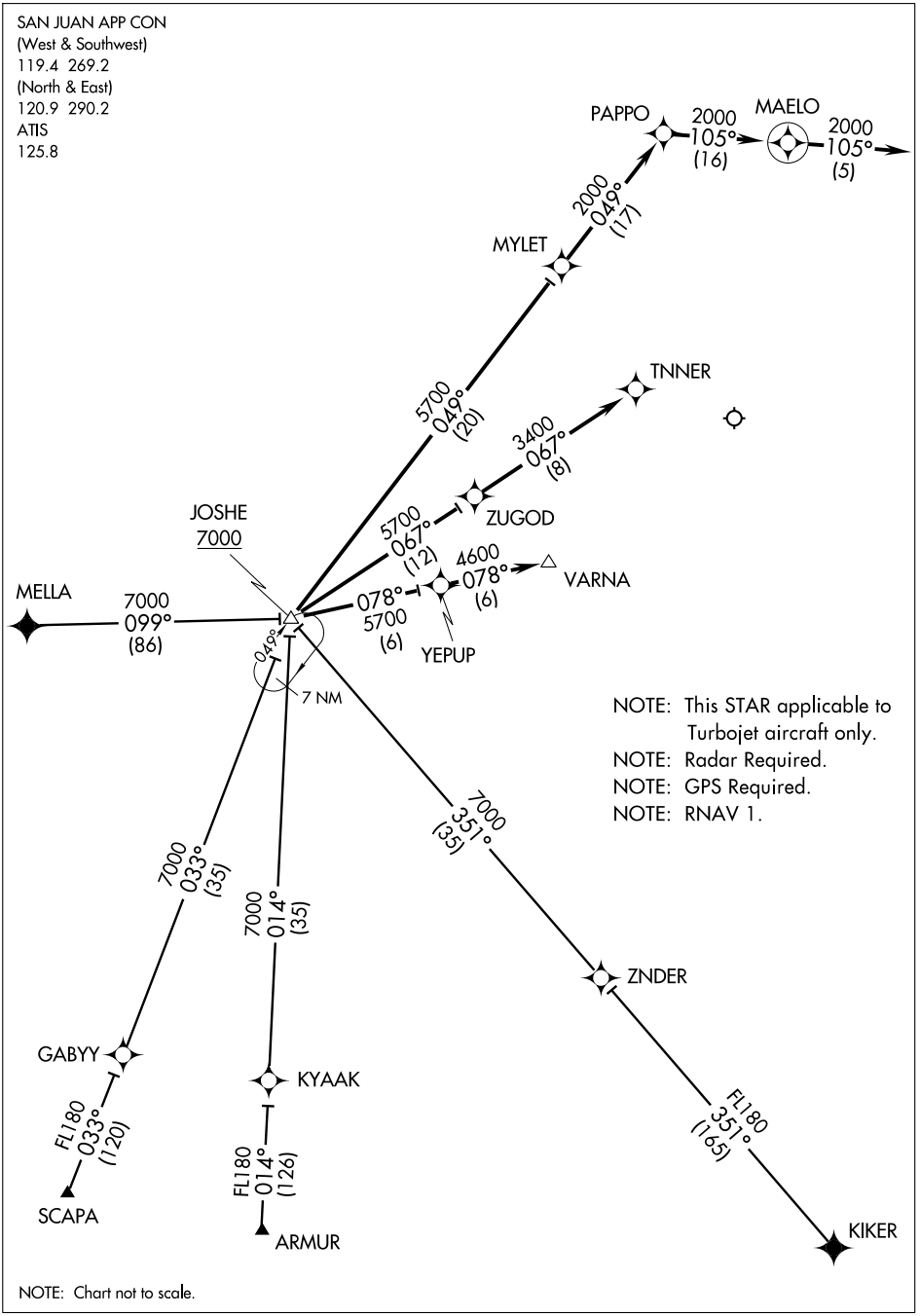
....Maintain 5000' unless assigned lower altitude. Expect clearance to FL 280 or requested altitude, if lower, ten (10) minutes after departure.

JUICE TRANSITION (JETSS1.JUICE): From over JETSS INT direct to JUICE DME. Thence as filed.

SLUGO TRANSITION (JETSS1.SLUGO): From over JETSS INT direct to SLUGO DME. Thence as filed.

ST. CROIX TRANSITION (JETSS1.COY): From over JETSS INT direct to COY VOR/DME. Thence as filed.

JOSHE TWO ARRIVAL (RNAV)



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

ARMUR TRANSITION (ARMUR.JOSHE2):
KIKER TRANSITION (KIKER.JOSHE2):
MELLA TRANSITION (MELLA.JOSHE2):
SCAPA TRANSITION (SCAPA.JOSHE2):

Landing East Rwy 08: From over JOSHE on track 078° to YEPUP, then on track 078° to VARNA.

Landing East Rwy 10: From over JOSHE on track 067° to ZUGOD, then on track 067° track to TNNER.

Landing West Rwys 26/28: From over JOSHE on track 049° to MYLET, then on track 049° to PAPPO, then on track 105° to MAELO, then on heading 105°. Expect radar vectors to final approach course.

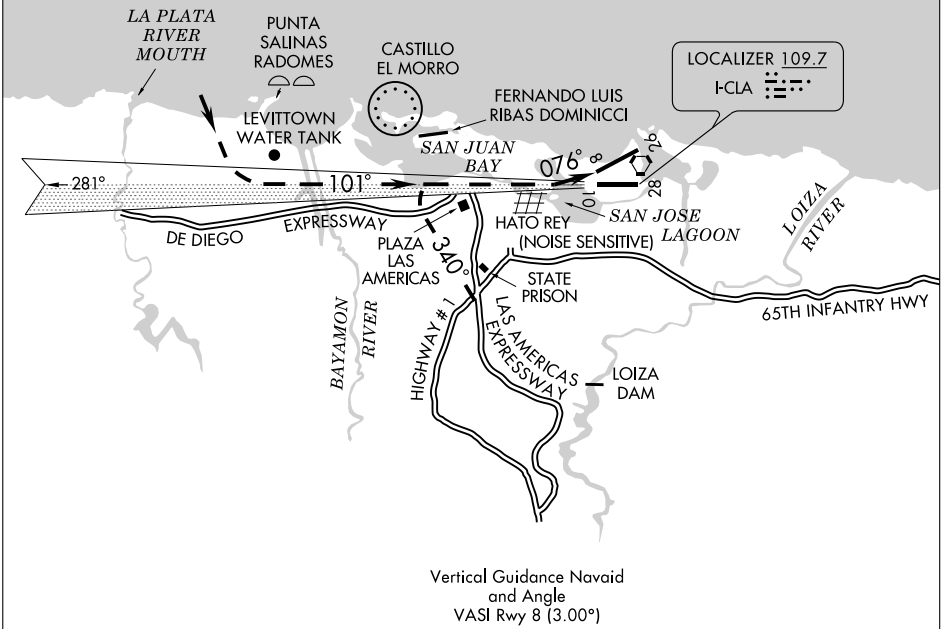
SE-3, 21 OCT 2010 to 18 NOV 2010

LAGOON VISUAL RWY 8

SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
AL-784 (FAA)
SAN JUAN, PUERTO RICO

ATIS 125.8
SAN JUAN APP CON
119.4 269.2 (WEST & SW)
120.9 290.2 (NORTH & EAST)
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
CLNC DEL
126.4 284.6

RADAR REQUIRED



Vertical Guidance Navaid and Angle
VASI Rwy 8 (3.00°)

Weather Minima: 2000 foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

LAGOON VISUAL APPROACH RUNWAY 8
PROCEDURE NOT AUTHORIZED AT NIGHT

When cleared for the Lagoon Visual Runway 8 Approach aircraft will proceed visually to intercept and fly the Runway 10 final approach course until the west end of the San Jose Lagoon, then make left turn to land Runway 8.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOM SJ	APP CRS	Rwy Idg	9783
330	078°	TDZE	9
		Apt Elev	9

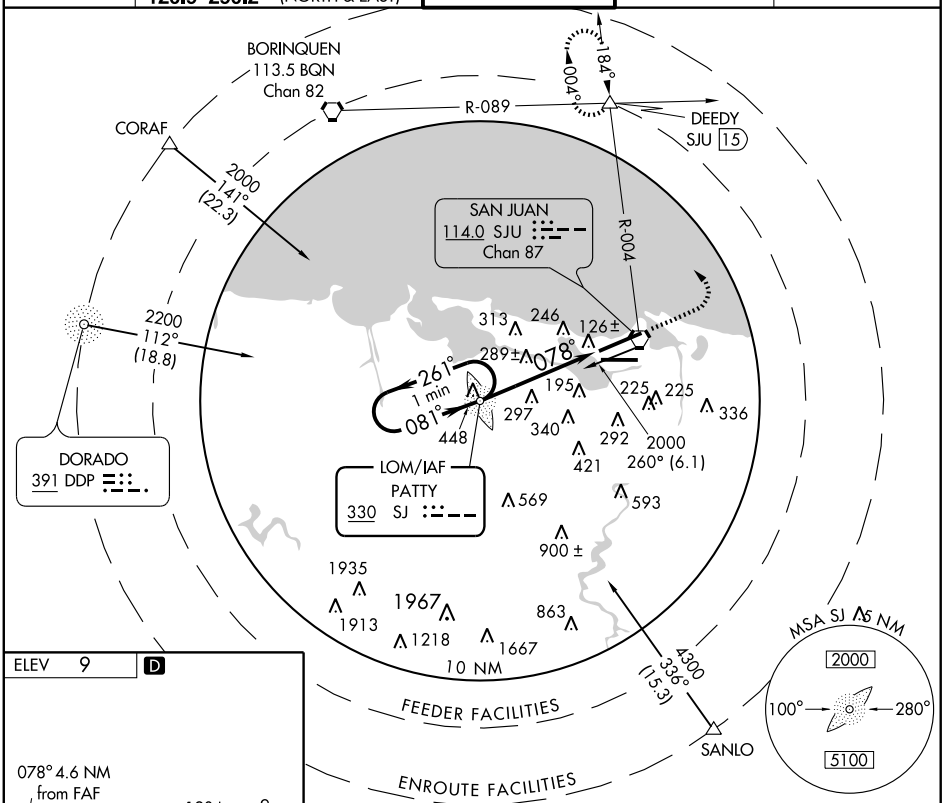
NDB RWY 8

SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

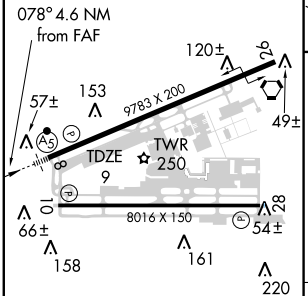
MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via SJU VORTAC R-004 to DEEDY Int/SJU 15 DME and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6

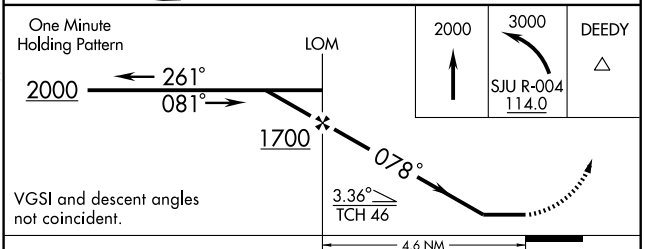


ELEV 9 D



REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-8	600-¾ 591 (600-¾)		600-1 591 (600-1)	600-1½ 591 (600-1½)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9783
078°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 8

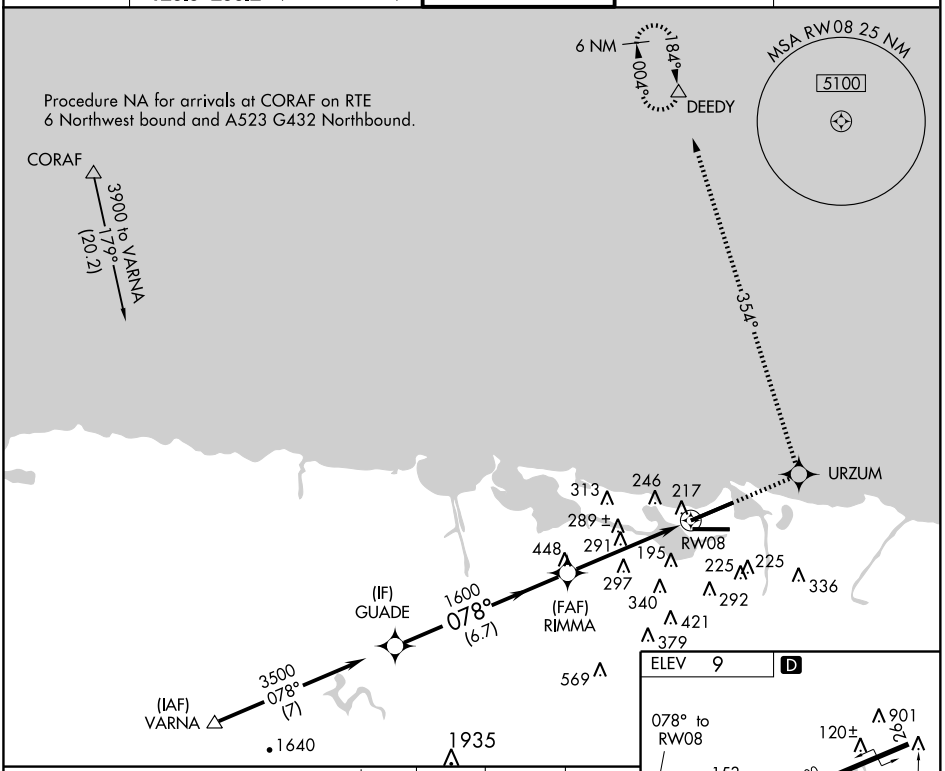
SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

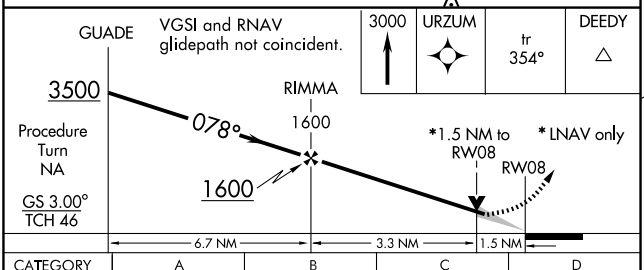
WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

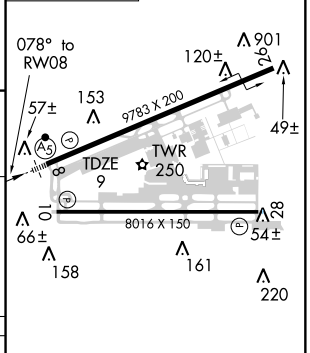
MISSED APPROACH: Climb to 3000 direct URZUM and on track 354° to DEEDY and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6





CATEGORY	A	B	C	D
LNAV/VNAV DA	530-1¼ 521 (600-1¼)			
LNAV MDA	560-½ 551 (600-½)		560-1 551 (600-1)	560-1¼ 551 (600-1¼)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)



REIL Rwy 26
HIRL Rwys 8-26 and 10-28

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8016
101°	TDZE	9
	Apt Elev	9

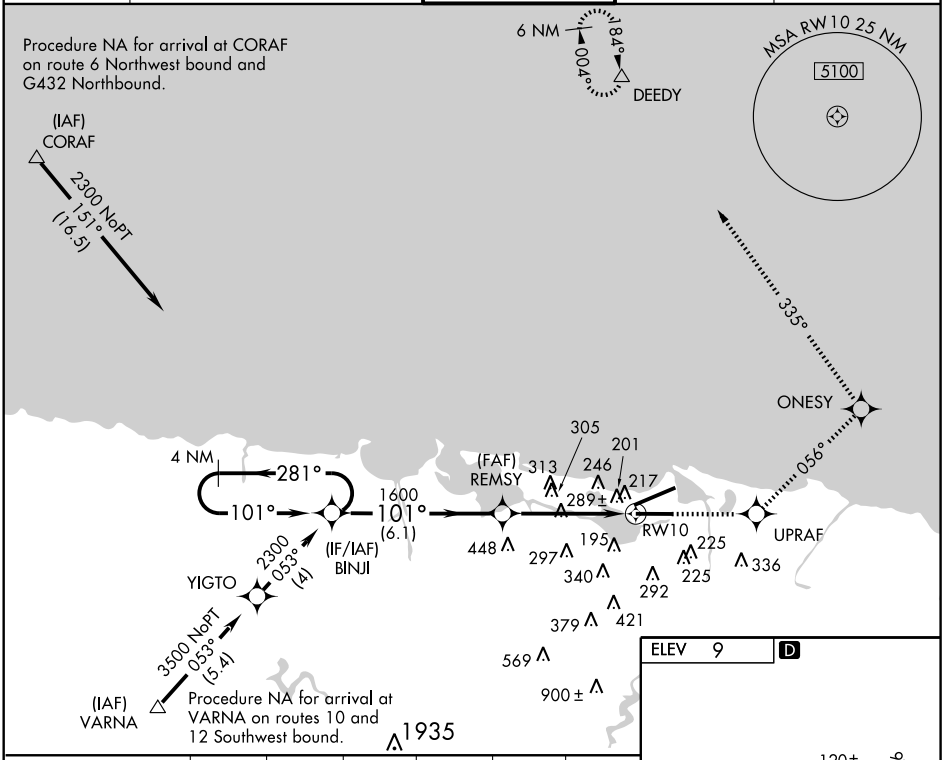
RNAV (GPS) RWY 10

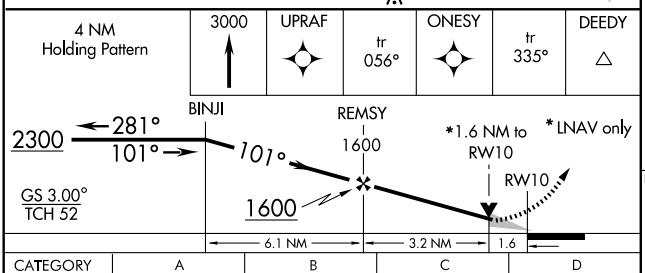
SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

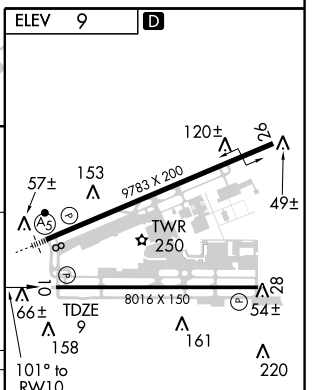
MISSED APPROACH: Climb to 3000 direct UPRAF and on track 056° to ONESY and on track 335° to DEEDY and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6





CATEGORY	A	B	C	D
LNAV/VNAV DA	549-2	540 (600-2)		
LNAV MDA	560-1 551 (600-1)		560-1½ 551 (600-1½)	560-1¾ 551 (600-1¾)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)



REIL Rwy 26
HIRL Rwys 8-26 and 10-28

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9783
258°	TDZE	7
	Apt Elev	9

RNAV (GPS) RWY 26

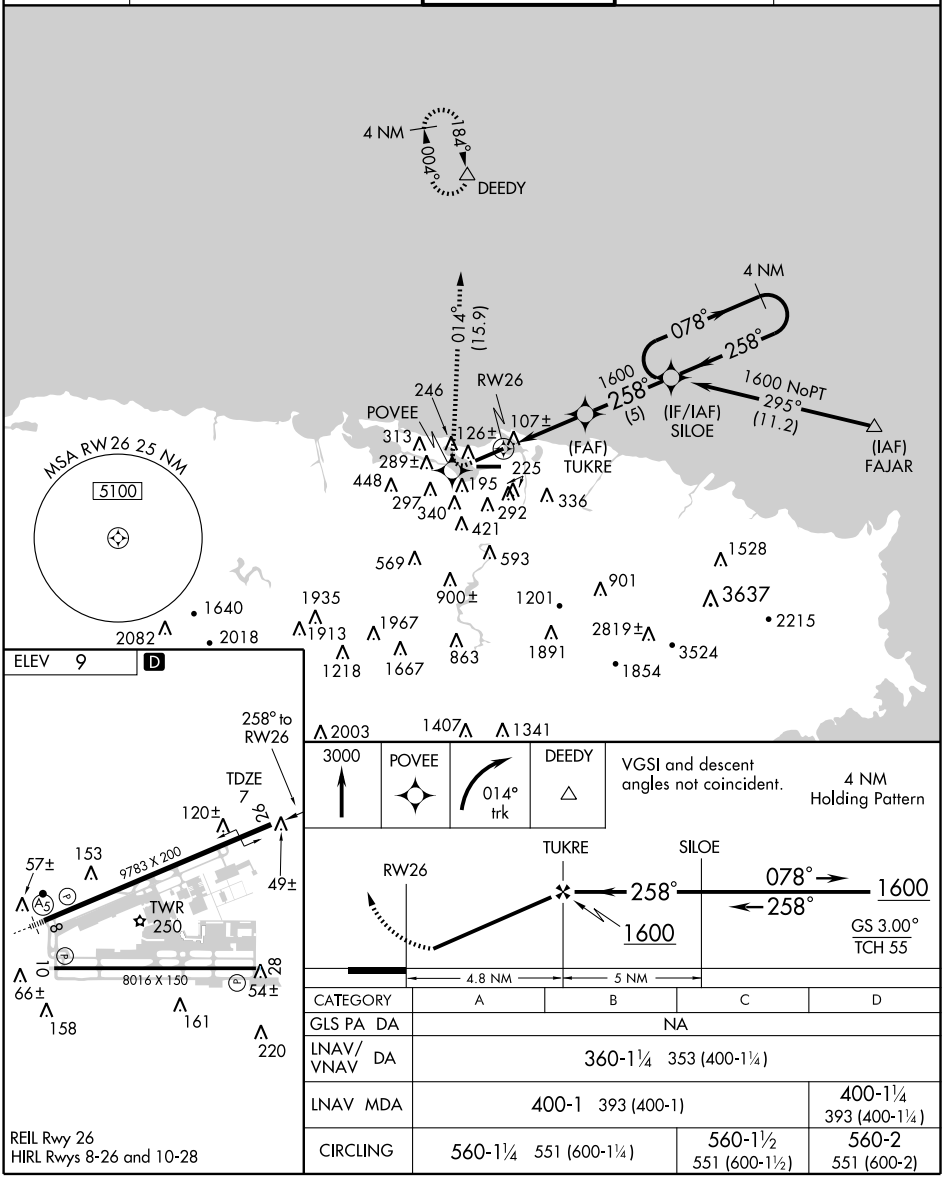
SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). WAAS VNAV NA.

NA

MISSED APPROACH: Climb to 3000 direct POVEE WP and then right turn via 014° track to DEEDY WP and hold.

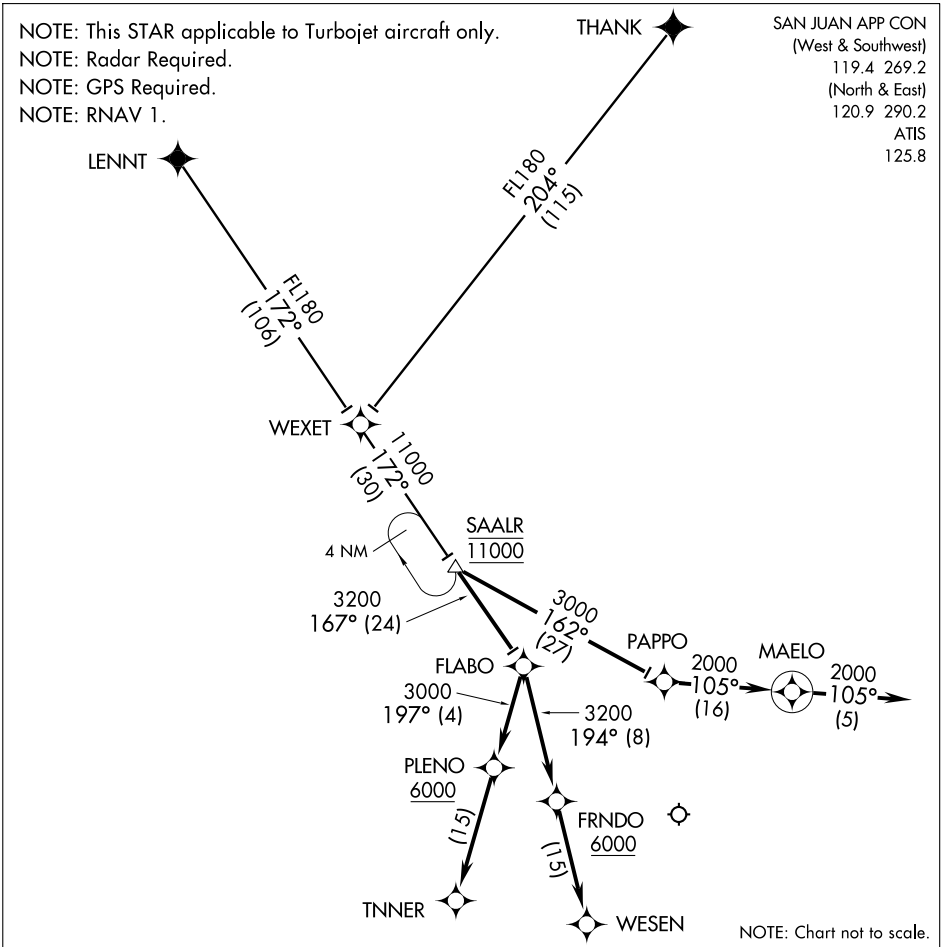
ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360-1¼ 353 (400-1¼)			
LNAV MDA	400-1 393 (400-1)			400-1¼ 393 (400-1¼)
CIRCLING	560-1¼ 551 (600-1¼)		560-1½ 551 (600-1½)	560-2 551 (600-2)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010



SE-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

LENNT TRANSITION (LENNT.SAALR2):
THANK TRANSITION (THANK.SAALR2):

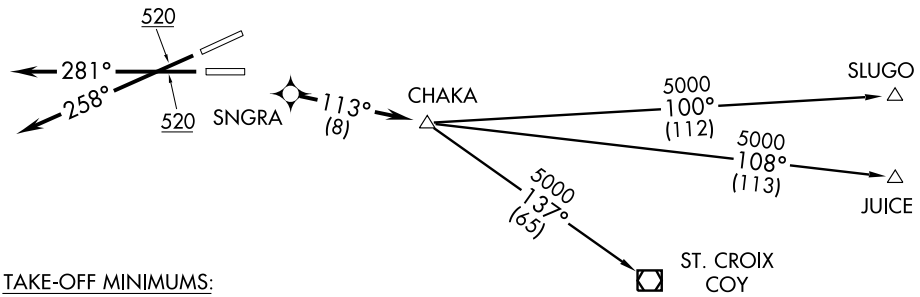
From WEXET on track 172° to SAALR, then via assigned runway transition.

Landing East Rwy 08: From over SAALR on track 167° to FLABO, then on track 194° to FRNDO, then on track 194° to WESEN.

Landing East Rwy 10: From over SAALR on track 167° to FLABO, then on track 197° to PLENO, then on track 197° to TNNER.

Landing West Rwys 26/28: From over SAALR on track 162° to PAPPO, then on track 105° to MAELO, then on heading 105°. Expect radar vectors to final approach course.

ATIS 125.8
CLNC DEL
126.4 284.6
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)



TAKE-OFF MINIMUMS:
RWY 8, 10: NA-ATC.
RWY 26: STANDARD with minimum obstacle climb of 311' per NM to 4800.
ATC climb of 350' per NM to 5000.
RWY 28: STANDARD with minimum obstacle climb of 323' per NM to 4800.
ATC climb of 350' per NM to 5000.

NOTE: GPS Required.
NOTE: For Prop and Turboprop aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:
Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb expect vectors to SNGRA, then via 113° track to CHAKA. Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 281° to 520, continue climb expect vectors to SNGRA, then via 113° track to CHAKA. Thence. . . .

. . . . Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

JUICE TRANSITION (SNGRA1.JUICE):
SLUGO TRANSITION (SNGRA1.SLUGO):
ST. CROIX TRANSITION (SNGRA1.COY):

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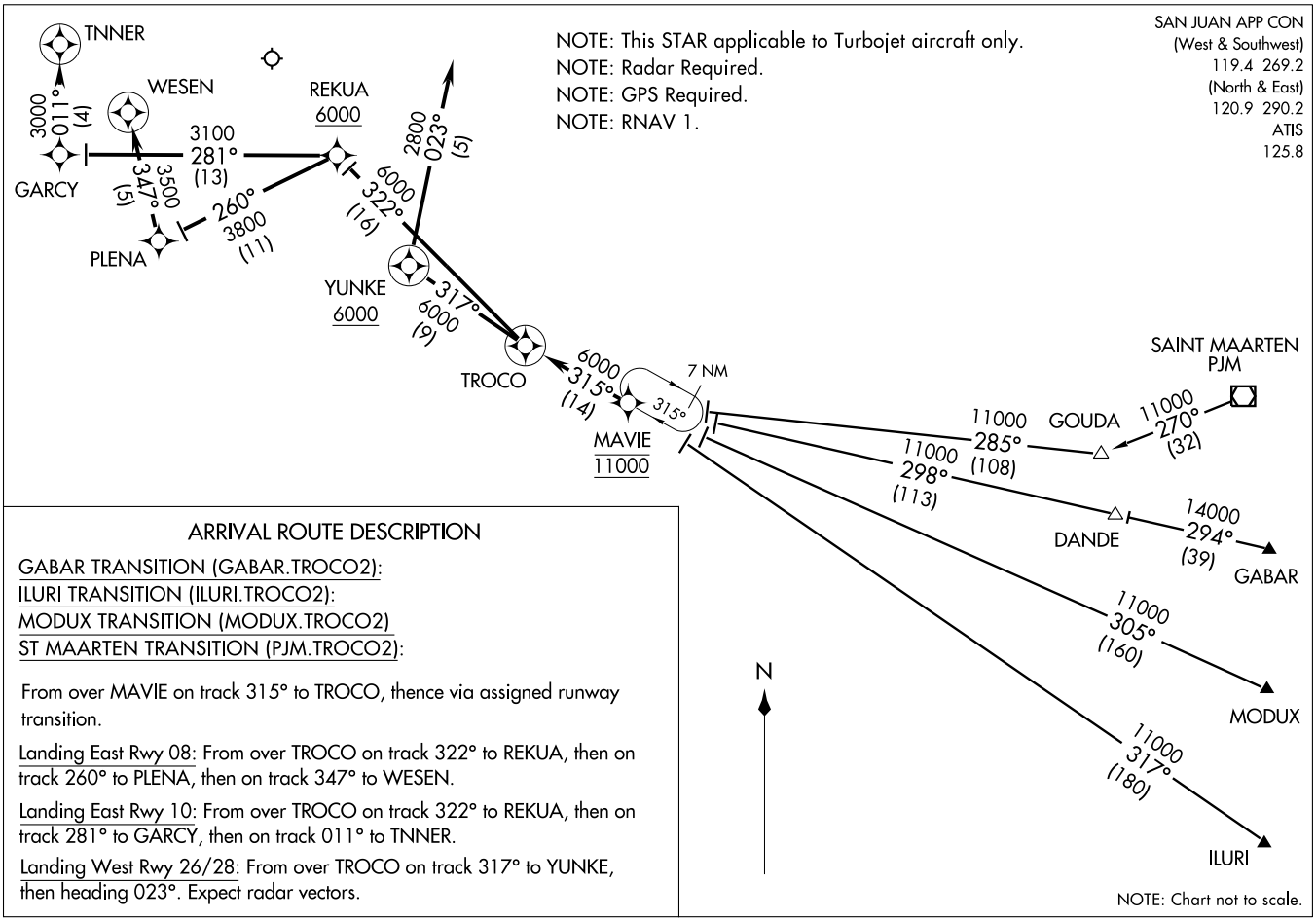
SE-3, 21 OCT 2010 to 18 NOV 2010

TROCO TWO ARRIVAL (RNAV)

(TROCO.TROCO2) 10266

SAN JUAN/LUIS MUNOZ MARIN INTL

SAN JUAN, PUERTO RICO



ARRIVAL ROUTE DESCRIPTION

GABAR TRANSITION (GABAR.TROCO2):
ILURI TRANSITION (ILURI.TROCO2):
MODUX TRANSITION (MODUX.TROCO2)
ST MAARTEN TRANSITION (PJM.TROCO2):

From over MAVIE on track 315° to TROCO, thence via assigned runway transition.

Landing East Rwy 08: From over TROCO on track 322° to REKUA, then on track 260° to PLENA, then on track 347° to WESEN.

Landing East Rwy 10: From over TROCO on track 322° to REKUA, then on track 281° to GARCY, then on track 011° to TNNER.

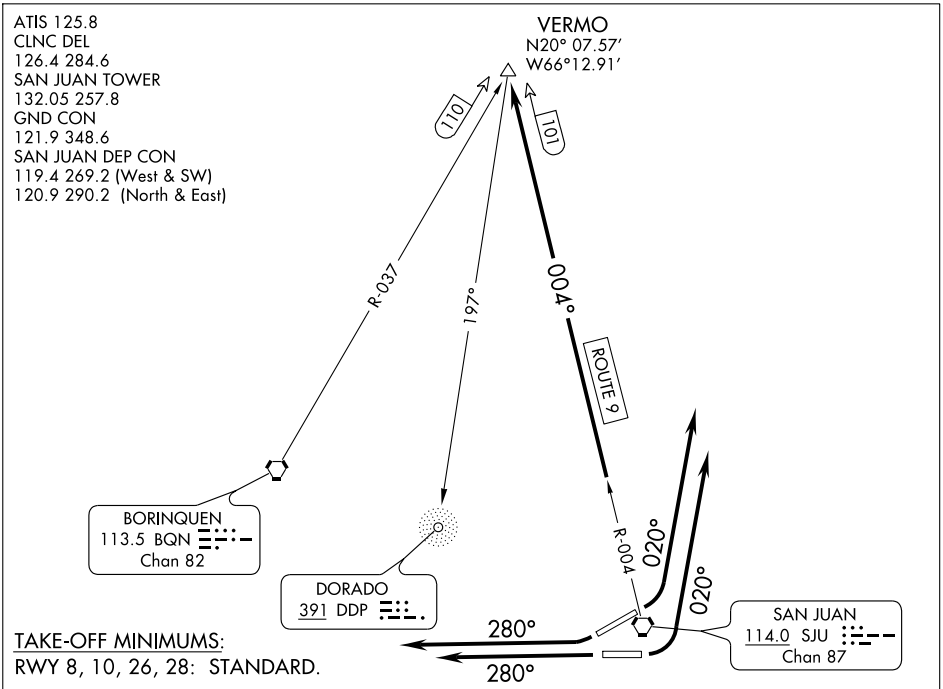
Landing West Rwy 26/28: From over TROCO on track 317° to YUNKE, then heading 023°. Expect radar vectors.

TROCO TWO ARRIVAL (RNAV)
(TROCO.TROCO2) 10266
SAN JUAN/LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO

ST-784 (FAA)

VERMO FIVE DEPARTURE

SL-784 (FAA)



TAKE-OFF MINIMUMS:
RWY 8, 10, 26, 28: STANDARD.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.
Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climbing left turn heading 020° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .
TAKE-OFF RUNWAY 10: Climbing left turn heading 020° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .
TAKE-OFF RUNWAY 26: Climb heading 280° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 280° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .

. . . . Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

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VORTAC SJU 114.0 Chan 87	APP CRS 082°	Rwy Idg 9783 TDZE 9 Apt Elev 9

VOR or TACAN RWY 8

SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

For inoperative MALSR, increase S-8 Cat E visibility to 2 miles.

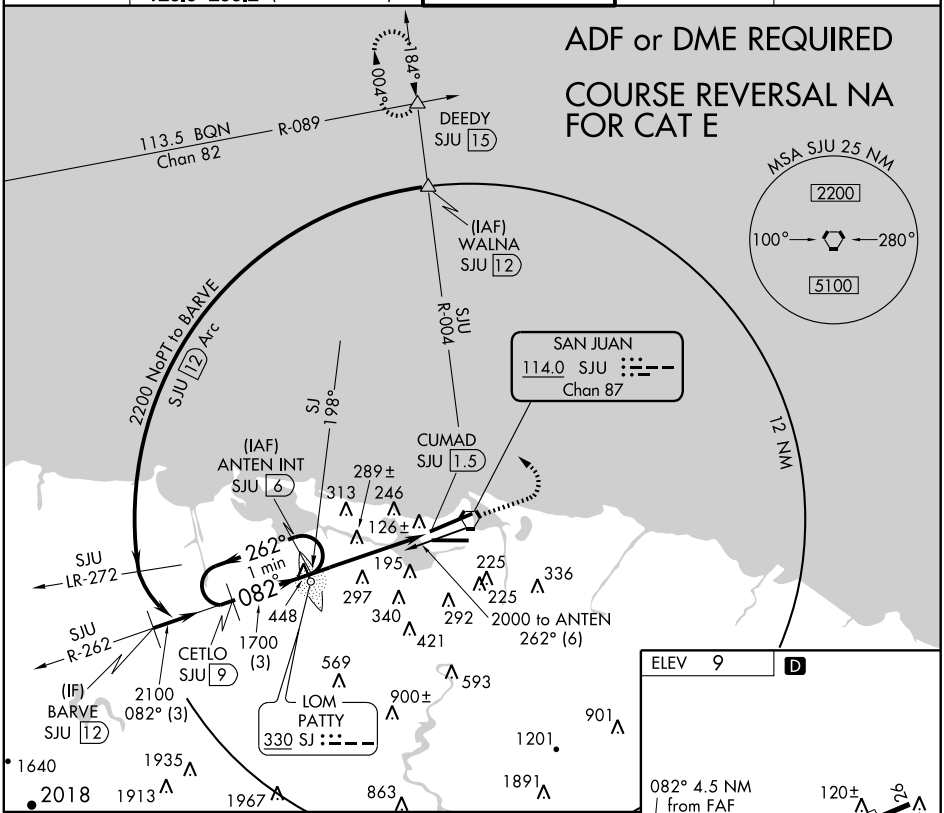
MALSR

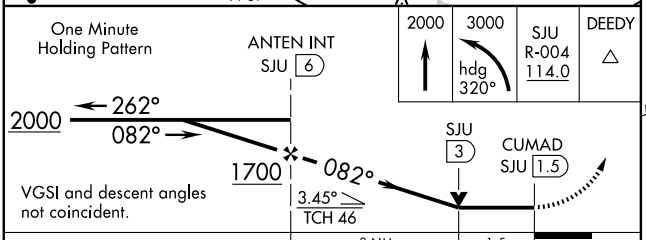
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 320° and SJU VORTAC R-004 outbound to DEEDY INT/SJU 15 DME and hold.

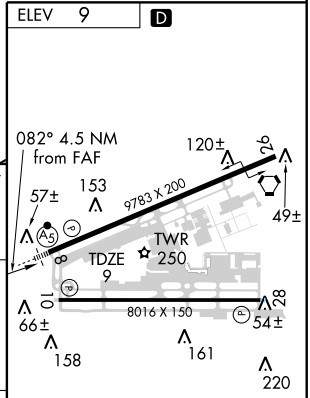
ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6

ADF or DME REQUIRED

COURSE REVERSAL NA FOR CAT E







CATEGORY	A	B	C	D	E
S-8	560-½ 551 (600-½)		560-1 551 (600-1)	560-1¼ 551 (600-1¼)	560-1½ 551 (600-1½)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)	900-3 891 (900-3)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 21 OCT 2010 to 18 NOV 2010

SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SJU	APP CRS	Rwy Idg	8016
114.0	082°	TDZE	9
Chan 87		Apt Elev	9

VOR or TACAN RWY 10

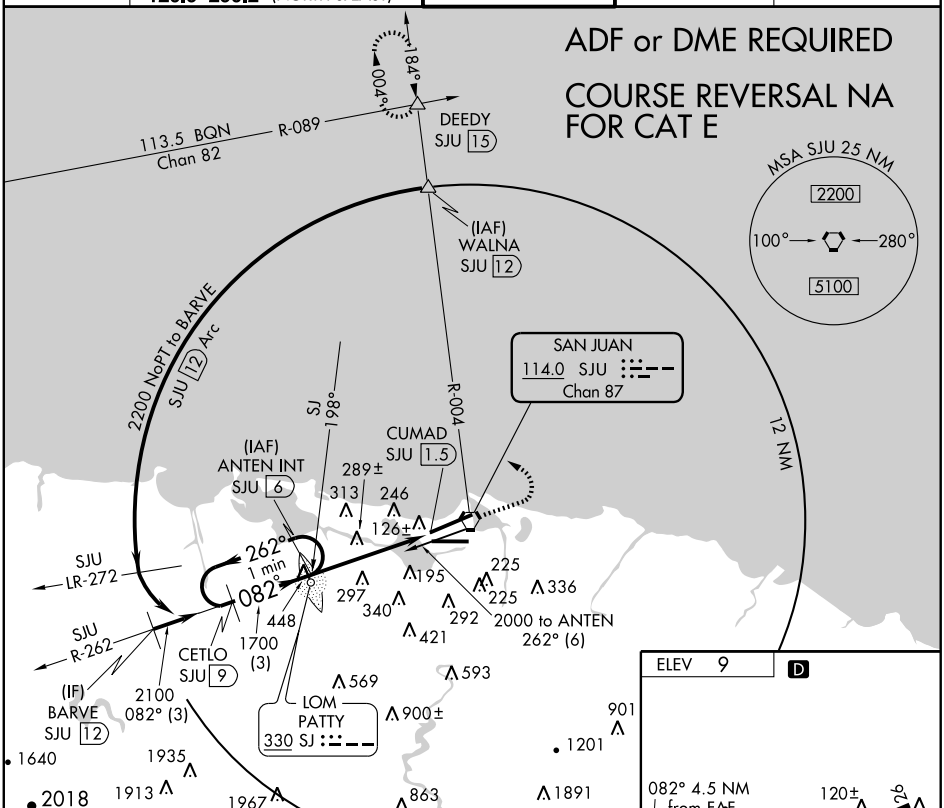
SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

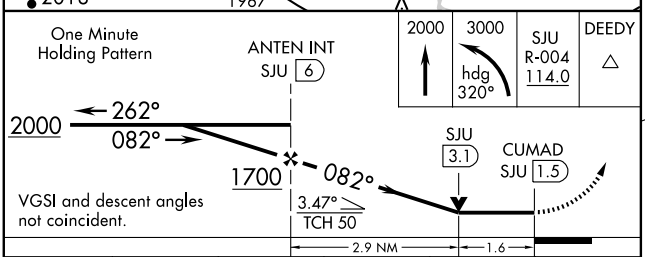
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 320° and SJU VORTAC R-004 to DEEDY INT/SJU 15 DME and hold.

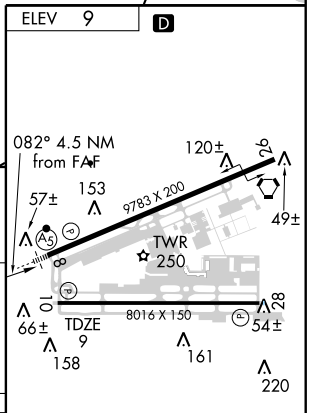
ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6

ADF or DME REQUIRED

COURSE REVERSAL NA FOR CAT E







REIL Rwy 26
HIRL Rwys 8-26 and 10-28

CATEGORY	A	B	C	D	E
S-10	560-1 551 (600-1)		560-1½ 551 (600-1½)	560-1¾ 551 (600-1¾)	560-2 551 (600-2)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)	900-3 891 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SJU	APP CRS	Rwy Idg	9783
114.0	249°	TDZE	7
Chan 87		Apt Elev	9

VOR or TACAN RWY 26

SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

T A Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 045° and SJU VORTAC R-004 to DEEDY INT/SJU 15 DME and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6

DME or RADAR REQUIRED

MSA SJU 25 NM
2200
100° 280°
5100

184° 004° DEEDY SJU 15
113.5 BQN Chan 82 R-089
(IAF) DONKE SJU 11
1600 NoPT SJU 11 Arc
024° 204° R-069
DORADO 391 DDP
R-345 R-004
(IAF) PAESO SJU 5 RADAR
1600 249° (6)
(IF) ARETE SJU 11
SJU 11 1600 NoPT Arc
2200 to VORTAC 104° (24.2)
2000 to VORTAC 080° (6.1)
313 246 126± 111±
R-097
1600 to PASEO 069° (5)
(IAF) ISLLA SJU 11
289± 448 195 225 225
LOM PATTY 330 SJ
297 340 421 292 336
SAN JUAN 114.0 SJU Chan 87
10 NM
593 1528
569 900± 901 3637
1201 2215

ELEV 9 D
249° to SJU VORTAC
TDZE 7
120± 26
57± 153 9783 X 200 49±
TWR 250
8016 X 150
66± 158 161 54± 220

2000	3000	SJU R-004 114.0	DEEDY
	hdg 045°		

PAESO SJU 5 /RADAR
Remain within 15 NM
069° 1600
249° 1600
VORTAC
3.00° TCH 45
4.9 NM

CATEGORY	A	B	C	D	E
S-26	440-1 433 (500-1)		440-1¼ 433 (500-1¼)	440-1½ 433 (500-1½)	
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)	900-3 891 (900-3)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

SE-3, 21 OCT 2010 to 18 NOV 2010

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBEMARLE, NC

STANLY COUNTY ..... **ILS or LOC Rwy 22L[12]**
NDB Rwy 22L[1]
RNAV (GPS) Rwy 4R
RNAV (GPS) Rwy 22L

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, D, 700-2.

ANDERSON, SC

ANDERSON RGNL ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
VOR Rwy 5

NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNL ..... **ILS or LOC Rwy 16[12]**
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[34]
RNAV (GPS) Rwy 34[35]
RADAR-1, 900-2¾[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[5]Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BARNWELL RGNL ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

BEAUFORT, NC

MICHAEL J.
SMITH FIELD ..... **LOC Rwy 26**
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26

NA when local weather not available.

NAME — ALTERNATE MINIMUMS

BEAUFORT, SC

BEAUFORT COUNTY ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-
H E AVENT FIELD.. ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME-A

NA when local weather not available.

BURLINGTON, NC

BURLINGTON-ALAMANCE
RGNL ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Category D, 800-2¼.

CHARLESTON, SC

CHARLESTON AFB/INTL .. **ILS or LOC Rwy 15[1]**
ILS or LOC/DME Rwy 33[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 33[2]
VOR/DME or TACAN Rwy 3[3]
VOR/DME or TACAN Rwy 21[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]Category E, NA.

CHARLESTON
EXECUTIVE.. ..... **ILS or LOC Rwy 9**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

CHARLOTTE, NC
CHARLOTTE/DOUGLAS INTL ..... **ILS or LOC Rwy 23**
ILS, Categories A, B, C, D, 700-2.

CHESTER, SC
CHESTER CATAWBA RGNL.. ..... **NDB Rwy 35[1]**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

CLEMSON, SC
OCONEE COUNTY RGNL.. **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

CLINTON, NC
CLINTON-SAMPSON COUNTY.. ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A
NA when local weather not available.

COLUMBIA, SC
COLUMBIA METROPOLITAN ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 11[2]
ILS or LOC Rwy 29[2]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C 800-2¼; Category D, 800-2½.
[2]ILS, Categories C, D, 700-2.

CONCORD, NC
CONCORD RGNL ..... **ILS or LOC Rwy 20[1]**
RNAV (GPS) Rwy 2[2]
RNAV (GPS) Rwy 20[2]
Category D, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available.

CURRITUCK, NC
CURRITUCK COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

DARLINGTON, SC
DARLINGTON COUNTY JETPORT ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

EDENTON, NC
NORTHEASTERN RGNL ..... **LOC Rwy 19**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.

ELIZABETH CITY, NC
ELIZABETH CITY CG AIR STATION/RGNL . **ILS or LOC Rwy 10[12]**
RNAV (GPS) Rwy 10
NA when local weather not available.
[1]ILS, Category D 700-2.
[2]ILS,LOC,NA when control tower closed.

ELIZABETHTOWN, NC
CARL L BROWN JR FIELD ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR/DME Rwy 15
NA when local weather not available.

ERWIN, NC
HARNETT RGNL JETPORT ..... **LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

FAYETTEVILLE, NC
FAYETTEVILLE RGNL/GRANNIS FIELD ..... **LOC BC Rwy 22[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 22
NA when local weather not available.
[1]NA when control tower closed.

FLORENCE, SC
FLORENCE RGNL ..... **ILS or LOC Rwy 9[12]**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 27
VOR or TACAN-A
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when control tower closed.

FRANKLIN, NC
MACON COUNTY ..... **RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 1600-2; Category C, 1800-3.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

GASTONIA, NC
GASTONIA MUNI ..... **RNAV (GPS) Rwy 21**
NA when local weather not available.

GEORGETOWN, SC
GEORGETOWN
COUNTY ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.
Category D, 800-2½.

GOLDSBORO, NC
GOLDSBORO-
WAYNE MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
NA when local weather not available.

GREENSBORO, NC
PIEDMONT TRIAD INTL .. **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

GREENVILLE, NC
PITT-GREENVILLE ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26
NA when local weather not available.

GREENVILLE, SC
DONALDSON CENTER..... **ILS or LOC Rwy 5**
NA when local weather not available.
NA when control tower closed.

GREENVILLE
DOWNTOWN ..... **ILS or LOC Rwy 1[123]**
RNAV (GPS) Rwy 1[24]
RNAV (GPS) Rwy 10[24]
RNAV (GPS) Rwy 19[24]
RADAR-1[14]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2. LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.

GREENWOOD, SC
GREENWOOD
COUNTY ..... **NDB or GPS Rwy 27**
VOR OR GPS Rwy 9
VOR Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

GREER, SC
GREENVILLE-SPARTANBURG
INTL-ROGER MILLIKEN ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RADAR-1
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

JACKSONVILLE, NC
ALBERT J ELLIS ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

JEFFERSON, NC
ASHE COUNTY ..... **LOC Rwy 28**
RNAV (GPS) Rwy 28
Categories A, B, 1100-2; Category C, 1100-3; Category D, 1500-3.
NA when local weather not available.

KINGSTREE, SC
WILLIAMSBURG RGNL ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 1000-3.

KINSTON, NC
KINSTON RGNL JETPORT AT
STALLINGS FIELD ..... **ILS Rwy 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
VOR Rwy 23[1]
[1]NA when control tower closed.
[2]Category D, 700-2.
[3]NA when local weather not available.

LANCASTER, SC
LANCASTER COUNTY-
MC WHIRTER FIELD ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LINCOLNTON, NC
LINCOLNTON-LINCOLN
COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

LOUISBURG, NC
TRIANGE
NORTH EXECUTIVE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MONROE, NC
CHARLOTTE-
MONROE EXECUTIVE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

MORGANTON, NC
FOOTHILLS RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MOUNT AIRY, NC
MOUNT AIRY/
SURRY COUNTY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category C, 900-2½; Category D, 1000-3.

MOUNT PLEASANT, SC
MT PLEASANT RGNL-
FAISON FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

NEW BERN, NC
COASTAL CAROLINA
RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

NEWBERRY, SC
NEWBERRY COUNTY ..... **NDB Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

NORTH MYRTLE BEACH, SC
GRAND STRAND .... **ILS or LOC/DME Rwy 23[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
VOR Rwy 5[2]
VOR Rwy 23[2]
NA when local weather not available.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

OAK ISLAND, NC
CAPE FEAR RGNL JETPORT/HOWIE
FRANKLIN FIELD ..... **RNAV (GPS) Rwy 5**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ORANGEBURG, SC
ORANGEBURG MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

OXFORD, NC
HENDERSON-OXFORD ..... **LOC Rwy 6**
NDB Rwy 6
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

RALEIGH/DURHAM, NC
RALEIGH-DURHAM
INTL ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 5R[1]
ILS or LOC Rwy 23L[2]
ILS or LOC Rwy 23R[2]
NDB Rwy 23L[3]
VOR Rwy 32[4]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

REIDSVILLE, NC
ROCKINGHAM COUNTY NC
SHILOH ..... **NDB Rwy 31**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

ROANOKE RAPIDS, NC
HALIFAX-NORTHAMPTON
RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
VOR/DME Rwy 2
NA when local weather not available.

ROCK HILL, SC
ROCK HILL/YORK CO/
BRYANT FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ROCKINGHAM, NC
RICHMOND COUNTY ..... **NDB Rwy 32**
RNAV (GPS) Rwy 32
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

ROCKY MOUNT, NC
ROCKY MOUNT-
WILSON RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR/DME Rwy 22
NA when local weather not available.

ROXBORO, NC
PERSON COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

RUTHERFORDTON, NC
RUTHERFORD CO/
MARCHMAN FIELD ..... **RNAV (GPS) Rwy 1**[1]
RNAV (GPS) Rwy 19
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

SHELBY, NC
SHELBY-CLEVELAND
COUNTY RGNL ..... **NDB Rwy 23**[1]
RNAV (GPS) Rwy 5
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

SMITHFIELD, NC
JOHNSTON COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.
Category D, 800-2½.

STATESVILLE, NC
STATESVILLE RGNL ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

SUMMERVILLE, SC
SUMMERVILLE ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2¼.

SUMTER, SC
SUMTER ..... **RNAV (GPS) Rwy 5**[1]
RNAV (GPS) Y Rwy 23
RNAV (GPS) Z Rwy 23
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

WADESBORO, NC
ANSON COUNTY-
JEFF CLOUD FIELD ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

WALLACE, NC
HENDERSON FIELD ..... **NDB Rwy 27**
Category D, 800-2½.

WALTERBORO, SC
LOWCOUNTRY RGNL ..... **NDB Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WASHINGTON, NC
WARREN FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WHITEVILLE, NC
COLUMBUS COUNTY
MUNI ..... **NDB Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

WILMINGTON, NC
WILMINGTON INTL .. **ILS or LOC/DME Rwy 6**[1,2]
ILS or LOC/DME Rwy 24[1,2]
ILS Rwy 35[2,3]
RADAR-1[3]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 24[1]
RNAV (GPS) Rwy 35[1]
[1]NA when local weather not available.
[2]Category D, 700-2.
[3]NA when control tower closed.

WINSTON-SALEM, NC
SMITH REYNOLDS ..... **ILS or LOC Rwy 33**[1,2]
RNAV (GPS) Rwy 15[3,4]
RNAV (GPS) Rwy 33[3,5]
VOR/DME Rwy 15[5]
[1]NA when control tower closed.
[2]ILS,Categories B,C, 700-2,Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.

21 OCT 2010 to 18 NOV 2010

ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA) ELEV **2165**

ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34	AB	**2800**/24	660	(700-½)	C	**2800**/60	660	(700-1¼)
		D	**2800**-1½	660	(700-1½)				
	16	A	**3000**/50	835	(900-1)	B	**3000**/60	835	(900-1¼)
		C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)
CIRCLING		A	**3000**-1	835	(900-1)	B	**3000**-1¼	835	(900-1¼)
		C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)

Circling not authorized west of Rwy 16-34. Night circling not authorized.

BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA) ELEV **10**

BEAUFORT COUNTY

RADAR-1 118.45 292.125 A NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**440**-1¼	430	(500-1¼)				
CIRCLING		AB	**500**-1¼	490	(500-1¼)	C	**500**-1½	490	(500-1½)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

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BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (10266 USN) ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	23[2 5]	3.0°/44/821	ABCDE	116-¼	100	(100-¼)
	5[2 5]	3.0°/38/779	ABCDE	137-¼	100	(100-¼)
	32	3.0°/40/771	ABCDE	275-1	250	(300-1)
	14	3.0°/40/768	ABCDE	282-1	250	(300-1)
PAR W/O GS[1]	23[4 8]		ABCDE	360-¾	344	(400-¾)
	5[4 9]		ABCDE	360-1	323	(400-1)
	14[8]		ABCDE	380-1¼	348	(400-1¼)
	32[6]		ABCDE	380-1¼	355	(400-1¼)
ASR[8]	23[3]		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5[7]		AB	460-¾	423	(500-¾)
			CD	460-1	423	(500-1)
			E	460-1¼	423	(500-1¼)
	14		ABC	420-1	388	(400-1)
			DE	420-1¼	388	(400-1¼)
	32		AB	520-1	495	(500-1)
			C	520-1¼	495	(500-1¼)
			D	520-1½	495	(500-1½)
			E	520-1¾	495	(500-1¾)
CIR	5, 14, 23		AB	500-1¼	463	(500-1¼)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)
	32		AB	520-1¼	483	(500-1¼)
			C	520-1½	483	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)

[1]No-NOTAM MP 1200-2000Z++ Sat. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]CAUTION: PAR and VGSI not coincident. [6]Cross 2 NM from touchdown, 640 min alt. [7]When ALS inop, increase vis CAT AB to 1 mile,CAT CD to 1¼ miles,CAT E to 1½ miles. [8]VDA and VGSI not coincident. [9]Cross 2 NM from touchdown 660 min alt.

BOGUE MCALF (KNJM), NC (10070 USA) ELEV 22

RADAR [1] **- (E)** 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	23[2]	3.0°/37/706	ABCDE	271-1	250	(300-1)
ASR	23[23]		ABCDE	400-1	379	(400-1)

[1]RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR. [2]CAUTION: 20:1 visual area penetrated. Procedure NA at night. [3]When ALS inop, increase vis CAT CDE to 1¼ miles.

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CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32L[1] [3]	3.0°/36/668	ABCDE	126-¼	100	(100-¼)
	23R	3.0°/55/1051	AB	273-¾	250	(300-¾)
			CDE	273-1	250	(300-1)
	14L[3]	3.0°/40/763	ABCDE	126-½	100	(100-½)
	5R[3]	3.0°/39/733	ABCDE	127-½	100	(100-½)
ASR	32L[2]		AB	340-½	314	(400-½)
			CDE	340-¾	314	(400-¾)
	23R[4]		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
			E	440-1½	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			C	440-1¼	414	(500-1¼)
			DE	440-1½	414	(500-1½)
CIR	All Rwys		AB	520-1	491	(500-1)
			C	540-1½	511	(600-1½)
			DE	580-2	551	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCDE to 1 mile.[3]CAUTION: PAR RPI and PAPI RRP are not coincident. [4]When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

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COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA) ELEV **236**

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	5	AB	**700**/24	472 (500-½)	C	**700**/40	472 (500-¾)
		D	**700**/50	472 (500-1)			
	11	AB	**680**/24	444 (500-½)	C	**680**/40	444 (500-¾)
		D	**680**/50	444 (500-1)			
	29	AB	**720**/24	493 (500-½)	C	**720**/40	493 (500-¾)
		D	**720**/50	493 (500-1)			
	23	AB	**680**/50	467 (500-1)	C	**680**/60	467 (500-1¼)
		D	**680**-1½	467 (600-1½)			
CIRCLING		AB	**740**-1	504 (600-1)	C	**840**-1¾	604 (700-1¾)
		D	**880**-2	644 (700-2)			

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC

Amdt. 2A, JUL 29, 2010 (FAA) ELEV **193**

JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	31	AB	**720**-1¼	535 (600-1¼)	C	**720**-1½	535 (600-1½)
		D	**720**-1¾	535 (600-1¾)			
CIRCLING		NA					

When local altimeter setting not received, use Columbia Metropolitan altimeter setting.
Visibility reduction by helicopters NA. Lost Communications (All Rwys): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA) ELEV **146**

FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ⚠NA.

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	1	ABC	**480**-1	346 (400-1)	D	**480**-1¼	346 (400-1¼)
	9*	AB	**680**-½	534 (600-½)	C	**680**-1	534 (600-1)
		D	**680**-1¼	534 (600-1¼)			
	19**	AB	**860**-1	717 (800-1)	C	**860**-2	717 (800-2)
		D	**860**-2¼	717 (800-2¼)			
	27	AB	**560**-1	421 (500-1)	CD	**560**-1¼	421 (500-1¼)
CIRCLING		AB	**640**-1	494 (500-1)	C	**640**-1½	494 (500-1½)
		D	**740**-2	594 (600-2)			
CIRCLING*		AB	**680**-1	534 (600-1)	C	**680**-1½	534 (600-1½)
		D	**740**-2	594 (600-2)			
CIRCLING**		AB	**860**-1	714 (800-1)	C	**860**-2	714 (800-2)
		D	**860**-2¼	714 (800-2¼)			

When approach control closed, ASR NA.
LOST COMMUNICATIONS: As directed by ATC on initial contact.

GREENVILLE, SC
Amdt. 13A, SEP 25, 2008 (FAA) ELEV **1048**

GREENVILLE DOWNTOWN

RADAR- 118.8 385.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1	ABC	**1480**-1¼	465	(500-1¼)	D	**1480**-1½	465	(500-1¼)
CIRCLING		AB	**1620**-1¼	572	(600-1¼)	C	**1620**-1½	572	(600-1½)
		D	**1740**-2¼	692	(700-2¼)				

Alternate minimums: Standard, except CAT D 800-2¼, NA when control tower closed.

GREER, SC
Amdt. 6, SEP 1, 2005 (FAA) ELEV **964**

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22	ABC	**1340**/40	376	(400-¾)	D	**1340**/50	376	(400-1)
	4	ABC	**1420**/40	471	(500-¾)	D	**1420**/50	471	(500-1)
CIRCLING		AB	**1420**-1¼	456	(500-1¼)	C	**1420**-1½	456	(500-1½)
		D	**1520**-2	556	(600-2)				

When APP CON closed, ASR NA.
For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.
If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

21 OCT 2010 to 18 NOV 2010

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 10266 USAF) ELEV 254

RADAR[1 2] 125.4 285.4 143.55 379.5 281.525x 316.4x 269.05x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	32	2.5°/52/1169	ABCDE	443/24	200	(200-½)
ASR[4]	32		AB	640-½	397	(400-½)
			CD	640-¾	397	(400-¾)
			E	640-1	397	(400-1)
CIR	32		A	840-1	588	(600-1)
			B	860-1	608	(700-1)
			C	880-1¾	628	(700-1¾)
			D	880-2	628	(700-2)
			E	1020-2¾	768	(800-2¾)

[1]If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/ NAVAID/approach procedure. [2]Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA) ELEV **19**

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4	ABC	**400**-1	383	(400-1)	D	**400**-1¼	383	(400-1¼)
	22	AB	**540**-1	525	(600-1)	C	**540**-1½	525	(600-1½)
		D	**540**-1¾	525	(600-1¾)				
CIRCLING		AB	**560**-1	541	(600-1)	C	**560**-1½	541	(600-1½)
		D	**580**-2	561	(600-2)				

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorized.

NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 **ELEV 26**

21 OCT 2010 to 18 NOV 2010

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	1[1]	3.0°/45/877	ABCD	124-¼	100	(100-¼)
	5[1]	3.0°/35/646	ABCD	126-¼	100	(100-¼)
	19	3.0°/41/750	ABCD	123-½	100	(100-½)
	23	3.0°/36/655	ABCD	125-½	100	(100-½)
PAR W/O GS	5[2]		ABCD	400-1	374	(400-1)
	1[2]		ABCD	400-1	376	(400-1)
	23		ABCD	420-1¼	395	(400-1¼)
	19		ABCD	420-1¼	397	(400-1¼)
ASR	5[3]		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-1¼	415	(500-1¼)
	19		AB	440-1	417	(500-1)
			CD	440-1¼	417	(500-1¼)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR W/O GS	All Rwy		AB	500-1¼	474	(500-1¼)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

[1]When ALS inop, increase vis to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles.
[3]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

21 OCT 2010 to 18 NOV 2010

SIMMONS AAF (KFBG), NC (Fort Bragg) (1-Amdt 12, 2-Orig 10154 USA) ELEV 244

RADAR[1] **- (E)** 120.8 124.2 257.65 284.675 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	27	3.0°/36/628	ABC	**428-**¾	357	(200-¾)
			D	NA	NA	NA
PAR	27		AB	**640-1**	412	(500-1)
W/O GS			C	**640-**1¼	412	(500-1¼)
			D	NA	NA	NA
CIR			AB	**780-1**	536	(600-1)
			C	**780-1**½	536	(600-1½)
			D	NA	NA	NA
RADAR-2						
PAR	9	3.9°/33/487	COPTER	**491-**½	250	(300-½)

[1]Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

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WILMINGTON, NC

Amdt. 6C, JUN 3, 2010 (FAA) ELEV **32**

WILMINGTON INTL

RADAR- 118.25 135.75 284.65 317.425 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		ABC	**460**-1¼	428	(500-1¼)	D	**460**-1½	428	(500-1½)
	24		ABC	**460**-1¼	433	(500-1¼)	D	**460**-1½	433	(500-1½)
	6		ABC	**480**-1¼	451	(500-1¼)	D	**480**-1½	451	(500-1½)
	35		AB	**540**/40	509	(600-¾)	CD	**540**/50	509	(600-1)
CIRCLING			AB	**540**-1¼	508	(600-1¼)	C	**540**-1½	508	(600-1½)
			D	**640**-2	608	(700-2)				

When control tower closed procedure not authorized.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

AIKEN, SC

AIKEN MUNI (AIK)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 186° to 1100 before turning west.

NOTE: **Rwy 1**, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7,** terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

NAME	TAKE-OFF MINIMUMS

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25,** tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561' MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4L,22R,** NA-VFR runway. **Rwy 4R,** 300-1½ or std. w/ min. climb of 297' per NM to 1000.

NOTE: **Rwy 4R,** trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. **Rwy 22L,** multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

ALLENDALE, SC

ALLENDALE COUNTY (88J)

ORIG 10042 (FAA)

NOTE: **Rwy 17,** trees beginning 103' from DER, 52' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway beginning 286' from DER, 174' left of centerline, up to 15' AGL/174' MSL. Trees beginning 416' from DER, 355' right of centerline, up to 100' AGL/239' MSL. **Rwy 35,** trees beginning 10' from DER, 437' right of centerline, up to 100' AGL/269' MSL. Trees beginning 52' from DER, 503' left of centerline, up to 100' AGL/269' MSL. Trees beginning 780' from DER, 308' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2557' from DER, 117' left of centerline, up to 100' AGL/289' MSL.

ANDERSON, SC

ANDERSON RGNL

NOTES: **Rwy 5,** multiple trees beginning 1282' from departure end of runway, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89'AGL/878' MSL. **Rwy 17,** multiple trees beginning 1017' from departure end of runway, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23,** transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35,** multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL (RHP)

AMDT 1A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3.

DEPARTURE PROCEDURE: **Rwys 8, 26,** procedure NA at night. Remain within 3 NM of Western Carolina RGNL while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS, SC

ROBERT F. SWINNE

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 400-1.

DEPARTURE PROCEDURE: **Rwy s18, 36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 18,** tower 165' from departure end of runway, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36,** tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85'MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 230' per NM to 1200. **Rwy 21,** 400-2 or std. with a min. climb of 340' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct BRA NDB, climb in holding pattern; hold South, right turns, 344° inbound to cross BRA NDBat or above 6100 before proceeding on course or for climb in visual conditions: cross Asheville Rgnl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course. NOTE: climb in visual NA at night. **Rwy 34,** climb direct KEANS (IM) LOM, climb in holding pattern; hold North, left turns, 164° inbound to cross KEANS LOM at or above 7000 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night.

NOTE: **Rwy 16,** tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. **Rwy 34,** tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

BARNWELL, SC

BARNWELL RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2½ or std. w/ min. climb of 241' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 165° to 1100 before turning. **Rwy 23,** climb heading 230° to 1100 before turning south.

NOTE: **Rwy 5,** trees beginning 1959' from departure end of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. **Rwy 17,** trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100'AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. **Rwy 23,** trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. **Rwy 35,** trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/359' MSL.

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BEAUFORT, NC
MICHAEL J. SMITH FIELD
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 500' per NM to 500.
NOTE: **Rwy 21,** tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

BEAUFORT, SC
BEAUFORT COUNTY
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1700 before turning right. **Rwy 25,** climb runway heading to 300 before turning right.
NOTE: **Rwy 25,** tree 1100' from departure end of runway, 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway, on centerline, 30' AGL/35' MSL.

BENNETTSVILLE, SC
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)
AMDT 1 10210 (FAA)
NOTE: **Rwy 7,** pole 97' from DER, 379' right of centerline, 35' AGL/181' MSL. Trees beginning 1415' from DER, 412' left of centerline, up to 86' AGL/232' MSL. Trees beginning 2495' from DER, 256' right of centerline, up to 89' AGL/235' MSL. **Rwy 25,** tree 77' from DER, 148' right of centerline, 18' AGL/156' MSL. Trees beginning 2681' from DER, 382' right of centerline, up to 89' AGL/227' MSL.

BOGUE MCALF (KNJM),
SWANSBORO, NC. 10070
TAKE-OFF OBSTACLES: **Rwy 5,** Trees 65' AGL/145' MSL, 1649' from DER. Trees, 125' AGL/145' MSL, 1252' from DER, 257' right of centerline. Trees, 125' AGL/145' MSL, 761' from DER, 262' left of centerline. **Rwy 23,** Trees, 70' AGL/90' MSL, 607' from DER, 54' left of centerline. Trees, 70' AGL/90' MSL, 540' from DER, 439' left of centerline. Trees, 125' AGL/145' MSL, 414' from DER, 572' left of centerline.

BURLINGTON, NC
BURLINGTON-ALAMANCE RGNL
DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1200 before turning left.

CAMDEN, SC
WOODWARD FIELD
TAKE-OFF MINIMUMS: **Rwy 6,** 200-1¼ or std. w/ min. climb of 362' per NM to 700.
NOTE: **Rwy 6,** light 184' from departure end of runway, 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL. **Rwy 14,** trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. **Rwy 32,** trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

CHAPEL HILL, NC
HORACE WILLIAMS
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 1400 before turning southwest. **Rwy 27,** climb heading 270° to 2400 before turning south.
NOTE: **Rwy 9,** trees 1084' from departure end of runway, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27,** trees 200' from departure end of runway, 240' left of centerline, 43' AGL/542' MSL.

CHARLESTON, SC
CHARLESTON AFB/INTL (CHS)
AMDT 6 08045 (FAA)
NOTE: **Rwy 3,** multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGL/111' MSL. Electrical equipment, microwave tower, and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. **Rwy 15,** multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. **Rwy 21,** multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. **Rwy 33,** trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSL.

CHARLESTON EXECUTIVE (JZI)
AMDT 1 10238 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 217° to 600 before turning right.
NOTE: **Rwy 4,** trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL. **Rwy 22,** trees 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL. Trees beginning 2183' from DER, left to right of centerline up to 100' AGL/109' MSL. **Rwy 27,** trees beginning 779' from DER, 84' left of centerline, up to 77' AGL/96' MSL. Pole 1011' from DER, 585' left of centerline, 42' AGL/61' MSL. Trees beginning 90' from DER, 273' right of centerline, up to 60' AGL/78' MSL.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)
AMDT 5 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 1700 before turning right. **Rwy 36C,** climb heading 003° to 1400 before turning left. **Rwy 36L,** climb heading 003° to 1800 before turning left.

NOTE: **Rwy 5,** trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL. **Rwy 18L,** tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL. **Rwy 18C,** trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL. Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL. **Rwy 23,** trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL. **Rwy 36C,** trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL. **Rwy 36R,** pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: **Rwy 8,** multiple trees 465' from departure end of runway, 176' right of centerline, up to 100' AGL/279' MSL. Power lines 845' from departure end of runway, 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline, up to 100' AGL/279' MSL. **Rwy 26,** trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway, 186' right of centerline, 65' AGL/243' MSL.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 5L**: Tree, 2765' from DER, 985' left of centerline, 91' MSL; Tree, 2414' from DER, 974' left of centerline, 87' MSL; Tree, 1470' from DER, 838' left of centerline, 85' MSL; Tree, 686' from DER, 678' left of centerline, 62' MSL; Tree, 1074' from DER, 497' left of centerline, 54' MSL; Tree, 780' from DER, 566' left of centerline, 50' MSL. **Rwy 14R**: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)
ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. **Rwy 17,** trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. **Rwy 23,** trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. **Rwy 35,** vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 252° to 1900 before turning right.

NOTE: **Rwy 7,** multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. **Rwy 25,** multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

CLINTON-SAMPSON COUNTY (CTZ)
AMDT 1 09267 (FAA)

NOTE: **Rwy 6,** trees beginning 9' from DER , 404' right of centerline, up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. **Rwy 24,** trees beginning 13' from DER, left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)
AMDT 1 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL. **Rwy 11,** trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL. **Rwy 23,** trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL. **Rwy 29,** trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

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COLUMBIA, SC (CON'T)

JIM HAMILTON L.B. OWENS (CUB)

AMDT 3 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2½ or std. with min. climb of 345' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 311° to 1500 before turning Northbound.

NOTE: **Rwy 13,** trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL. Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL. Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. **Rwy 31,** trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL. Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

CONCORD, NC

CONCORD RGNL (JQF)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 2200 before proceeding on course. **Rwy 20,** climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2100 before proceeding on course.

NOTE: **Rwy 2,** poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL. Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL. **Rwy 20,** street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: **Rwy 4,** multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL. **Rwy 22,** multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1300 before proceeding on course. **Rwy 23,** climb heading 240° to 4000 before turning southbound.

NOTE: **Rwy 5,** trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL. **Rwy 23,** trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 343° to 900' before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 10,** multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. **Rwy 16,** multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/256' MSL. **Rwy 23,** antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. **Rwy 28,** multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. **Rwy 34,** tree 2008' from departure end of runway, 273' right of centerline, 87' AGL/277' MSL.

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: **Rwys 7,25,** climb to 2200 on runway heading before turning south.

EDENTON, NC

NORTHEASTERN RGNL (EDE)

ORIG 09211 (FAA)

NOTE: **Rwy 1,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19,** poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNL

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: **Rwys 1,10,** climb runway heading to 4000 before turning south. **Rwy 19,** climb to 4000 via ECG R-160 before turning east. **Rwy 28,** climb runway heading to 4000 before turning east.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 2100 before turning left. **Rwy 33,** climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33,** vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

ELKIN, NC

ELKIN MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 270' per NM to1300. **Rwy 25,** 300-1 or std. with a min. climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 7, 25,** climb to 3900 before turning north.

ERWIN, NC

HARNETT RGNL JETPORT

NOTE: **Rwy 5,** multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23,** trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

ORIG 08213 (FAA)

NOTE: **Rwy 4,** trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10,** trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22,** vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.

FLORENCE, SC

FLORENCE RGNL (FLO)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1,** trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9,** trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19,** trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27,** trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN, NC

MACON COUNTY (1A5)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

NOTE: **Rwy 7,** trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. **Rwy 25,** vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC

GASTONIA MUNI (AKH)

AMDT 5 10042 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 049° to 2600 before proceeding West or North. **Rwy 21,** climb heading 214° to 1500 before proceeding North.

NOTE: **Rwy 3,** trees beginning 1200' from DER, 433' left of centerline, up to 80' AGL/859' MSL. Trees beginning 162' from DER, 371' right of centerline, up to 136' AGL/885' MSL. **Rwy 21,** antenna and trees beginning 269' from DER, 210' left of centerline, up to 101' AGL/880' MSL. Trees beginning 252' from DER, 264' right of centerline, up to 113' AGL/882' MSL.

GEORGETOWN, SC

GEORGETOWN COUNTY

DEPARTURE PROCEDURE: **Rwys 5, 23, 29, 34,** climb runway heading to 500 before turning.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI

NOTE: **Rwy 5,** tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. **Rwy 23,** tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL. Tree 1788' from departure end of runway, 281' right of centerline, 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)
AMDT 1 09295 (FAA)

NOTE: **Rwy 5L,** trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. **Rwy 5R,** terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. **Rwy 14,** pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. **Rwy 23L,** trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. **Rwy 23R,** trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. **Rwy 32,** trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

GREENVILLE, NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1 ½ or std. with a min. climb of 220' per NM to 300. **Rwy 20,** 200-1 or std. with a min. climb of 425' per NM to 300.

NOTE: **Rwy 2,** tree 1633' from departure end of runway, 741' right of centerline, -/115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -/123' MSL. **Rwy 8,** tree 181' from departure end of runway, 517' left of centerline, -/108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -/134' MSL. **Rwy 15,** tower 1.2 NM from departure end of runway,1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -/86' MSL. **Rwy 20,** tree 2834' from departure end of runway, 986' left of centerline, -/171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -/165' MSL. **Rwy 26,** tree 1026' from departure end of runway, 546' left of centerline, -/108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -/81' MSL. **Rwy 33,** tree 199' from departure end of runway, 372' left of centerline, -/92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -/91' MSL.

GREENVILLE, SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 5,** antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. **Rwy 23,** stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL.

GREENVILLE, SC (CON'T)

GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 10,** 400-2¼ or std. with a min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 2400 before turning left. **Rwy 28,** climb heading 276° to 1900 before turning right.

NOTE: **Rwy 1,** numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL. Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106' MSL. Numerous trees 1100' from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. **Rwy 10,** tree 31' from departure end of runway, 190' right of centerline, 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/1051' MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway, 500' right of centerline, 186' AGL/1374' MSL. **Rwy 19,** pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070' MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. **Rwy 28,** tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL. Building 1.93 NM from departure end of runway, 2045' right of centerline, 314' AGL/1315' MSL.

GREENWOOD, SC

GREENWOOD COUNTY (GRD)
ORIG 08017 (FAA)

NOTE: **Rwy 9,** tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)
AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 2500 before turning left.

NOTE: **Rwy 4,** tree 1422' from DER, 832' right of centerline, 100' AGL/1001' MSL. Tree 1454' from DER, 146' left of centerline, 78' AGL/1023' MSL.

HARTSVILLE, SC
HARTSVILLE REGIONAL (HSV)
ORIG 08045 (FAA)
NOTE: **Rwy 3,** trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL. trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21,** trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of centerline, up to 15' AGL/364' MSL.

HATTERAS, NC
BILLY MITCHELL (HSE)
ORIG 09267 (FAA)
NOTE: **Rwy 7,** trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL. **Rwy 25,** trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

HICKORY, NC
HICKORY RGNL
TAKE-OFF MINIMUMS: **Rwys 19, 24,** std. with a min. climb of 300' per NM to 3000.
DEPARTURE PROCEDURE: Use HICKORY ONE DEPARTURE.
NOTE: **Rwy 1,** tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL. **Rwy 19,** tree 1253' from departure end of runway, 661' right of centerline, 92' AGL/1211' MSL. **Rwy 24,** tree 315' from departure end of runway, 584' left of centerline, 99' AGL/1218' MSL.

HILTON HEAD ISLAND, SC
HILTON HEAD
NOTE: **Rwy 3,** numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/97' MSL. **Rwy 21,** numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111' MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91' MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSL.

JACKSONVILLE, NC
ALBERT J. ELLIS
DEPARTURE PROCEDURE: **Rwy 23,** climb on runway heading to 500 before turning right.

JEFFERSON, NC
ASHE COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 1900-3.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC
DUPLIN COUNTY (DPL)
ORIG 09015 (FAA)
NOTE: **Rwy 5,** trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23,** trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of centerline, up to 100' AGL/225' MSL.

KINGSTREE, SC
WILLIAMSBURG RGNL
TAKE-OFF MINIMUMS: **Rwy 32,** 200-1 or std. w/ min. climb of 353' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 132° to 800 before turning north.
NOTE: **Rwy 32,** multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175' MSL.

KINSTON, NC
KINSTON RGNL JETPORT AT STALLINGS FIELD
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 050° to 1800 before turning east.
NOTE: **Rwy 5,** multiple poles 1521' from departure end of runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23,** multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL, multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC
LAKE CITY MUNI CJ EVANS FIELD
TAKE-OFF MINIMUMS: **Rwy 1,** 500-2½ or std. w/ min. climb of 375' per NM to 700. **Rwy 19,** 300-1 or std. w/ min. climb of 404' per NM to 400.
NOTE: **Rwy 1,** tree 1474' from departure end of runway, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19,** tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180' AGL/254' MSL.

LANCASTER, SC
LANCASTER COUNTY- MCWHIRTER FIELD (LKR)
AMDT 1 09351 (FAA)
NOTE: **Rwy 6,** trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL. Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL. Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL. **Rwy 24,** trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

LEXINGTON, NC

DAVIDSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 290' per NM to 900.

LIBERTY, NC

CAUSEY

TAKE-OFF MINIMUMS: **Rwys 2, 20,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 3200 before turning right. **Rwy 23,** climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200.

LORIS, SC

TWIN CITY (5J9)

ORIG 10126 (FAA)

NOTE: **Rwy 8,** vehicles on roadway 18' from DER, 127' right of centerline, up to 15' AGL/119' MSL. Trees beginning 159' from DER, 208' right of centerline, up to 100' AGL/204' MSL. Trees beginning 169' from DER, 314' left of centerline, up to 100' AGL/204' MSL. **Rwy 26,** vehicles on roadway 9' from DER, 113' left of centerline, up to 15' AGL/119' MSL. Trees beginning 20' from DER, 182' left of centerline, up to 100' AGL/204' MSL. Hangar 81' from DER, 267' right of centerline, 50' AGL/154' MSL. Aircraft 87' from DER, 171' right of centerline, up to 30' AGL/134' MSL. Building 665' from DER, 139' left of centerline, 30' AGL/134' MSL. Building 1359' from DER, 226' right of centerline, 30' AGL/134' MSL.

LUMBERTON, NC

LUMBERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 400-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb 270° heading to 600 before turning.

MANNING, SC

SANTEE COOPER RGNL (MNI)

ORIG 09043 (FAA)

NOTE: **Rwy 2,** trees beginning at departure end of runway, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20,** trees beginning 125' from departure end of runway, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 17, 35,** 300-1.

MARION, SC

MARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1 or std. with a min. climb of 330' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning.

MAXTON, NC

LAURINBURG-MAXTON

NOTE: **Rwy 5,** road 606' from departure end of runway, on centerline, 15' AGL/224' MSL. Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/267' MSL. **Rwy 13,** aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. **Rwy 23,** tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. **Rwy 31,** trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

21 OCT 2010 to 18 NOV 2010

MC ENTIRE JNGB (MMT)

EASTOVER, SC. 08353

..... **Rwy5***
..... **Rwy23****
..... **Rwy32*****

* Standard with CG of 310'/NM to 2700.
** Standard with CG of 210'/NM to 1100.
*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: **Rwy 5,** For climb in visual conditions: Ceiling 1400'/, Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 23,** For climb in visual conditions: Ceiling 1300'/, Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 32,** Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600'/, Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5:** Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER, 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL. Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. **Rwy 14:** Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER, 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL. Pylon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. **Rwy 23:** Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259' MSL. Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. **Rwy 32:** Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/293' MSL.

MOCKSVILLE, NC

TWIN LAKES

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1

NOTE: **Rwy 9,** numerous trees beginning 35' from departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. **Rwy 27,** numerous trees beginning 200' from departure end of runway, 78' right of centerline, up to 100' AGL/929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKS CORNER, SC

BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 215' per NM to 400.

NOTE: **Rwy 5,** trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. **Rwy 23,** trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE (EQY)

AMDT 1 10042 (FAA)

NOTES: **Rwy 5,** trees beginning 150' from DER, 202' left of centerline, up to 100' AGL/799' MSL. Vehicles on road and trees beginning 199' from DER, 259' right of centerline, up to 100' AGL/789' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course. **Rwy 32,** climb heading 324° to 1300 before proceeding on course.

NOTE: **Rwy 14,** terrain and multiple trees beginning 197' from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. **Rwy 32,** tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGL/886' MSL.

21 OCT 2010 to 18 NOV 2010

MORGANTON, NC

FOOTHILLS RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course. **Rwy 21,** climb direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound)to 5000 before proceeding on course.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: **Rwy 18,** climb direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course. **Rwy 36,** climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 36,** 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD (LRO)

AMDT 1 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1400 before proceeding on course. **Rwy 35,** climb heading 354° to 1900 before turning right.

NOTE: **Rwy 17,** AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL. **Rwy 35,** tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL. Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

MYRTLE BEACH, SC

MYRTLE BEACH INTL (MYR)

AMDT 2 10042 (FAA)

NOTE: **Rwy 18,** trees beginning 1770' from DER, 664' left of centerline, up to 60' AGL/88' MSL.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 32,** climb runway heading to 900' before turning north.

NOTES: **Rwy 22,** 75' AGL trees 958' from departure end of runway, 705' right of centerline. **Rwy 14,** 79' AGL trees 1297' from departure end of runway, 531' right of centerline. **Rwy 32,** 91' AGL trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)

AMDT 1 08325 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. **Rwy 22,** multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

NORTH, SC. 08157

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKEOFF OBSTACLES: **Rwy 5,** Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL. Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL. Building 917' from DER 641' right of centerline, 30' AGL/364' MSL. Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL. **Rwy 6,** Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL; Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/ 388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL; Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. **Rwy 24,** Pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

NORTH MYRTLE BEACH, SC

GRAND STAND (CRE)

ORIG 10014 (FAA)

NOTE: **Rwy 5,** vehicles on roadway 8' from DER, 455' right of centerline, up to 16' AGL/41' MSL. Trees beginning 1782' from DER, 6' right of centerline, up to 74' AGL/103' MSL. **Rwy 23,** trees beginning 43' from DER, 399' right of centerline, up to 33' AGL/58' MSL. Sign 60' from DER, 205' left of centerline, 11' AGL/36' MSL. Trees beginning 1393' from DER, 277' left of centerline, up to 62' AGL/88' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

ORIG 09183 (FAA)

NOTE: **Rwy 5,** trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/ 119' MSL. **Rwy 23,** trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

ORANGEBURG, SC

ORANGEBURG MUNI (OGB)
AMDT 3A 10126 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1000 before proceeding on course. **Rwy 35,** climb heading 354° to 900 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 190' from DER, 384' left of centerline, up to 100' AGL/289' MSL. Railroad 768' from DER, 407' right of centerline, 23' AGL/220' MSL. **Rwy 17,** trees beginning 2885' from DER, 1082' left of centerline, up to 100' AGL/282' MSL. Trees beginning 1132' from DER, 798' right of centerline, up to 100' AGL/257' MSL. **Rwy 23,** trees beginning 32' from DER, 45' left of centerline, up to 100' AGL/251' MSL. Power pole 1260' from DER, 127' left of centerline, 50' AGL/202' MSL. Trees beginning 870' from DER, 419' right of centerline, up to 100' AGL/259' MSL. **Rwy 35,** trees beginning 764' from DER, 703' left of centerline, up to 100' AGL/272' MSL. Trees beginning 1567' from DER, 473' right of centerline, up to 100' AGL/282' MSL. Terrain 13' from DER, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. w/ min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 6,** trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL. **Rwy 24,** trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND, SC

PAGELAND (PYG)
ORIG 09071 (FAA)

NOTE: **Rwy 5,** trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23,** trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

PELION, SC

LEXINGTON COUNTY AT PELION (6J0)
ORIG 09155 (FAA)

NOTE: **Rwy 18,** trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL. **Rwy 36,** trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PICKENS, SC

PICKENS COUNTY (LQK)
ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35. **Rwy 23,** climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

NOTE: **Rwy 5,** tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL. Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL. Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL. Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL. **Rwy 23,** tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL. Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)
ORIG 09183 (FAA)

NOTE: **Rwy 5,** terrain 448' from DER, 343' right of centerline, 443' MSL. Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE , NC. 08213

Rwys 5, 23: expect radar vectors from Fayetteville Approach. **Rwy 23,** standard with minimum climb of 220'/NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5,** multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/242' MSL; Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/ 294' MSL; Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL; Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL. C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. **Rwy 23,** fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL; Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL 559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL. C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

RAEFORD, NC

P K AIRPARK

TAKE-OFF MINIMUMS: **Rwy 22,** 200-1.

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 142° to 1400 before turning right. **Rwy 23L,** climb heading 232° to 1900 before turning left. **Rwy 23R,** climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L,** tree 2011' from departure end of runway, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. **Rwy 5R,** tree 1437' from departure end of runway, 803' right of centerline, 80' AGL/469' MSL. **Rwy 14,** multiple trees beginning 2021' from departure end of runway, 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL/559' MSL. **Rwy 23L,** tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32,** multiple poles 1170' from departure end of runway, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2 or std. w/ a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13,** trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31,** power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

AMT 1 10042 (FAA)

NOTE: **Rwy 2,** trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY (RCZ)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 14,** multiple trees beginning 676' from DER, 20' right of centerline, up to 100' AGL/441' MSL. Multiple trees beginning 5' from DER, 75' left of centerline, up to 100' AGL/458' MSL. Train beginning 6' from DER, 355' left of centerline, 23' AGL/382' MSL. **Rwy 32,** tree 1152' from DER, 443' left of centerline, 100' AGL/399' MSL. Tree 181' from DER, 428' right of centerline, 100' AGL/429' MSL. Vehicles on roadway 34' from DER, 498' right of centerline, up to 15' AGL/364' MSL.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 1200 before proceeding on course.

NOTE: **Rwy 4,** tree 1459' from departure end of runway, 791' left of centerline, 207' MSL. Tree 2454' from departure end of runway, 752' right of centerline, 231' MSL. **Rwy 22,** tree 1199' from departure end of runway, 665' right of centerline, 204' MSL. Tree 1215' from departure end of runway, 676' left of centerline, 224' MSL. Tree 1464' from departure end of runway, 616' left of centerline, 222' MSL.

ROXBORO, NC

PERSON COUNTY

NOTE: **Rwy 6,** trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24,** trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

RUTHERFORDTON, NC

RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 255' per NM to 3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course. **Rwy 19,** climb heading 189° to 3600 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

NOTE: **Rwy 1,** trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway, on centerline, up to 100' AGL/1159' MSL. Powerlines left and right of centerline, beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. **Rwy 19,** trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL. Trees 1937' from departure end of runway, on centerline, 100' AGL/1119' MSL.

ST. GEORGE
ST. GEORGE (6J2)
ORIG 08101 (FAA)
NOTE: **Rwy 5,** tree 3021' from departure end of runway, 186' left of centerline, 100' AGL/175' MSL. **Rwy 23,** tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC
ROWAN COUNTY
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.
DEPARTURE PROCEDURE: **Rwy 20,** climb on heading 160° to 1200 before turning west.

SALUDA, SC
SALUDA COUNTY (6J4)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.
NOTE: **Rwy 1,** numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL. **Rwy 19,** numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD, NC
RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1400 before turning right. **Rwy 21,** climb runway heading to 1400 before turning left.

SEYMOUR JOHNSON AFB (KGSB)
GOLDSBORO, NC 10154
TAKE-OFF MINIMUMS: **Rwy 26,** 200-1½ or Standard with minimum climb of 230 ft/NM to 500' or with standard minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1800' prior to DER.
TAKE-OFF OBSTACLES: **Rwy 26,** Trees 110' AGL/251' MSL, 1.2 NM from DER, 1155' left of centerline.

SHAW AFB (KSSC)
SUMTER, SC 07214
TAKE-OFF OBSTACLES: **Rwy 4R**, Terrain 500' left of centerline at the threshold, 235' MSL. **Rwy 22L**, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/293' MSL. **Rwy 22R**, Terrain 253' from DER, 568' right of centerline, 244' MSL.

SHELBY, NC
SHELBY-CLEVELAND COUNTY RGNL (EHO)
ORIG 09015 (FAA)
NOTE: **Rwy 5,** trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway, 804' right of centerline, up to 100' AGL/919' MSL. **Rwy 23,** trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC
SILER CITY MUNI
DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning right.

SIMMONS AAF (KFBG)
FORT BRAGG, NC . . . . . .AMDT 2, 10154
Rwy 27, 400-2½*
* Or standard with minimum climb of 230 ft/NM to 700.
DEPARTURE PROCEDURE: **Rwy 27,** climb heading 273° to 700 before proceeding on course.
TAKE-OFF OBSTACLES: **Rwy 9,** Terrain 233' MSL, beginning 80' from DER, 27' right of centerline. **Rwy 27,** Terrain 283' MSL, beginning 105' from DER, left and right of centerline. Antenna, 292' AGL/584' MSL, 1.9 NM from DER, 3586' right of centerline.

SMITHFIELD, NC
JOHNSTON COUNTY (JNX)
AMDT 3 10238 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1½ or std w/ min climb of 215' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 21,** 500-2¾ or std w/ min climb of 265' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 1500 before turning west. **Rwy 21,** climb heading 212° to 1000 before turning northwest.
NOTE: **Rwy 3,** trees beginning 35' from DER, 486' right of centerline, up to 64' AGL/251' MSL. Poles beginning 2022' from DER, 228' right of centerline, up to 44' AGL/232' MSL. Trees beginning 4352' from DER, 543' left of centerline, up to 100' AGL/349' MSL. Poles beginning 2114' from DER, 69' left of centerline, up to 41' AGL/234' MSL. **Rwy 21,** trees beginning 1' from DER, 492' right of centerline, up to 20' AGL/167' MSL. Trees beginning 60' from DER, 478' left of centerline, up to 46' AGL/192' MSL. Tower 2.3 NM from DER, 2883' right of centerline, 380' AGL/614' MSL.

SPARTANBURG, SC
SPARTANBURG DOWNTOWN MEMORIAL (SPA)
ORIG 09295 (FAA)
NOTE: **Rwy 5,** trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. **Rwy 23,** trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC
STATESVILLE RGNL
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. with a min. climb of 220' per NM to 1300.
NOTE: **Rwy 28,** powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 056° to 600 before turning left. **Rwy 24,** climb heading 236° to 800 before turning right.

NOTE: **Rwy 6,** vehicles on road beginning 7' from DER, left and right of centerline, up to 15' AGL/64' MSL. Trees beginning 556' from DER, left and right of centerline, up to 100' AGL/154' MSL. **Rwy 24,** tree 58' from DER, 459' left of centerline, 84' AGL/114' MSL.

SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-VFR only. **Rwy 23,** std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23,** trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

TARBORO, NC

TARBORO-EDGECOMBE

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 500 before turning.

UNION, SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: **Rwy 5,** tree 1315' from departure end of runway, 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. **Rwy 23,** tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL. Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

WADESBORO, NC

ANSON COUNTY-JEFF CLOUD FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 300-2 or std. with a min. climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 162° to 900 before proceeding on course.

NOTE: **Rwy 16,** terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/356' MSL. Tree 1329' from departure end of runway, 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL. **Rwy 34,** tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL. Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL. Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354' MSL. Tree 1651' from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL. Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/372' MSL.

21 OCT 2010 to 18 NOV 2010

WALLACE, NC

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 389' per NM to 400.

NOTE: **Rwy 9,** trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL. Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. **Rwy 27,** vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL. Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.

WALNUT COVE, NC

MEADOW BROOK FIELD (N63)

AMDT 1 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 400-3 or std. w/ min. climb of 324' per NM to 1400. **Rwy 34,** 600-3 w/ min. climb of 267' per NM to 1400 or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 166° to 1400 before proceeding on course. **Rwy 34,** climb heading 001° to 2800 before turning West or for climb in visual conditions: cross Meadow Brook Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road 428' from DER, 591' left of centerline, up to 15' AGL/674' MSL. Trees beginning 541' from DER, 618' right of centerline, up to 65' AGL/804' MSL. Tank 5738' from DER, 742' right of centerline, 157' AGL/863' MSL. Powerline 2525' from DER, 266' right of centerline, 79' AGL/716' MSL. **Rwy 34,** trees beginning 961' from DER, 389' right of centerline, up to 65' AGL/844' MSL. Trees beginning 1056' from DER, 744' left of centerline, up to 65' AGL/844' MSL.

WALTERBORO, SC

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 280' per NM to 300.

NOTE: **Rwy 5,** 93' AGL tree 960' from departure end of runway, 710' right of centerline. **Rwy 9,** 75' AGL tree 365' from departure end of runway, 575' right of centerline. **Rwy 17,** 74' AGL tree 508' from departure end of runway, 635' right of centerline. **Rwy 23,** 84' AGL tree 710' from departure end of runway, 675' left of centerline. **Rwy 35,** 69' AGL tree 1062' from departure end of runway, 690' right of centerline.

WASHINGTON, NC

WARREN FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 250' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 17, 29, 35,** climb runway heading to 400 before turning.

WAXHAW, NC

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to DER.

NOTE: **Rwy 4,** trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

WHITEVILLE, NC

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: **Rwy 6,** trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. **Rwy 24,** trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.

WILLIAMSTON, NC

MARTIN COUNTY

NOTE: **Rwy 3,** trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21,** trees beginning 130' from departure end of runway, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80' MSL.

WILMINGTON, NC

WILMINGTON INTL

NOTE: **Rwy 6,** tree 2723' from departure end of runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. **Rwy 17,** multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway, 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. **Rwy 24,** tree 163' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. **Rwy 35,** tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.

WILSON, NC

WILSON INDUSTRIAL AIR CENTER

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27,** climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21,** climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33,** climbing left turn to 2500 on heading 320° before proceeding on course.

WINSTON-SALEM, NC

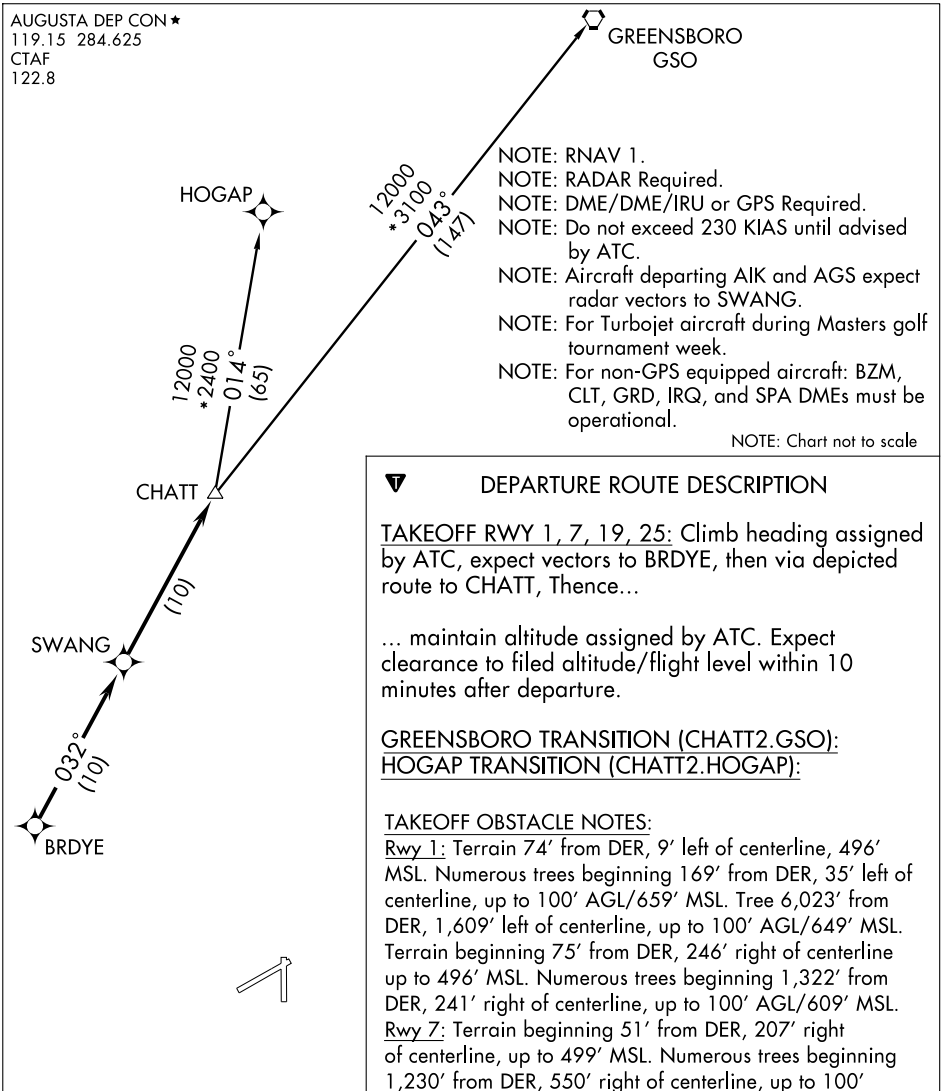
SMITH REYNOLDS (INT)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 500-2¾ or std. with a min. climb of 330' per NM to 1600.

NOTE: **Rwy 4,** multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. **Rwy 15,** bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. **Rwy 22,** multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. **Rwy 33,** floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.

21 OCT 2010 to 18 NOV 2010



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT, Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.
Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572 MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

TAKEOFF MINIMUMS:
Rwy 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

SE-2, 21 OCT 2010 to 18 NOV 2010

DOVER TWO DEPARTURE (RNAV)

(DOVER2.DOVER) 08157

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: DBN and IRQ DMEs must be operational.

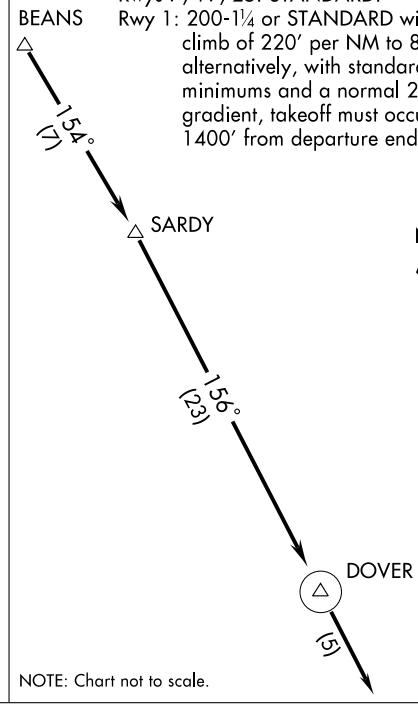
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

TAKEOFF MINIMUMS:
Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ from departure end of runway.



NOTE: Chart not to scale.

SL-5197 (FAA)

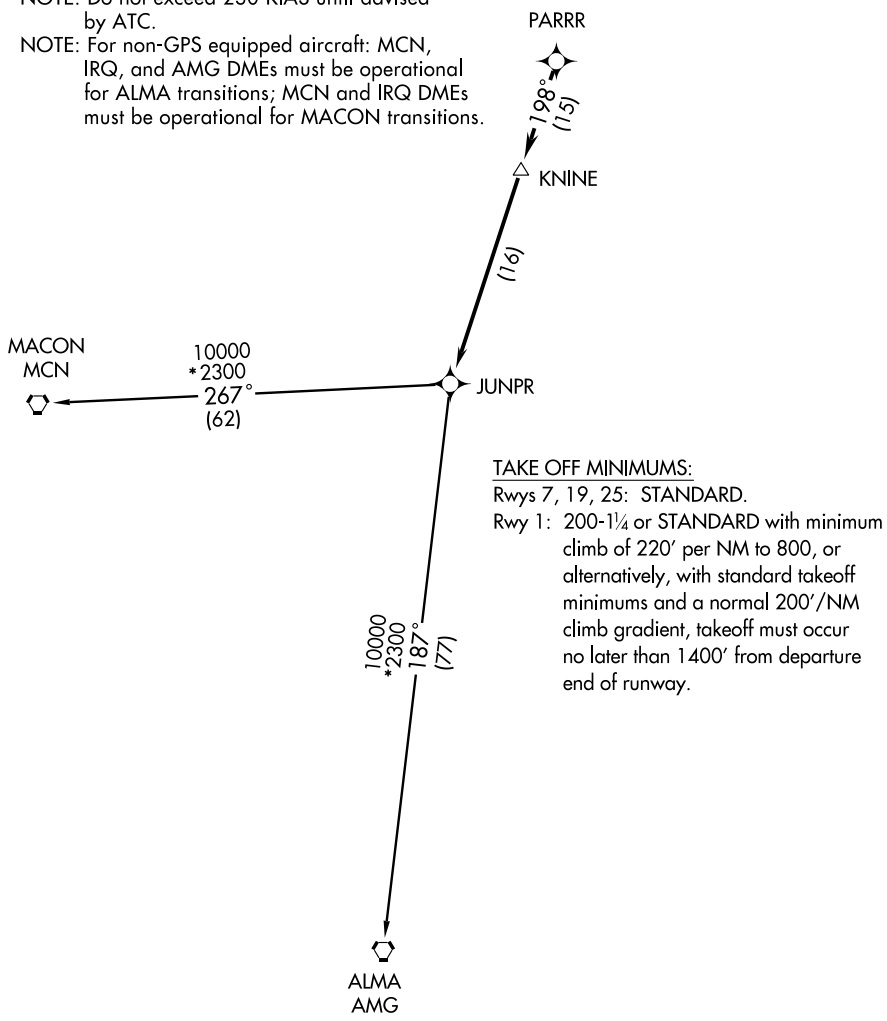
AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

(DOVER2.DOVER) 08157
DOVER TWO DEPARTURE (RNAV)
AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

JUNPR TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: MCN, IRQ, and AMG DMEs must be operational for ALMA transitions; MCN and IRQ DMEs must be operational for MACON transitions.



TAKE OFF MINIMUMS:
Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ from departure end of runway.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):
MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.
Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572' MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

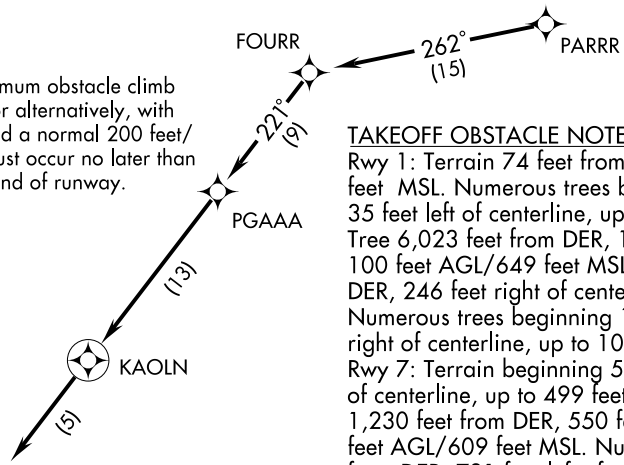
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

N

TAKE OFF MINIMUMS:
Rwys 7, 19, 25: Standard.
Rwy 1: 200-1¼ or Standard with minimum obstacle climb of 220 feet per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.



TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74 feet from DER, 9 feet left of centerline, 496 feet MSL. Numerous trees beginning 169 feet from DER, 35 feet left of centerline, up to 100 feet AGL/659 feet MSL. Tree 6,023 feet from DER, 1,609 feet left of centerline, up to 100 feet AGL/649 feet MSL. Terrain beginning 75 feet from DER, 246 feet right of centerline up to 496 feet MSL. Numerous trees beginning 1,322 feet from DER, 241 feet right of centerline, up to 100 feet AGL/609 feet MSL.
Rwy 7: Terrain beginning 51 feet from DER, 207 feet right of centerline, up to 499 feet MSL. Numerous trees beginning 1,230 feet from DER, 550 feet right of centerline, up to 100 feet AGL/609 feet MSL. Numerous trees beginning 1,601 feet from DER, 731 feet left of centerline, up to 56 feet AGL/563 feet MSL.
Rwy 19: Numerous trees beginning at DER, 110 feet right of centerline, up to 100 feet AGL/629 feet MSL. Numerous trees beginning 6 feet from DER, 82 feet left of centerline, up to 100 feet AGL/639 feet MSL.
Rwy 25: Tree 1,244 feet from DER, 766 feet right of centerline, 73 feet AGL/572 feet MSL. Tree 1,506 feet from DER, 661 feet left of centerline, 72 feet AGL/561 feet MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.
NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.

AIKEN, SOUTH CAROLINA
AIKEN MUNI (AIK)

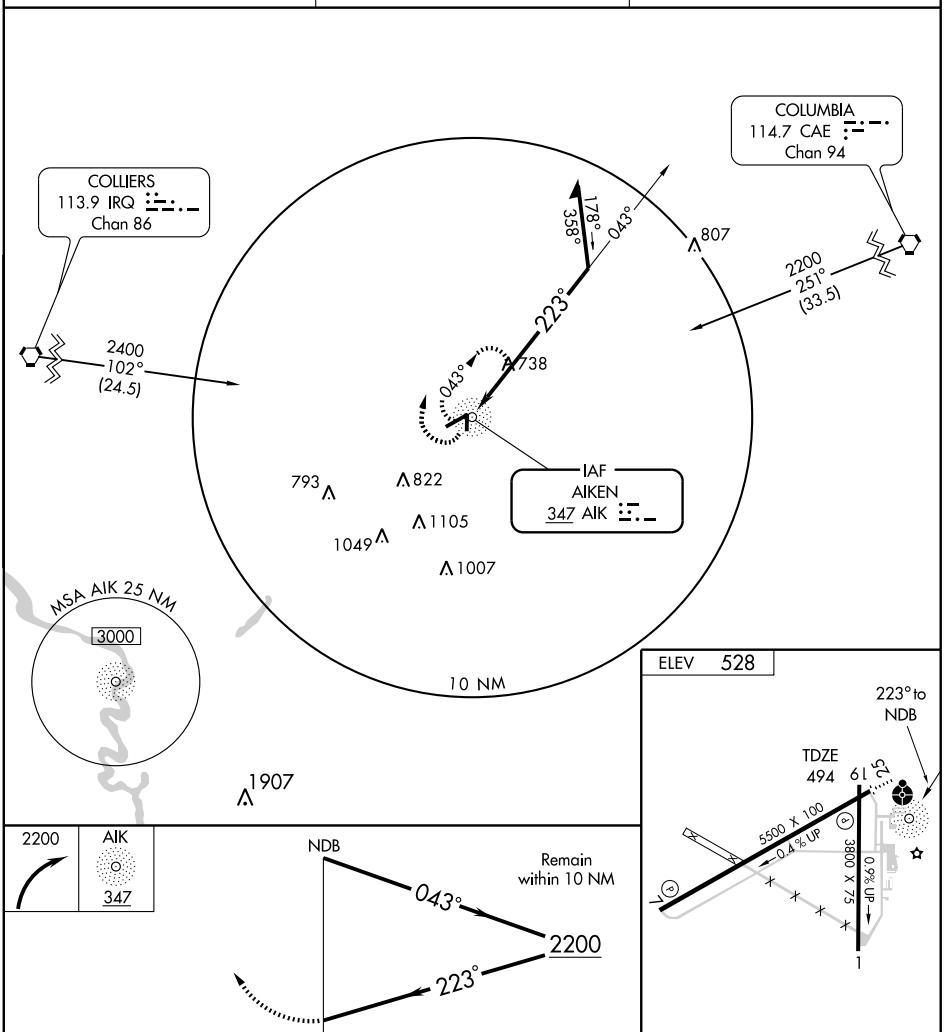
(KAOLN3.KAOLN) 09351
KAOLN THREE DEPARTURE (RNAV)
SL-5197 (FAA)
AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

NDB AIK 347	APP CRS 223°	Rwy Idg 5500 TDZE 494 Apt Elev 528

NDB RWY 25
AIKEN MUNI (AIK)

If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. Inoperative table does not apply.	ODALS	MISSED APPROACH: Climbing right turn to 2200 in AIK NDB holding pattern.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L



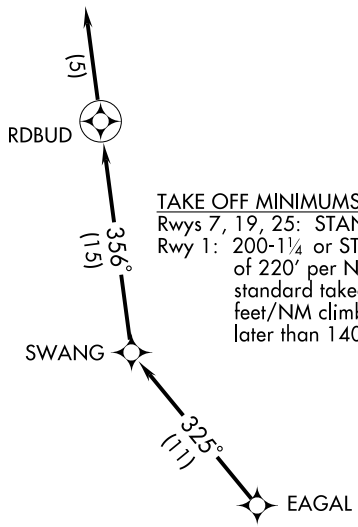
CATEGORY	A	B	C	D
S-25	1160-1	666 (700-1)	1160-1¾ 666 (700-1¾)	NA
CIRCLING	1160-1	632 (700-1)	1160-1¾ 632 (700-1¾)	NA

REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RDBUD TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8



TAKE OFF MINIMUMS:
Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400′ from departure end of runway.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft only during Masters golf tournament week.

NOTE: Chart not to scale

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

WAAS CH **90301** **W07A**	APP CRS **066°**	Rwy Idg **5500** TDZE **515** Apt Elev **528**

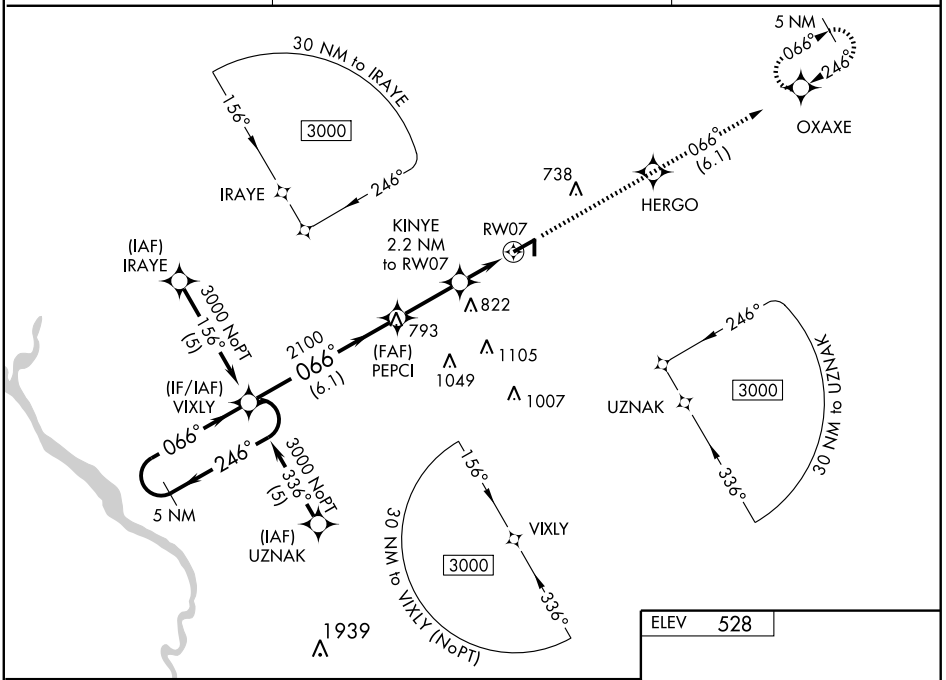
RNAV (GPS) RWY 7

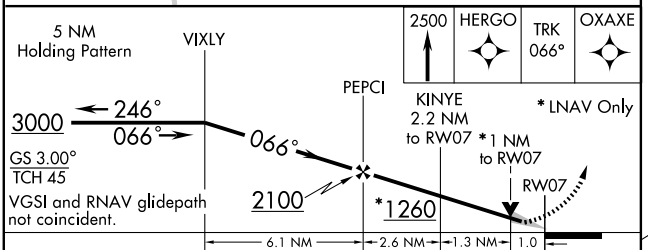
AIKEN MUNI (AIK)

If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase LPV DA to 869 feet, LNAV/VNAV DA to 944 feet, and all MDAs 120 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).

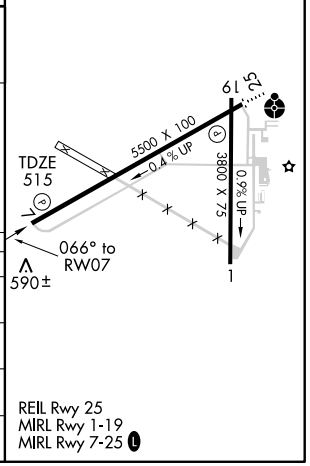
MISSED APPROACH: Climb to 2500 direct HERGO and via 066° track to OXAXE and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	**119.15 284.625**	**122.8** (CTAF) Ⓛ





CATEGORY	A	B	C	D
LPV DA	765-¾ 250 (300-¾)			NA
LNAV/VNAV DA	840-1¼ 325 (400-1¼)			NA
LNAV MDA	840-1 325 (400-1)			NA
CIRCLING	900-1¼ 372 (400-1¼)	980-1¼ 452 (500-1¼)	980-1½ 452 (500-1½)	NA



REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 Ⓛ

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 50301	246°	TDZE	494
W25A		Apt Elev	528

RNAV (GPS) RWY 25

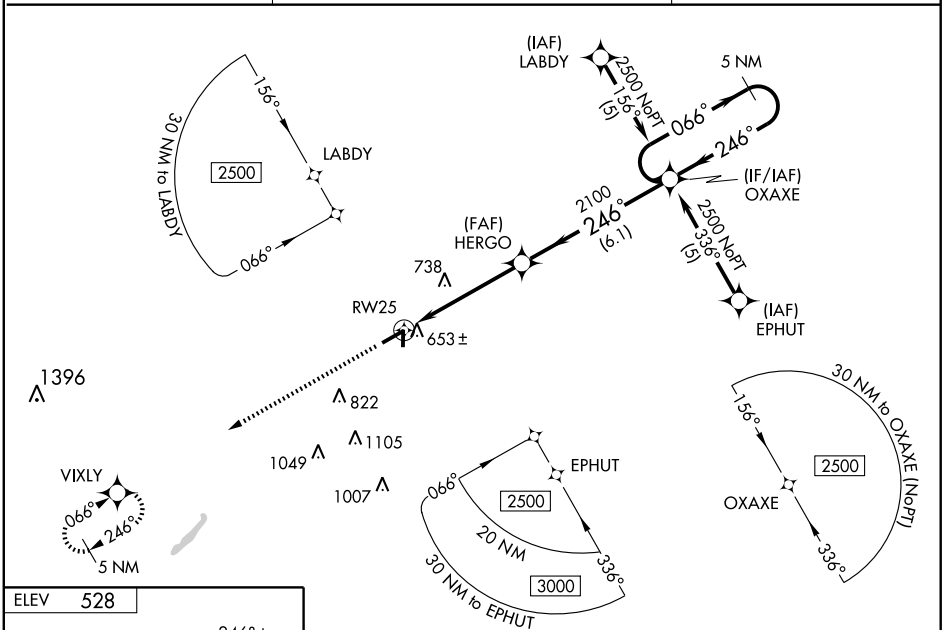
AIKEN MUNI (AIK)

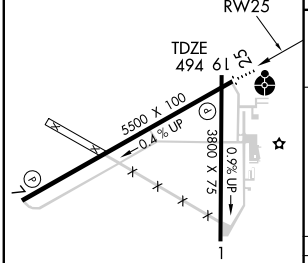
If local altimeter setting not received, used Augusta Rgnl at Bush Field altimeter setting and increase LPV DA to 865 feet, LNAV/VNAV DA to 1007 feet, and all MDAs 120 feet. DME/DME RNP-0.3 NA. Inoperative table does not apply. Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (205°F). Visibility reduction by helicopters NA.

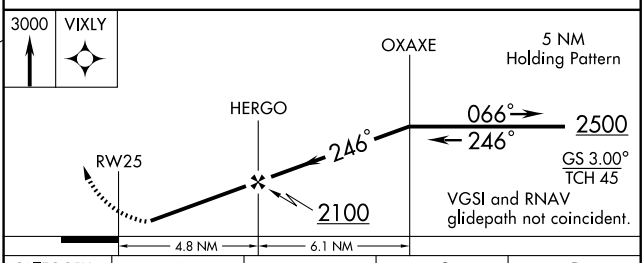
ODALS

MISSED APPROACH: Climb to 3000 direct VIXLY and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L







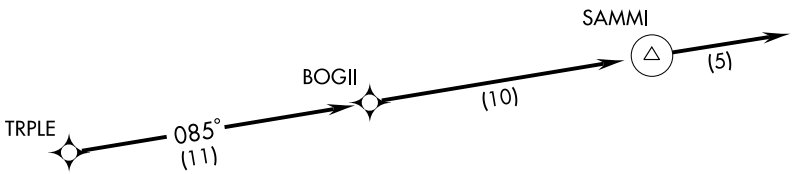
CATEGORY	A	B	C	D
LPV DA	761-1 267 (300-1)			NA
LNAV/VNAV DA	903-1½ 409 (400-1½)			NA
LNAV MDA	1000-1 506 (500-1)		1000-1½ 506 (500-1½)	NA
CIRCLING	1000-1½ 472 (500-1½)			NA

REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

SE-2, 21 OCT 2010 to 18 NOV 2010

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.



TAKEOFF MINIMUMS:
Rwy 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ prior to departure end of runway.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC. Expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/ flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC IRQ 113.9 Chan 86	APP CRS 102°	Rwy Idg N/A TDZE N/A Apt Elev 528

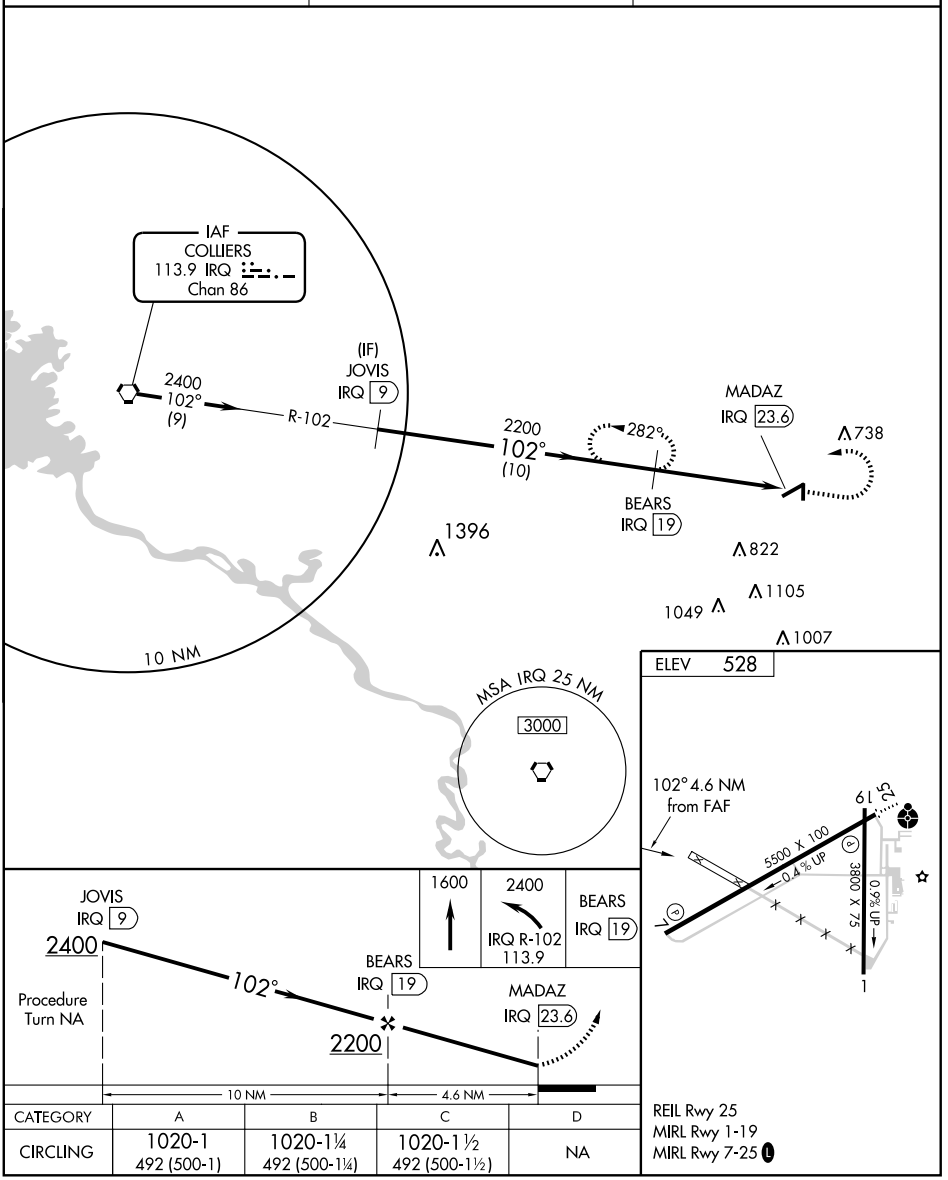
VOR/DME-A
AIKEN MUNI (AIK)

NA

If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 via IRQ R-102 to BEARS 19 DME and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1020-1 492 (500-1)	1020-1¼ 492 (500-1¼)	1020-1½ 492 (500-1½)	NA

REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5005
168°	TDZE	161
	Apt Elev	161

GPS RWY 17
ALLENDALE COUNTY (88J)

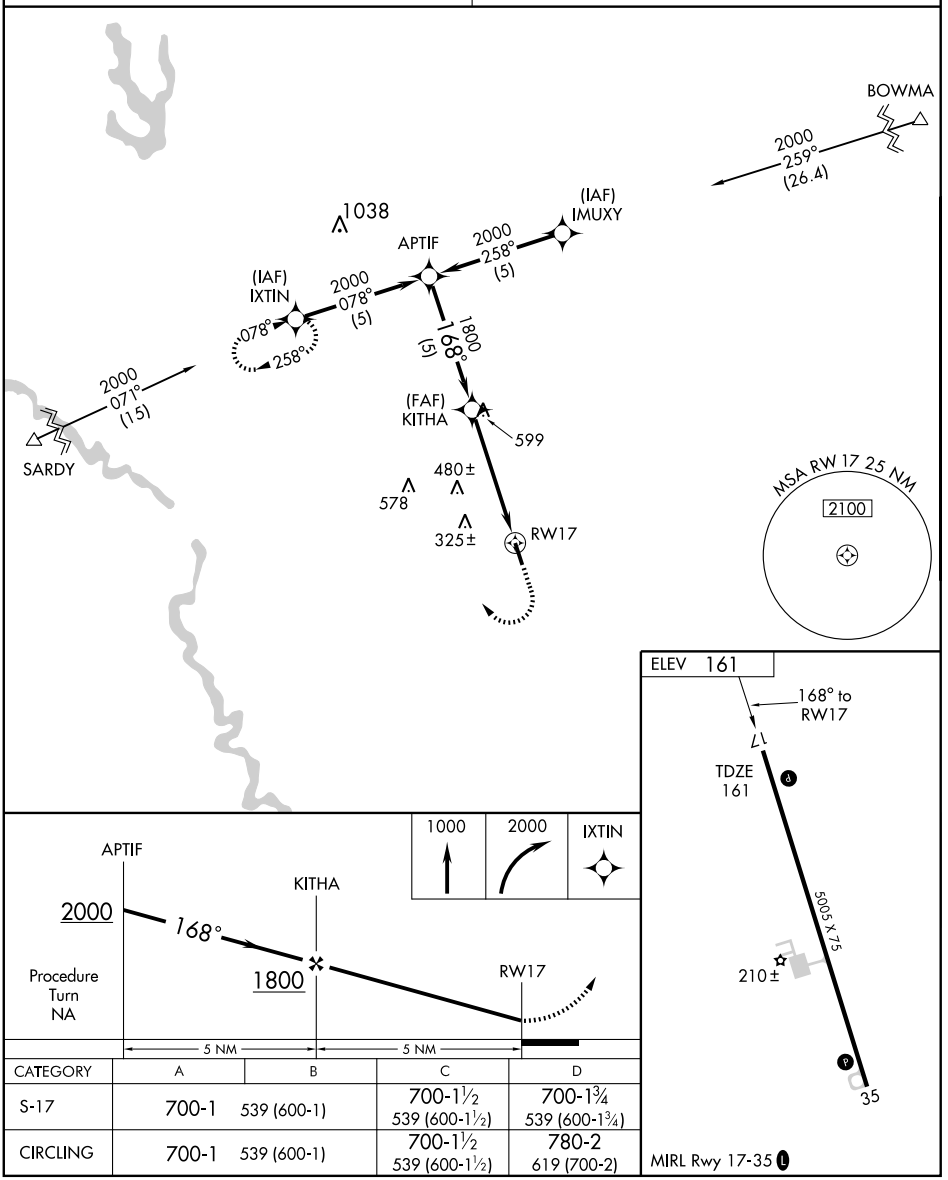
NA

Use Augusta, Ga. altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IXTIN WP and hold.

JACKSONVILLE CENTER
132.5 363.2

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	700-1	539 (600-1)	700-1½ 539 (600-1½)	700-1¾ 539 (600-1¾)
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	780-2 619 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5005
348°	TDZE	161
	Apt Elev	161

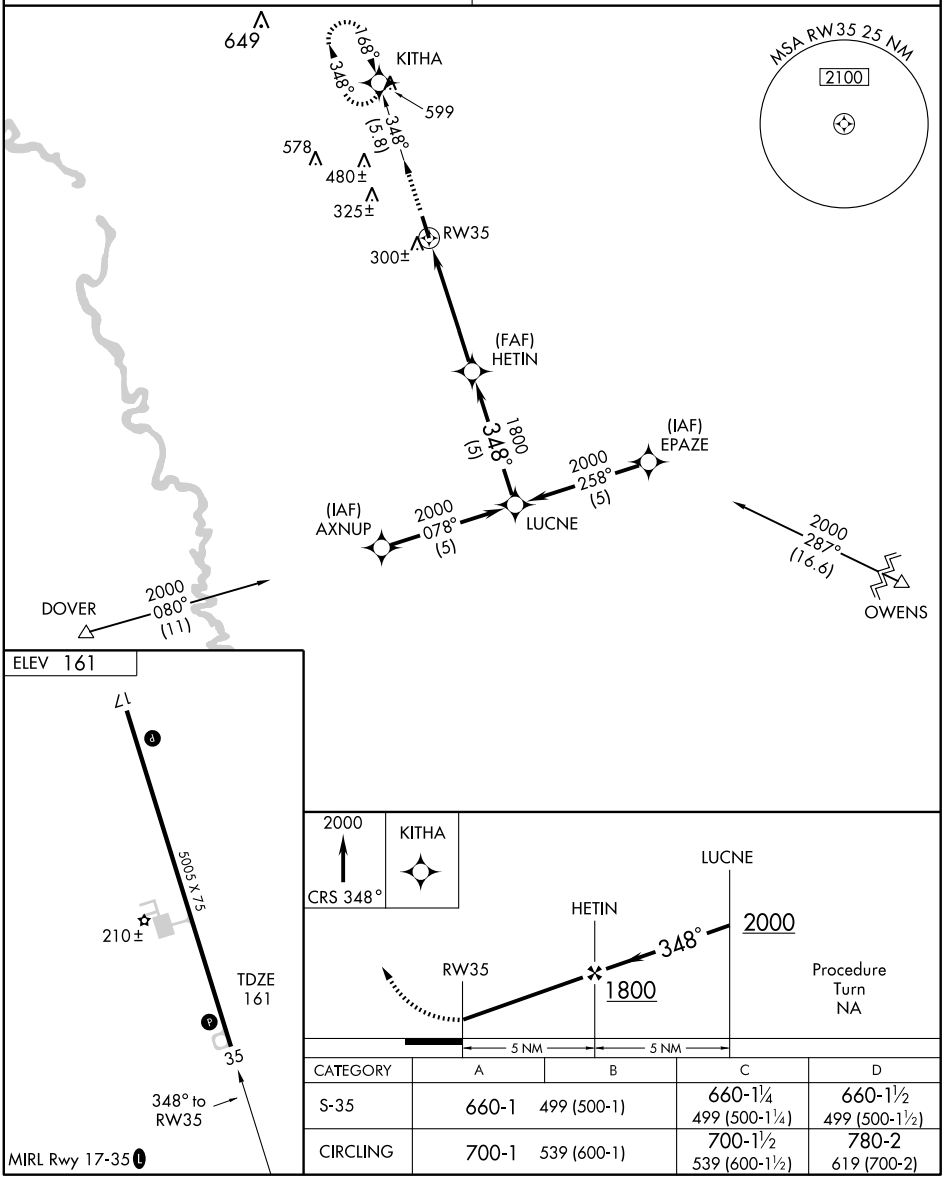
GPS RWY 35
ALLENDALE COUNTY (88J)

T
NA

Use Augusta, Ga. altimeter setting.

MISSED APPROACH: Climb to 2000 via 348° course to KITHA WP and hold.

JACKSONVILLE CENTER	UNICOM
132.5 363.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	660-1	499 (500-1)	660-1¼ 499 (500-1¼)	660-1½ 499 (500-1½)
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	780-2 619 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR ALD 116.7	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 161

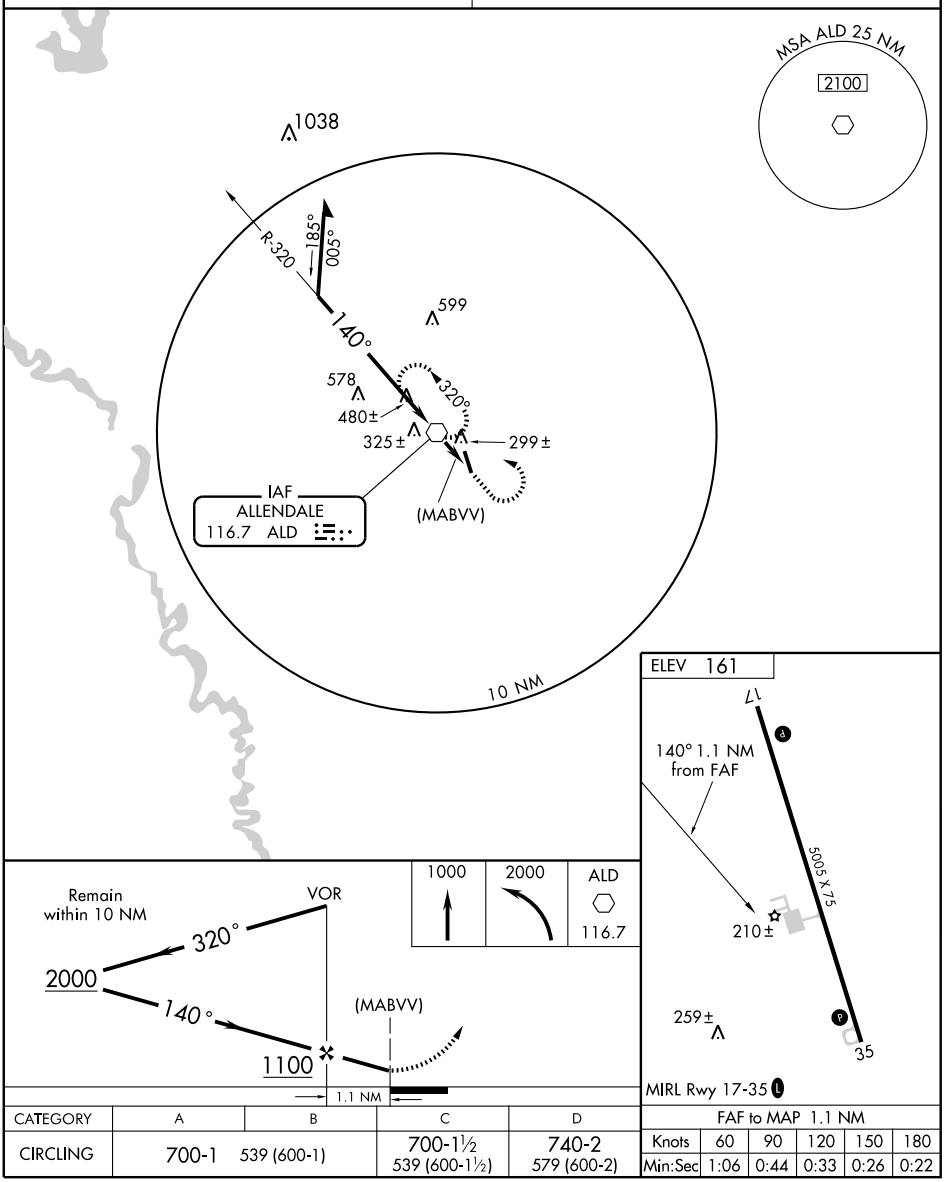
VOR or GPS-A
ALLENDALE COUNTY (88J)

T
NA Use Augusta altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct ALD VOR and hold.

JACKSONVILLE CENTER
132.5 363.2

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	740-2 579 (600-2)

FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

LOC I-AND	APP CRS	Rwy Idg	6002
111.9	051°	TDZE	758
		Apt Elev	782

ILS or LOC RWY 5

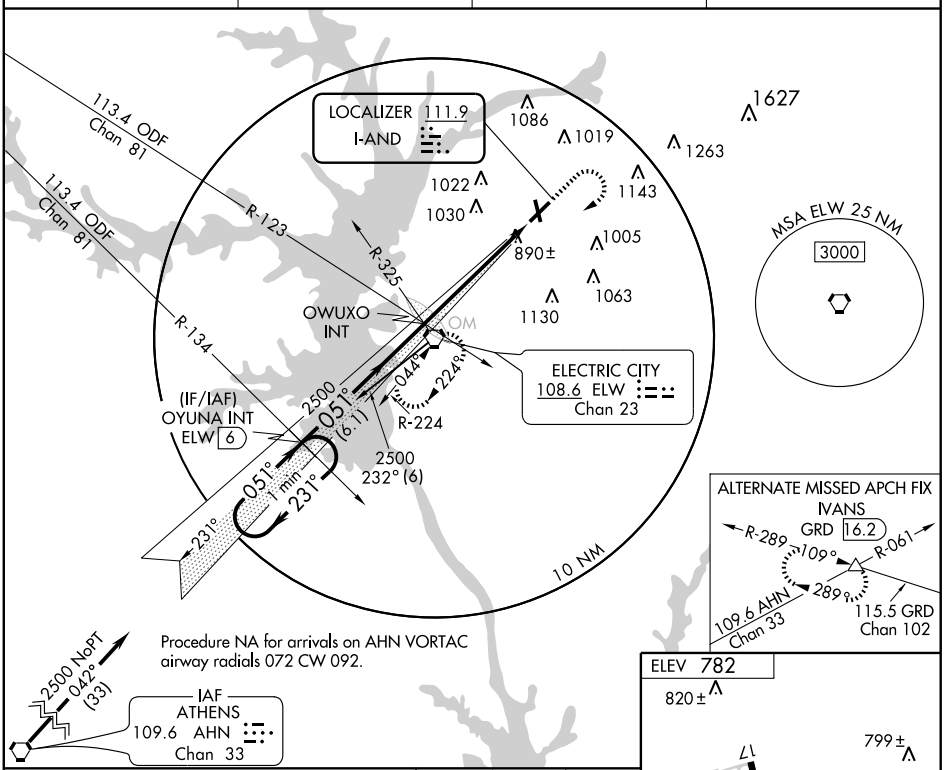
ANDERSON RGNL (AND)

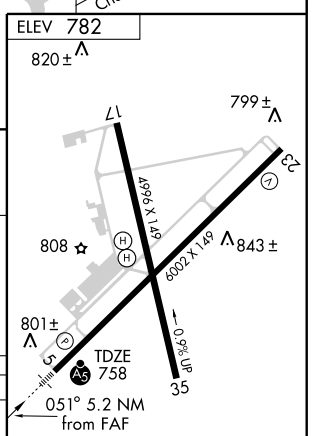
T A — If local altimeter setting not received, use Clemson altimeter setting and increase all DAs/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct ELW VORTAC and hold.

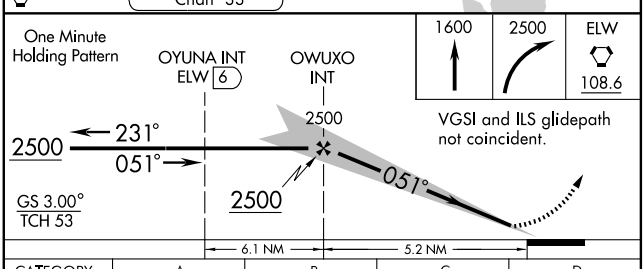
ASOS	GREER APP CON★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95





FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 5	958-½ 200 (200-½)			
S-LOC 5	1200-½ 442 (500-½)		1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

ANDERSON RGNL (AND)

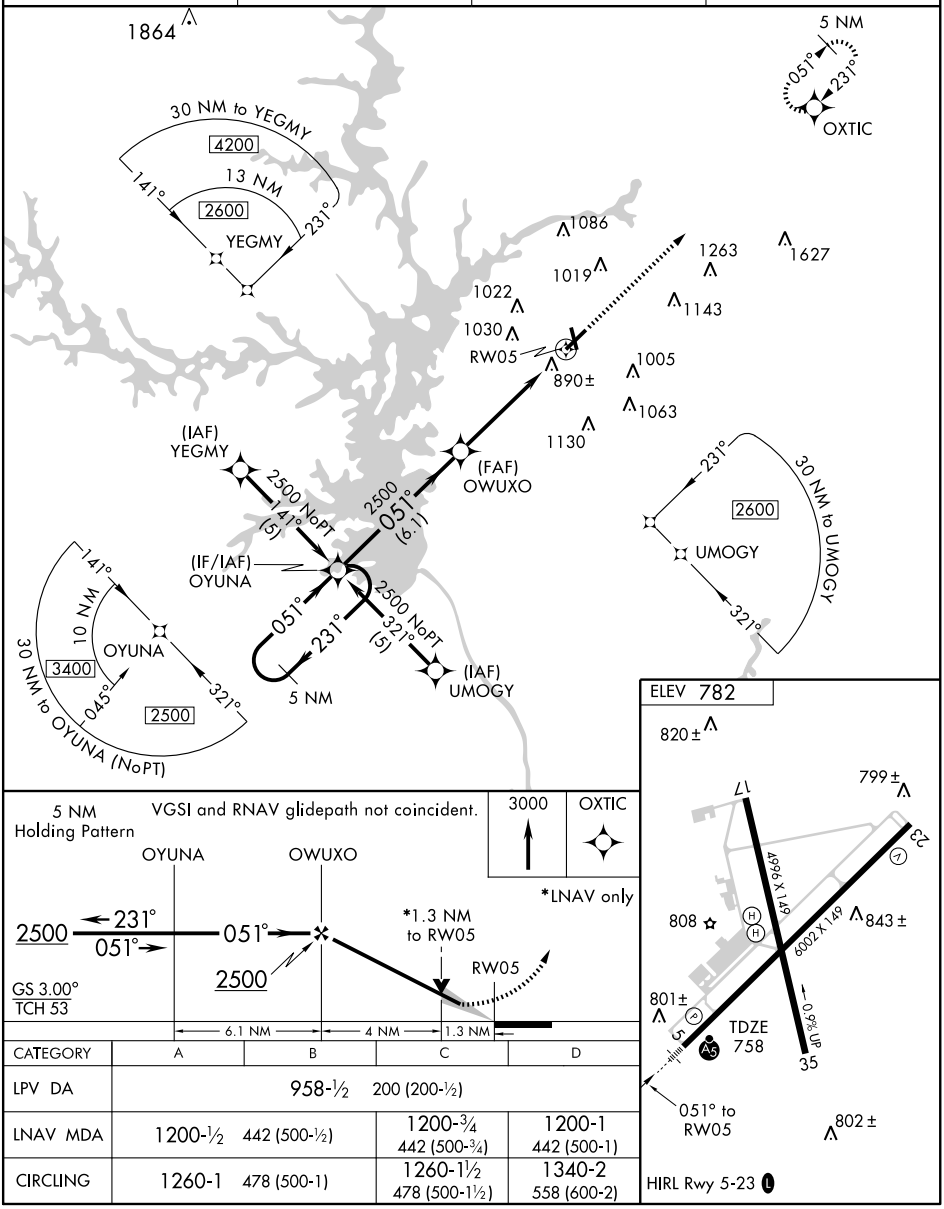
WAAS	APP CRS	Rwy Idg	6002
CH 62901	051°	TDZE	758
W05A		Apt Elev	782

If local altimeter setting not received, use Clemson altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct OXTIC and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95



5 NM Holding Pattern

VGSI and RNAV glidepath not coincident.

3000 OXTIC

*LNAV only

CATEGORY	A	B	C	D
LPV DA	958-½ 200 (200-½)			
LNAV MDA	1200-½ 442 (500-½)		1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

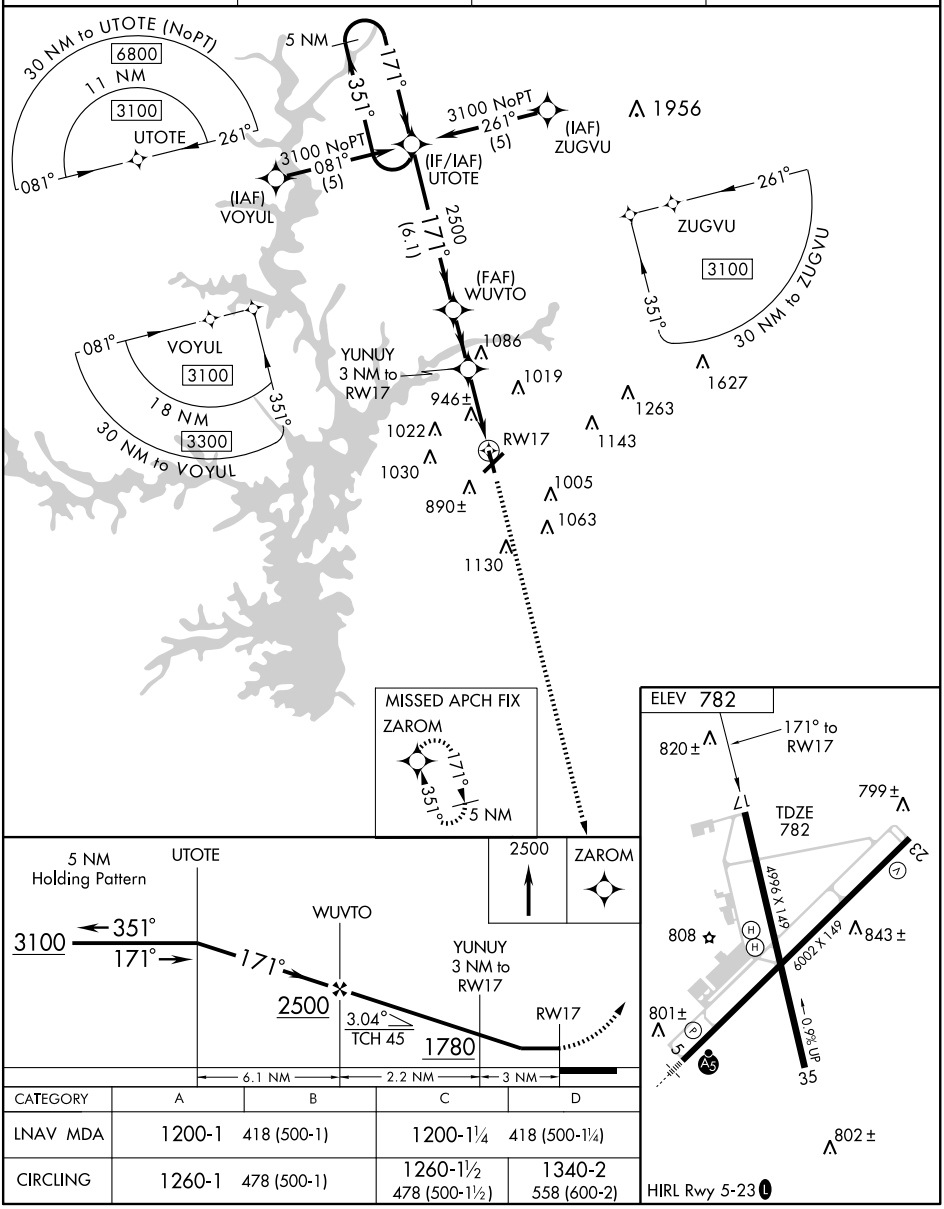
ANDERSON RGNL (AND)

APP CRS	Rwy Idg	4996
171°	TDZE	782
	Apt Elev	782

If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct ZAROM and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95



CATEGORY	A	B	C	D
LNAV MDA	1200-1	418 (500-1)	1200-1¼	418 (500-1¼)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

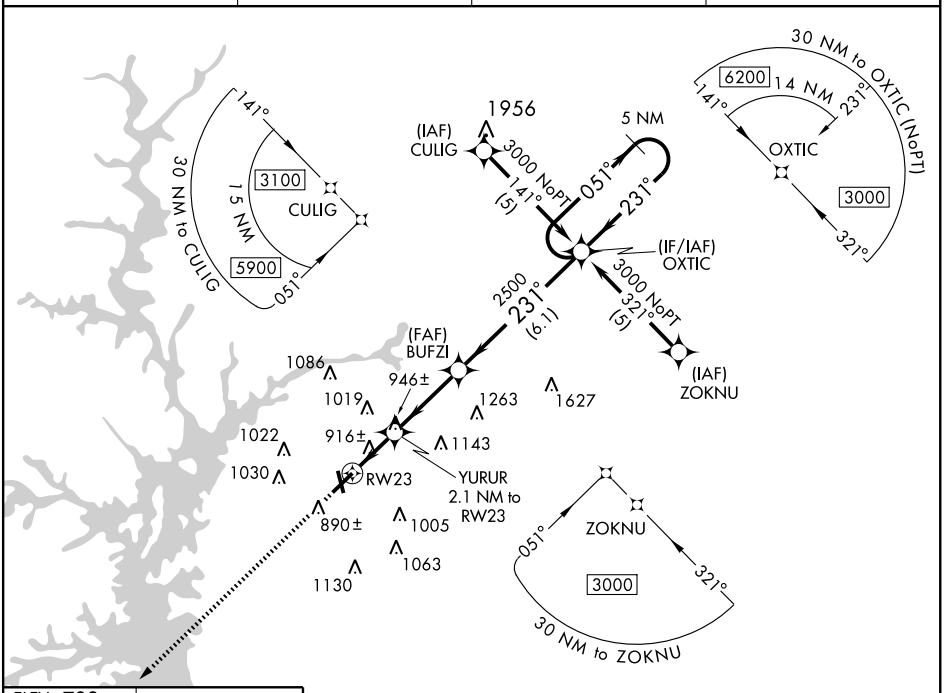
ANDERSON RGNL (AND)

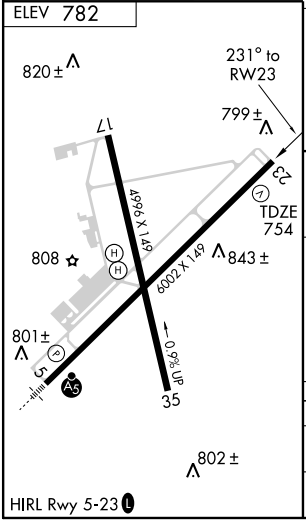
APP CRS	Rwy Idg	6002
231°	TDZE	754
	Apt Elev	782

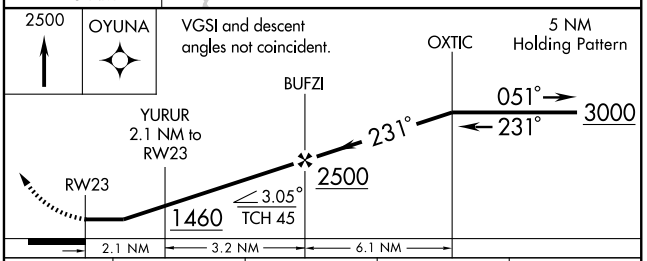
If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 (L)	122.95







CATEGORY	A	B	C	D
LNAV MDA	1180-1	426 (400-1)	1180-1¼	426 (400-1¼)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

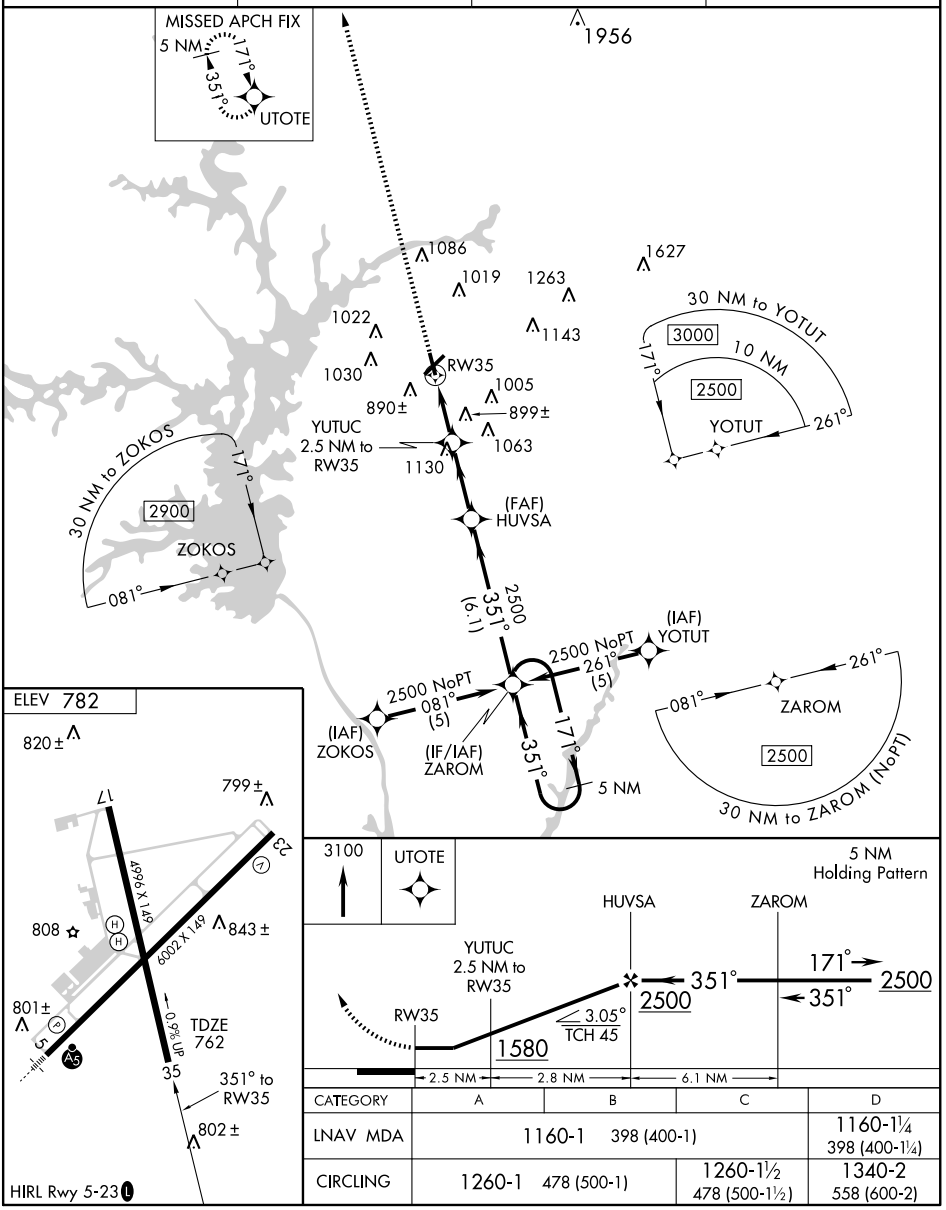
ANDERSON RGNL (AND)

APP CRS	Rwy Idg	4996
351°	TDZE	762
	Apt Elev	782

If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct UTOTE and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 (L)	122.95



CATEGORY	A	B	C	D
LNAV MDA	1160-1 398 (400-1)			1160-1¼ 398 (400-1¼)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ELW	APP CRS	Rwy Idg	6002
108.6	039°	TDZE	758
Chan 23		Apt Elev	782

VOR RWY 5

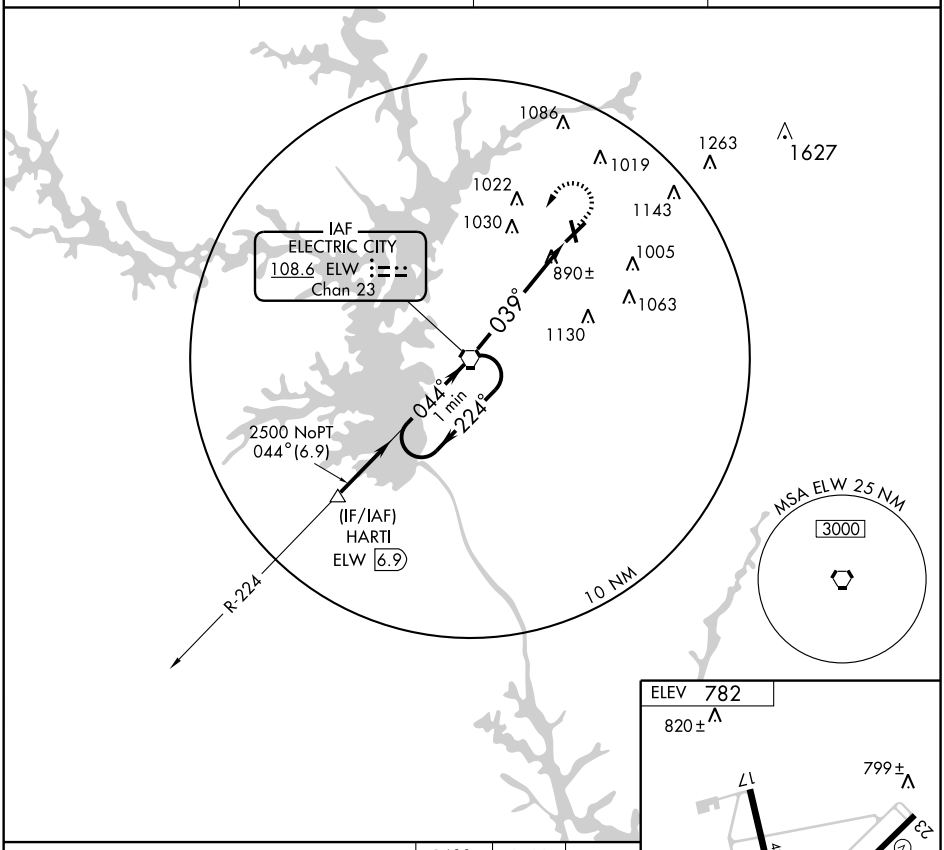
ANDERSON RGNL (AND)

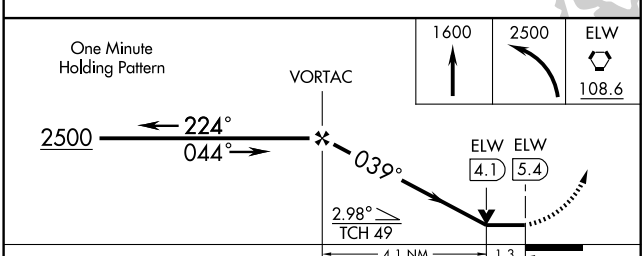
If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. VDP NA when using Clemson altimeter setting.

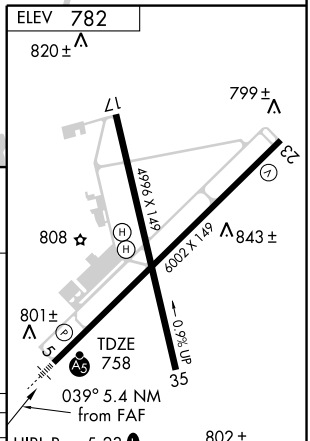
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct ELW VORTAC and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6	122.95







CATEGORY	A	B	C	D
S-5	1200-½	442 (500-½)	1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

HIRL Rwy 5-23

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB PHH 255	APP CRS 354°	Rwy Idg 3001 TDZE 27 Apt Elev 27

NDB RWY 36

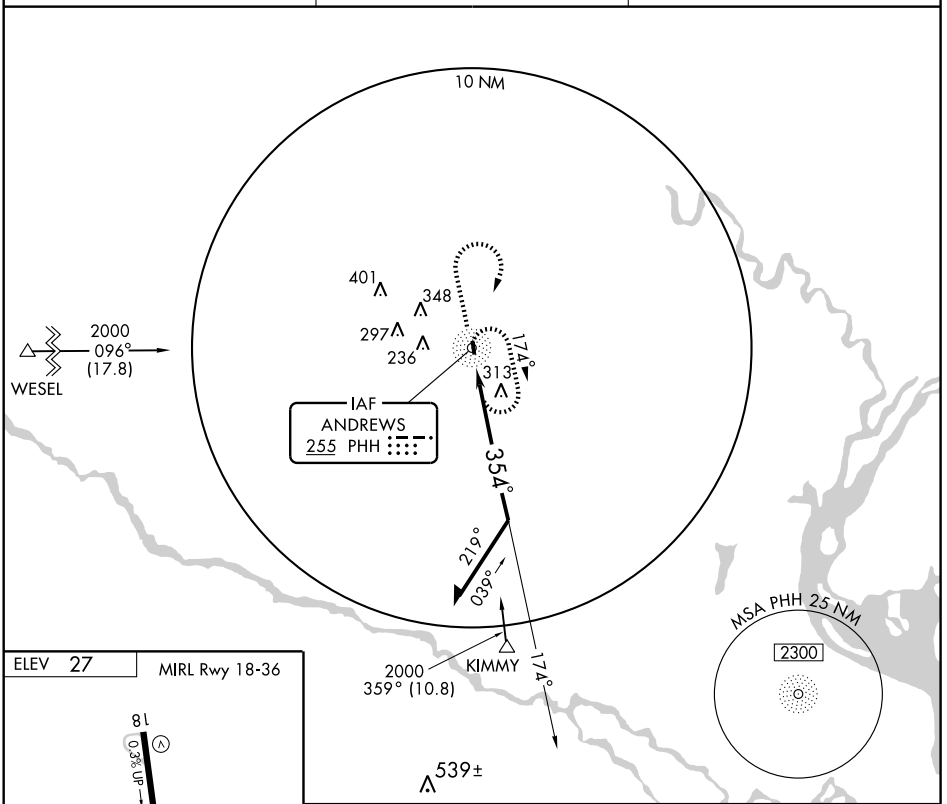
ANDREWS/ ROBERT F. SWINNIE (PHH)

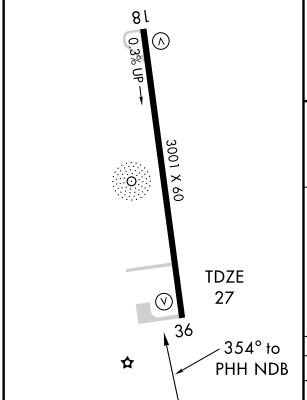
NA

Use Myrtle Beach altimeter setting.

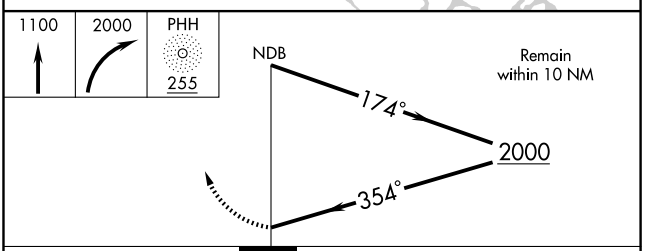
MISSED APPROACH: Climbing to 1100 then climbing right turn to 2000 direct to PHH NDB and hold

MYRTLE BEACH AWOS-3	MYRTLE BEACH APP CON	CTAF
124.5	127.4 257.95	122.9





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	740-1	713 (800-1)	740-2 713 (800-2)	NA
CIRCLING	740-1	713 (800-1)	740-2 713 (800-2)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

BARNWELL RGNL (BNL)

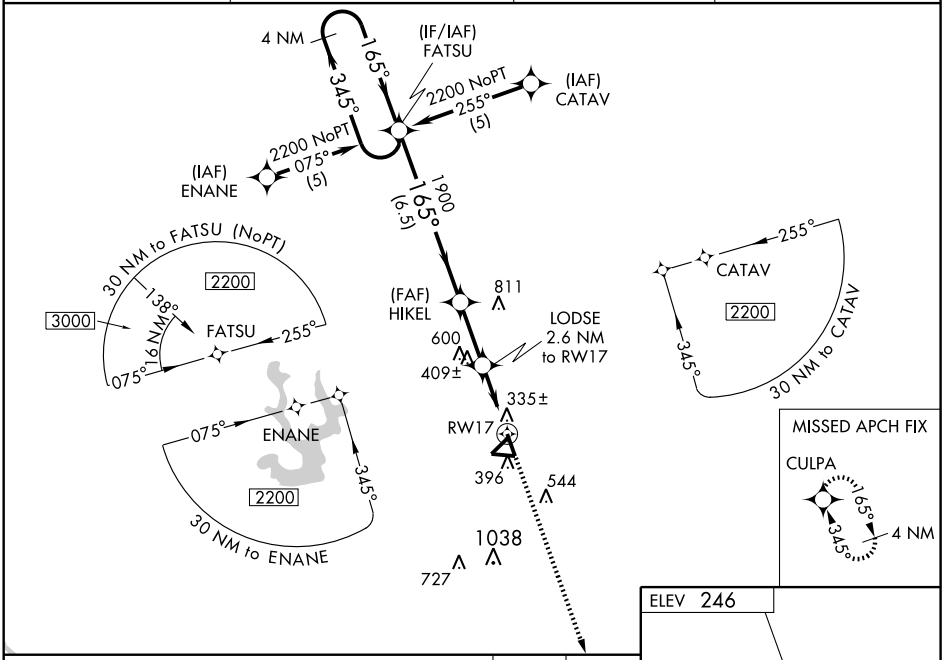
WAAS	APP CRS	Rwy Idg	5119
CH 90418	165°	TDZE	246
W17A		Apt Elev	246

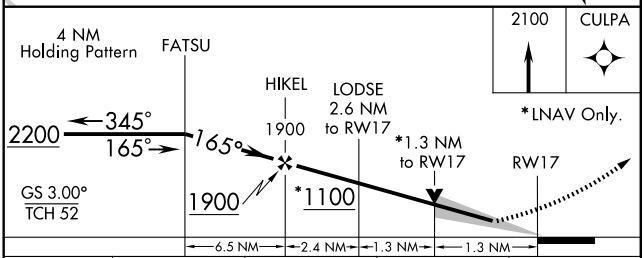
Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all DA 83 feet and all MDA 100 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile, increase Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Field altimeter setting. Circling NA to Rwy 05/23 at night.

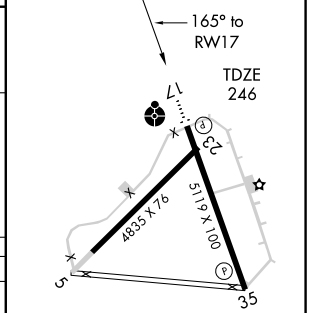
ODALS

MISSED APPROACH: Climb to 2100 direct CULPA and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.775	132.5 363.2	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	476-¾ 230 (300-¾)			
LNAV/VNAV DA	605-1¼ 359 (400-1¼)			
LNAV MDA	700-¾ 454 (500-¾)		700-1¼ 454 (500-1¼)	700-1½ 454 (500-1½)
CIRCLING	700-1 454 (500-1)		700-1½ 454 (500-1½)	900-2 654 (700-2)

REIL Rwy 17
MIRL Rwy 17-35

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

BARNWELL RGNL (BNL)

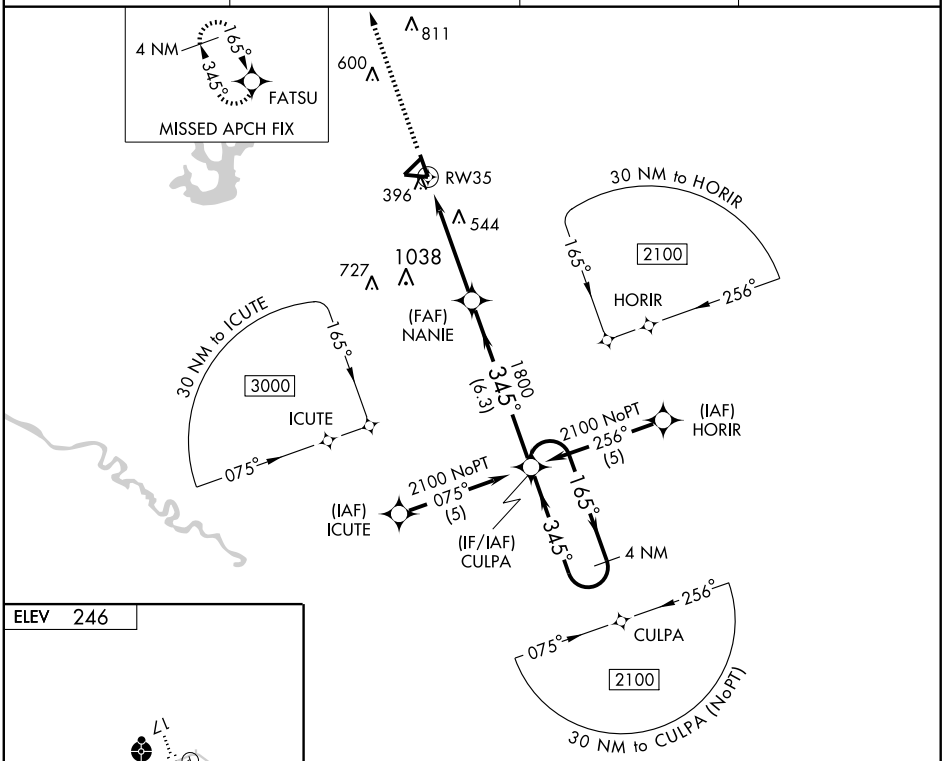
APP CRS		
345°	Rwy Idg	5119
	TDZE	246
	Apt Elev	246

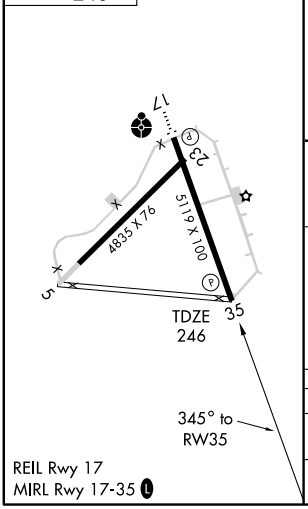
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C/D visibilities ¼ mile, Circling Cat C visibility ¼ mile and Cat D visibility ½ mile.
VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

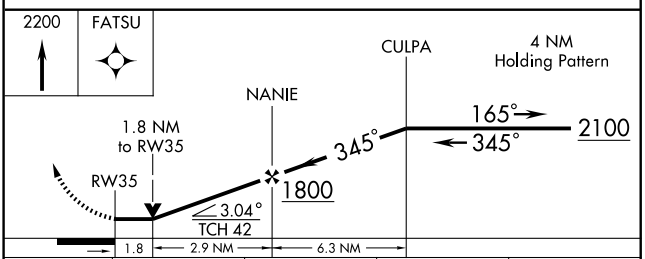
NA

MISSED APPROACH: Climb to 2200 direct FATSU and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.775	132.5 363.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1 614 (700-1)		860-1¾ 614 (700-1¾)	860-2 614 (700-2)
CIRCLING	860-1 614 (700-1)		860-1¾ 614 (700-1¾)	900-2 654 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3434
067°	TDZE	9
	Apt Elev	9

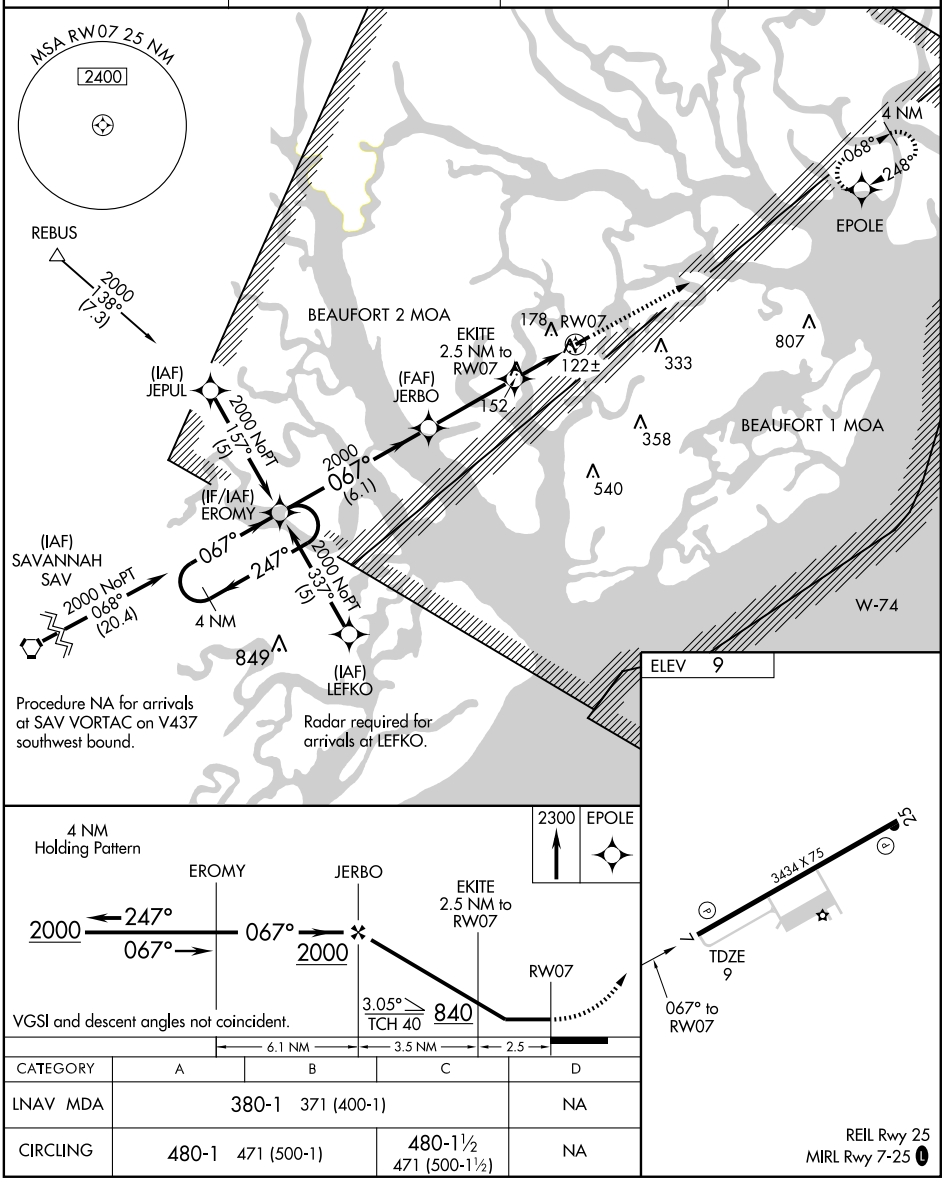
RNAV (GPS) RWY 7
BEAUFORT COUNTY (ARW)

ASR

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beaufort MCAS altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2300 direct EPOLE and hold.

AWOS-3	BEAUFORT APP CON ★	CLNC DEL	UNICOM
119.675	118.45 292.125	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	380-1 371 (400-1)			NA
CIRCLING	480-1 471 (500-1)		480-1½ 471 (500-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3434
CH 69418	247°	TDZE	8
W25A		Apt Elev	9

RNAV (GPS) RWY 25

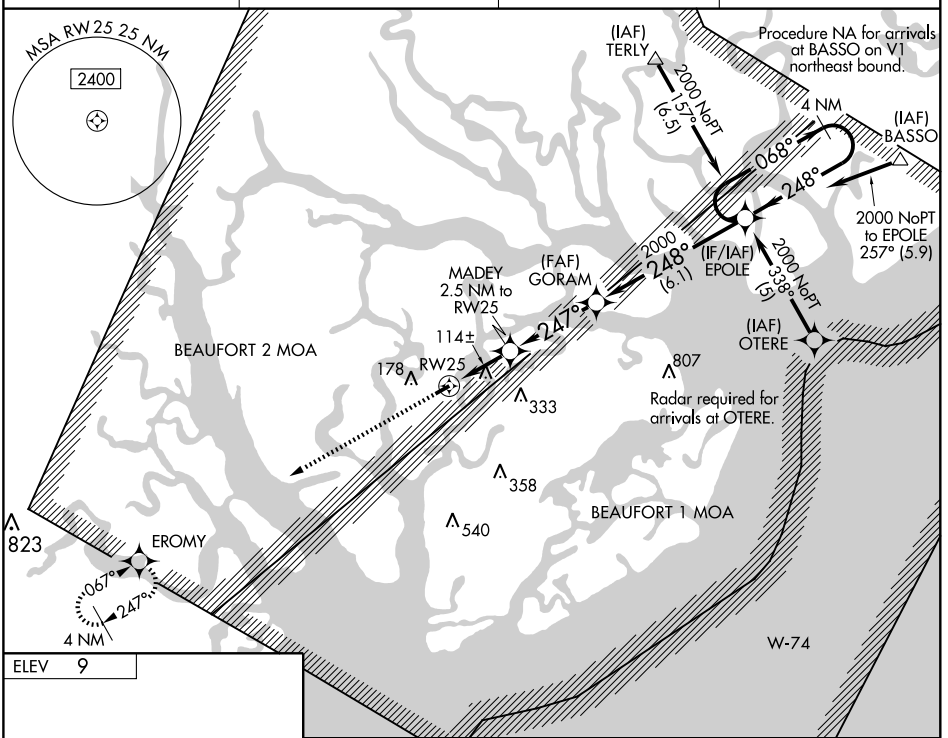
BEAUFORT COUNTY (ARW)

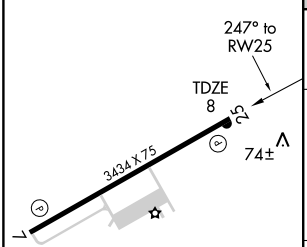
ASR

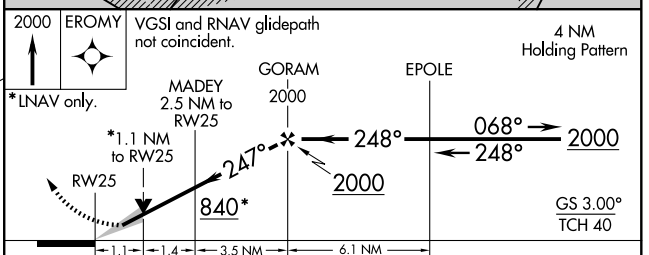
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beaufort MCAS altimeter setting and increase LPV DA to 226, LNAV/VNAV DA to 352, and all MDA 20 feet. VDP and Baro-VNAV NA when using Beaufort MCAS altimeter setting.

MISSED APPROACH: Climb to 2000 direct EROMY and hold.

AWOS-3	BEAUFORT APP CON★	CLNC DEL	UNICOM
119.675	118.45 292.125	121.725	122.7 (CTAF) L



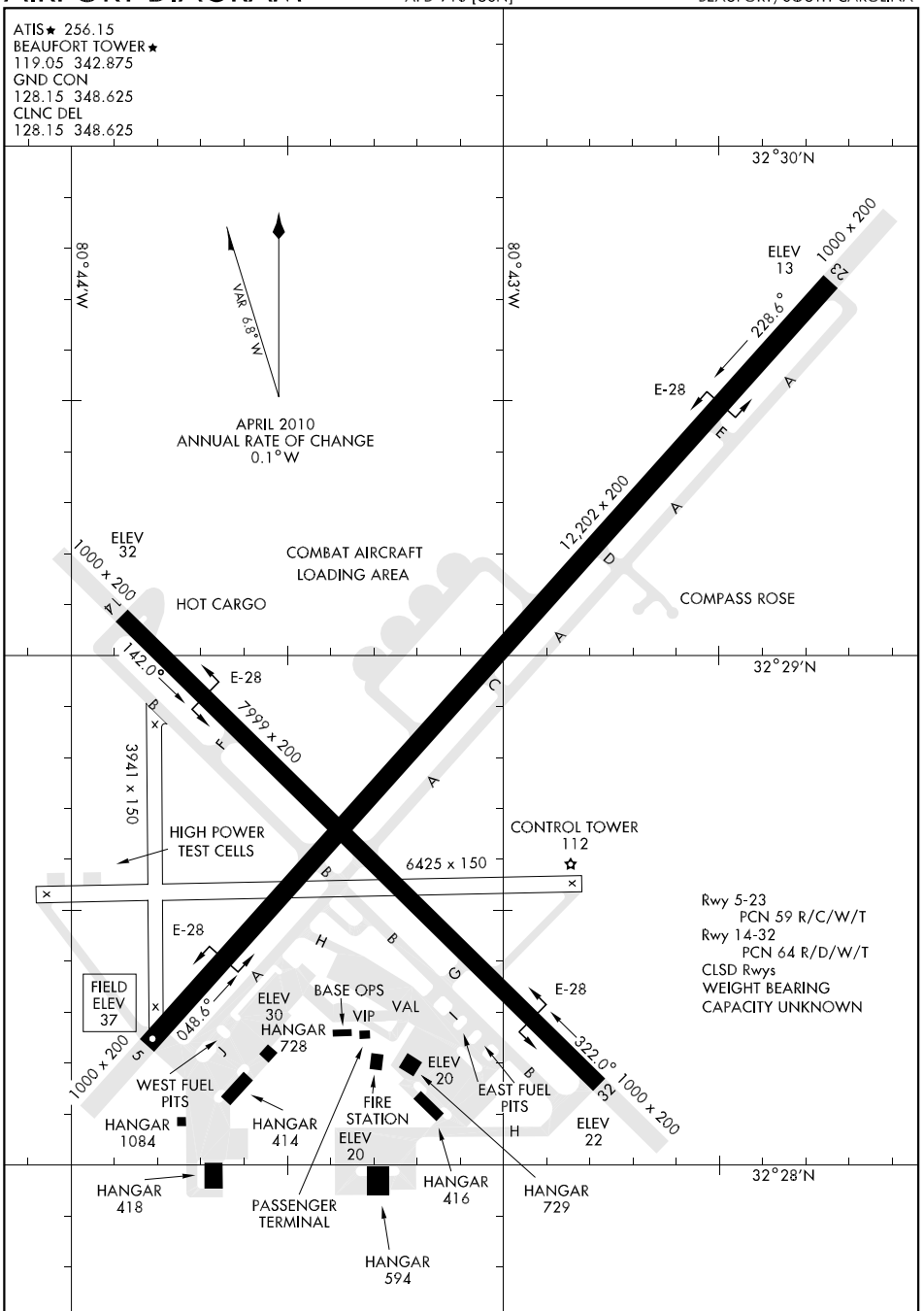




CATEGORY	A	B	C	D
LPV DA	208-1	200 (200-1)		NA
LNAV/VNAV DA	334-1¼	326 (400-1¼)		NA
LNAV MDA	380-1	372 (400-1)		NA
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN X RWY 23

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NBC Chan 42	221°	12,202	16	37

JAL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

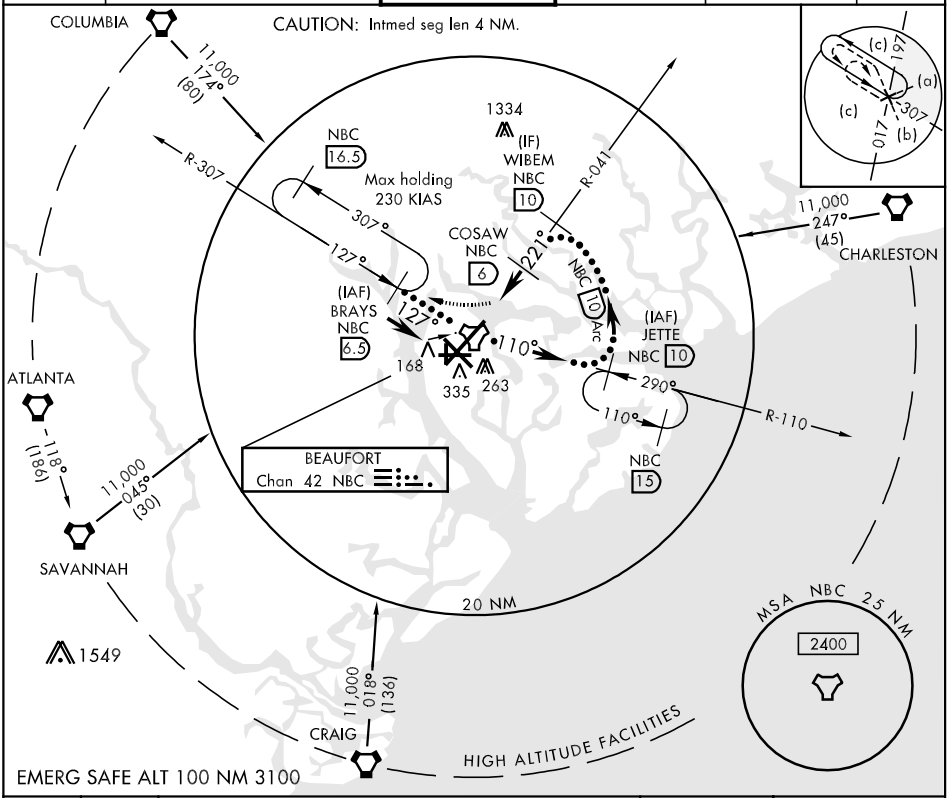
* When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

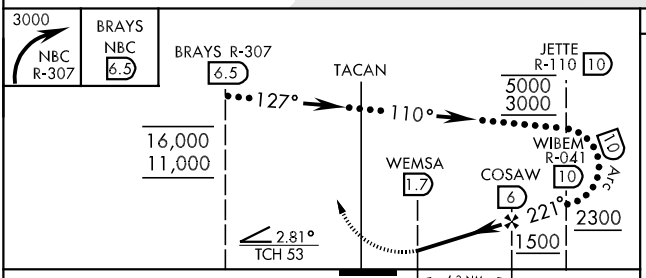
ALSF-1 (A1)

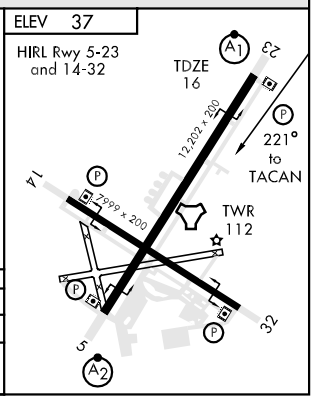
MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	

CAUTION: Intmed seg len 4 NM.







CATEGORY	C	D	E
S-23 *	360-¾	344	(400-¾)
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Y RWY 14

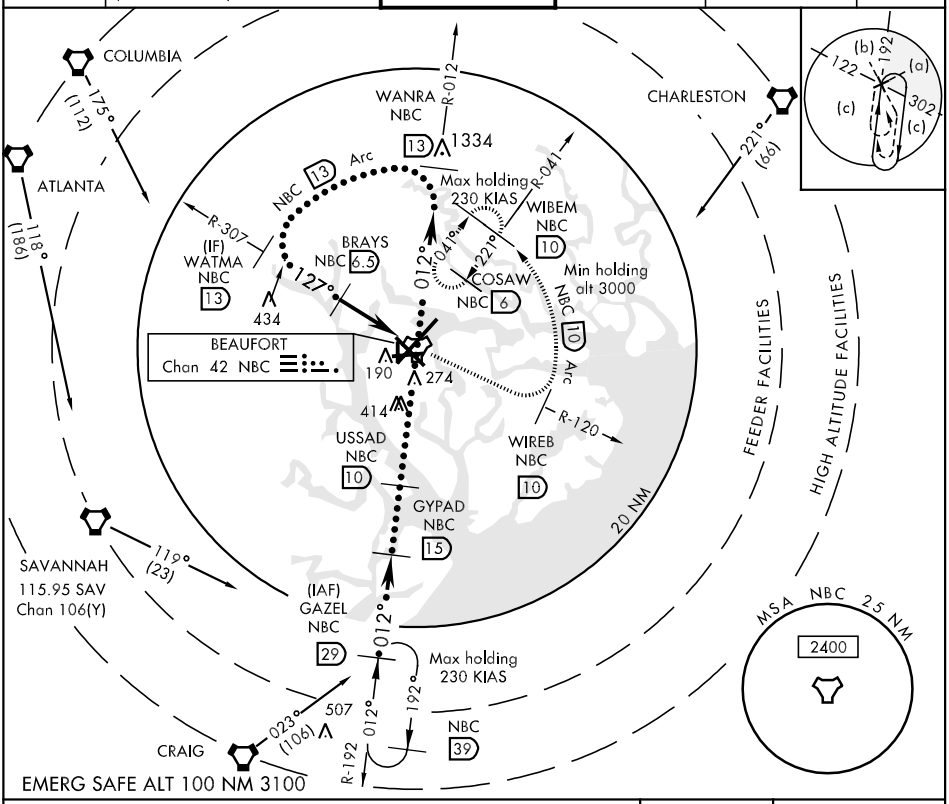
TACAN	APCH CRS	Rwy ldg	7999
NBC Chan 42	127°	TDZE	32
		Arpt Elev	37

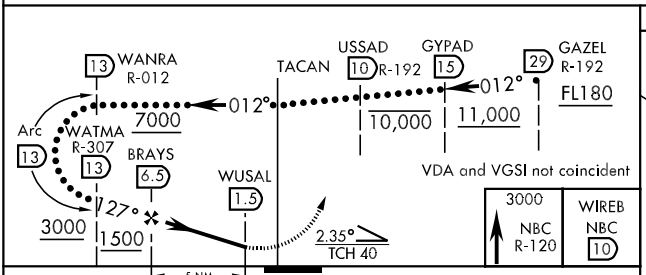
JAL-916 [USN]

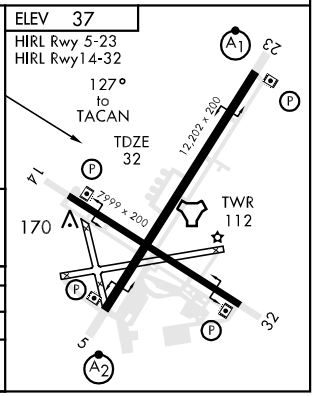
BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-120 to NBC 10 DME (WIREB), arc E of NBC TACAN via 10 mile arc to NBC R-041/10 DME (WIBEM), then via NBC R-041 to 6 DME (COSAW) and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	







CATEGORY	C	D	E
S-14	420-1 388 (400-1)	420-1¼ 388 (400-1¼)	
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Y RWY 23

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NBC Chan 42	221°	12,202	16	37

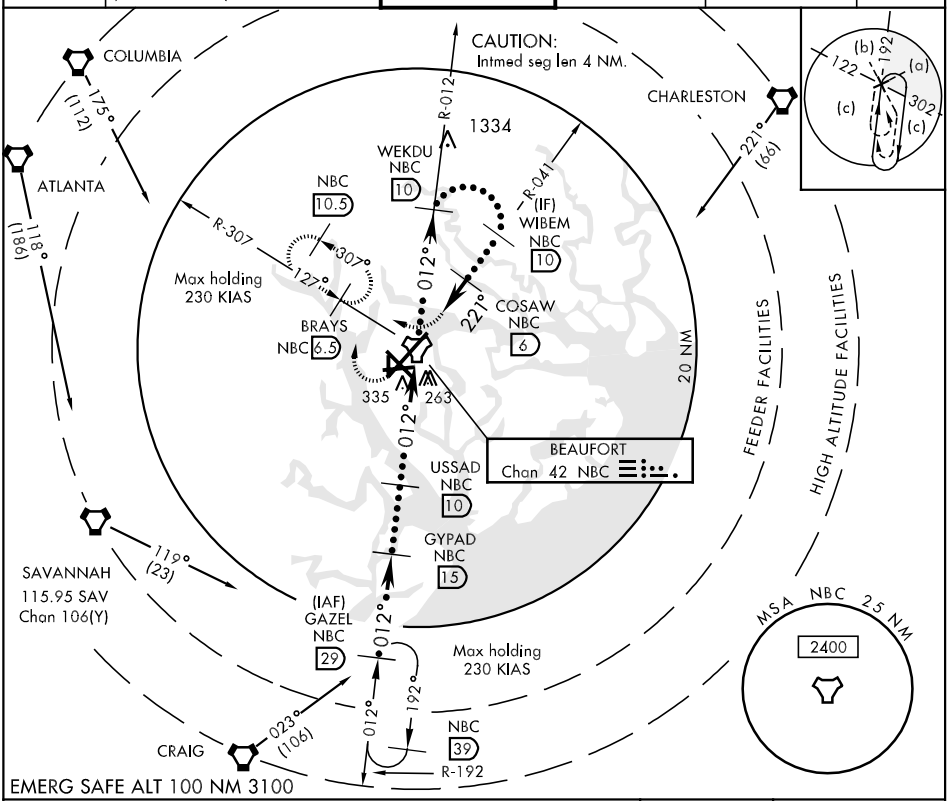
JAL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

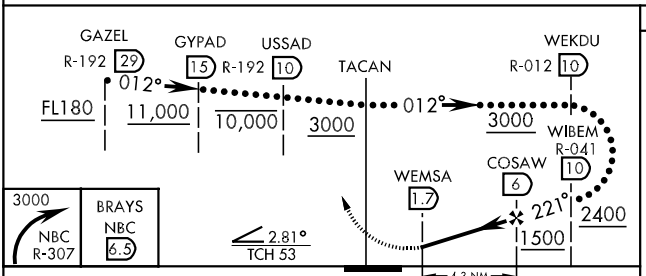
* When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

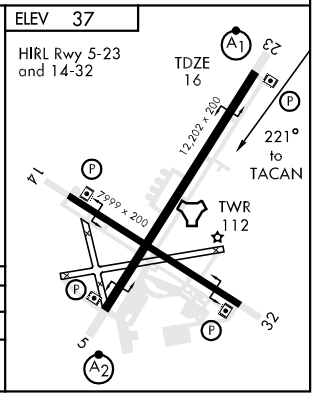
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	







CATEGORY	C	D	E
S-23 *	360-¾	344	(400-¾)
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Z RWY 14

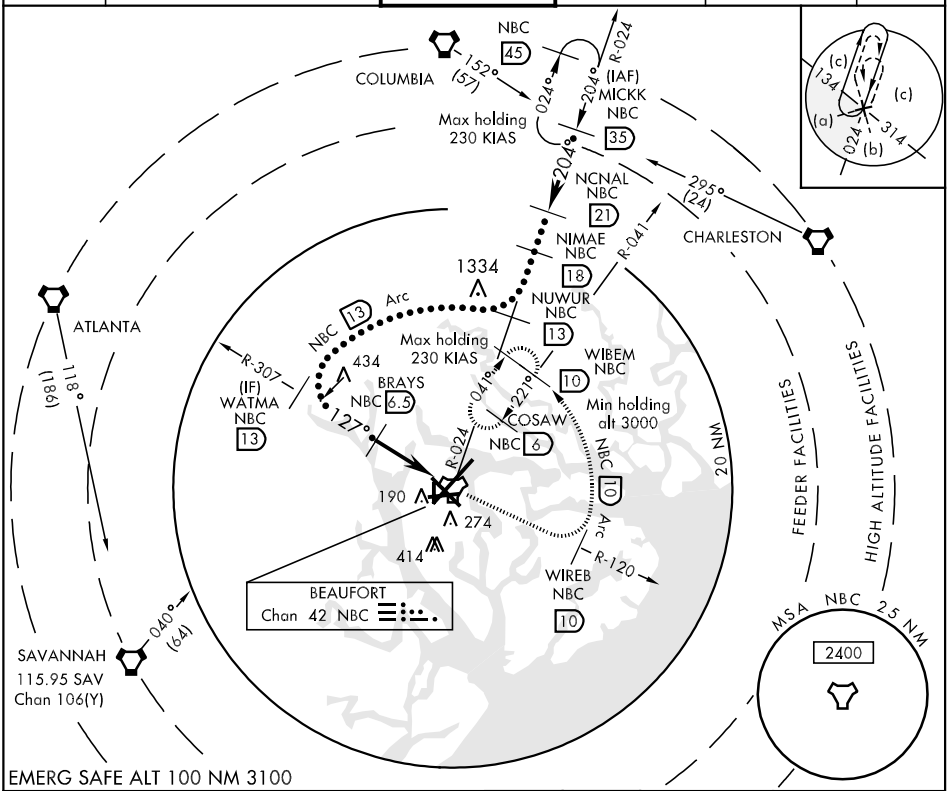
TACAN	APCH CRS	Rwy ldg	7999
NBC Chan 42	127°	TDZE	32
		Arpt Elev	37

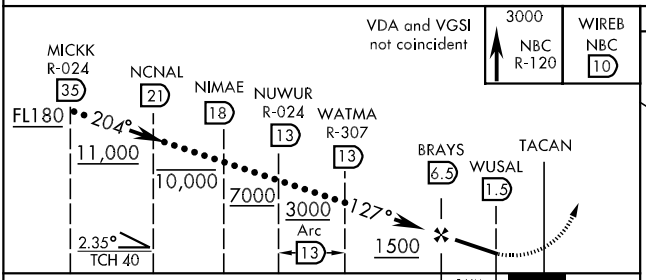
JAL-916 [USN]

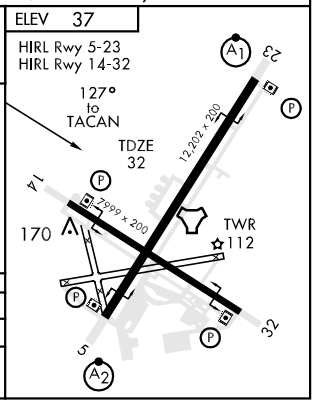
BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-120 to NBC 10 DME (WIREB), arc E of NBC TACAN via 10 mile arc to NBC R-041/10 DME (WIBEM), then via NBC R-041 to 6 DME (COSAW) and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	







CATEGORY	C	D	E
S-14	420-1 388 (400-1)	420-1¼ 388 (400-1¼)	
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Z RWY 23

TACAN	APCH CRS	Rwy ldg	12,202
NBC Chan 42	221°	TDZE	16
		Arpt Elev	37

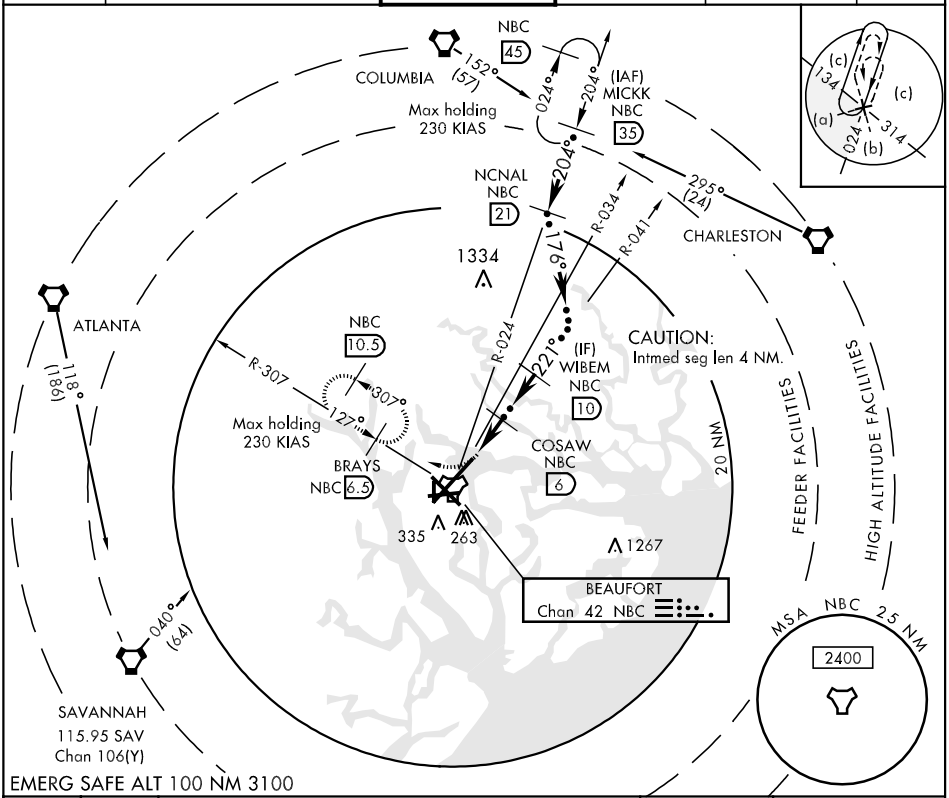
JAL-916 [USN] — BEAUFORT MCAS (MERRITT FLD) (KNBC)

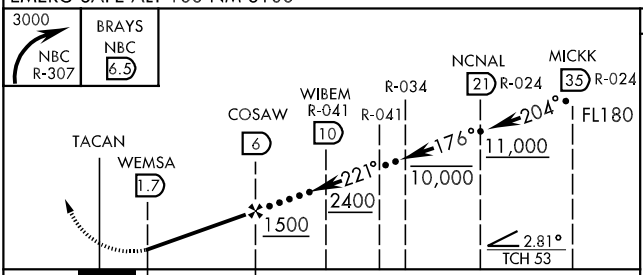
* When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

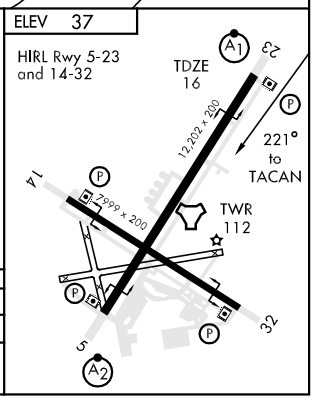
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	







CATEGORY	C	D	E
S-23 *	360-¾	344	(400-¾)
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

WAAS	APCH CRS	Rwy ldg 12,202
Chan 90095	047°	TDZE 37
W05A		Arpt Elev 37

AL-916 [USN]

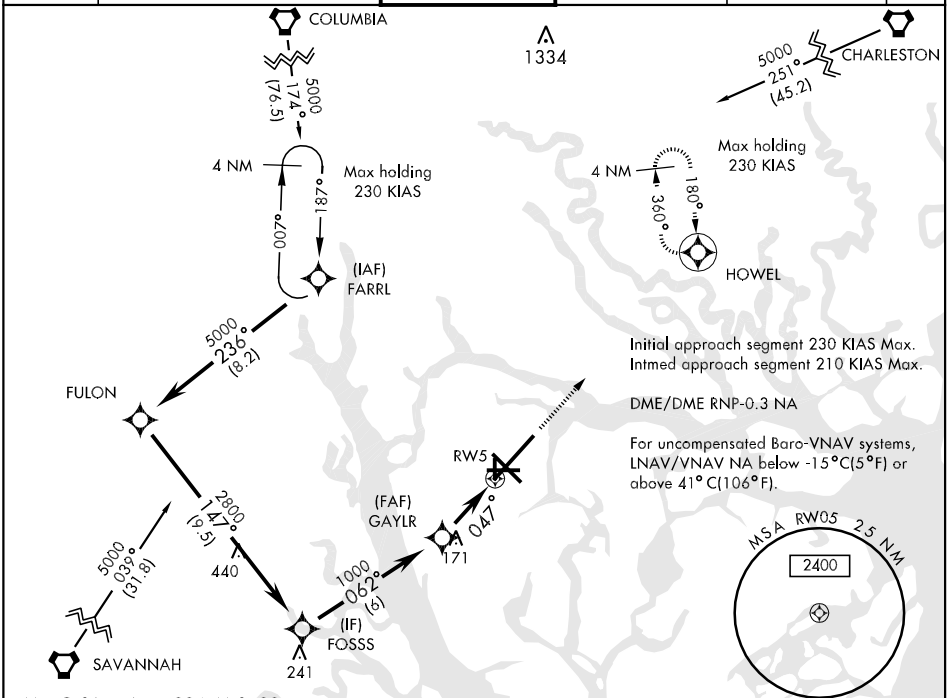
BEAUFORT MCAS (MERRITT FLD) (KNBC)

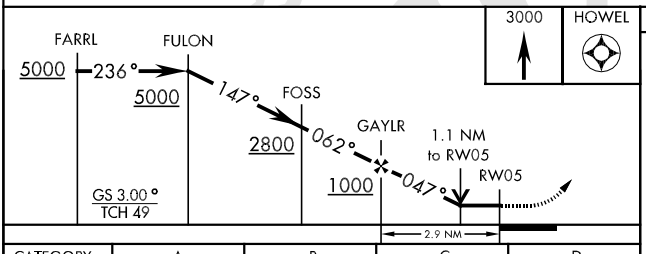
* When ALS inop, increase vis CAT AB to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

SALSF

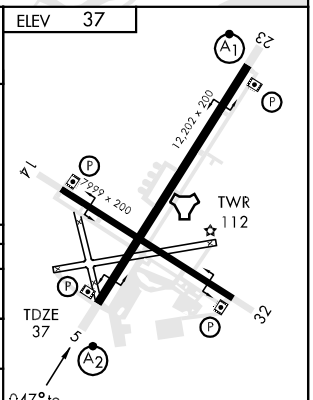
MISSED APPROACH: Climb to 3000 direct HOWEL and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/ PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	





ELEV 37



CATEGORY	A	B	C	D
LPV DA *	237-½ 200 (200-½)		237-¾ 200 (200-¾)	
LNAV/ VNAV DA **	306-¾ 269 (300-¾)			
LNAV MDA ***	440-¾ 403 (500-¾)		440-1 403 (500-1)	
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)

HIRL Rwy 5-23 and 14-32

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

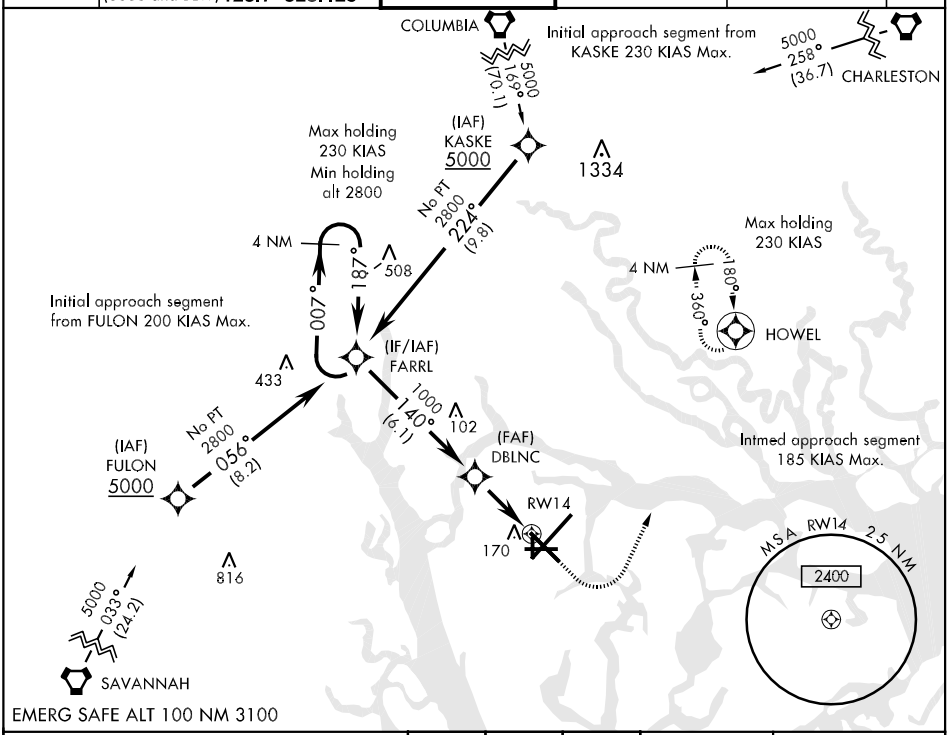
WAAS Chan 91240 W14A	APCH CRS 140°	Rwy ldg 7999 TDZE 32 Arpt Elev 37

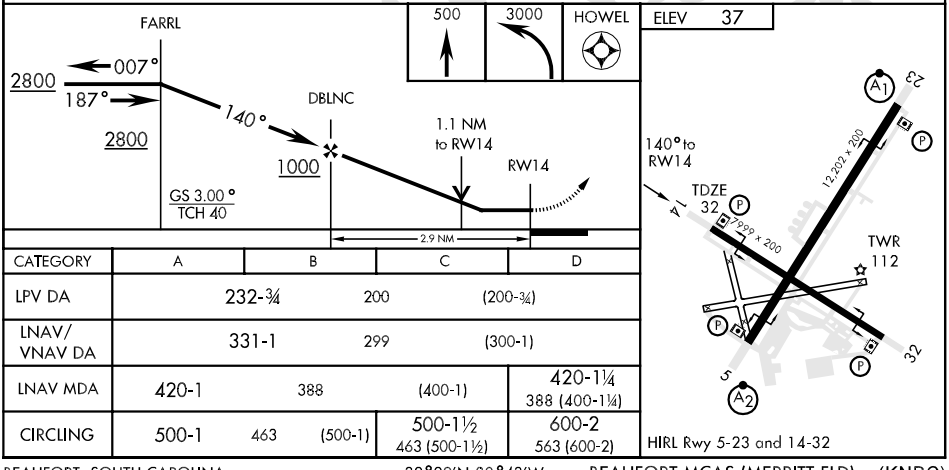
AL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 41°C(106°F). DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 direct HOWEL and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/ PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	





CATEGORY	A	B	C	D
LPV DA	232-¾	200	(200-¾)	
LNAV/ VNAV DA	331-1	299	(300-1)	
LNAV MDA	420-1	388	(400-1)	420-1¼ 388 (400-1¼)
CIRCLING	500-1	463 (500-1)	500-1½ 463 (500-1½)	600-2 563 (600-2)

HIRL Rwy 5-23 and 14-32

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

WAAS Chan 93379 W23A	APCH CRS 227°	Rwy ldg 12,202 TDZE 16 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

*When ALS inop, increase vis CAT ABCD to ¾ mile.
**When ALS inop, increase vis CAT ABCD to 1 mile.
***When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct FARRL and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/ PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 41°C(106°F).
DME/DME RNP-0.3 NA

Initial approach segment from KASKE to HOWEL 230 KIAS Max.

COLUMBIA

5000 169° (70.1)

(IAF) KASKE 5000

1334

508

2800 No PT 137° (10)

4 NM

Max holding 210 KIAS

CHARLESTON

2800 243° (32.7)

Max holding 230 KIAS

4 NM 007° 187°

433

FARRL

Intmed approach segment 210 KIAS Max.

180° 360°

(IF/IAF) HOWEL

1000 227° (6)

No PT 5000 050° (17.9)

(IAF) FULON 5000

No PT 2800 317° (11)

(IAF) MEECH 5000

(FAF) PAAPY

109

RW23

190

182

274

MSA RW23 25 NM

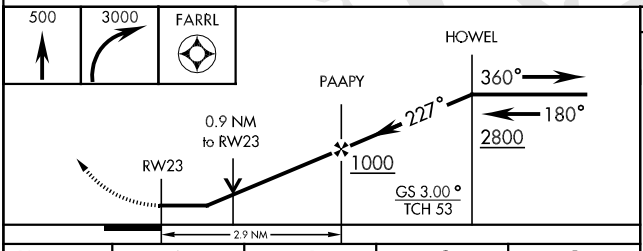
2400

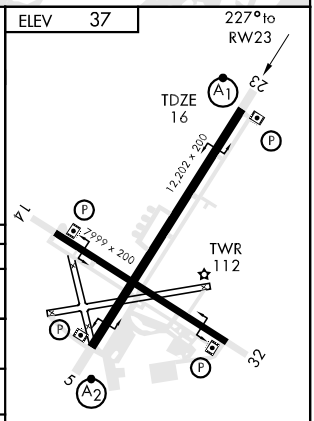
5000 033° (24.2)

Initial approach segment from FULON to KASKE 230 KIAS Max.

SAVANNAH

EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
LPV DA *	216-½	200	(200-½)	
LNAV/ VNAV DA **	270-½ 254 (300-½)		270-¾ 254 (300-¾)	
LNAV MDA ***	360-½ 344 (400-½)		360-¾ 344 (400-¾)	360-1 344 (400-1)
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)

HIRL Rwy 5-23 and 14-32

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

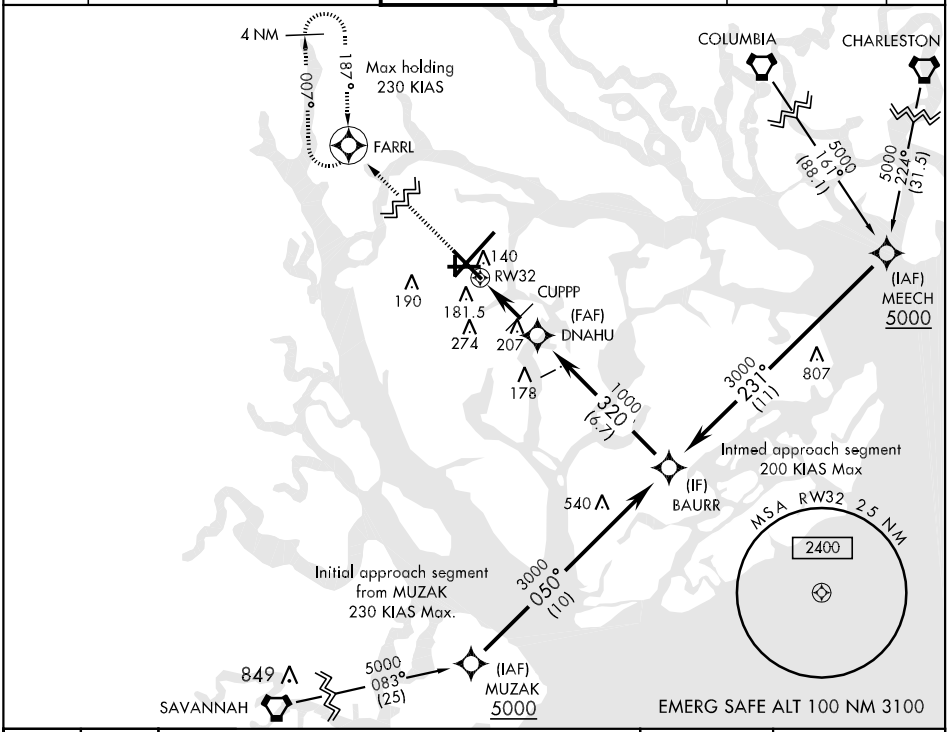
RNAV (GPS) RWY 32

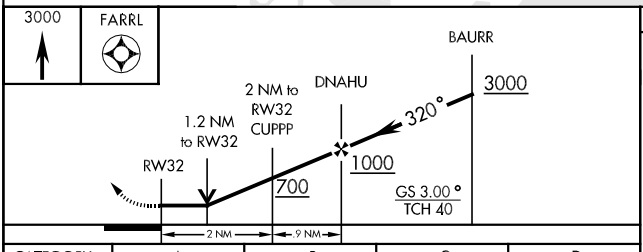
WAAS Chan 95233 W32A	APCH CRS 320°	Rwy ldg 7999 TDZE 25 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

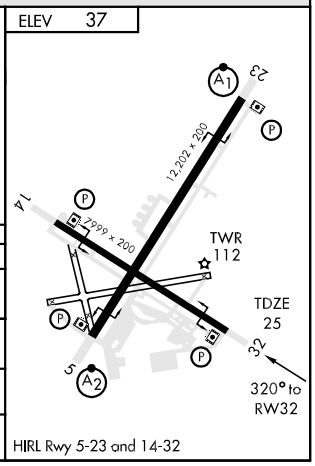
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 41°C(106°F). DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct FARRL and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/ PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	







CATEGORY	A	B	C	D
LPV DA	225-¾	200	(200-¾)	
LNAV/ VNAV DA	301-1	276	(300-1)	
LNAV MDA	400-1	375	(400-1)	400-1¼ 375 (400-1¼)
CIRCLING	500-1	463	(500-1)	500-1½ 463 (500-1½) / 600-2 563 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5

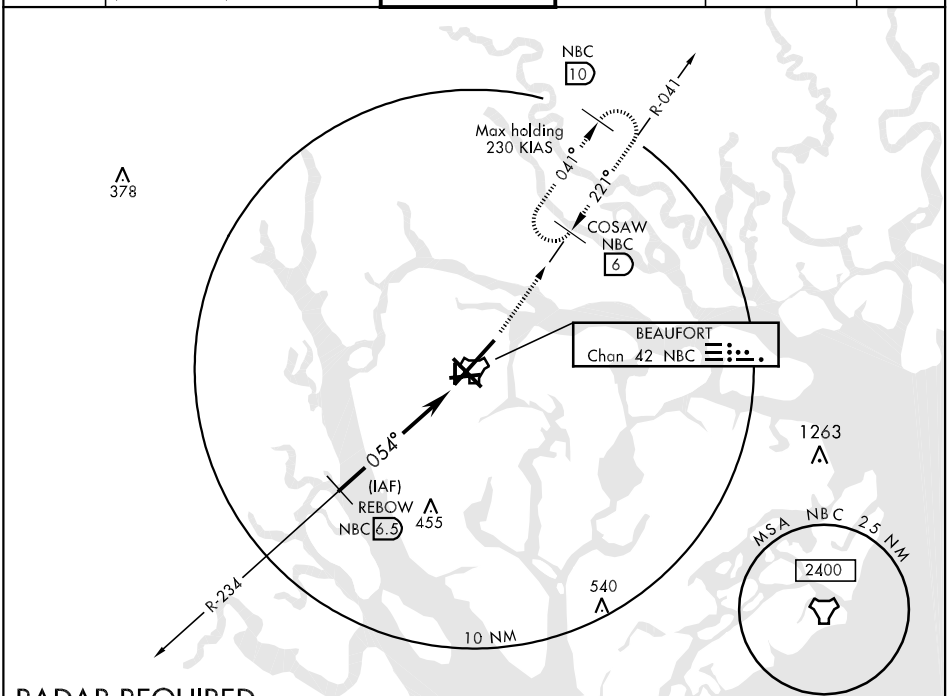
TACAN NBC Chan 42	APCH CRS 054°	Rwy ldg 12,202 TDZE 37 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

*When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.

SALSF

MISSED APPROACH: Climb to 3000 via NBC R-041 to COSAW and hold. Continue climb in hold to 3000.

ATIS *	BEAUFORT APP CON	BEAUFORT TOWER *	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	

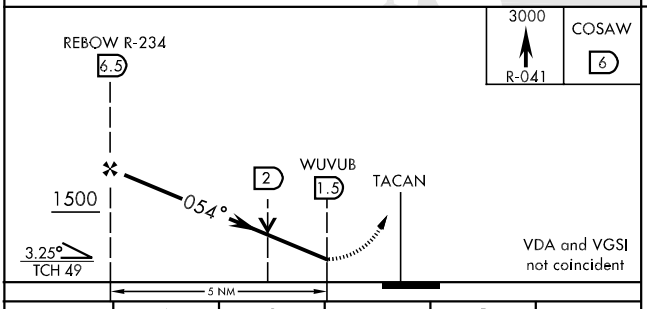


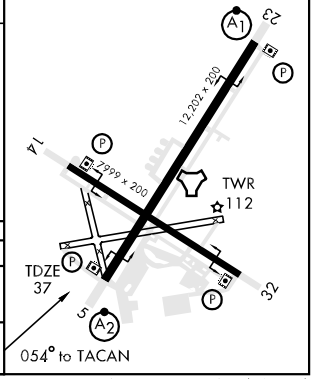
RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100

ELEV 37

HIRL Rwy 5-23 and 14-32





CATEGORY	A	B	C	D	E
S-5 *	460-¾ 423 (500-¾)		460-1 423 (500-1)		460-1¼ 423 (500-1¼)
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 14

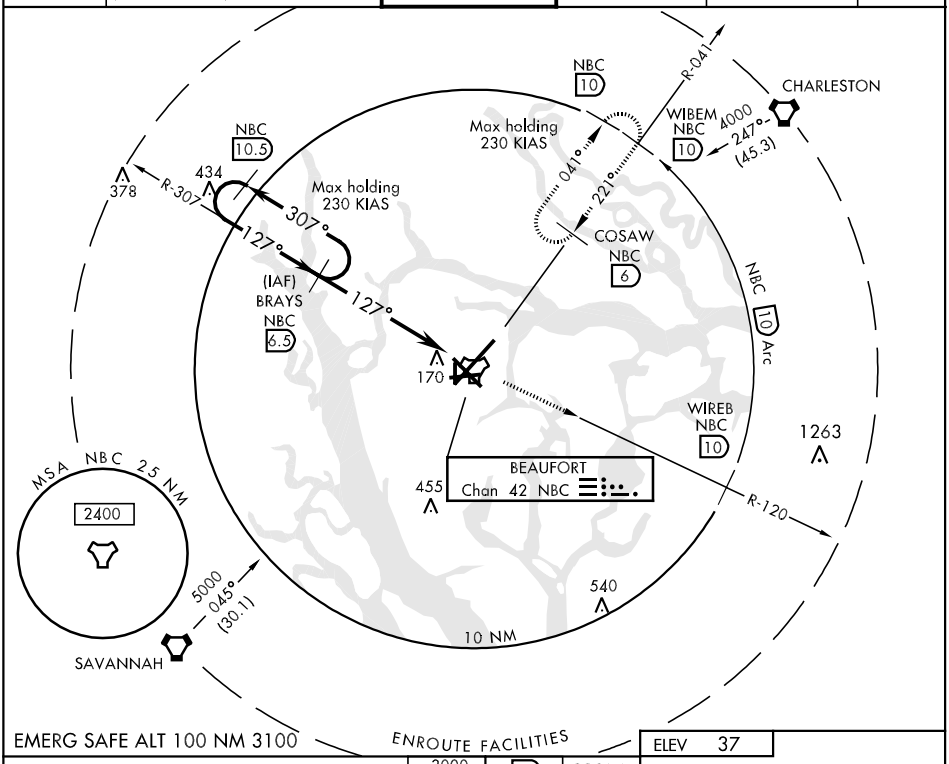
TACAN	APCH CRS	Rwy Idg	7999
NBC Chan 42	127°	TDZE	32
		Arpt Elev	37

AL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on R-120 to WIREB, arc E on 10 mile arc to WIBEM then, via NBC R-041 to COSAW and hold.

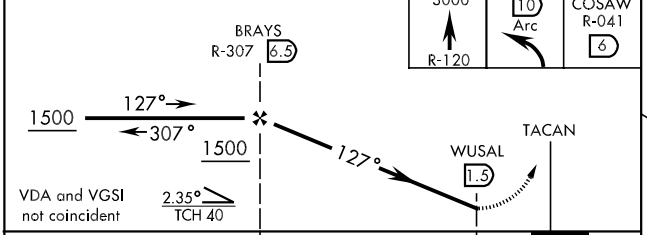
ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	



EMERG SAFE ALT 100 NM 3100

ENROUTE FACILITIES

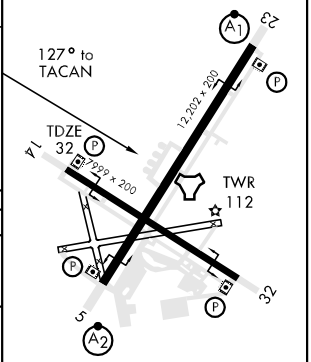
3000 ↑ R-120	10 Arc	COSAW R-041 6



CATEGORY	A	B	C	D	E
S-14	420-1 388 (400-1)			420-1¼ 388 (400-1¼)	
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)

ELEV 37

HIRL Rwy 5-23 and 14-32



32° 29'N-80° 43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)
TACAN RWY 14

SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23

TACAN NBC Chan 42	APCH CRS 221°	Rwy Idg 12,202 TDZE 16 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

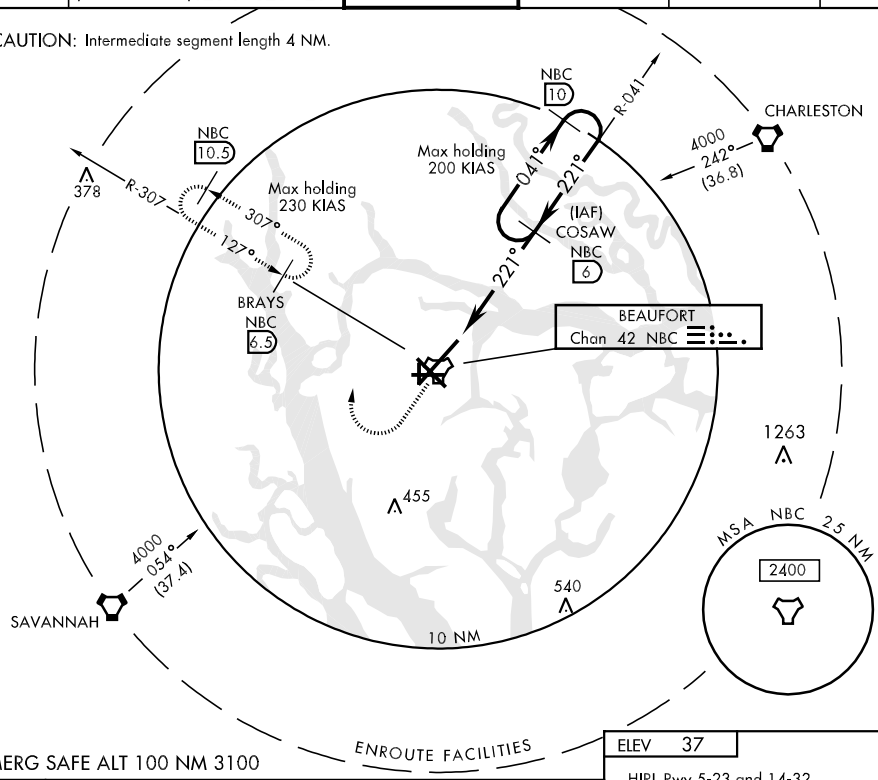
* When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles.

ALSF-1 (A1)

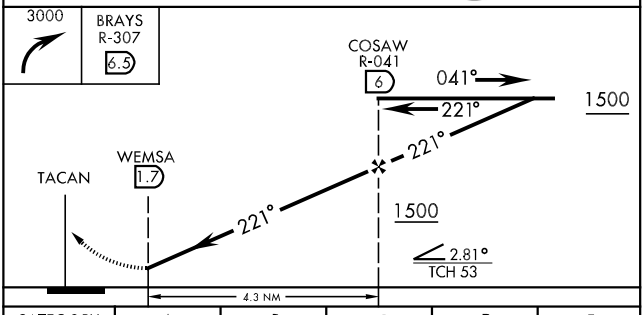
MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)125.125 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	

CAUTION: Intermediate segment length 4 NM.

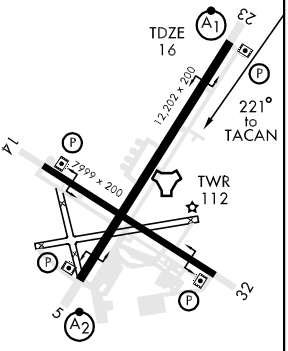


EMERG SAFE ALT 100 NM 3100



ELEV 37

HIRL Rwy 5-23 and 14-32



CATEGORY	A	B	C	D	E
S-23 ★	360-½ 344 (400-½)		360-¾ 344 (400-¾)		
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010

NDB BES 230	APP CRS 072°	Rwy Idg 5003 TDZE 147 Apt Elev 147

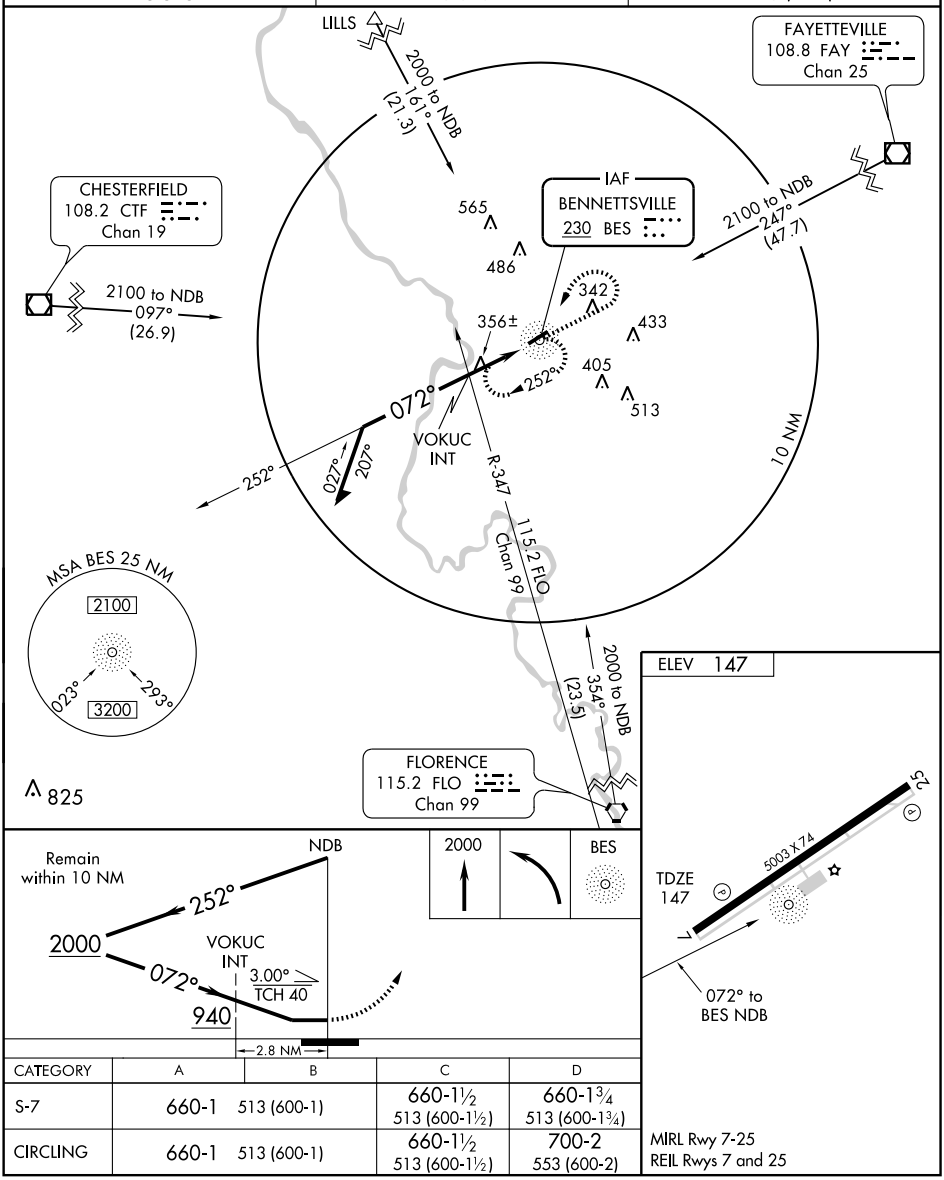
NDB RWY 7

BENNETTSVILLE/
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

T
A NA — Visibility reduction by helicopters NA.
When local altimeter setting not received, use Florence altimeter setting and increase all MDA 80 feet.
When VGSI inop, Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 2000 then left turn direct BES NDB and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)



CATEGORY	A	B	C	D
S-7	660-1	513 (600-1)	660-1½ 513 (600-1½)	660-1¾ 513 (600-1¾)
CIRCLING	660-1	513 (600-1)	660-1½ 513 (600-1½)	700-2 553 (600-2)

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5003
CH 77818	065°	TDZE	147
W07A		Apt Elev	147

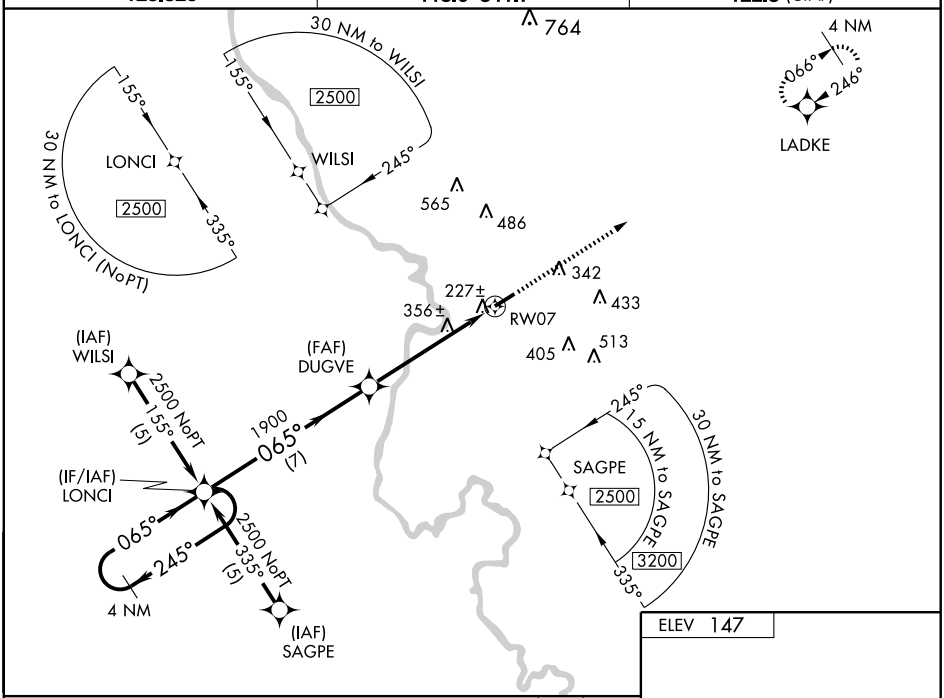
RNAV (GPS) RWY 7

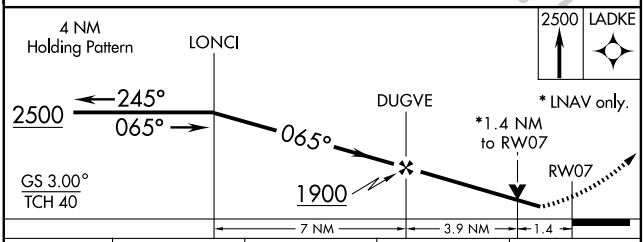
BENNETTSVILLE/ MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

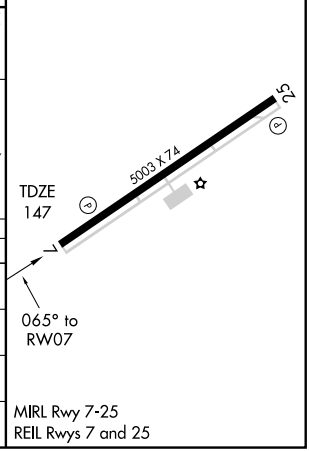
When VGSI inop, Circling Rwy 25 NA at night. Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and Cat D visibility ¼ mile.
VDP NA with Florence altimeter setting.

MISSED APPROACH: Climb to 2500 direct to LADKE and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	437-1 290 (300-1)			
LNAV/ VNAV DA	507-1¼ 360 (400-1¼)			
LNAV MDA	620-1 473 (500-1)		620-1¼ 473 (500-1¼)	620-1½ 473 (500-1½)
CIRCLING	620-1 473 (500-1)		620-1½ 473 (500-1½)	700-2 553 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5003
CH 42818	246°	TDZE	147
W25A		Apt Elev	147

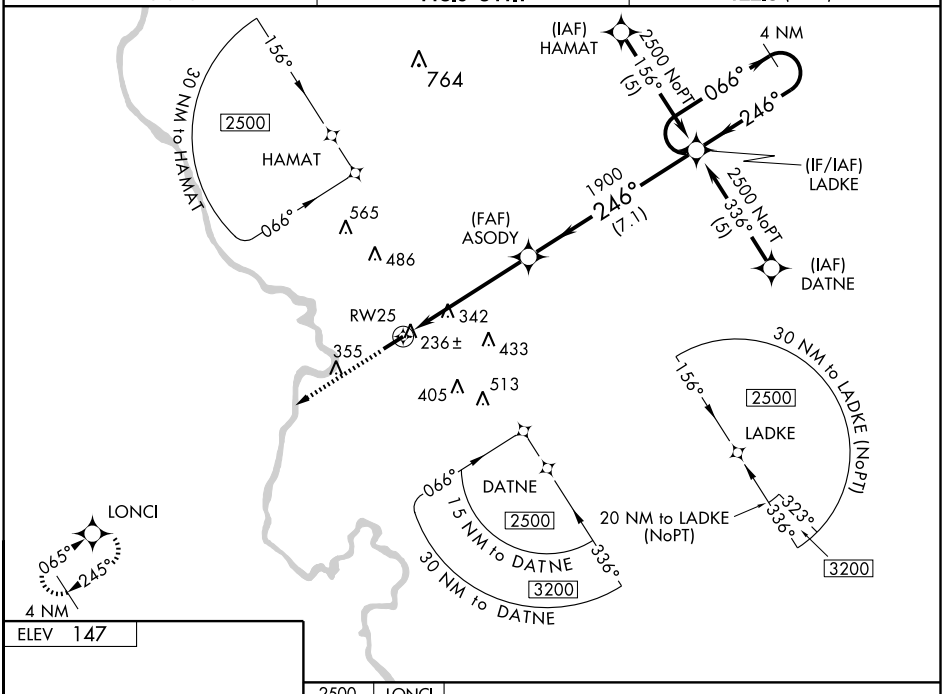
RNAV (GPS) RWY 25

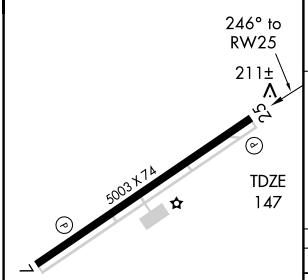
BENNETTSVILLE/ MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

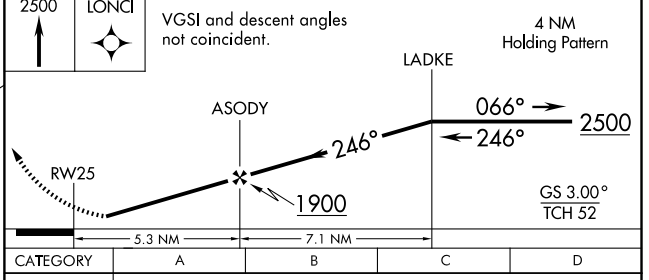
When VGSI inop, Straight-In/Circling Rwy 25 procedure NA at night. Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet. Increase LPV all Cats, and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct LONCI and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	441-1 294 (300-1)			
LNAV/VNAV DA	621-1¾ 474 (500-1¾)			
LNAV MDA	680-1 533 (600-1)		680-1½ 533 (600-1½)	680-1¾ 533 (600-1¾)
CIRCLING	680-1 533 (600-1)		680-1½ 533 (600-1½)	700-2 553 (600-2)

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FLO	APP CRS	Rwy Idg	N/A
115.2	354°	TDZE	N/A
Chan 99		Apt Elev	147

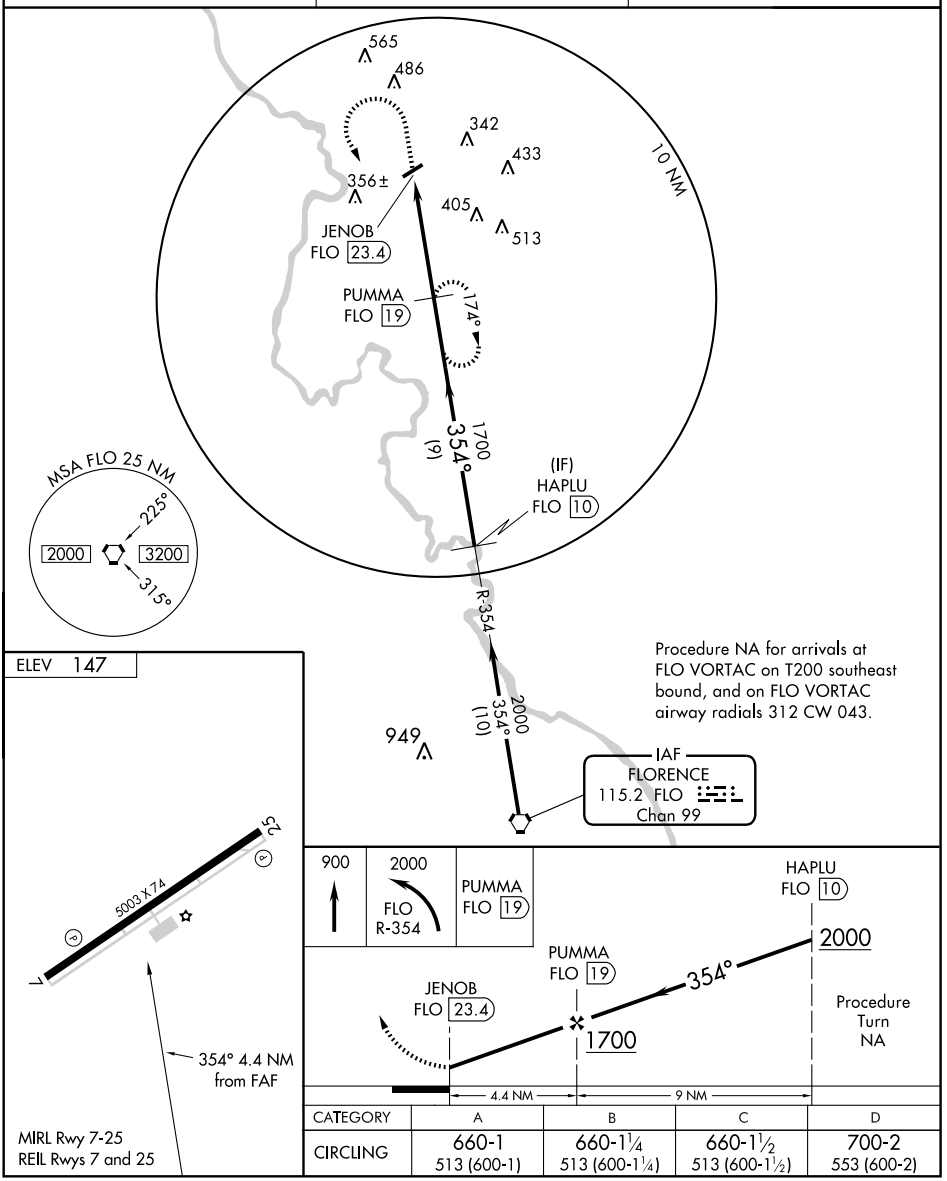
VOR/DME-A

BENNETTSVILLE/
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

When local altimeter setting not received, use Florence altimeter setting and increase all MDA 80 feet.
When VGSI inop, Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via FLO VORTAC R-354 to PUMMA/FLO 19 DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)



Procedure NA for arrivals at FLO VORTAC on T200 southeast bound, and on FLO VORTAC airway radials 312 CW 043.

CATEGORY	A	B	C	D
CIRCLING	660-1 513 (600-1)	660-1¼ 513 (600-1¼)	660-1½ 513 (600-1½)	700-2 553 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 86505	057°	TDZE	302
W06A		Apt Elev	302

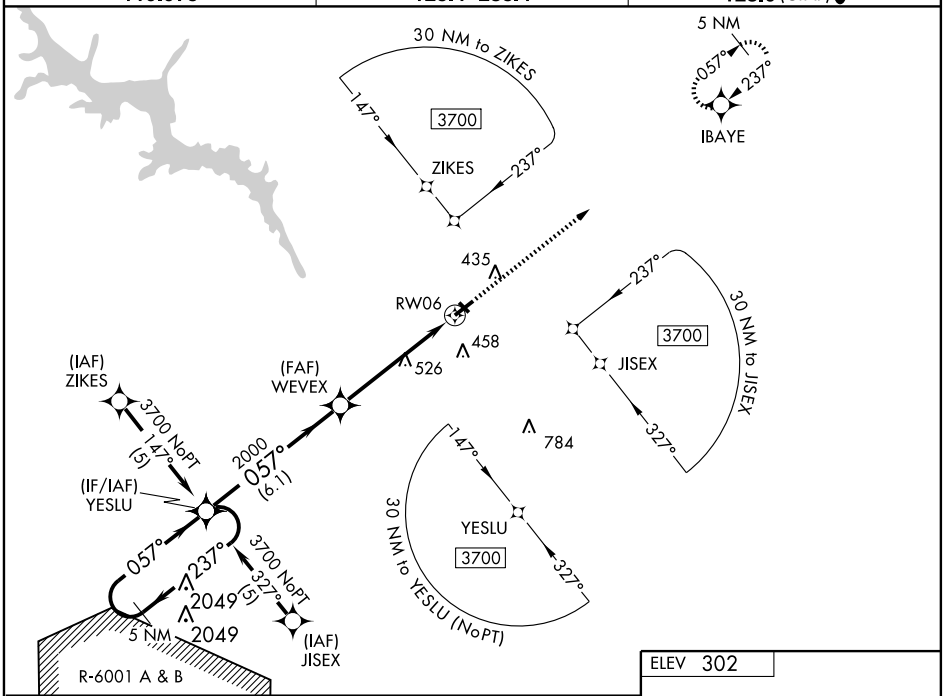
RNAV (GPS) RWY 6

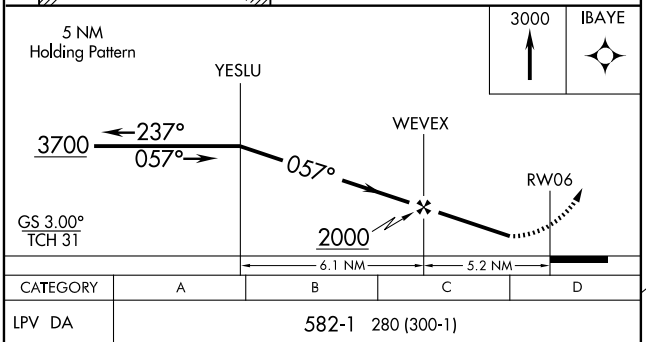
CAMDEN/ WOODWARD FIELD (CDN)

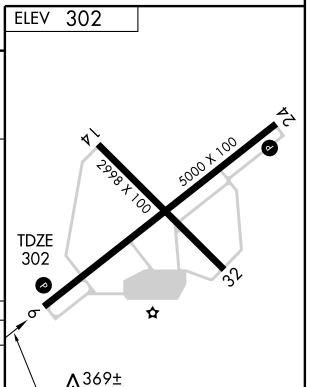
Baro-VNAV NA when using Columbia altimeter setting. If local altimeter setting not received, use Columbia altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct IBAYE and hold.

AWOS-3	SHAW APP CON ★	UNICOM
119.975	125.4 285.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	582-1 280 (300-1)			
LNAV/ VNAV DA	713-1½ 411 (500-1½)			
LNAV MDA	780-1 478 (500-1)		780-1¼ 478 (500-1¼)	780-1½ 478 (500-1½)
CIRCLING	840-1 538 (600-1)		840-1½ 538 (600-1½)	860-2 558 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
237°	TDZE	302
	Apt Elev	302

RNAV (GPS) RWY 24

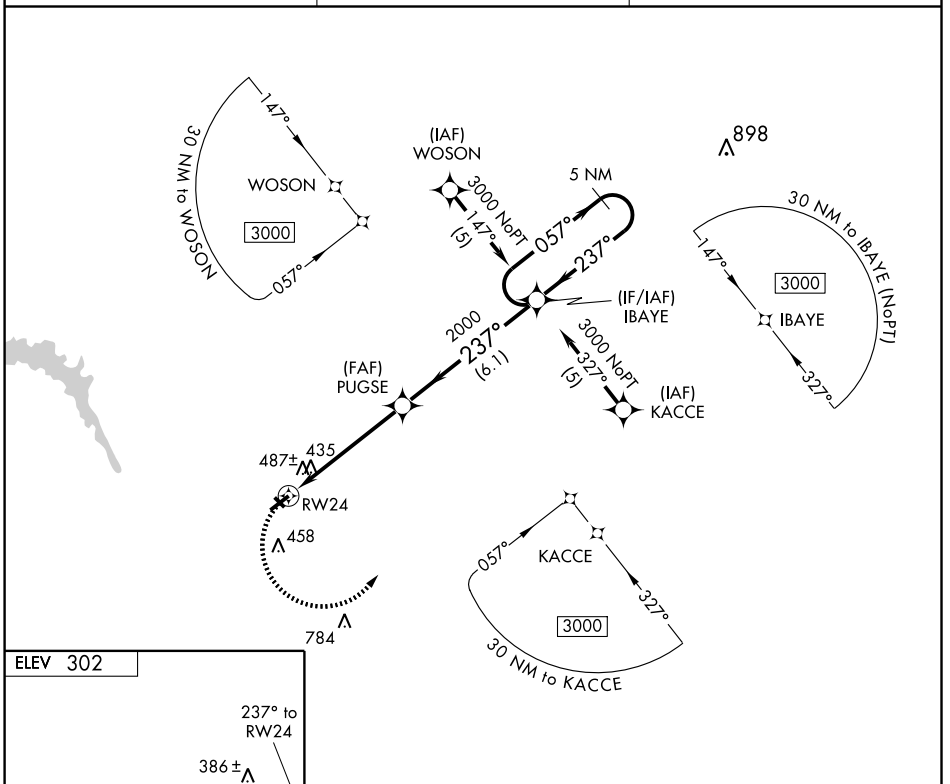
CAMDEN/ WOODWARD FIELD (CDN)

T
NA

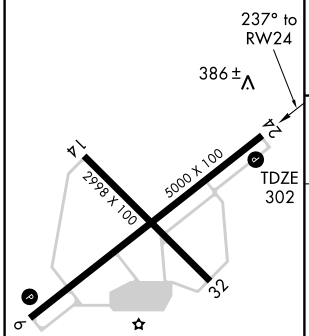
If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct IBAYE and hold.

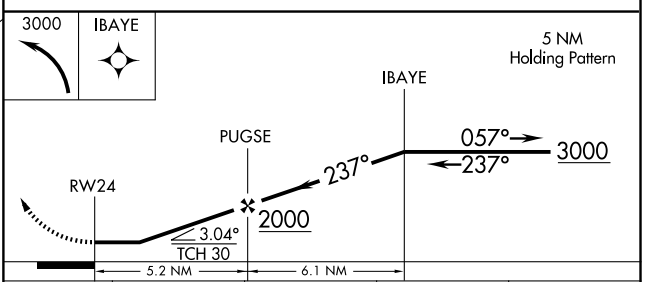
AWOS-3	SHAW APP CON ★	UNICOM
119.975	125.4 285.4	123.0 (CTAF) L



ELEV 302



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	800-1½ 498 (500-1½)
CIRCLING	840-1 538 (600-1)		840-1½ 538 (600-1½)	860-2 558 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CTF	APP CRS	Rwy Idg	N/A
108.2	216°	TDZE	N/A
Chan 19		Apt Elev	302

VOR/DME-A

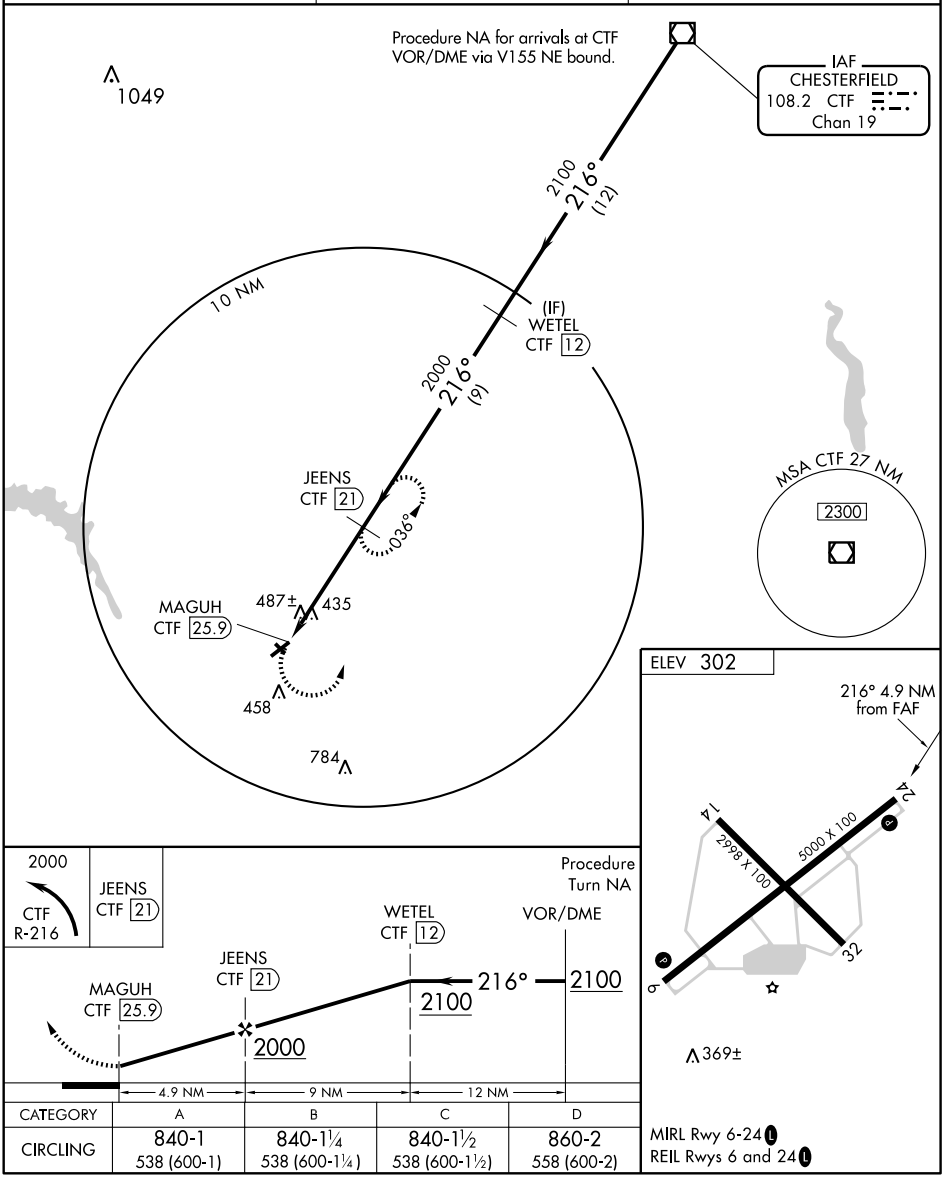
CAMDEN/ WOODWARD FIELD (CDN)

If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet.

NA

MISSED APPROACH: Climbing left turn to 2000 via CTF VOR/DME R-216 to JEENS/21 DME and hold.

AWOS-3	SHAW APP CON ★	UNICOM
119.975	125.4 285.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	840-1 538 (600-1)	840-1¼ 538 (600-1¼)	840-1½ 538 (600-1½)	860-2 558 (600-2)

MIRL Rwy 6-24 L

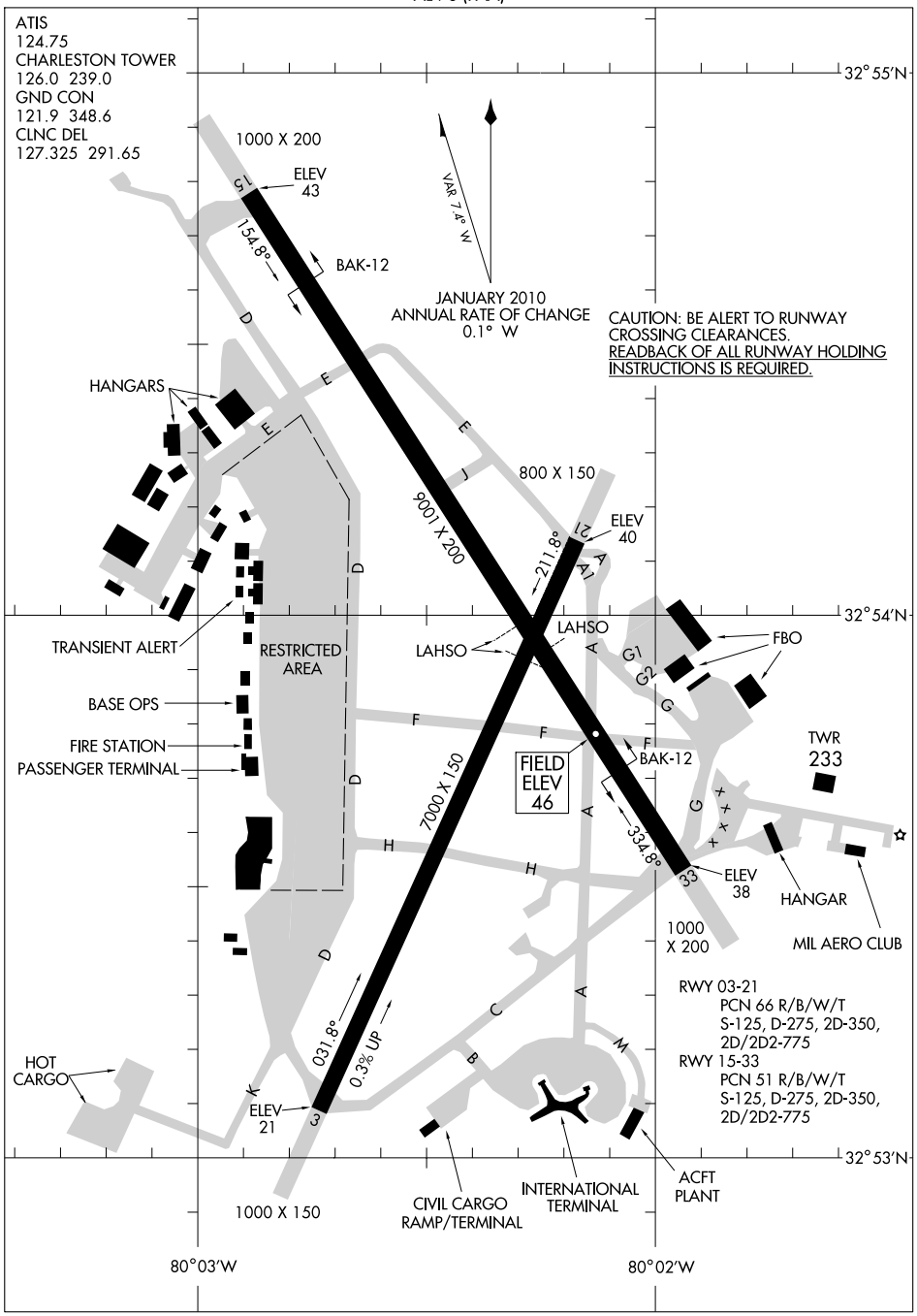
REIL Rwys 6 and 24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 15

VORTAC CHS	APCH CRS	Rwy ldg	9001
113.5	157°	TDZE	43
Chan 82		Arpt Elev	45

JAL-76 [USAF]

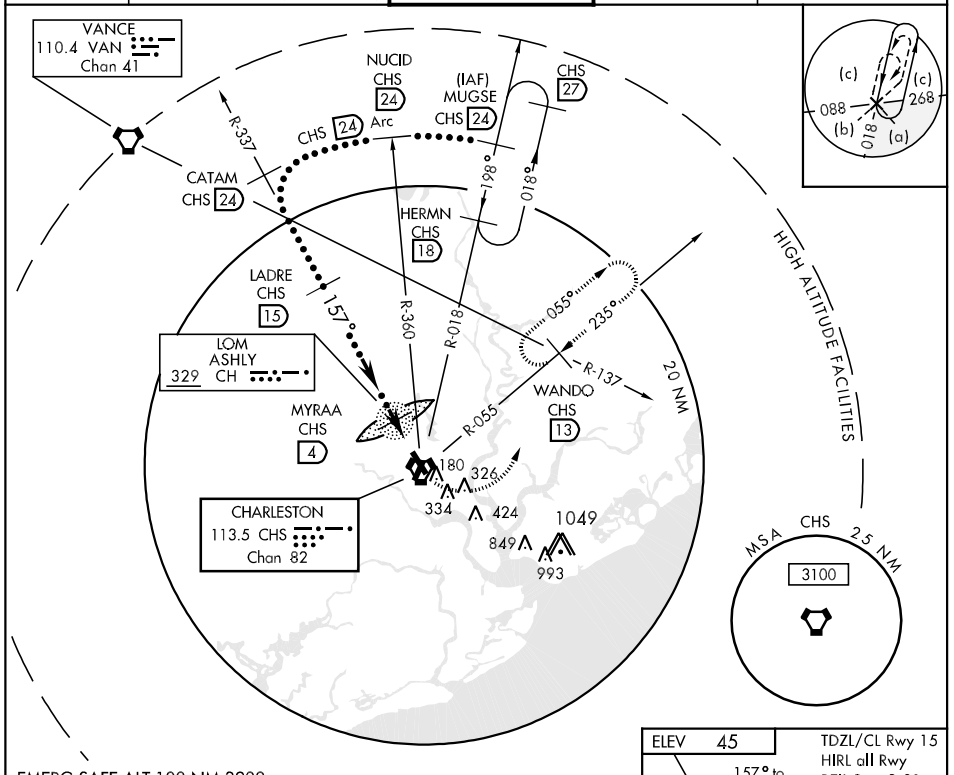
CHARLESTON AFB/INTL (KCHS)

▼ *When ALS inop, increase CAT D RVR to 6000, vis to 1¼, CAT E vis to 1½.

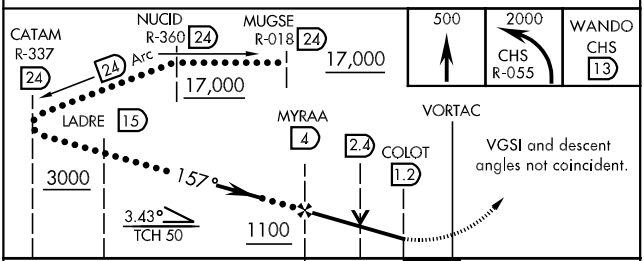
ALSF-2

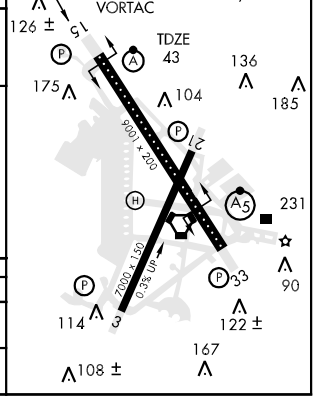
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925 (151°- 330°) 135.8 257.1 (331°- 150°)	126.0 239.0	121.9 348.6	127.325 381.6



EMERG SAFE ALT 100 NM 3200





CATEGORY	C	D	E
S-15 *	460/40 417 (500-¾)	460/50 417 (500-1)	
CIRCLING	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 33

VORTAC CHS	APCH CRS	Rwy ldg 9001
113.5	320°	TDZE 45
Chan 82		Arpt Elev 45

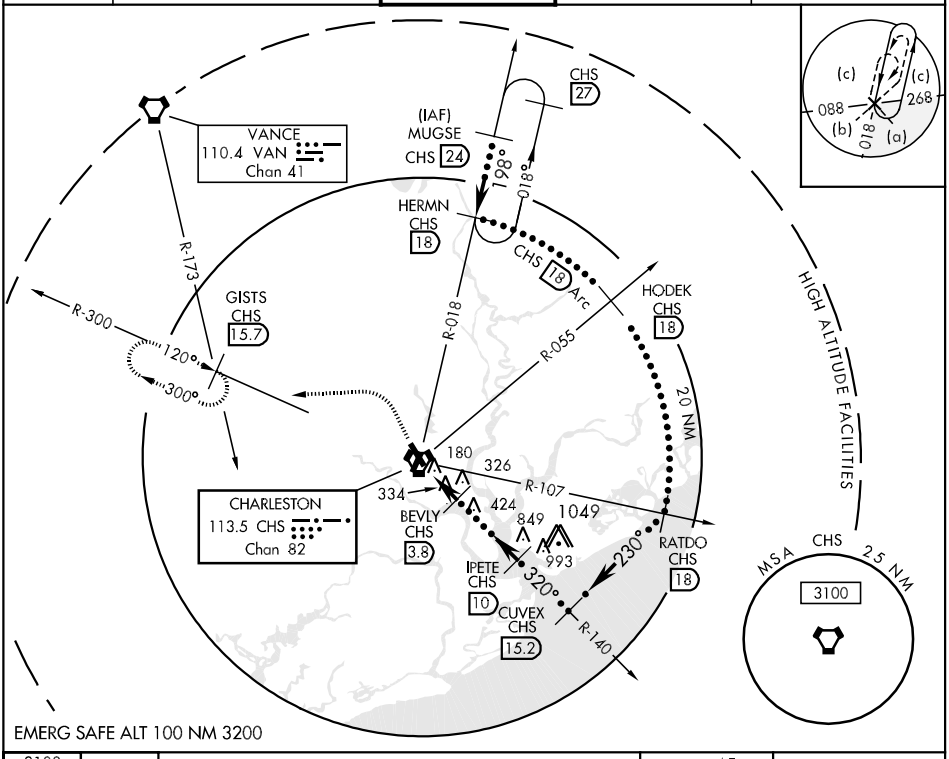
JAL-76 [USAF]

CHARLESTON AFB/INTL (KCHS)

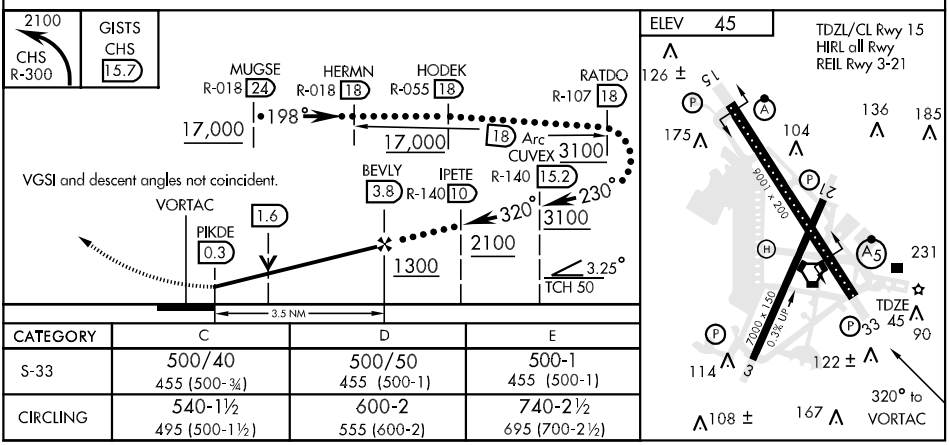
MALSR

MISSED APPROACH: Climbing left turn to 2100 via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925 (151°- 330°) 135.8 257.1 (331°- 150°)	126.0 239.0	121.9 348.6	127.325 381.6



EMERG SAFE ALT 100 NM 3200



CATEGORY	C	D	E
S-33	500/40 455 (500-¾)	500/50 455 (500-1)	500-1 455 (500-1)
CIRCLING	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

HI-VOR/DME or TACAN RWY 33

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CCI	APP CRS	Rwy Idg	9001
108.9	332°	TDZE	45
		Apt Elev	46

ILS or LOC/DME RWY 33

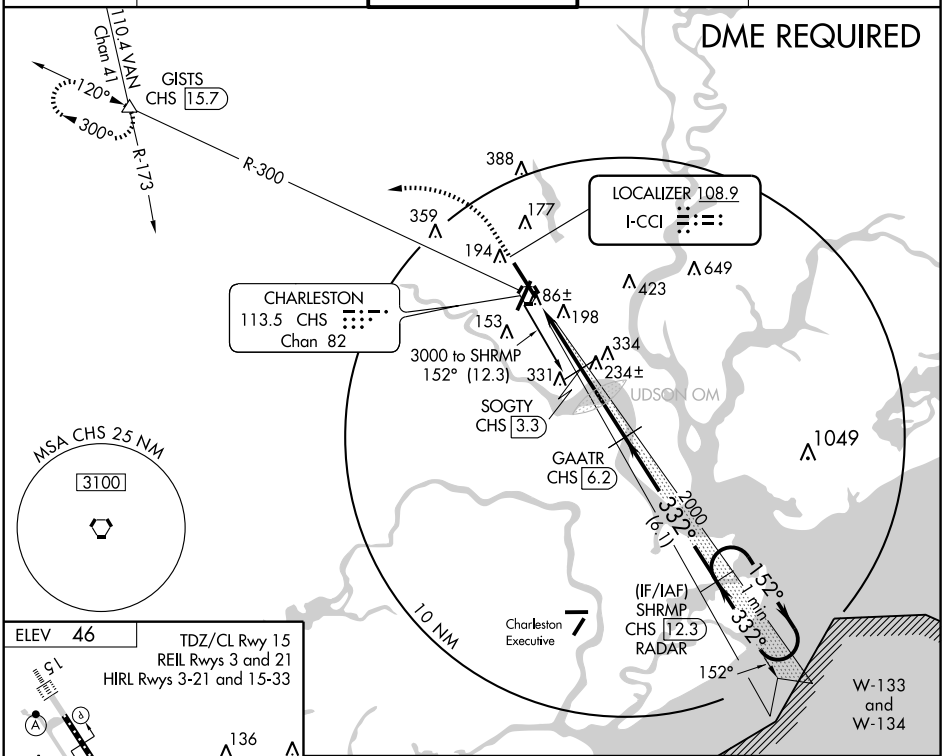
CHARLESTON AFB/INTL (CHS)

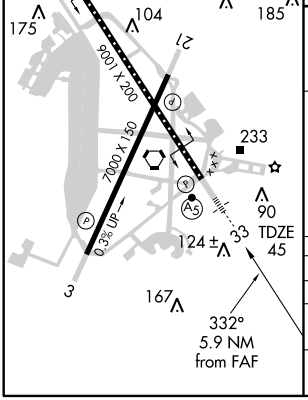
DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME Required.
For inoperative MALSR, increase S-ILS 33 Cat E visibility to RVR 4000, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E visibility to RVR 6000.

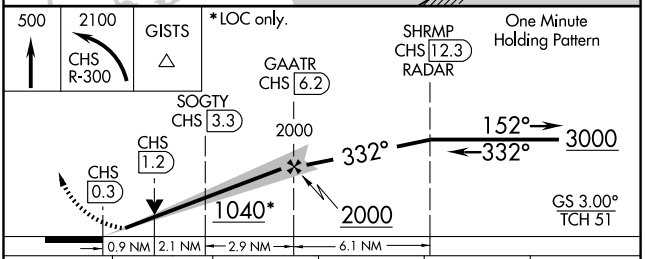
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on CHS VORTAC R-300 to GISTS INT/ CHS 15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65







CATEGORY	A	B	C	D	E
S-ILS 33	245/24 200 (200-½)				
S-LOC 33	380/24 335 (400-½)			380/40	335 (400-¾)
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	600-2 554 (600-2)	740-2½ 694 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CHS	APP CRS	Rwy Idg	9001
109.7	152°	TDZE	43
		Apt Elev	45

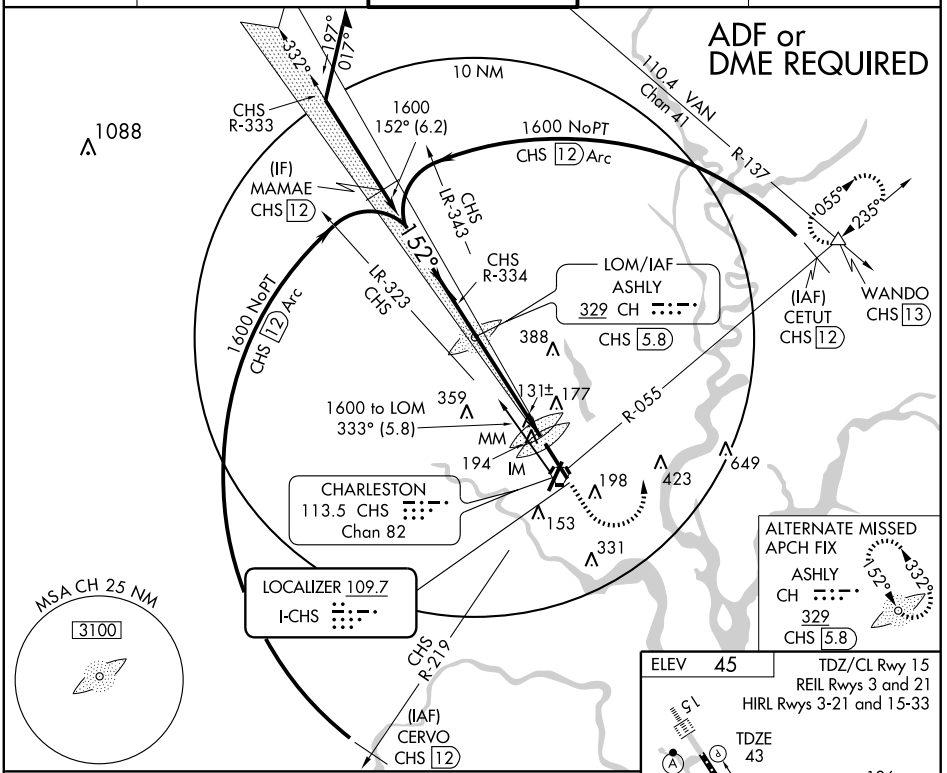
ILS or LOC RWY 15
CHARLESTON AFB/INTL (CHS)

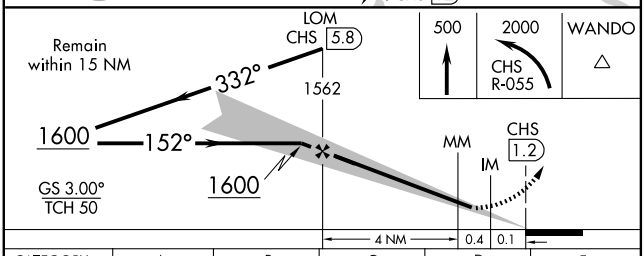
For inoperative ASLF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cat E visibility to RVR 6000.

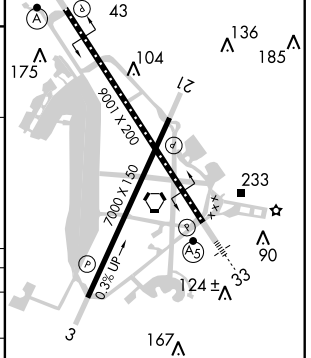
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65







CATEGORY	A	B	C	D	E
S-ILS 15	243/18	200 (200-½)			243/24 200 (200-½)
S-LOC 15	400/24	357 (400-½)		400/40	357 (400-¾)
CIRCLING	540-1	495 (500-1)	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

LOC I-CHS	APP CRS	Rwy Idg	9001
109.7	152°	TDZE	43
		Apt Elev	45

ILS RWY 15 (CAT II)
CHARLESTON AFB/INTL (CHS)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65

ADF or DME REQUIRED

10 NM

CHS R-333 · 332° · 197° · 017°

1088

1600 152° (6.2)

1600 NoPT CHS 12 Arc

110.4 VAN Chan 41 · R-137

(IF) MAMAE CHS 12

CHS LR-343 · 152° · CHS R-334

LOM/IAF ASHLY 329 CH CHS 5.8

388

1600 NoPT CHS 12 Arc

CHS LR-323

1600 to LOM 333° (5.8)

359 · 131± · 177 · R-055

MM · IM · 194 · 198 · 423 · 649 · 153 · 331

CHARLESTON 113.5 CHS Chan 82

LOCALIZER 109.7 I-CHS

CHS R-219

(IAF) CERVO CHS 12

(IAF) CETUT CHS 12

055° · 235° · WANDO CHS 13

ALTERNATE MISSED APCH FIX ASHLY CH 329 CHS 5.8 · 152° · 332°

MSA CH 25 NM · 3100

ELEV 45

TDZE 43

15 · 21 · 9001 X 200

175 · 104 · 136 · 185 · 233 · 90 · 124 ± · 33 · 167 · 3

7000 X 150

0.3% UP

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

Remain within 15 NM

LOM · 332° · 1562 · 1600 · 152° · 152° · 1600 · MM · DH RA 97 · IM · 43 MSL

GS 3.00° TCH 50

4 NM · 2538′ · 961′ · 1091′

500	2000	WANDO
	CHS R-055	△

CATEGORY	A	B	C	D
S-ILS 15	RA 97/12 100 DA 143			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED.

SE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CHARLESTON, SC			
CHARLESTON AFB/INTL (CHS)	03	15-33	5,543 feet
	15	03-21	5,700 feet
	33	03-21	2,900 feet
GREENSBORO, NC			
PIEDMONT TRIAD INTL (GSO)	14	05R-23L	3,450 feet
	23	14-32	9,200 feet
WINSTON-SALEM, NC			
SMITH REYNOLDS (INT)	33	04-22	6,010 feet

21 OCT 2010 to 18 NOV 2010

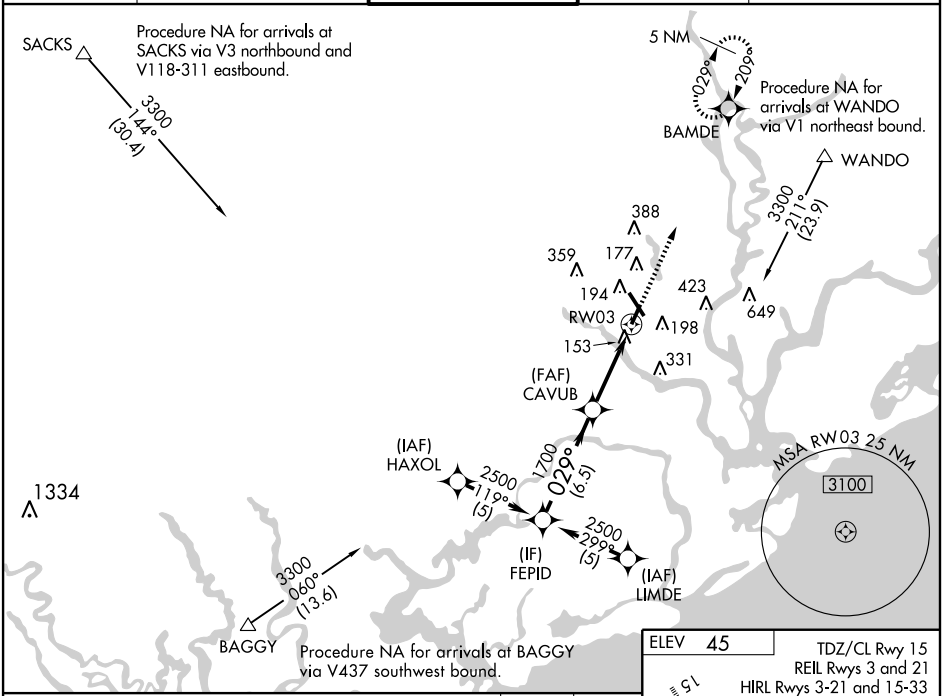
WAAS	APP CRS	Rwy Idg	7000
CH 86699	029°	TDZE	35
W03A		Apt Elev	45

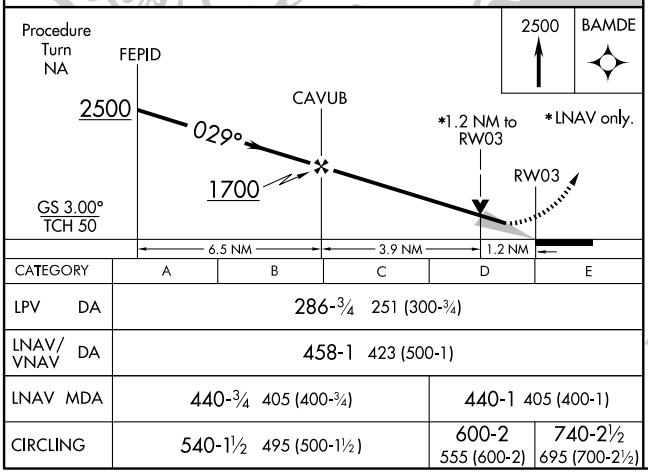
RNAV (GPS) RWY 3
CHARLESTON AFB/INTL (CHS)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative SSALR, increase LPV visibility to 1 all Cats, LNAV/VNAV Cat E visibility to 1½, LNAV Cat A and B visibility to 1, Cat D visibility to 1¼, and Cat E visibility to 1½.

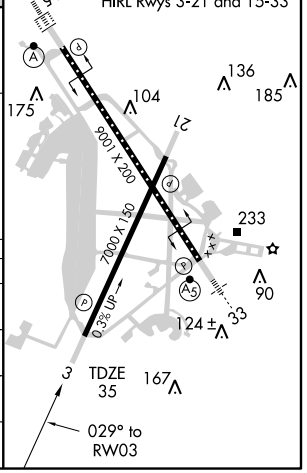
MISSED APPROACH: Climb to 2500 direct BAMDE and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65





CATEGORY	A	B	C	D	E
LPV DA	286-¾ 251 (300-¾)				
LNAV/VNAV DA	458-1 423 (500-1)				
LNAV MDA	440-¾ 405 (400-¾)			440-1 405 (400-1)	
CIRCLING	540-1½ 495 (500-1½)			600-2 555 (600-2)	740-2½ 695 (700-2½)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93519 W15A	APP CRS 152°	Rwy Idg 9001 / TDZE 43 / Apt Elev 46

RNAV (GPS) RWY 15

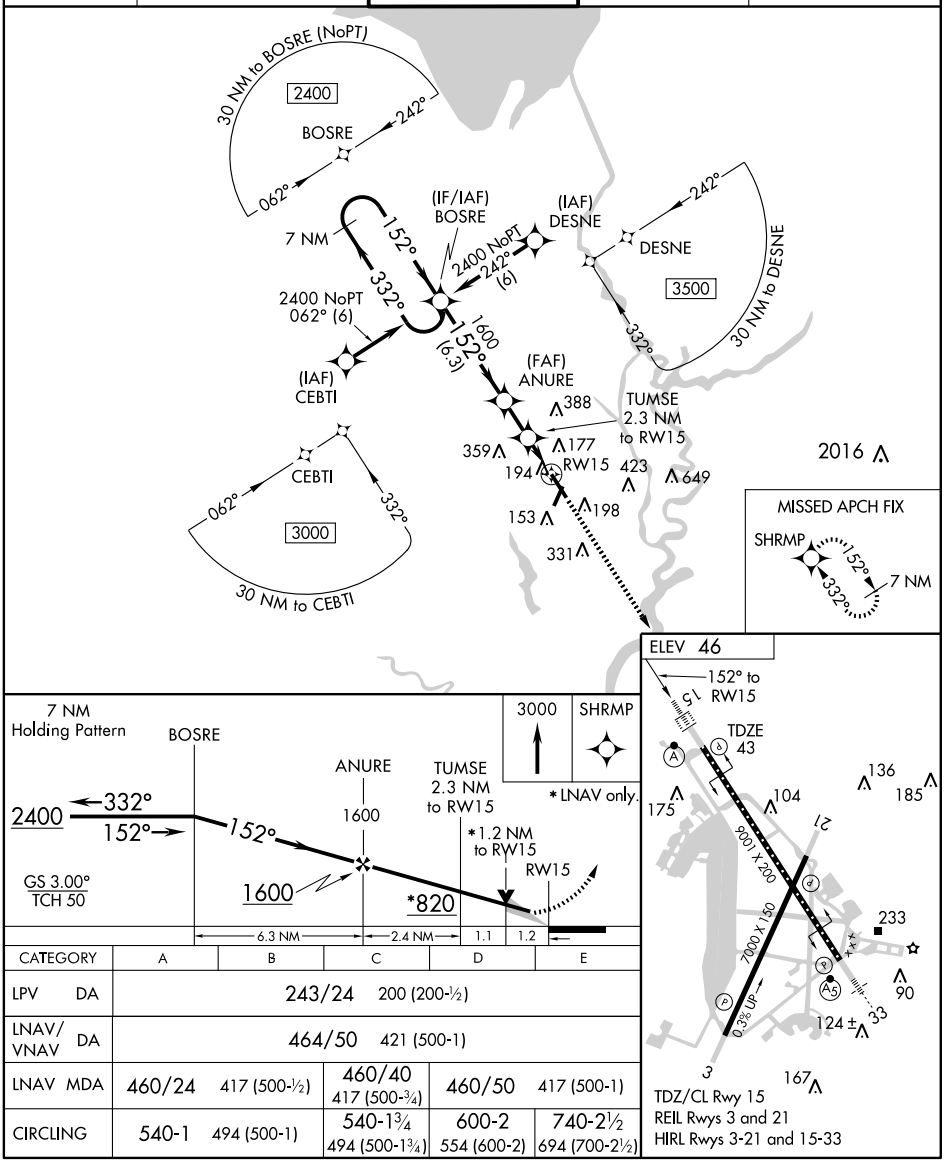
CHARLESTON AFB/ INTL (CHS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. For inoperative ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.

ALSF-2

MISSED APPROACH Climb to 3000 direct SHRMP and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65



CATEGORY	A	B	C	D	E
LPV DA	243/24 200 (200-½)				
LNAV/VNAV DA	464/50 421 (500-1)				
LNAV MDA	460/24 417 (500-½)		460/40 417 (500-¾)	460/50 417 (500-1)	
CIRCLING	540-1 494 (500-1)		540-1¾ 494 (500-1¾)	600-2 554 (600-2)	740-2½ 694 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 40499	209°	TDZE	43
W21A		Apt Elev	45

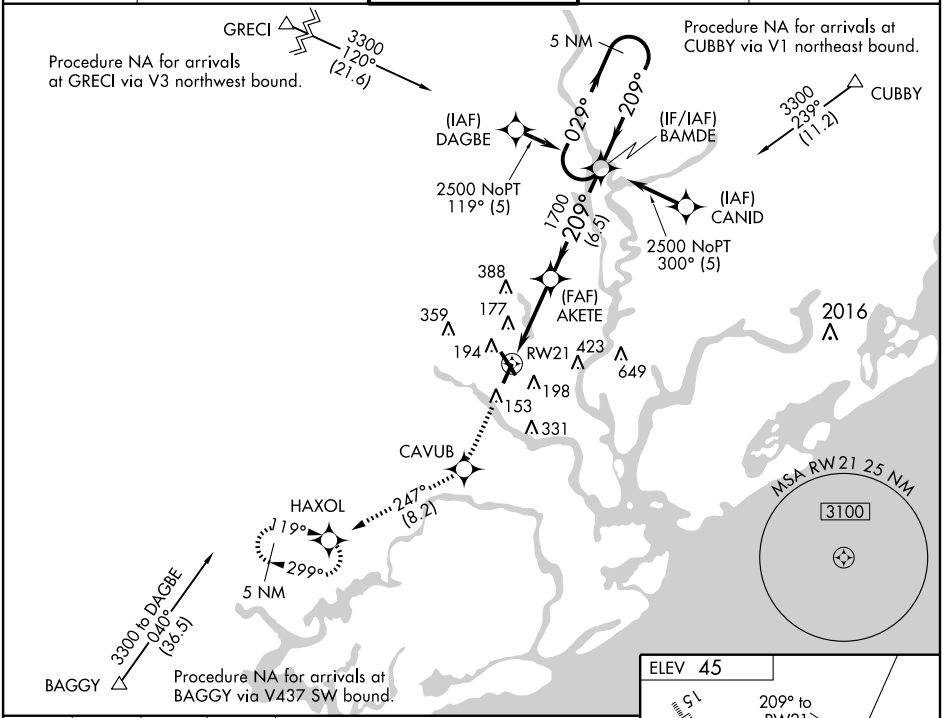
RNAV (GPS) RWY 21

CHARLESTON AFB/ INTL (CHS)

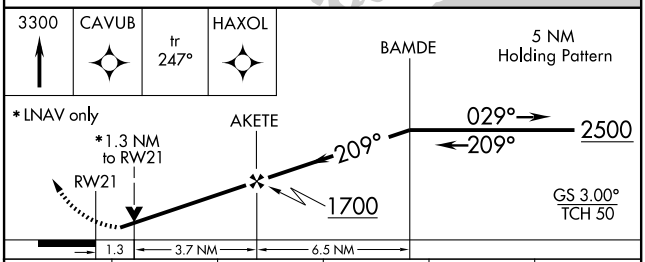
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

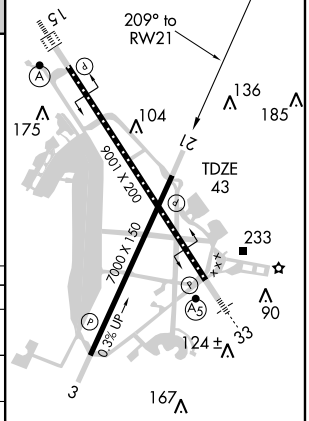
MISSED APPROACH: Climb to 3300 direct CAVUB and via 247° track to HAXOL and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65



3300	CAVUB	tr 247°	HAXOL





CATEGORY	A	B	C	D	E
LPV DA	293-¾ 250 (300-¾)				
LNAV/ VNAV DA	481-1½ 438 (500-1½)				
LNAV MDA	500-1 457 (500-1)		500-1¼ 457 (500-1¼)	500-1½ 457 (500-1½)	
CIRCLING	540-1½ 495 (500-1½)			600-2 555 (600-2)	740-2½ 695 (700-2½)

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9001
CH 63218	332°	TDZE	45
W33A		Apt Elev	46

RNAV (GPS) RWY 33

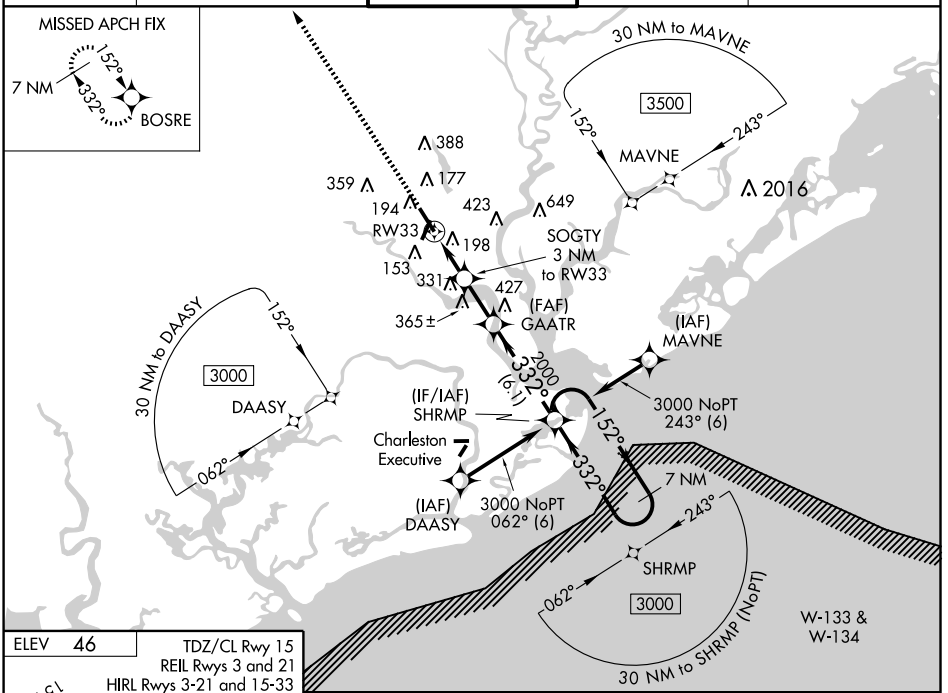
CHARLESTON AFB/ INTL (CHS)

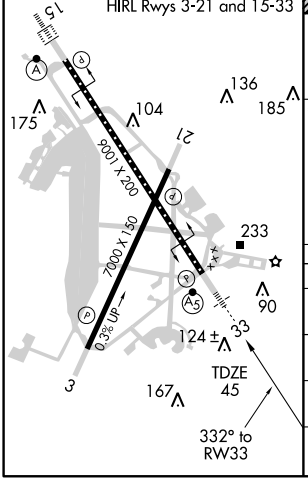
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles and LNAV Cat E visibility to 2 miles.

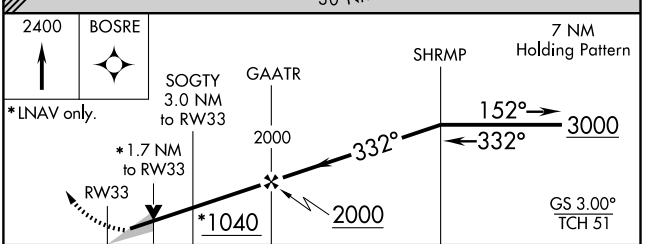
MALSR

MISSED APPROACH: Climb to 2400 direct to BOSRE and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65







CATEGORY	A	B	C	D	E
LPV DA	245/24 200 (200-½)				
LNAV/ VNAV DA	497/50 452 (500-1)				
LNAV MDA	640/24 595 (600-½)		640/50 595 (600-1)	640/60 595 (600-1¼)	640-1½ 595 (600-1½)
CIRCLING	640-1 594 (600-1)		640-1½ 594 (600-1½)	640-2 594 (600-2)	740-2½ 694 (700-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CHS	APP CRS	Rwy Idg	7000
113.5	036°	TDZE	36
Chan 82		Apt Elev	46

VOR/DME or TACAN RWY 3

CHARLESTON AFB/INTL (CHS)

Inoperative table does not apply to S-3 Cats A, B and C. For inoperative SSALR, increase S-3 Cats D and E visibility to 1¼.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via CHS R-018 to GINNE INT/CHS 14.3 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65

EMERGENCY SAFE ALTITUDE
100 NM 3200

MISSED APCH FIX
110.4 VAN Chan 41
018° 198°
GINNE CHS 14.3
113.5 CHS Chan 82
R-018 R-137

IAF CHARLESTON 113.5 CHS Chan 82

(IAF) MEGEE CHS 10

R-018 R-300 10 NM

388 359 177 194 423 649 198 153 331

HASID CHS 0.7

DAALE CHS 4

2016

MSA CHS 25 NM 3100

1600 NoPT CHS 10 Arc

1100 036° (6)

R-180

IXEVE CHS 10

1600 NoPT CHS 10 Arc

(IAF) CURTA CHS 10

261° 081°

COPIT CHS 15

1600 036° (5)

R-216

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

ELEV 46

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

15 175 104 136 185 21 9001 X 200 7000 X 150 233 90 124 ± 33 0.3% UP TDZE 36 3 167

036° 3.3 NM from FAF

Remain within 15 NM

VORTAC 216°

1700 1600 1100

IXEVE CHS 10

DAALE CHS 4

HASID CHS 0.7

2.92° TCH 55

6 NM 3.3 NM

1000	2000	GINNE
	CHS R-018	△

CATEGORY	A	B	C	D	E
S-3	420-1 384 (400-1)				
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	600-2 554 (600-2)	740-2½ 694 (700-2½)

VORTAC CHS	APP CRS	Rwy Idg	9001
113.5	157°	TDZE	43
Chan 82		Apt Elev	45

VOR/DME or TACAN RWY 15

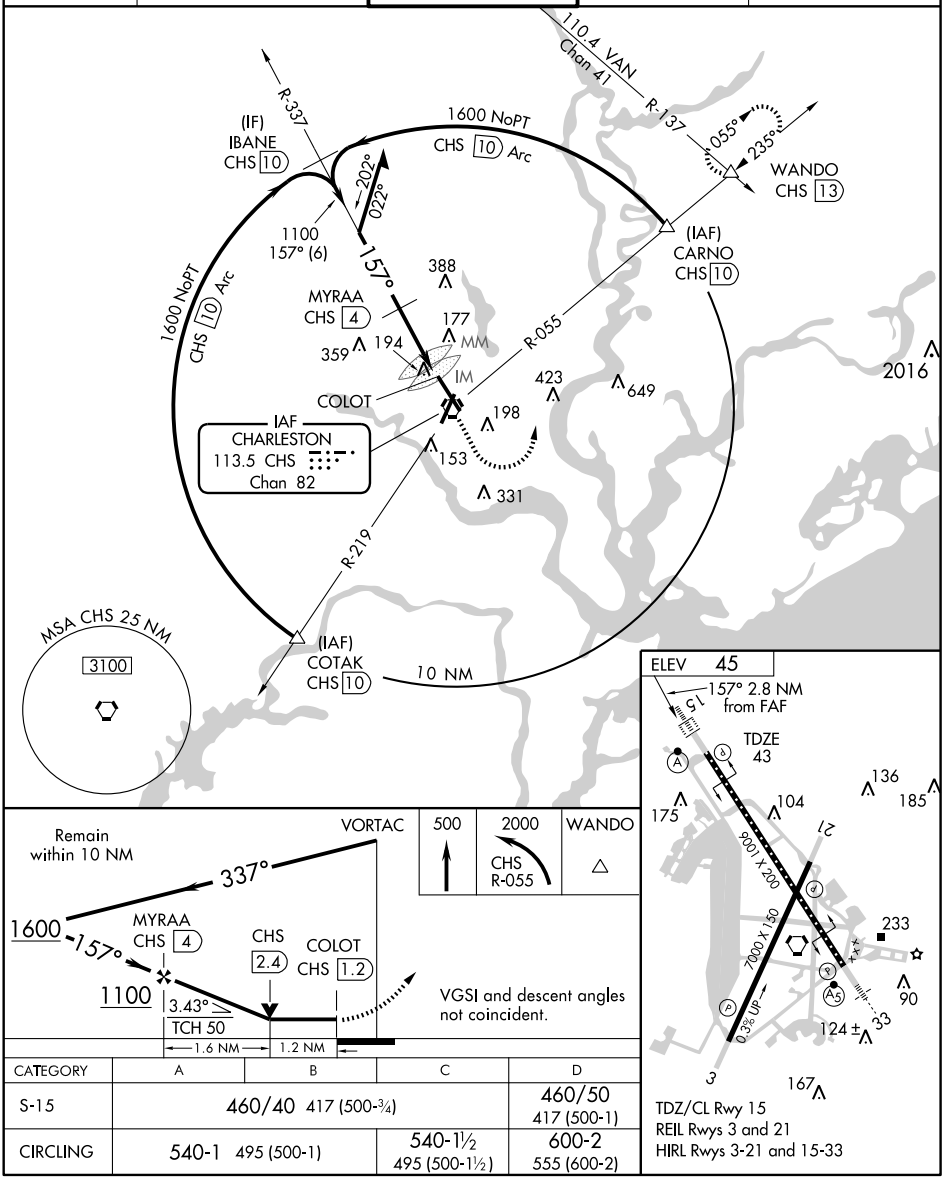
CHARLESTON AFB/INTL (CHS)

For inoperative ALSF increase Cat A/B visibility to RVR 5000, Cat D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65



CATEGORY	A	B	C	D
S-15	460/40 417 (500-¾)			460/50 417 (500-1)
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

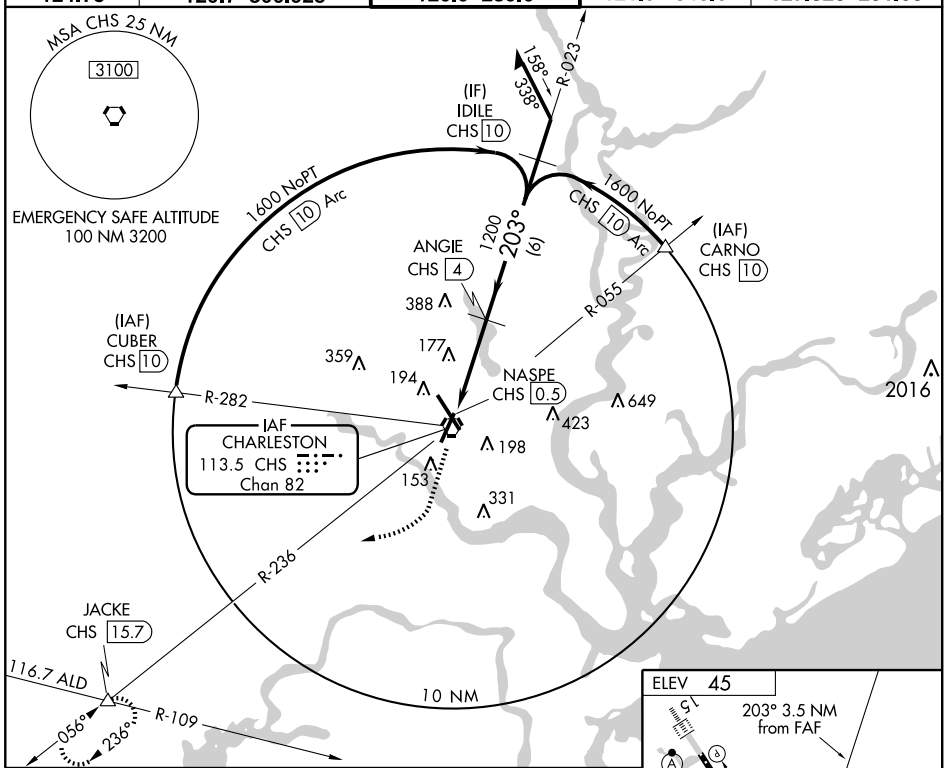
VORTAC CHS	APP CRS	Rwy Idg	7000
113.5	203°	TDZE	43
Chan 82		Apt Elev	45

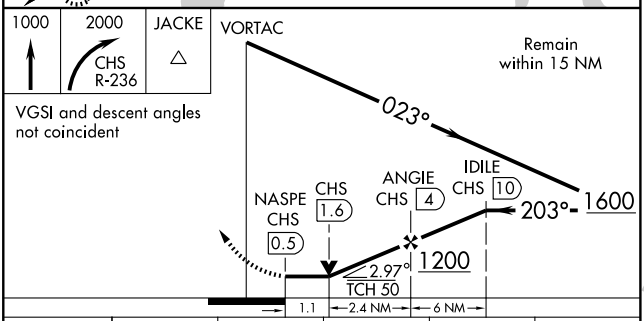
VOR/DME or TACAN RWY 21

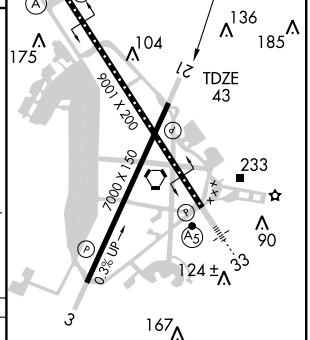
CHARLESTON AFB/INTL (CHS)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKE INT/15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65







CATEGORY	A	B	C	D	E
S-21	440-1 397 (400-1)			440-1¼ 397 (400-1¼)	440-1½ 397 (400-1½)
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CHS	APP CRS	Rwy Idg	9001
113.5	320°	TDZE	45
Chan 82		Apt Elev	45

VOR/DME or TACAN RWY 33

CHARLESTON AFB/INTL (CHS)

MALSR

MISSED APPROACH: Climbing left turn to 2100 via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65

SE-2, 21 OCT 2010 to 18 NOV 2010

110.4 VAN Chan 41

1088

R-173

120°

300°

GISTS CHS 15.7

10 NM

(IAF) CARNO CHS 10

388

177

359

194

R-300

R-055

423

649

2100 NoPT CHS 10 Arc

MSA CHS 25 NM

3100

IAF CHARLESTON 113.5 CHS Chan 82

PIKDE

198

153

334± BEVLY CHS 3.8

331

R-236

320°

1300 320° (6.2)

185°

005°

(IAF) CULAP CHS 10

(IF) IPETE CHS 10

R-140

2100 NoPT CHS 10 Arc

ELEV 45

15

175

104

136

185

21

9001 X 200

7000 X 150

0.3% UP

233

TDZE

45

90

124 ±

33

3

167

320° 3.5 NM from FAF

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

2100 CHS R-300

GISTS

VORTAC

140°

Remain within 10 NM

BEVLY CHS 3.8

2100

320°

PIKDE CHS 0.3

CHS 1.6

1300

3.25°

TCH 50

1.3 NM

2.2 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-33	500/24	455 (500-½)	500/40 455 (500-¾)	500/50 455 (500-1)
CIRCLING	540-1	495 (500-1)	540-1½ 495 (500-1½)	600-2 555 (600-2)

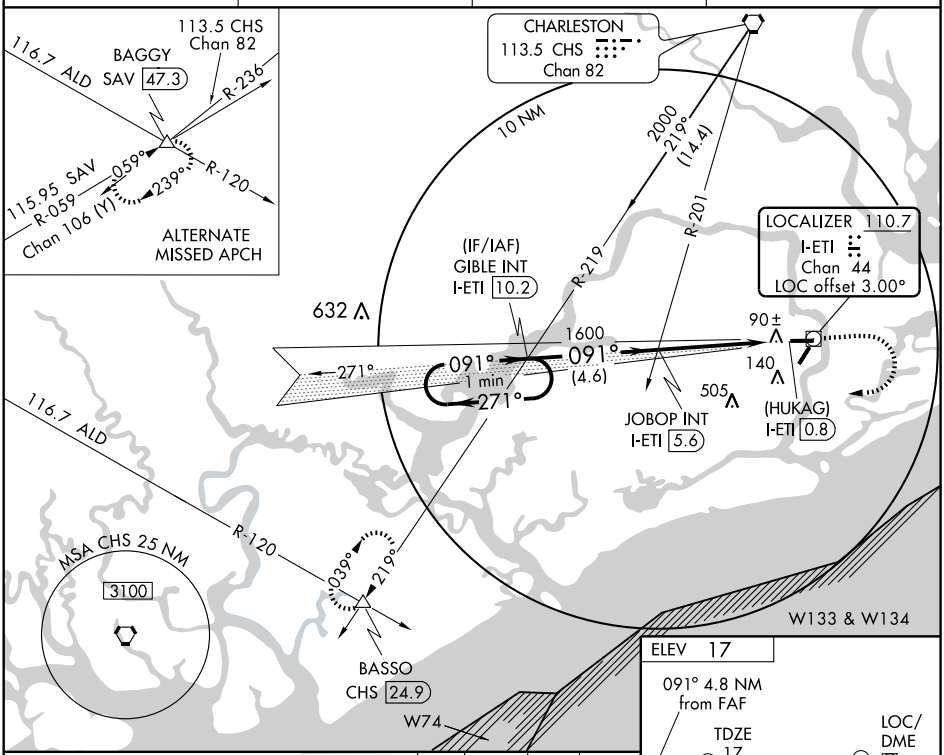
LOC/DME I-ETI	APP CRS	Rwy ldg	5350
110.7	091°	TDZE	17
Chan 44		Apt Elev	17

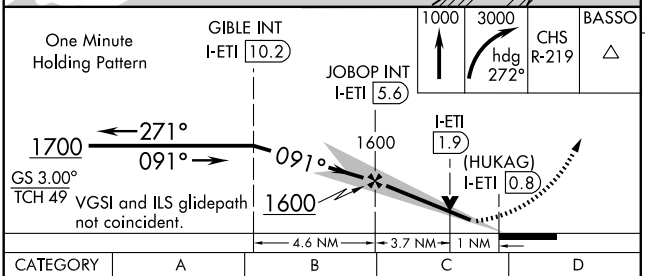
ILS or LOC RWY 9
CHARLESTON EXECUTIVE (JZI)

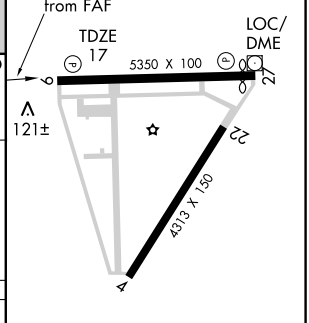
If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs 32 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. VDP NA when using Charleston AFB/Intl altimeter setting. DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 272° and CHS R-219 to BASSO/CHS 24.9 DME and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	119.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 9	267-¾ 250 (300-¾)			
S-LOC 9	380-1 363 (400-1)			380-1¼ 363 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

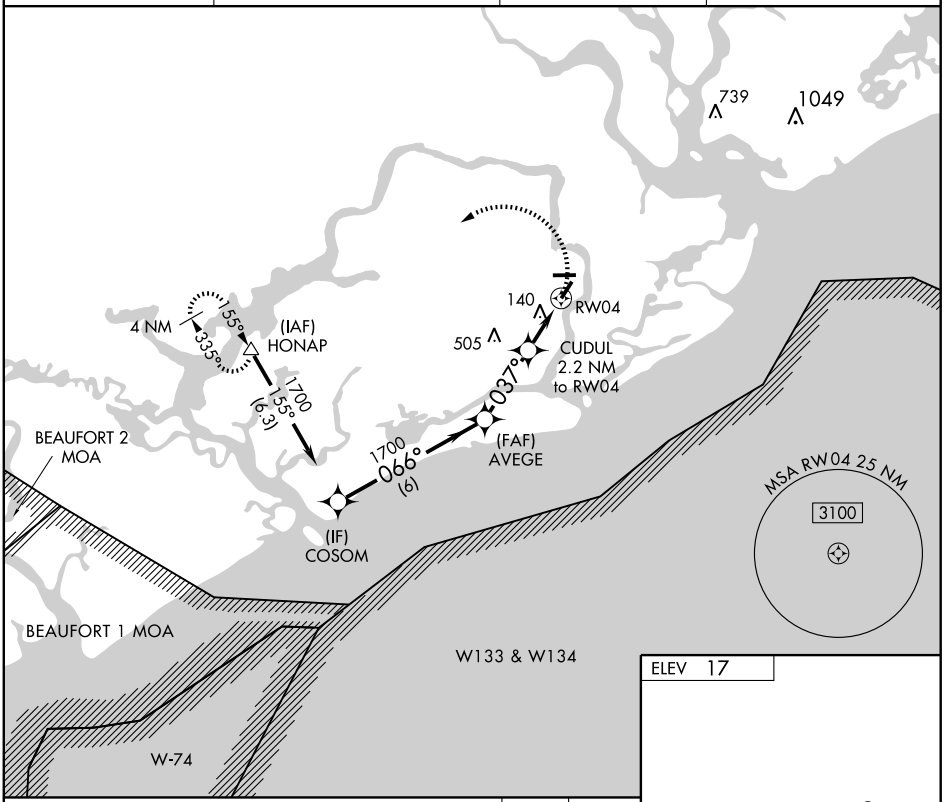
APP CRS	Rwy Idg	4313
037°	TDZE	13
	Apt Elev	17

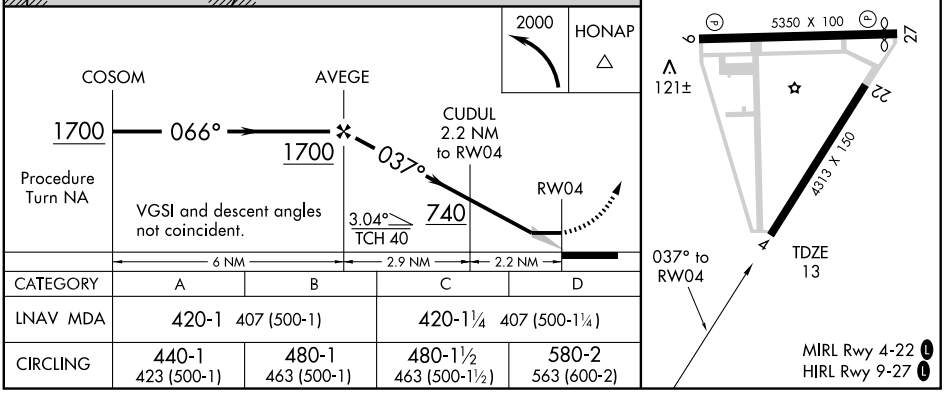
RNAV (GPS) RWY 4
CHARLESTON EXECUTIVE (JZI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct HONAP and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	119.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	420-1 407 (500-1)		420-1¼ 407 (500-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

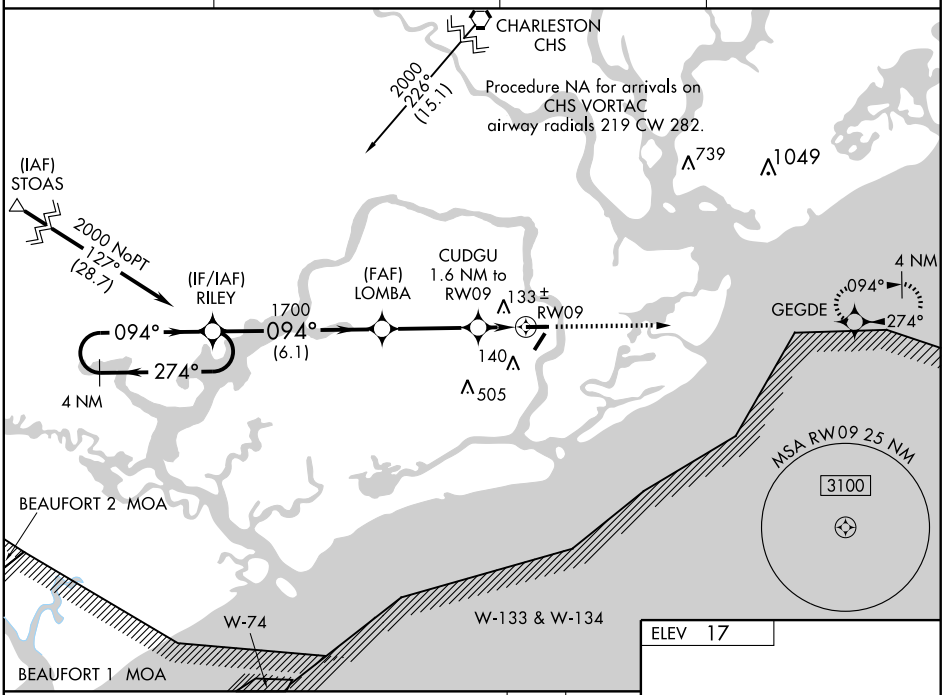
WAAS CH 53305 W09A	APP CRS 094°	Rwy Idg 5350 TDZE 19 Apt Elev 17

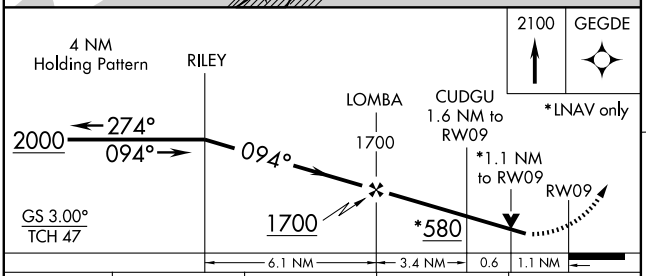
RNAV (GPS) RWY 9
CHARLESTON EXECUTIVE (JZI)

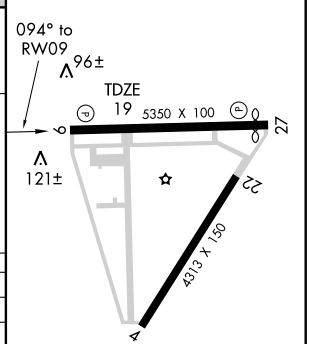
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA all Cats to 338, LNAV/VNAV DA all Cats to 466, and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct GEGDE and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	119.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	306-1 287 (300-1)			
LNAV/VNAV DA	434-1½ 415 (500-1½)			
LNAV MDA	400-1 381 (400-1)			400-1¼ 381 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

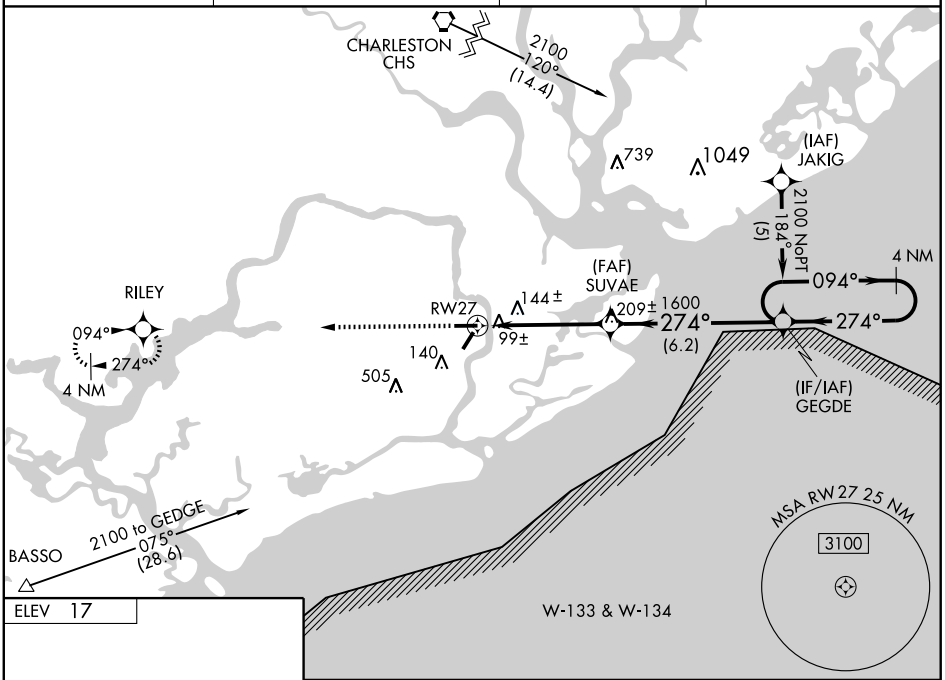
WAAS CH 77701 W27A	APP CRS 274°	Rwy ldg 5000 TDZE 13 Apt Elev 17

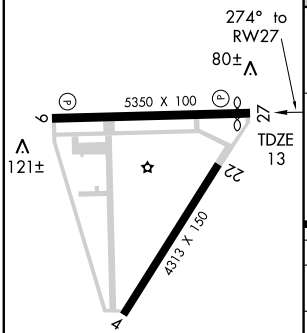
RNAV (GPS) RWY 27
CHARLESTON EXECUTIVE (JZI)

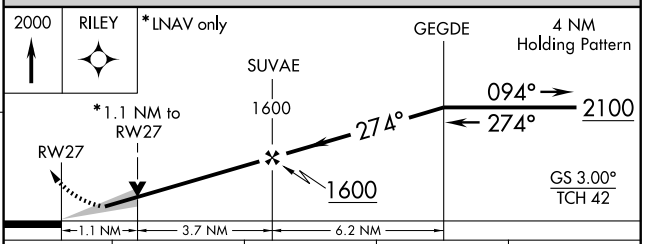
Circling to Rwy 4-22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA all Cats to 245, LNAV/VNAV DA all Cats to 426, and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct RILEY and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	119.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	213-¾ 200 (200-¾)			
LNAV/VNAV DA	394-1¼ 381 (400-1¼)			
LNAV MDA	400-1 387 (400-1)			400-1¼ 387 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

SE-2, 21 OCT 2010 to 18 NOV 2010

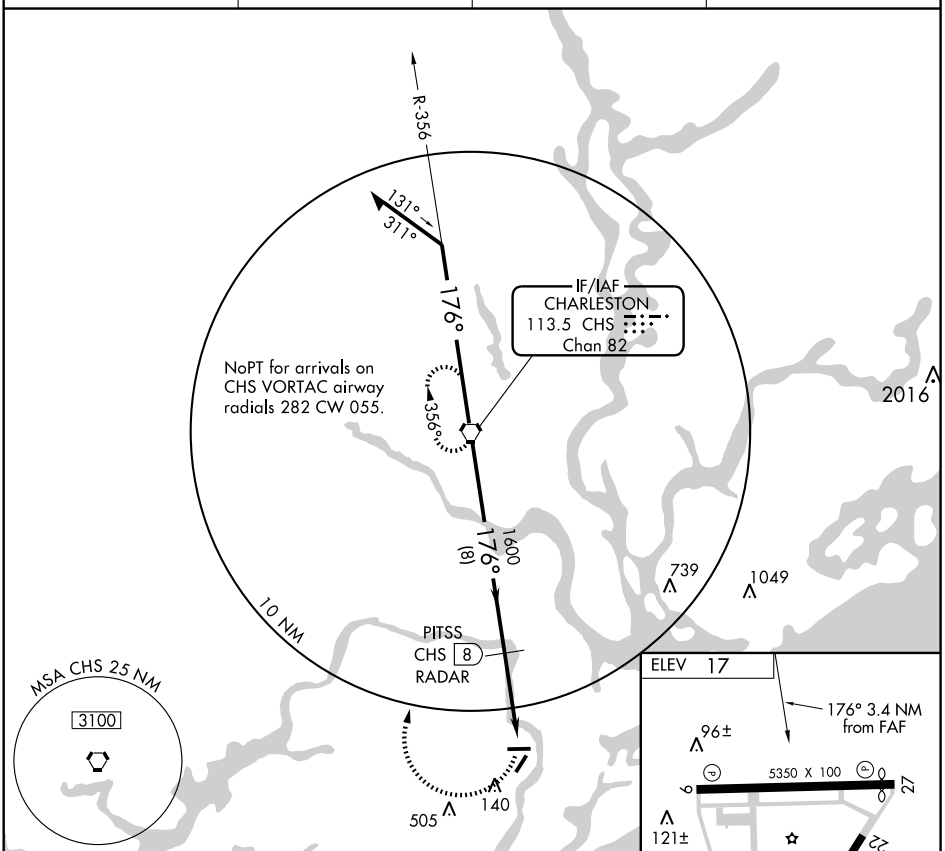
VORTAC CHS	APP CRS	Rwy Idg	N/A
113.5	176°	TDZE	N/A
Chan 82		Apt Elev	17

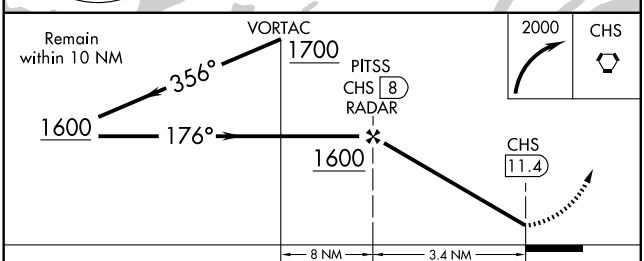
VOR-A
CHARLESTON EXECUTIVE (JZI)

▼ If local altimeter not received, use Charleston AFB/Intl altimeter setting and increase all MDAs 40 feet.
▲ DME or RADAR required.

MISSED APPROACH: Climbing right turn to 2000 direct CHS VORTAC and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	119.85	122.8 (CTAF) L





MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	500-1 483 (500-1)		500-1½ 483 (500-1½)	580-2 563 (600-2)

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
078°	TDZE	239
	Apt Elev	239

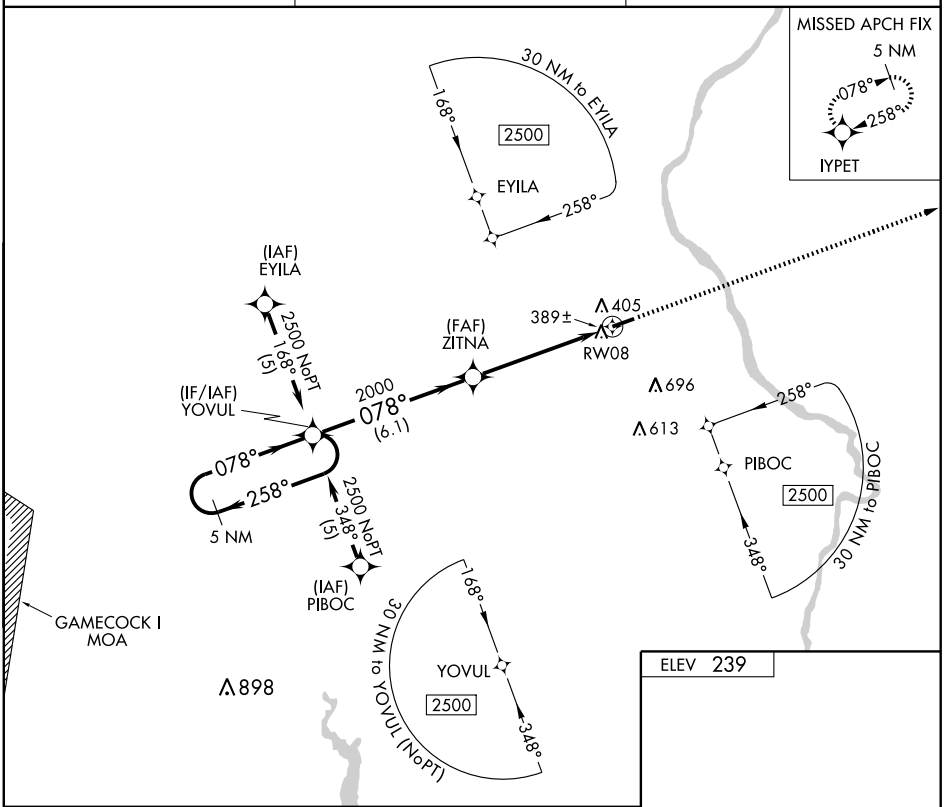
RNAV (GPS) RWY 8

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct IYPET and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
118.175	118.6 341.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	640-1 401 (500-1)		640-1¼ 401 (500-1¼)	
CIRCLING	700-1 461 (500-1)		700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
258°	TDZE	218
	Apt Elev	239

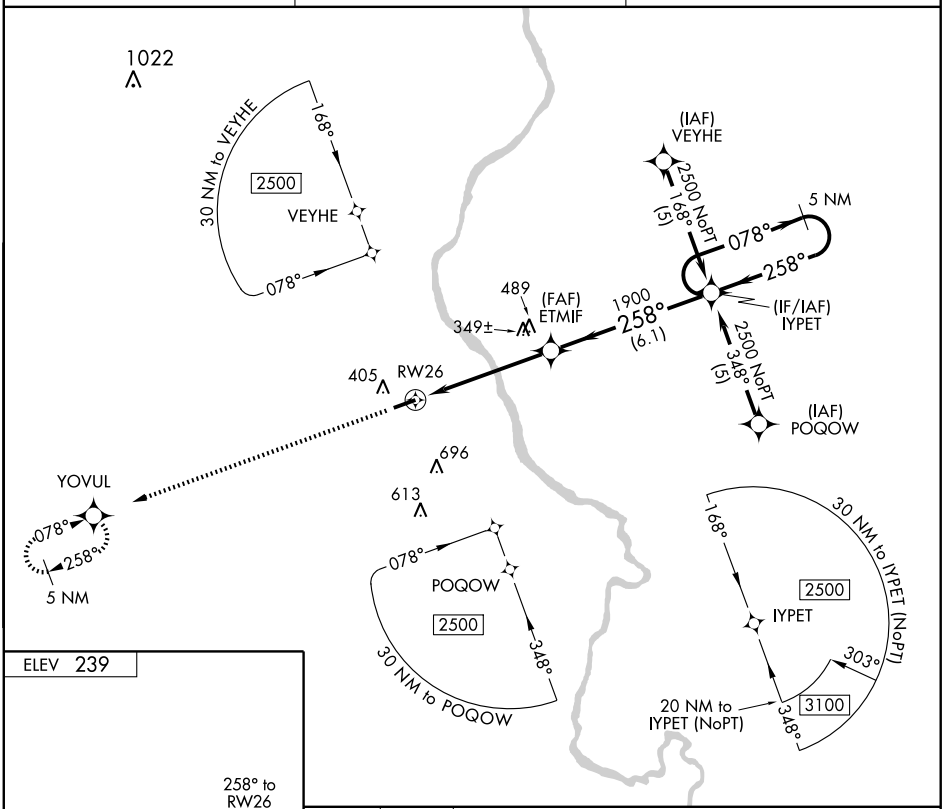
RNAV (GPS) RWY 26

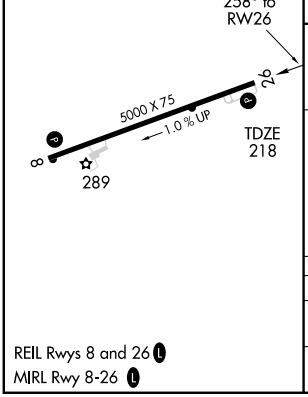
CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

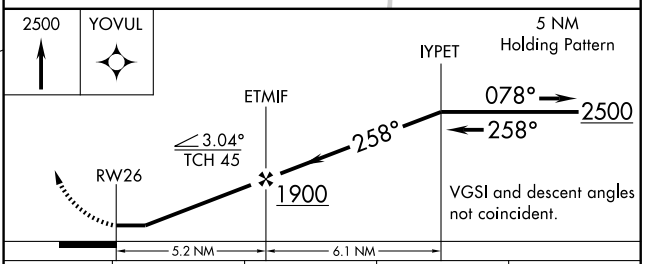
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct YOVUL and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
118.175	118.6 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 382 (400-1)			600-1¼ 382 (400-1¼)
CIRCLING	700-1 461 (500-1)		700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CTF	APP CRS	Rwy Idg 5000
108.2	080°	TDZE 239
Chan 19		Apt Elev 239

VOR/DME RWY 8

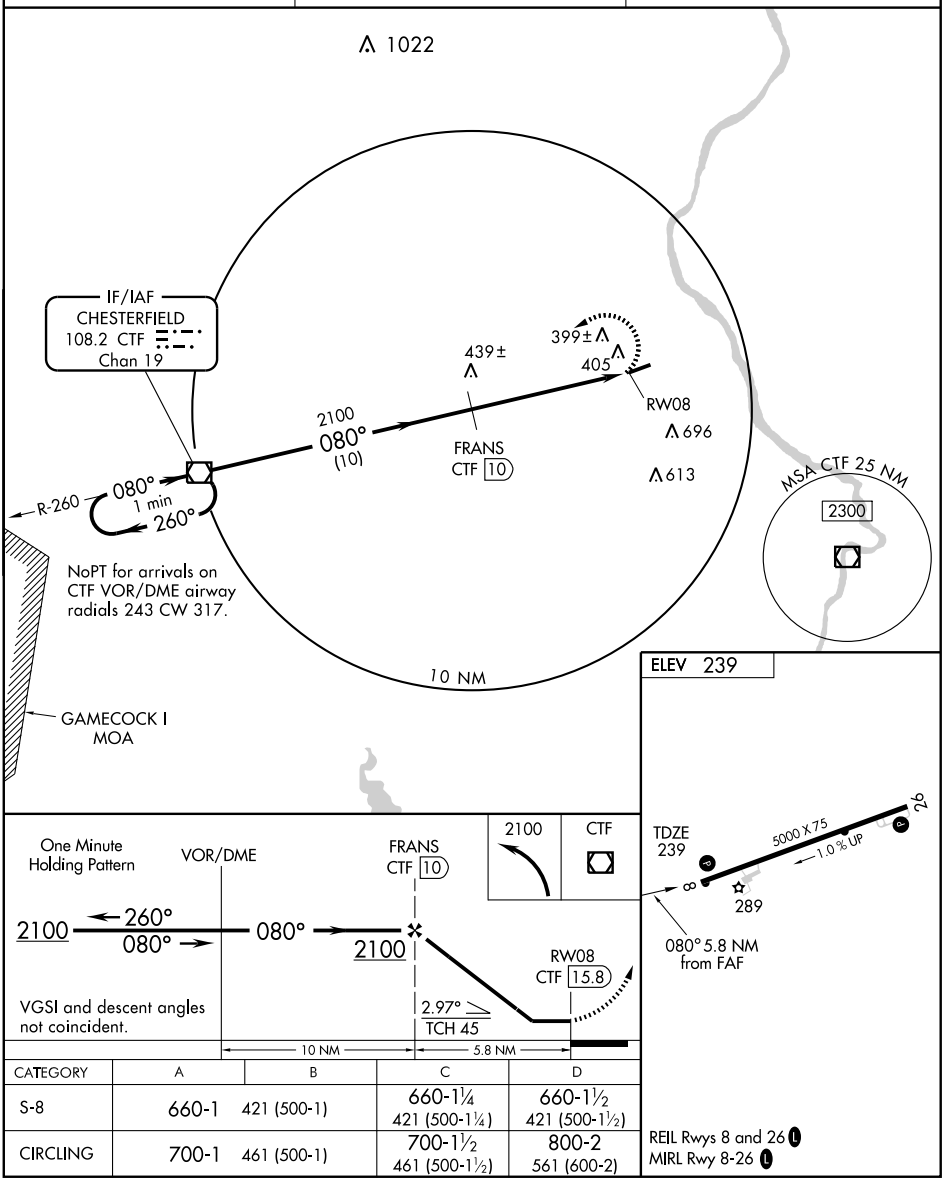
CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

Visibility reduction by helicopters NA.
If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing left turn to 2100 direct CTF VOR/DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
118.175	118.6 341.7	122.8 (CTAF) L



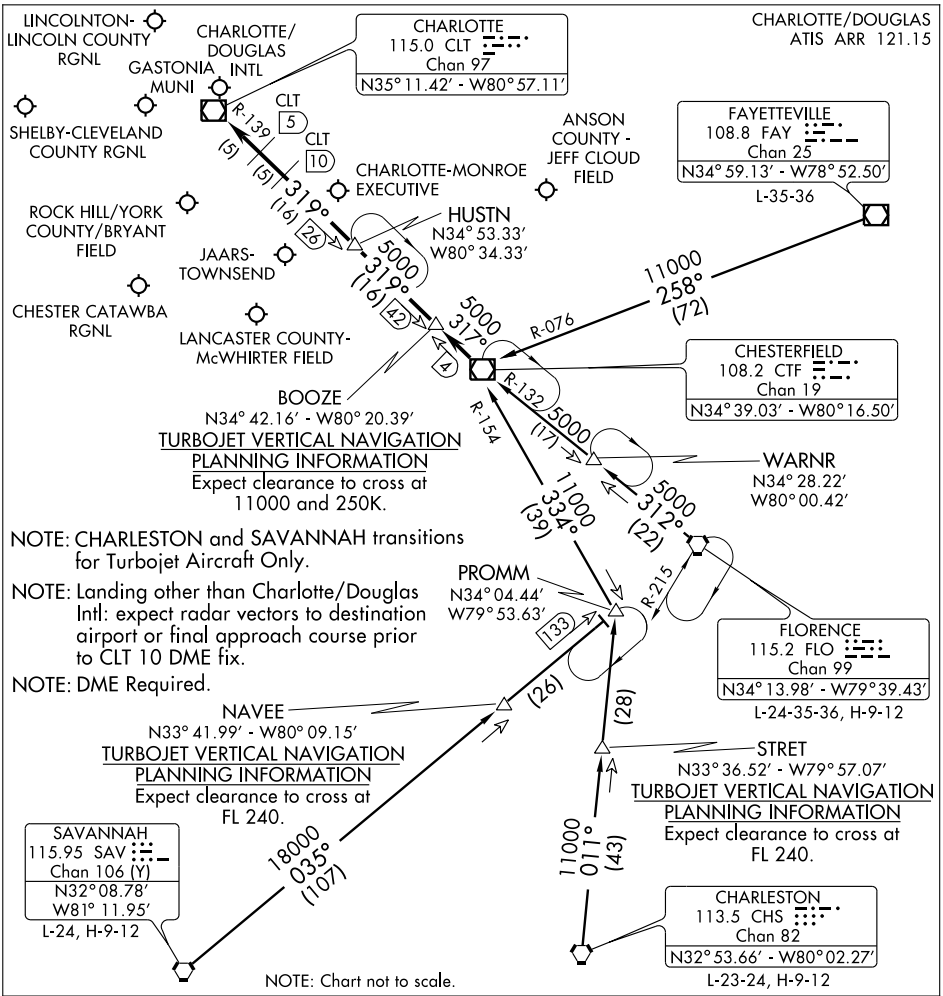
CATEGORY	A	B	C	D
S-8	660-1	421 (500-1)	660-1¼ 421 (500-1¼)	660-1½ 421 (500-1½)
CIRCLING	700-1	461 (500-1)	700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

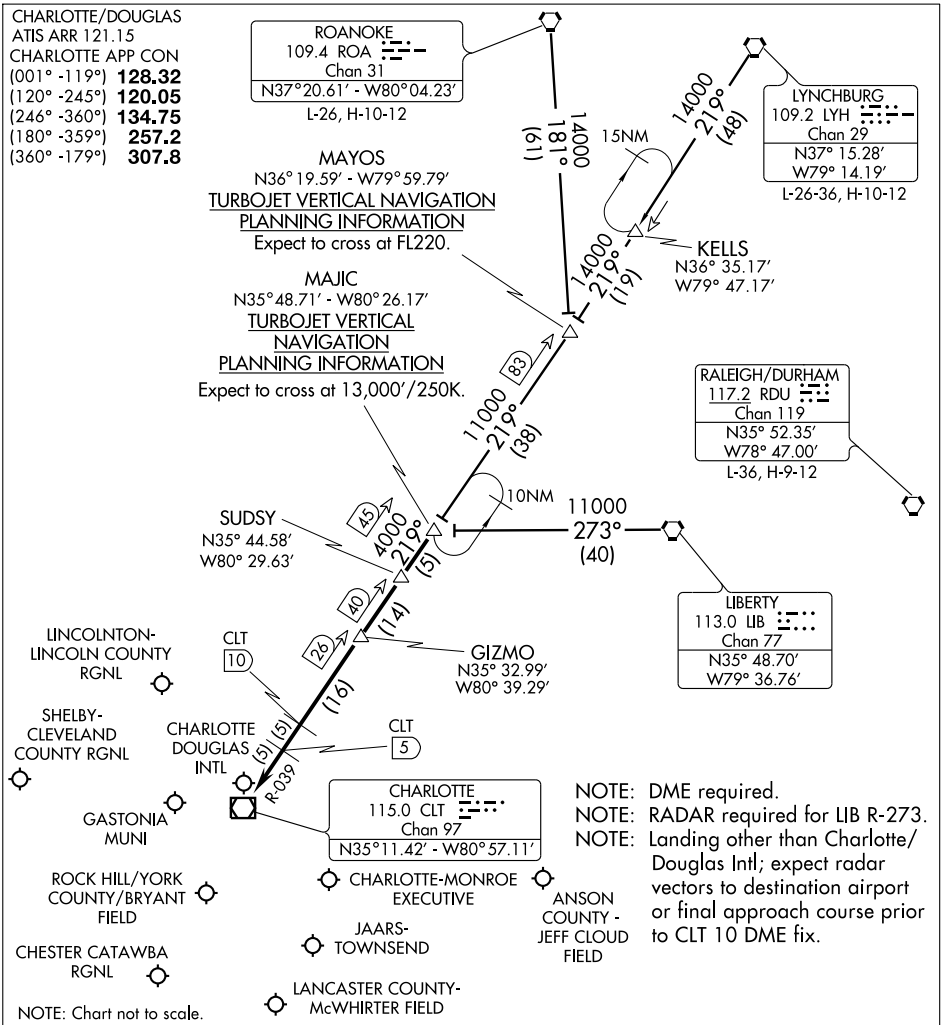
CHARLOTTE, NORTH CAROLINA

(CTF.CTF3) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB DCM	APP CRS	Rwy Idg	5000
220	340°	TDZE	648
		Apt Elev	657

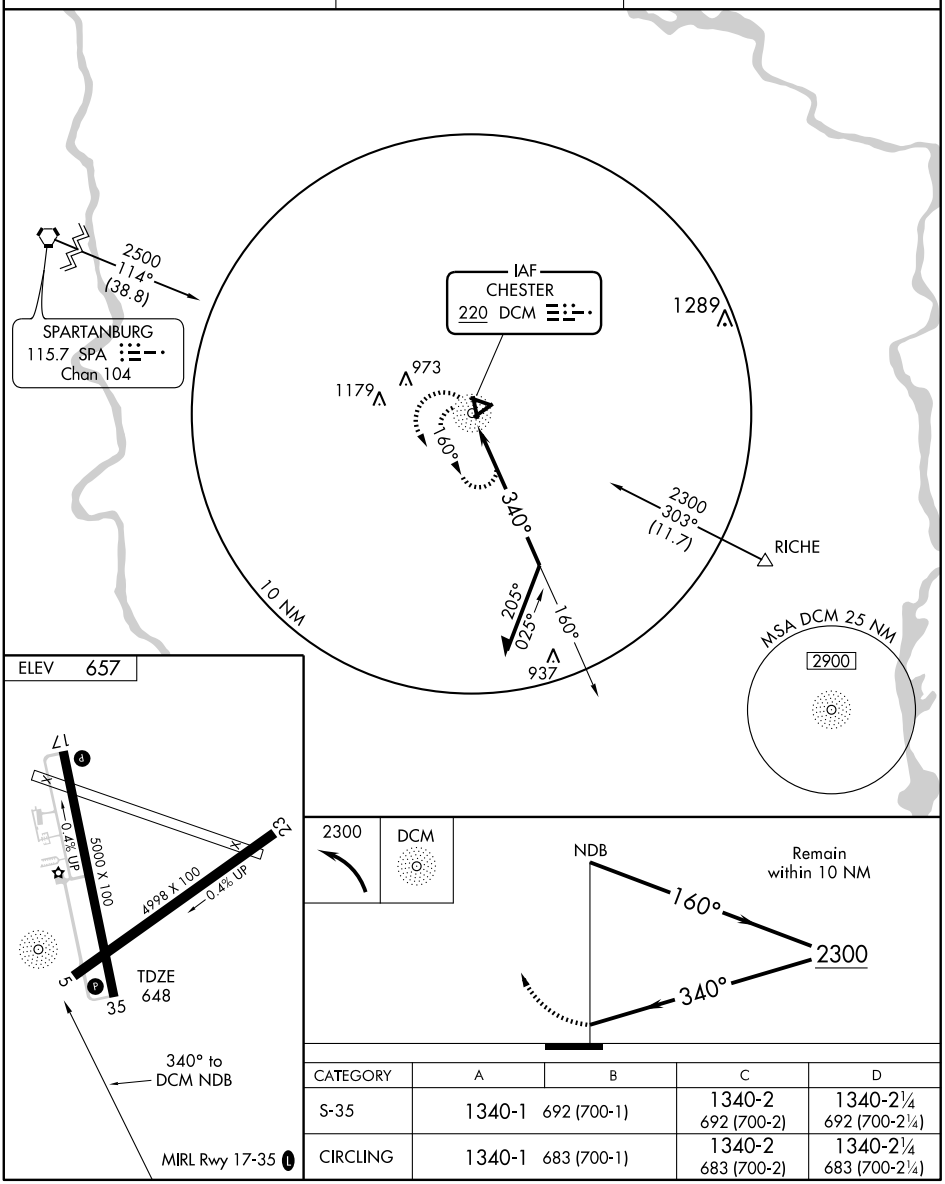
NDB RWY 35

CHESTER CATAWBA RGNL (DCM)

Circling to Rwy 5-23 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2300 in DCM NDB holding pattern.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-35	1340-1 692 (700-1)		1340-2 692 (700-2)	1340-2¼ 692 (700-2¼)
CIRCLING	1340-1 683 (700-1)		1340-2 683 (700-2)	1340-2¼ 683 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93818 W17A	APP CRS 174°	Rwy Idg 5000 TDZE 657 Apt Elev 657

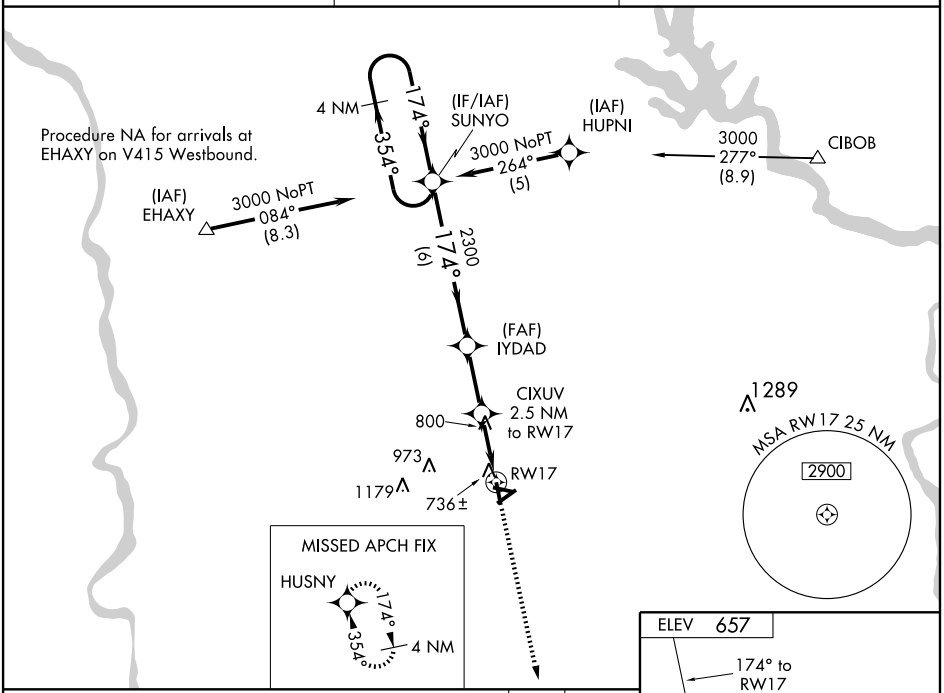
RNAV (GPS) RWY 17

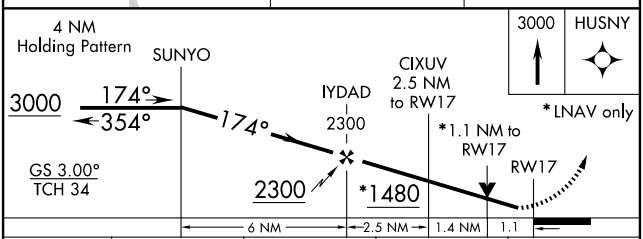
CHESTER CATAWBA RGNL (DCM)

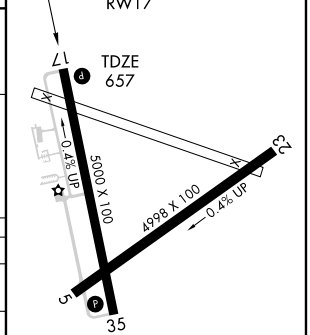
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDA 40 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH: Climb to 3000 direct HUSNY and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	907-1 250 (300-1)			
LNAV/VNAV DA	1134-1¾ 477 (500-1¾)			
LNAV MDA	1060-1 403 (500-1)		1060-1¼ 403 (500-1¼)	
CIRCLING	1160-1 503 (600-1)		1160-1½ 503 (600-1½)	1220-2 563 (600-2)

MIRL Rwy 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 40318	354°	TDZE	648
W35A		Apt Elev	657

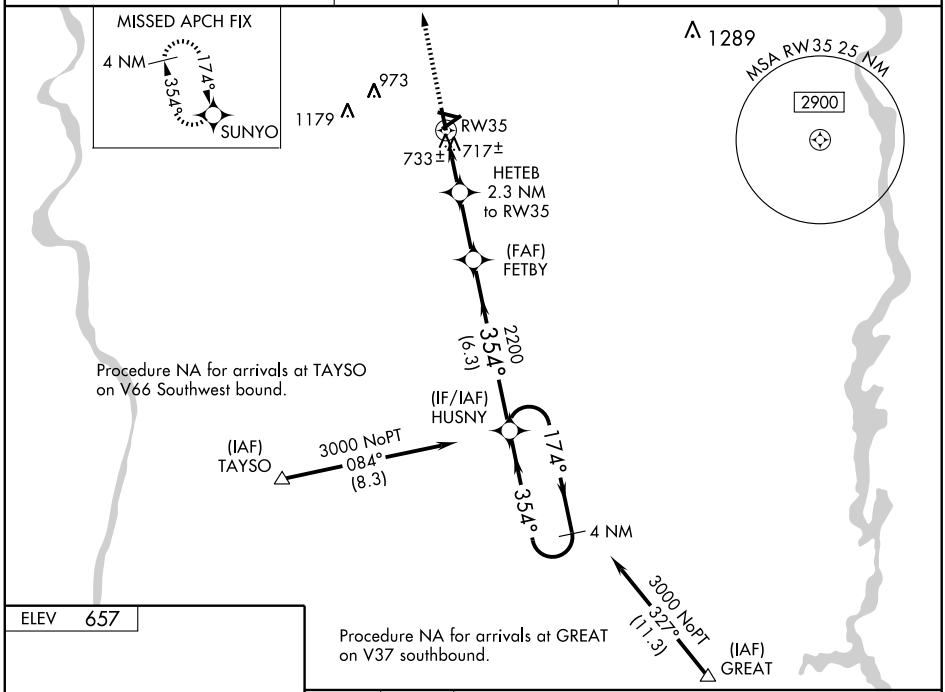
RNAV (GPS) RWY 35

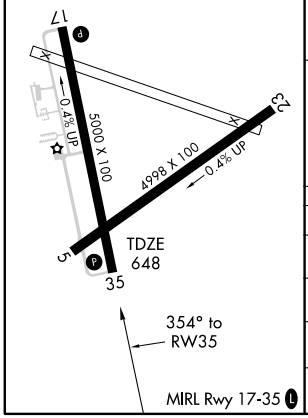
CHESTER CATAWBA RGNL (DCM)

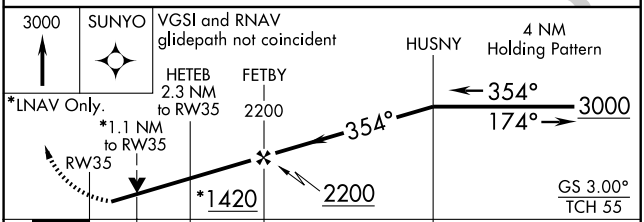
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 40 feet; increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH: Climb to 3000 direct SUNYO and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF) L







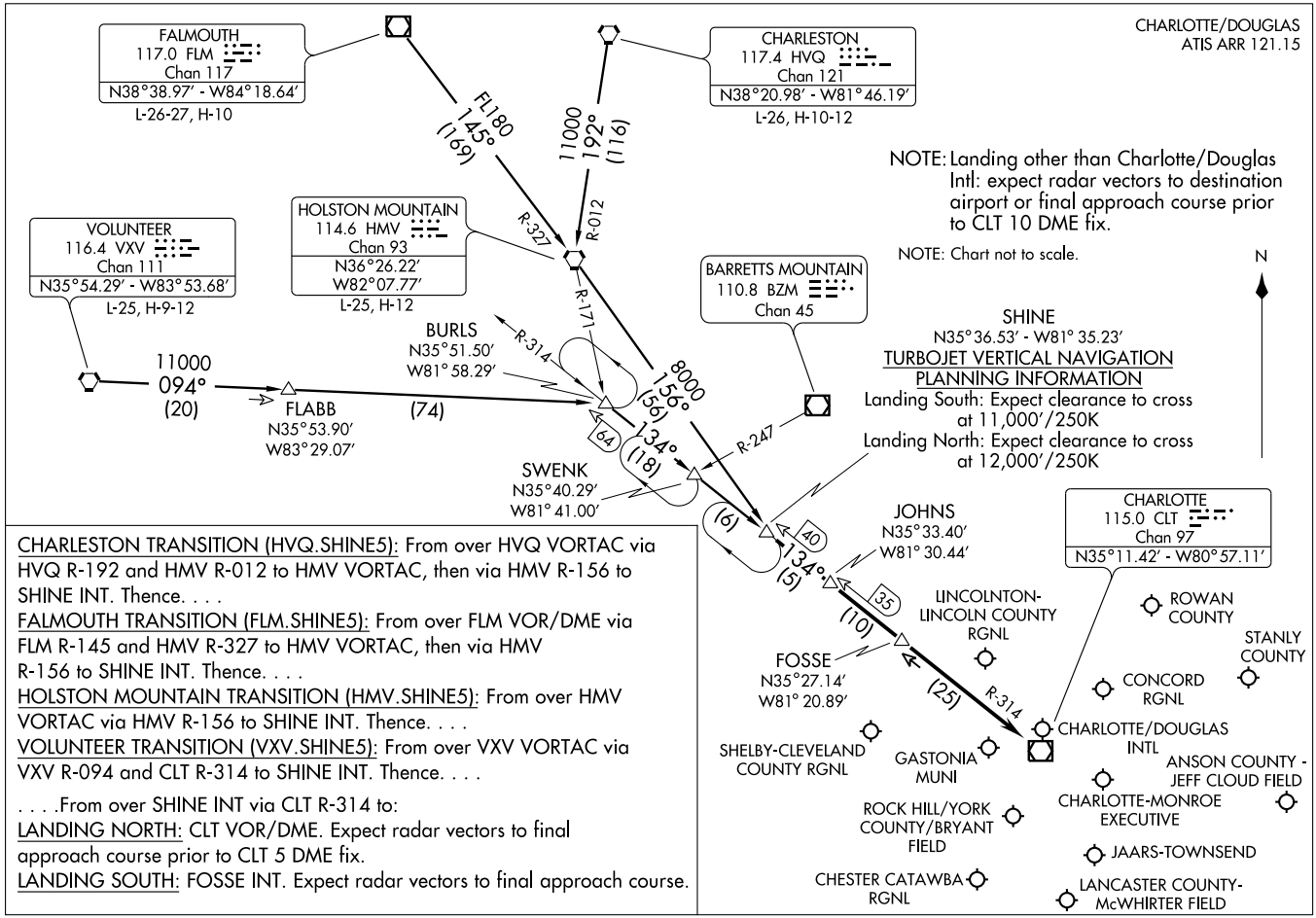
CATEGORY	A	B	C	D
LPV DA	940-1 292 (300-1)			
LNAV/VNAV DA	1010-1¼ 362 (400-1¼)			
LNAV MDA	1020-1 372 (400-1)			1020-1¼ 372 (400-1¼)
CIRCLING	1160-1 503 (600-1)		1160-1½ 503 (600-1½)	1220-2 563 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

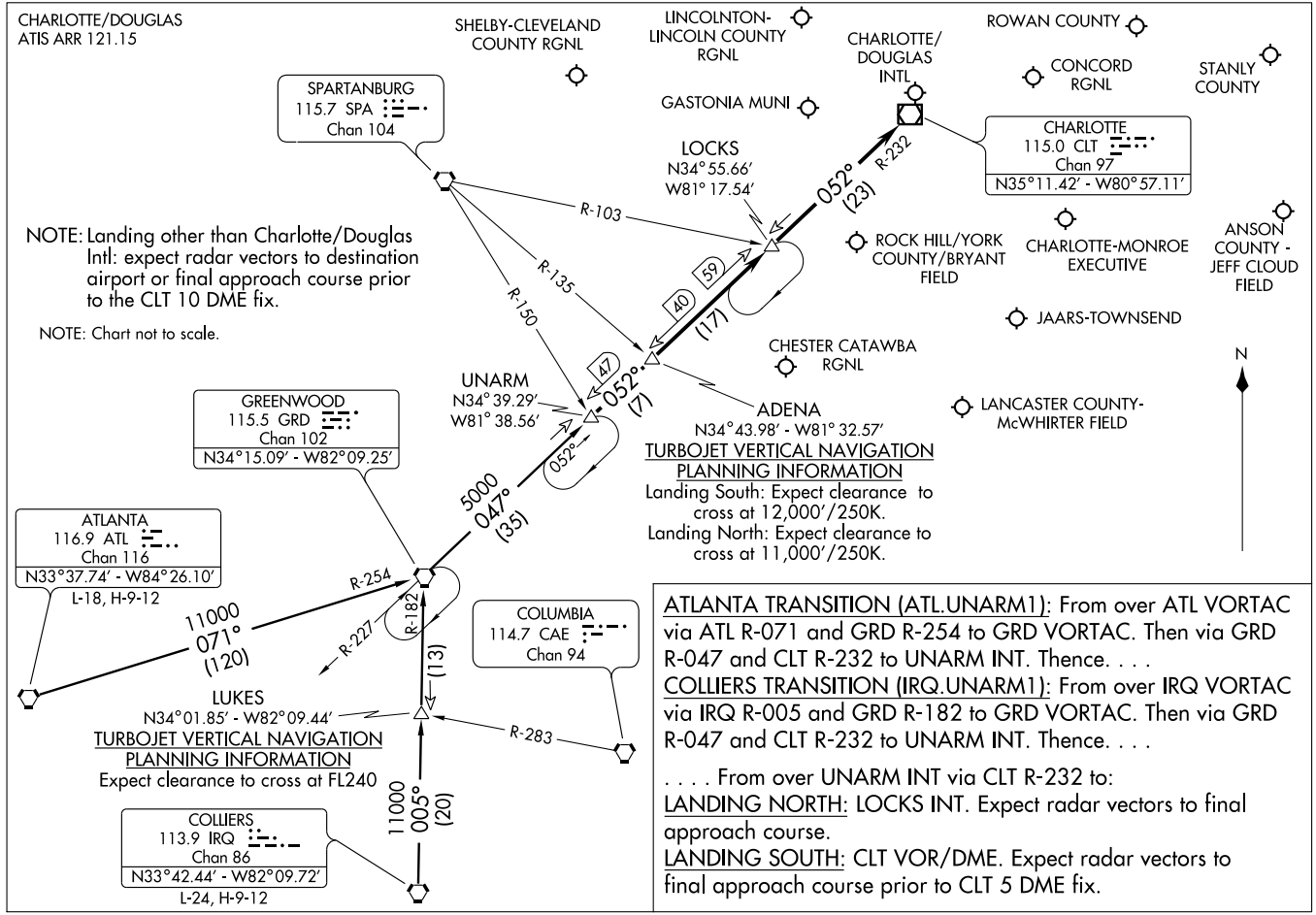
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

NDB CEU	APP CRS	Rwy Idg	4400
257	267°	TDZE	892
		Apt Elev	892

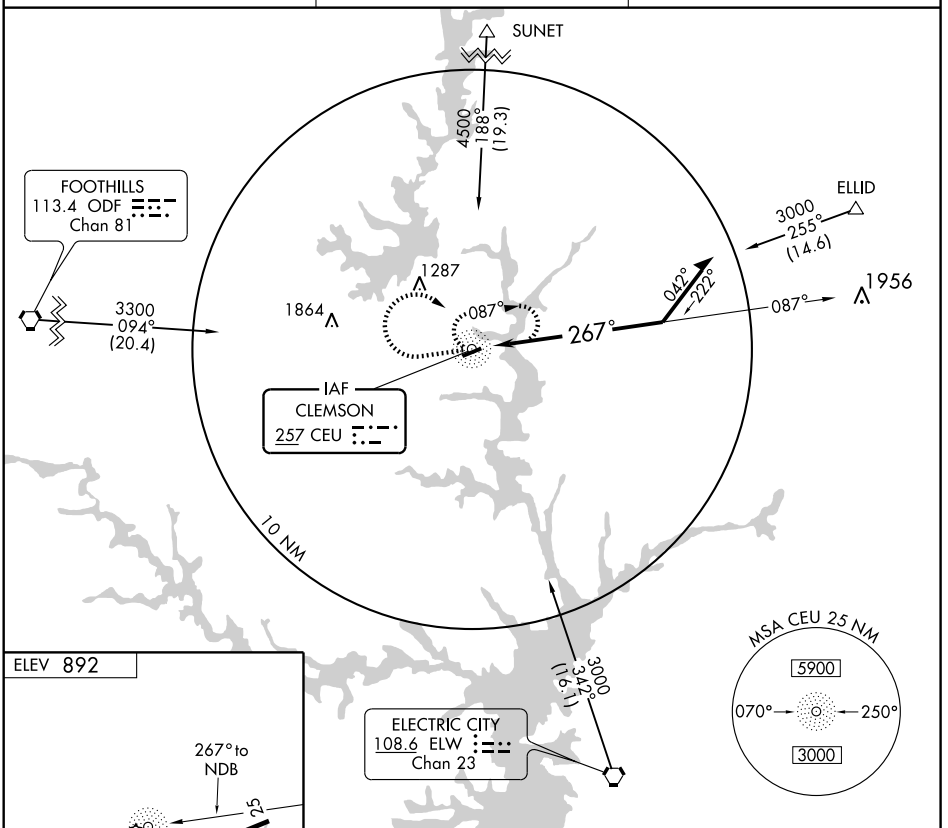
NDB RWY 25

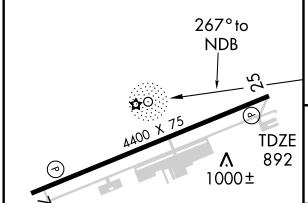
CLEMSON/OCONEE COUNTY RGNL (CEU)

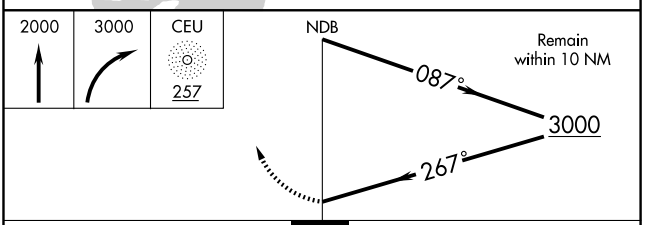
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CEU NDB and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 385.4	122.7 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwys 7 and 25

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-25	1500-1 608 (700-1)		1500-1¾ 608 (700-1¾)	NA
CIRCLING	1500-1 608 (700-1)		1500-1¾ 608 (700-1¾)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4400
CH 97605	073°	TDZE	892
W07A		Apt Elev	892

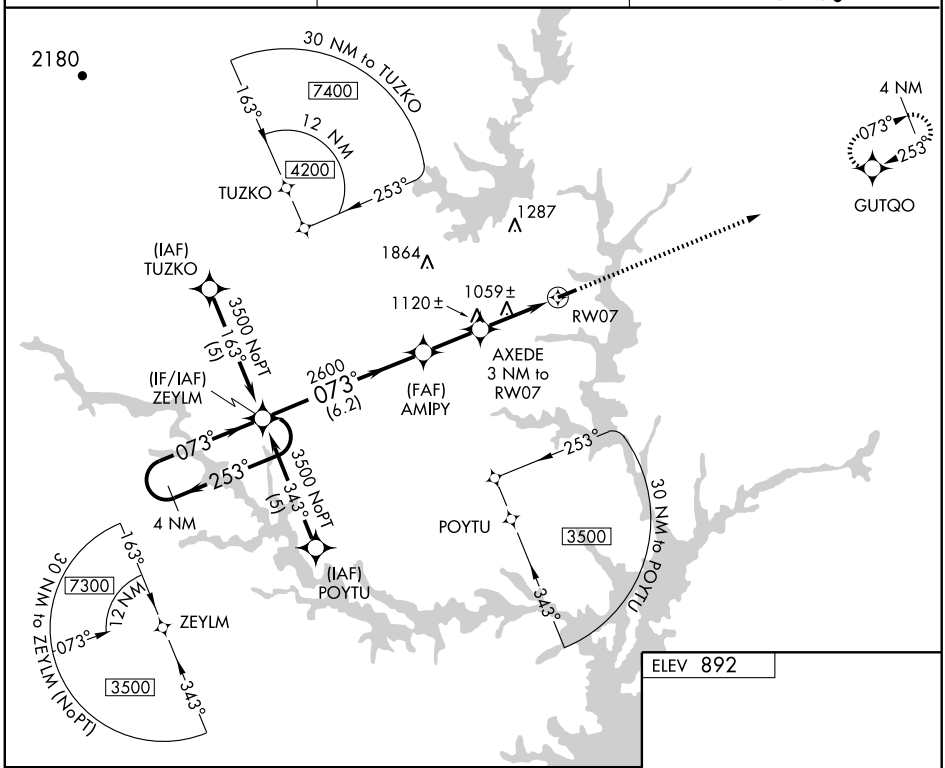
RNAV (GPS) RWY 7

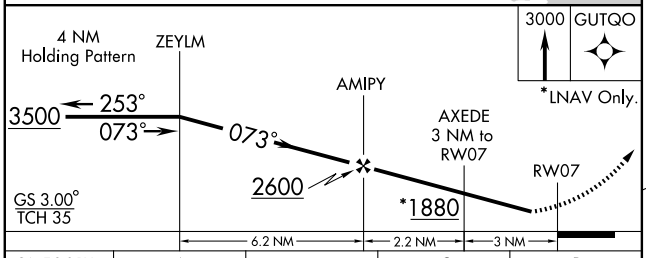
CLEMSON/ OCONEE COUNTY RGNL (CEU)

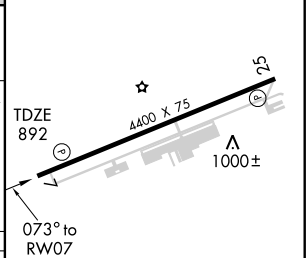
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1262 and all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct GUTQO and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 385.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1214-1¼ 322 (400-1¼)			NA
LNAV MDA	1320-1 428 (500-1)		1320-1¼ 428 (500-1¼)	NA
CIRCLING	1380-1 488 (500-1)		1380-1½ 488 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4400
CH 50405	253°	TDZE	892
W25A		Apt Elev	892

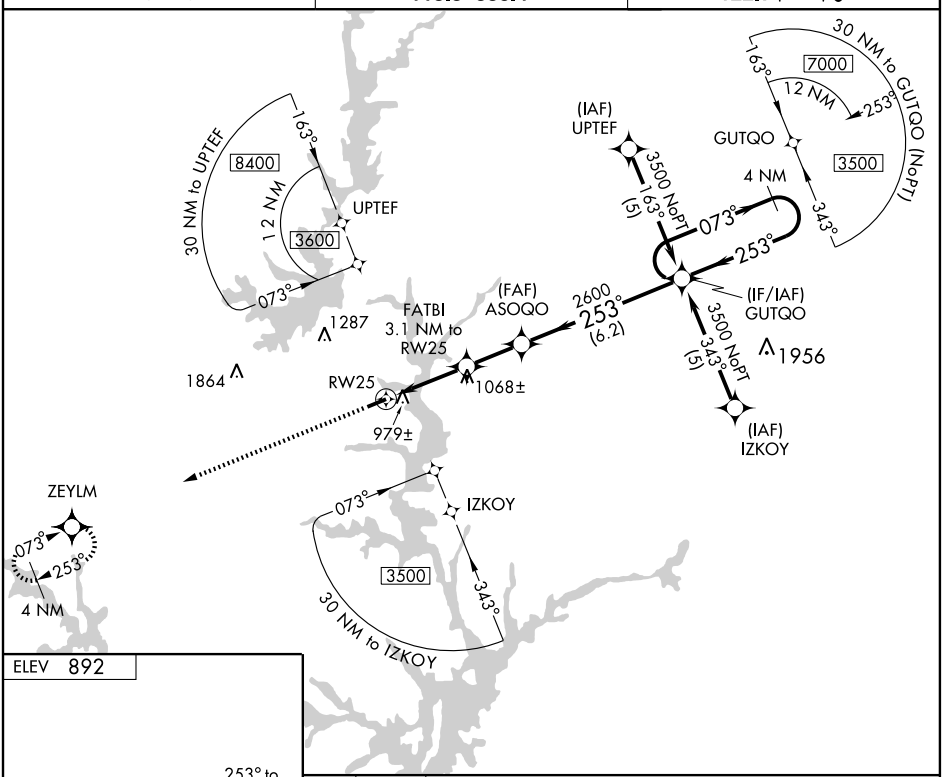
RNAV (GPS) RWY 25

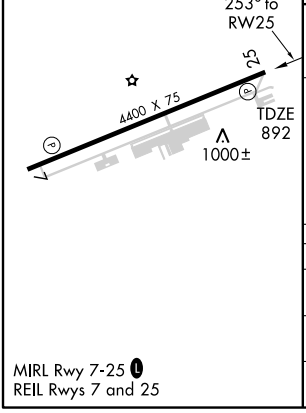
CLEMSON/ OCONEE COUNTY RGNL (CEU)

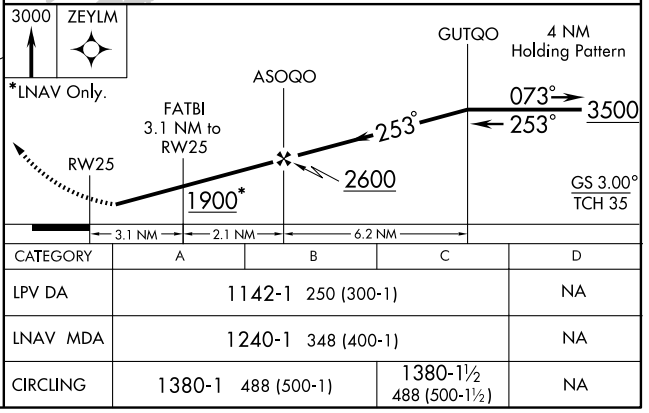
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA
If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1190 and all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct ZEYLM and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 385.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1142-1 250 (300-1)			NA
LNAV MDA	1240-1 348 (400-1)			NA
CIRCLING	1380-1 488 (500-1)		1380-1½ 488 (500-1½)	NA

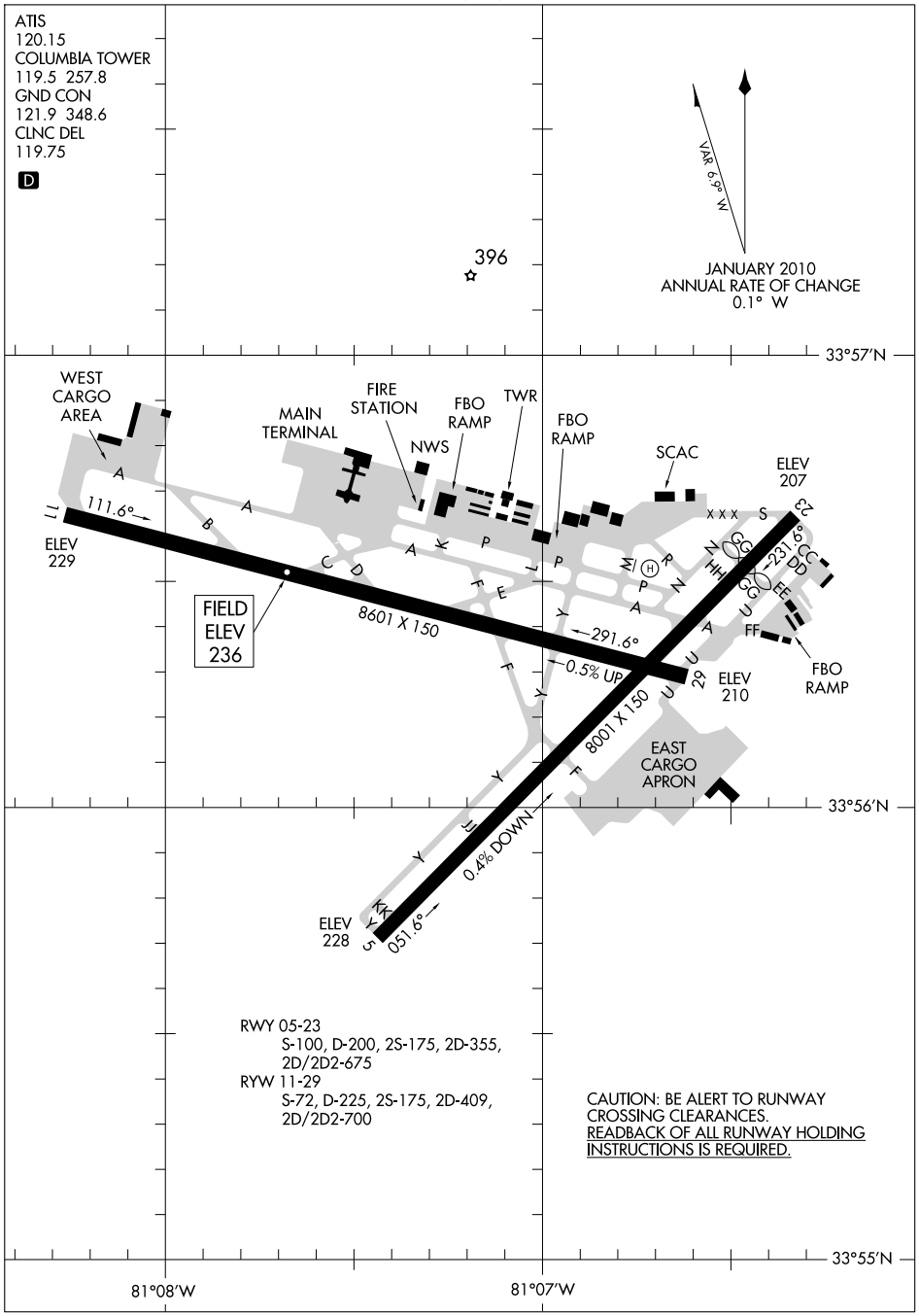
MIRL Rwy 7-25 L
REIL Rwys 7 and 25

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-89 (FAA)

COLUMBIA METROPOLITAN (CAE)
COLUMBIA, SOUTH CAROLINA



RWY 05-23
S-100, D-200, 2S-175, 2D-355, 2D/2D2-675
RYW 11-29
S-72, D-225, 2S-175, 2D-409, 2D/2D2-700

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBIA, SOUTH CAROLINA
COLUMBIA METROPOLITAN (CAE)

10266

LOC I-GJC	APP CRS	Rwy Idg	7001
108.95	050°	TDZE	228
		Apt Elev	236

ILS or LOC RWY 5
COLUMBIA METROPOLITAN (CAE)

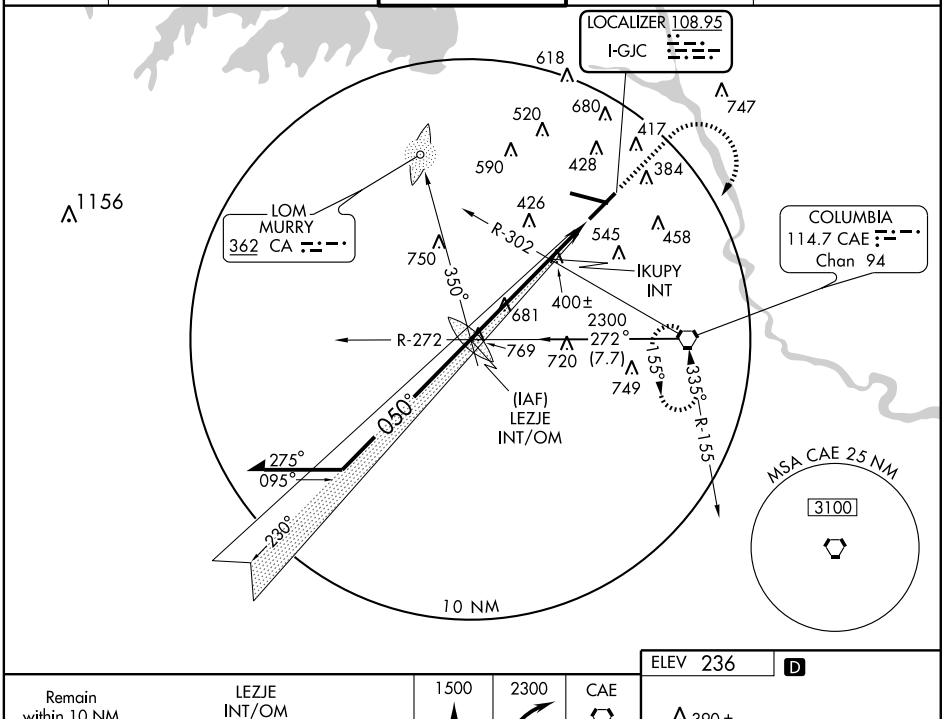
ASR

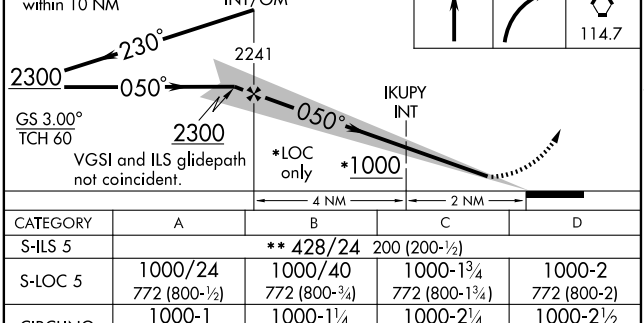
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

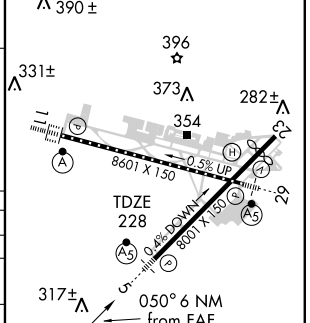
MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





CATEGORY	A	B	C	D
S-ILS 5	** 428/24 200 (200-½)			
S-LOC 5	1000/24 772 (800-½)	1000/40 772 (800-¾)	1000-1¾ 772 (800-1¾)	1000-2 772 (800-2)
CIRCLING	1000-1 764 (800-1)	1000-1¼ 764 (800-1¼)	1000-2¼ 764 (800-2¼)	1000-2½ 764 (800-2½)
IKUPY INT MINIMUMS				
S-LOC 5	700/24 472 (500-½)		700/40 472 (500-¾)	700/50 472 (500-1)
CIRCLING	760-1 524 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CAE	APP CRS	Rwy Idg	8601
110.3	112°	TDZE	236
		Apt Elev	236

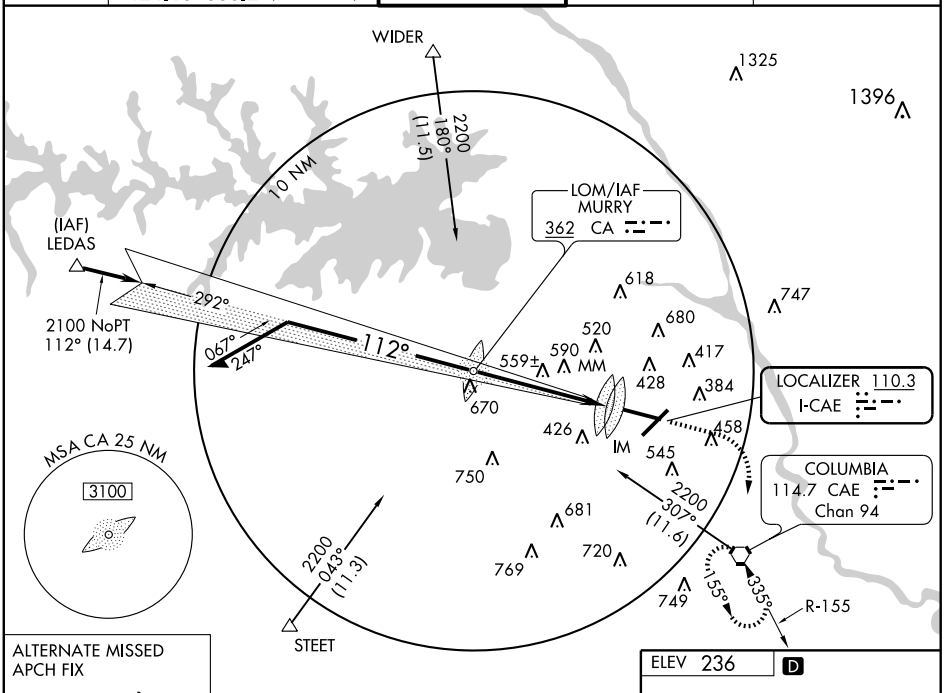
ILS or LOC RWY 11
COLUMBIA METROPOLITAN (CAE)

ASR

ALSF-2

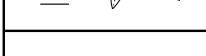
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

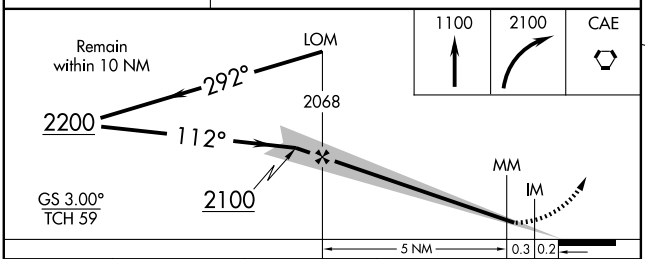


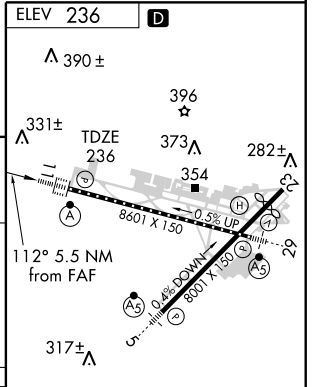
ALTERNATE MISSED APCH FIX

MURRY
CA
362



ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 11	436/18 200 (200-½)			
S-LOC 11	820/24 584 (600-½)		820/50 584 (600-1)	820/60 584 (600-1¼)
CIRCLING	820-1 584 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-VYK	APP CRS	Rwy Idg	8601
108.3	290°	TDZE	227
		Apt Elev	236

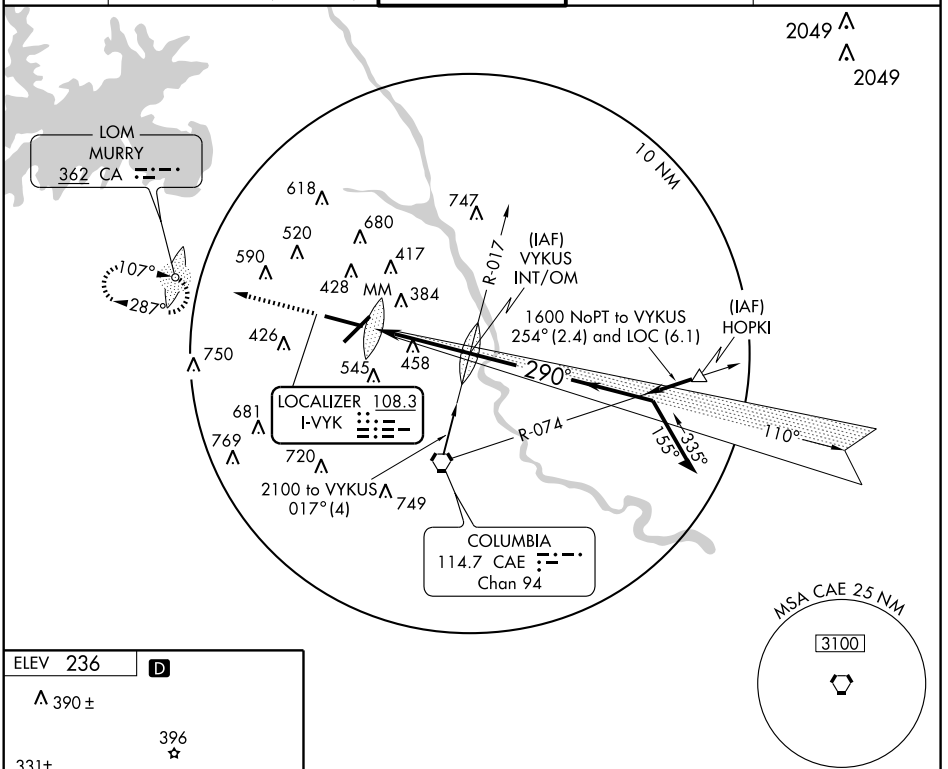
ILS or LOC RWY 29
COLUMBIA METROPOLITAN (CAE)

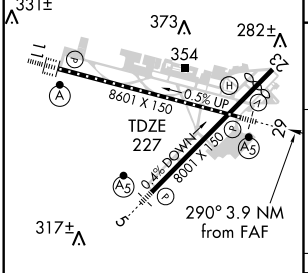
ADF REQUIRED.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2100 direct MURRY LOM and hold.

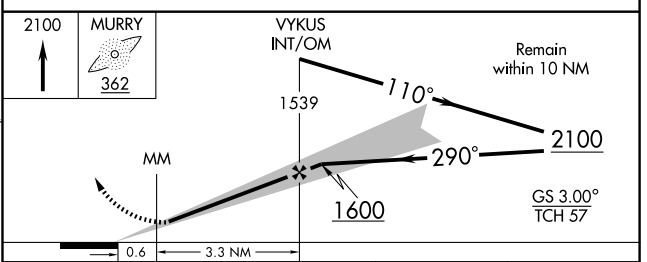
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-ILS 29	* 427/24 200 (200-½)			
S-LOC 29	700/24 473 (500-½)		700/40 473 (500-¾)	700/50 473 (500-1)
CIRCLING	760-1 524 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CAE	APP CRS	Rwy Idg	8601
110.3	112°	TDZE	236
		Apt Elev	236

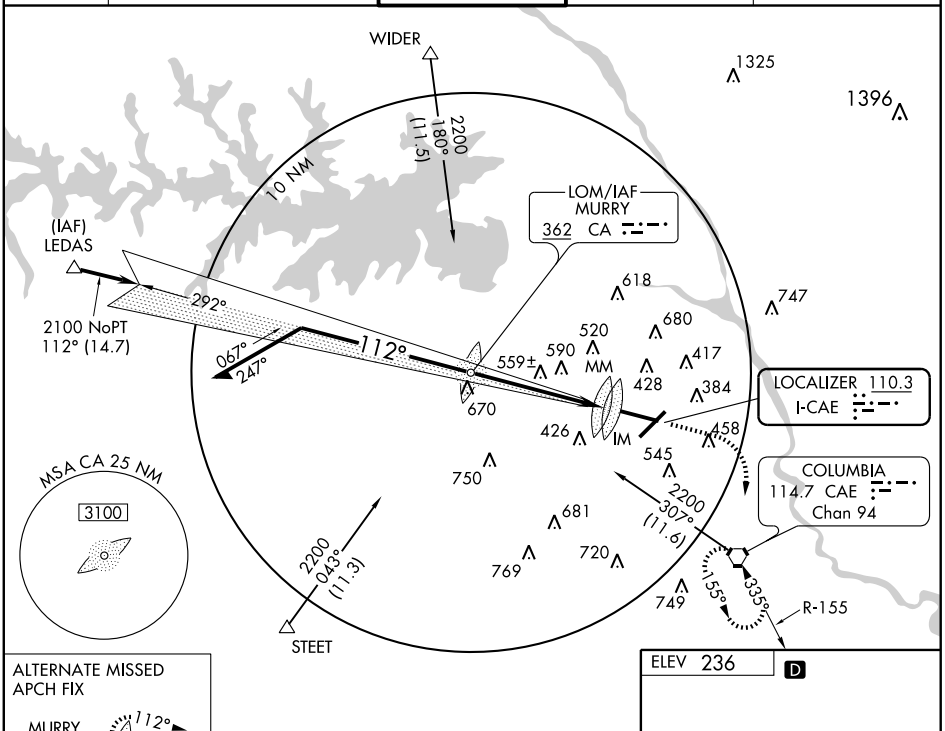
ILS RWY 11 (CAT II)
COLUMBIA METROPOLITAN (CAE)

ASR

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



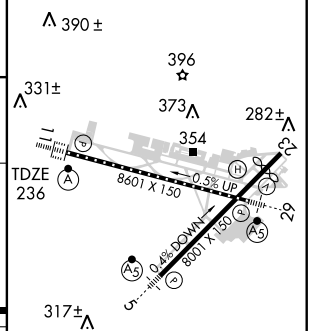
ALTERNATE MISSED APCH FIX

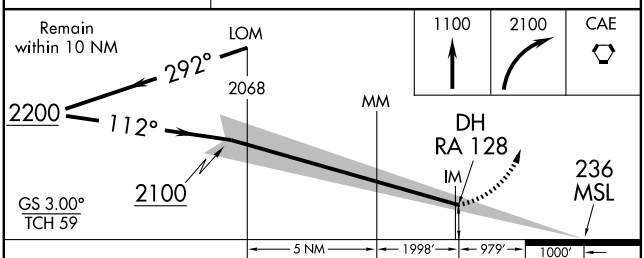
MURRY
CA
362

112°
292°

ADF REQUIRED

ELEV 236 D





CATEGORY	A	B	C	D
S-ILS 11	RA 128/12 100 DA 336			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CAE	APP CRS	Rwy Idg	8601
110.3	112°	TDZE	236
		Apt Elev	236

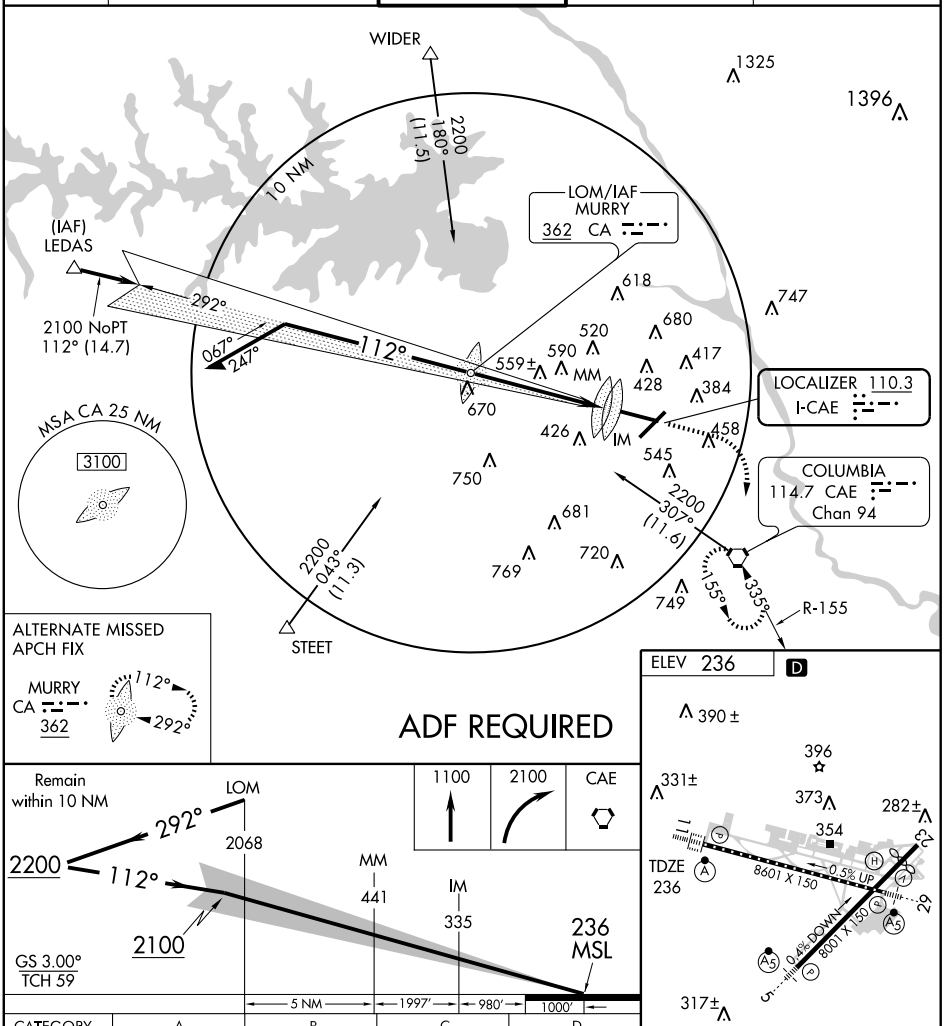
ILS RWY 11 (CAT III)
COLUMBIA METROPOLITAN (CAE)

ASR

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



CATEGORY	A	B	C	D
S-ILS 11	CAT IIIA RVR 07			
S-ILS 11	CAT IIIB RVR 06			
S-ILS 11	CAT IIIC NA			

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 45526	050°	TDZE	228
W05A		Apt Elev	236

RNAV (GPS) RWY 5
COLUMBIA METROPOLITAN (CAE)

ASR

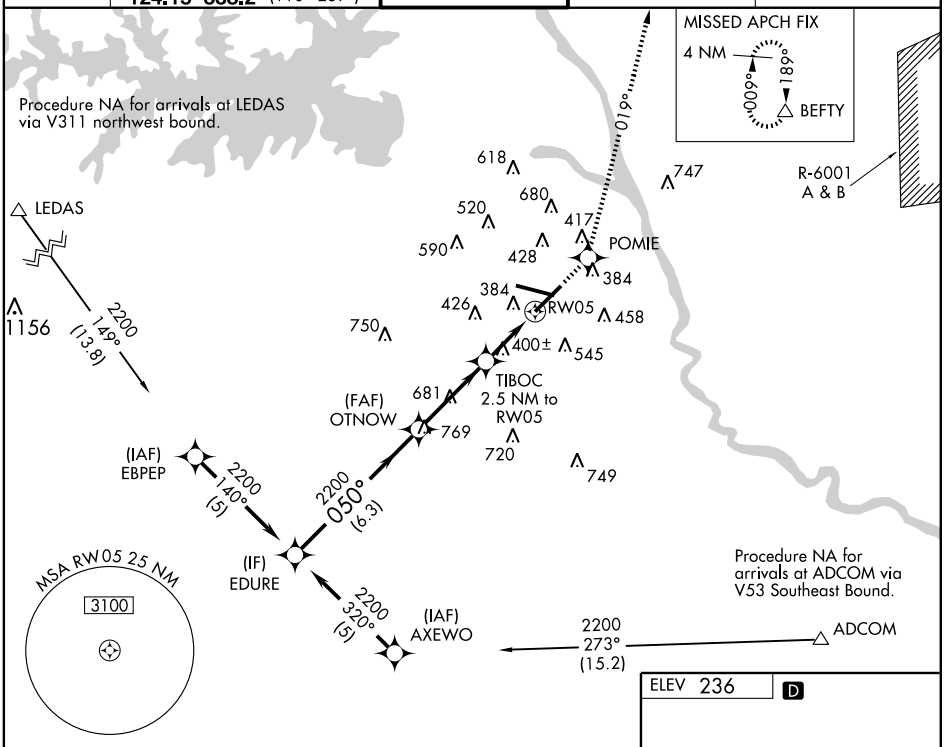
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

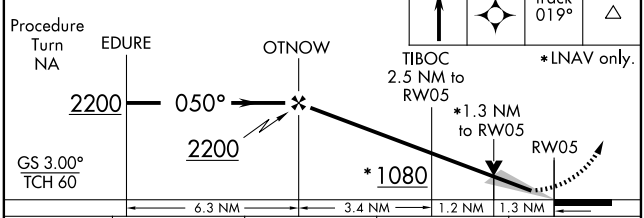
MISSED APPROACH: Climb to 2400 direct POMIE and via track 019° to BEFTY and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

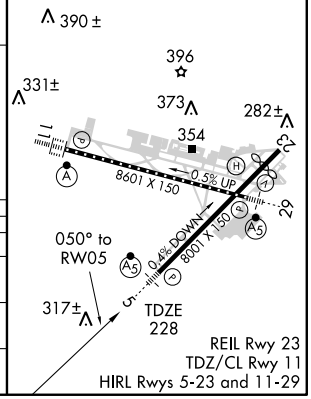
SE-2, 21 OCT 2010 to 18 NOV 2010



VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	428/24 200 (200-½)			
LNAV/VNAV DA	638/50 410 (500-1)			
LNAV MDA	700/24 472 (500-½)		700/40 472 (500-¾)	700/50 472 (500-1)
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)



WAAS	APP CRS	Rwy Idg	8601
CH 61014	110°	TDZE	236
W11A		Apt Elev	236

RNAV (GPS) RWY 11
COLUMBIA METROPOLITAN (CAE)

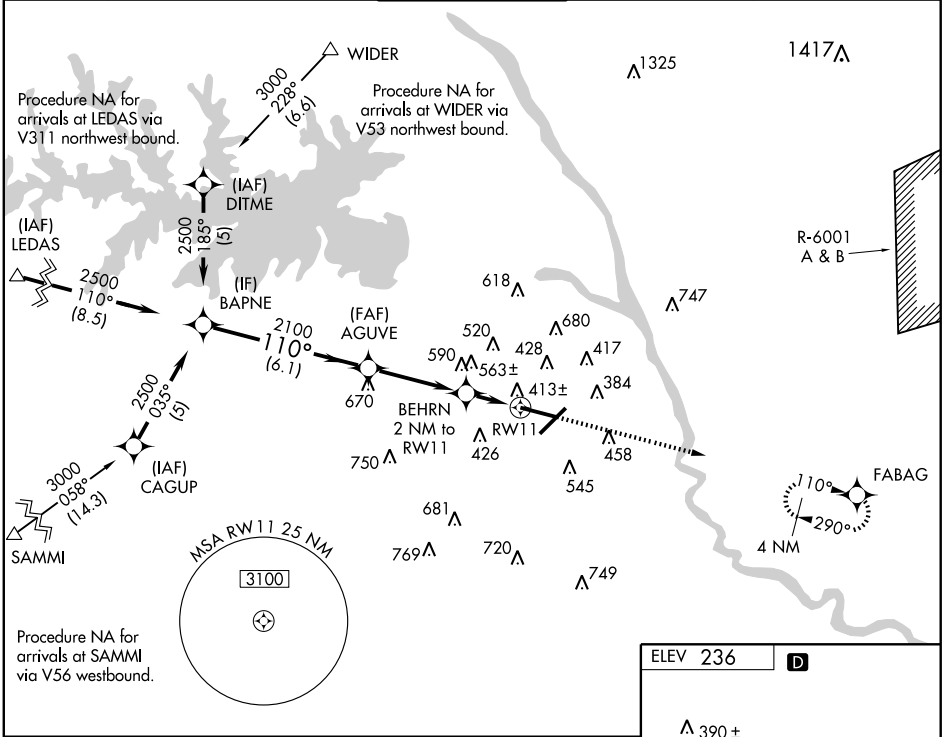
ASR

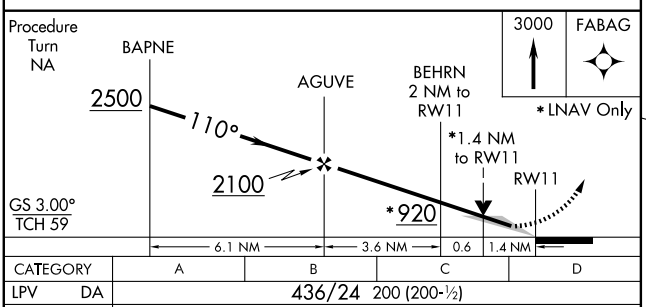
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

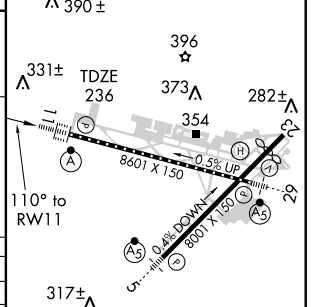
MISSED APPROACH: Climb to 3000 direct FABAG and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





CATEGORY	A	B	C	D
LPV DA	436/24 200 (200-½)			
LNAV/VNAV DA	744/60 508 (600-1¼)			
LNAV MDA	740/24 504 (600-½)		740/50 504 (600-1)	
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 40026	230°	TDZE	213
W23A		Apt Elev	236

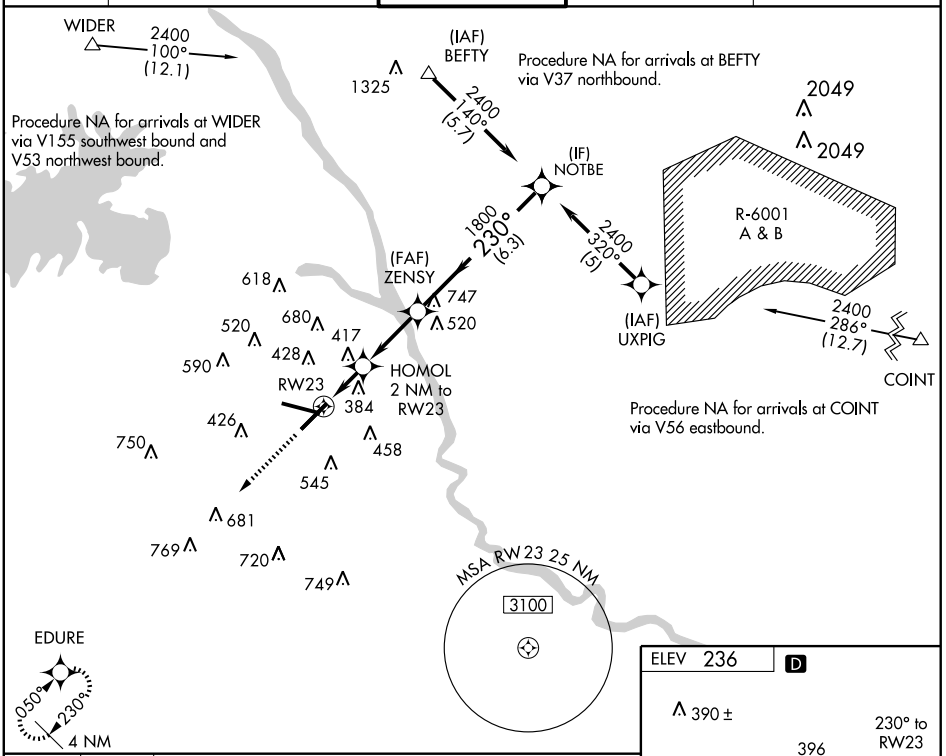
RNAV (GPS) RWY 23
COLUMBIA METROPOLITAN (CAE)

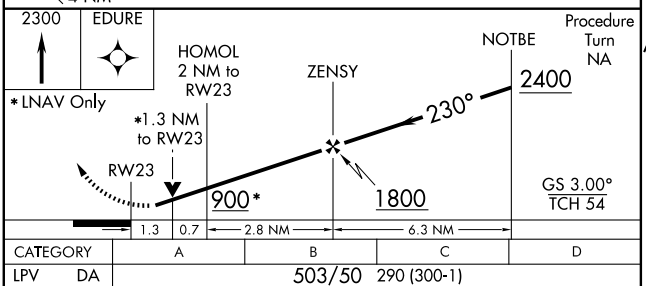
ASR

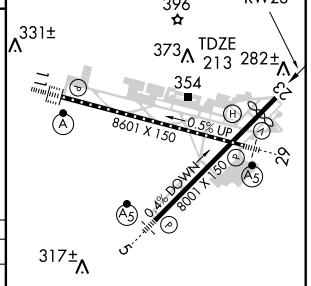
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct EDURE and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75







CATEGORY	A	B	C	D
LPV DA	503/50 290 (300-1)			
LNAV/VNAV DA	699-1¾ 486 (500-1¾)			
LNAV MDA	680/50 467 (500-1)		680/60 467 (500-1¼)	680-1½ 467 (500-1½)
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8601
CH 53414	290°	TDZE	227
W29A		Apt Elev	236

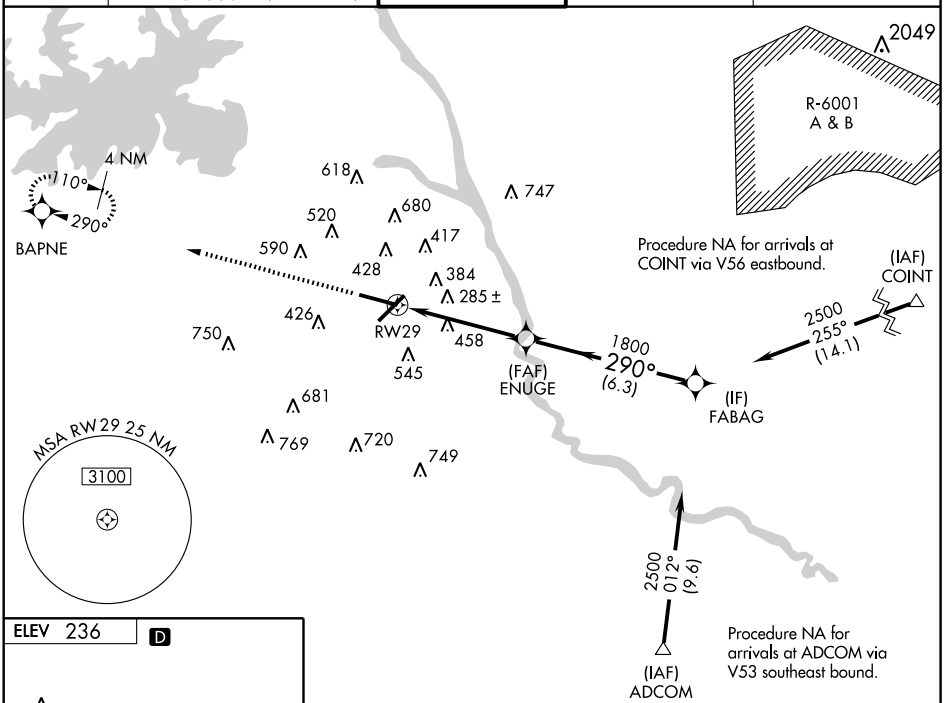
RNAV (GPS) RWY 29
COLUMBIA METROPOLITAN (CAE)

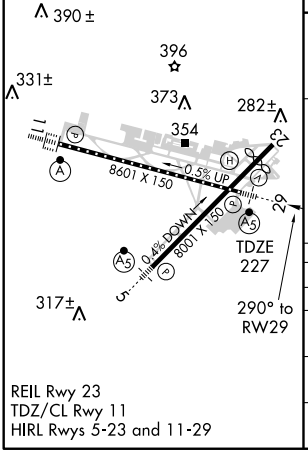
ASR — For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

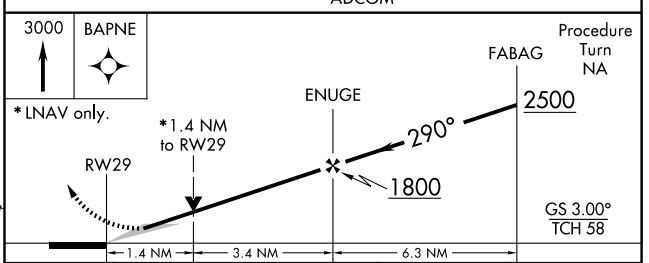
MALSR

MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75







CATEGORY	A	B	C	D
LPV DA	427/24 200 (200-½)			
LNAV/VNAV DA	544/24 317 (400-½)			544/40 317 (400-¾)
LNAV MDA	720/24 493 (500-½)		720/40 493 (500-¾)	720/50 493 (500-1)
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

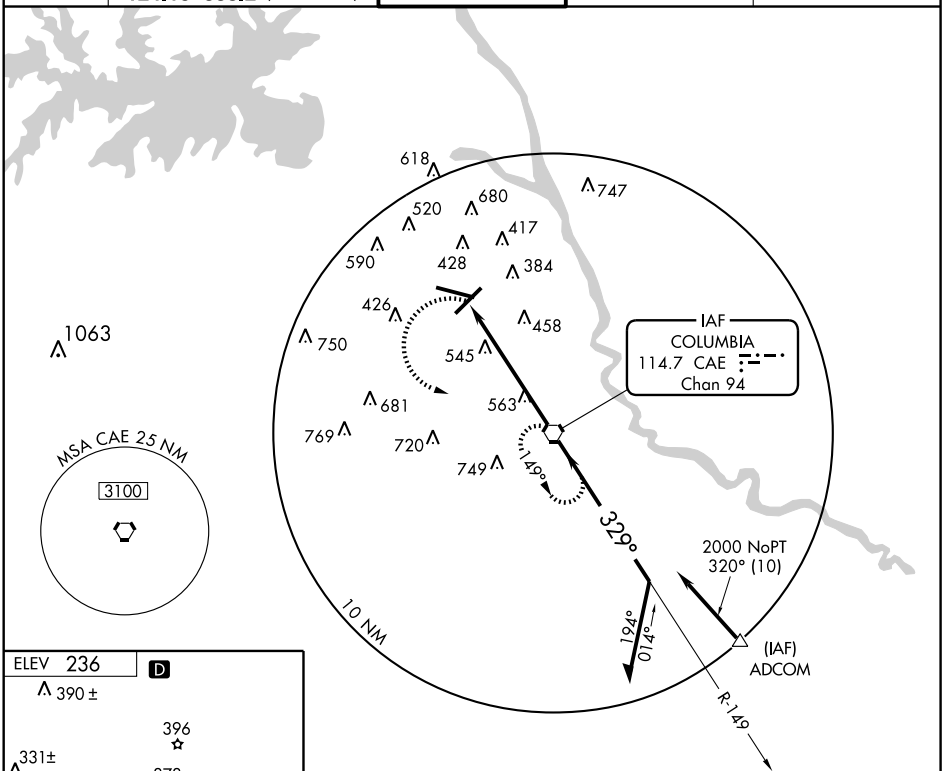
VORTAC CAE	APP CRS	Rwy Idg	N/A
114.7	329°	TDZE	N/A
Chan 94		Apt Elev	236

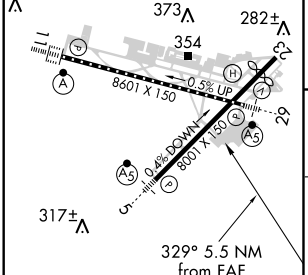
VOR-A
COLUMBIA METROPOLITAN (CAE)

ASR

MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold.

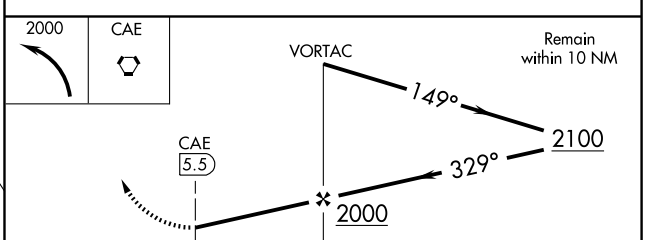
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
CIRCLING	820-1 584 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4599
311°	TDZE	190
	Apt Elev	194

GPS RWY 31

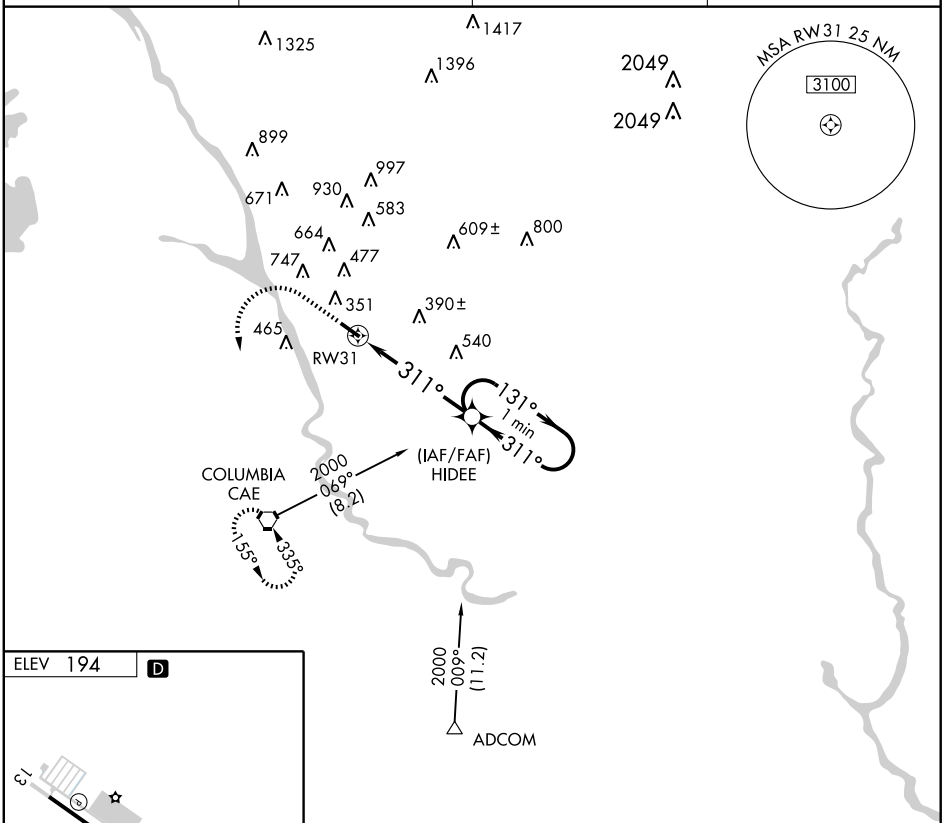
COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

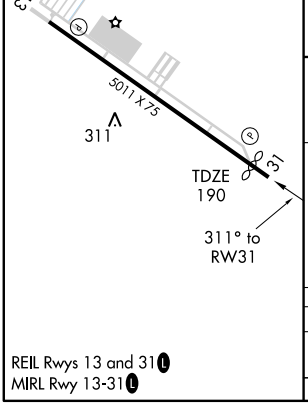
NA
ASR

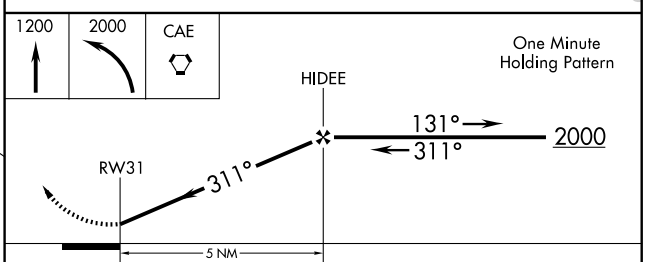
Use Columbia altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS	COLUMBIA APP CON	CLNC DEL	UNICOM
119.675	133.4	124.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	680-1	490 (500-1)	680-1¼ 490 (500-1¼)	680-1½ 490 (500-1½)
CIRCLING	NA			

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CUB	APP CRS	Rwy Idg	4599
110.9	311°	TDZE	190
Chan 46		Apt Elev	194

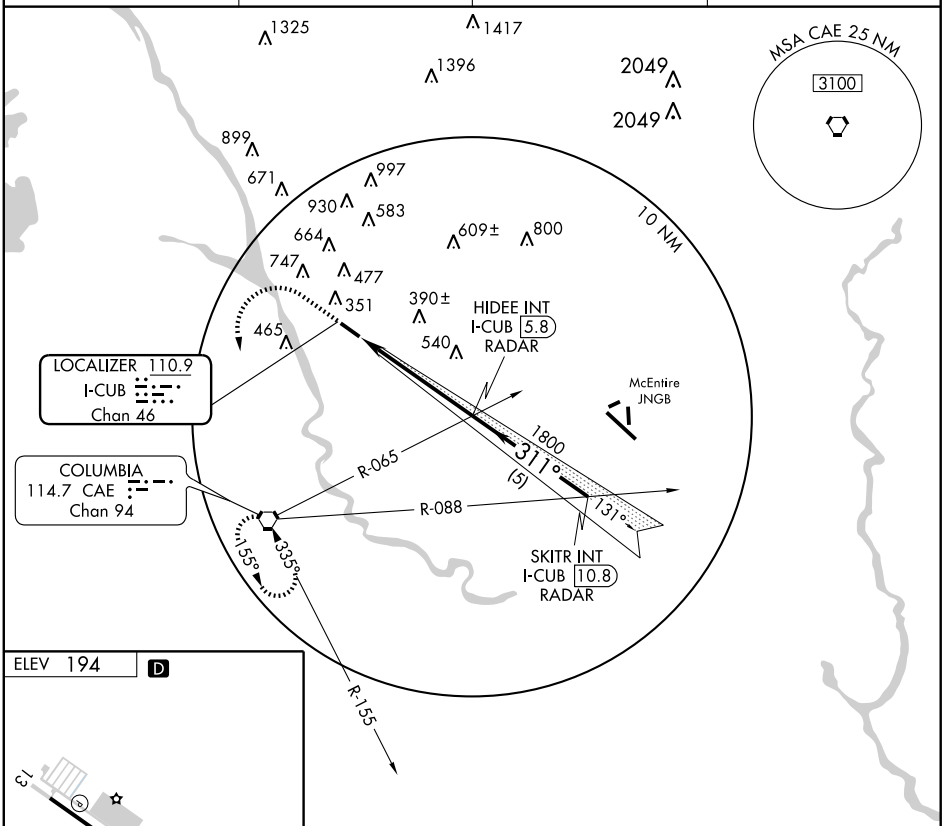
LOC RWY 31

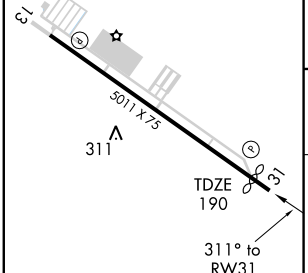
COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

When local altimeter setting not received, use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA. RADAR REQUIRED.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

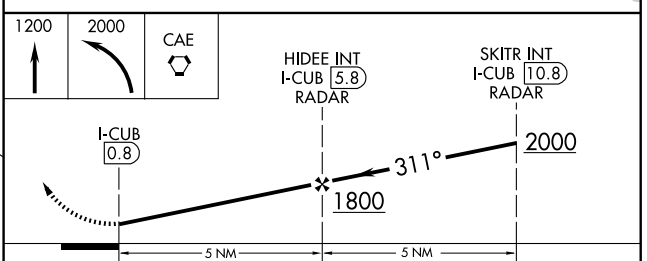
ASOS	COLUMBIA APP CON	CLNC DEL	UNICOM
119.675	133.4	124.4	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-31	660-1 470 (500-1)		660-1¼ 470 (500-1¼)	660-1½ 470 (500-1½)
CIRCLING	NA			

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB HYW 370	APP CRS 028°	Rwy Idg 4401 TDZE 33 Apt Elev 34

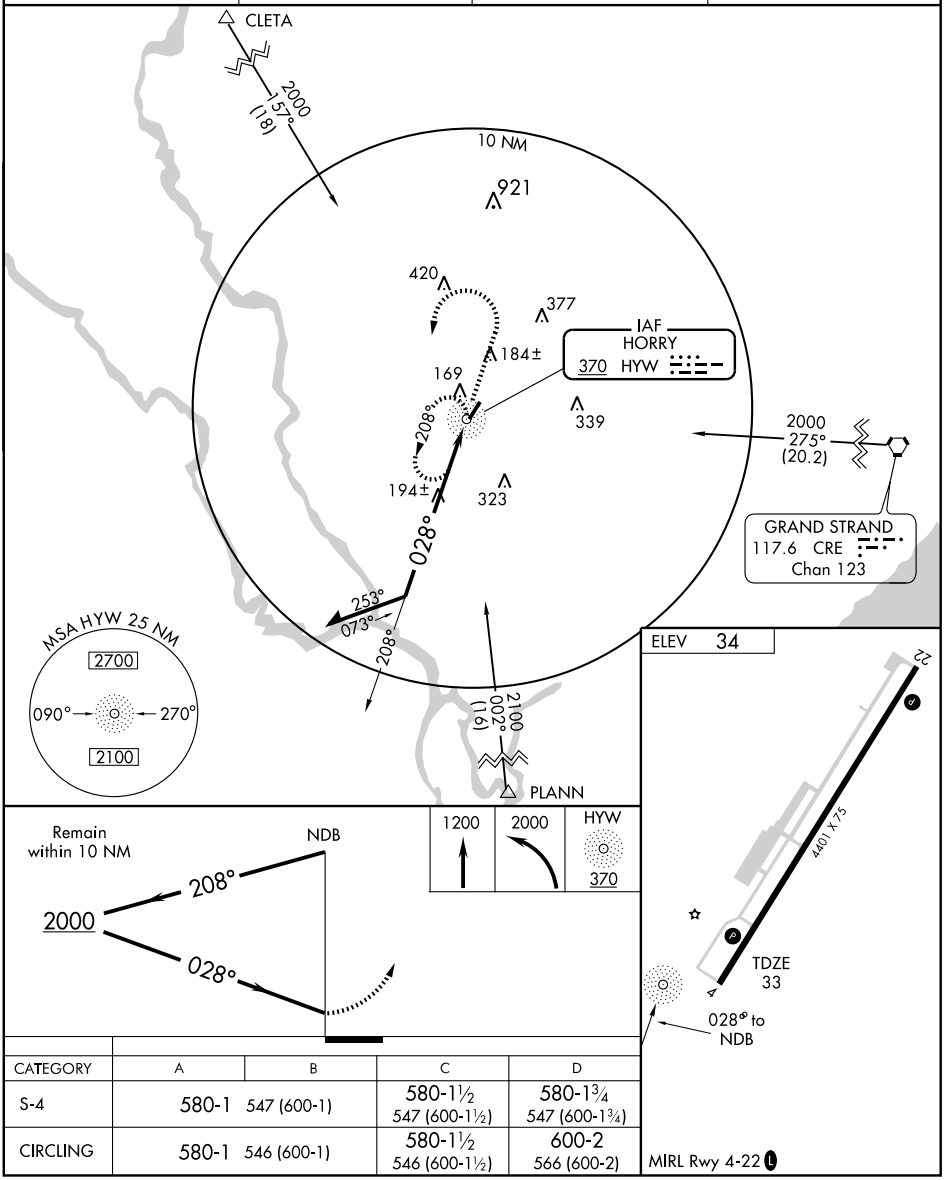
NDB RWY 4

CONWAY-HORRY COUNTY (HYW)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3	MYRTLE BEACH AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	124.5	127.4 257.95	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-4	580-1 547 (600-1)		580-1½ 547 (600-1½)	580-1¾ 547 (600-1¾)
CIRCLING	580-1 546 (600-1)		580-1½ 546 (600-1½)	600-2 566 (600-2)

MIRL Rwy 4-22 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB HYW	APP CRS	Rwy Idg	4401
370	224°	TDZE	34
		Apt Elev	34

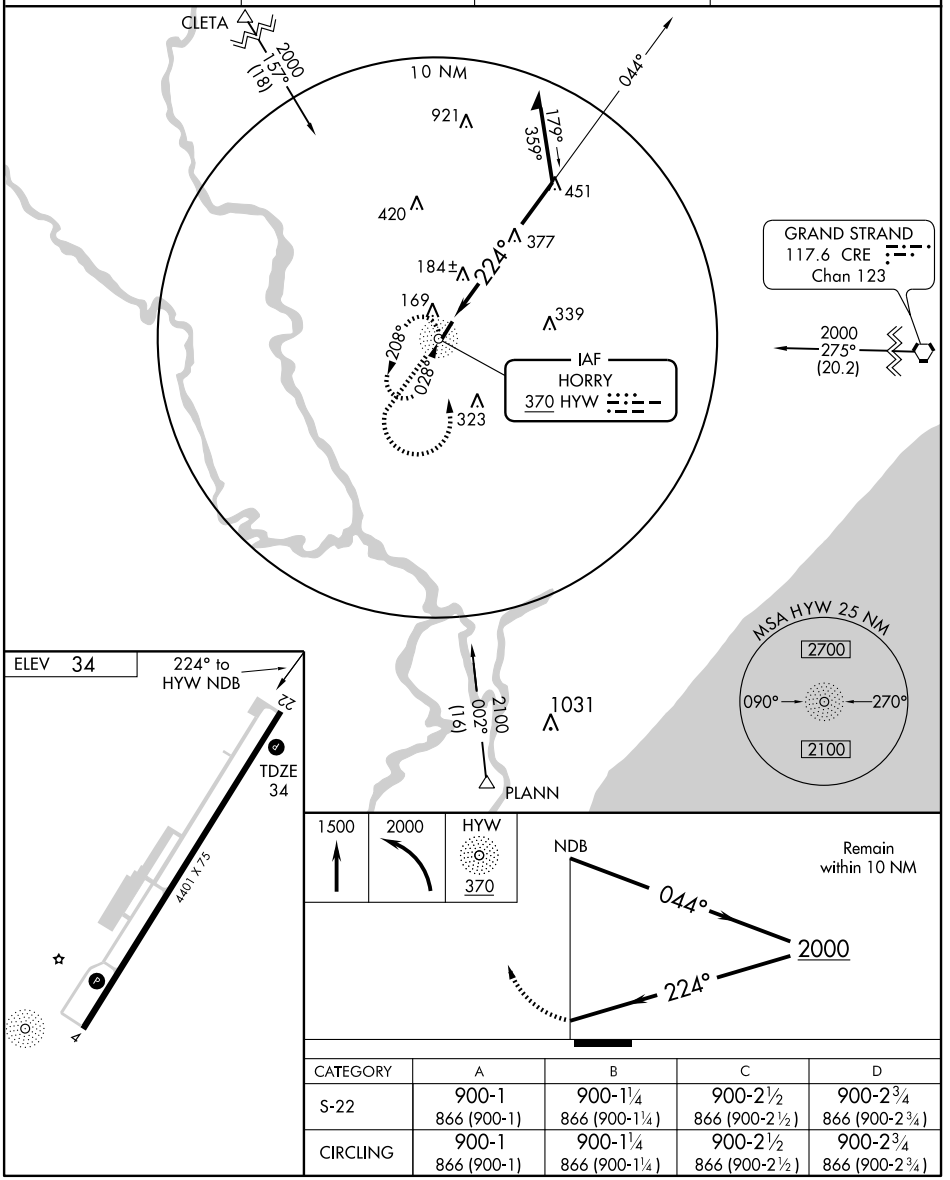
NDB RWY 22

CONWAY- HORRY COUNTY(HYW)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3	MYRTLE BEACH AWOS-3	MYRTLE BEACH APP CON★	UNICOM
119.525	124.5	127.4 257.95	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-22	900-1 866 (900-1)	900-1¼ 866 (900-1¼)	900-2½ 866 (900-2½)	900-2¾ 866 (900-2¾)
CIRCLING	900-1 866 (900-1)	900-1¼ 866 (900-1¼)	900-2½ 866 (900-2½)	900-2¾ 866 (900-2¾)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4401
040°	TDZE	33
	Apt Elev	34

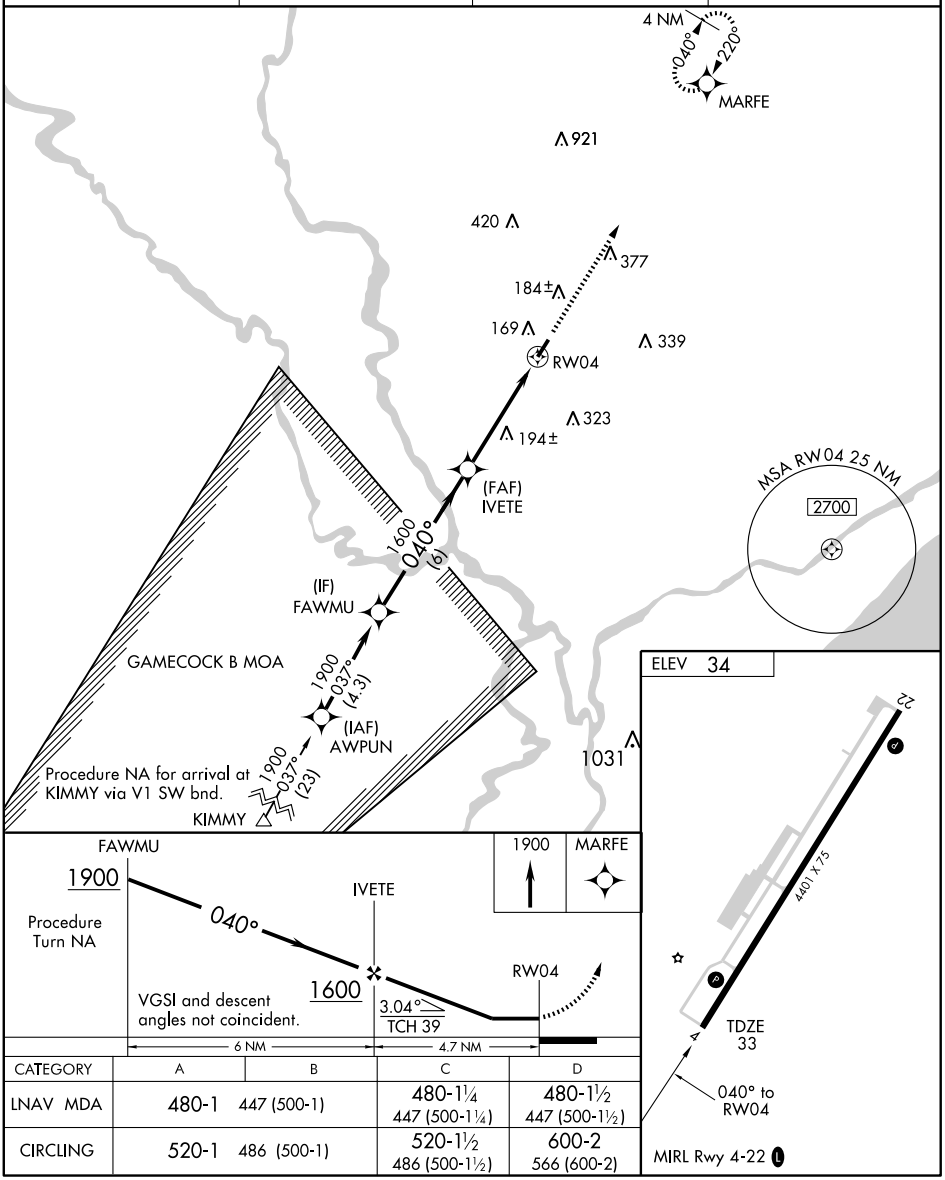
RNAV (GPS) RWY 4

CONWAY-HORRY COUNTY (HYW)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting. DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1900 direct MARFE and hold.

AWOS-3	MYRTLE BEACH AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	124.5	127.4 257.95	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1	447 (500-1)	480-1¼ 447 (500-1¼)	480-1½ 447 (500-1½)
CIRCLING	520-1	486 (500-1)	520-1½ 486 (500-1½)	600-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

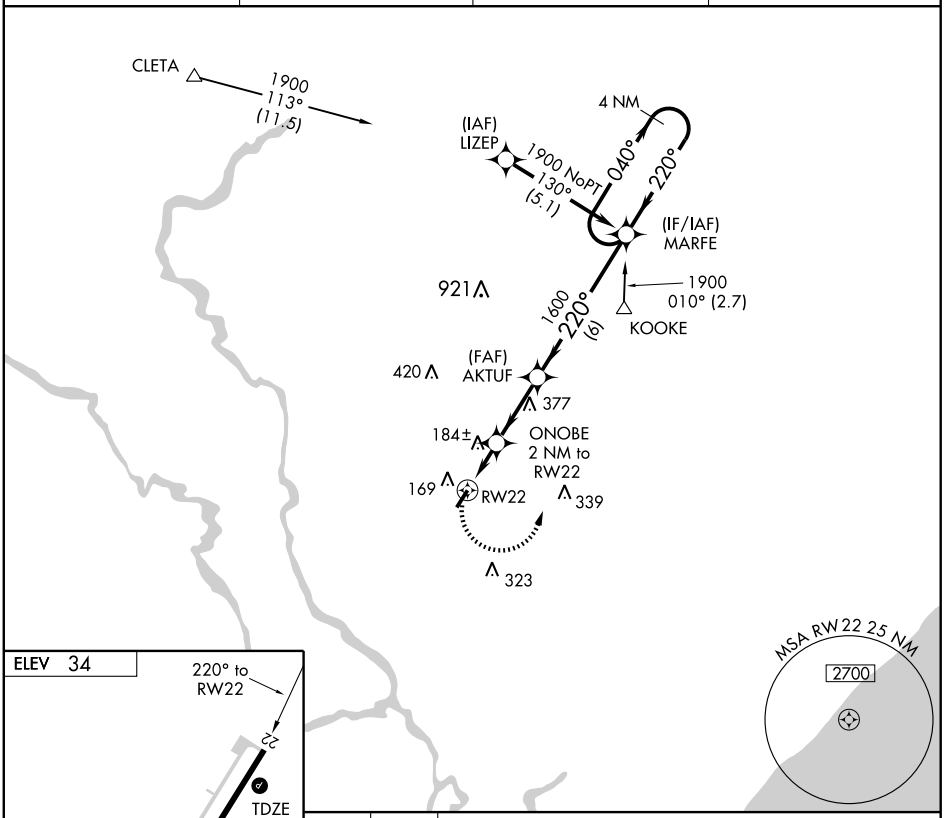
APP CRS	Rwy Idg	4401
220°	TDZE	34
	Apt Elev	34

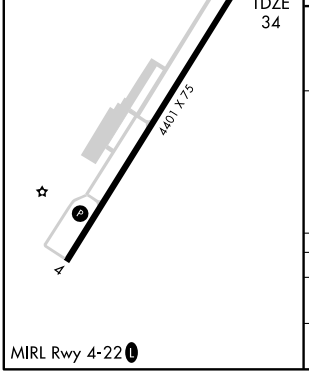
RNAV (GPS) RWY 22
CONWAY-HORRY COUNTY (HYW)

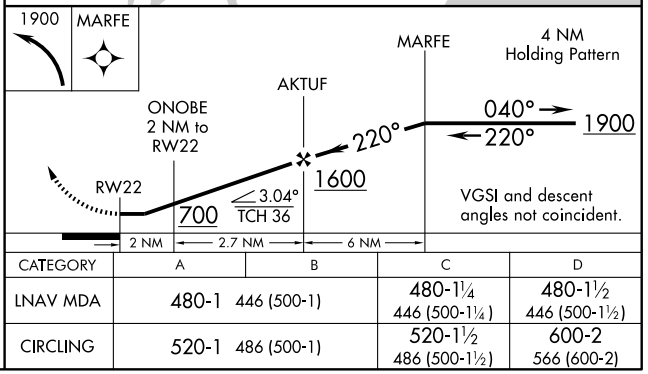
Use Myrtle Beach Intl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 1900 direct MARFE and hold.

AWOS-3	MYRTLE BEACH AWOS-3	MYRTLE BEACH APP CON★	UNICOM
119.525	124.5	127.4 257.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	446 (500-1)	480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	520-1	486 (500-1)	520-1½ 486 (500-1½)	600-2 566 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

NDB UDG 245	APP CRS 222°	Rwy Idg 5500 TDZE 185 Apt Elev 192

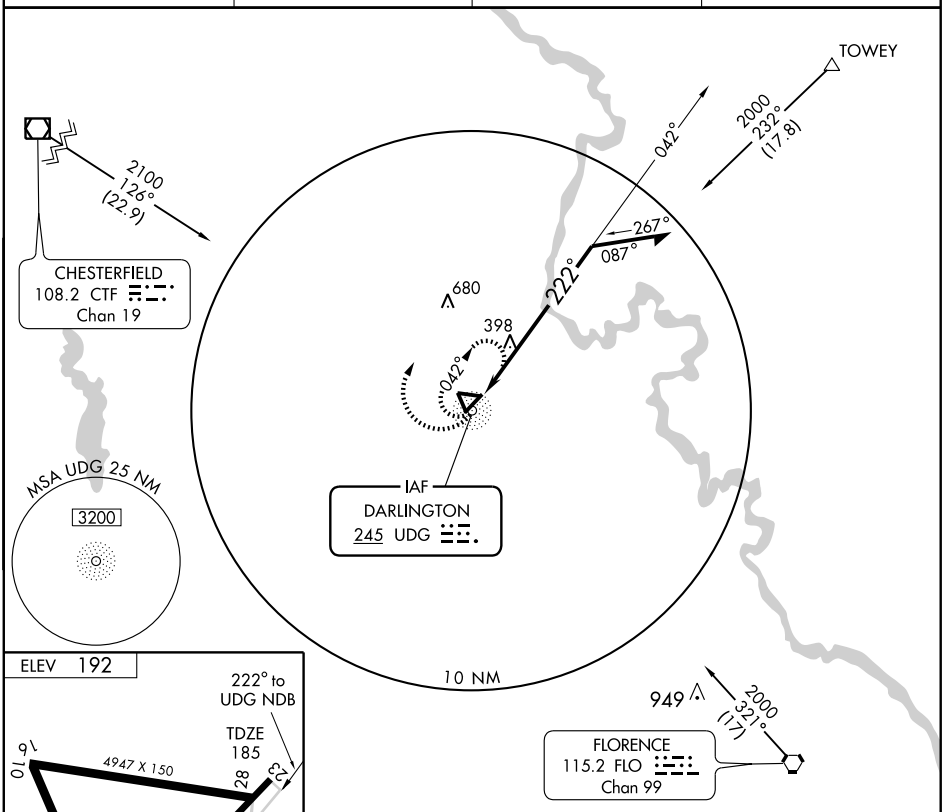
NDB RWY 23

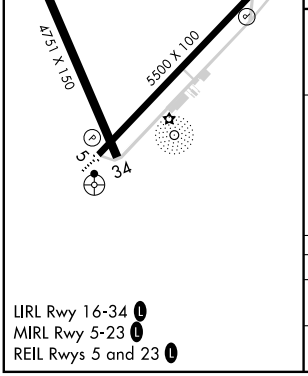
DARLINGTON COUNTY JETPORT (UDG)

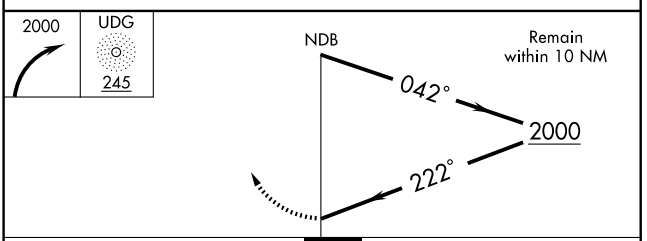
T
A NA — If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 in UDG NDB holding pattern.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	800-1	615 (700-1)	800-1¾ 615 (700-1¾)	800-2 615 (700-2)
CIRCLING	800-1	608 (700-1)	800-1¾ 608 (700-1¾)	800-2 608 (700-2)

LIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42704 W05A	APP CRS 050°	Rwy Idg 5500 TDZE 189 Apt Elev 192

RNAV (GPS) RWY 5

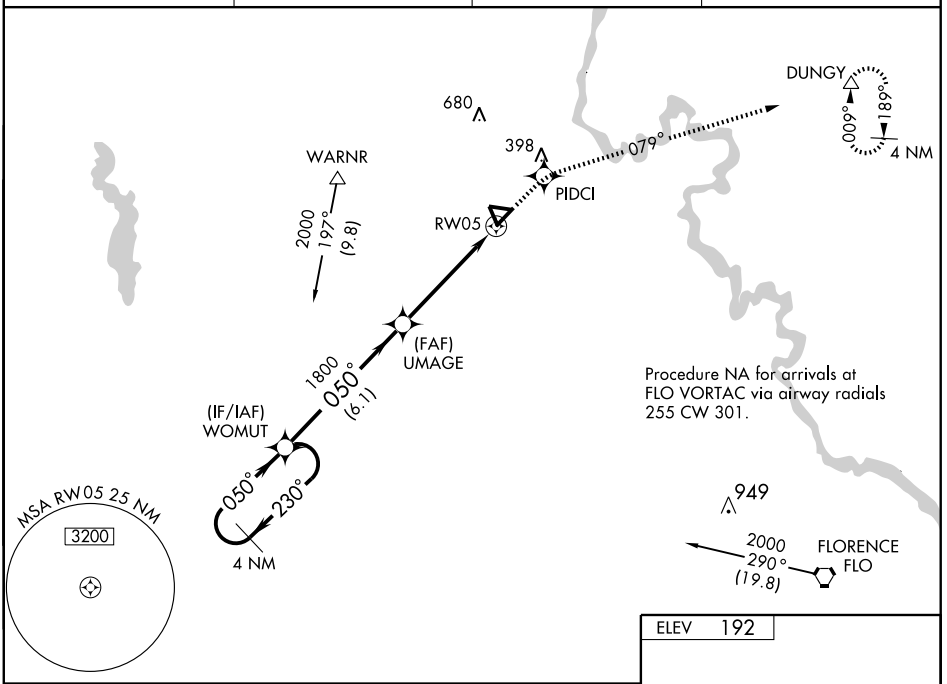
DARLINGTON COUNTY JETPORT (UDG)

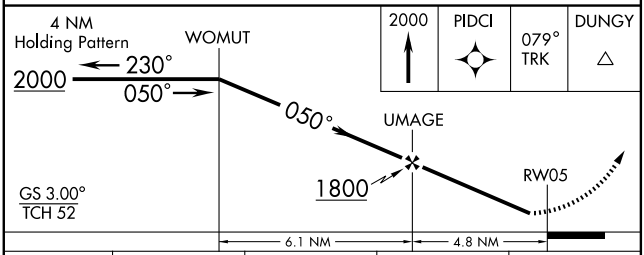
If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 541 feet; LNAV/VNAV DA to 610 feet; increase all MDAs 60 feet. Baro-VNAV NA when using Florence altimeter setting. DME/DME RNP-0.3 NA.Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA

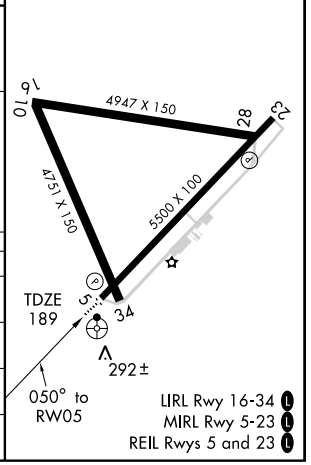
ODALS

MISSED APPROACH: Climb to 2000 direct PIDCI and via 079° track to DUNGY and hold.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	493-1 304 (400-1)			
LNAV/VNAV DA	562-1¼ 373 (400-1¼)			
LNAV MDA	560-1 371 (400-1)			560-1¼ 371 (400-1¼)
CIRCLING	620-1 428 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 86904	230°	TDZE	185
W23A		Apt Elev	192

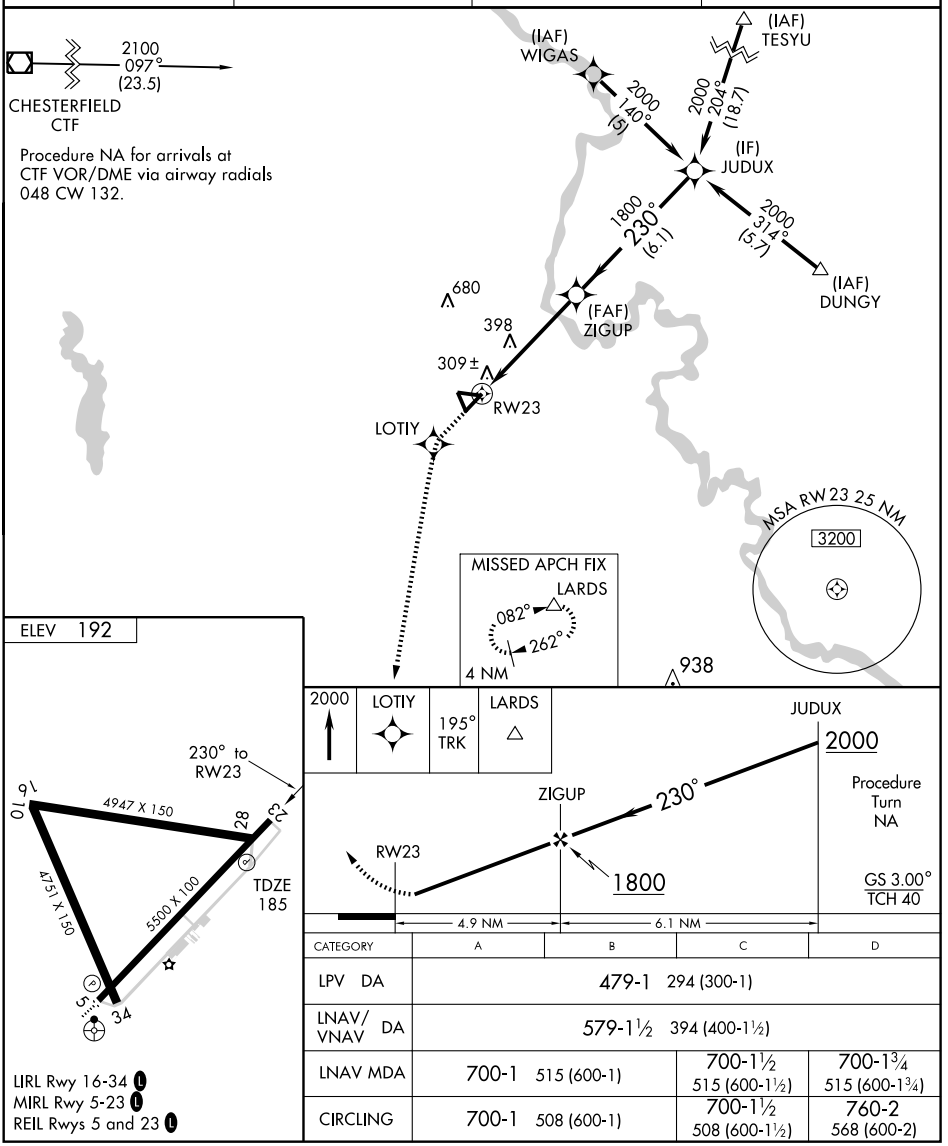
RNAV (GPS) RWY 23

DARLINGTON COUNTY JETPORT (UDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 527 feet; LNAV/VNAV DA to 627 feet; increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Florence altimeter setting.

MISSED APPROACH: Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	479-1 294 (300-1)			
LNAV/VNAV DA	579-1½ 394 (400-1½)			
LNAV MDA	700-1 515 (600-1)		700-1½ 515 (600-1½)	700-1¾ 515 (600-1¾)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FLO	APP CRS	Rwy Idg	N/A
115.2	320°	TDZE	N/A
Chan 99		Apt Elev	192

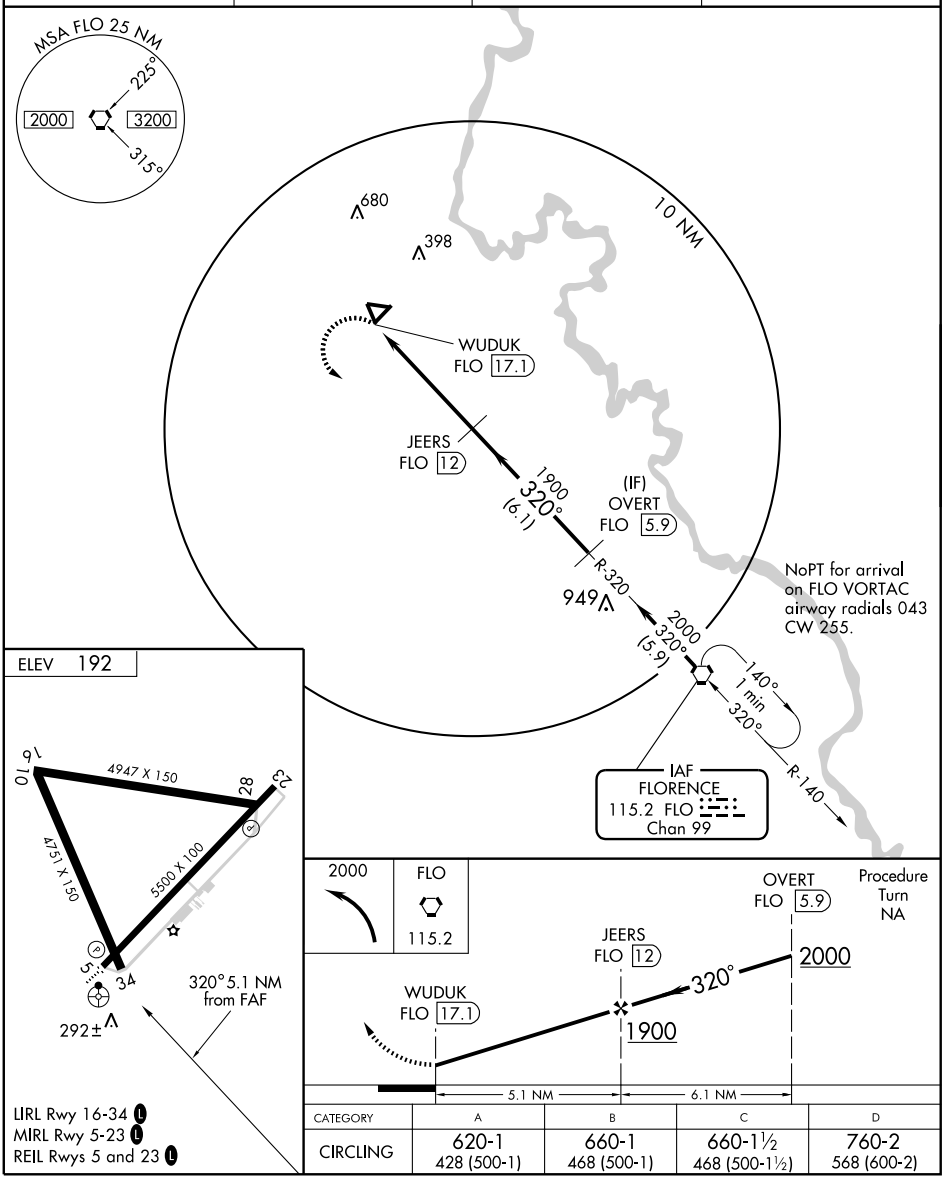
VOR/DME-A

DARLINGTON COUNTY JETPORT (UDG)

If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct to FLO VORTAC and hold.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	620-1 428 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB DLC 274	APP CRS 057°	Rwy Idg 3000 TDZE 134 Apt Elev 134

NDB RWY 7

DILLON COUNTY (DLC)

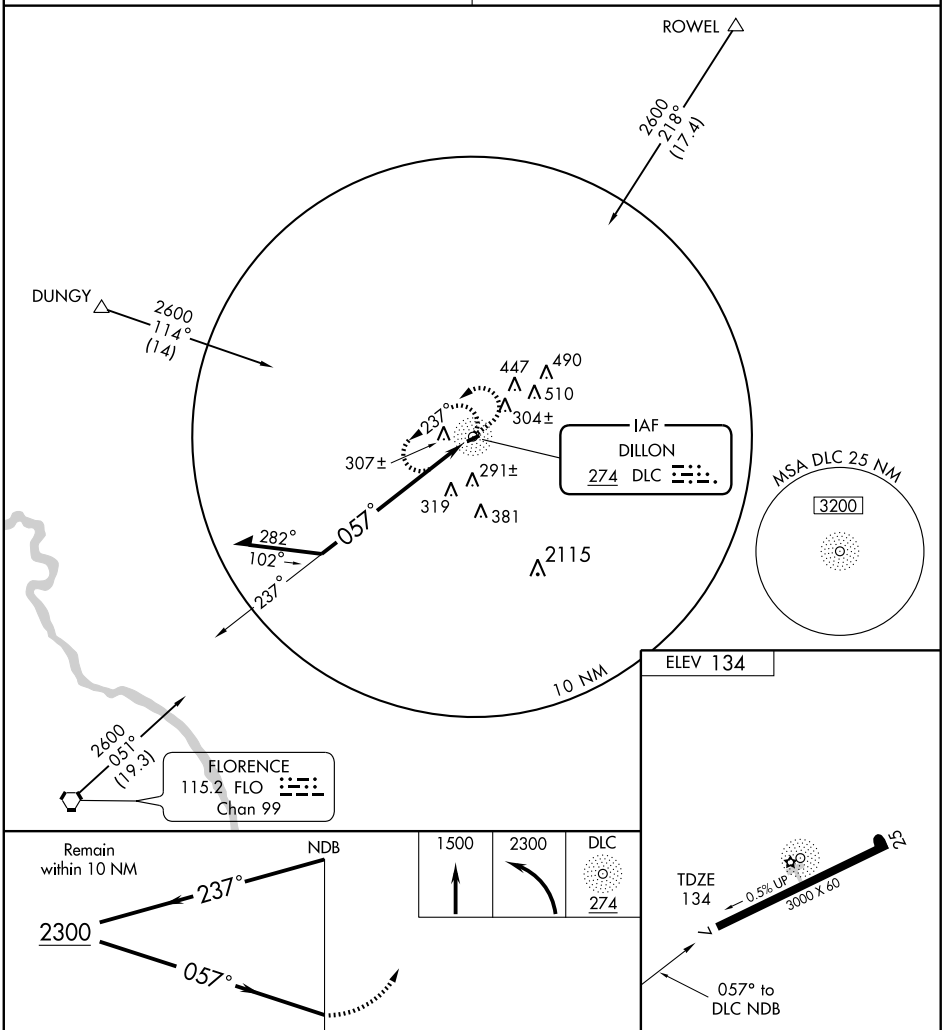
NA

Use Florence altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct DLC NDB and hold.

FLORENCE APP CON ★
118.6 341.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-7	840-1	706 (800-1)	840-2 706 (800-2)	NA
CIRCLING	840-1	706 (800-1)	840-2 706 (800-2)	NA

MIRL Rwy 7-25

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FLO	APP CRS	Rwy Idg	3000
115.2	051°	TDZE	134
Chan 99		Apt Elev	134

VOR/DME or GPS RWY 7

DILLON COUNTY (DLC)

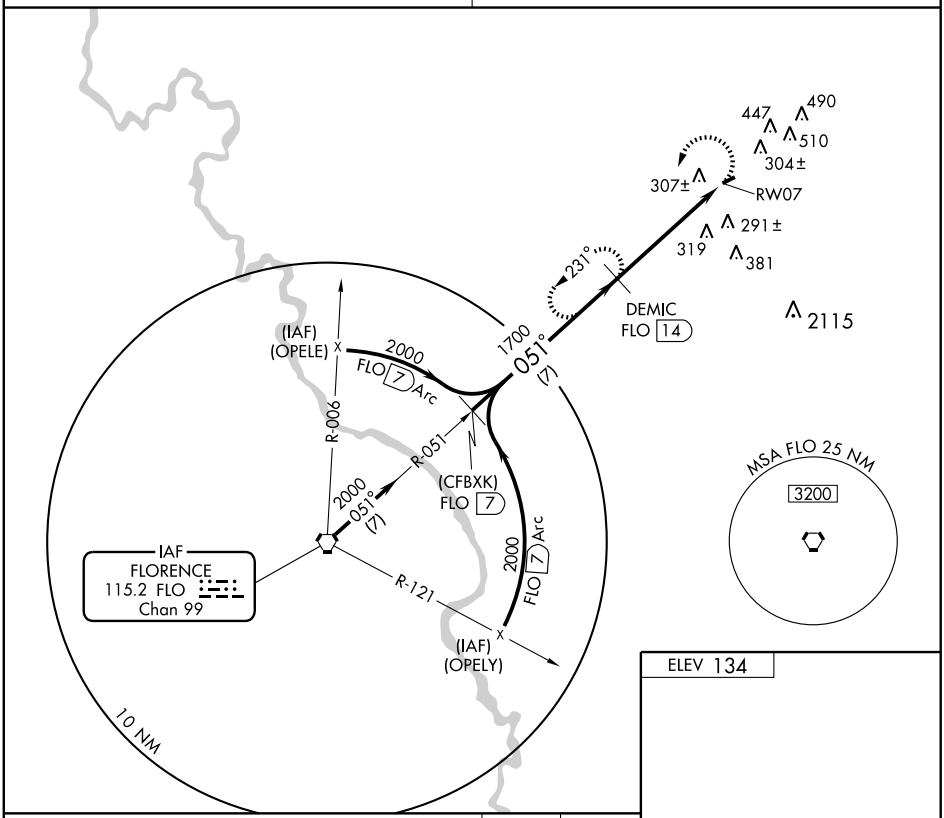
NA

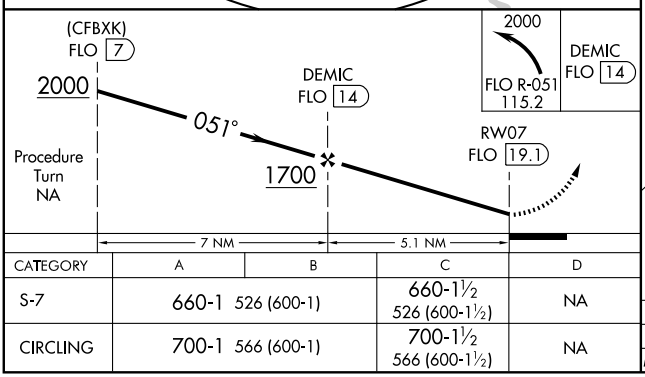
Use Florence altimeter setting.

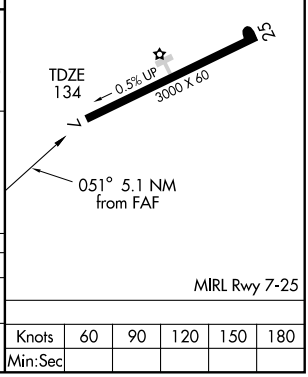
MISSED APPROACH: Climbing left turn to 2000 via FLO R-051 to DEMIC 14 DME and hold.

FLORENCE APP CON ★
118.6 341.7

UNICOM
122.8 (CTAF)





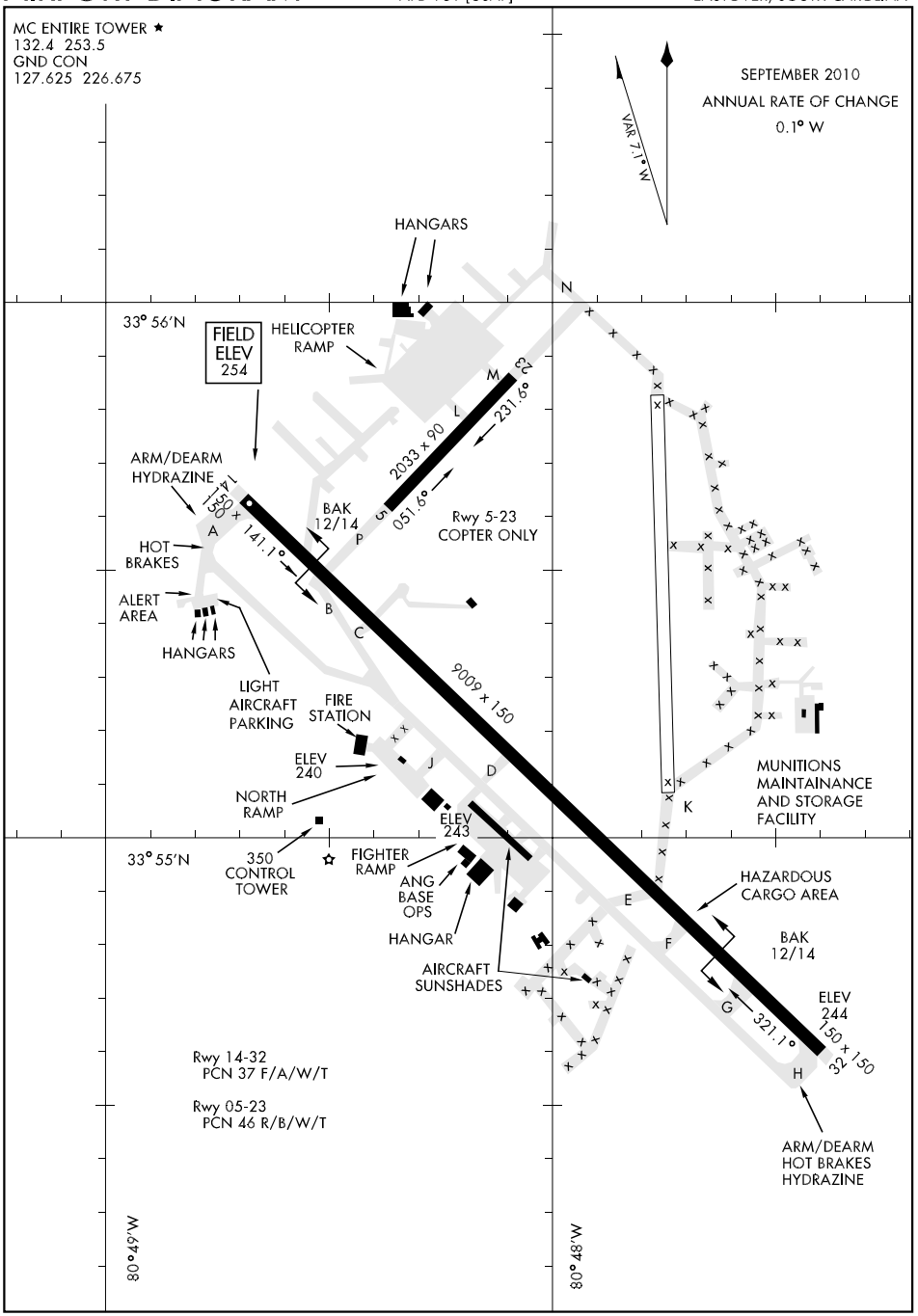


CATEGORY	A	B	C	D
S-7	660-1 526 (600-1)		660-1½ 526 (600-1½)	NA
CIRCLING	700-1 566 (600-1)		700-1½ 566 (600-1½)	NA

MIRL Rwy 7-25

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 32

LOC I-MMT	APCH CRS	Rwy ldg	TDZE	Arpt Elev
111.1	319°	9009	243	254

JAL-951 [USAF]

MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) L 253.5	127.625 226.675	(RADAR VECTORING)

Missed Approach requires ATC RADAR monitoring.

Remain within 4 NM of MMT to avoid R-6001, if unable expect 10 minute delay for deactivation.

936

LOCALIZER 111.1
I-MMT

R-6001 2049 1573

744

5.9 EASTO MMT

849

AYMAY MMT 12

R-6002

R-093

319°

LR-149

R-170

JOVIM MMT 12

139°

MMT 12 ARC

R-140

350°

20 NM

(IAF) PIKAN MMT 25

170°

13,000 325° (49)

350°

MMT 35 CHARLESTON

HIGH ALTITUDE FACILITIES

13,000 024° (87)

SAVANNAH

COLLIERS 13,000 102° (75)

COLUMBIA 114.7 CAE Chan 94

MC ENTIRE 113.2 MMT Chan 79

FLORENCE 13,000 233° (66)

(a) 070 (b) 100 280 (c) (c)

MSA MMT 25 NM
110° 3100 300° 2100

EMERG SAFE ALT 100 NM 3900

ELEV 254

2033 X 90

9009 X 150

320 TWR

319° 4.9 NM from FAF

Rwy 5-23
COPTER ONLY
HIRL Rwy 14-32
MIRL Rwy 5-23 L

TDZE 243

1100 | 2000 hdg 110°

VORTAC EGULE 1.4 2.3 EASTO CAE R-093 5.9 AYMAY R-140 12 Intcp Lczr JOVIM 12 PIKAN R-170 25 13,000

319° 2000 1600 Arc 12 3500 GS 2.50° TCH 48

0.4 4.5 NM

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

CATEGORY	C	D	E
S-ILS 32 *	443/24	200	(200-½)
S-LOC 32 **	620/40	377	(400-¾)
CIRCLING	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1040-2¾ 788 (800-2¾)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

EASTOVER, SOUTH CAROLINA

HI-TACAN RWY 32

MC ENTIRE JNGB (KMMT)

VORTAC MMT	APCH CRS	Rwy ldg	9009
113.2	325°	TDZE	243
Chan 79		Arpt Elev	254

JAL-951 [USAF]

* When ALS inop, increase CAT C RVR 50, vis to 1 mile; CAT D RVR to 60, vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) 253.5	127.625 226.675	(RADAR VECTORING)

Remain within 4 NM of MMT to avoid R6001, if unable expect 10 min delay for deactivation.

COLUMBIA
114.7 CAE
Chan 94

MC ENTIRE
113.2 MMT
Chan 79

FLORENCE

13,000 233° (66)

Missed Approach requires ATC RADAR monitoring.

1877
2049
936
1573
R-6001
744
849
R-6002

BYNUM 6 MMT

ZEPKO 12 MMT

COLLIERS

13,000 102° (75)

HIGH ALTITUDE FACILITIES

20 NM

R-094
R-170
LR-155
325°
R-145

JOVIM 12 MMT

MMT 12 ARC

MSA MMT 25 NM
3100
110°
290°
2100

(IAF) PIKAN MMT 25

350°
170°
350°

13,000 325° (49)

CHARLESTON

13,000 024° (87)

MMT 35

SAVANNAH

EMERG SAFE ALT 100 NM 3900

ELEV 254

2033 X 90
9009 X 150
320
TWR
TDZE 243
Rwy 5-23
COPTER ONLY
HIRL Rwy 14-32
MIRL Rwy 5-23
325° to VORTAC

1100 | 2000 Hdg 110°

VORTAC
HUTEM 1.5
2.3
BYNUM 6
ZEPKO 12
JOVIM 12
PIKAN 25
13,000
350°
325°
2000
12
Arc
3500
1700
0.5
4.5 NM

CATEGORY	C	D	E
S-32 *	640/40 397 (400-¾)		640/50 397 (400-1)
CIRCLING	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1040-2¾ 788 (800-2¾)

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

EASTOVER, SOUTH CAROLINA
Amdt 1 10266

33° 55'N-80° 48'W

MC ENTIRE JNGB (KMMT)

HI-TACAN RWY 32

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 32

LOC I-MMT	APCH CRS	Rwy ldg	9009
111.1	319°	TDZE	243
		Arpt Elev	254

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

* When ALS inop, increase CAT A-E RVR to 40, and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50, and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
*** When ALS inop, increase CAT A-E RVR to 50, and vis to 1 mile.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1100, then immediate climbing right to 2000 via hdg 110°, then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR (RADAR VECTORING)
125.4 385.6	132.4 (CTAF) L 253.5	127.625 226.675	

† When ALS inop, increase CAT AB RVR to 50, and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

When local altimeter not received, use Columbia altimeter setting.

Missed Aprroach requires ATC Radar monitoring

Remain within 4 NM of MMT to avoid R-6001 If unable expect 10 min delay for deactivation.

R-6001

1573 936 543 744 849 668 495 491 814 541

LOCALIZER 111.1 I-MMT

MC ENTIRE 113.2 MMT Chan 79

COLUMBIA 114.7 CAE Chan 94

(IAF) EASTO MMT 5.9

NoPT (IAF) AYMAY MMT 11.9

2000 339 141° (5.9)

R-093 R-140

Max holding 230 KIAS 319° 139°

10 NM

MSA MMT 25 NM 3100 2100 110° 290°

EMERG SAFE ALT 100 NM 3900

1100 2000 hdg 110°

EASTO CAE R-093 5.9 11.9 AYMAY R-140 2000

VORTAC EGULE 1.4 319° 139° 319° 1600 GS 2.50° TCH 48

.4 4.5 NM

ELEV 254

RWY 5-23 COPTER ONLY

2033 x 90 9009 x 150 23 14 5 32

369 TWR 320 319° 4.9 NM from FAF TDZE 243

HIRL Rwy 14-32
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D	E
S-ILS 32 *	443/24 200 (200-½)				
S-LOC 32 **	620/24 377 (400-½)		620/40 377 (400-¾)		
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1040-2¾ 788 (800-2¾)
COLUMBIA ALTIMETER SETTING MINIMUMS					
S-ILS 32 ***	482/24 239 (300-½)				
S-LOC 32 †	660/24 417 (500-½)		660/40 417 (500-¾)		660/50 417 (500-1)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)	1080-3 828 (900-3)

LOC FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB RWY 32

MC ENTIRE JNGB (KMMT)

NDB MMT	APCH CRS	Rwy ldg	9009
427	343°	TDZE	243
		Arpt Elev	254

AL-951 [USAF]

▼ * When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb straight ahead to 1500 then climbing right turn to 2000 direct MMT NDB and hold.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) L 253.5	127.625 226.675	

NOT FOR CIVIL USE

BLOTS 2400 157° (23.6)

LOAFS 3000 186° (27.7)

Use KCAE - CAE (Columbia Metropolitan) altimeter when local altimiter not available.

WIDER 2300 124° (27.2)

R-6001

1573

ENROUTE FACILITIES

10 NM

Remain within 4 NM of MMT to avoid R-6001, if unable expect 10 minute delay for deactivation.

543

744

690

IAF
MC ENTIRE
427 MMT

169°

CAUTION: Maximum holding 175 KIAS

343°

118°

163°

298°

MSA MMT 2.5 NM
3100
110°
290°
2400

SALLY 2000 048° (22.6)

ADCOM 2000 032° (13.6)

2000 014° (23.8)

SHIPY

EMERG SAFE ALT 100 NM 3900

1500 2000 MMT 427

VGSI and descent angles not coincident.

NDB

163°

343°

Remain within 10 NM

2000

ELEV 254

Rwy 5-23
COPTER ONLY

2033 x 90

9009 x 150

TWR 320

TDZE 243

343° to NDB

HIRL Rwy 14-32
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-32 *	800/40 557 (600-¾)		800/50 557 (600-1)	800/60 557 (600-1¼)
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-32 *	840/40 597 (600-¾)		840/50 597 (600-1)	840/60 597 (600-1¼)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 32

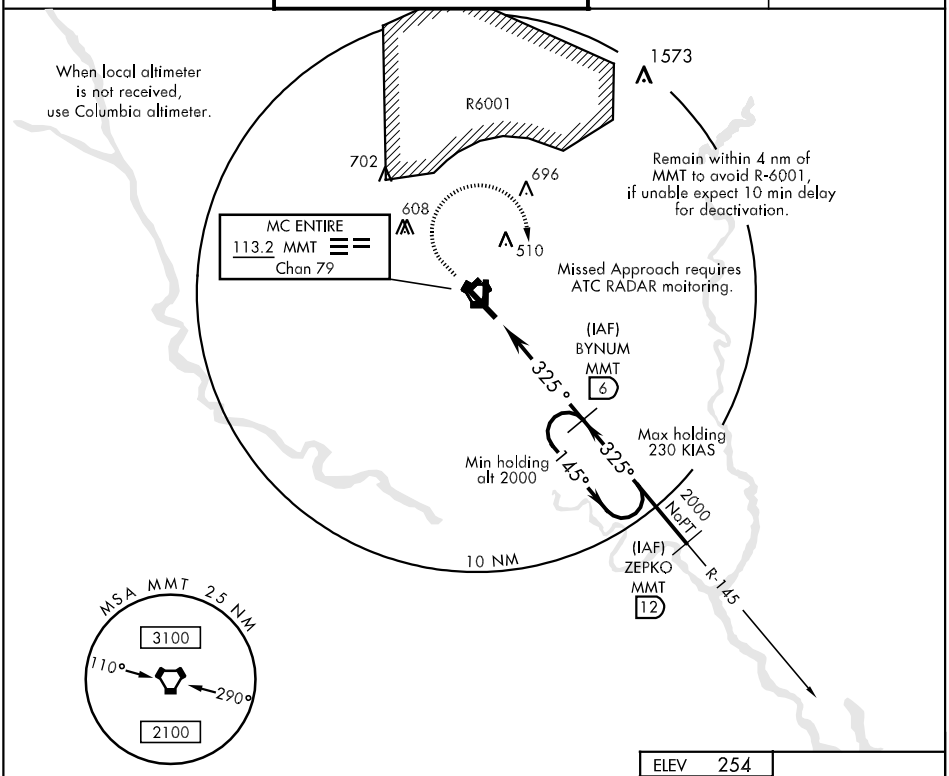
VORTAC MMT Chan 79	APCH CRS 325°	Rwy ldg 9009 TDZE 243 Arpt Elev 254	AL-951 [USAF]	MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ mile.

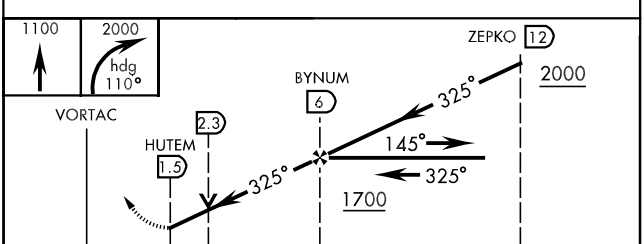
ALSF-1

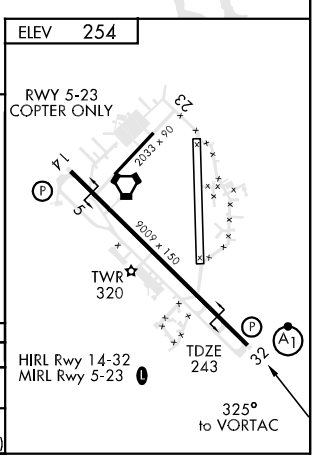
MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR (RADAR VECTORING)
125.4 385.6	132.4 (CTAF) L 253.5	127.625 226.675	



EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-32 *	640/24 397 (400-½)		640/40 397 (400-¾)		640/50 397 (400-1)
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1040-2¾ 788 (800-2¾)

SE-2, 21 OCT 2010 to 18 NOV 2010

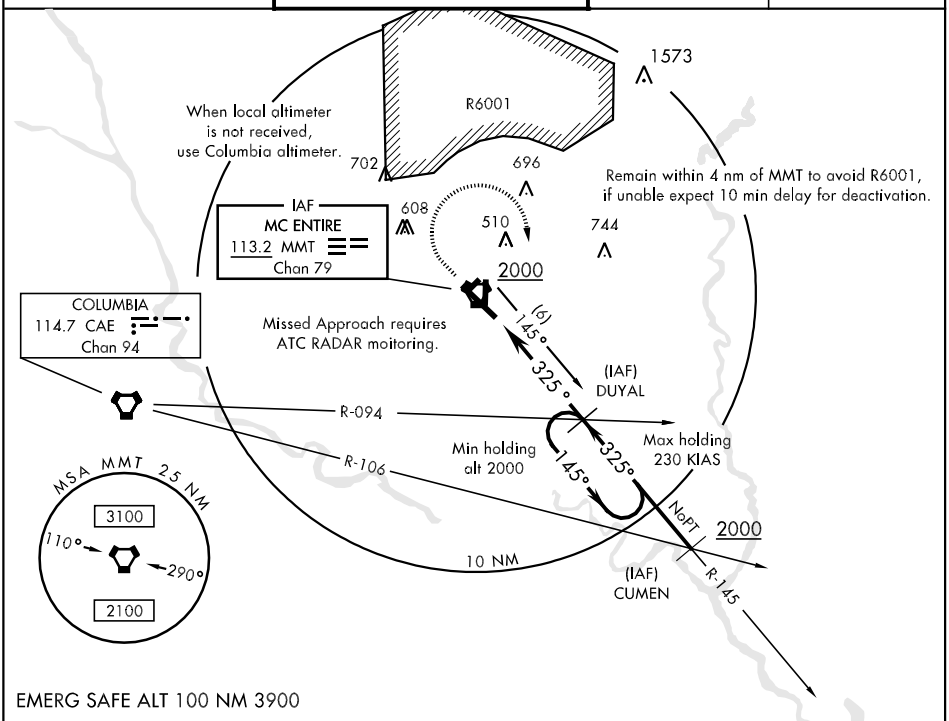
VORTAC MMT 113.2 Chan 79	APCH CRS 325°	Rwy ldg 9009 TDZE 243 Arpt Elev 254	AL-951 [USAF]	MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT D RVR to 60, vis to 1¼ miles.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1¼, CAT D vis to 1½.

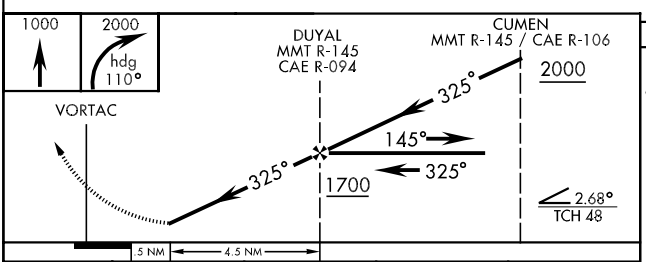
ALSF-1

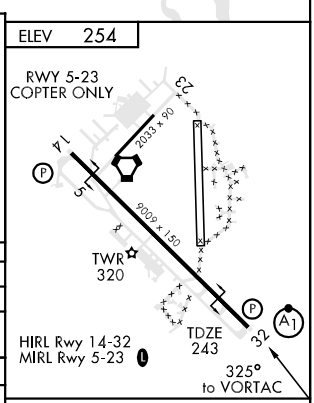
MISSED APPROACH: Climb to 1000 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) 253.5	127.625 226.675	(RADAR VECTORING)



EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D
S-32 *	640/24 397 (400-½)		640/40 397 (400-¾)	
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-32 **	680/24 437 (500-½)		680/40 437 (500-¾)	680/50 437 (500-1)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)

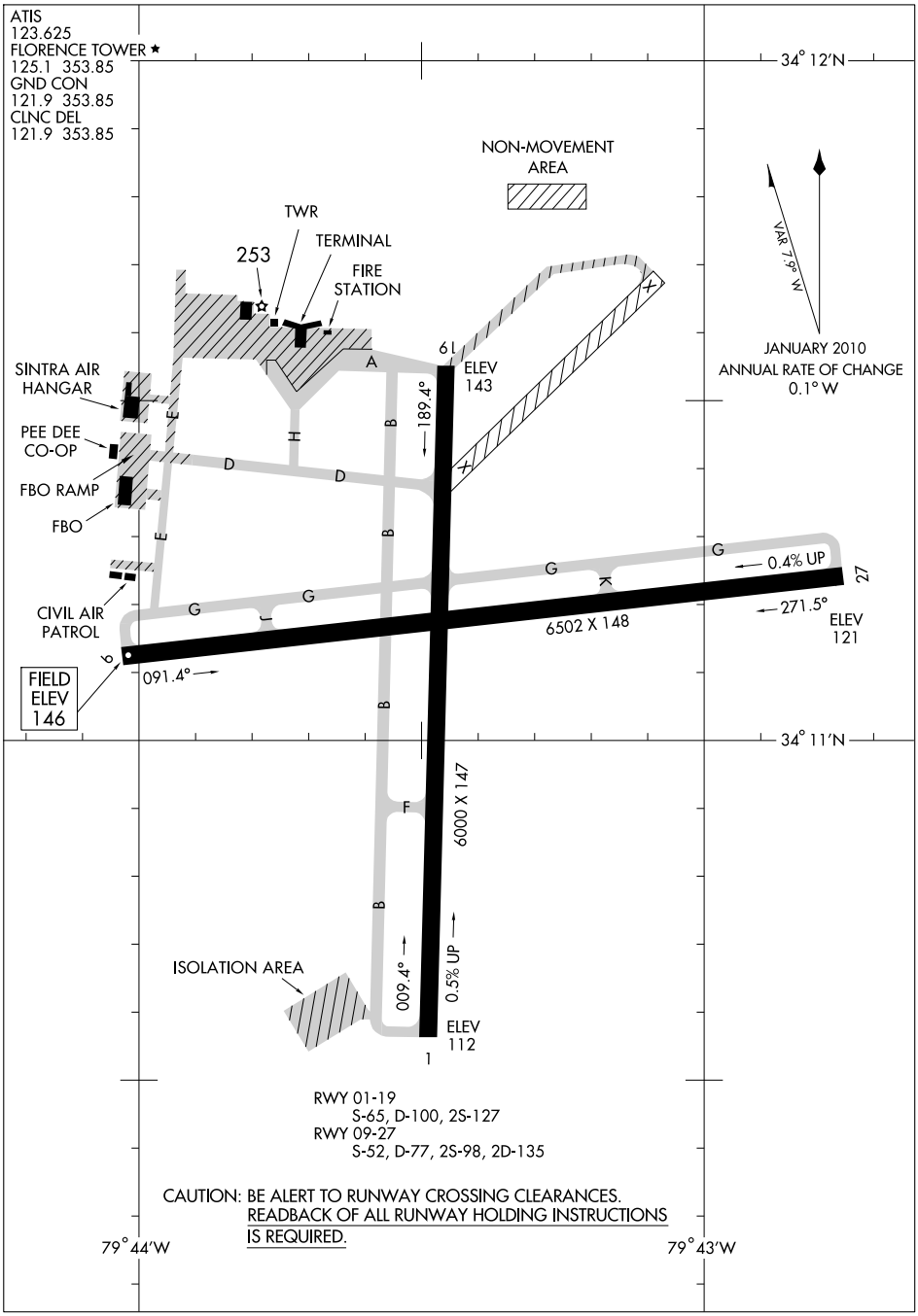
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

AIRPORT DIAGRAM

AL-145 (FAA)

FLORENCE RGNL (FLO)
FLORENCE, SOUTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FLORENCE, SOUTH CAROLINA
FLORENCE RGNL (FLO)

10210

LOC I-FLO	APP CRS	Rwy Idg	6502
109.1	089°	TDZE	146
		Apt Elev	146

ILS or LOC RWY 9

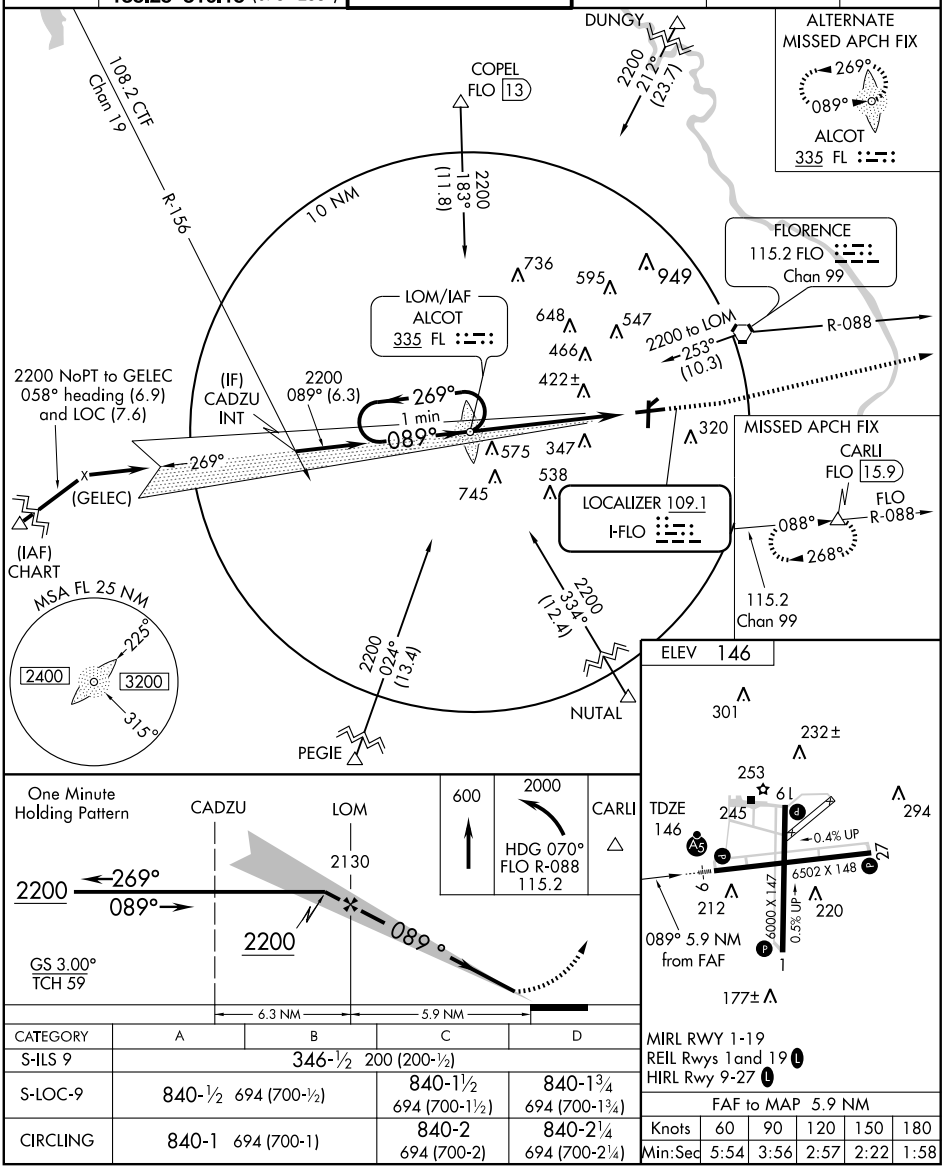
FLORENCE RGNL (FLO)

ASR — DME Required. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet, increase S-LOC and Circling Cats. B/C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via heading 070° and FLO VORTAC R-088 to CARLI/FLO 15.9 DME and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95



CATEGORY	A	B	C	D
S-ILS 9	346-½ 200 (200-½)			
S-LOC-9	840-½ 694 (700-½)		840-1½ 694 (700-1½)	840-1¾ 694 (700-1¾)
CIRCLING	840-1 694 (700-1)		840-2 694 (700-2)	840-2¼ 694 (700-2¼)

MIRL RWY 1-19
REIL Rwys 1and 19 L
HIRL Rwy 9-27 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

FLORENCE RGNL (FLO)

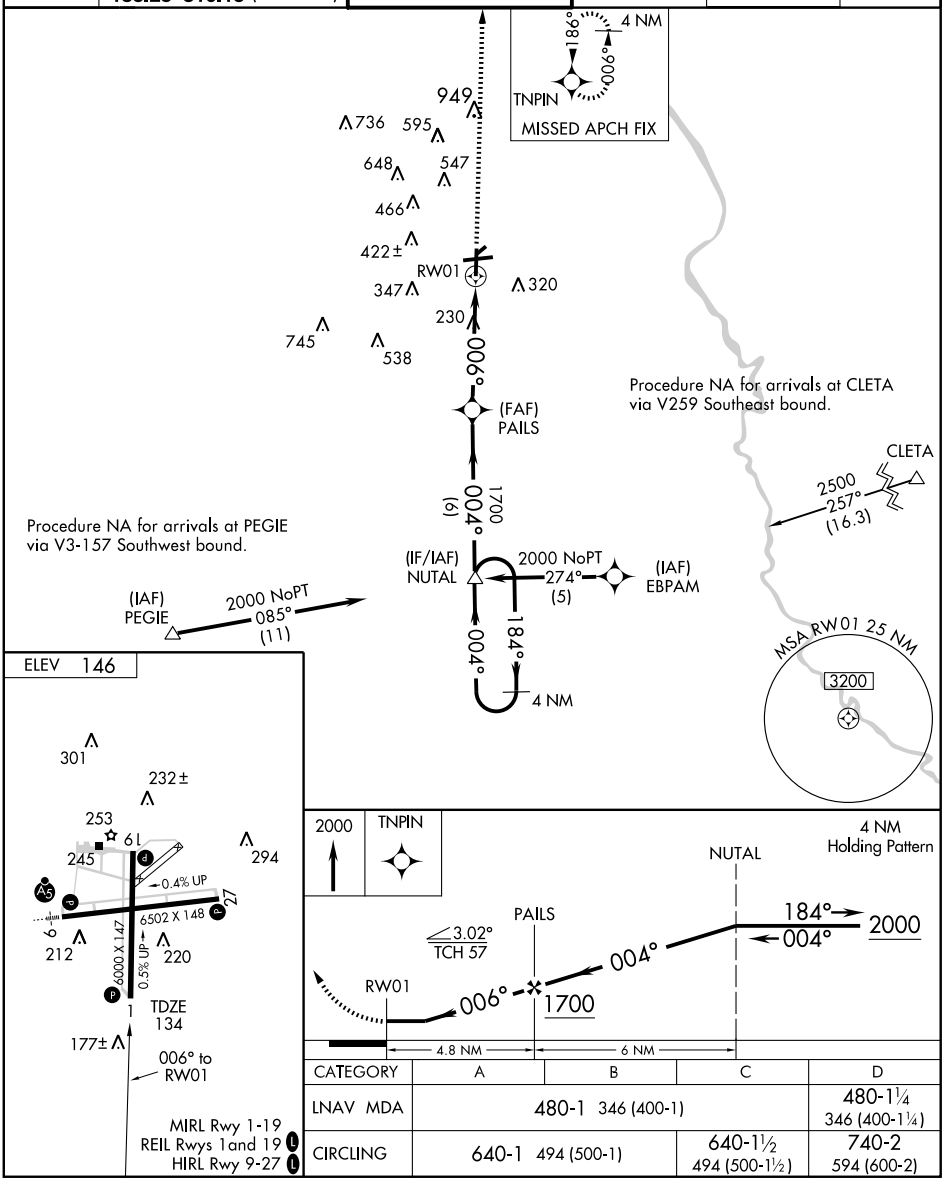
APP CRS	Rwy Idg	6000
006°	TDZE	134
	Apt Elev	146

T A ASR

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TNPIN and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	480-1 346 (400-1)			480-1¼ 346 (400-1¼)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6502
CH 70710	088°	TDZE	146
W09A		Apt Elev	146

RNAV (GPS) RWY 9

FLORENCE RGNL (FLO)

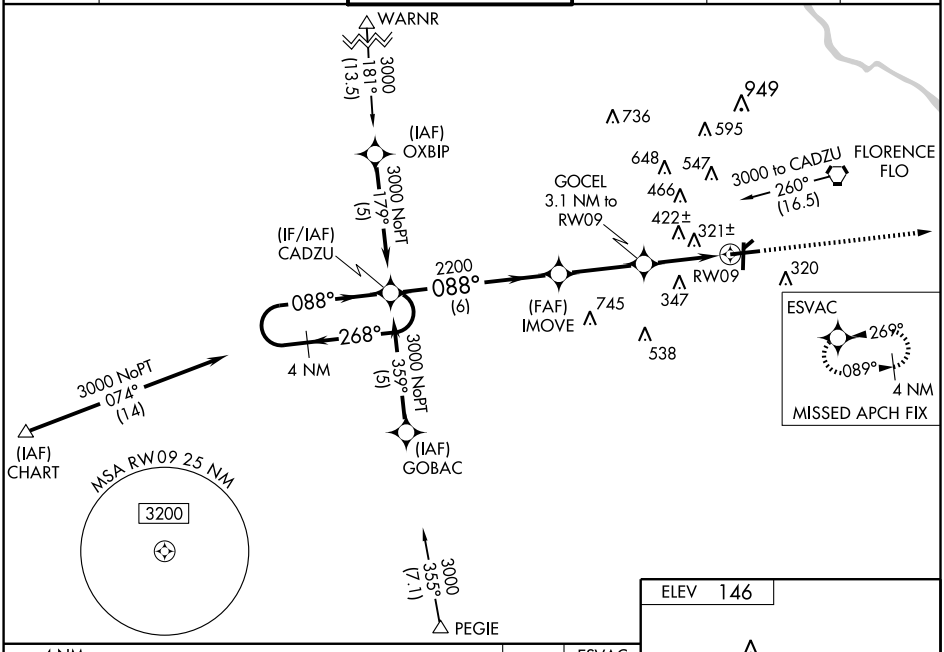
T A ASR

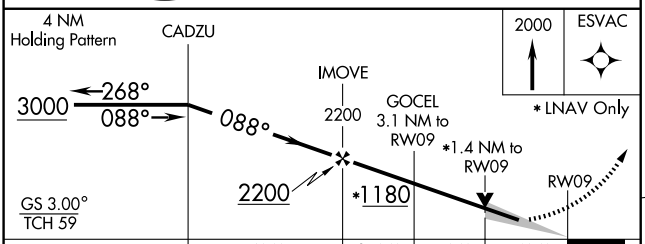
For inoperative MALSR, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LPV visibility ¼ mile all Cats. For inoperative MALSR when using Darlington altimeter setting, increase LPV all Cats visibility to 1¼ mile. Baro-VNAV and VDP NA when using Darlington altimeter setting.

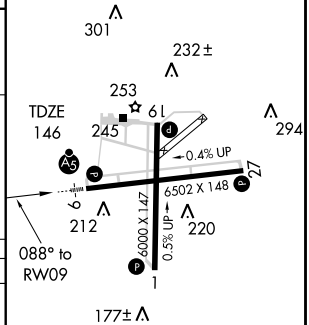
MALSR

MISSED APPROACH: Climb to 2000 direct ESVAC and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95







CATEGORY	A	B	C	D
LPV DA	441-½ 295 (300-½)			
LNAV/ VNAV DA	623-1¼ 477 (500-1¼)			
LNAV MDA	660-½ 514 (600-½)		660-1 514 (600-1)	660-1¼ 514 (600-1¼)
CIRCLING	660-1 514 (600-1)		660-1½ 514 (600-1½)	740-2 594 (600-2)

MIRL Rwy 1-19
REIL: Rwys 1 and 19 L
HIRL Rwy 9-27 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
186°	TDZE	143
	Apt Elev	146

RNAV (GPS) RWY 19

FLORENCE RGNL (FLO)

T A ASR DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct PAILS and via 184° track to NUTAL and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95

Procedure NA for arrivals at DUNGY via V3 Northbound.

(IAF) DUNGY

2000 NoPT 209° (10.1)

4 NM

Procedure NA for arrivals at COPEL via V259 Northwest bound.

(IF/IAF) TNPIN

186°

006°

(IAF) COPEL

2000 NoPT 094° (7)

2000 NoPT 277° (5)

(IAF) RINCE

2107

1700 186° (6.1)

949

736

(FAF) FRACK

595

648

547

HOBEN 2.1 NM to RW19

466

419

422±

RW19

2000 301° (15.4)

CARLI

Procedure NA for arrivals at CARLI via V139 Eastbound.

347

320

MSA RW19 25 NM

3200

NUTAL

184°

004°

4 NM

MISSED APCH FIX

PAILS

184°

ELEV 146

186° to RW19

301

232±

253

TDZE 143

61

245

294

0.4% UP

6502 X 148

27

6

212

6000 X 147

0.5% UP

220

1

177±

2000	PAILS	184° TRK	NUTAL

4 NM Holding Pattern

TNPIN

FRACK

006°

2000

186°

HOBEN 2.1 NM to RW19

3.04°

TCH 42

186°

RW19

1700

840

2.1 NM 2.6 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1 437 (500-1)		580-1¼ 437 (500-1¼)	580-1½ 437 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

MIRL Rwy 1-19

REIL Rwys1and 19 L

HIRL Rwy 9-27 L

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6502
CH 61310	269°	TDZE	139
W27A		Apt Elev	146

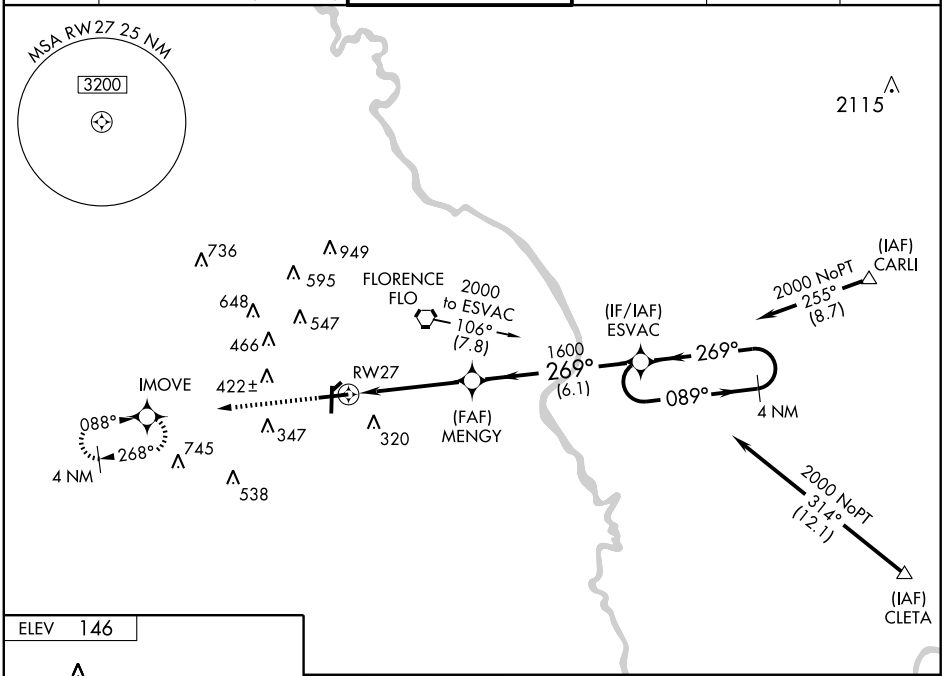
RNAV (GPS) RWY 27

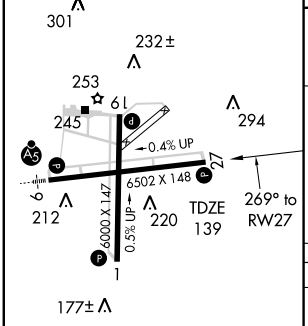
FLORENCE RGNL (FLO)

Baro-VNAV NA when using Darlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington ASR altimeter setting and increase all DA/MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat D ¼ mile.

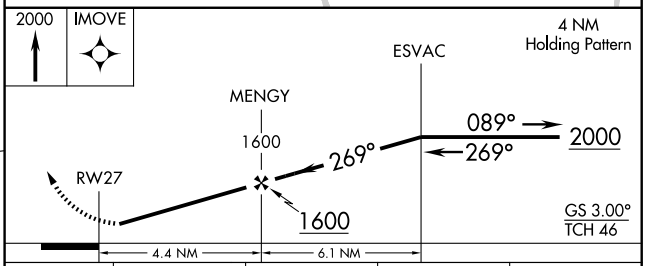
MISSED APPROACH: Climb to 2000 direct IMOVE and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95





MIRL Rwy 1-19
REIL Rwys 1 and 19 L
HIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LPV DA	474-1¼ 335 (400-1¼)			
LNAV/VNAV DA	595-1¾ 456 (500-1¾)			
LNAV MDA	560-1 421 (500-1)		560-1¼ 421 (500-1¼)	
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FLO	APP CRS	Rwy Idg	N/A
115.2	232°	TDZE	N/A
Chan 99		Apt Elev	146

VOR or TACAN-A

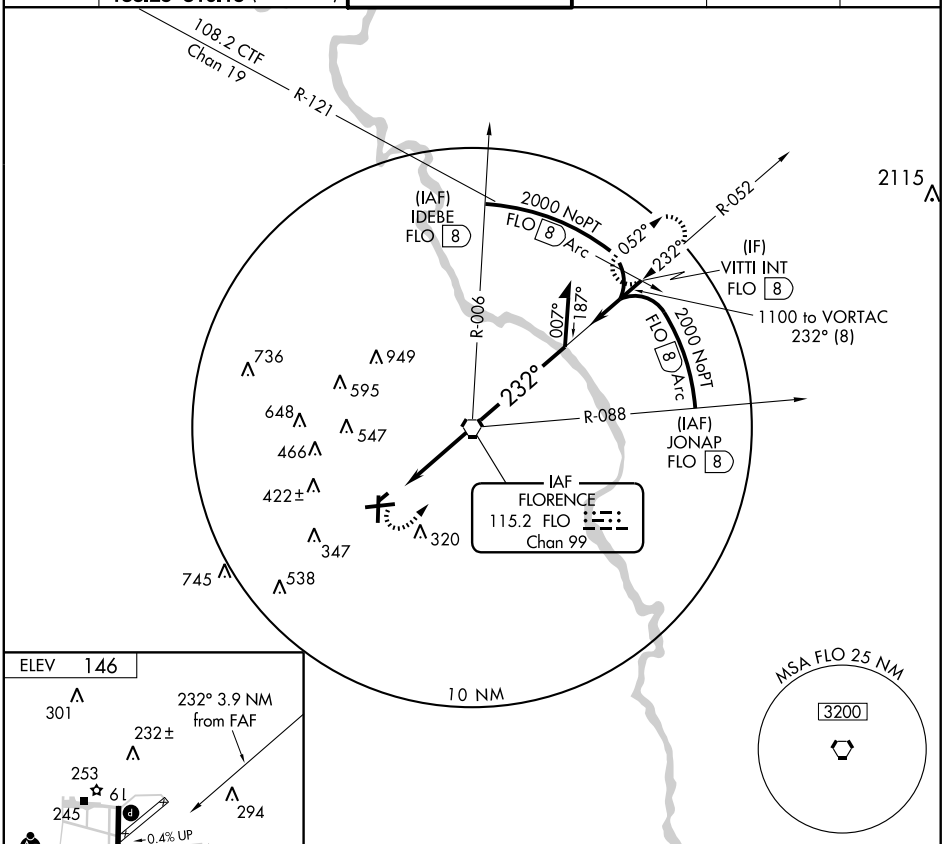
FLORENCE RGNL (FLO)

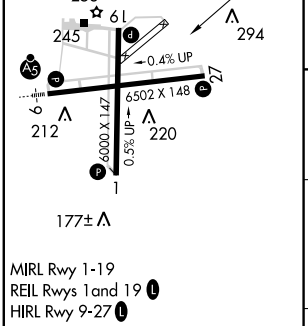
T A ASR

When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 ft.

MISSED APPROACH: Climbing left turn to 2000 via heading 030° and FLO VORTAC R-052 to VITTI Int/FLO 8 DME and hold.

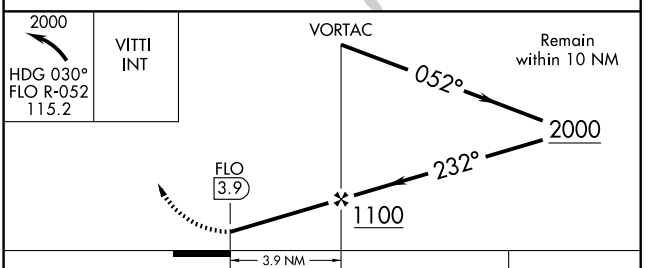
ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95





MIRL Rwy 1-19
REIL Rwys 1and 19 L
HIRL Rwy 9-27 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



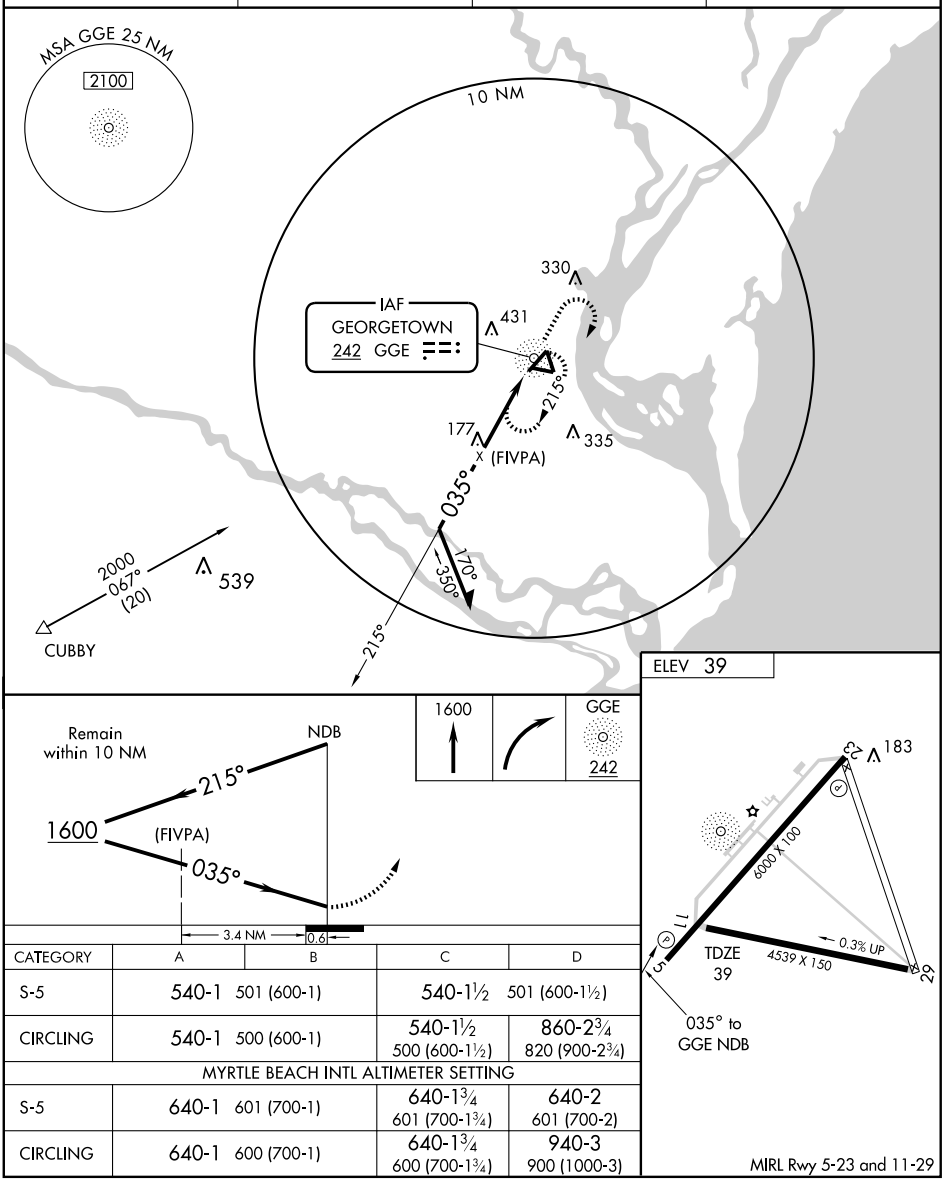
CATEGORY	A	B	C	D
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB GGE 242	APP CRS 035°	Rwy Idg 6000 TDZE 39 Apt Elev 39

NDB or GPS RWY 5
GEORGETOWN COUNTY (GGE)

▼ NA	If local altimeter not received, use Myrtle Beach Intl altimeter setting.	MISSED APPROACH: Climb to 1600 then right turn direct GGE NDB and hold.	
AWOS-3 118.275	MYRTLE BEACH APP CON★ 127.4 257.95	CLNC DEL (GCO) 121.725	UNICOM 123.0 (CTAF)



CATEGORY	A	B	C	D
S-5	540-1	501 (600-1)	540-1½	501 (600-1½)
CIRCLING	540-1	500 (600-1)	540-1½	860-2¾
			500 (600-1½)	820 (900-2¾)
MYRTLE BEACH INTL ALTIMETER SETTING				
S-5	640-1	601 (700-1)	640-1¾	640-2
			601 (700-1¾)	601 (700-2)
CIRCLING	640-1	600 (700-1)	640-1¾	940-3
			600 (700-1¾)	900 (1000-3)

SE-2, 21 OCT 2010 to 18 NOV 2010

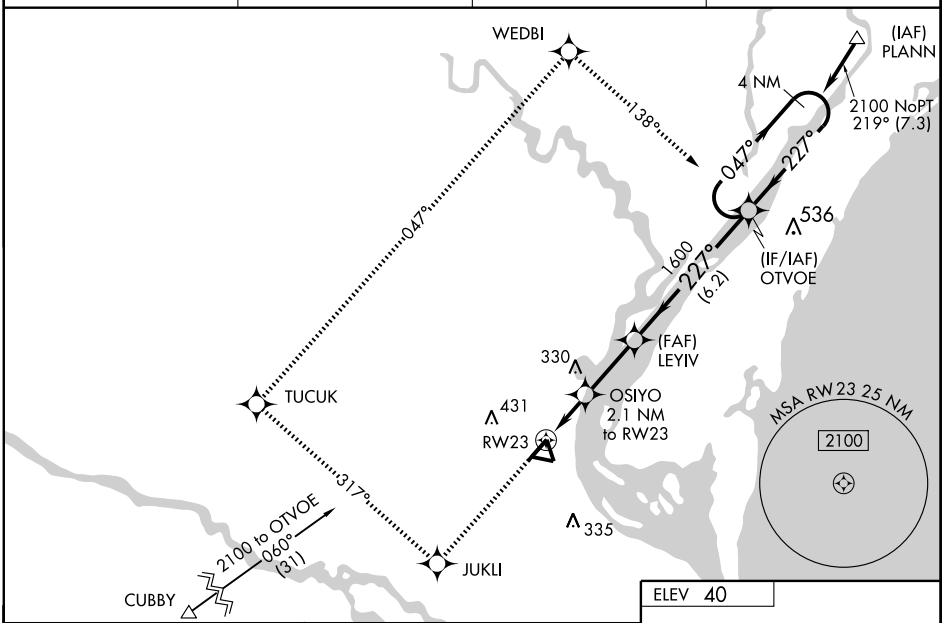
WAAS	APP CRS	Rwy Idg	6000
CH 58108	227°	TDZE	37
W23A		Apt Elev	40

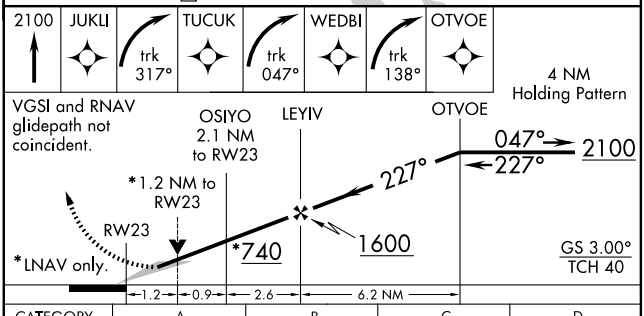
RNAV (GPS) RWY 23
GEORGETOWN COUNTY (GGE)

Baro-VNAV NA when using Myrtle Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Myrtle Beach altimeter setting. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV all Cats and LNAV/VNAV all Cats, and LNAV and Circling Cat D visibility ¼ mile.

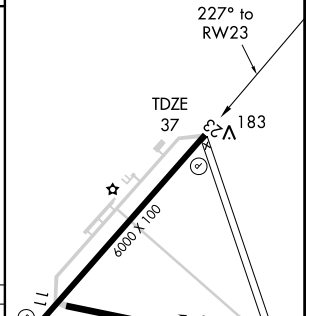
MISSED APPROACH: Climb to 2100 direct JUKLI and right turn via track 317° to TUCUK and right turn via track 047° to WEDBI and right turn via track 138° to OTVOE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	CLNC DEL (GCO)	UNICOM
118.275	127.4 257.95	121.725	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	237-¾	200 (200-¾)		
LNAV/VNAV DA	507-1¾	470 (500-1¾)		
LNAV MDA	440-1 403 (400-1)		440-1¼ 403 (400-1¼)	
CIRCLING	520-1 480 (500-1)		520-1½ 480 (500-1½)	800-2½ 760 (800-2½)

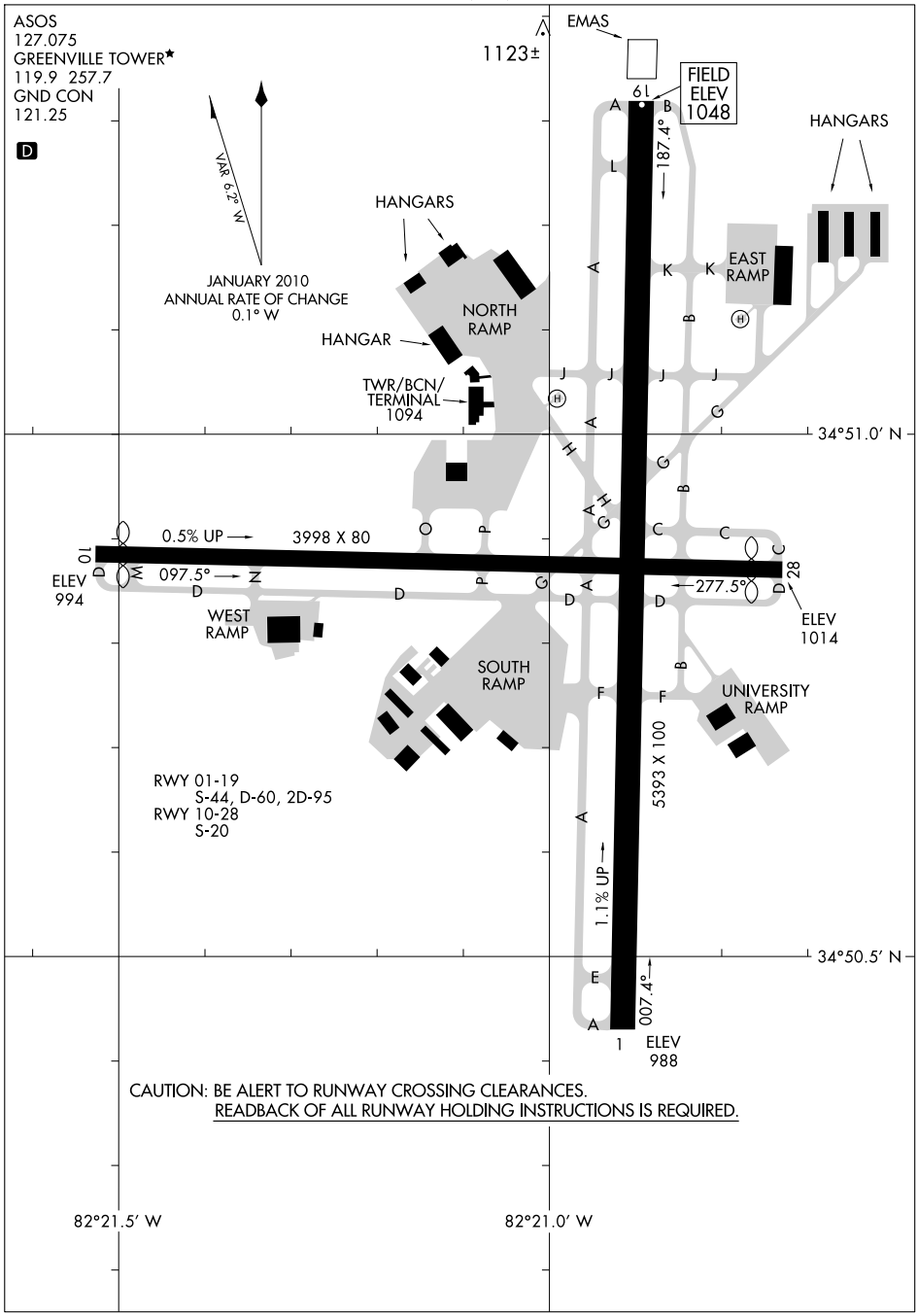


SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-180 (FAA)

GREENVILLE DOWNTOWN (GMU)
GREENVILLE, SOUTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREENVILLE, SOUTH CAROLINA
GREENVILLE DOWNTOWN (GMU)

10210

LOC I-GMU	APP CRS	Rwy Idg	5393
109.7	006°	TDZE	1015
		Apt Elev	1048

ILS or LOC RWY 1
GREENVILLE DOWNTOWN (GMU)

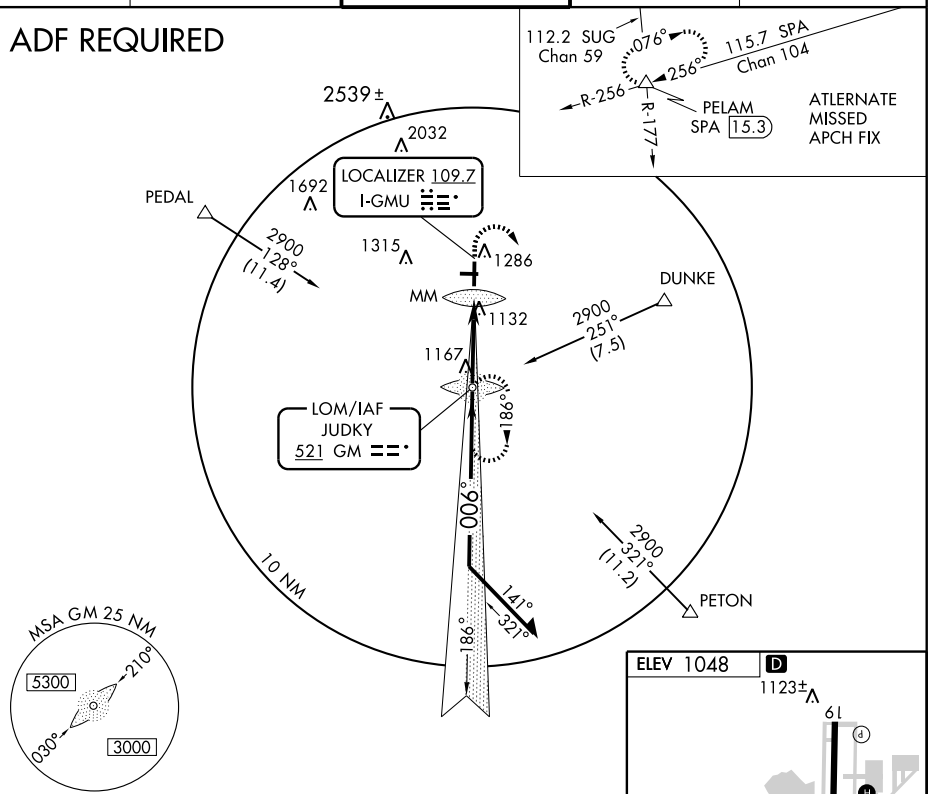
If local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet. ADF REQUIRED.

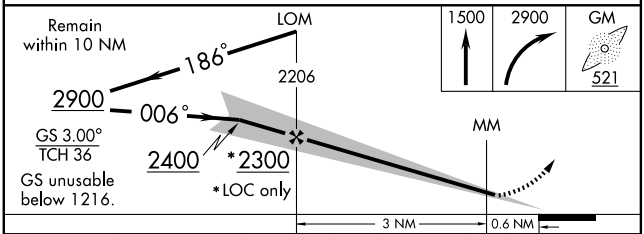
MALSF

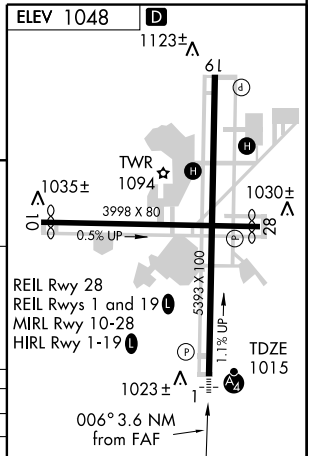
MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 1	1216-¾ 201 (200-¾)			
S-LOC 1	1400-¾ 385 (400-¾)			1400-1¼ 385 (400-1¼)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOM GM	APP CRS	Rwy Idg	5393
521	006°	TDZE	1015
		Apt Elev	1048

NDB RWY 1

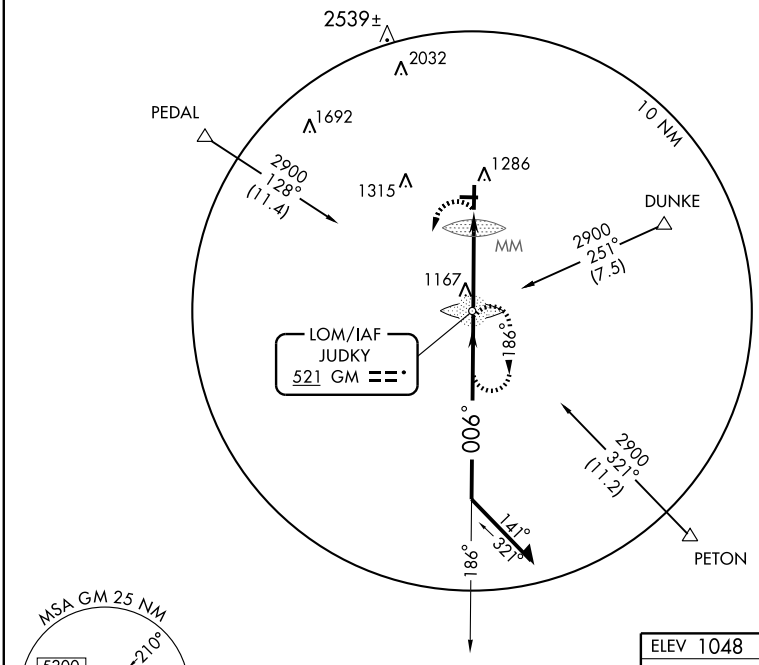
GREENVILLE DOWNTOWN (GMU)

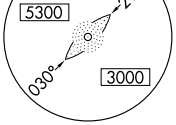
NA ASR — Inoperative table does not apply to Cat C. If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet.

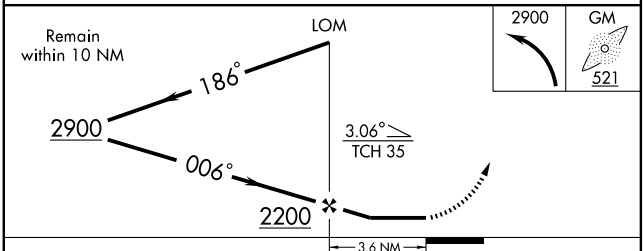
MALSF

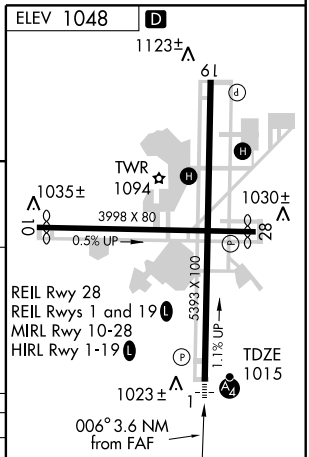
MISSED APPROACH: Climbing left turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95









CATEGORY	A	B	C	D
S-1	1480-¾ 465 (500-¾)		1480-1¼ 465 (500-1¼)	1480-1½ 465 (500-1½)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53413 W01A	APP CRS 006°	Rwy Idg 5393 TDZE 1015 Apt Elev 1048

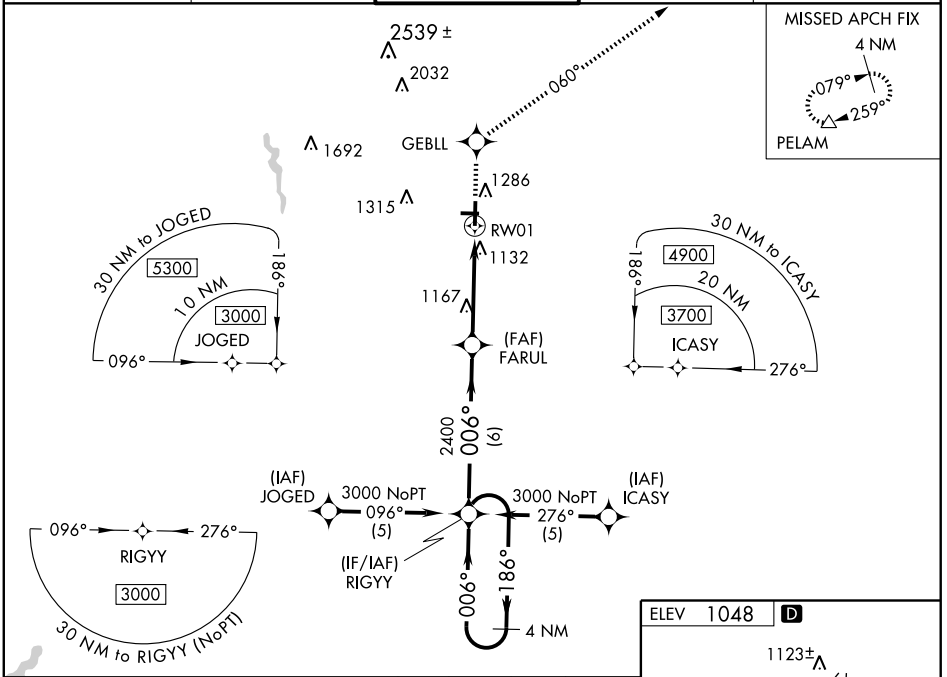
RNAV (GPS) RWY 1
GREENVILLE DOWNTOWN (GMU)

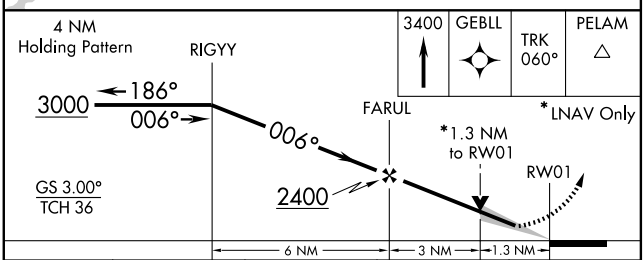
ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

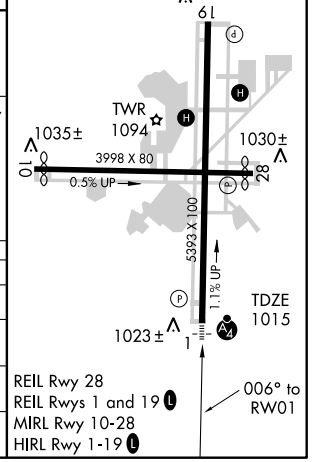
MALSF

MISSED APPROACH: Climb to 3400 direct GEBLL and via track 060° to PELAM and hold.

ASOS	GREER APP CON	GREENVILLE TOWER★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95







CATEGORY	A	B	C	D
LPV DA	1215-¾ 200 (200-¾)			
LNAV/VNAV DA	1415-1½ 400 (400-1½)			
LNAV MDA	1440-¾ 425 (400-¾)		1440-1¼ 425 (400-1¼)	
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3463
096°	TDZE	1013
	Apt Elev	1048

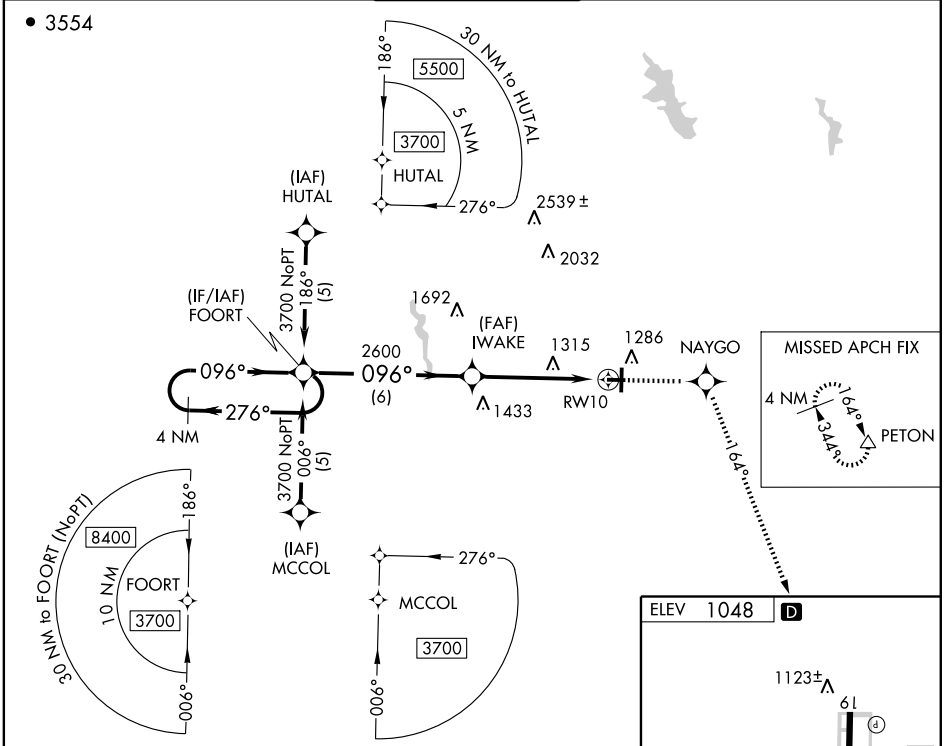
RNAV (GPS) RWY 10
GREENVILLE DOWNTOWN (GMU)

ASR

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greer altimeter setting and increase all MDA 40 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NAYGO and via track 164° to PETON and hold.

ASOS	GREER APP CON	GREENVILLE TOWER*	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95



CATEGORY	A	B	C	D
LNAV MDA	1580-1 567 (600-1)		1580-1½ 567 (600-1½)	1580-1¾ 567 (600-1¾)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

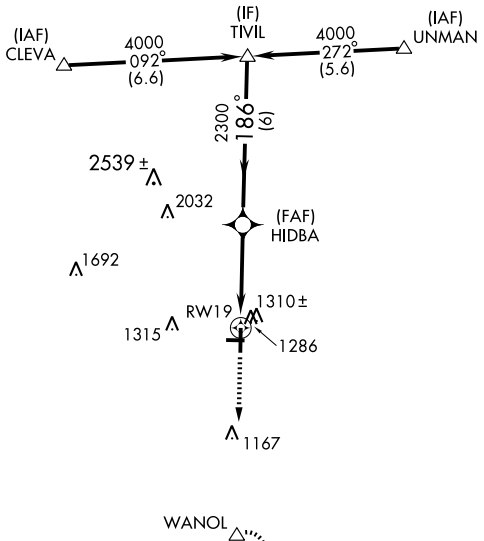
RNAV (GPS) RWY 19
GREENVILLE DOWNTOWN (GMU)

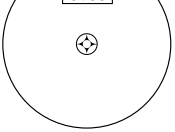
APP CRS	Rwy ldg	5393
186°	TDZE	1048
	Apt Elev	1048

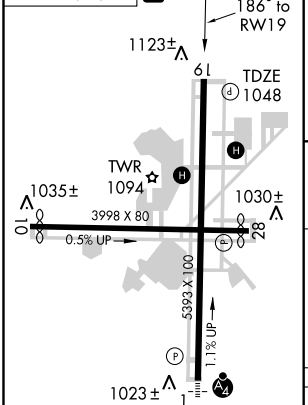
ASR: If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2900 direct WANOL and hold.

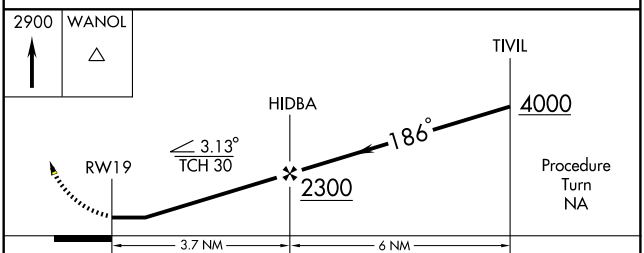
ASOS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95







REIL Rwy 28
REIL Rwys 1 and 19 L
MIRL Rwy 10-28
HIRL Rwy 1-19 L



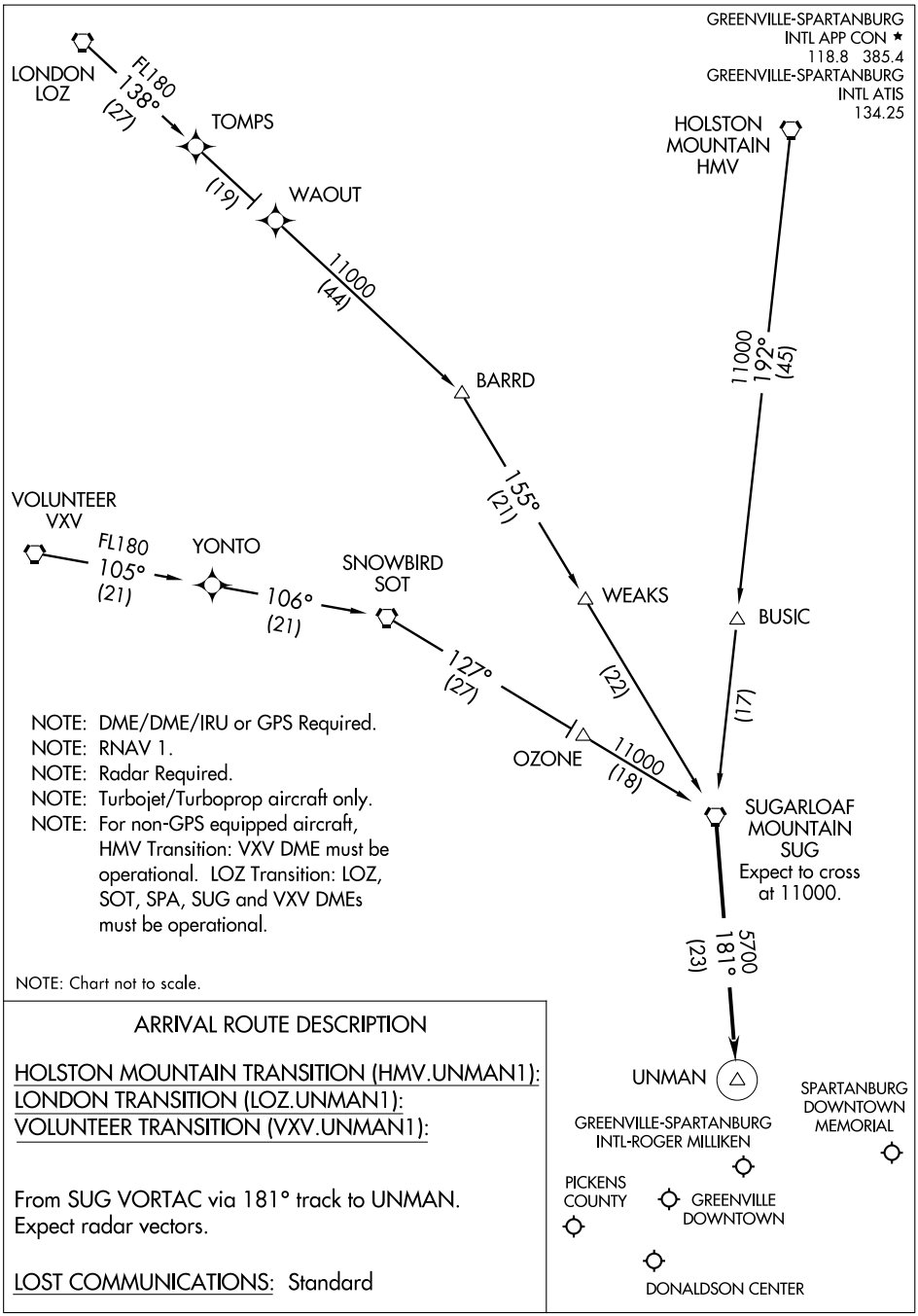
CATEGORY	A	B	C	D
LNAV MDA	1560-1	512 (600-1)	1560-1½ 512 (600-1½)	1560-1¾ 512 (600-1¾)
CIRCLING	1620-1	572 (600-1)	1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, HMV Transition: VXV DME must be operational. LOZ Transition: LOZ, SOT, SPA, SUG and VXV DMEs must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.UNMAN1):
LONDON TRANSITION (LOZ.UNMAN1):
VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.
Expect radar vectors.

LOST COMMUNICATIONS: Standard

UNMAN ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

(UNMAN.UNMAN1) 10210

SE-2, 21 OCT 2010 to 18 NOV 2010

WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

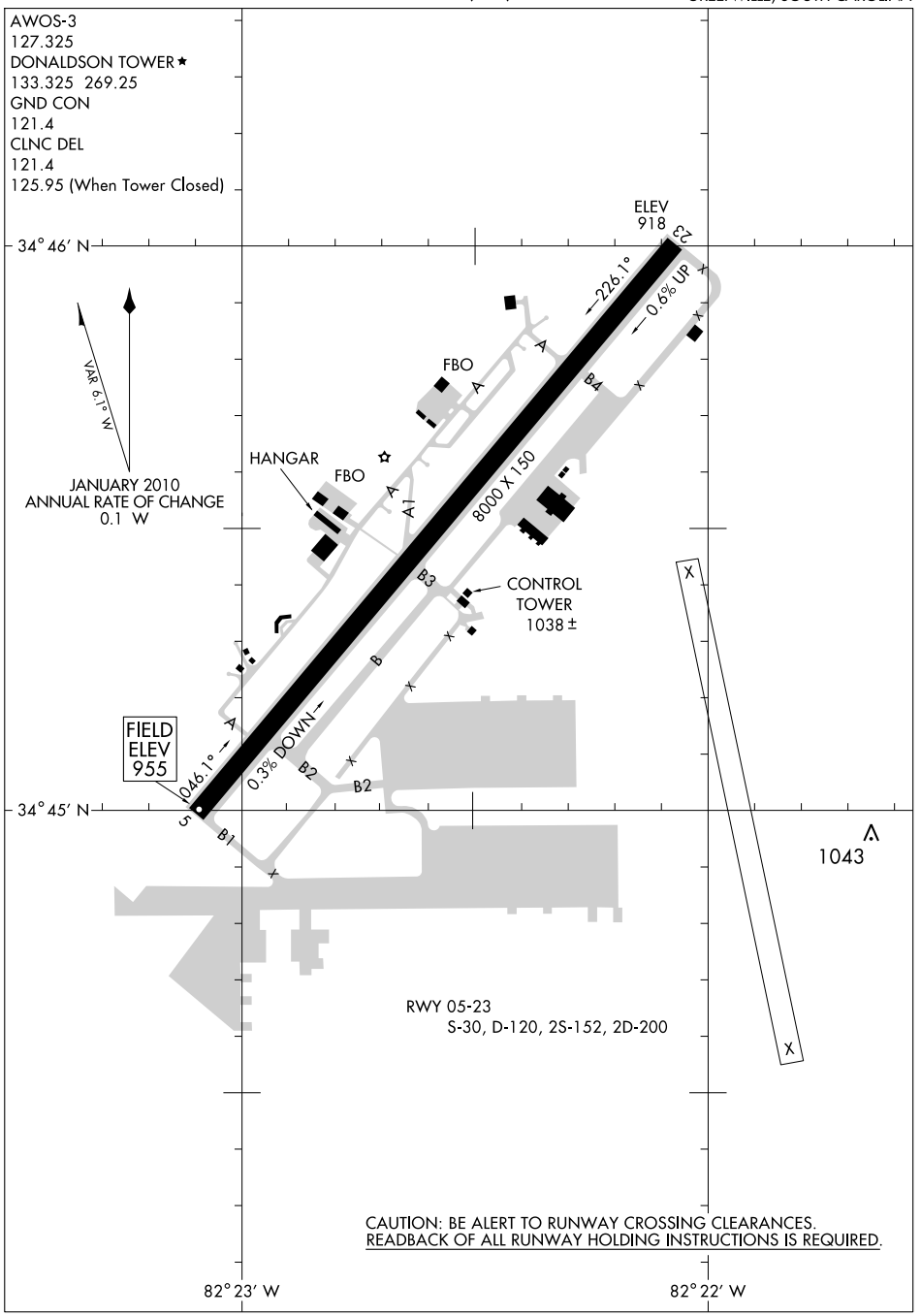
WHTTL ONE ARRIVAL (RNAV)
GREENVILLE, SOUTH CAROLINA
(WHTTL.WHTTL1) 10266
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREENVILLE/ DONALDSON CENTER (GYH)

AL-179 (FAA)

GREENVILLE, SOUTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREENVILLE, SOUTH CAROLINA
GREENVILLE/ DONALDSON CENTER (GYH)

10210

LOC/DME I-GYH	APP CRS	Rwy Idg	8000
108.3	044°	TDZE	955
Chan 20		Apt Elev	955

ILS or LOC RWY 5

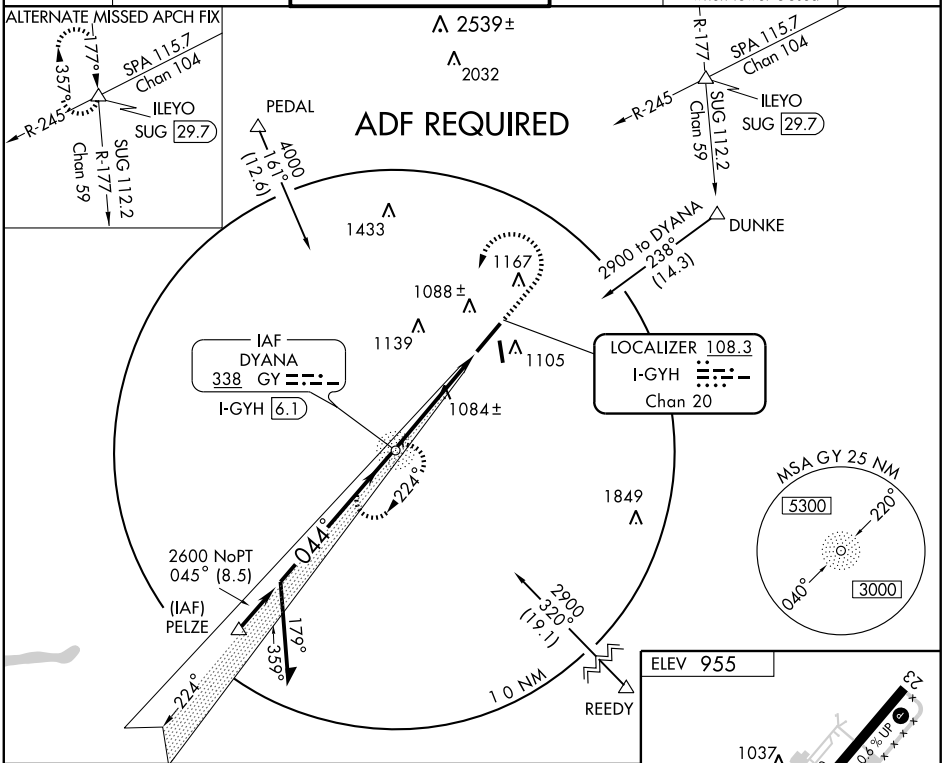
GREENVILLE/ DONALDSON CENTER (GYH)

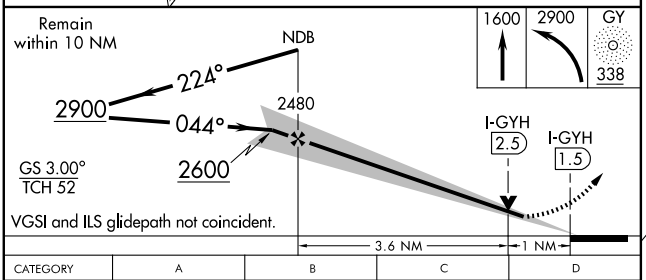
When local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet, increase S-LOC Cat. C visibility ¼ mile.

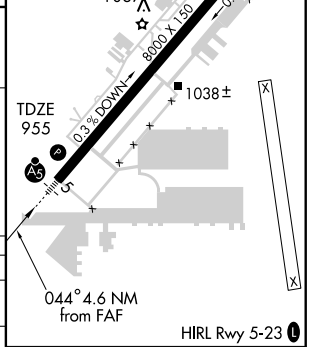
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct DYANA NDB and hold, continue climb-in-hold to 2900.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7







CATEGORY	A	B	C	D
S-ILS 5	1155-½ 200 (200-½)			
S-LOC 5	1340-½ 385 (400-½)			1340-¾ 385 (400-¾)
CIRCLING	1420-1 465 (500-1)		1480-1½ 525 (600-1½)	1520-2 565 (600-2)

HIRL Rwy 5-23 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB GY 338	APP CRS 043°	Rwy Idg 8000 TDZE 955 Apt Elev 955

NDB RWY 5

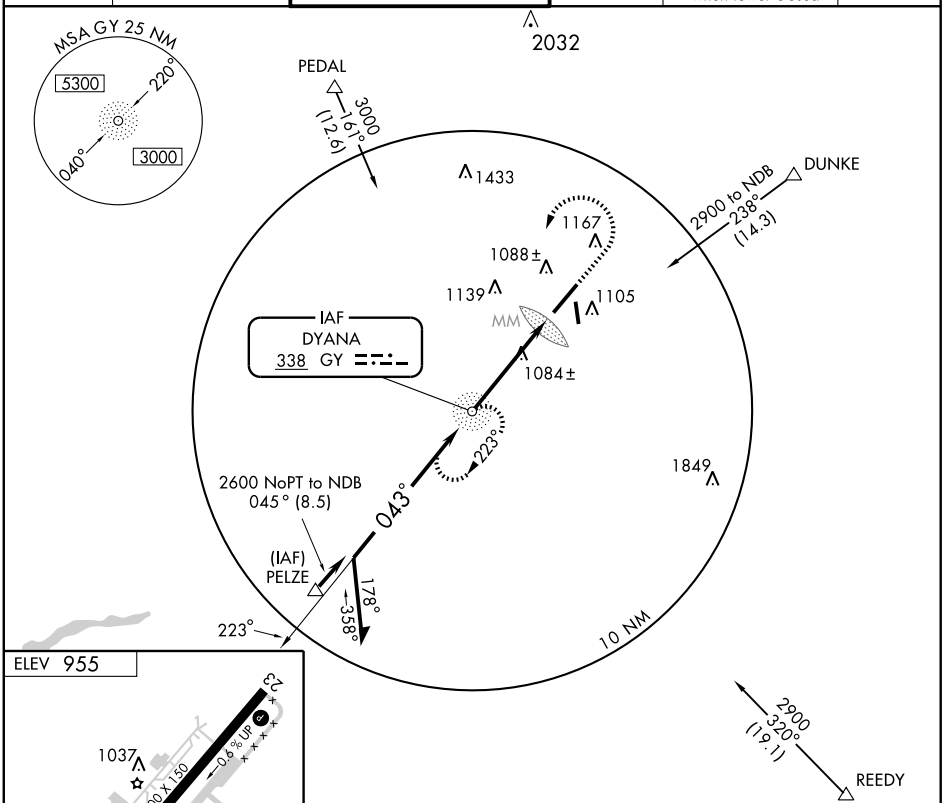
GREENVILLE/ DONALDSON CENTER (GYH)

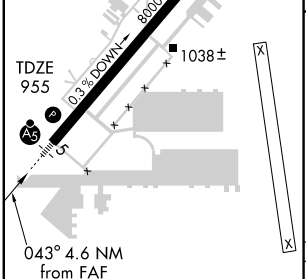
If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet.

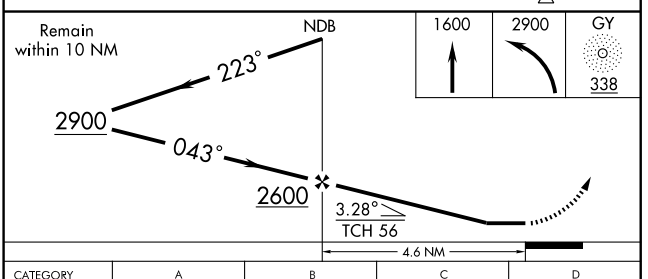
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct GY NDB and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-5	1440-¾ 485 (500-¾)			1440-1¼ 485 (500-1¼)
CIRCLING	1440-1 485 (500-1)		1480-1½ 525 (600-1½)	1520-2 565 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 72603 W05A	044°	Rwy Idg	8000
		TDZE	955
		Apt Elev	955

RNAV (GPS) RWY 5

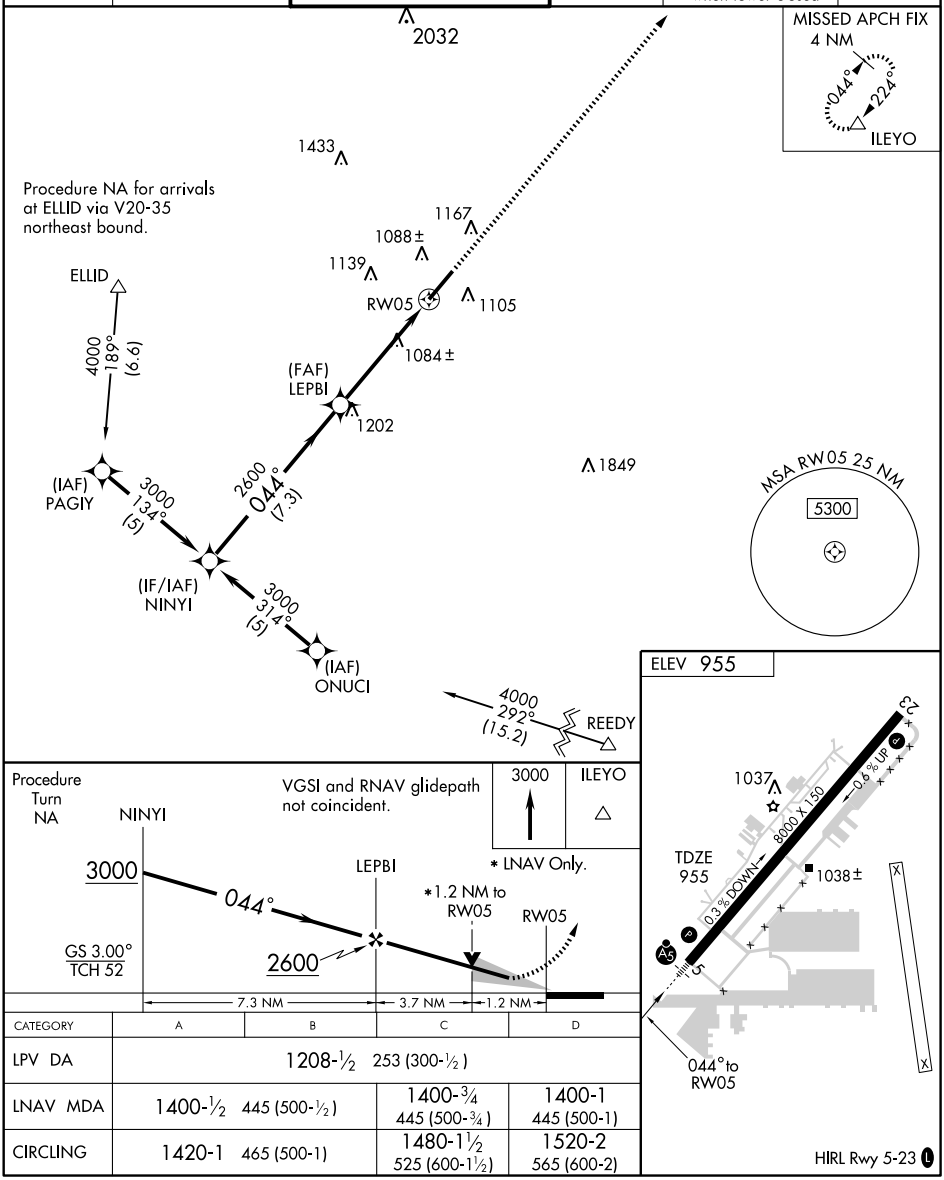
GREENVILLE/ DONALDSON CENTER (GYH)

T NA — If local altimeter setting not received, use Greer altimeter setting and increase DA 28 feet and all MDAs 40 feet. VDP NA when using Greer altimeter setting. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct ILEYO and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7



CATEGORY	A	B	C	D
LPV DA	1208-½ 253 (300-½)			
LNAV MDA	1400-½ 445 (500-½)		1400-¾ 445 (500-¾)	1400-1 445 (500-1)
CIRCLING	1420-1 465 (500-1)		1480-1½ 525 (600-1½)	1520-2 565 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

GREENVILLE/ DONALDSON CENTER (GYH)

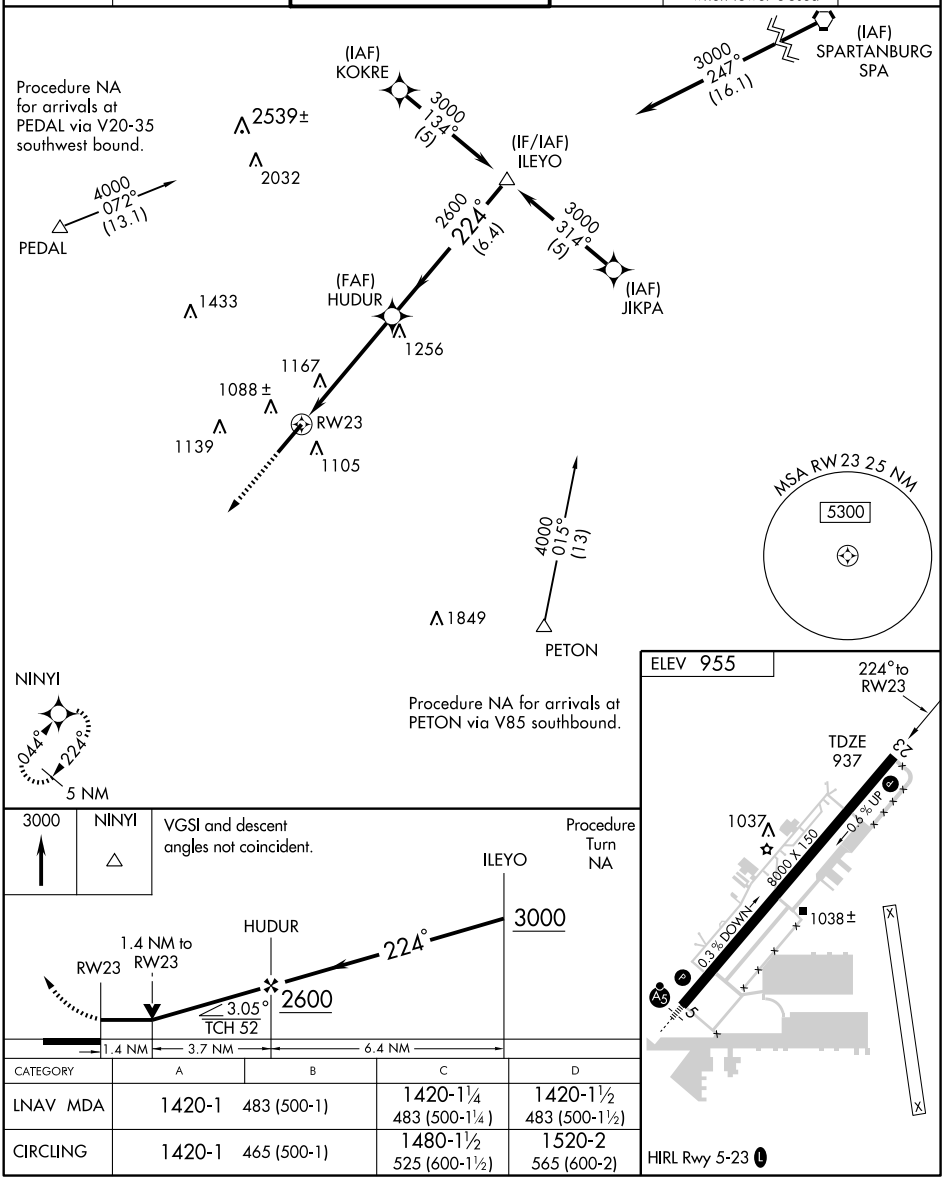
APP CRS	Rwy Idg	8000
224°	TDZE	937
	Apt Elev	955

T
NA

If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. VDP NA when using Greer altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct NINYI and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7



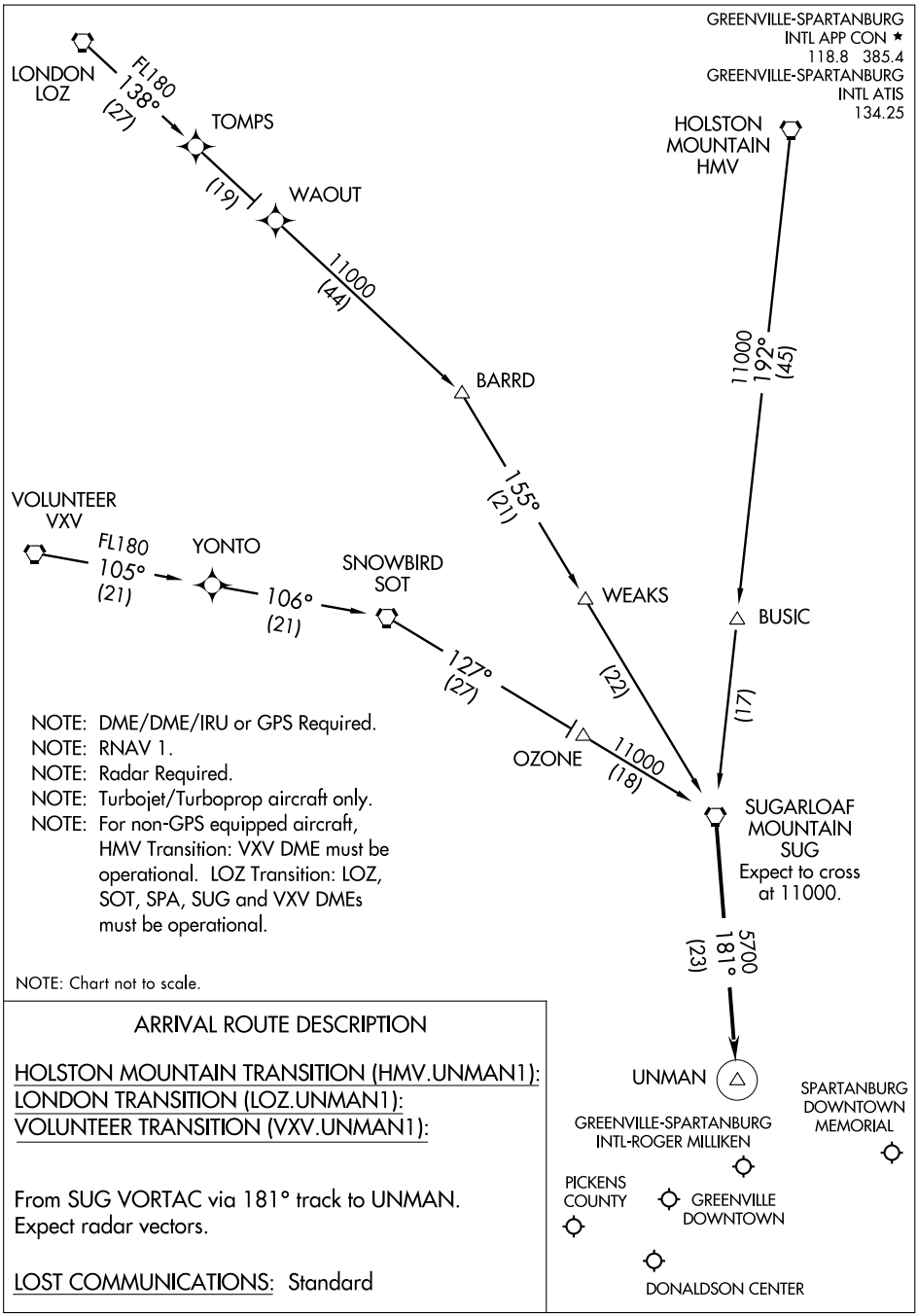
CATEGORY	A	B	C	D
LNAV MDA	1420-1	483 (500-1)	1420-1¼ 483 (500-1¼)	1420-1½ 483 (500-1½)
CIRCLING	1420-1	465 (500-1)	1480-1½ 525 (600-1½)	1520-2 565 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, HMV Transition: VXV DME must be operational. LOZ Transition: LOZ, SOT, SPA, SUG and VXV DMEs must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.UNMAN1):
LONDON TRANSITION (LOZ.UNMAN1):
VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.
Expect radar vectors.

LOST COMMUNICATIONS: Standard

UNMAN ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

(UNMAN.UNMAN1) 10210

SE-2, 21 OCT 2010 to 18 NOV 2010

WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

WHTTL ONE ARRIVAL (RNAV)
GREENVILLE, SOUTH CAROLINA
(WHTTL.WHTTL1) 10266
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB GIW	APP CRS	Rwy Idg	5003
239	269°	TDZE	629
		Apt Elev	631

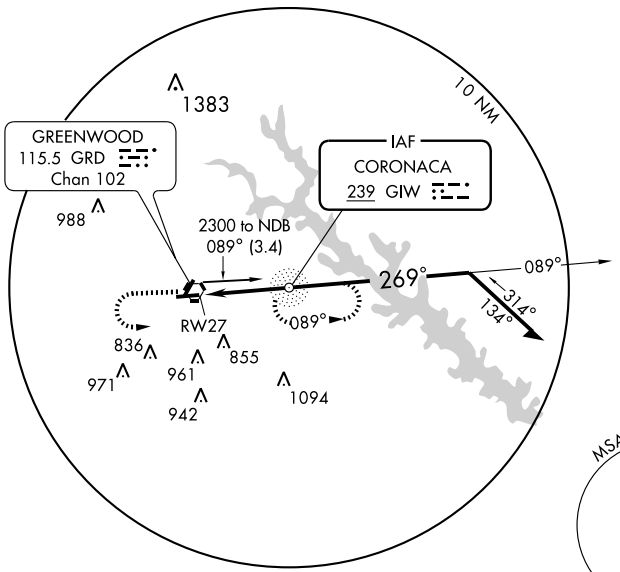
NDB or GPS RWY 27
GREENWOOD COUNTY (GRD)

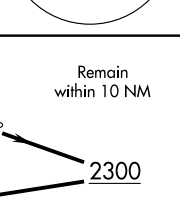
When local altimeter setting not received, use Anderson altimeter setting. Inoperative table does not apply to S-27 Cat. C and Anderson altimeter setting minimums S-27 Cat. C.

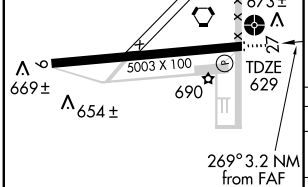
ODALS

MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GIW NDB and hold.

ASOS	GREER APP CON ★	UNICOM
121.125	120.6 350.2	122.8 (CTAF) L

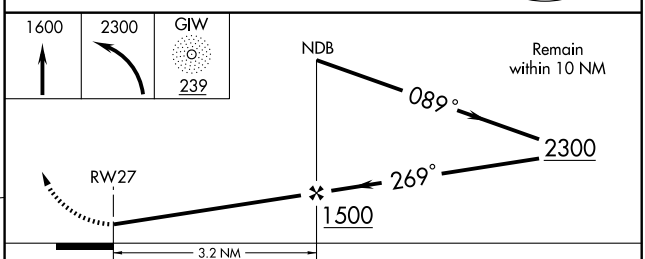






MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-27	1060-¾ 431 (500-¾)		1060-1¼ 431 (500-1¼)	1060-1½ 431 (500-1½)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)
ANDERSON ALTIMETER SETTING MINIMUMS				
S-27	1160-¾ 531 (600-¾)		1160-1½ 531 (600-1½)	1160-1¾ 531 (600-1¾)
CIRCLING	1180-1 549 (600-1)		1180-1½ 549 (600-1½)	1360-2¼ 729 (800-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GRD	APP CRS	Rwy Idg 5003
115.5	080°	TDZE 631
Chan 102		Apt Elev 631

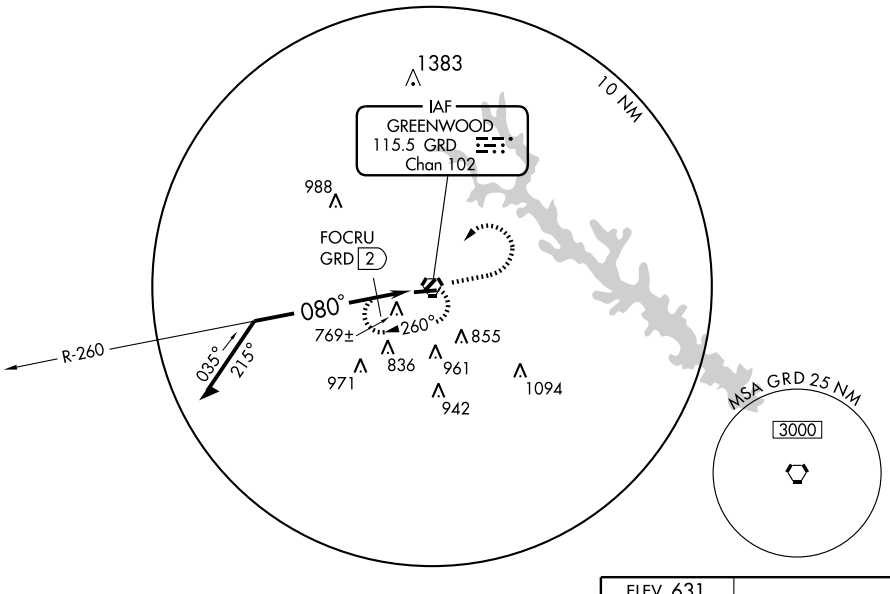
VOR or GPS RWY 9

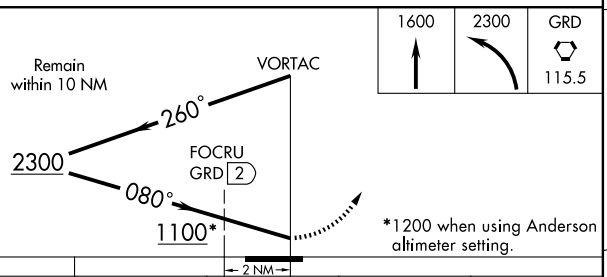
GREENWOOD COUNTY (GRD)

When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-9 and FOCRU FIX MINIMUMS Cats. C and D visibility ¼ mile, Circling Cat. D visibility ½ mile.

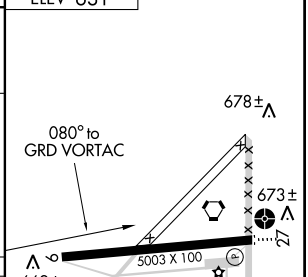
MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GRD VORTAC and hold.

ASOS	GREER APP CON ★	UNICOM
121.125	120.6 350.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1100-1 469 (500-1)		1100-1¼ 469 (500-1¼)	1100-1½ 469 (500-1½)
CIRCLING	1100-1 469 (500-1)		1100-1½ 469 (500-1½)	1280-2 649 (700-2)
FOCRU FIX MINIMUMS				
S-9	1020-1 389 (400-1)			1020-1¼ 389 (400-1¼)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GRD	APP CRS	Rwy Idg 5003
115.5	280°	TDZE 629
Chan 102		Apt Elev 631

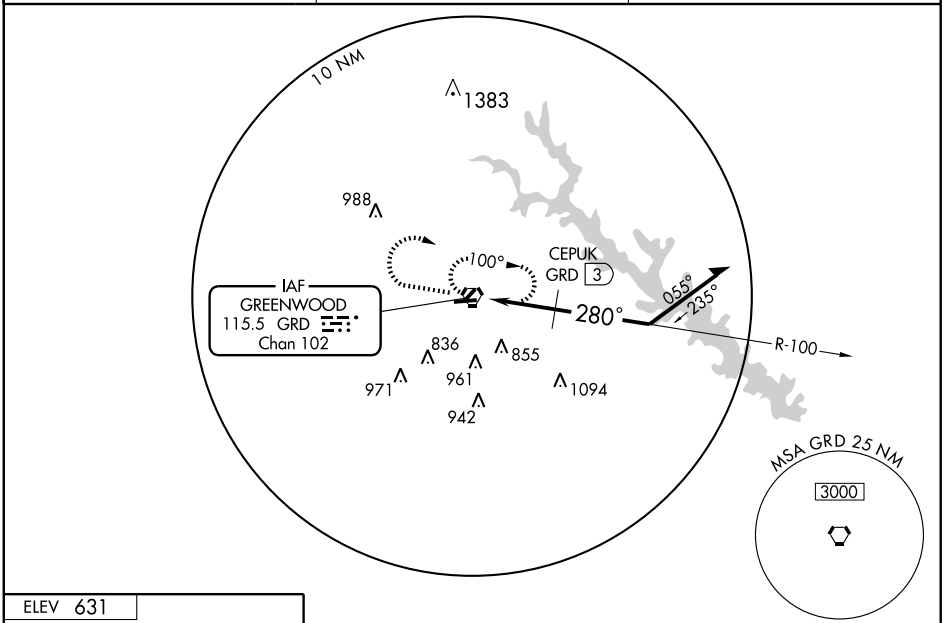
VOR RWY 27
GREENWOOD COUNTY (GRD)

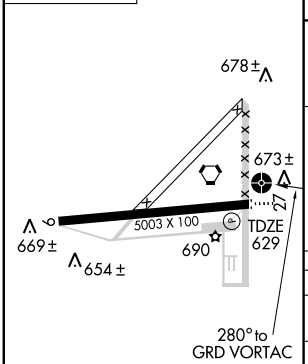
When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-27 Cats. C and D visibility ¼ mile, Circling Cat. C visibility ¼ mile and Cat. D visibility ½ mile, CEPUK FIX MINIMUMS: Increase S-27 Cat. C visibility ½ mile, Cat. D visibility ¼ mile, Circling Cat. D visibility ½ mile. Inoperative table does not apply to S-27 Cat. C. When using Anderson altimeter setting, inoperative table does not apply to S-27 Cat. C or CEPUK FIX MINIMUMS: S-27 Cat. C.

ODALS

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct GRD VORTAC and hold.

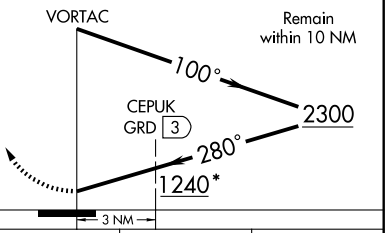
ASOS	GREER APP CON ★	UNICOM
121.125	120.6 350.2	122.8 (CTAF) L





MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

1800	2300	GRD
		115.5



*1340 when using Anderson altimeter setting.

CATEGORY	A	B	C	D
S-27	1240-¾ 611 (700-¾)		1240-1¾ 611 (700-1¾)	1240-2 611 (700-2)
CIRCLING	1240-1 609 (700-1)		1240-1¾ 609 (700-1¾)	1280-2 649 (700-2)
CEPUK FIX MINIMUMS				
S-27	1020-¾ 391 (400-¾)			1020-1¼ 391 (400-1¼)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)
AL-5124 (FAA)
GREER, SOUTH CAROLINA

ATIS 134.25
GREER TOWER★
120.1 257.8
GND CON
121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

34° 55′N

VAR 6.3° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

CUSTOMS

FIELD
ELEV
964

HOT
CARGO
AREA

218.5°

1120 ±

34° 54′N

HANGARS

11000 X 150

FIRE STATION

CONTROL TOWER

PASSENGER TERMINAL

038.5°

ELEV
941

NWS

34° 53′N

RWY 04-22
S-100, D-210 2S-175, 2D-625,
2D/2D2-975

82° 14′W
82° 13′W
82° 12′W

SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GREER, SOUTH CAROLINA
GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

10210

LOC I-GSP	APP CRS	Rwy Idg	11000
109.3	038°	TDZE	947
		Apt Elev	964

ILS or LOC RWY 4

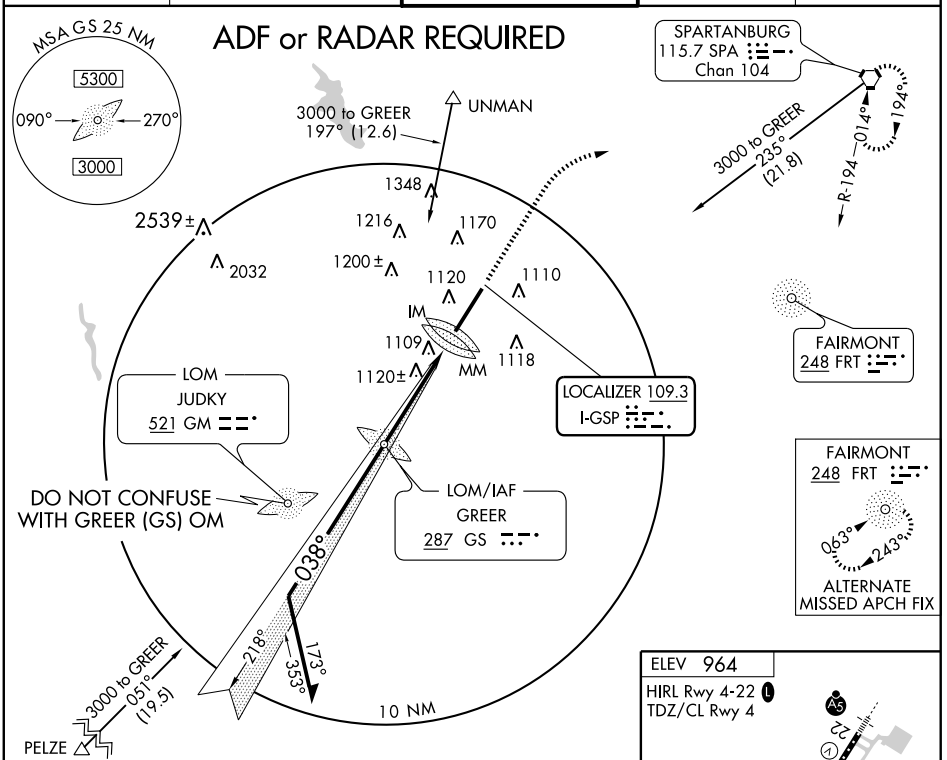
GREER/
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

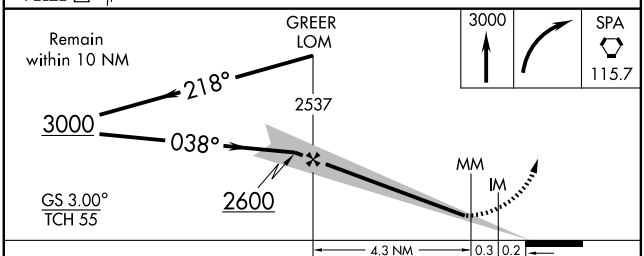
ASR — When local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DA to 1176, increase all MDA 40 feet. Cat. II/III NA.

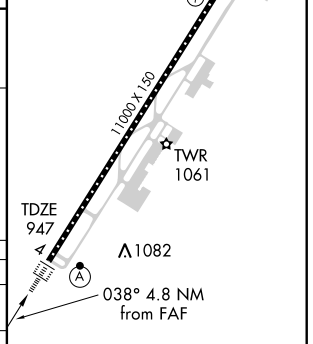
ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 4	1147/18 200 (200-½)			
S-LOC 4	1380/24 433 (500-½)		1380/40 433 (500-¾)	1380/50 433 (500-1)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-LMJ	APP CRS	Rwy Idg	11000
110.7	218°	TDZE	964
		Apt Elev	964

ILS or LOC RWY 22

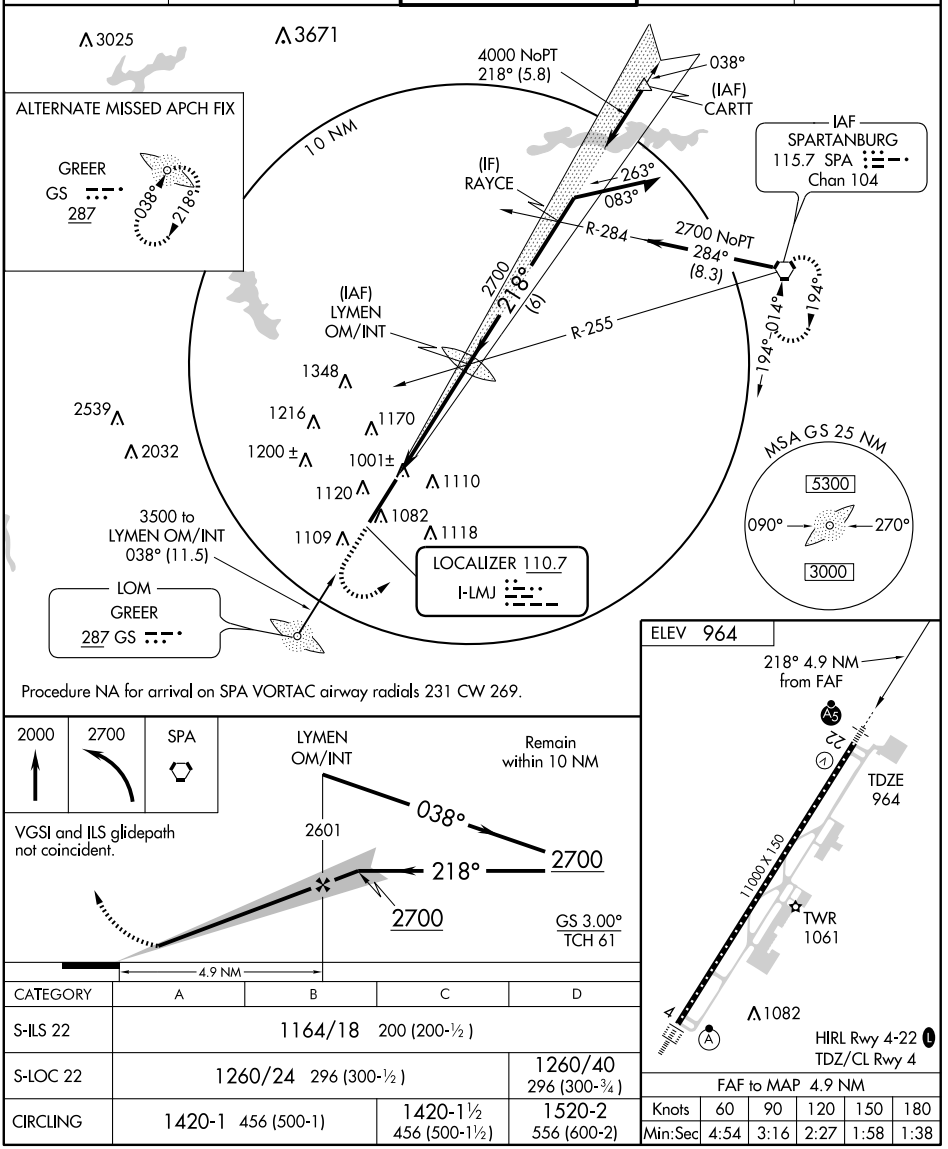
GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

When local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DA 29 feet and all MDA 40 feet. For inoperative MALSR, increase S-LOC 22 visibility Cat D to RVR 5000. For inoperative MALSR when using Greenville Downtown altimeter setting, increase S-LOC 22 visibility Cat D to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct SPA VORTAC and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 22	1164/18 200 (200-½)			
S-LOC 22	1260/24 296 (300-½)			1260/40 296 (300-¾)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-GSP	APP CRS	Rwy Idg	11000
109.3	038°	TDZE	947
		Apt Elev	964

ILS RWY 4 (CAT II)

GREER/
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

ASR

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95

SE-2, 21 OCT 2010 to 18 NOV 2010

MSA GS 25 NM
5300
090° 270°
3000

ADF or RADAR REQUIRED

SPARTANBURG
115.7 SPA
Chan 104

3000 to GREER
197° (12.6)

UNMAN

3000 to GREER
235°
(21.8)

014°
194°
R-194

1348
2539±
1216
1170
2032
1200±
1120
1110
IM
1109
1118
MM
1120±

FAIRMONT
248 FRT

LOM
JUDKY
521 GM

LOCALIZER 109.3
I-GSP

DO NOT CONFUSE
WITH GREER (GS) OM

LOM/IAF
GREER
287 GS

FAIRMONT
248 FRT
063°
243°
ALTERNATE
MISSED APCH FIX

038°
218°
173°
353°

3000 to GREER
051°
(19.5)

PELZE

10 NM

ELEV 964

11000 X 150

TWR
1061

TDZE
947

1082

Remain within 10 NM

GREER LOM

218°

2537

3000

038°

2600

GS 3.00°
TCH 55

MM

DH
RA 145

IM

947
MSL

3000

SPA
115.7

4.3 NM 1587′ 1013′ 1010′

CATEGORY	A	B	C	D
S-ILS 4	RA 145/12 100 DA 1047			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 4-22 L
TDZ/CL Rwy 4

LOC I-GSP	APP CRS	Rwy Idg	11000
109.3	038°	TDZE	947
		Apt Elev	964

ILS RWY 4 (CAT III)

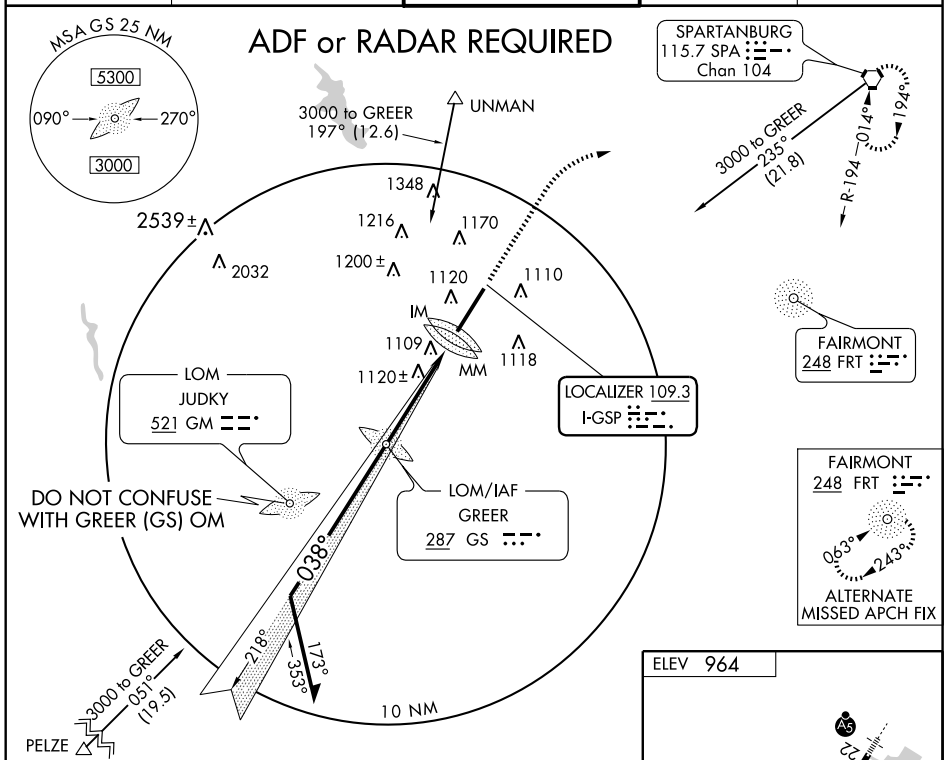
GREER/
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

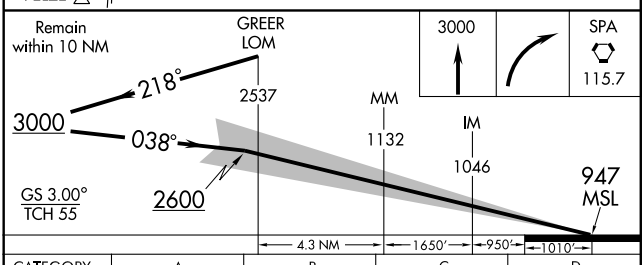
ASR

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

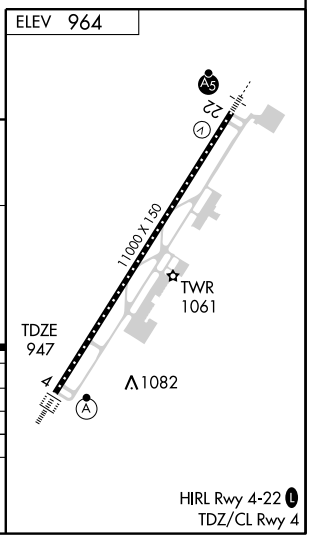
ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 4	CAT IIIa RVR 07			
S-ILS 4	CAT IIIb RVR 06			
S-ILS 4	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78103 W04A | APP CRS 038° | Rwy Idg 11000 TDZE 947 Apt Elev 964

RNAV (GPS) RWY 4

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

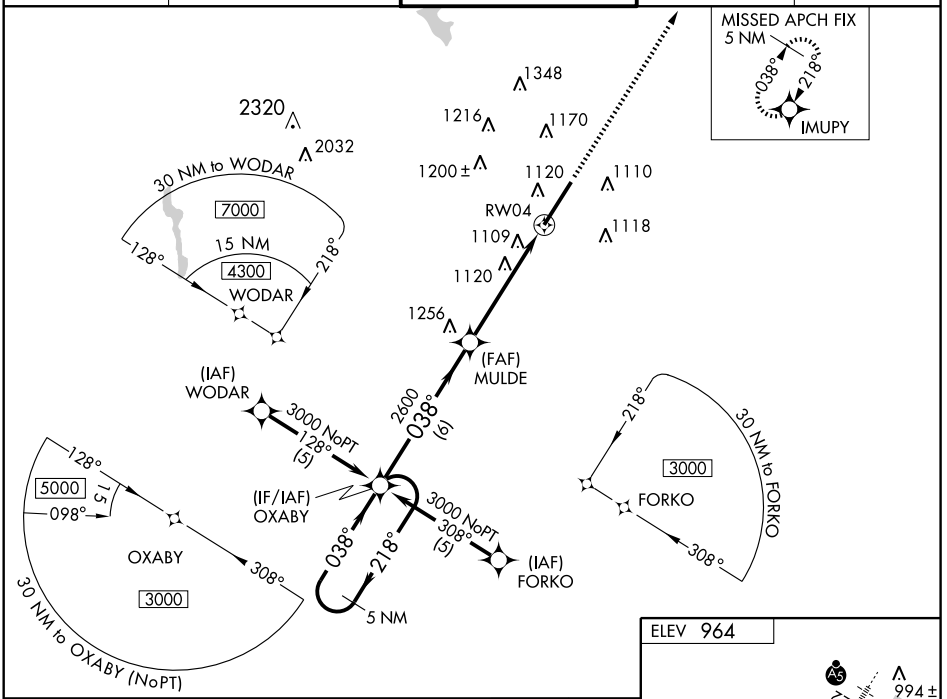
ASR

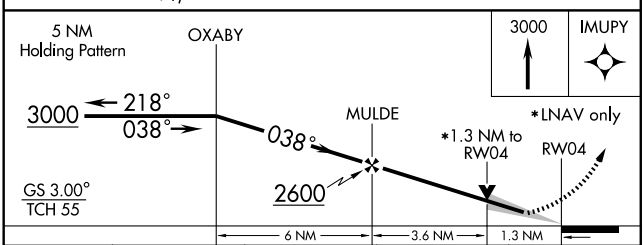
If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

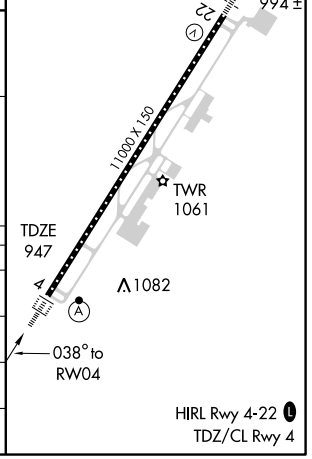
ALSF-2

MISSED APPROACH: Climb to 3000 direct IMUPY and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1147/24	200 (200-½)		
LNAV/VNAV DA	1422/60	475 (500-1¼)		
LNAV MDA	1420/24	473 (500-½)	1420/40 473 (500-¾)	1420/50 473 (500-1)
CIRCLING	1420-1	456 (500-1)	1420-1½ 456 (500-1½)	1520-2 556 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11000
CH 99602	218°	TDZE	964
W22A		Apt Elev	964

RNAV (GPS) RWY 22

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

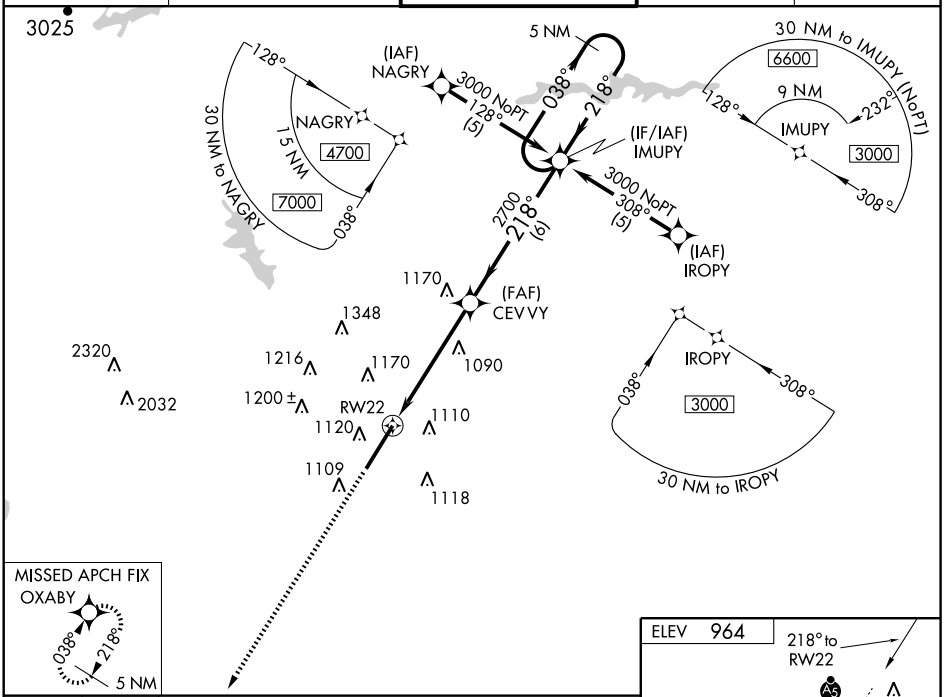
If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.

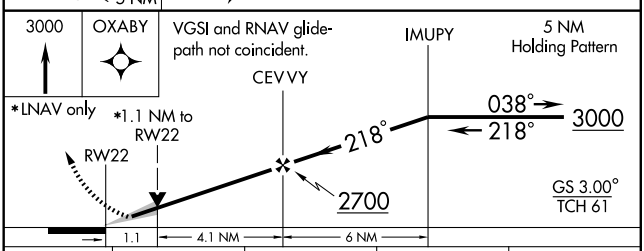
ASR

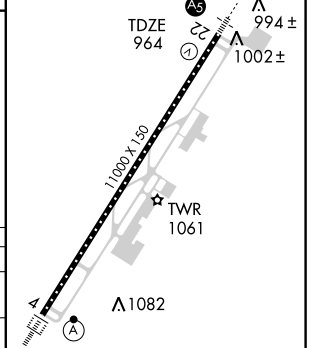
MALSR

MISSED APPROACH: Climb to 3000 direct OXABY and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1164/24 200 (200-½)			
LNAV/VNAV DA	1367/40 403 (500-¾)			
LNAV MDA	1360/24 396 (400-½)			1360/50 396 (400-1)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

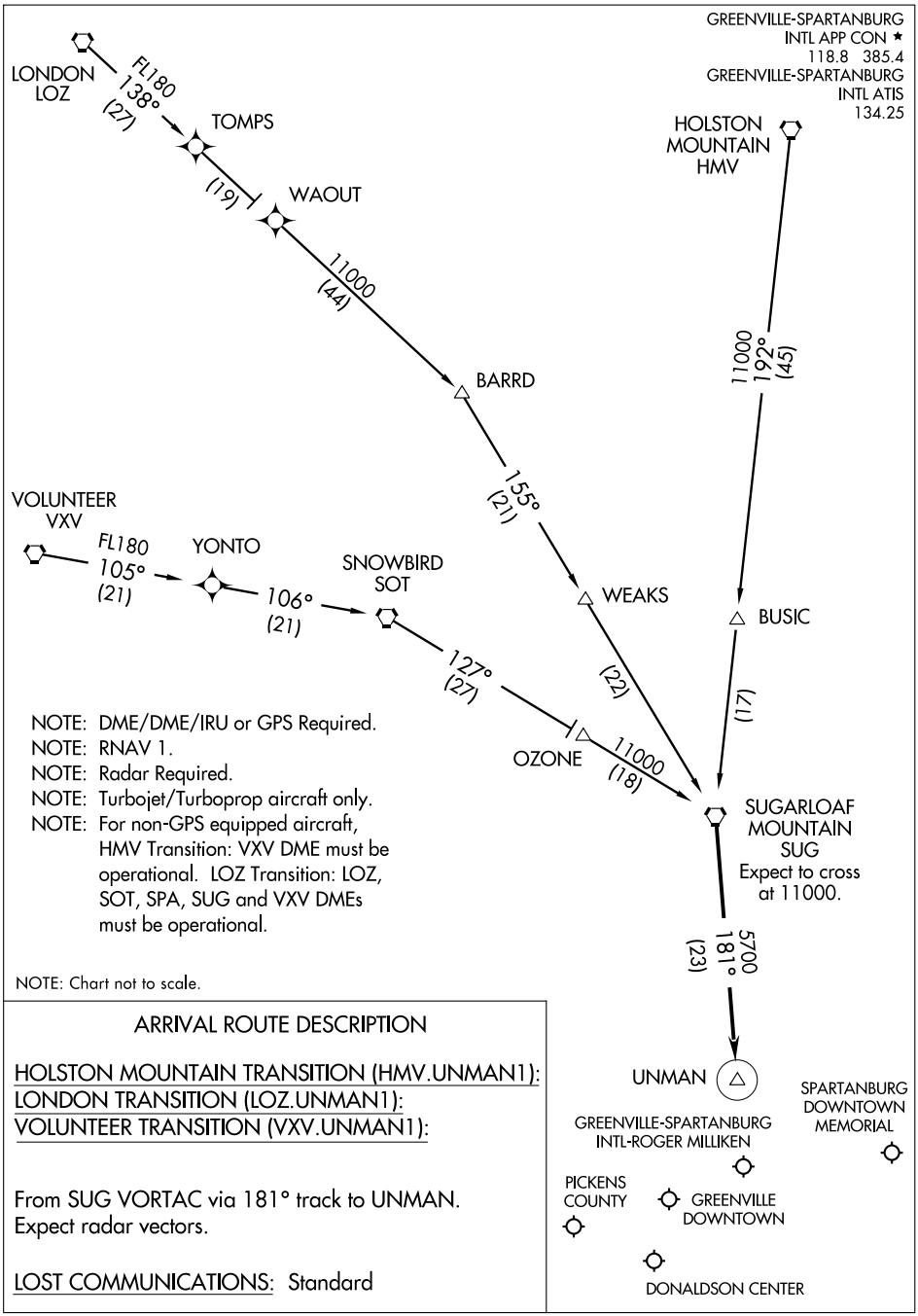
HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2, 21 OCT 2010 to 18 NOV 2010

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, HMV Transition: VXV DME must be operational. LOZ Transition: LOZ, SOT, SPA, SUG and VXV DMEs must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.UNMAN1):
LONDON TRANSITION (LOZ.UNMAN1):
VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.
Expect radar vectors.

LOST COMMUNICATIONS: Standard

UNMAN ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

(UNMAN.UNMAN1) 10210

SE-2, 21 OCT 2010 to 18 NOV 2010

WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

WHTTL ONE ARRIVAL (RNAV)
GREENVILLE, SOUTH CAROLINA
(WHTTL.WHTTL1) 10266
SE-2, 21 OCT 2010 to 18 NOV 2010

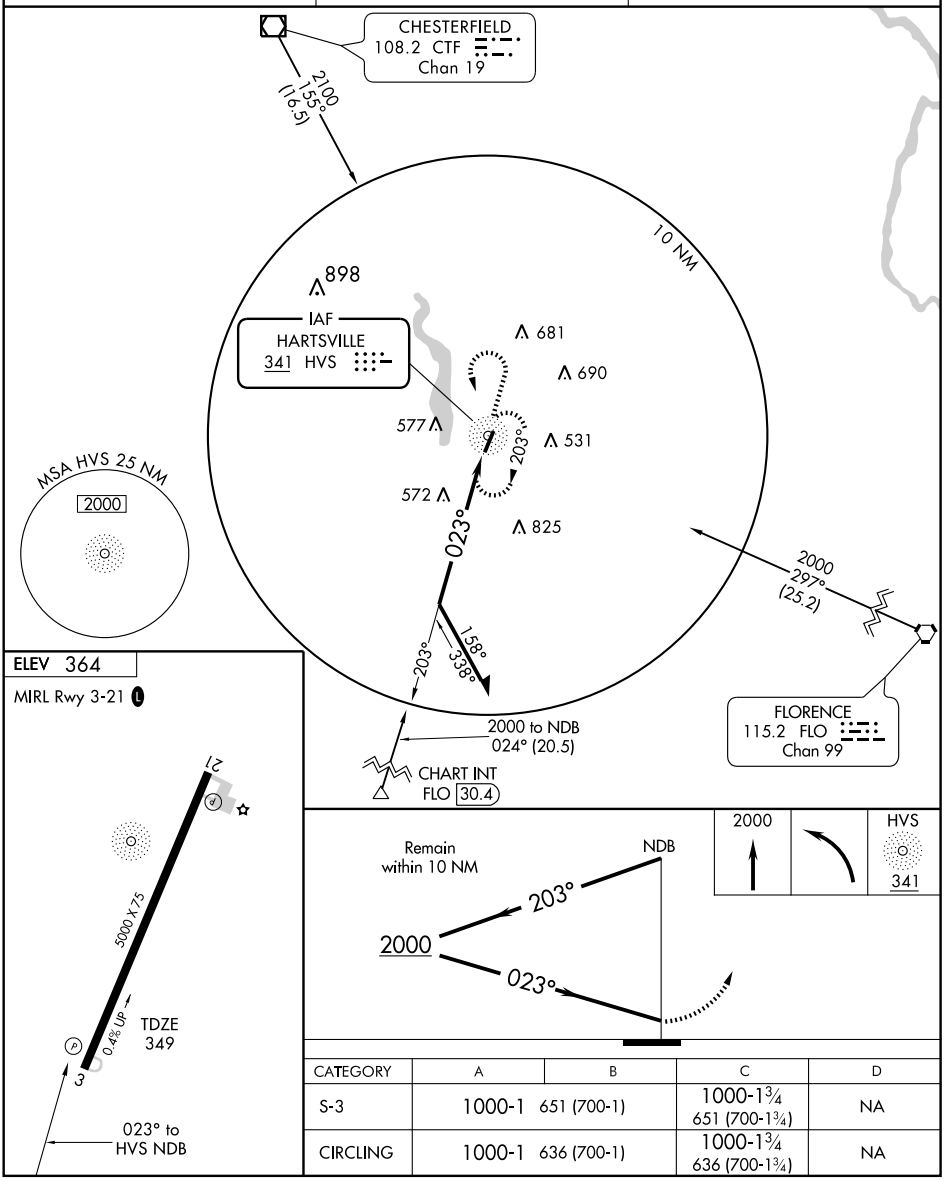
NDB HVS	APP CRS	Rwy Idg	5000
341	023°	TDZE	349
		Apt Elev	364

NDB RWY 3
HARTSVILLE RGNL (HVS)

NA — When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-3 Cat B and Circling Cat C visibility ¼ mile, and increase S-3 Cat C ½ mile.

MISSED APPROACH: Climb to 2000 then left turn direct HVS NDB and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	1000-1 651 (700-1)		1000-1¾ 651 (700-1¾)	NA
CIRCLING	1000-1 636 (700-1)		1000-1¾ 636 (700-1¾)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB HVS 341	APP CRS 218°	Rwy Idg 5000 TDZE 364 Apt Elev 364

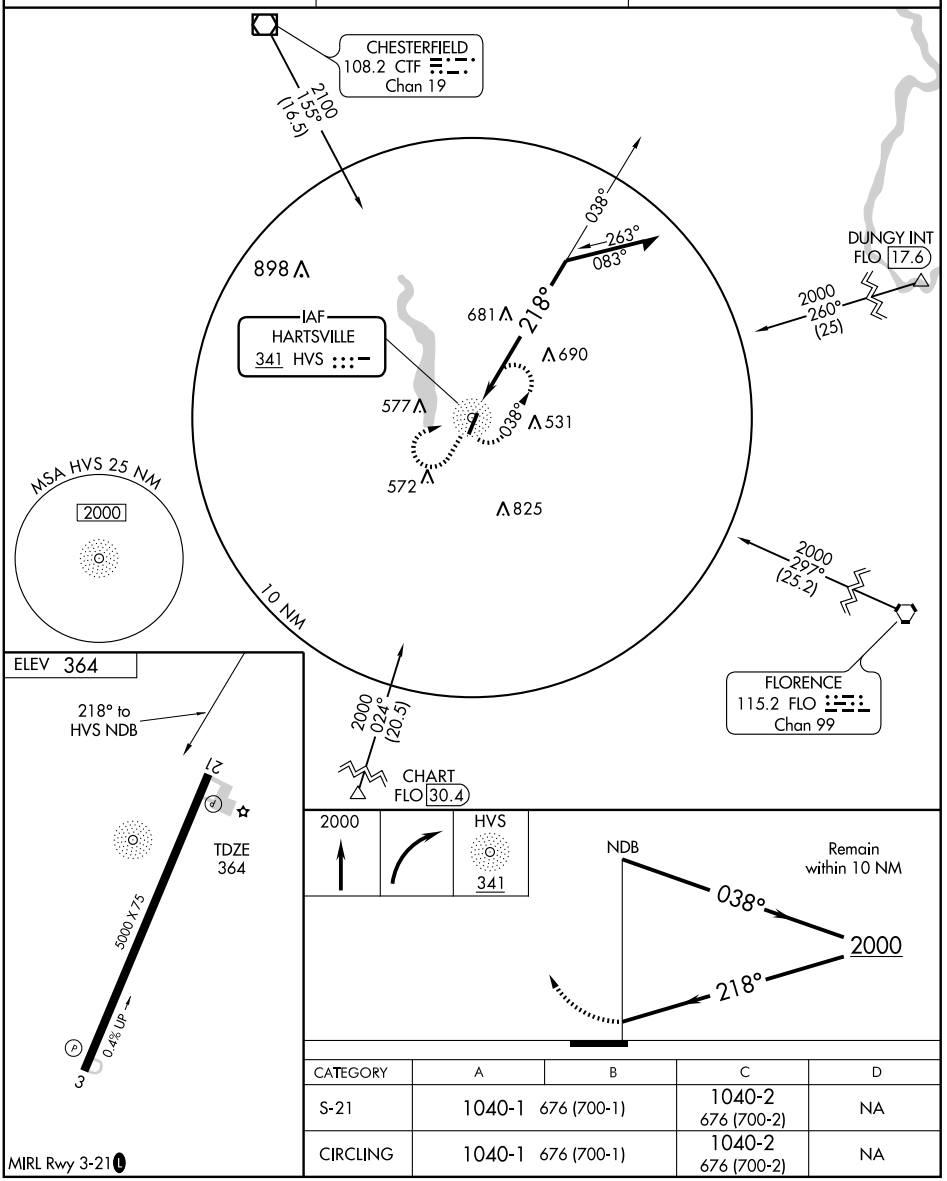
NDB RWY 21

HARTSVILLE RGNL (HVS)

T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-21 and Circling Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then right turn direct HVS NDB and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-21	1040-1	676 (700-1)	1040-2 676 (700-2)	NA
CIRCLING	1040-1	676 (700-1)	1040-2 676 (700-2)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

HARTSVILLE RGNL (HVS)

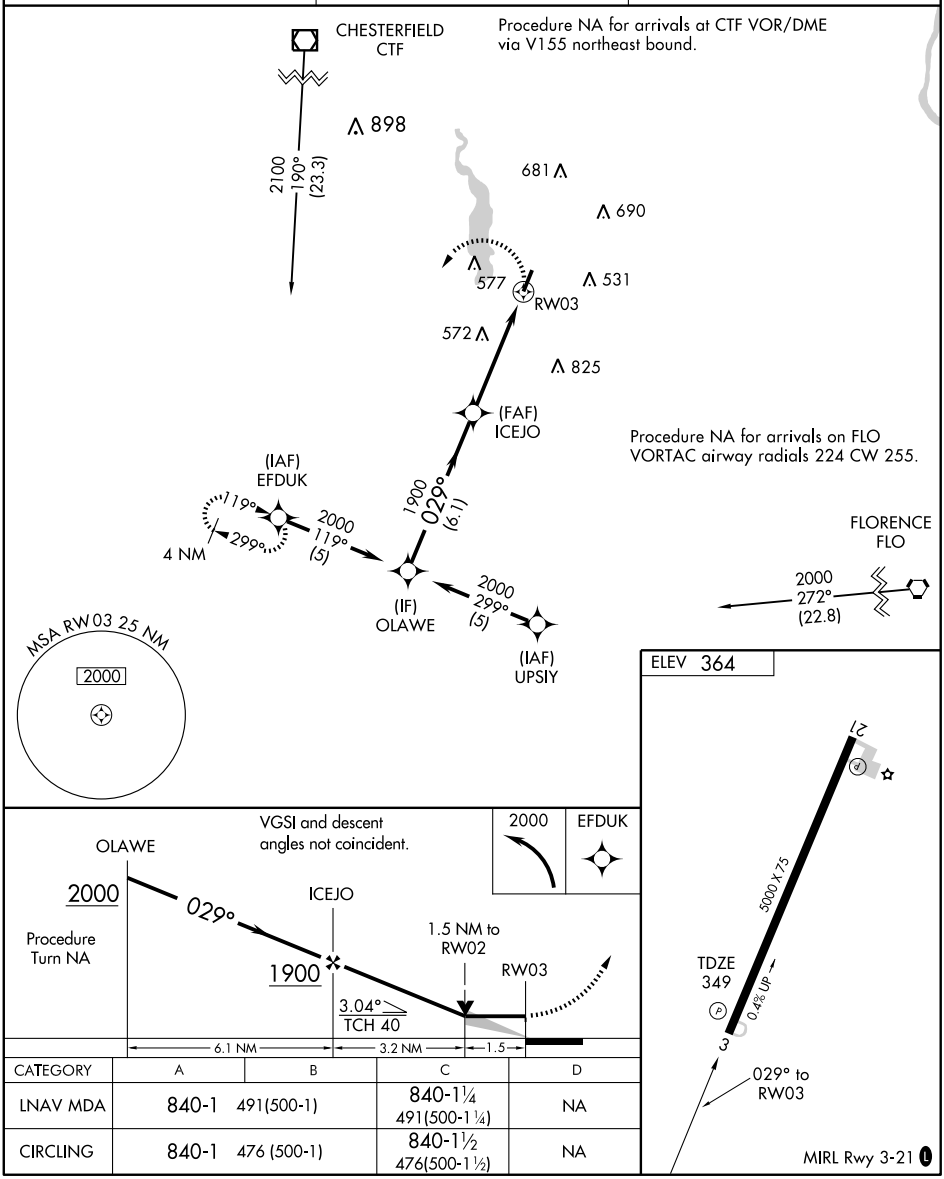
APP CRS	Rwy Idg	5000
029°	TDZE	349
	Apt Elev	364

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, and LNAV Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2000 direct EFDUK and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1	491(500-1)	840-1¼ 491(500-1¼)	NA
CIRCLING	840-1	476 (500-1)	840-1½ 476(500-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
209°	TDZE	364
	Apt Elev	364

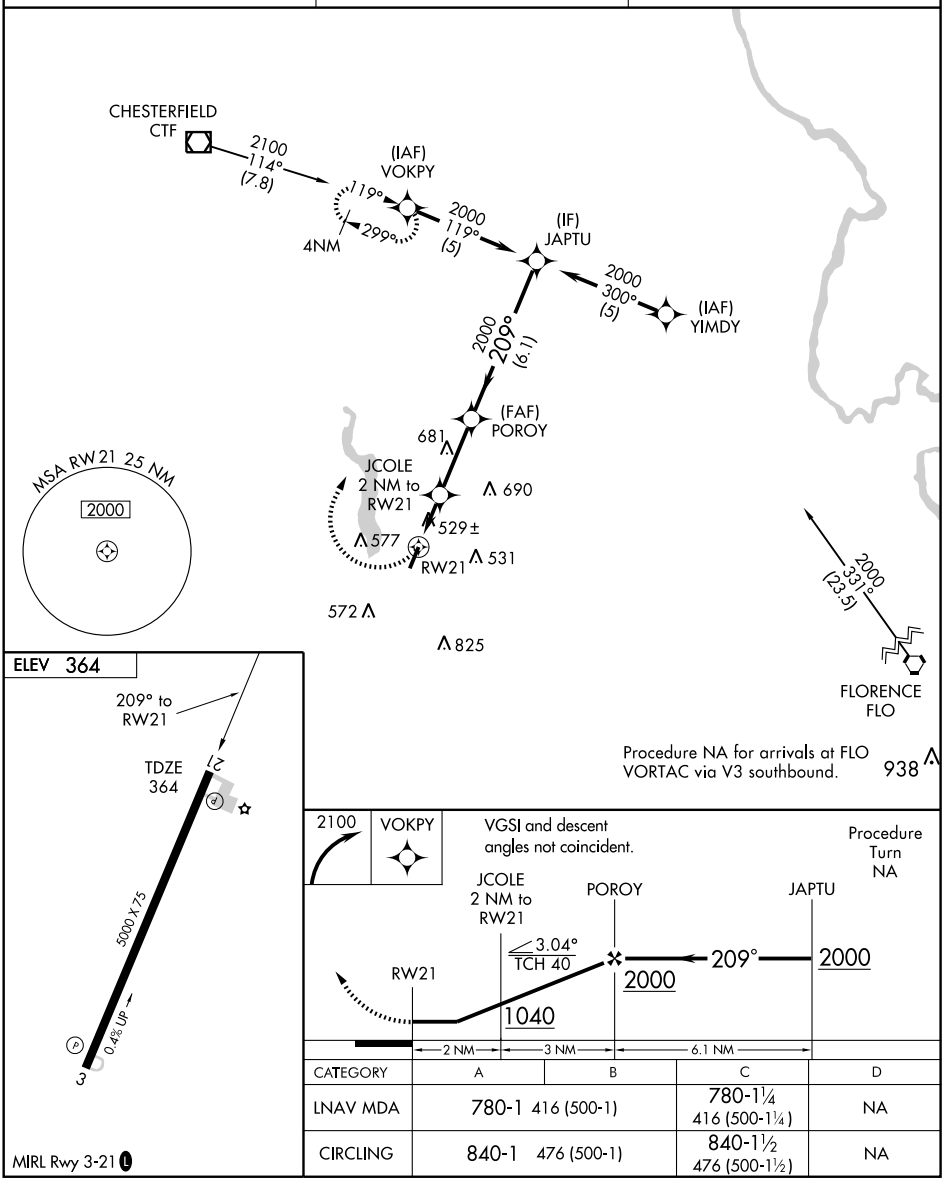
RNAV (GPS) RWY 21
HARTSVILLE RGNL (HVS)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct VOKPY and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	780-1 416 (500-1)		780-1¼ 416 (500-1¼)	NA
CIRCLING	840-1 476 (500-1)		840-1½ 476 (500-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

BROAD CREEK VISUAL RWY 3

BROAD CREEK VISUAL RWY 3

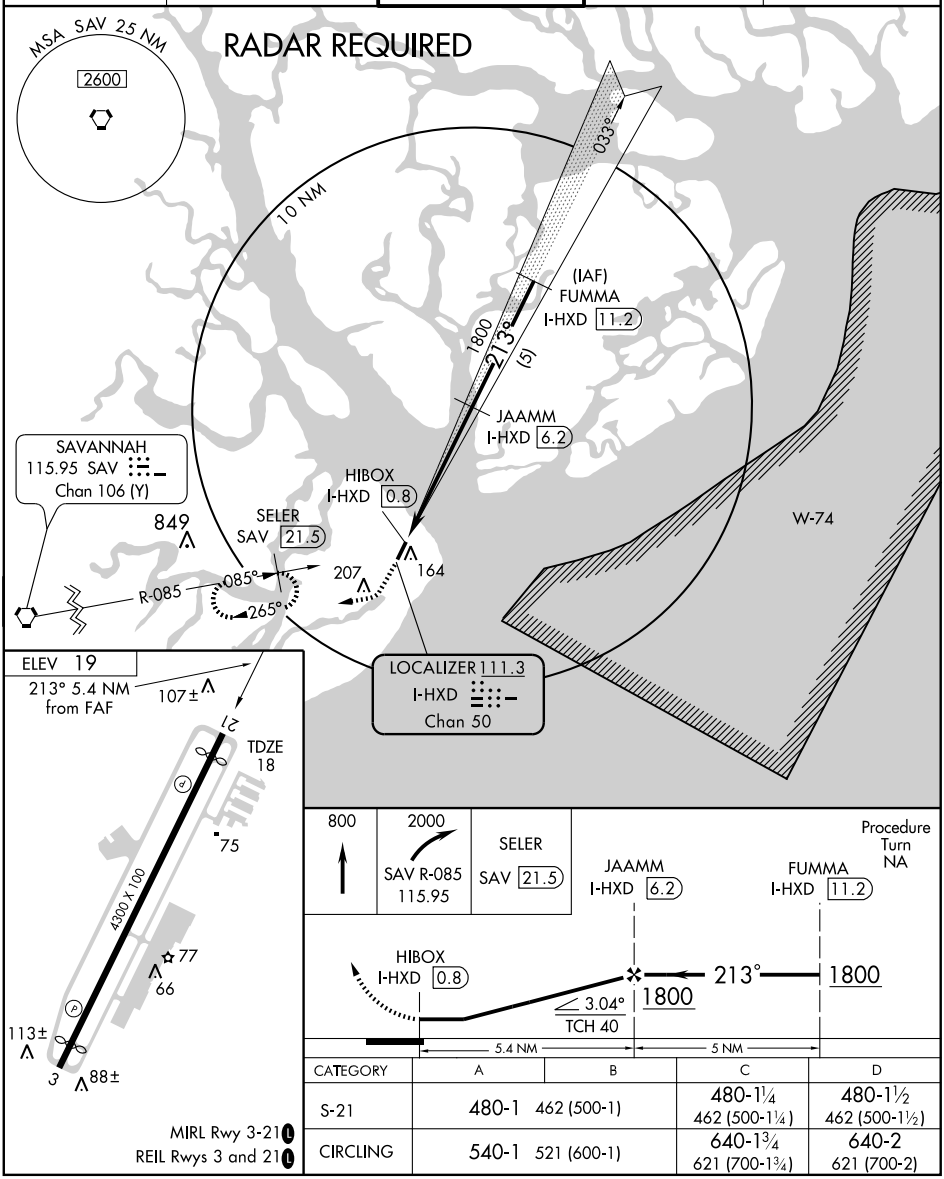
LOC/DME I-HXD	APP CRS	Rwy Idg 4000
111.3	213°	TDZE 18
Chan 50		Apt Elev 19

LOC/DME RWY 21
HILTON HEAD (HXD)

T NA — Use Savannah altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via SAV R-085 to SELER/21.5 DME and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1



CATEGORY	A	B	C	D
S-21	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

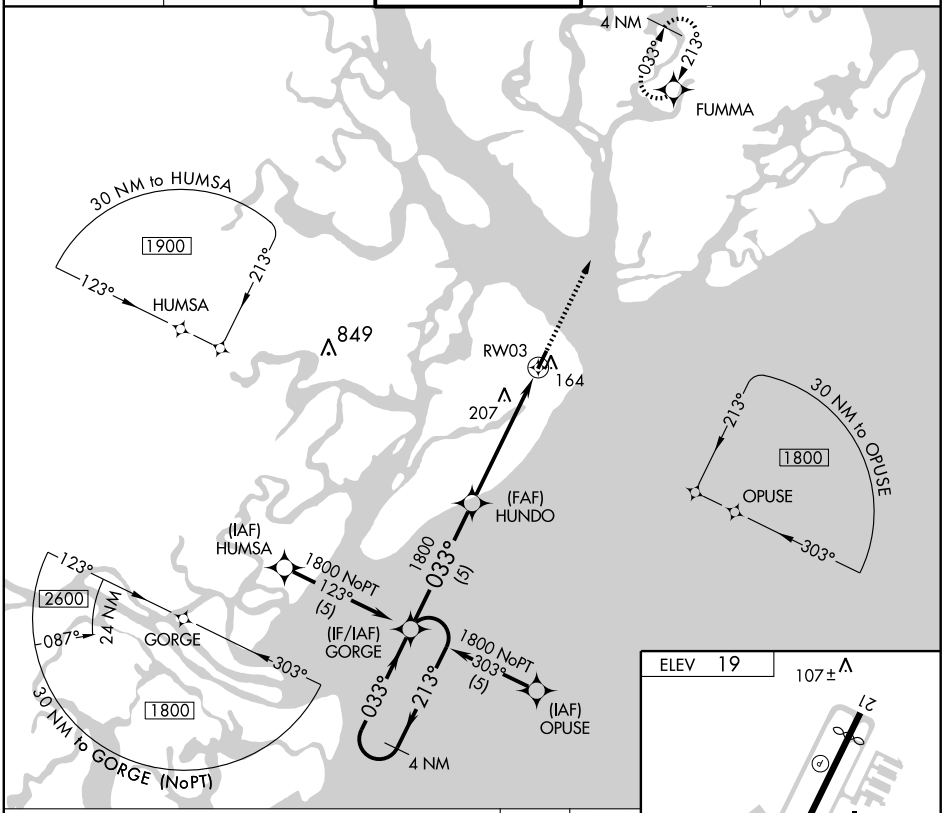
APP CRS	Rwy Idg	4001
033°	TDZE	19
	Apt Elev	19

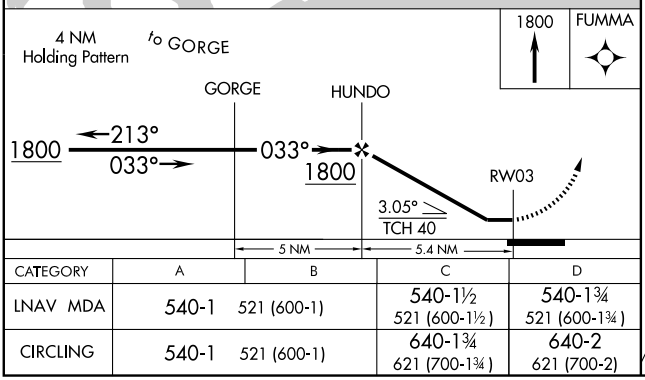
RNAV (GPS) RWY 3
HILTON HEAD (HXD)

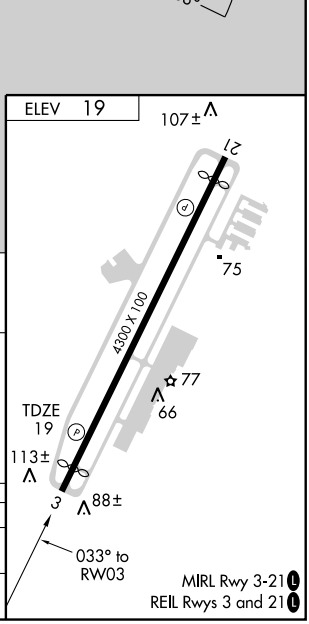
Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800 direct FUMMA WP and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1







CATEGORY	A	B	C	D
LNAV MDA	540-1	521 (600-1)	540-1½ 521 (600-1½)	540-1¾ 521 (600-1¾)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

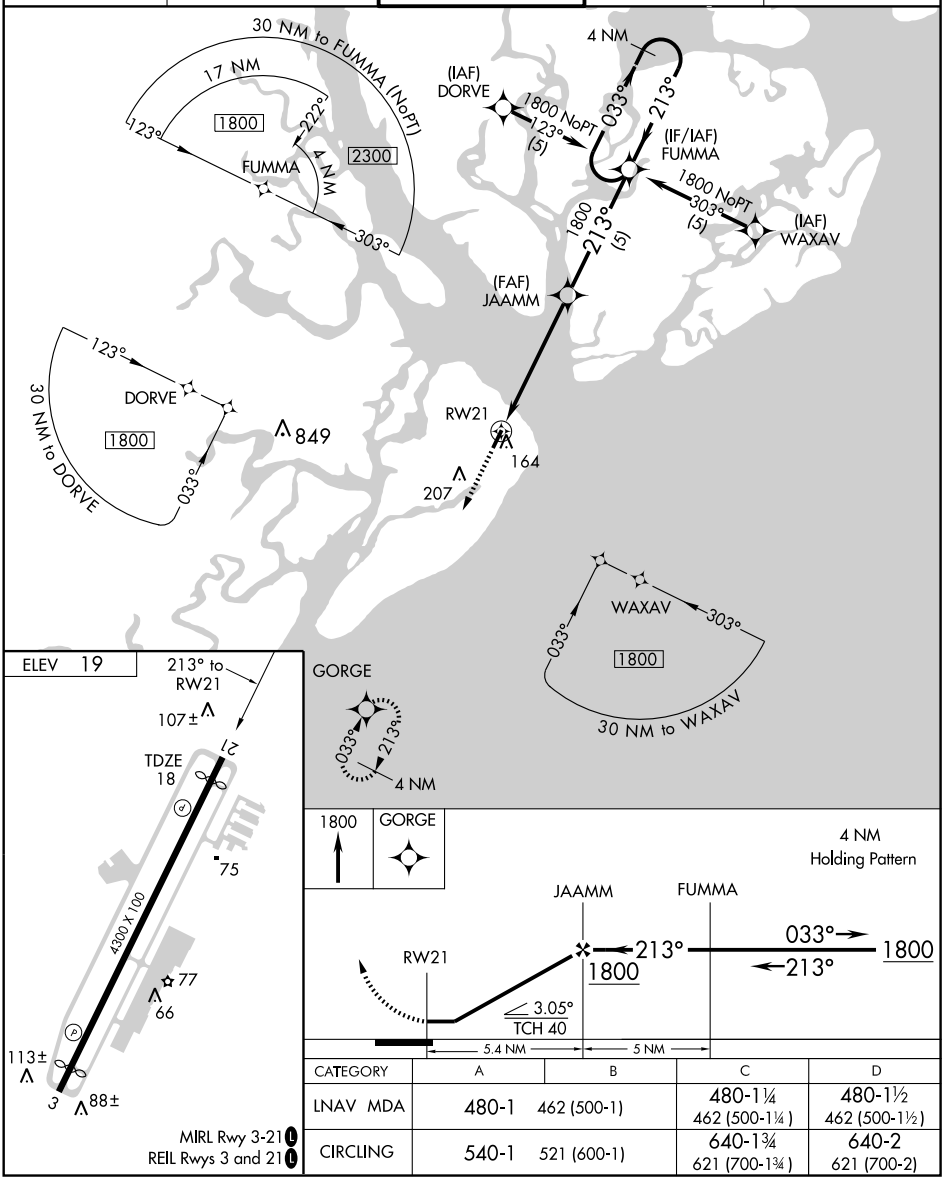
HILTON HEAD (HXD)

APP CRS	Rwy Idg	4000
213	TDZE	18
	Apt Elev	19

Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800 direct GORGE WP and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1



CATEGORY	A	B	C	D
LNAV MDA	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 C

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SAV	APP CRS	Rwy Idg	N/A
115.95	085°	TDZE	N/A
Chan 106 (Y)		Apt Elev	19

VOR/DME-A
HILTON HEAD (HXD)

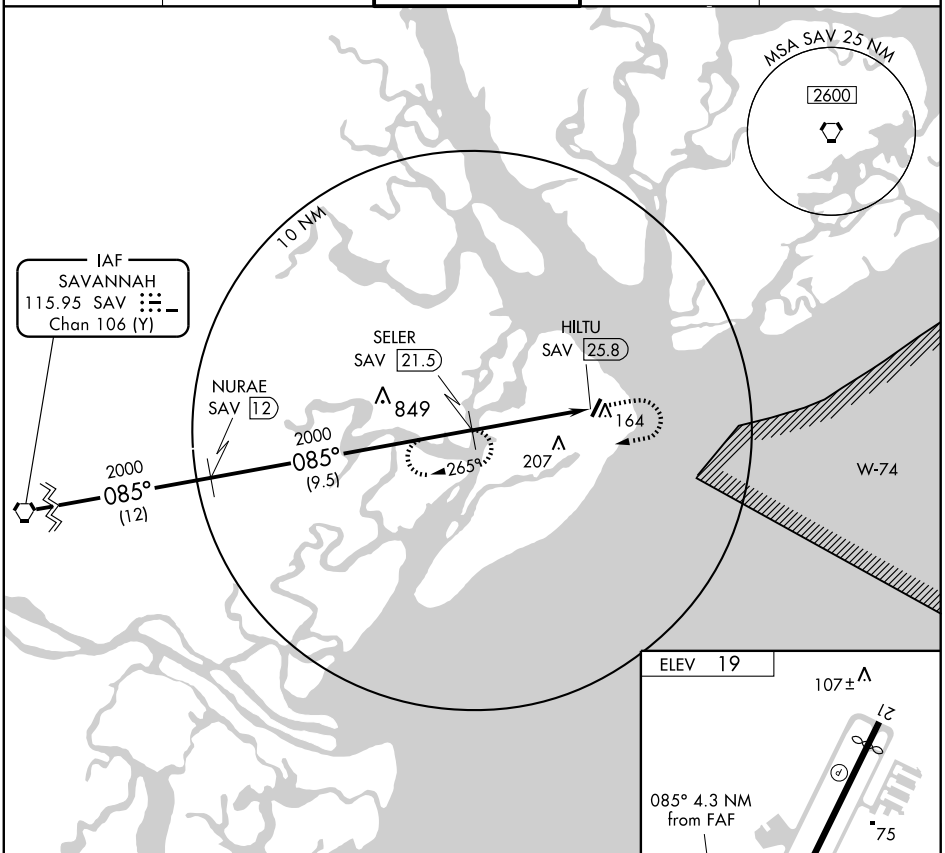
NA

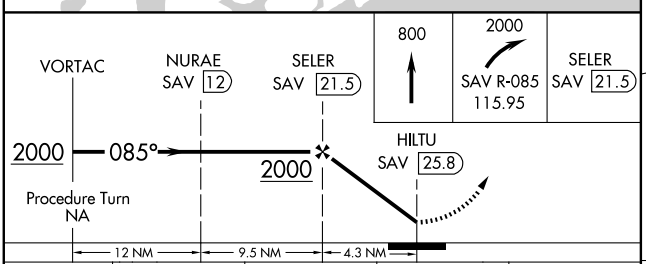
Use Savannah altimeter setting.

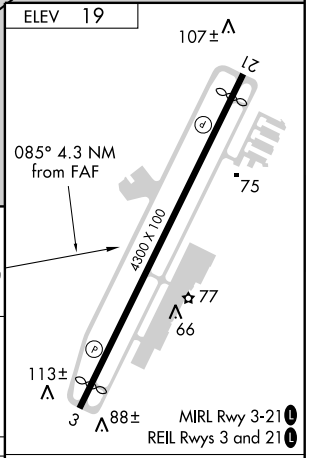
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct SELER/21.5 DME and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1

SE-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
CIRCLING	800-1 781 (800-1)	800-1¼ 781 (800-1¼)	800-2¼ 781 (800-2¼)	800-2½ 781 (800-2½)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NDB CKI 404	APP CRS 133°	Rwy Idg 5000 TDZE 66 Apt Elev 67

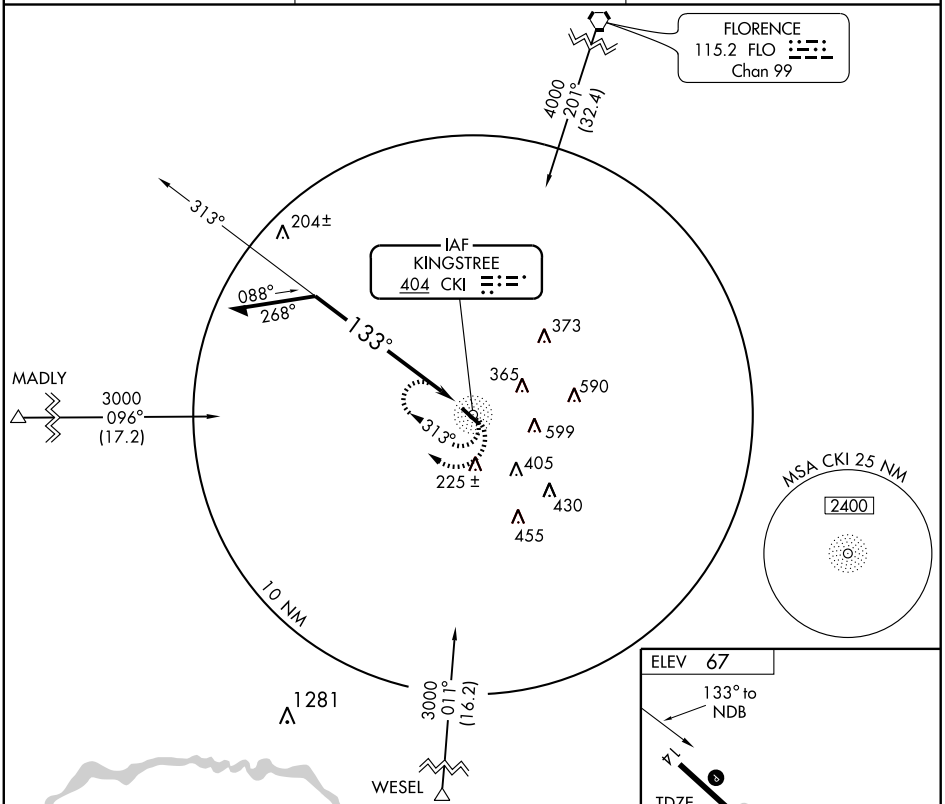
NDB RWY 14

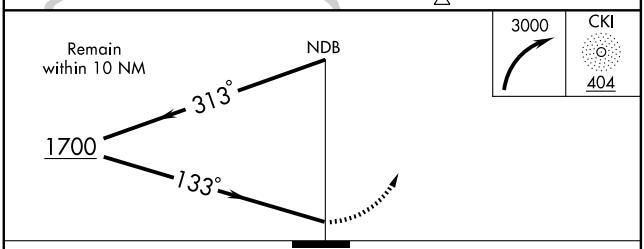
KINGSTREE/WILLIAMSBURG RGNL (CKI)

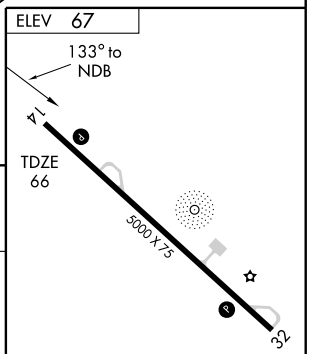
NA — If local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 in CKI NDB holding pattern.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
124.775	127.4 257.95	122.7 (CTAF) L







MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	700-1 634 (700-1)		700-1¾ 634 (700-1¾)	700-2 634 (700-2)
CIRCLING	700-1 633 (700-1)		700-1¾ 633 (700-1¾)	1020-3 953 (1000-3)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
318°	TDZE	67
	Apt Elev	67

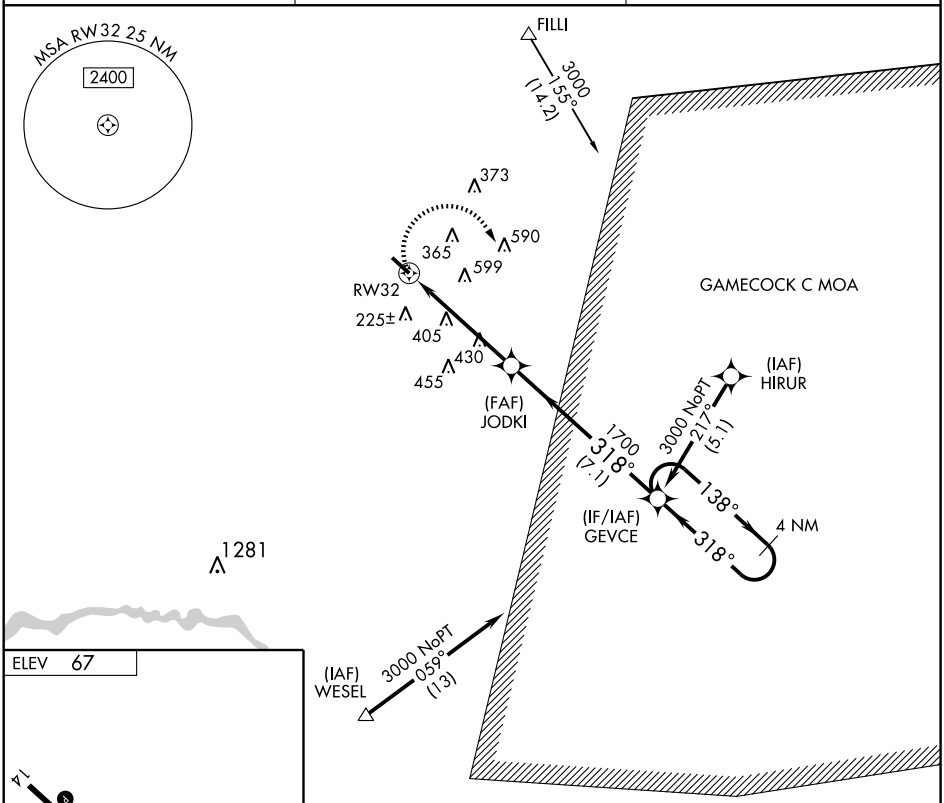
RNAV (GPS) RWY 32

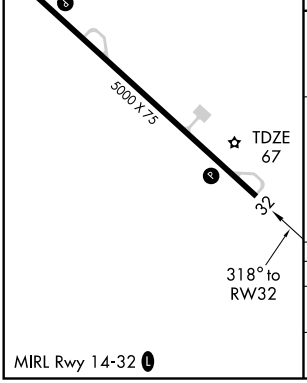
KINGSTREE/WILLIAMSBURG RGNL (CKI)

If local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Florence Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

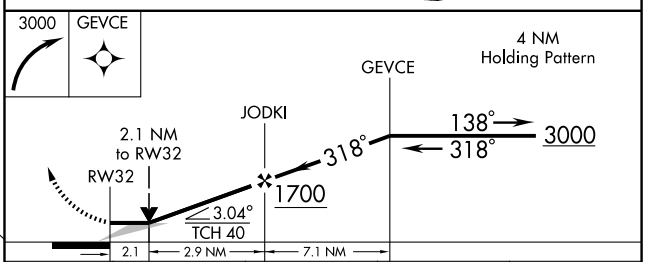
MISSED APPROACH: Climbing right turn to 3000 direct GEVCE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
124.775	127.4 257.95	122.7 (CTAF) L





MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	760-1	693 (700-1)	760-2 693 (700-2)	760-2¼ 693 (700-2¼)
CIRCLING	760-1	693 (700-1)	760-2 693 (700-2)	1020-3 953 (1000-3)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

LAKE CITY MUNI C J EVANS FIELD (51J)

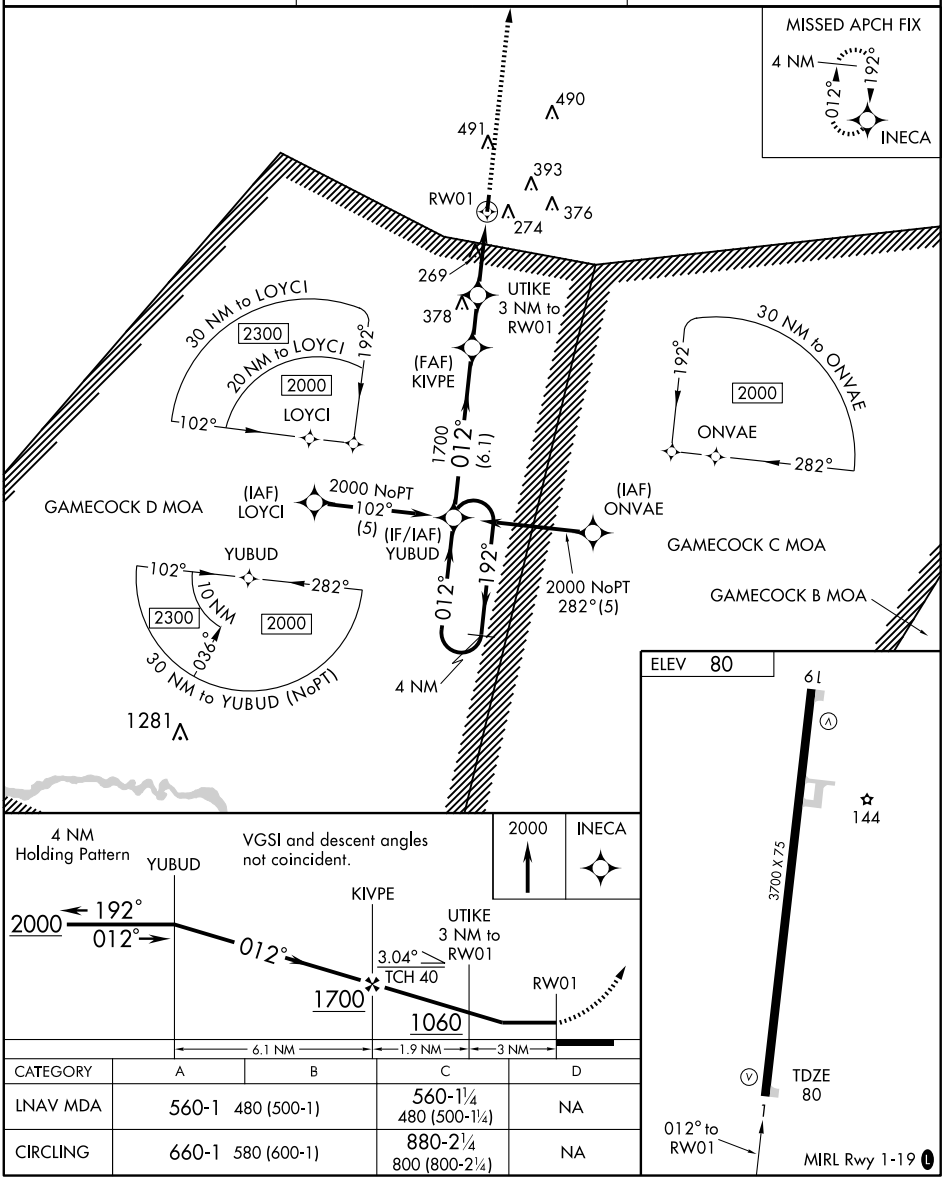
APP CRS	Rwy Idg	3700
012°	TDZE	80
	Apt Elev	80

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 2000 direct INECA and hold.

WILLIAMSBURG RGNL AWOS-3	FLORENCE APP CON ★	CTAF
124.775	135.25 316.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	560-1 480 (500-1)		560-1¼ 480 (500-1¼)	NA
CIRCLING	660-1 580 (600-1)		880-2¼ 800 (800-2¼)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

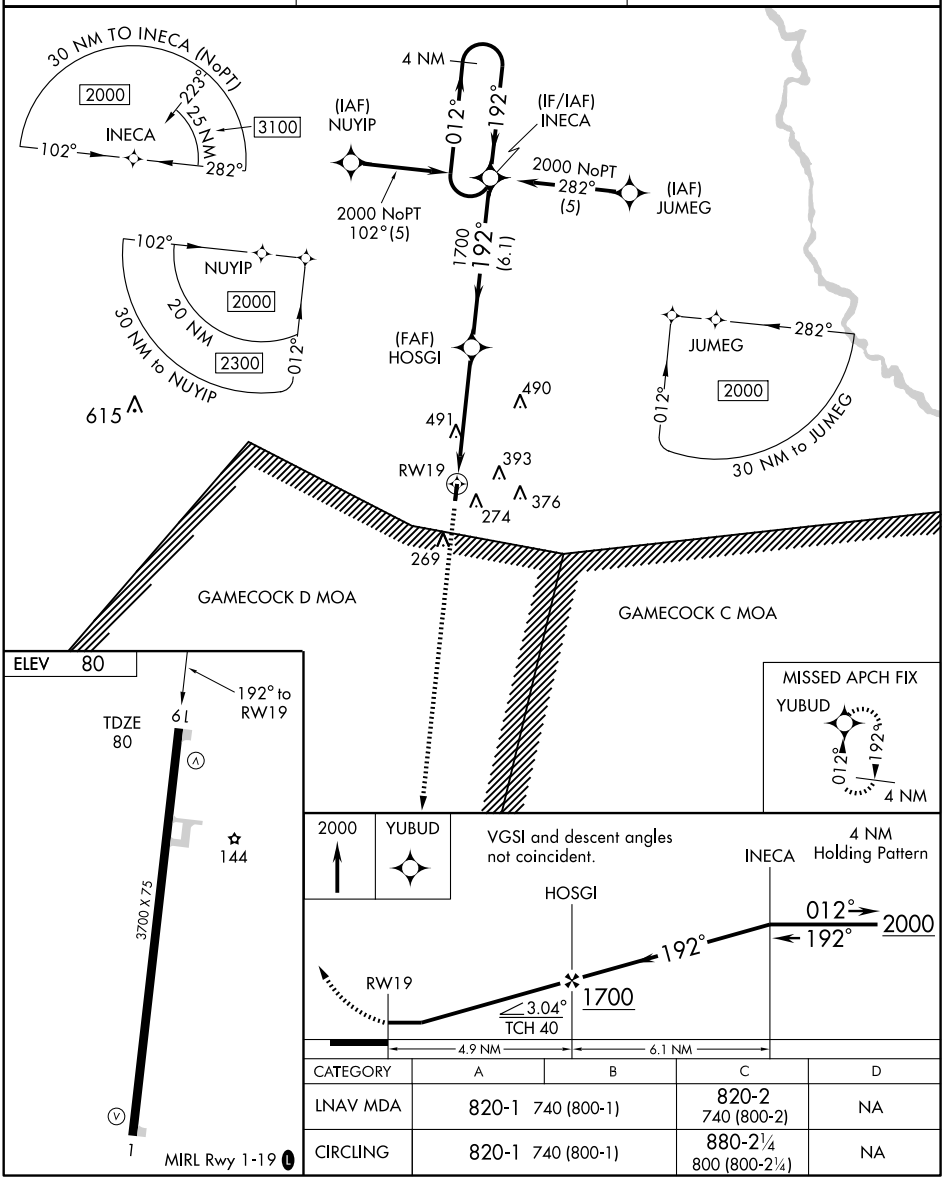
LAKE CITY MUNI C J EVANS FIELD (51J)

APP CRS	Rwy Idg	3700
192°	TDZE	80
	Apt Elev	80

NA — DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct YUBUD and hold.

WILLIAMSBURG RGNL AWOS-3	FLORENCE APP CON *	CTAF
124.775	135.25 316.15	122.9 L

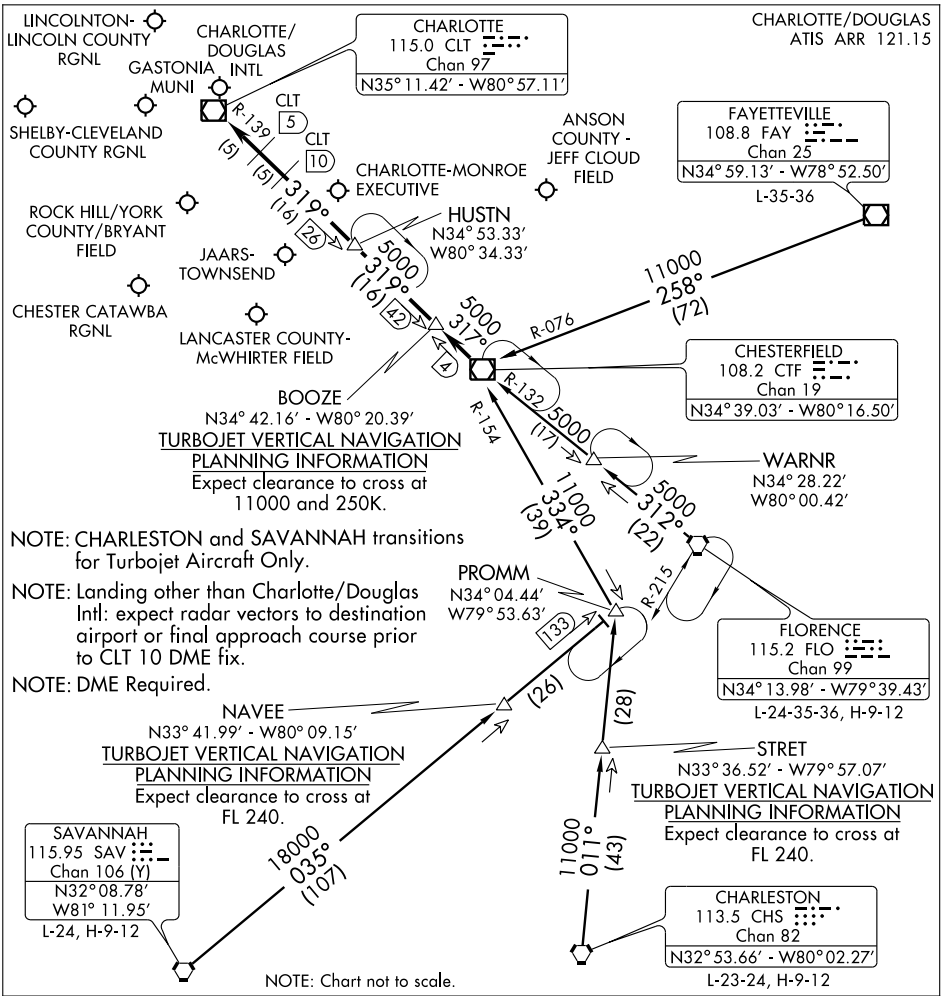


CATEGORY	A	B	C	D
LNAV MDA	820-1 740 (800-1)		820-2 740 (800-2)	NA
CIRCLING	820-1 740 (800-1)		880-2¼ 800 (800-2¼)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

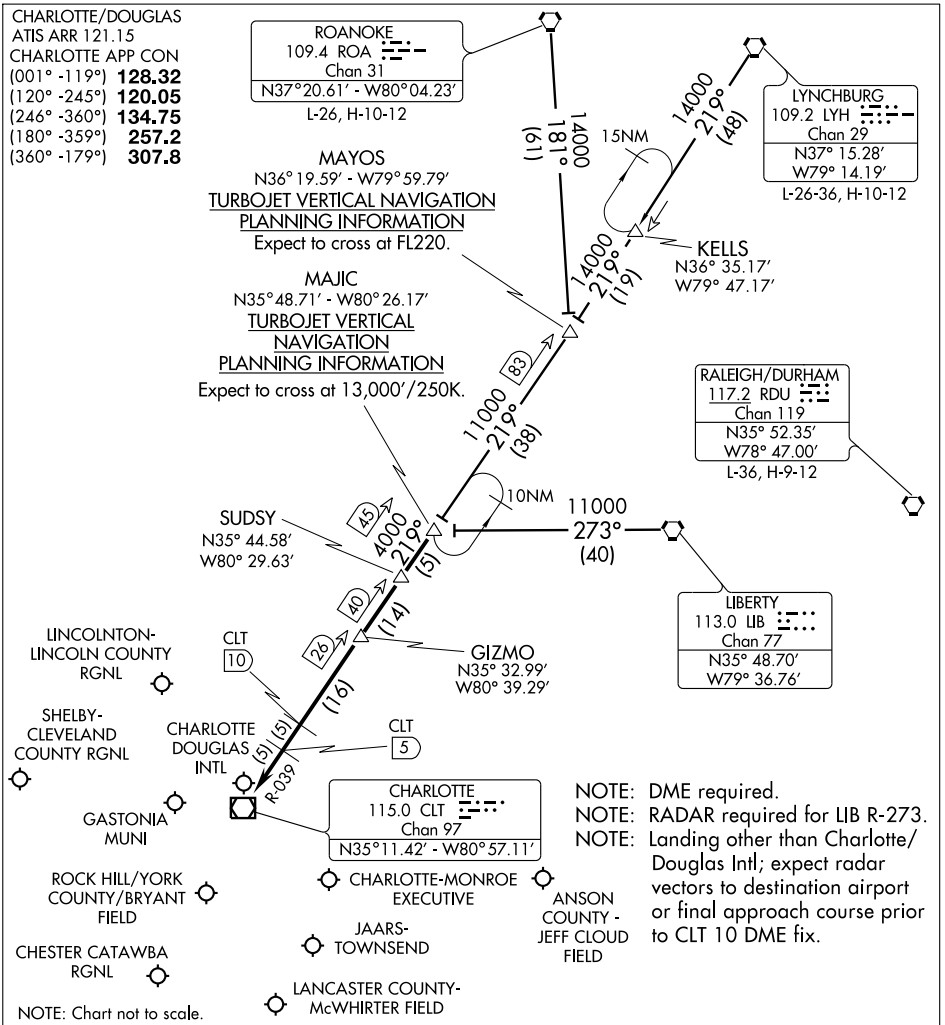
CHARLOTTE, NORTH CAROLINA

(CTF.CTF3) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB LKR 400	APP CRS 251°	Rwy Idg 6004 TDZE 486 Apt Elev 486

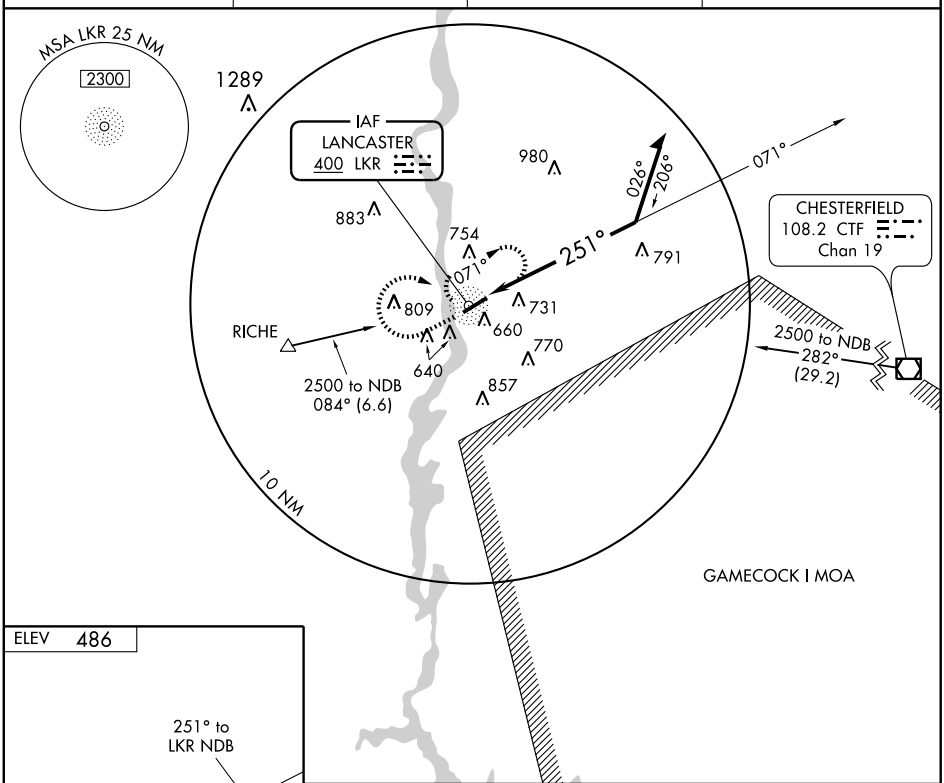
NDB RWY 24

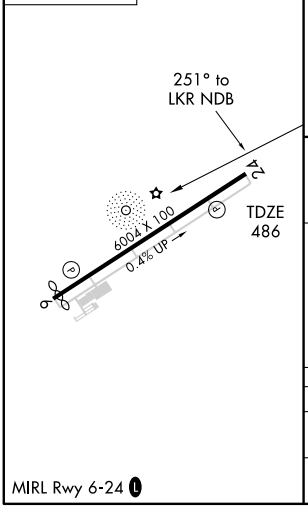
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

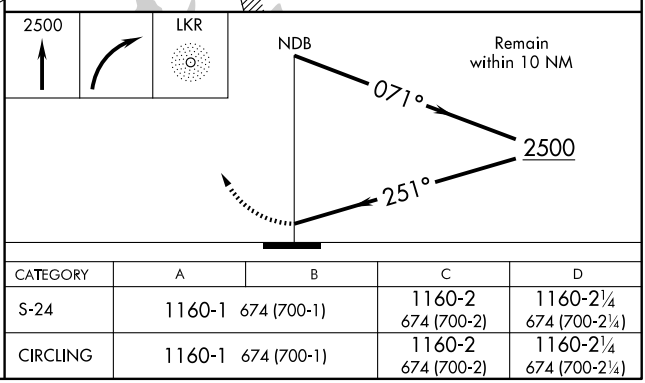
When VGSI inoperative, Straight-in/Circling Rwy 24 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 80 feet, and increase S-24 Cats B, C, and D and Circling Cats B, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then right turn direct LKR NDB and hold.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-24	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2¼ 674 (700-2¼)
CIRCLING	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2¼ 674 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86816 W06A	APP CRS 065°	Rwy Idg 5899 TDZE 470 Apt Elev 486

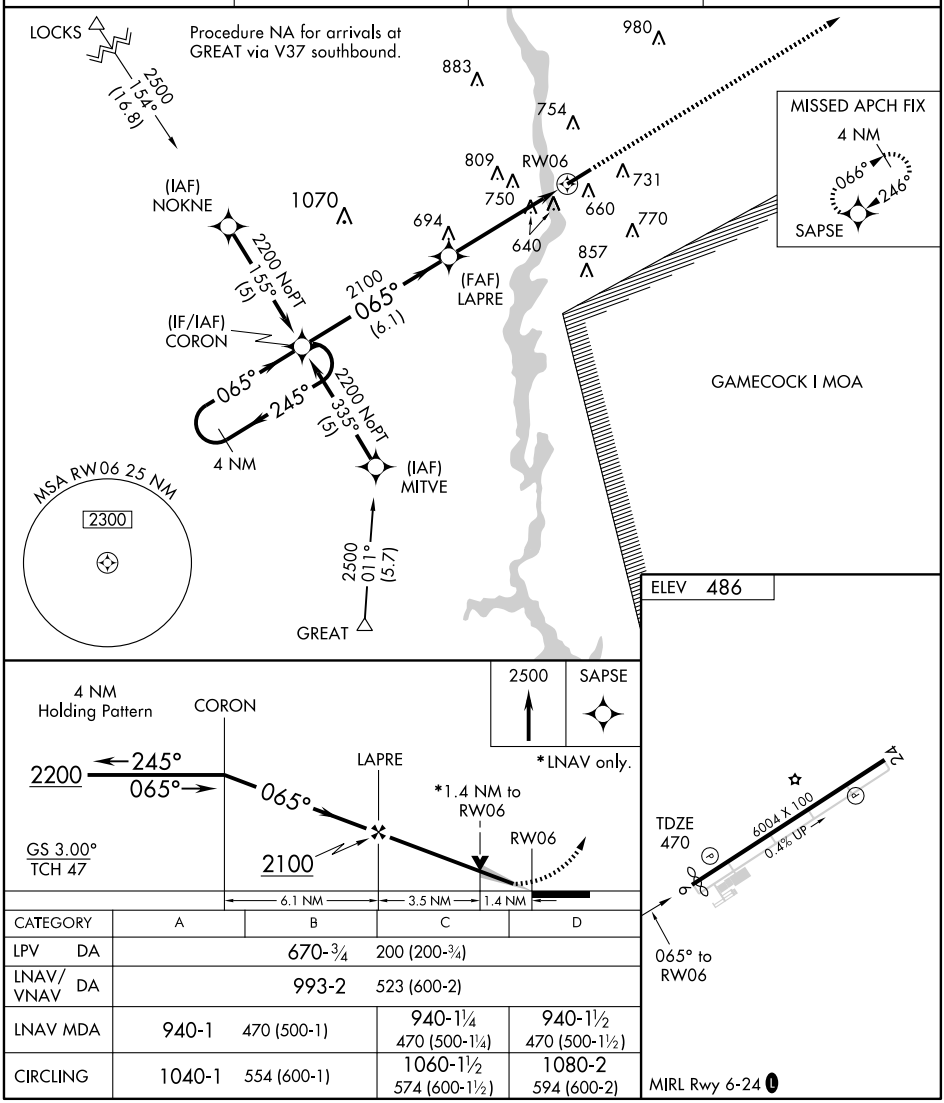
RNAV (GPS) RWY 6

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

When VGSI inoperative, Circling Rwy 24 NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA 69 feet, LNAV/VNAV DA 98 feet and all MDA 80 feet, and increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPSE and hold.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		670-¾	200 (200-¾)	
LNAV/VNAV DA		993-2	523 (600-2)	
LNAV MDA	940-1	470 (500-1)	940-1¼ 470 (500-1¼)	940-1½ 470 (500-1½)
CIRCLING	1040-1	554 (600-1)	1060-1½ 574 (600-1½)	1080-2 594 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6004
CH 70416	246°	TDZE	486
W24A		Apt Elev	486

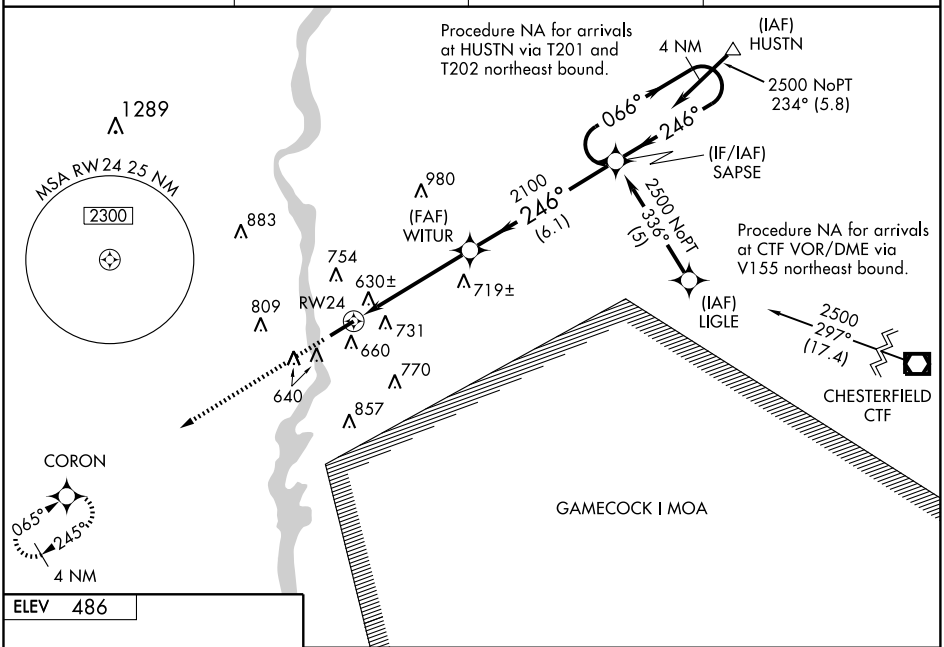
RNAV (GPS) RWY 24

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

When VGSI inoperative Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

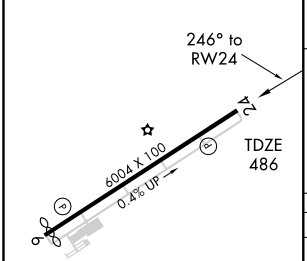
MISSED APPROACH: Climb to 2200 direct CORON and hold.

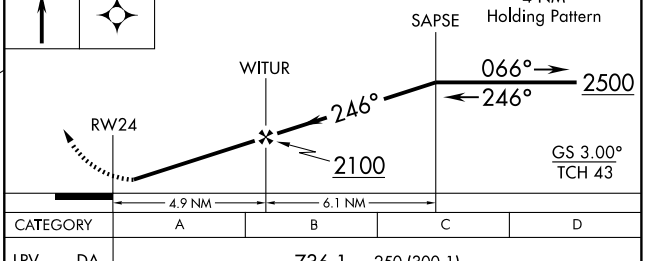
AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF) L



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010



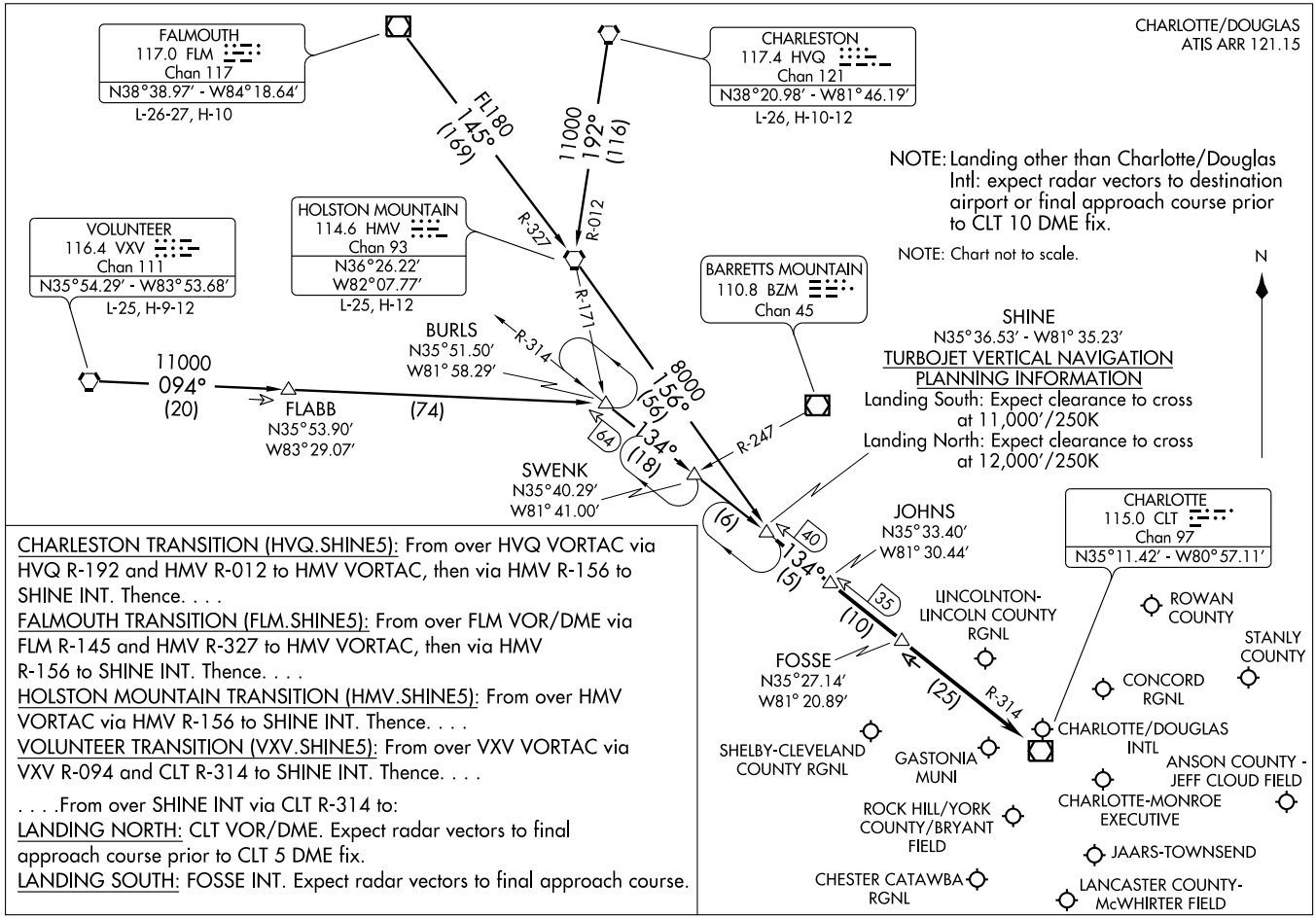


CATEGORY	A	B	C	D
LPV DA	736-1 250 (300-1)			
LNAV/VNAV DA	1017-2 531 (600-2)			
LNAV MDA	960-1 474 (500-1)		960-1¼ 474 (500-1¼)	960-1½ 474 (500-1½)
CIRCLING	1040-1 554 (600-1)		1060-1½ 574 (600-1½)	1080-2 594 (600-2)

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

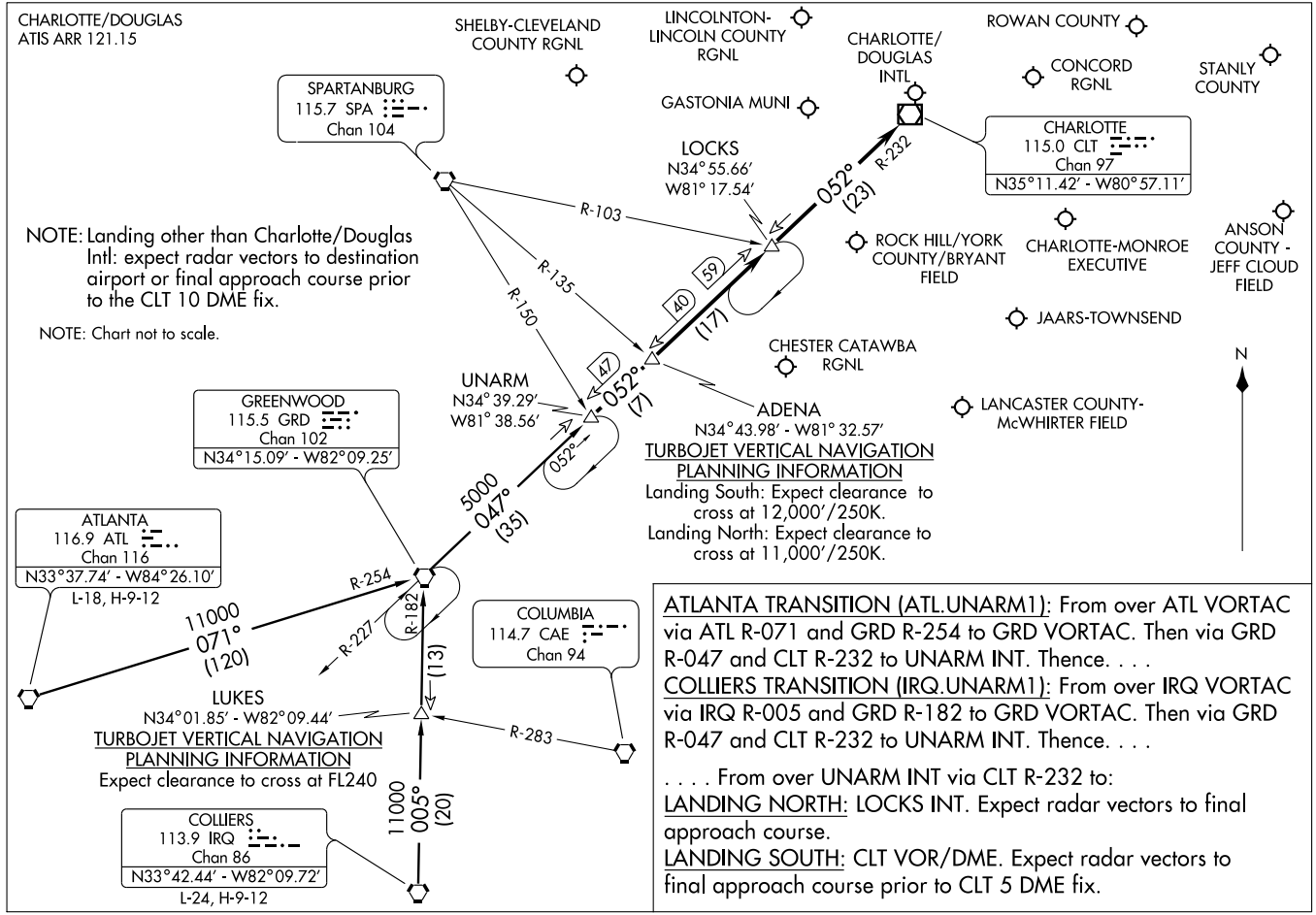
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

VOR/DME CLT	APP CRS	Rwy Idg	N/A
115.0	175°	TDZE	N/A
Chan 97		Apt Elev	486

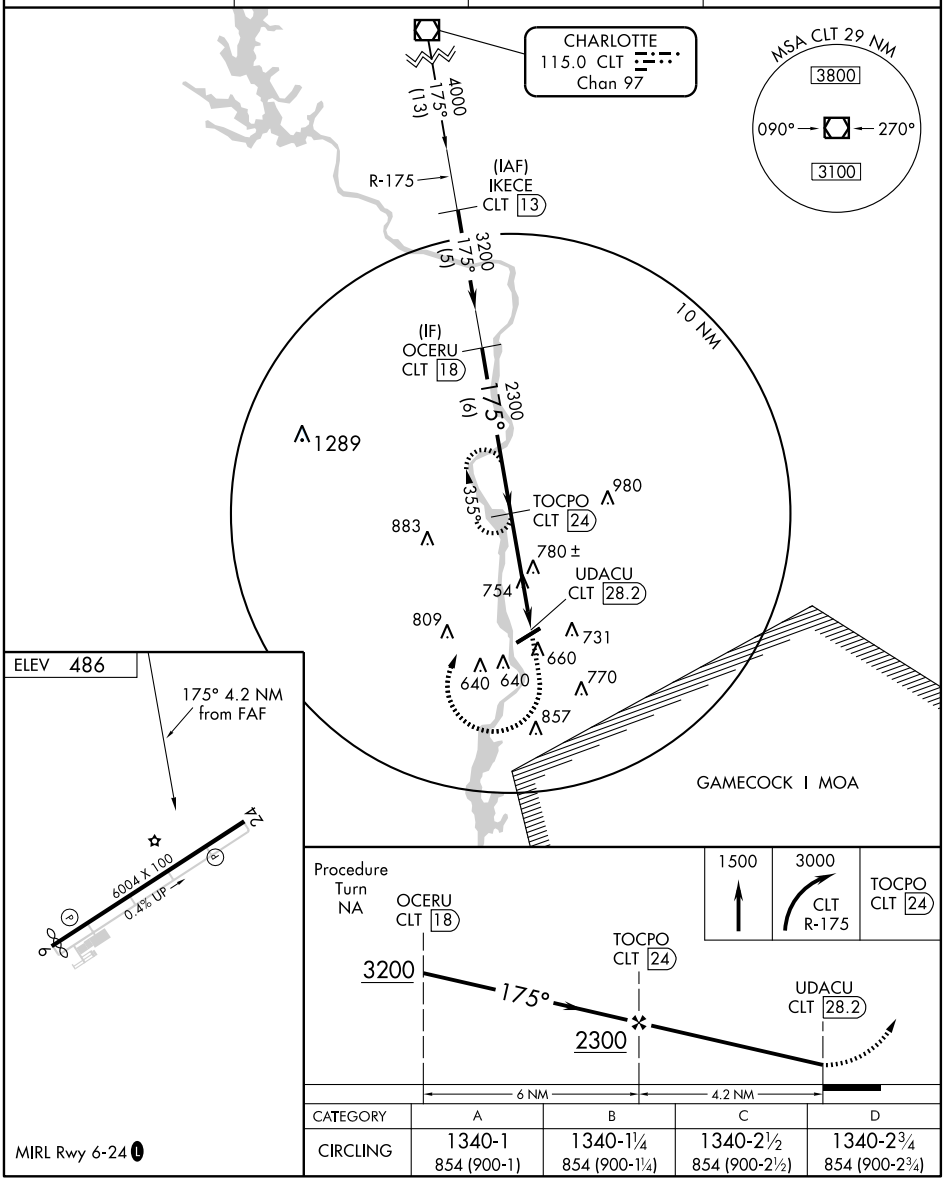
VOR/DME-A

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

When VGSI inoperative, Circling Rwy 24 NA at night.
When local altimeter setting not received, use Rock Hill altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CLT VOR/DME R-175 to TOCPO/CLT 24 DME and hold, continue climb-in-hold to 3000.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1340-1 854 (900-1)	1340-1¼ 854 (900-1¼)	1340-2½ 854 (900-2½)	1340-2¾ 854 (900-2¾)

MIRL Rwy 6-24

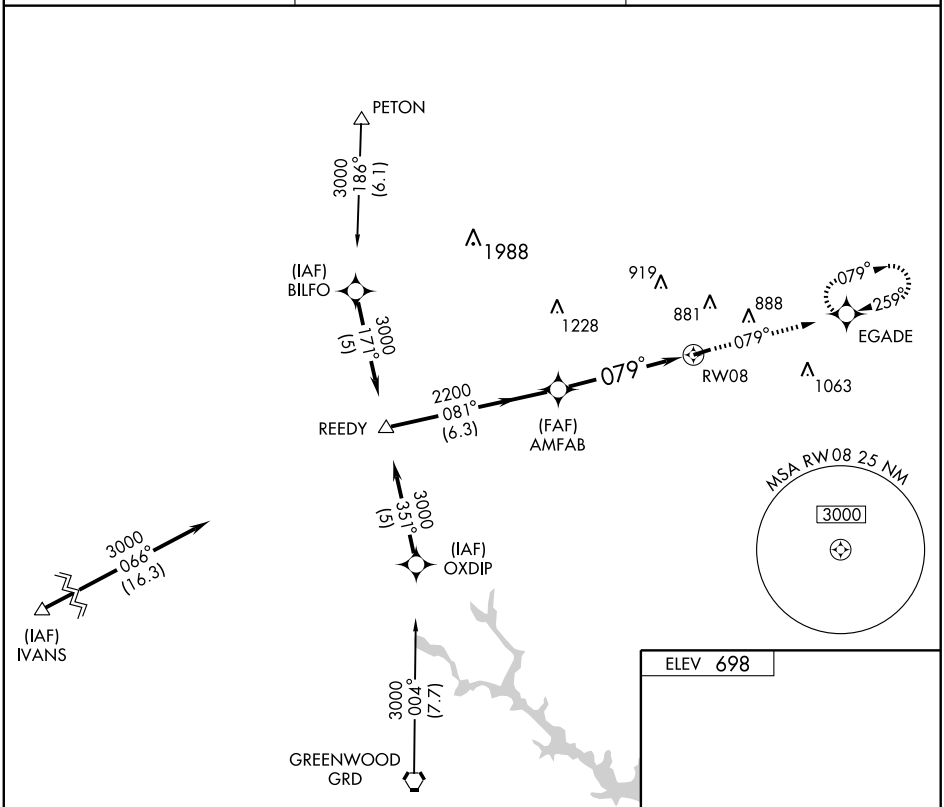
SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

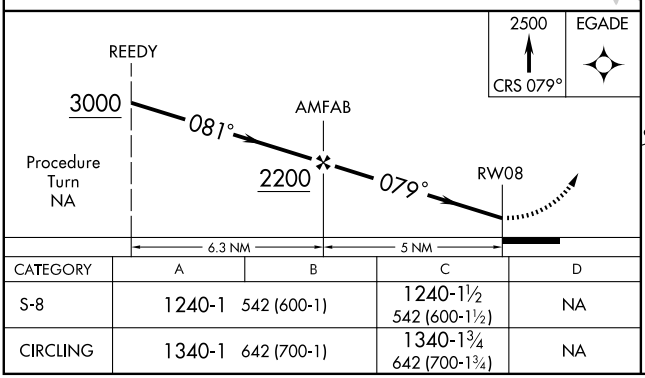
APP CRS	Rwy Idg	3898
079°	TDZE	698
	Apt Elev	698

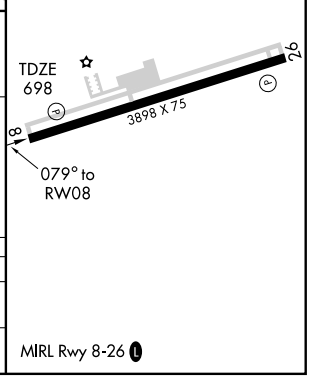
GPS RWY 8
LAURENS COUNTY (LUX)

⚠ NA Use Greer altimeter setting.	MISSED APPROACH: Climb to 2500 via 079° course to EGADE WP and hold.

AWOS-3	GREER APP CON ★	UNICOM
123.975	120.6 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	1240-1	542 (600-1)	1240-1½ 542 (600-1½)	NA
CIRCLING	1340-1	642 (700-1)	1340-1¾ 642 (700-1¾)	NA

MIRL Rwy 8-26 L

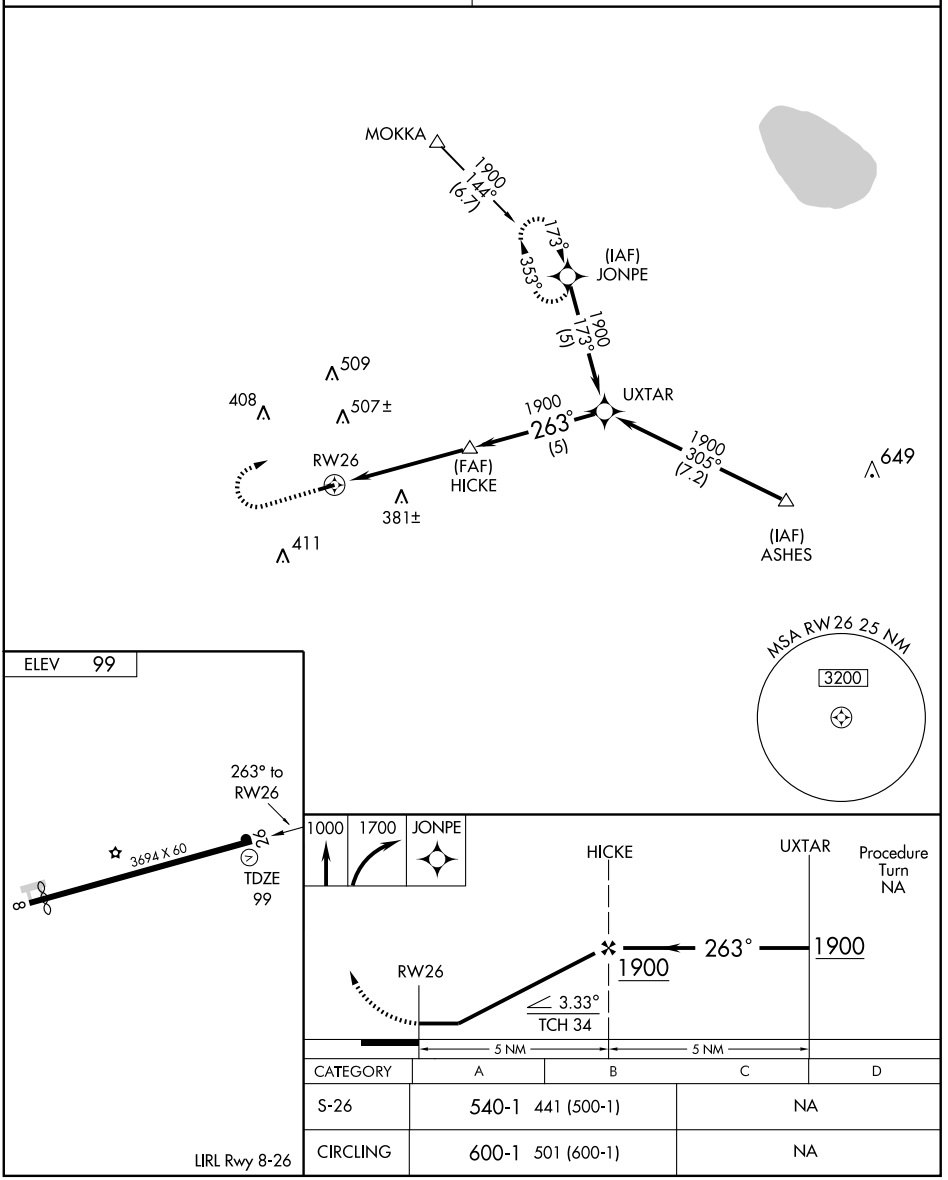
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3501
263°	TDZE	99
	Apt Elev	99

GPS RWY 26

LORIS/ TWIN CITY (5J9)

NA — Use Myrtle Beach Intl altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.
MYRTLE BEACH APP CON ★ 119.2 350.3	CTAF 122.9



CATEGORY	A	B	C	D
S-26	540-1 441 (500-1)			NA
CIRCLING	600-1 501 (600-1)			NA

LIRL Rwy 8-26

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CRE 117.6 Chan 123	APP CRS 340°	Rwy Idg N/A TDZE N/A Apt Elev 101

VOR/DME-A

LORIS/ TWIN CITY (5J9)

NA

Use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via CRE R-340 to MILEA and hold.

MYRTLE BEACH APP CON ★	CTAF
119.2 350.3	122.9

SE-2, 21 OCT 2010 to 18 NOV 2010

509
408
507±
381±
411
540
921
MILEA
CRE 13
160°
1800
340°
(5)
10 NM
CRE 8
1800
340°
(8)
MSA CRE 25 NM
2100
ELEV 101
IAF
GRAND STAND
117.6 CRE
Chan 123
3694 X 60
26
8
340° 4.8 NM
from FAF
1100
1800
CRE R-340
117.6
MILEA
CRE 13
MILEA
CRE 13
CRE 8
VORTAC
CRE 17.8
1800
340°
1800
1800
Procedure Turn NA
4.8 NM
5 NM
8 NM

CATEGORY	A	B	C	D
CIRCLING	600-1 499 (500-1)		NA	NA

LIRL Rwy 8-26

34°05'N - 78°52'W

NDB MNI	APP CRS	Rwy Idg	3602
381	026°	TDZE	102
		Apt Elev	104

NDB or GPS RWY 2

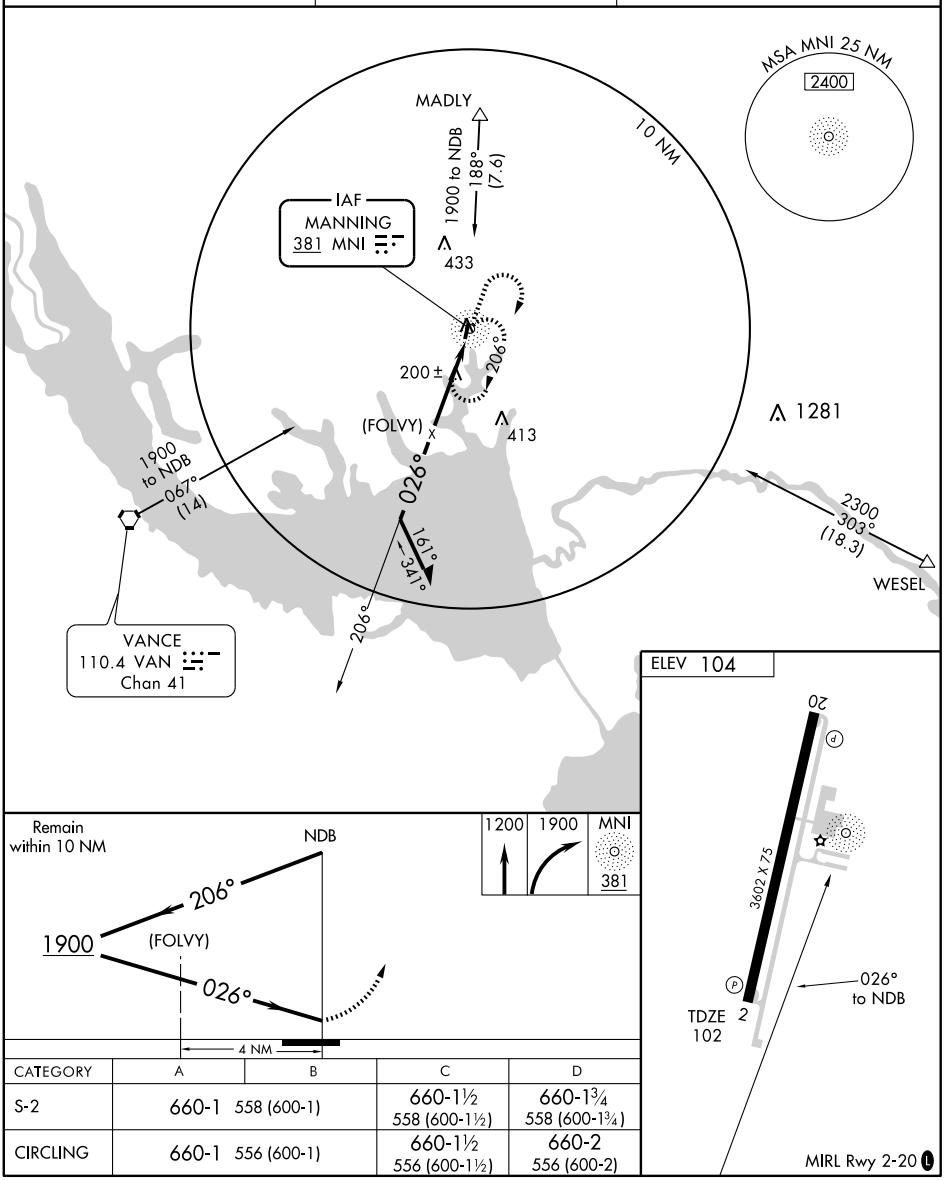
MANNING/SANTEE COOPER RGNL (MNI)

NA

Use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct MNI NDB and hold.

AWOS-3	SHAW APP CON★	UNICOM
120.175	125.4 285.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-2	660-1 558 (600-1)		660-1½ 558 (600-1½)	660-1¾ 558 (600-1¾)
CIRCLING	660-1 556 (600-1)		660-1½ 556 (600-1½)	660-2 556 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VAN 110.4 Chan 41	APP CRS 067°	Rwy Idg N/A TDZE N/A Apt Elev 104

VOR/DME or GPS-A

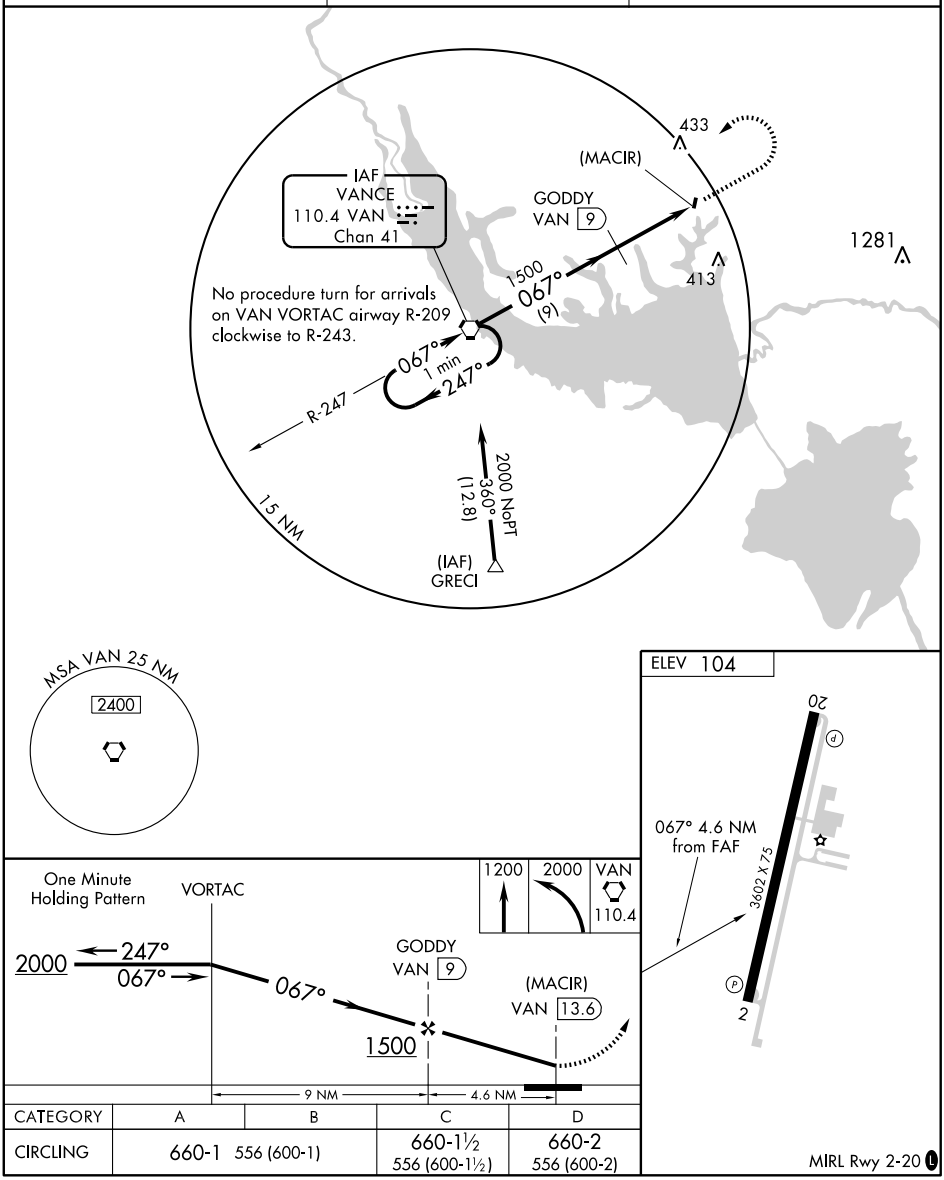
MANNING/SANTEE COOPER RGNL (MNI)

NA

Use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct VAN VORTAC and hold.

AWOS-3	SHAW APP CON★	UNICOM
120.175	125.4 285.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	660-1 556 (600-1)		660-1½ 556 (600-1½)	660-2 556 (600-2)

MIRL Rwy 2-20 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

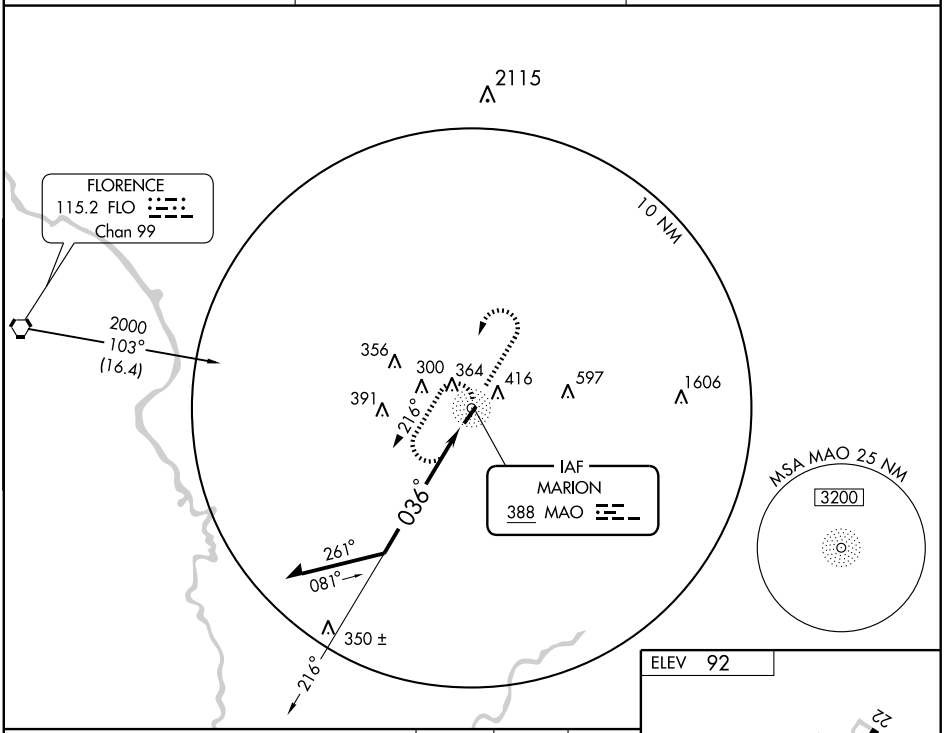
NDB MAO	APP CRS	Rwy Idg	4503
388	036°	TDZE	92
		Apt Elev	92

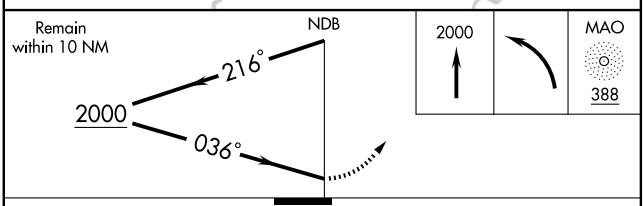
NDB RWY 4
MARION COUNTY (MAO)

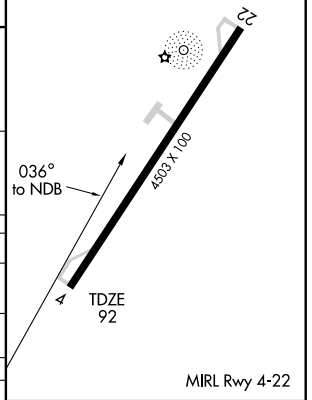
T
A NA — Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct MAO NDB and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
S-4	760-1	668 (700-1)	760-1¾ 668 (700-1¾)	760-2 668 (700-2)
CIRCLING	780-1	688 (700-1)	780-2 688 (700-2)	780-2¼ 688 (700-2¼)
FLORENCE ALTIMETER SETTING MINIMUMS				
S-4	820-1	728 (800-1)	820-2 728 (800-2)	820-2¼ 728 (800-2¼)
CIRCLING	820-1	728 (800-1)	820-2 728 (800-2)	820-2¼ 728 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4503
041°	TDZE	92
	Apt Elev	92

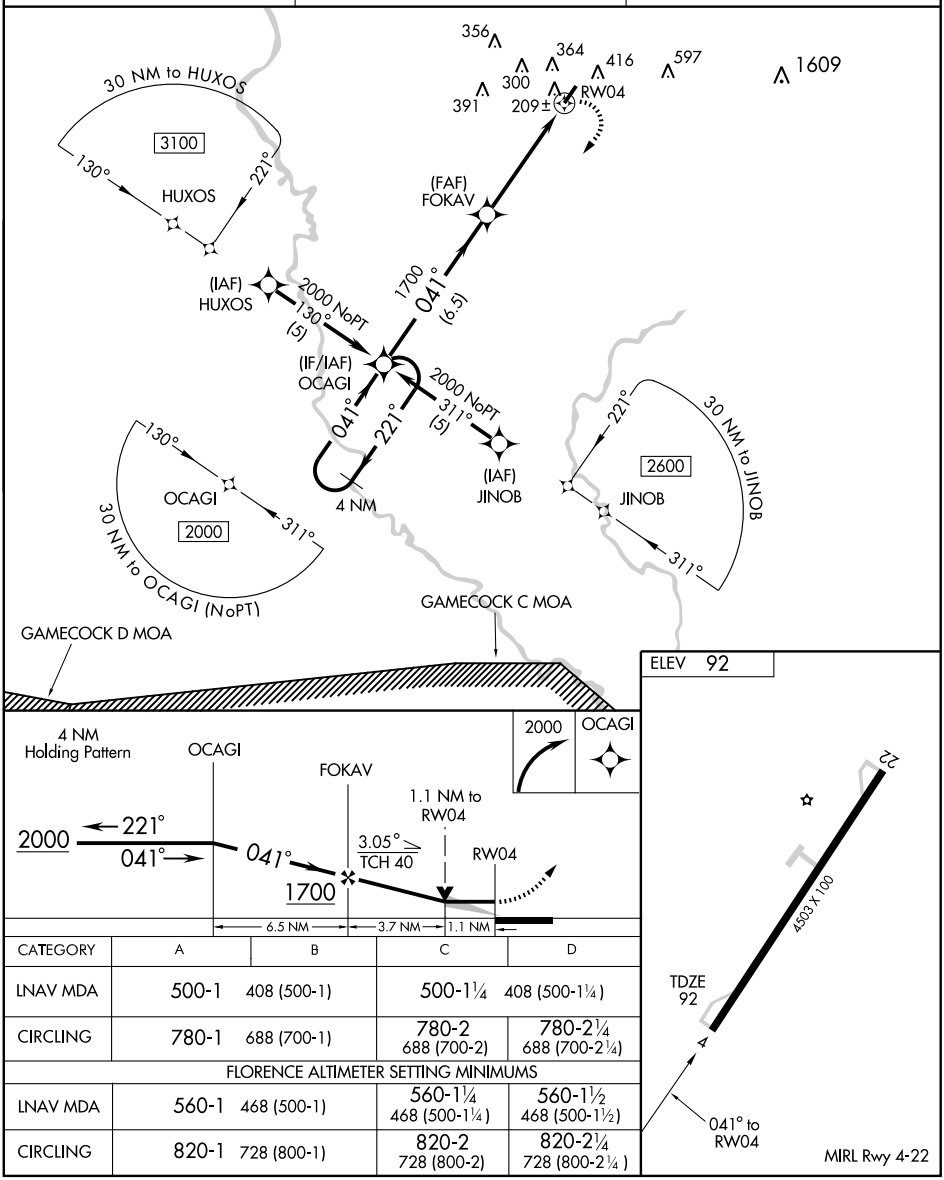
RNAV (GPS) RWY 4
MARION COUNTY (MAO)

Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Florence altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2000 direct OCAGI and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	500-1	408 (500-1)	500-1¼	408 (500-1¼)
CIRCLING	780-1	688 (700-1)	780-2 688 (700-2)	780-2¼ 688 (700-2¼)
FLORENCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1	468 (500-1)	560-1¼ 468 (500-1¼)	560-1½ 468 (500-1½)
CIRCLING	820-1	728 (800-1)	820-2 728 (800-2)	820-2¼ 728 (800-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FLO	APP CRS	Rwy Idg	NA
115.2	104°	TDZE	NA
Chan 99		Apt Elev	93

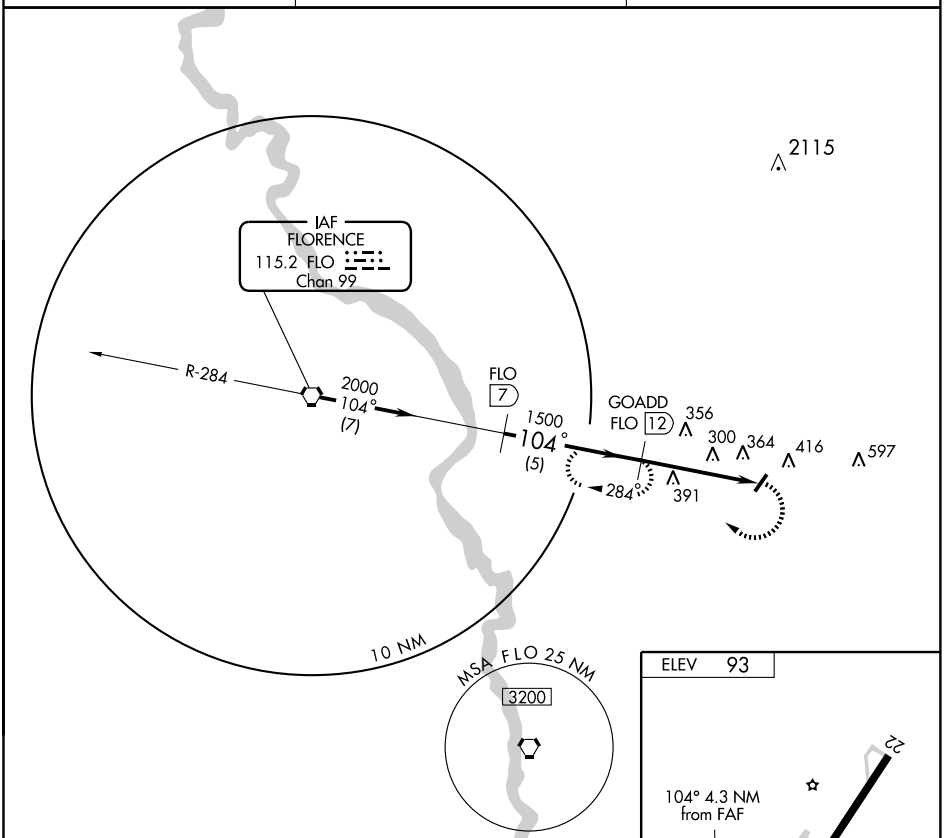
VOR/DME-A
MARION COUNTY (MAO)

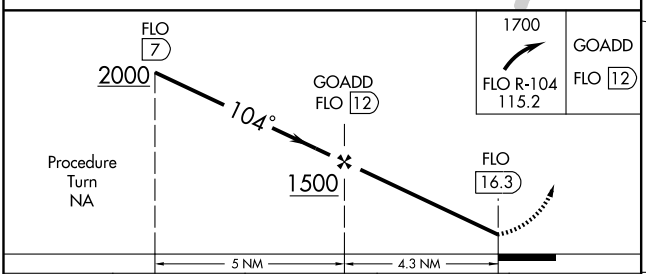
NA

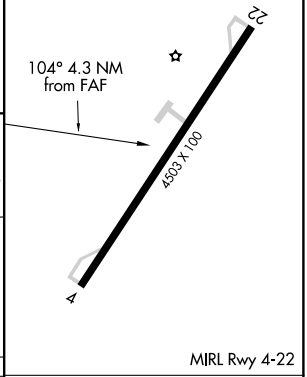
Use Florence altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via FLO R-104 to GOADD 12 DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	820-1	727 (800-1)	820-2 727 (800-2)	820-2¼ 727 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4351
CH 63210	050°	TDZE	73
W05A		Apt Elev	73

RNAV (GPS) RWY 5

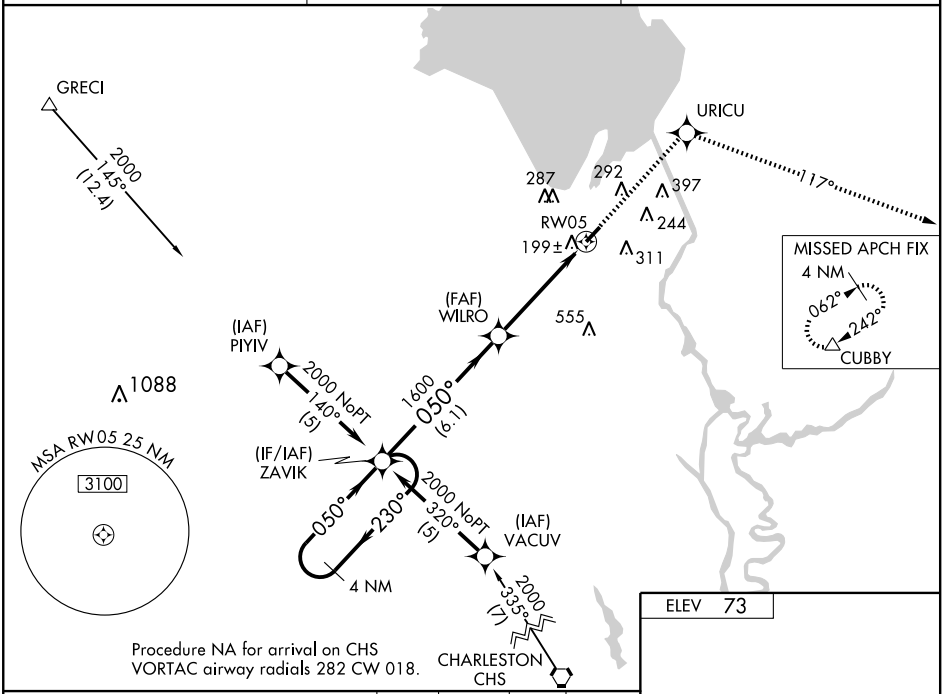
MONCKS CORNER/ BERKELEY COUNTY (MKS)

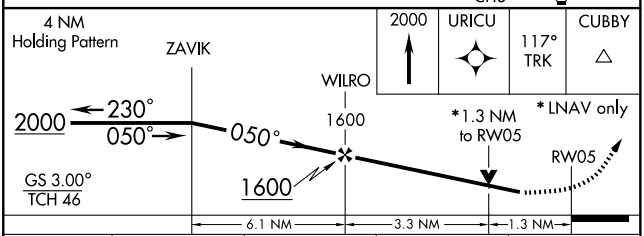
T
NA

Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet, and all MDA 60 feet; increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Charleston AFB/Intl altimeter setting.

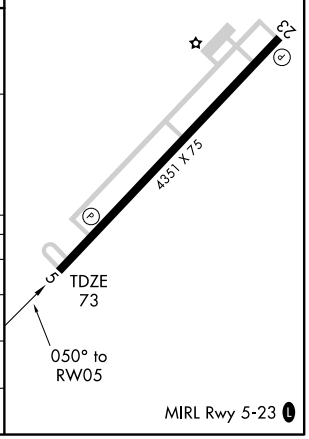
MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	135.8 379.925	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	407-1¼ 334 (400-1¼)			
LNAV/VNAV DA	469-1½ 396 (400-1½)			
LNAV MDA	520-1 447 (500-1)		520-1¼ 447 (500-1¼)	520-1½ 447 (500-1½)
CIRCLING	520-1 447 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4351
230°	TDZE	73
	Apt Elev	73

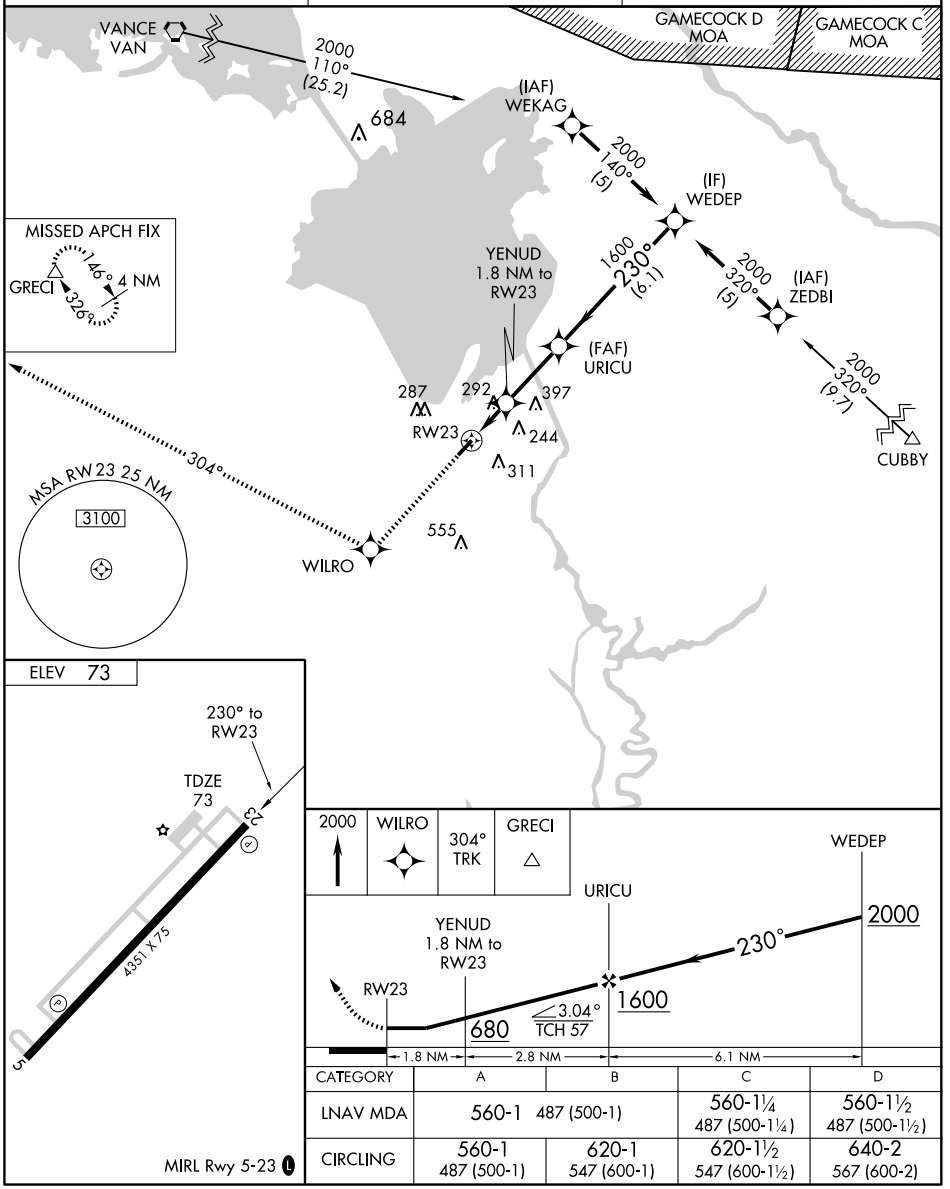
RNAV (GPS) RWY 23

MONCKS CORNER/ BERKELEY COUNTY (MKS)

NA — DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct WILRO and via 304° track to GRECI and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	135.8 379.925	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	560-1 487 (500-1)		560-1¼ 487 (500-1¼)	560-1½ 487 (500-1½)
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

MIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CHS 113.5 Chan 82	APP CRS 185°	Rwy Idg N/A TDZE N/A Apt Elev 73

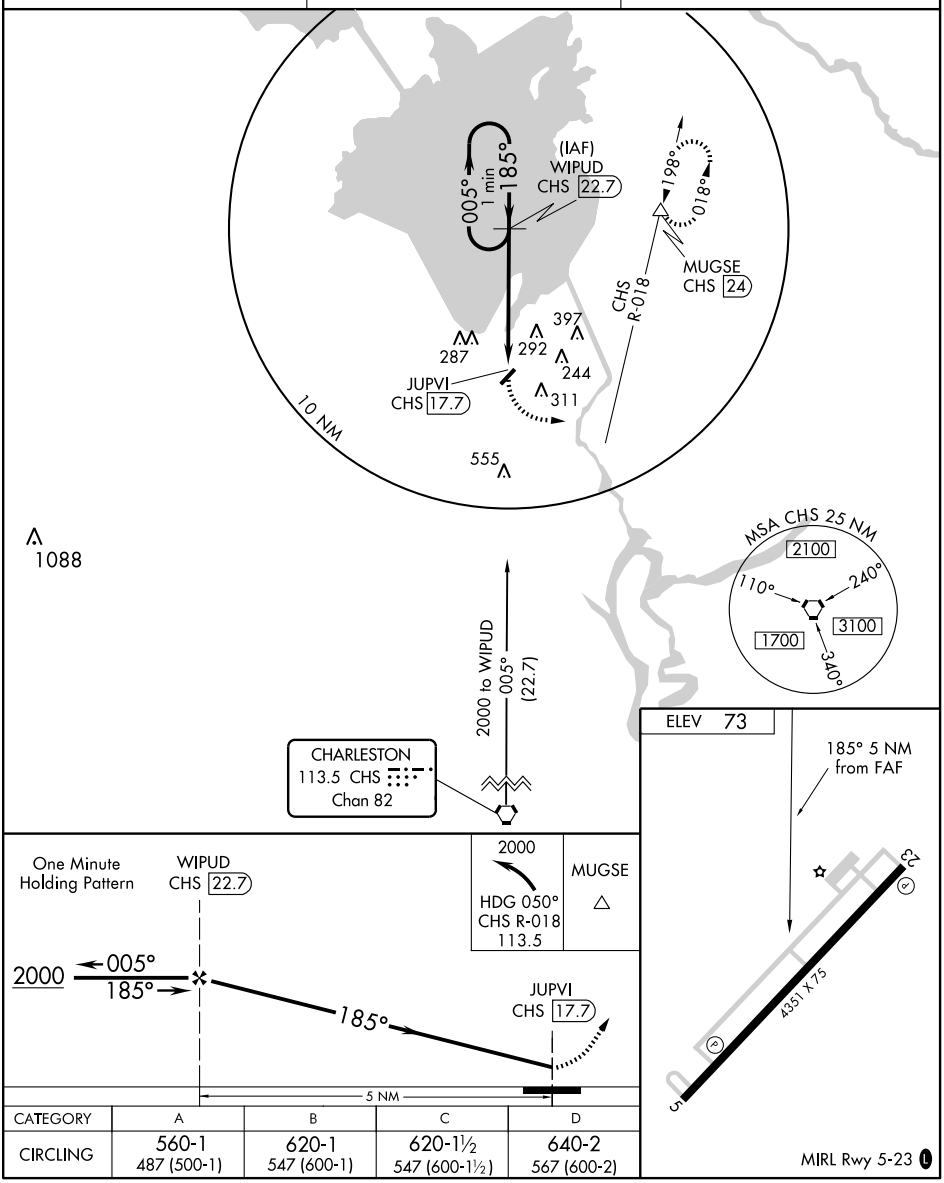
VOR/DME-A

MONCKS CORNER/ BERKELEY COUNTY (MKS)

T NA Circling to Rwy 23 NA at night. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 via heading 050° and CHS R-018 to MUGSE/CHS 24 DME and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	135.8 379.925	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 62817 W17A | APP CRS 174° | Rwy Idg 3700 | TDZE 12 | Apt Elev 12

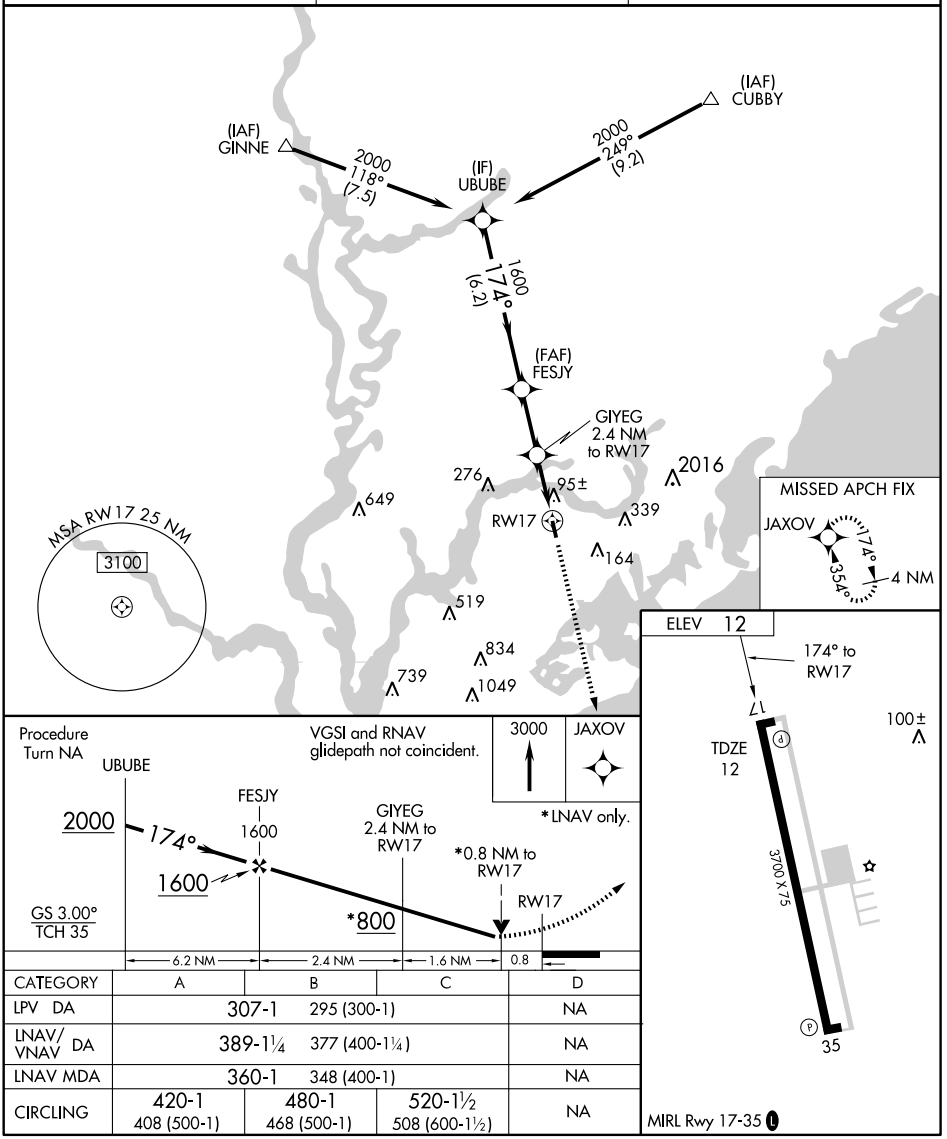
RNAV (GPS) RWY 17

MT PLEASANT RGNL-FAISON FIELD (LRO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA with Charleston AFB/Intl altimeter setting. VDP NA with Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JAXOV and hold, continue climb-in-hold to 3000.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	135.8 379.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	307-1	295 (300-1)		NA
LNAV/VNAV DA	389-1¼	377 (400-1¼)		NA
LNAV MDA	360-1	348 (400-1)		NA
CIRCLING	420-1 408 (500-1)	480-1 468 (500-1)	520-1½ 508 (600-1½)	NA

MIRL Rwy 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3700
354°	TDZE	12
	Apt Elev	12

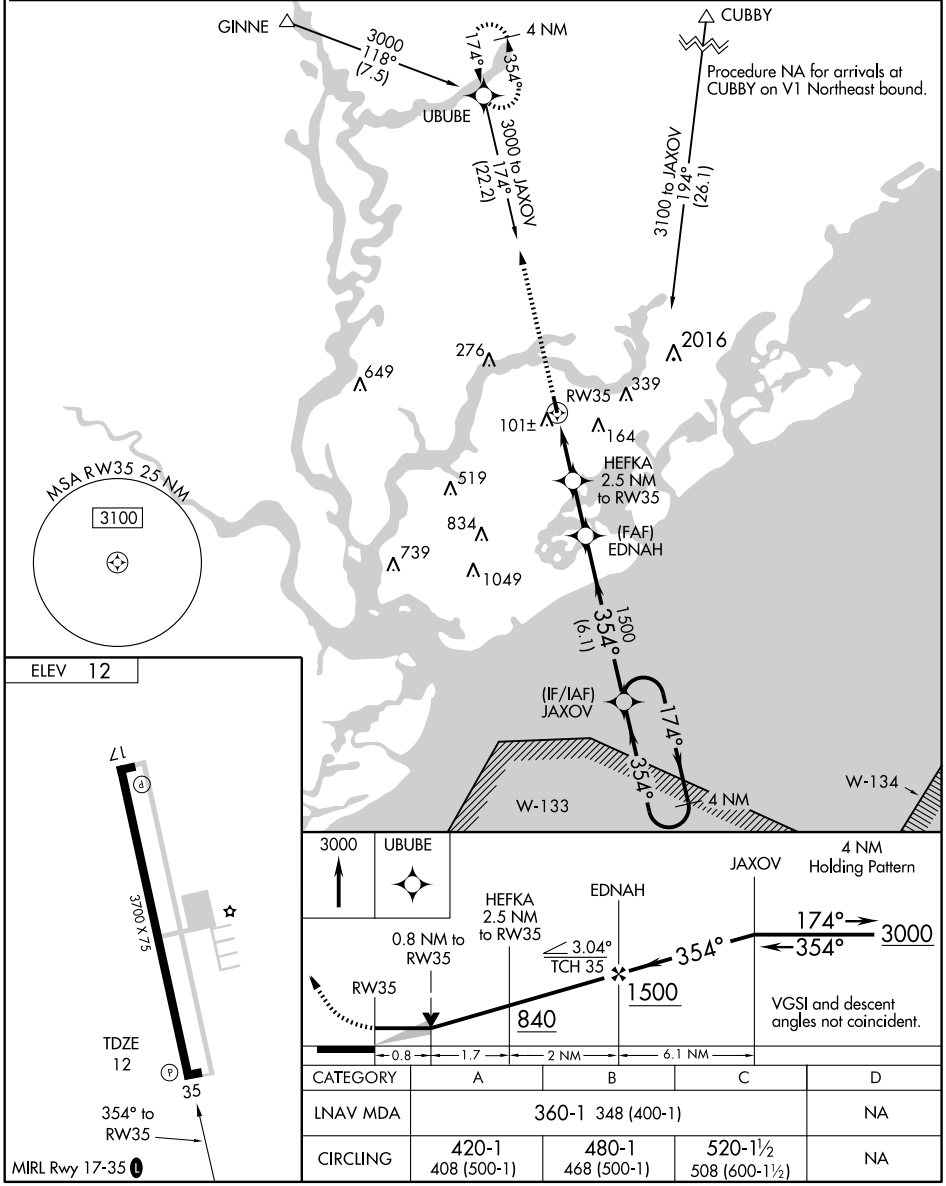
RNAV (GPS) RWY 35

MT PLEASANT RGNL-FAISON FIELD (LRO)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet. VDP NA with Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct UBUBE and hold, continue climb-in-hold to 3000.

AWOS-3	CHARLESTON APP CON		UNICOM
118.625	135.8	379.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	360-1 348 (400-1)			NA
CIRCLING	420-1 408 (500-1)	480-1 468 (500-1)	520-1½ 508 (600-1½)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CHS	APP CRS	Rwy Idg	N/A
113.5	094°	TDZE	N/A
Chan 82		Apt Elev	12

VOR/DME-A

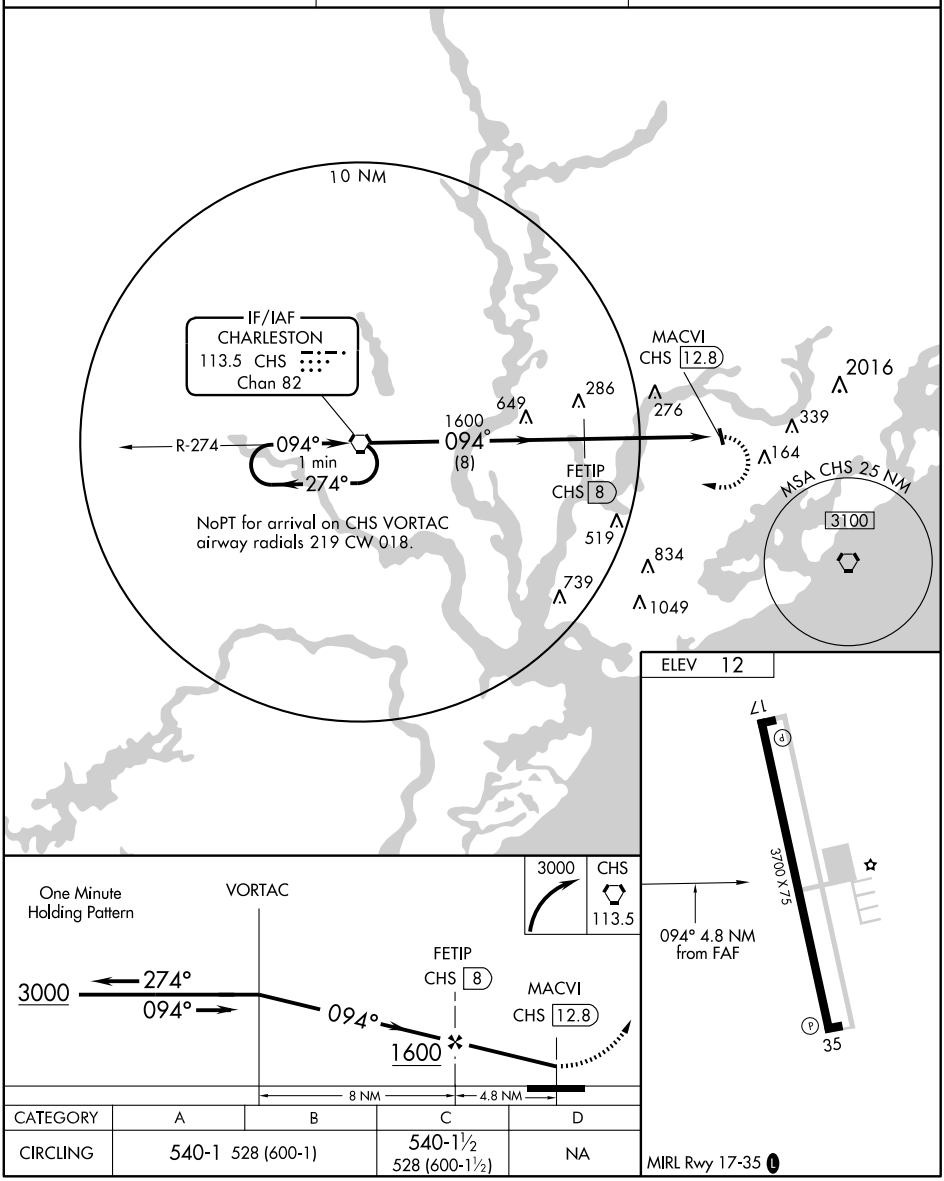
MT PLEASANT RGNL-FAISON FIELD (LRO)

When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct CHS VORTAC and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	135.8 379.925	122.7 (CTAF)

SE-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	540-1 528 (600-1)		540-1½ 528 (600-1½)	NA

MIRL Rwy 17-35

AIRPORT DIAGRAM

AL-280 (FAA)

MYRTLE BEACH INTL (MYR)
MYRTLE BEACH, SOUTH CAROLINA

ATIS
123.925
MYRTLE BEACH TOWER★
128.45 259.3
GND CON
120.3 275.8
CLNC DEL
132.175

VAR 8.3° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

18
1000 X 150
ELEV 22
B5
A7
176.5°
A
B
B4
A6
A5
CARGO RAMP
33°41'N
TWR
A4
TERMINAL
B3
HOT CARGO
9503 X 150
B
A
E
A3
FBO
FIRE STATION
FIELD ELEV 25
A2
125
GENERAL AVIATION RAMP
HANGARS
356.5°
1000 X 150
ELEV 21
A1
33°40'N
B1
36

RWY 18-36
PCN 27 F/A/X/T
S-50, D-175, 2D-325, 2D/2D2-650

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

78°56'W
78°55'W

SE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 18

MYRTLE BEACH INTL (MYR)

LOC I-MYR	APP CRS	Rwy Idg	9503
109.5	174°	TDZE	23
		Apt Elev	25

Circling NA east of Rwy 18-36.
DME required.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via CRE VORTAC R-234 to PLANN/24 DME and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95

ALTERNATE MISSED APCH FIX

208°
028°
HORRY
HYW
370

RADAR REQUIRED

GRAND STRAND
117.6 CRE
Chan 123

HORRY
370 HYW

(IF)
UXDEP INT
RADAR

354°
174°
(6.1)
1600
R-288
652
R-260
BEVET INT
RADAR
191
387
348
212
134 ±
176
177
253
218
263
263
10 NM
CRE
R-234
1031
LOCALIZER 109.5
I-MYR

MSA CRE 25 NM
2100

PLANN
CRE 24
054°
234°

ELEV 25
174° 4.7 NM
from FAF
81
TDZE
23
124
9503 X 150
125
36
HIRL Rwy 18-36 L

800	3000	PLANN
	CRE R-234	

UXDEP INT
RADAR
BEVET INT
RADAR
2000
174°
1600
GS 3.00°
TCH 48
1600
6.1 NM
4.7 NM

CATEGORY	A	B	C	D
S-ILS 18	223/24 200 (200-½)			
S-LOC 18	400/24 377 (400-½)			400/40 377 (400-¾)
CIRCLING	480-1 455 (500-1)		580-1½ 555 (600-1½)	580-2 555 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BSQ	APP CRS	Rwy Idg	9503
111.9	354°	TDZE	25
		Apt Elev	25

AL-280 (FAA)

ILS or LOC RWY 36

MYRTLE BEACH INTL (MYR)

Inoperative table does not apply to S-LOC 36 Cat C. Circling NA east of Rwy 18-36.

MALSF

MISSED APPROACH: Climb to 3000 via heading 352° to KOOKE INT/CRE 16 DME and hold.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95

MISSED APCH FIX

108.8 FAY Chan 25

R-190

KOOKE CRE 16

122°

302°

R-302

117.6 CRE Chan 123

ALTERNATE MISSED APCH FIX

208°

028°

HORRY HYW 370

HORRY HYW 370

LOCALIZER 111.9 I-BSQ

GRAND STRAND 117.6 CRE Chan 123

R-226

R-217

652

387

191

348

212

176

177

253

218

263

106 ±

263

1031

SOMVE INT

200 ±

PORKE INT RADAR

354°

1600

(6.1)

(IF) CHACA RADAR

W-177A

MSA CRE 25 NM

2100

10 NM

174°

RADAR REQUIRED

ELEV 25

HIRL Rwy 18-36 L

9503 X 150

TDZE 25

18

36

124

125

354° 4.7 NM from FAF

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

3000

hdg 352°

KOOKE

VGSI and ILS glidepath not coincident.

PORKE INT RADAR

CHACA RADAR

* LOC Only

SOMVE INT

1600

354°

1600

1600

*460

GS 3.00°

TCH 52

1.6 NM | 3.1 NM | 6.1 NM

CATEGORY	A	B	C	D
S-ILS 36	225/40 200 (200-¾)			
S-LOC 36	460/40 435 (500-¾)		460/60 435 (500-1¼)	460-1½ 435 (500-1½)
CIRCLING	480-1 455 (500-1)		580-1½ 555 (600-1½)	580-2 555 (600-2)
SOMVE FIX MINIMUMS				
S-LOC 36	360/40 335 (400-¾)			360/50 335 (400-1)
CIRCLING	480-1 455 (500-1)		580-1½ 555 (600-1½)	580-2 555 (600-2)

33° 41'N-78° 56'W

SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

MYRTLE BEACH INTL (MYR)

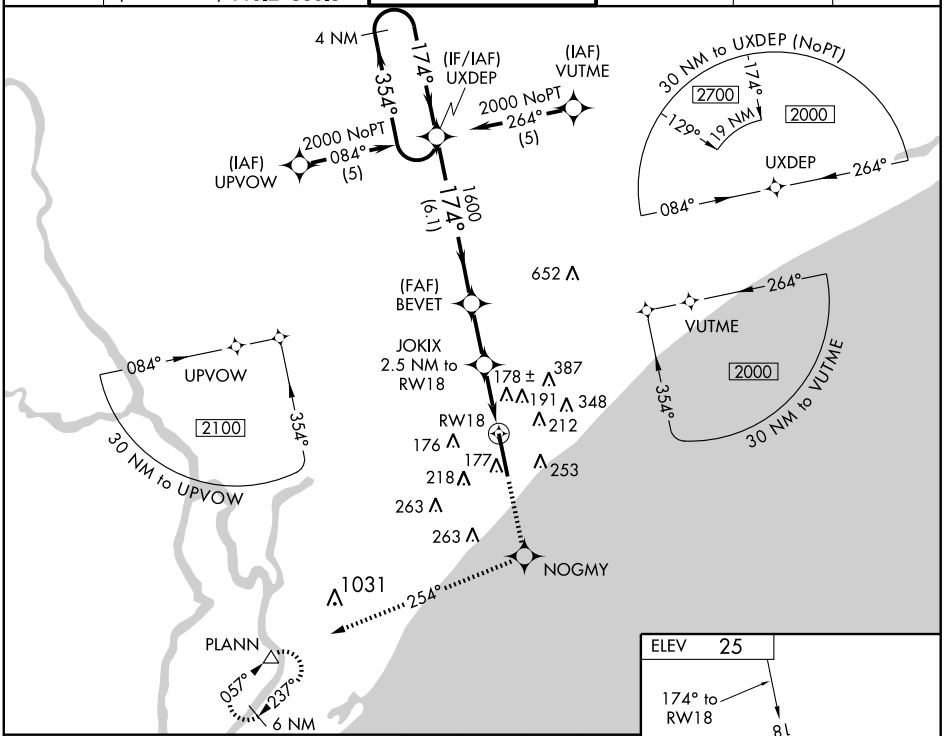
WAAS CH 93819 W18A	APP CRS 174°	Rwy Idg 9503 TDZE 23 Apt Elev 25

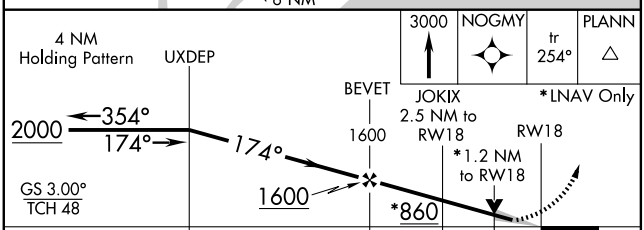
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. Circling NA east of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

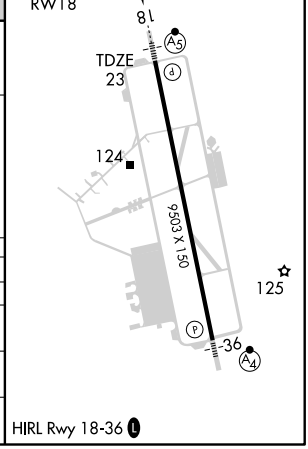
MALSR

MISSED APPROACH: Climb to 3000 direct NOGMY and on track 254° to PLANN and hold, continue climb-in-hold to 3000.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95







CATEGORY	A	B	C	D
LPV DA	223/24 200 (200-½)			
LNAV/VNAV DA	479/50 456 (500-1)			
LNAV MDA	440/24 417 (500-½)		440/40 417 (500-¾)	440/50 417 (500-1)
CIRCLING	480-1 455 (500-1)		580-1½ 555 (600-1½)	580-2 555 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93719 W36A	APP CRS 354°	Rwy Idg 9503 TDZE 25 Apt Elev 25	AL-280 (FAA)

RNAV (GPS) RWY 36

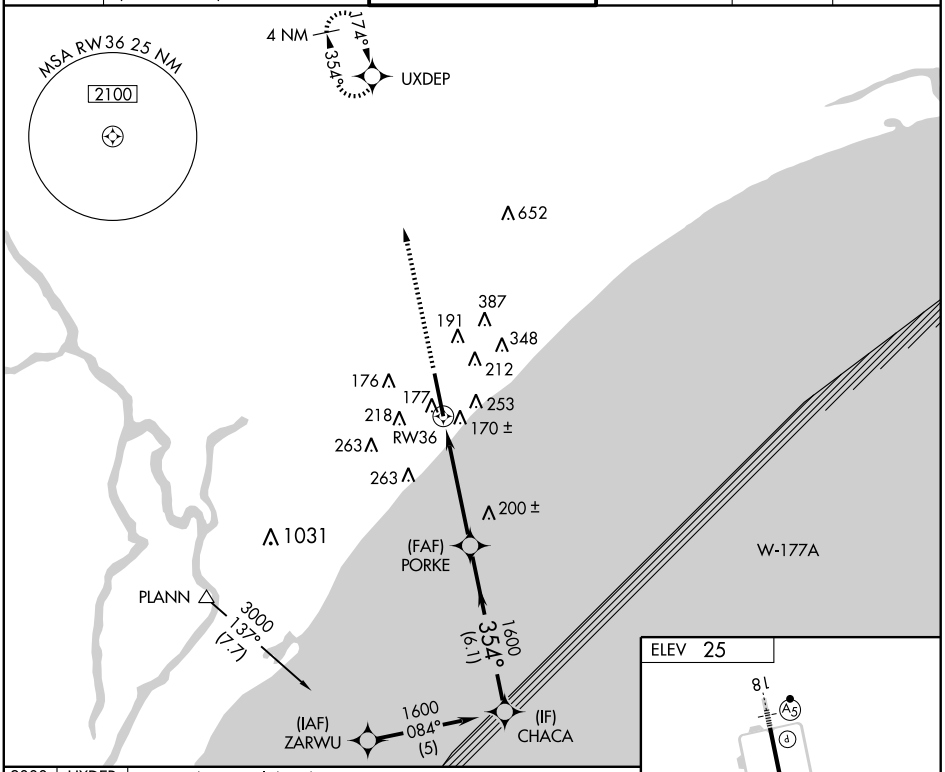
MYRTLE BEACH INTL (MYR)

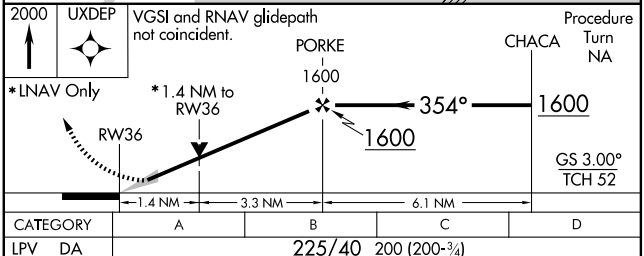
Inoperative table does not apply to LNAV/VNAV Cats A/B/C and LNAV Cat C. Circling NA east of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

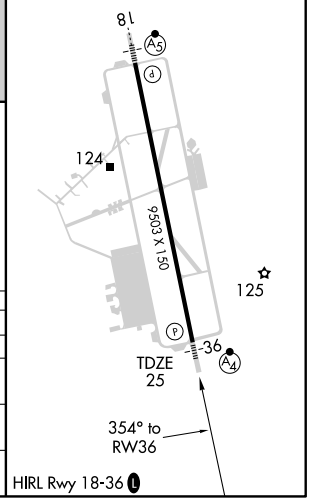
MALSF

MISSED APPROACH: Climb to 2000 direct UXDEP and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95







CATEGORY	A	B	C	D
LPV DA	225/40 200 (200-¾)			
LNAV/VNAV DA	431-1½ 406 (500-1½)			
LNAV MDA	520/40 495 (500-¾)		520/60 495 (500-1¼)	520-1½ 495 (500-1½)
CIRCLING	520-1 495 (500-1)		580-1½ 555 (600-1½)	580-2 555 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CRE 117.6 Chan 123	APP CRS 234°	Rwy Idg N/A TDZE N/A Apt Elev 25	AL-280 (FAA)

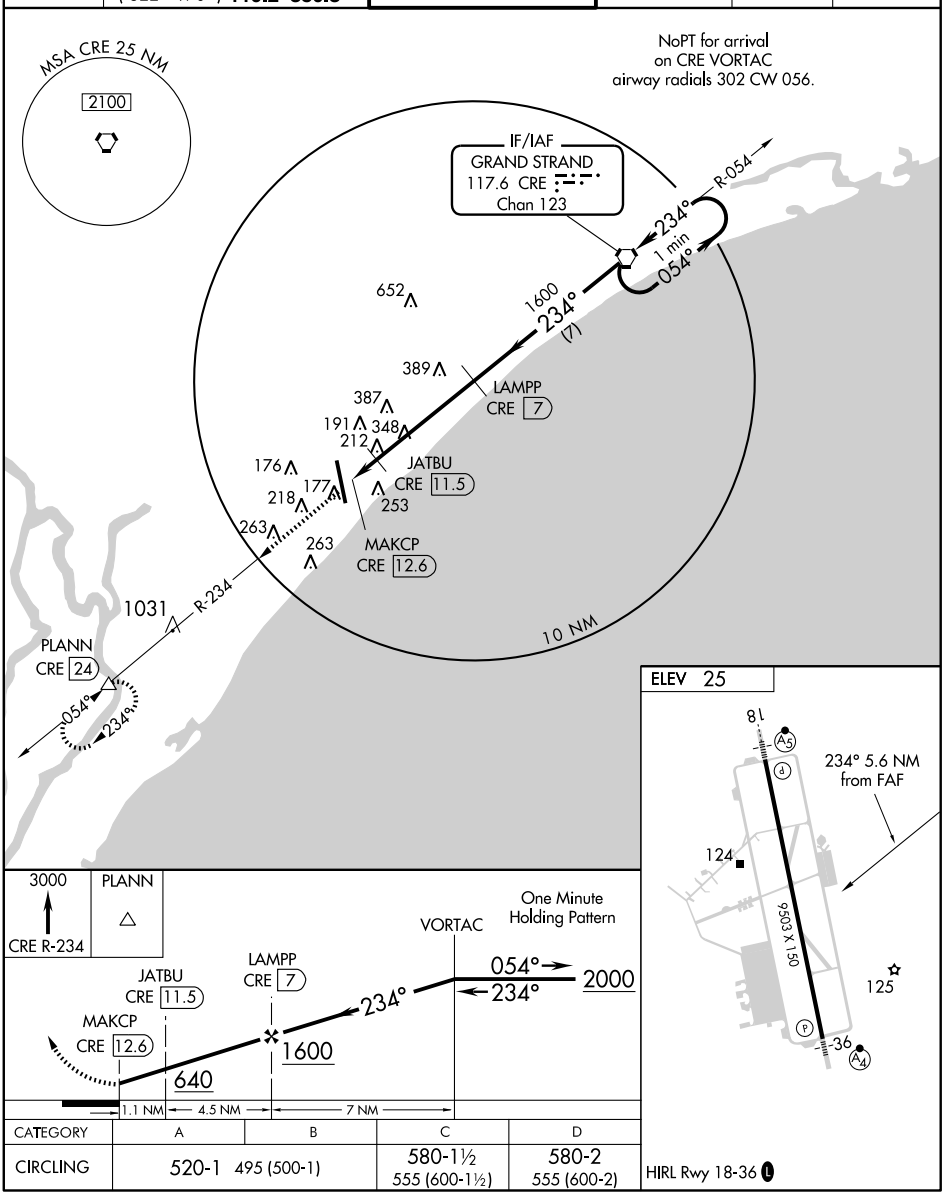
VOR/DME-A

MYRTLE BEACH INTL (MYR)

Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 via CRE VORTAC R-234 to PLANN/CRE 24 DME and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95



CATEGORY	A	B	C	D
CIRCLING	520-1 495 (500-1)		580-1½ 555 (600-1½)	580-2 555 (600-2)

HIRL Rwy 18-36 L

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

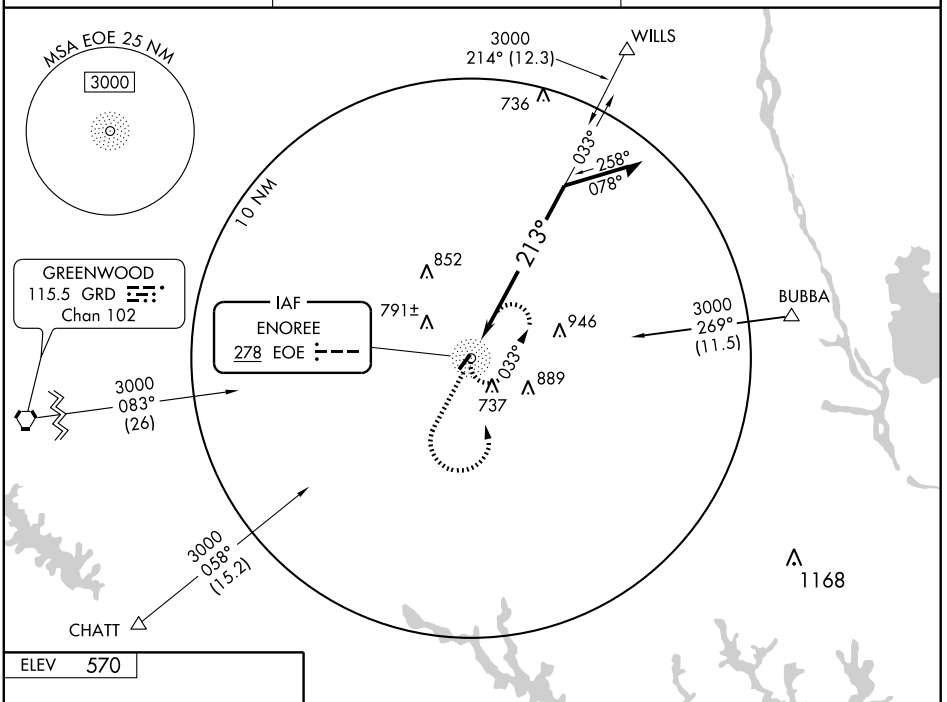
NDB EOE 278	APP CRS 213°	Rwy Idg 4000 TDZE 570 Apt Elev 570

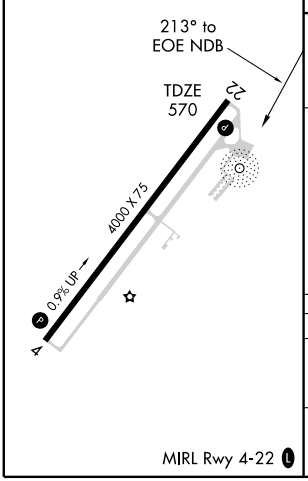
NDB RWY 22
NEWBERRY COUNTY (EOE)

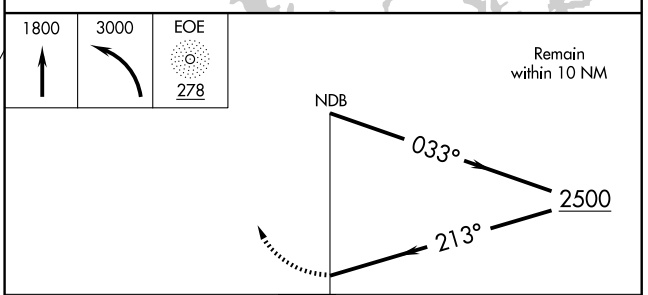
When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EOE NDB and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1100-1	530 (600-1)	NA	
CIRCLING	1100-1	530 (600-1)	NA	

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

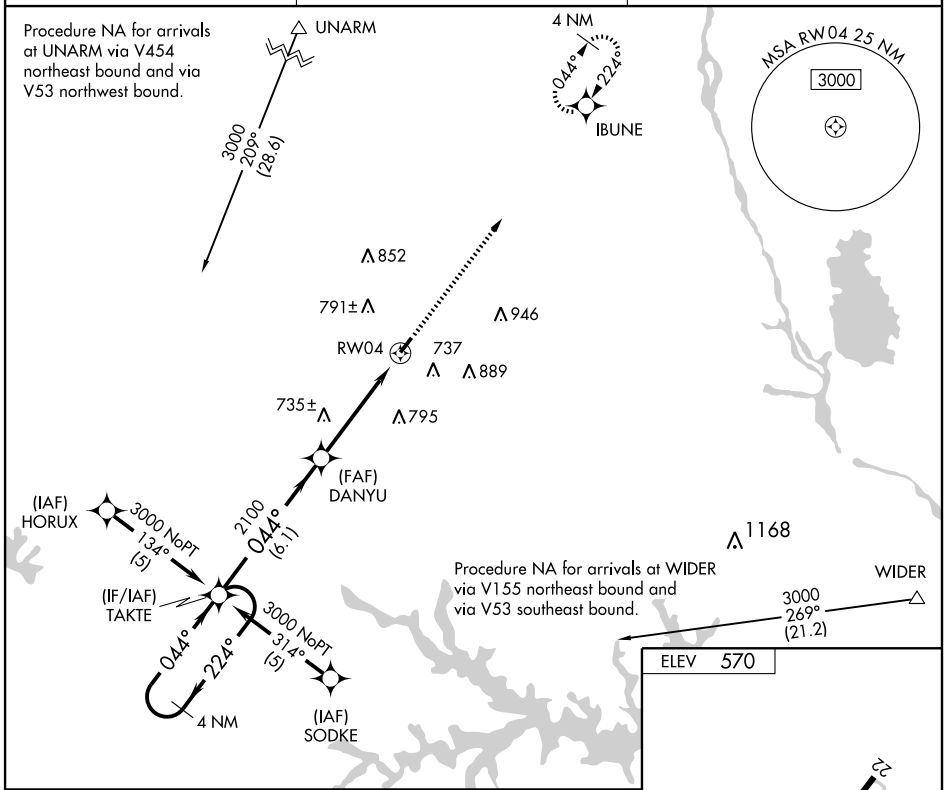
APP CRS	Rwy Idg	4000
044°	TDZE	558
	Apt Elev	570

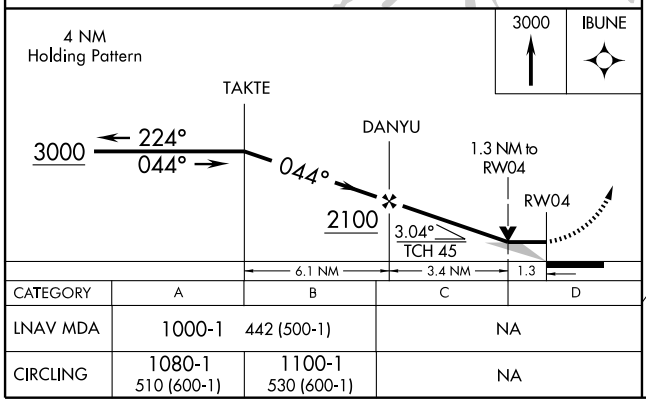
RNAV (GPS) RWY 4
NEWBERRY COUNTY (EOE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet.
VDP NA when using Greenwood County altimeter setting.

MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1000-1	442 (500-1)	NA	
CIRCLING	1080-1 510 (600-1)	1100-1 530 (600-1)	NA	

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

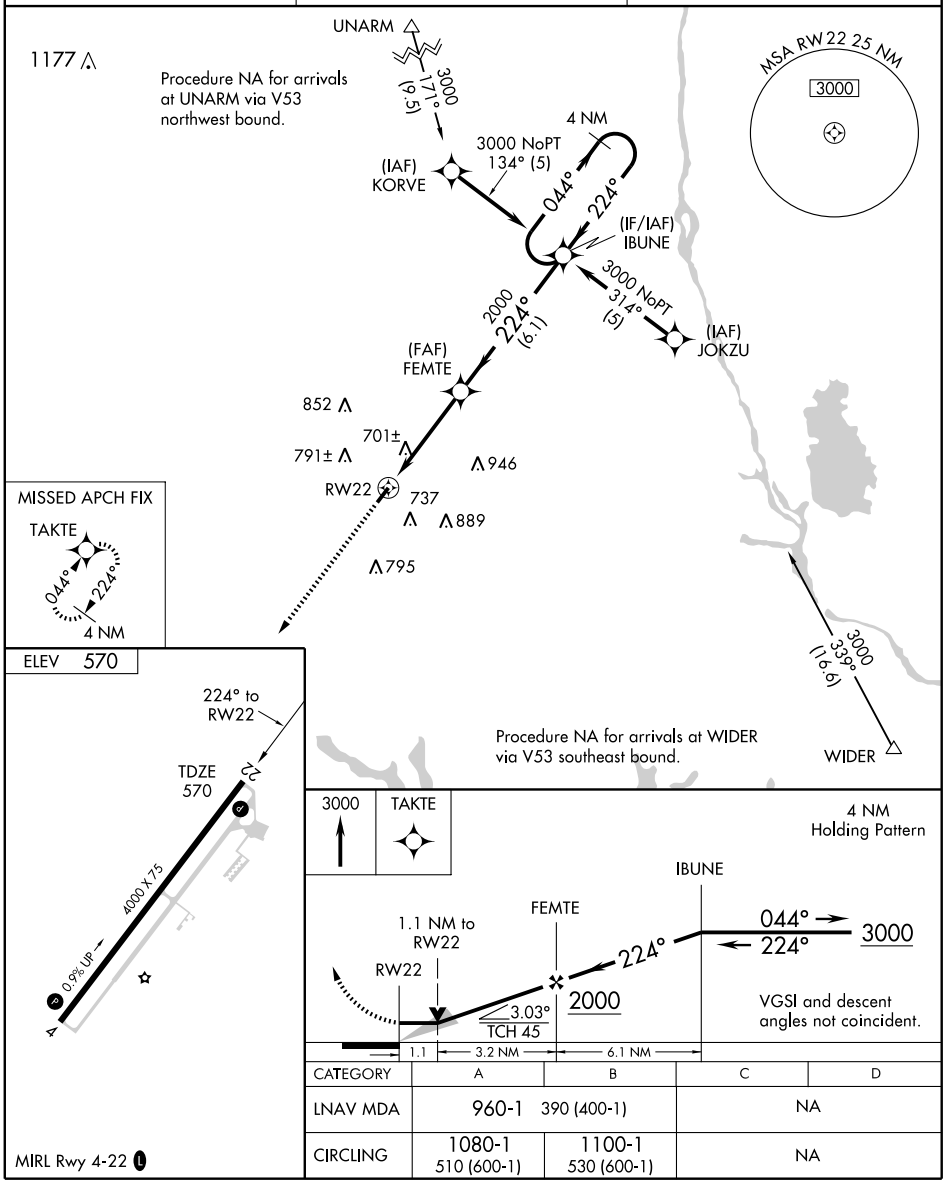
APP CRS	Rwy Idg	4000
224°	TDZE	570
	Apt Elev	570

RNAV (GPS) RWY 22
NEWBERRY COUNTY (EOE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. VDP NA when using Greenwood County altimeter setting.

MISSED APPROACH: Climb to 3000 direct TAKTE and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	960-1	390 (400-1)	NA	
CIRCLING	1080-1 510 (600-1)	1100-1 530 (600-1)	NA	

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5097 (FAA)

NORTH MYRTLE BEACH/GRAND STRAND (CRE)
NORTH MYRTLE BEACH, SOUTH CAROLINA

ATIS
119.625
STRAND TOWER ★
124.6 257.6
GND CON
121.8 257.6

VAR 8.5° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

ELEV
29

23

234.6°

5997 X 100

054.6°

5

FIELD
ELEV
31

HANGAR
FBO
HANGARS
TERMINAL
HANGAR
TWR

200

RWY 05-23
S-30, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

33° 49′N

33° 48′N

78° 44′W

78° 43′W

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CRE	APP CRS	Rwy Idg	5997
111.7	234°	TDZE	29
		Apt Elev	31

ILS or LOC/DME RWY 23

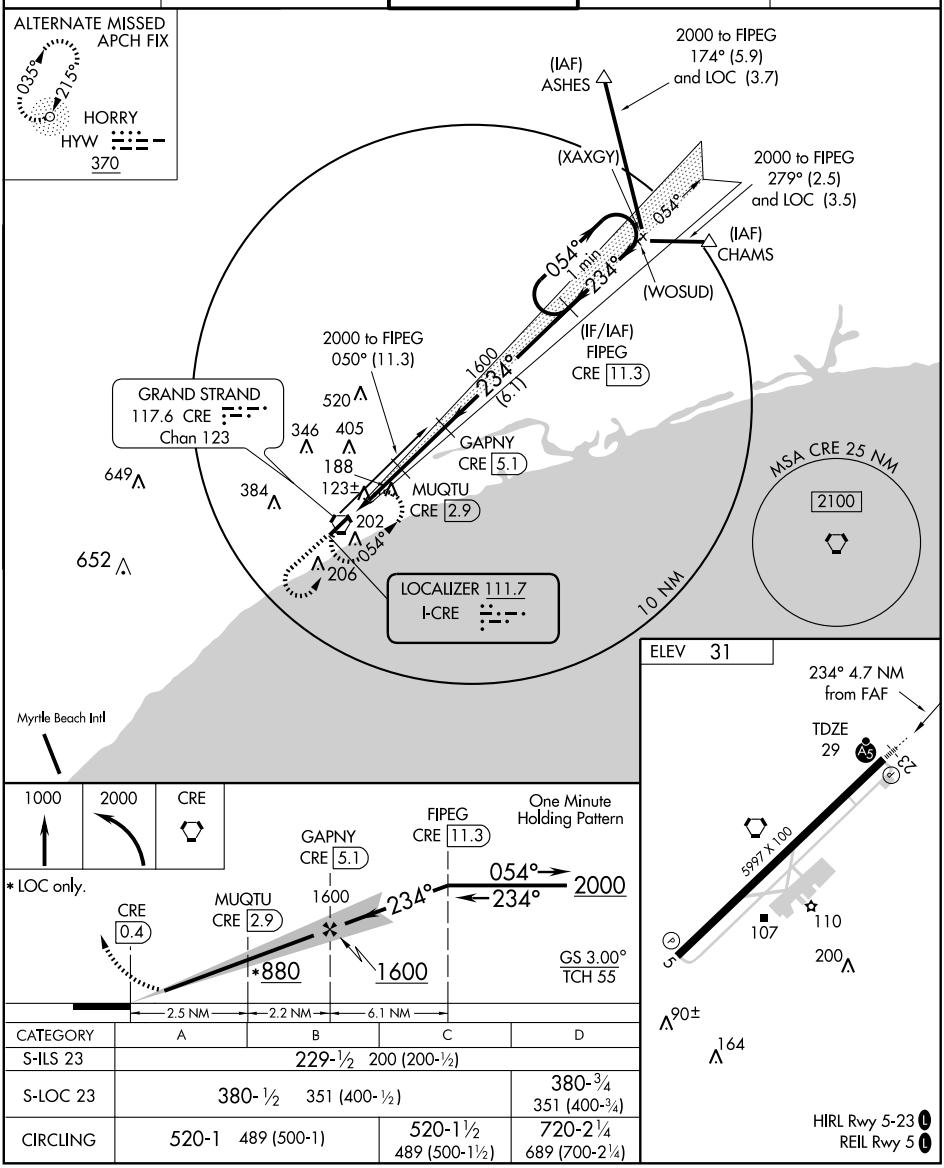
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. DME from CRE VORTAC. Simultaneous reception of I-CRE and CRE DME Required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRE VORTAC and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95



CATEGORY	A	B	C	D
S-ILS 23	229-½ 200 (200-½)			
S-LOC 23	380- ½ 351 (400- ½)			380-¾ 351 (400-¾)
CIRCLING	520-1 489 (500-1)		520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82519 W05A	APP CRS 054°	Rwy Idg 5997 TDZE 31 Apt Elev 31

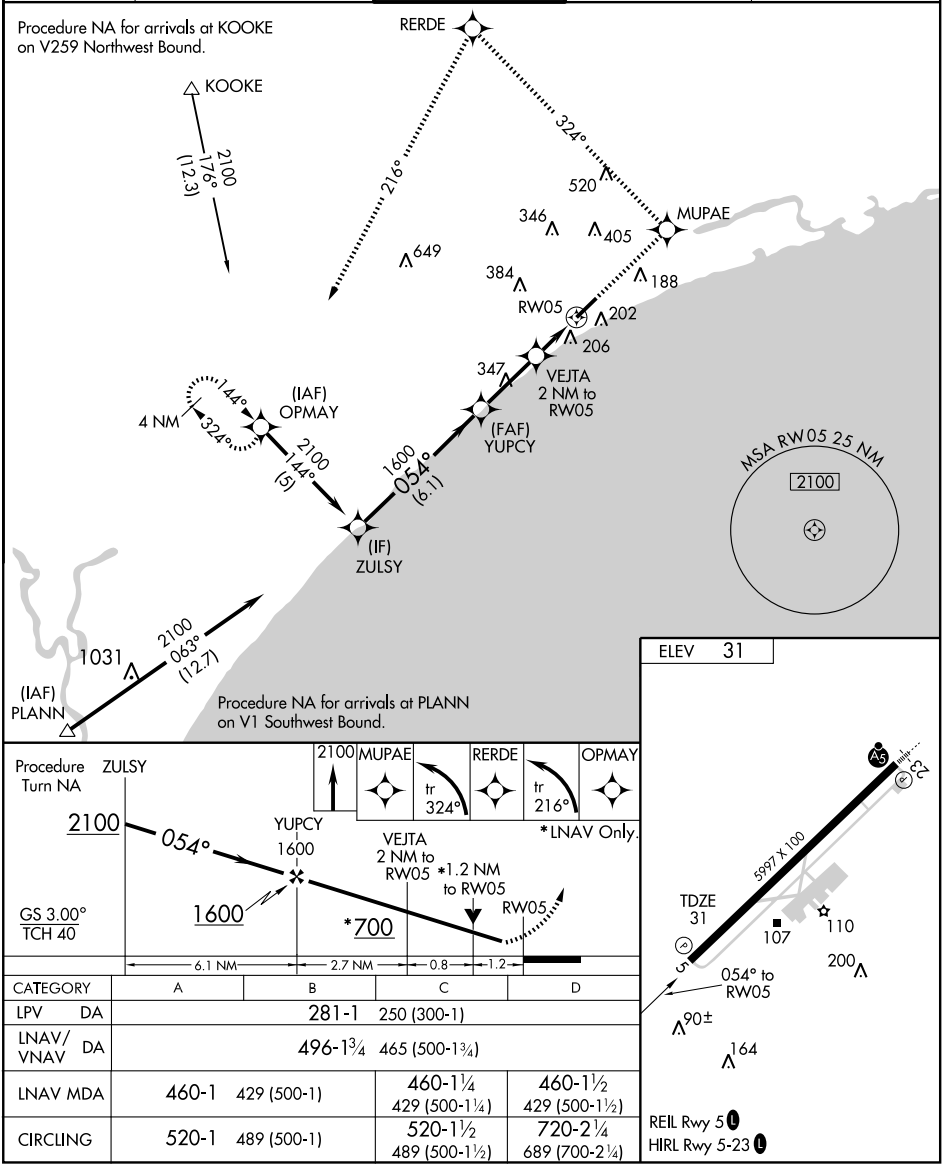
RNAV (GPS) RWY 5

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct MUPAE and left turn on track 324° to RERDE and left turn on track 216° to OPMAY and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95



CATEGORY	A	B	C	D
LPV DA	281-1	250 (300-1)		
LNAV/VNAV DA	496-1¾	465 (500-1¾)		
LNAV MDA	460-1	429 (500-1)	460-1¼ 429 (500-1¼)	460-1½ 429 (500-1½)
CIRCLING	520-1	489 (500-1)	520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5997
CH 42819	234°	TDZE	29
W23A		Apt Elev	31

RNAV (GPS) RWY 23

NORTH MYRTLE BEACH/GRAND STRAND (CRE)

Baro-VNAV NA when using Myrtle Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA with Myrtle Beach Intl altimeter setting. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and MDA 40 feet.

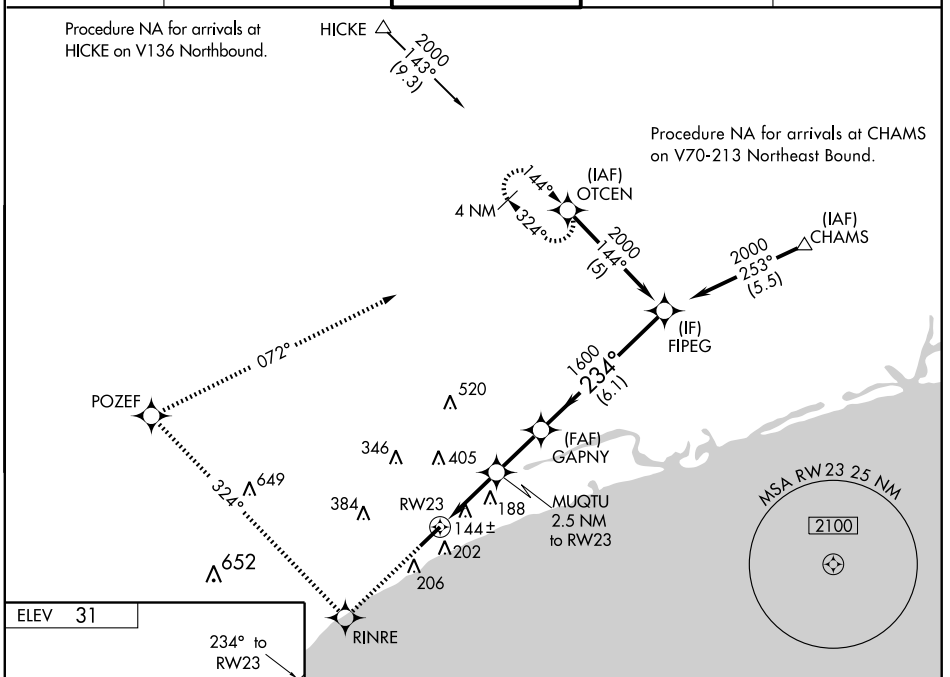
MALSR

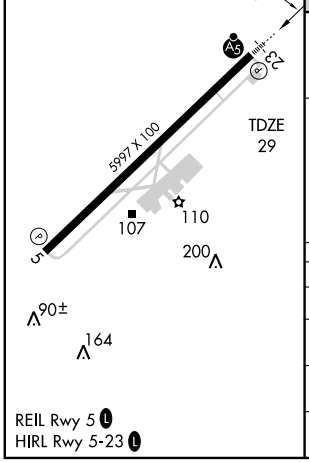
MISSED APPROACH: Climb to 2000 direct RINRE and right turn on track 324° to POZEF and right turn on track 072° to OTCEN and hold.

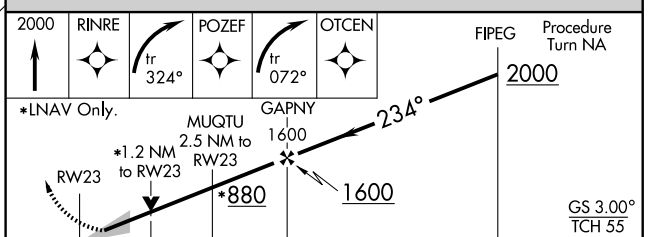
ATIS	MYRTLE BEACH APP CON★	STRAND TOWER★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95

Procedure NA for arrivals at HICKE on V136 Northbound.

Procedure NA for arrivals at CHAMS on V70-213 Northeast Bound.







CATEGORY	A	B	C	D
LPV DA	229-½ 200 (200-½)			
LNAV/VNAV DA	445-1 416 (500-1)			
LNAV MDA	460-½ 431 (500-½)		460-¾ 431 (500-¾)	460-1 431 (500-1)
CIRCLING	520-1 489 (500-1)		520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CRE	APP CRS	Rwy Idg	5997
117.6	043°	TDZE	31
Chan 123		Apt Elev	31

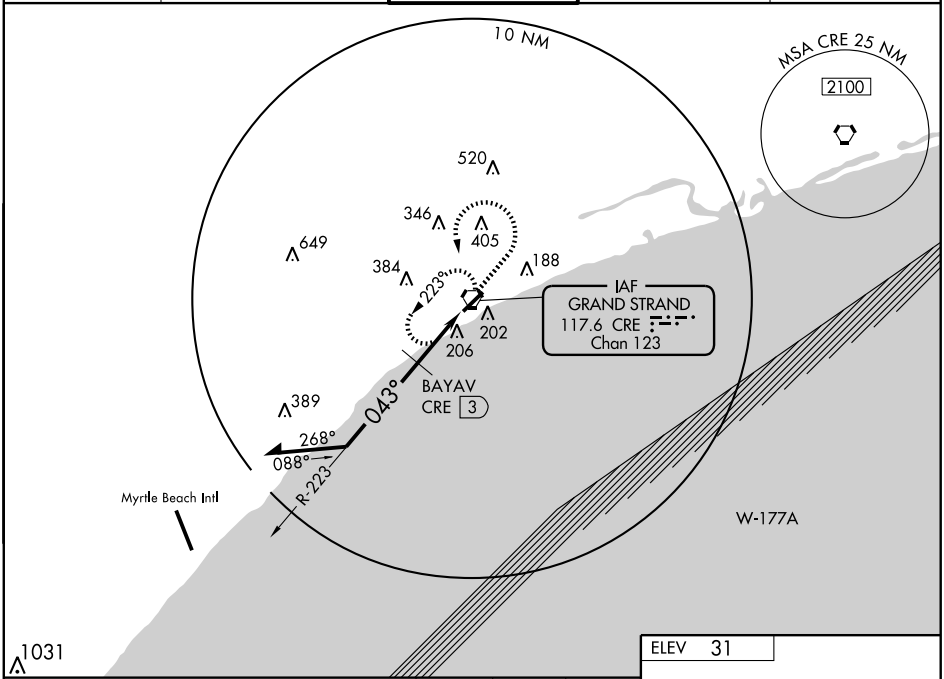
VOR RWY 5

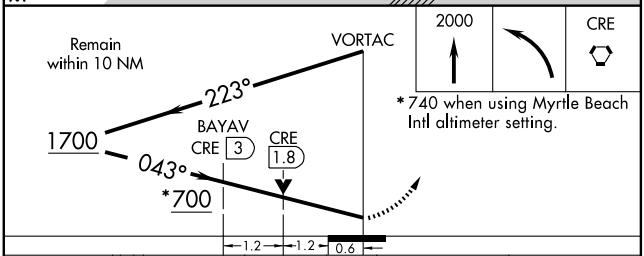
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

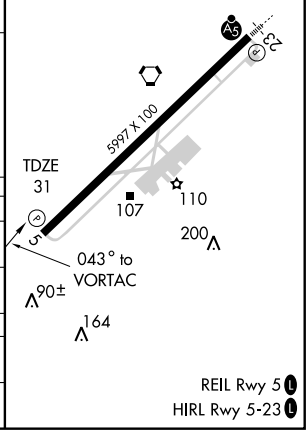
Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet; increase S-5 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA with Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95







CATEGORY	A	B	C	D
S-5	700-1	669 (700-1)	700-1 3/4 669 (700-1 3/4)	700-2 669 (700-2)
CIRCLING	700-1	669 (700-1)	700-1 3/4 669 (700-1 3/4)	720-2 1/4 689 (700-2 1/4)
BAYAV FIX MINIMUMS				
S-5	460-1	429 (500-1)	460-1 1/4 429 (500-1 1/4)	460-1 1/2 429 (500-1 1/2)
CIRCLING	520-1	489 (500-1)	520-1 1/2 489 (500-1 1/2)	720-2 1/4 689 (700-2 1/4)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CRE	APP CRS	Rwy Idg	5997
117.6	238°	TDZE	29
Chan 123		Apt Elev	31

VOR RWY 23

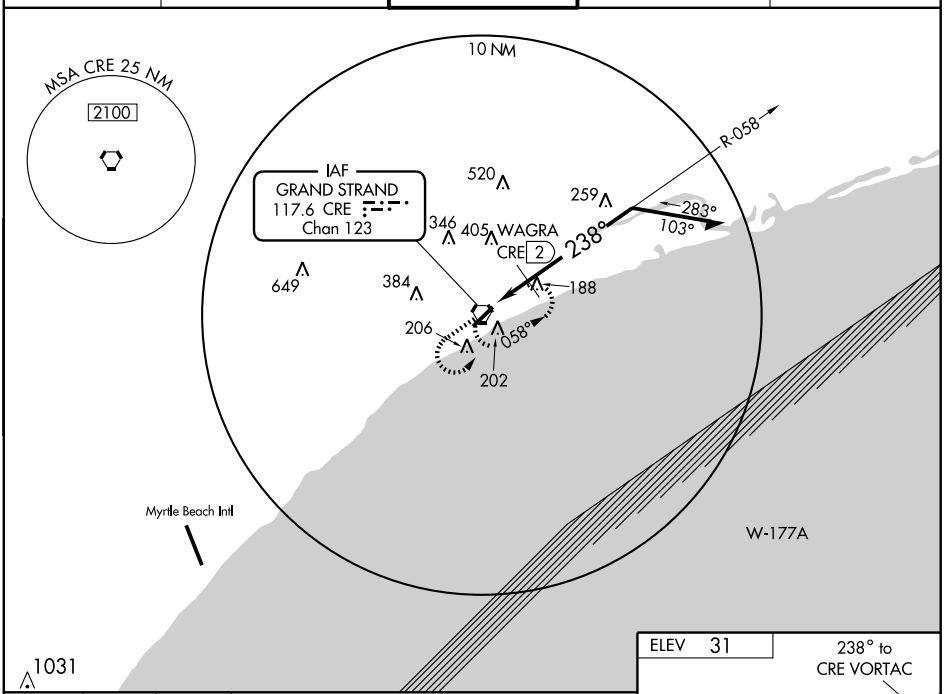
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

T A For inoperative MALSR, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet. For inoperative MALSR when using Myrtle Beach Intl altimeter setting, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile.

MALSR (A5)

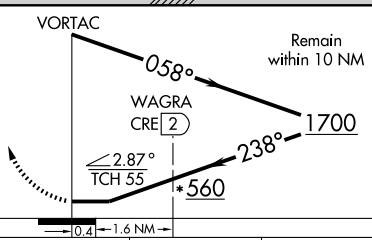
MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

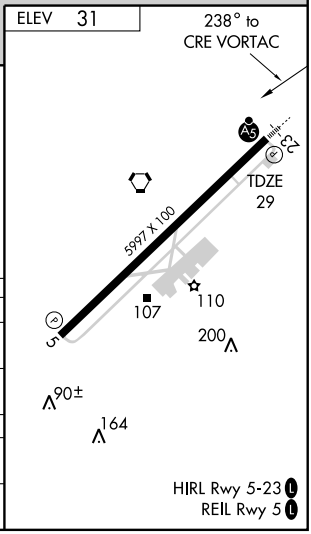
ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95



2000 | CRE

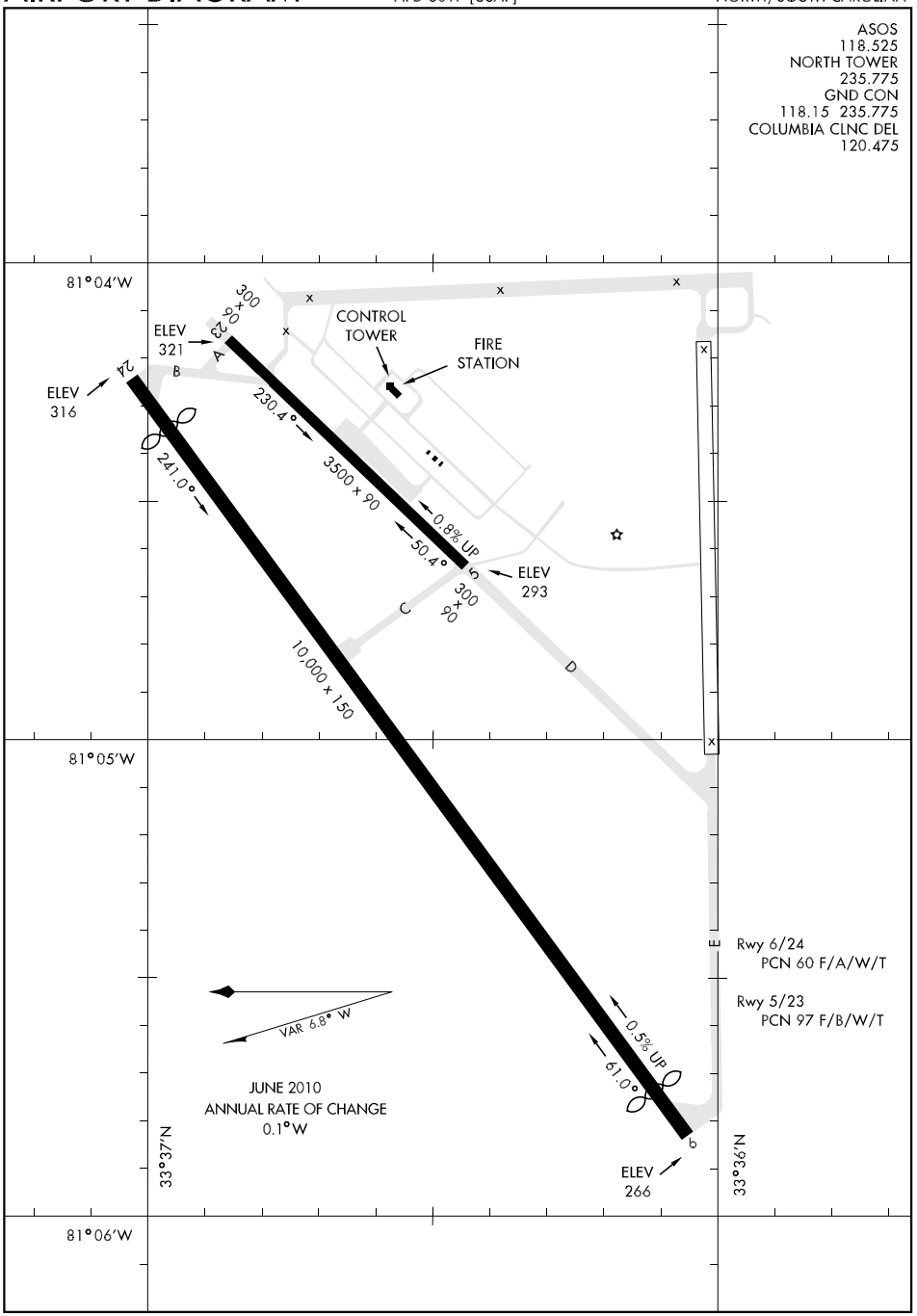
*600 when using Myrtle Beach Intl altimeter settng.





CATEGORY	A	B	C	D
S-23	560-¾	531 (600-¾)	560-1 531 (600-1)	560-1¼ 531 (600-1¼)
CIRCLING	560-1	529 (600-1)	560-1½ 529 (600-1½)	720-2¼ 689 (700-2¼)
WAGRA FIX MINIMUMS				
S-23	460-¾	431 (500-¾)		460-1 431 (500-1)
CIRCLING	520-1	489 (500-1)	520-1½ 489 (500-1½)	720-2¼ 689 (700-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010



SE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN-A

VORTAC CAE	APCH CRS	Rwy Idg	N/A
114.70 Chan 94	186°	TDZE	N/A
		Arpt Elev	321

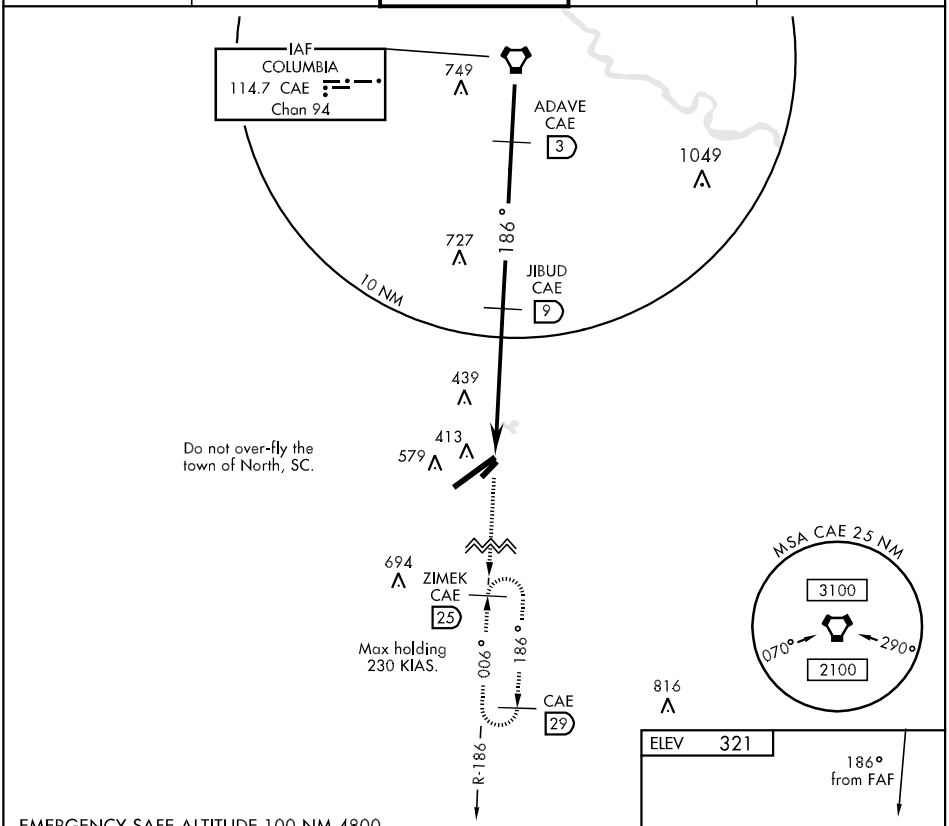
AL-3017 [USAF]

NORTH AF AUX (KXNO)

* Circling to Rwy 5-23 not for civil use.
Circling to Rwy 5-23 not authorized at night.

MISSED APPROACH: Climb to 2000 via CAE R-186 to ZIMEK and hold as published.

ASOS	APP CON	NORTH TOWER	GND CON	COLUMBIA CLNC DEL
118.525	124.15 338.2	235.775	118.15 235.775	120.475



CATEGORY	A	B	C	D	E
CIRCLING *	940-1	619 (700-1)	940-1¾ 619 (700-1¾)	940-2 619 (700-2)	1380-3 1059(1100-3)

Rwy 6 Idg 8000'
Rwy 24 Idg 8000'

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4508
CH 57918	049°	TDZE	191
W05A		Apt Elev	195

RNAV (GPS) RWY 5

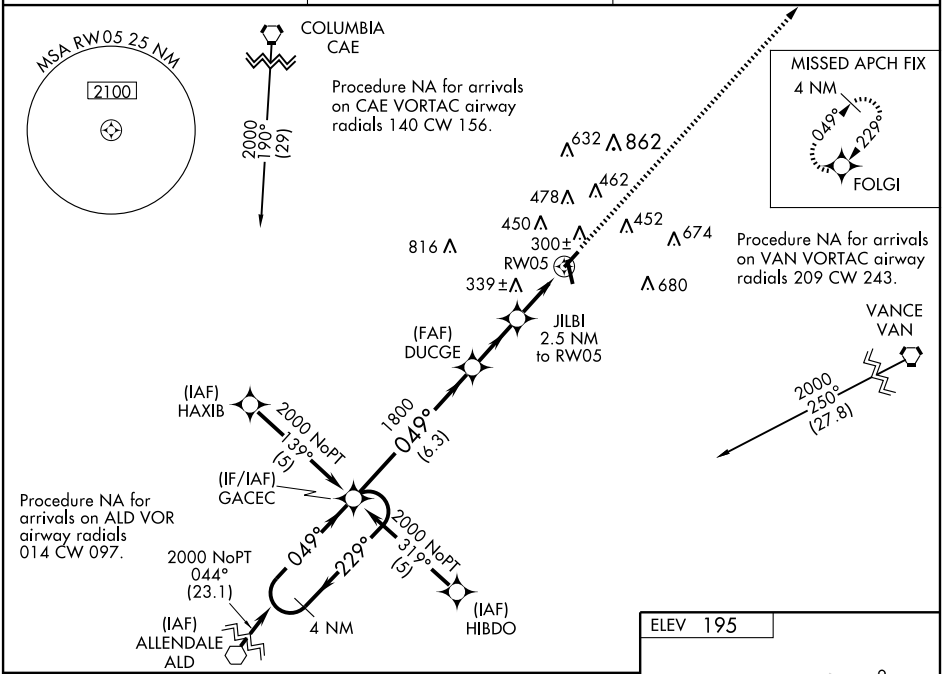
ORANGEBURG MUNI (OGB)

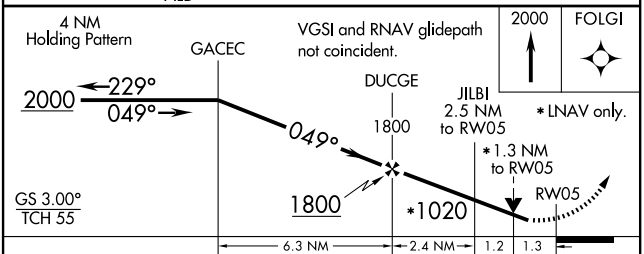
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 542, LNAV/VNAV DA to 683 and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat D and circling Cats C and D visibility ¼ mile.

ODALS

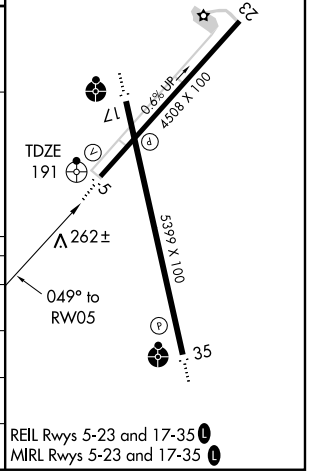
MISSED APPROACH: Climb to 2000 direct FOLGI and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	463-1 272 (300-1)			
LNAV/ VNAV DA	604-1½ 413 (500-1½)			
LNAV MDA	600-¾ 409 (500-¾)		600-1¼ 409 (500-1¼)	600-1½ 409 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)



REIL Rwys 5-23 and 17-35 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5401
174°	TDZE	181
	Apt Elev	195

RNAV (GPS) RWY 17

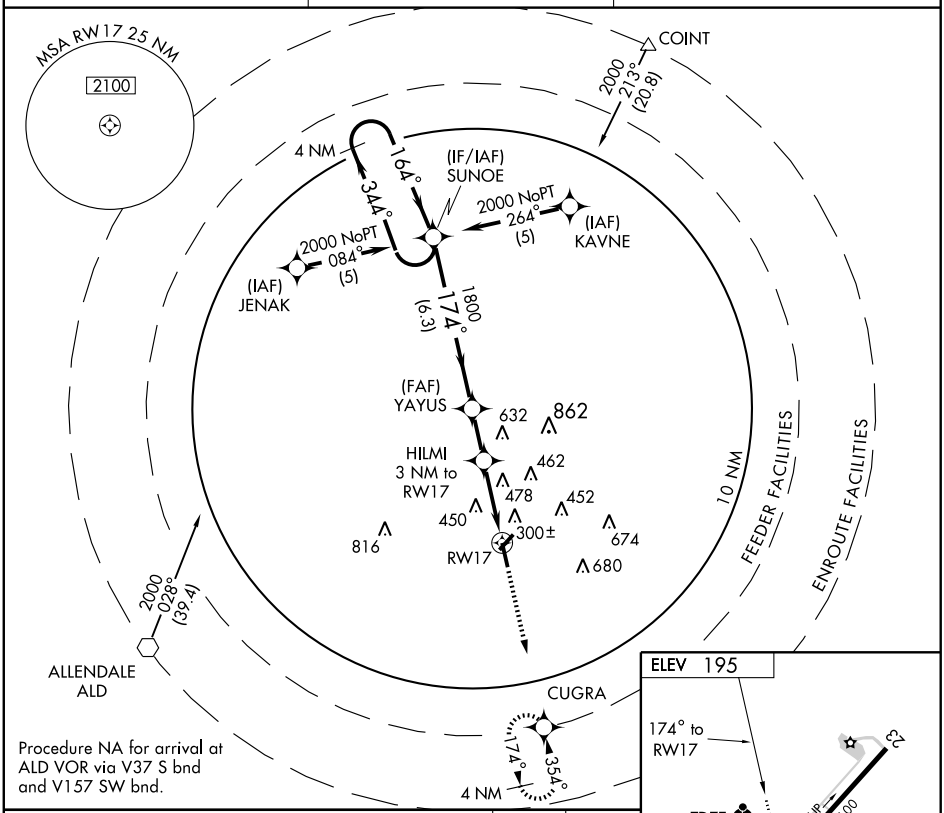
ORANGEBURG MUNI (OGB)

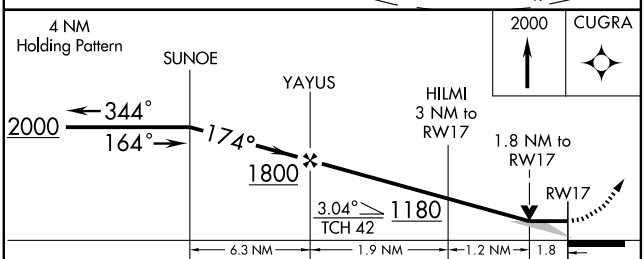
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP -0.3 NA.

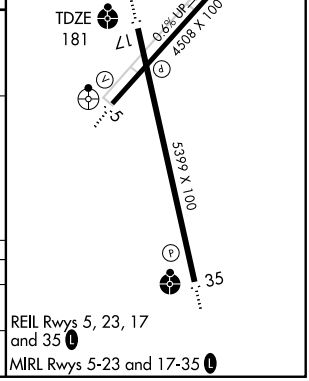
ODALS

MISSED APPROACH: Climb to 2000 direct CUGRA and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1 599 (600-1)		780-1½ 599 (600-1½)	780-1¾ 599 (600-1¾)
CIRCLING	780-1 585 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

REIL Rwys 5, 23, 17 and 35 L

MIRL Rwys 5-23 and 17-35 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4508
CH 99318	229°	TDZE	195
W23A		Apt Elev	195

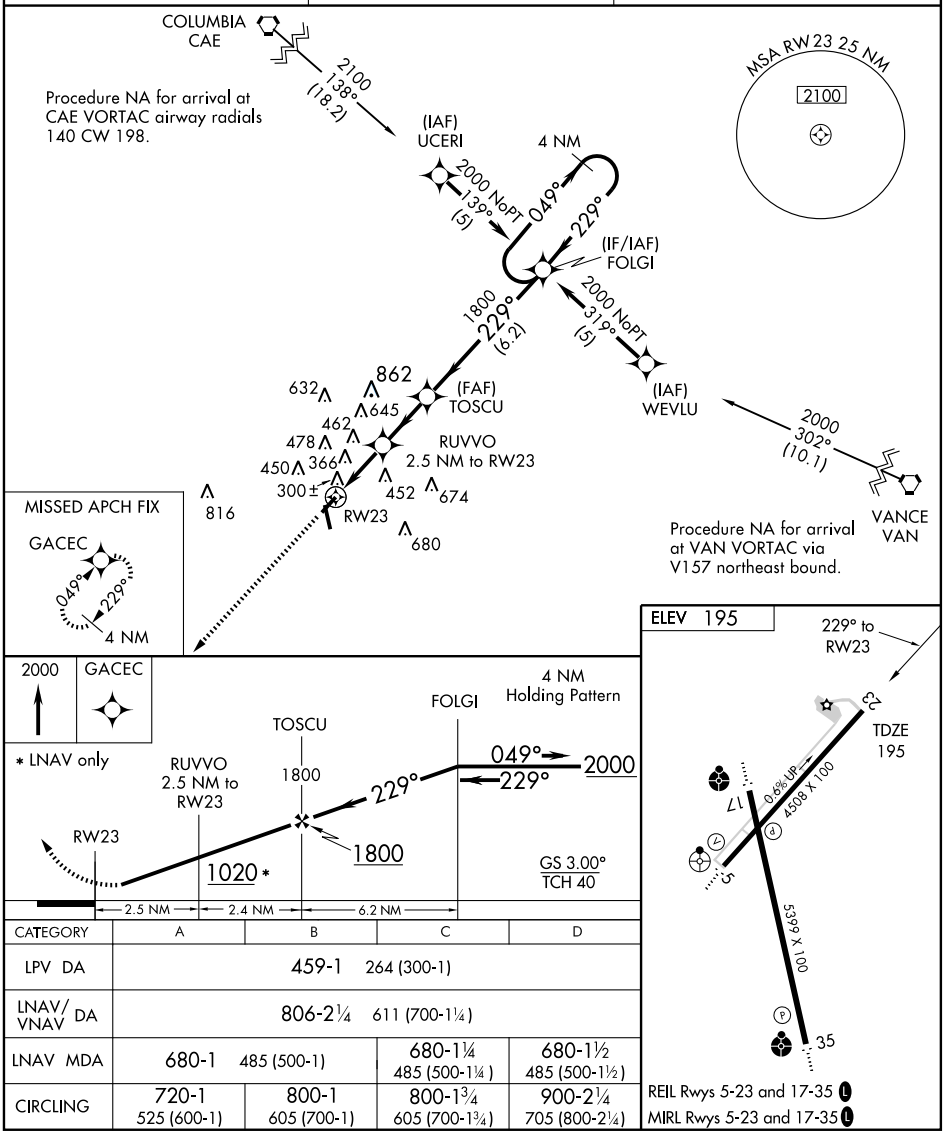
RNAV (GPS) RWY 23

ORANGEBURG MUNI (OGB)

Baro-VNAV NA when using Columbia Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 538, LNAV/VNAV DA to 885 and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV and circling Cats C and D visibility ¼ mile. Straight-in and circling to Rwy 23 NA at night.

MISSED APPROACH: Climb to 2000 direct GACEC and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	459-1 264 (300-1)			
LNAV/VNAV DA	806-2¼ 611 (700-1¼)			
LNAV MDA	680-1 485 (500-1)		680-1¼ 485 (500-1¼)	680-1½ 485 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5399
CH 97418	354°	TDZE	186
W35A		Apt Elev	195

RNAV (GPS) RWY 35

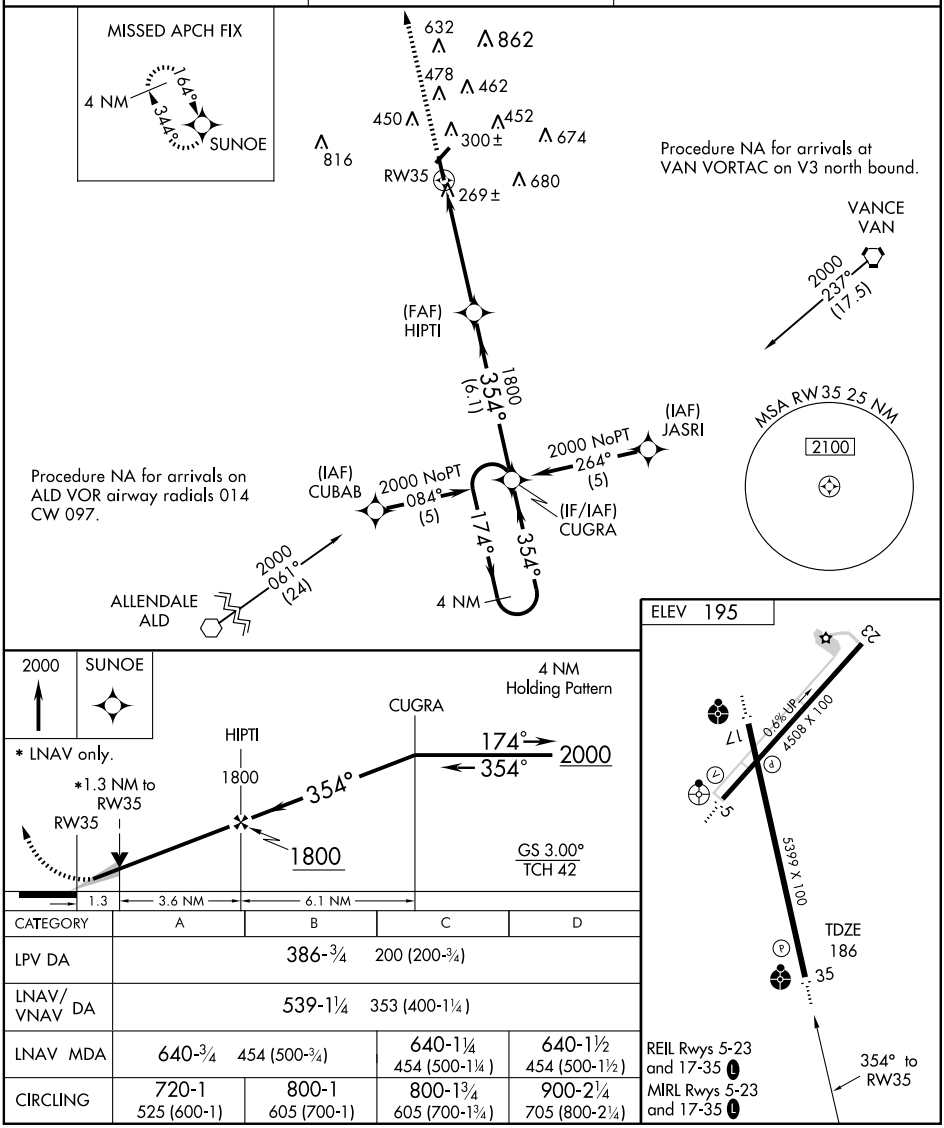
ORANGEBURG MUNI (OGB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 465, LNAV/VNAV DA to 618 and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and circling Cat C and D visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 2000 direct SUNOE and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L



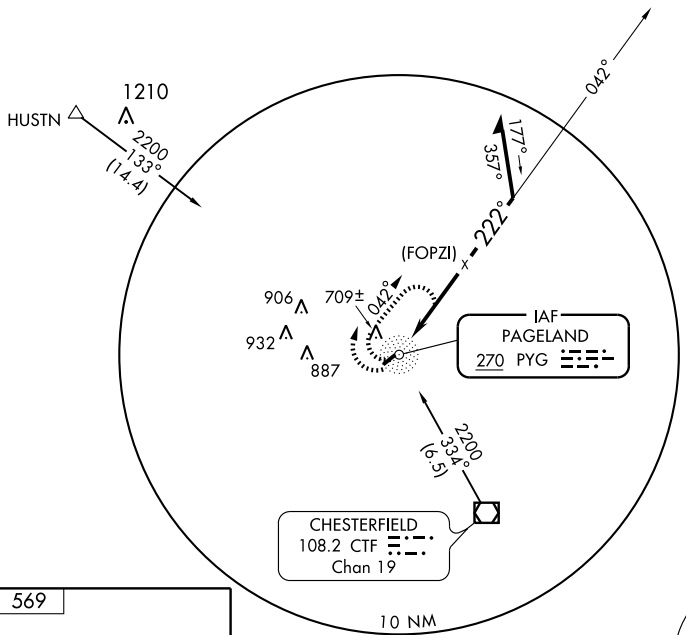
CATEGORY	A	B	C	D
LPV DA	386-¾ 200 (200-¾)			
LNAV/VNAV DA	539-1¼ 353 (400-1¼)			
LNAV MDA	640-¾ 454 (500-¾)		640-1¼ 454 (500-1¼)	640-1½ 454 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

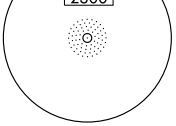
SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

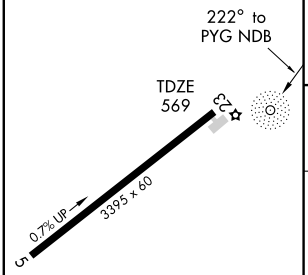
NDB PYG 270	APP CRS 222°	Rwy Idg 3395 TDZE 569 Apt Elev 569

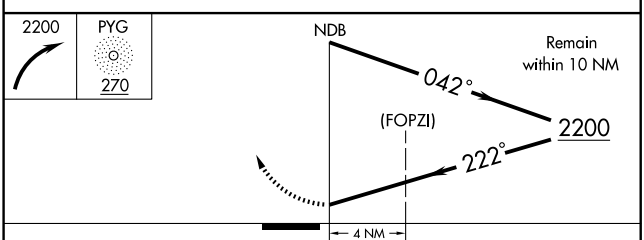
NDB or GPS RWY 23
PAGELAND (PYG)

NA Use Charlotte altimeter setting.	MISSED APPROACH: Climbing right turn to 2200 in PYG NDB holding pattern.
CHARLOTTE APP CON **120.05 307.8**	(CTAF) **122.9**









CATEGORY	A	B	C	D
S-23	1240-1 671 (700-1)		1240-2 671 (700-2)	NA
CIRCLING	1240-1 671 (700-1)		1240-2 671 (700-2)	NA

MIRL Rwy 5-23
REIL Rwy 5-23

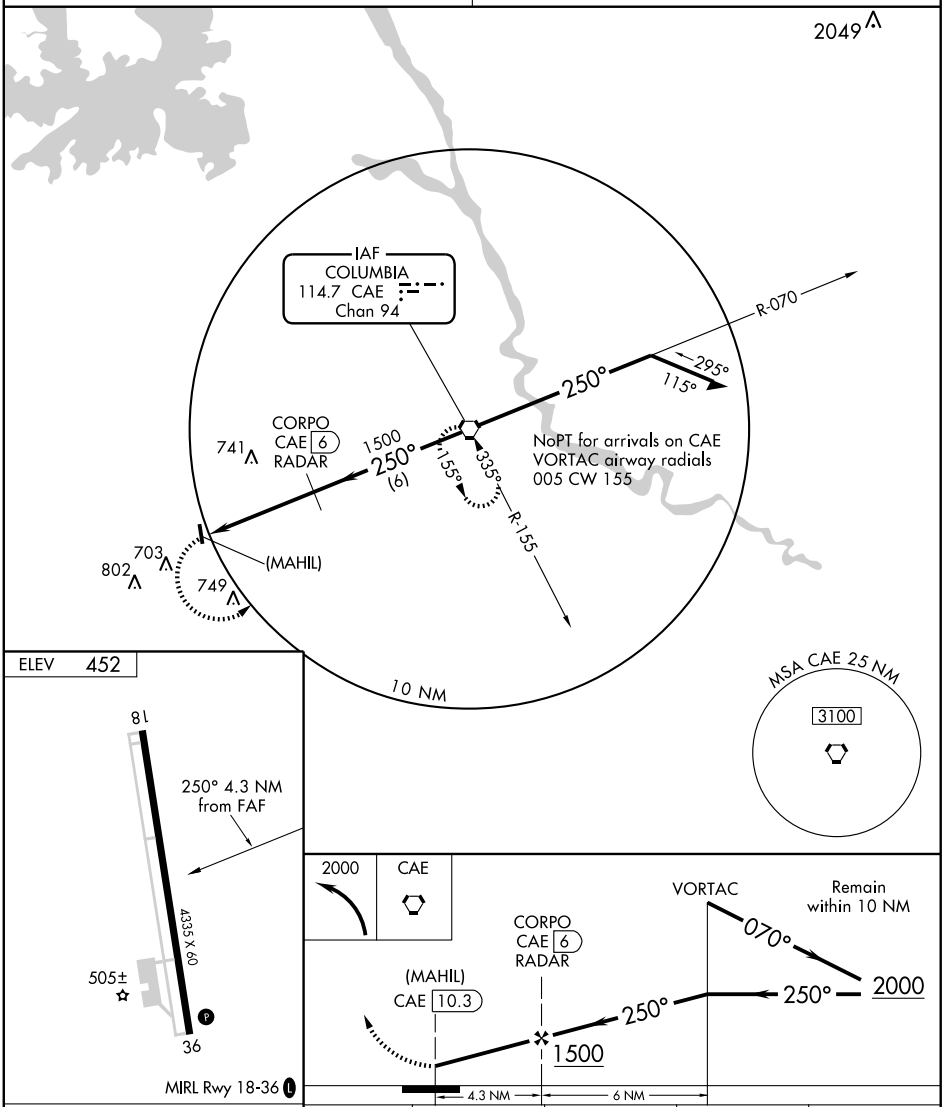
SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CAE 114.7 Chan 94	APP CRS 250°	Rwy Idg N/A TDZE N/A Apt Elev 452

VOR or GPS-A

PELION/ LEXINGTON COUNTY AT PELION (6J0)

NA Use Columbia altimeter setting. DME or RADAR REQUIRED	MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold.
COLUMBIA APP CON 124.15 338.2	UNICOM 123.0 (CTAF) L



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	940-1 488 (500-1)		NA	

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB LQK	APP CRS	Rwy Idg	5002
408	043°	TDZE	996
		Apt Elev	1013

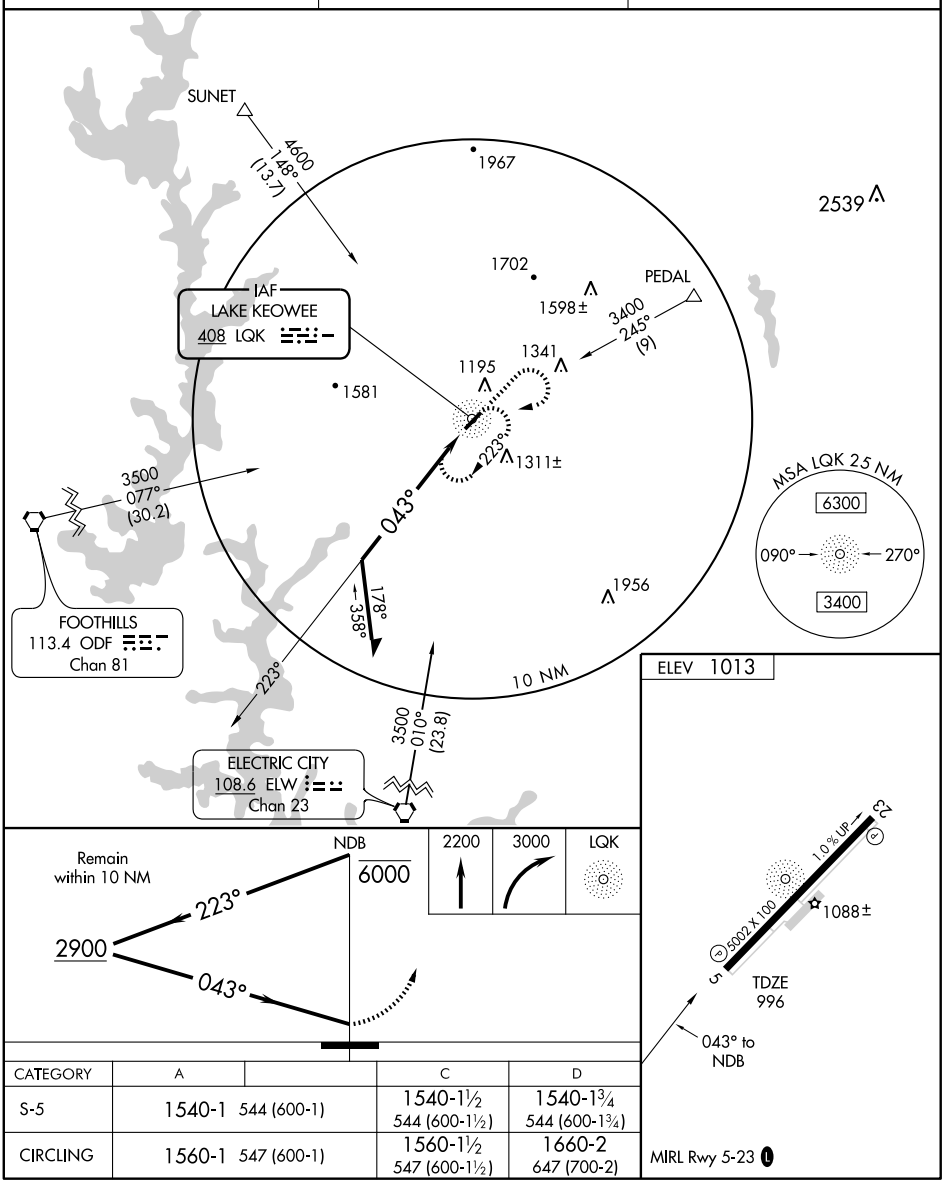
NDB RWY 5
PICKENS COUNTY (LQK)

When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet, S-5 and Circling visibility Cats C and D ¼ mile.

NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct LQK NDB and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	118.8 385.4	122.8 (CTAF) L



CATEGORY	A	C	D
S-5	1540-1 544 (600-1)	1540-1½ 544 (600-1½)	1540-1¾ 544 (600-1¾)
CIRCLING	1560-1 547 (600-1)	1560-1½ 547 (600-1½)	1660-2 647 (700-2)

MIRL Rwy 5-23 L

WAAS	APP CRS	Rwy Idg	5002
CH 99517	048°	TDZE	996
W05A		Apt Elev	1013

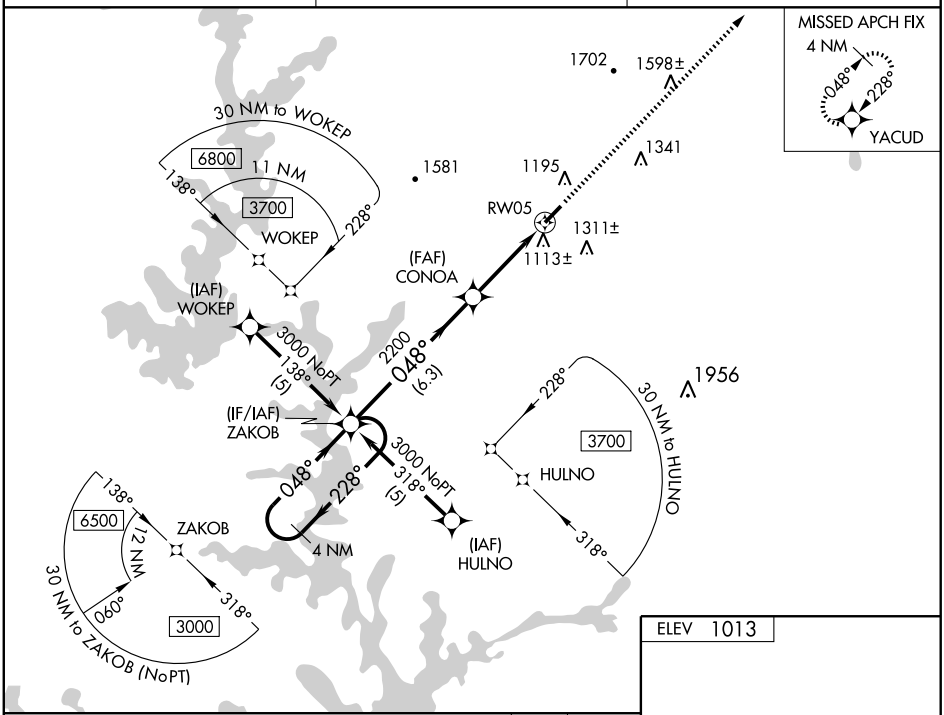
RNAV (GPS) RWY 5

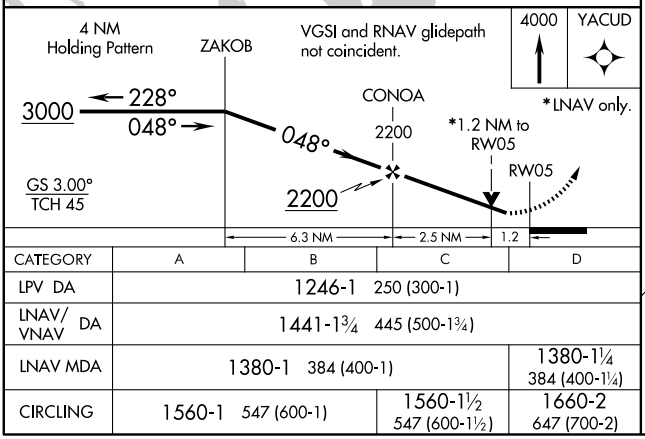
PICKENS COUNTY (LQK)

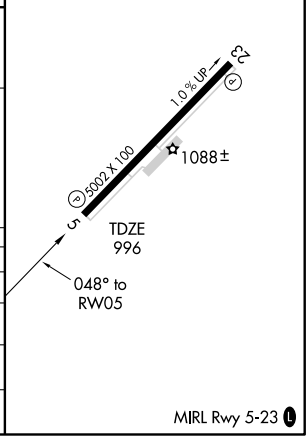
▼ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1292, LNAV/VNAV DA to 1487, and all MDA 60 feet; increase LPV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

MISSED APPROACH: Climb to 4000 direct YACUD and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	118.8 385.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1246-1 250 (300-1)			
LNAV/ VNAV DA	1441-1¾ 445 (500-1¾)			
LNAV MDA	1380-1 384 (400-1)			1380-1¼ 384 (400-1¼)
CIRCLING	1560-1 547 (600-1)		1560-1½ 547 (600-1½)	1660-2 647 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
Ch 42817	228°	TDZE	1013
W23A		Apt Elev	1013

RNAV (GPS) RWY 23

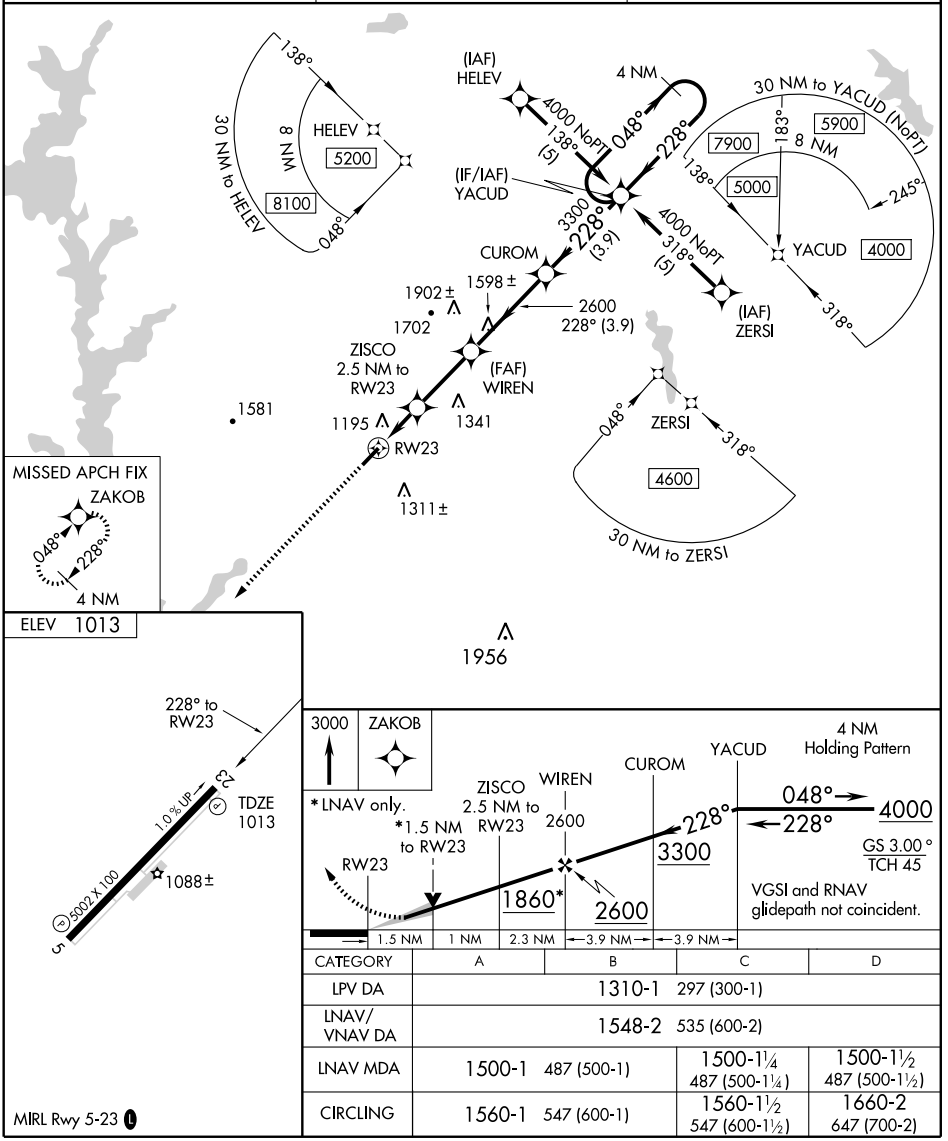
PICKENS COUNTY (LQK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1356, LNAV/VNAV DA to 1594, and all MDAs 60 feet; increase LPV all Cats visibility ¼ mile, increase LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct ZAKOB and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	118.8 385.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1310-1 297 (300-1)			
LNAV/ VNAV DA	1548-2 535 (600-2)			
LNAV MDA	1500-1 487 (500-1)		1500-1¼ 487 (500-1¼)	1500-1½ 487 (500-1½)
CIRCLING	1560-1 547 (600-1)		1560-1½ 547 (600-1½)	1660-2 647 (700-2)

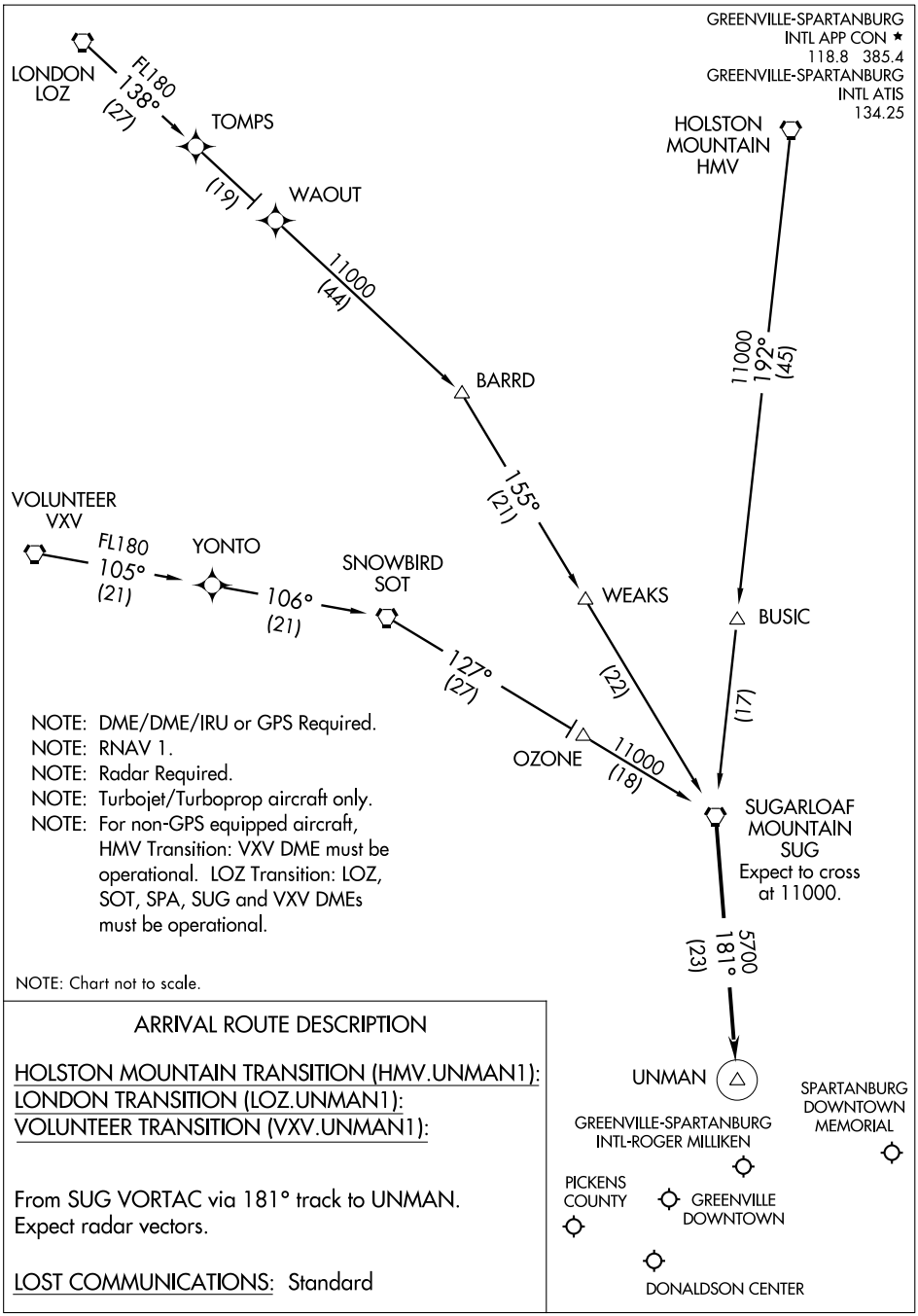
MIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, HMV Transition: VXV DME must be operational. LOZ Transition: LOZ, SOT, SPA, SUG and VXV DMEs must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.UNMAN1):
LONDON TRANSITION (LOZ.UNMAN1):
VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.
Expect radar vectors.

LOST COMMUNICATIONS: Standard

UNMAN ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

(UNMAN.UNMAN1) 10210

SE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ELW 108.6 Chan 23	APP CRS 010°	Rwy Idg N/A TDZE N/A Apt Elev 1013

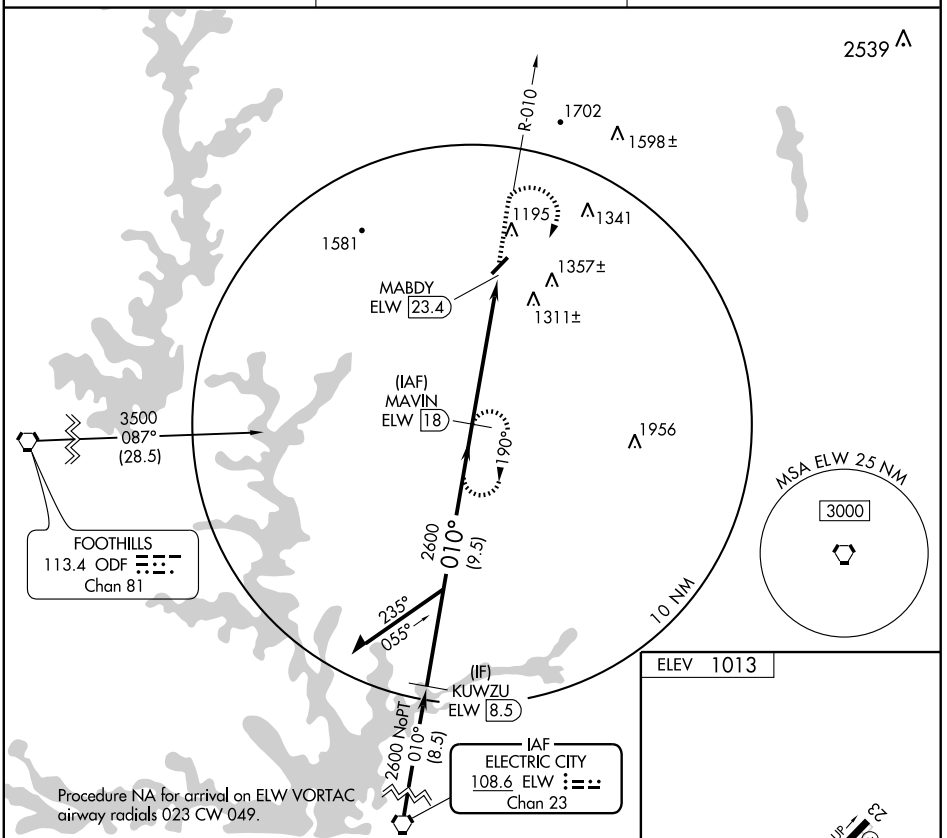
VOR/DME-A

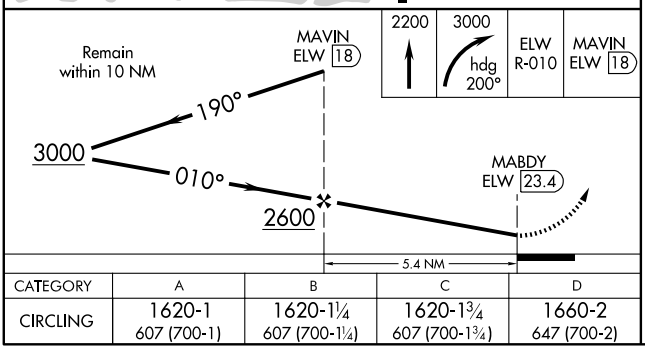
PICKENS COUNTY (LQK)

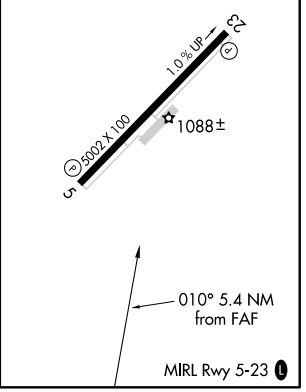
▼ NA When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 via heading 200° and R-010 to MAVIN/ELW 18 DME and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	118.8 385.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1620-1 607 (700-1)	1620-1¼ 607 (700-1¼)	1620-1¾ 607 (700-1¾)	1660-2 647 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010

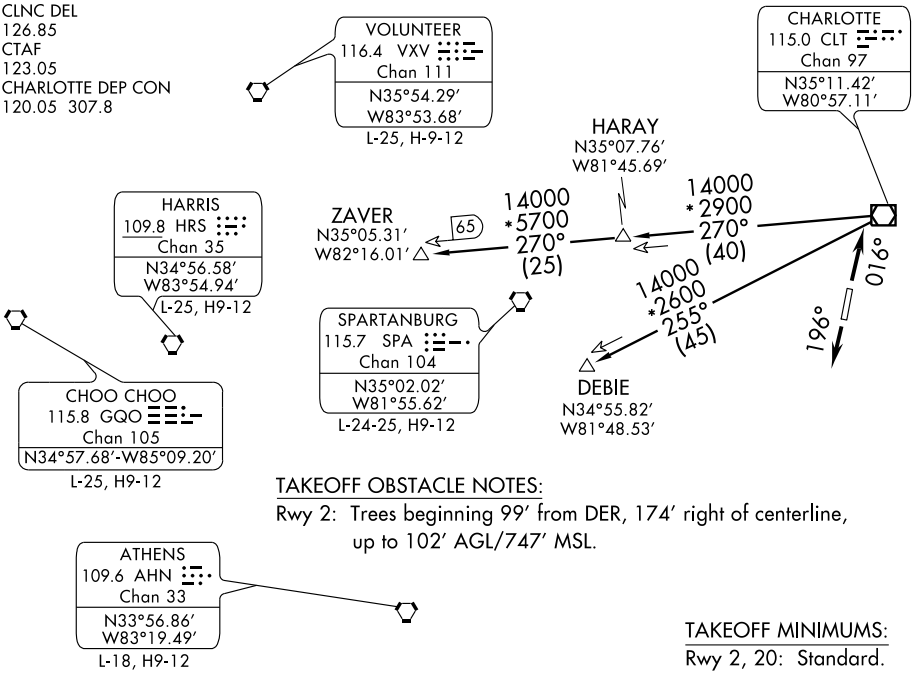
SE-2, 21 OCT 2010 to 18 NOV 2010

WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

WHTTL ONE ARRIVAL (RNAV)
GREENVILLE, SOUTH CAROLINA
(WHTTL.WHTTL1) 10266
SE-2, 21 OCT 2010 to 18 NOV 2010

ASOS
120.775
CLNC DEL
126.85
CTAF
123.05
CHARLOTTE DEP CON
120.05 307.8



TAKEOFF OBSTACLE NOTES:
Rwy 2: Trees beginning 99′ from DER, 174′ right of centerline, up to 102′ AGL/747′ MSL.

TAKEOFF MINIMUMS:
Rwy 2, 20: Standard.

NOTE: For Turbojets only.
NOTE: Radar and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: Chart note to scale.

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....

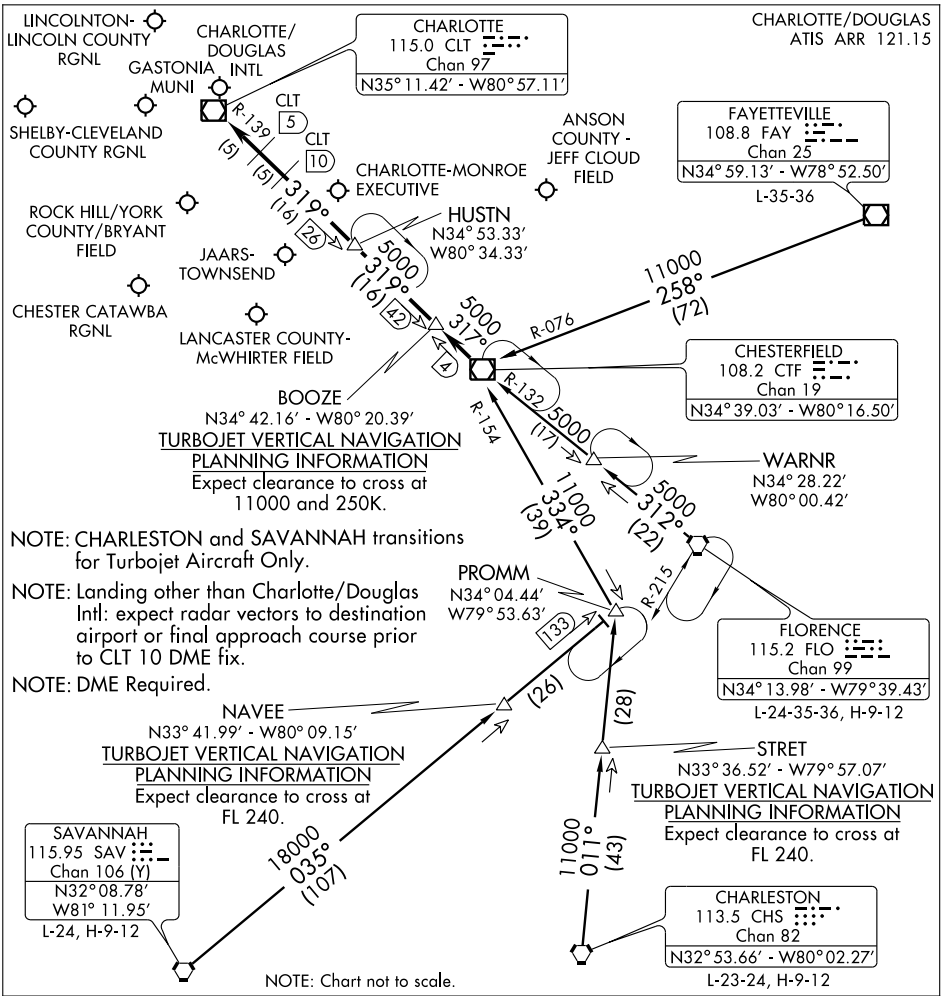
TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB4.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.
HARAY TRANSITION (BOB4.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY.
ZAVER TRANSITION (BOB4.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

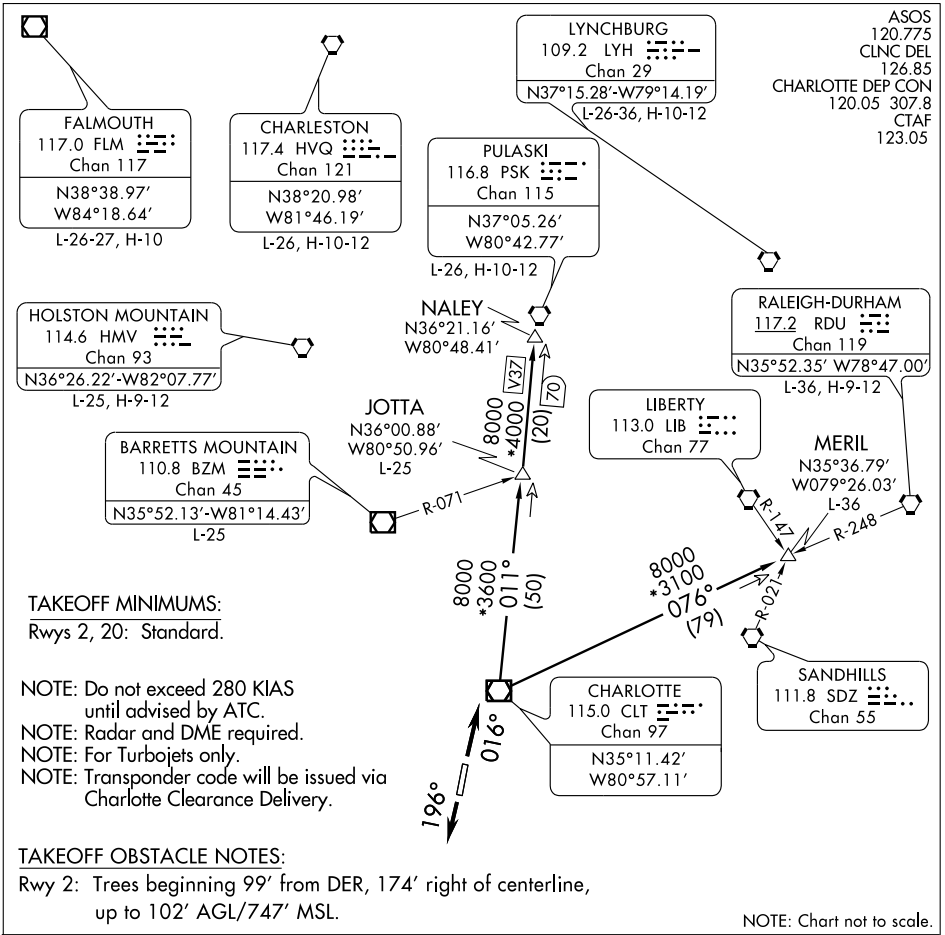
(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

(CTF.CTF3) 10266

SE-2, 21 OCT 2010 to 18 NOV 2010



TAKEOFF MINIMUMS:
Rwys 2, 20: Standard.

NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: Radar and DME required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF OBSTACLE NOTES:
Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

NOTE: Chart not to scale.

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....
TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

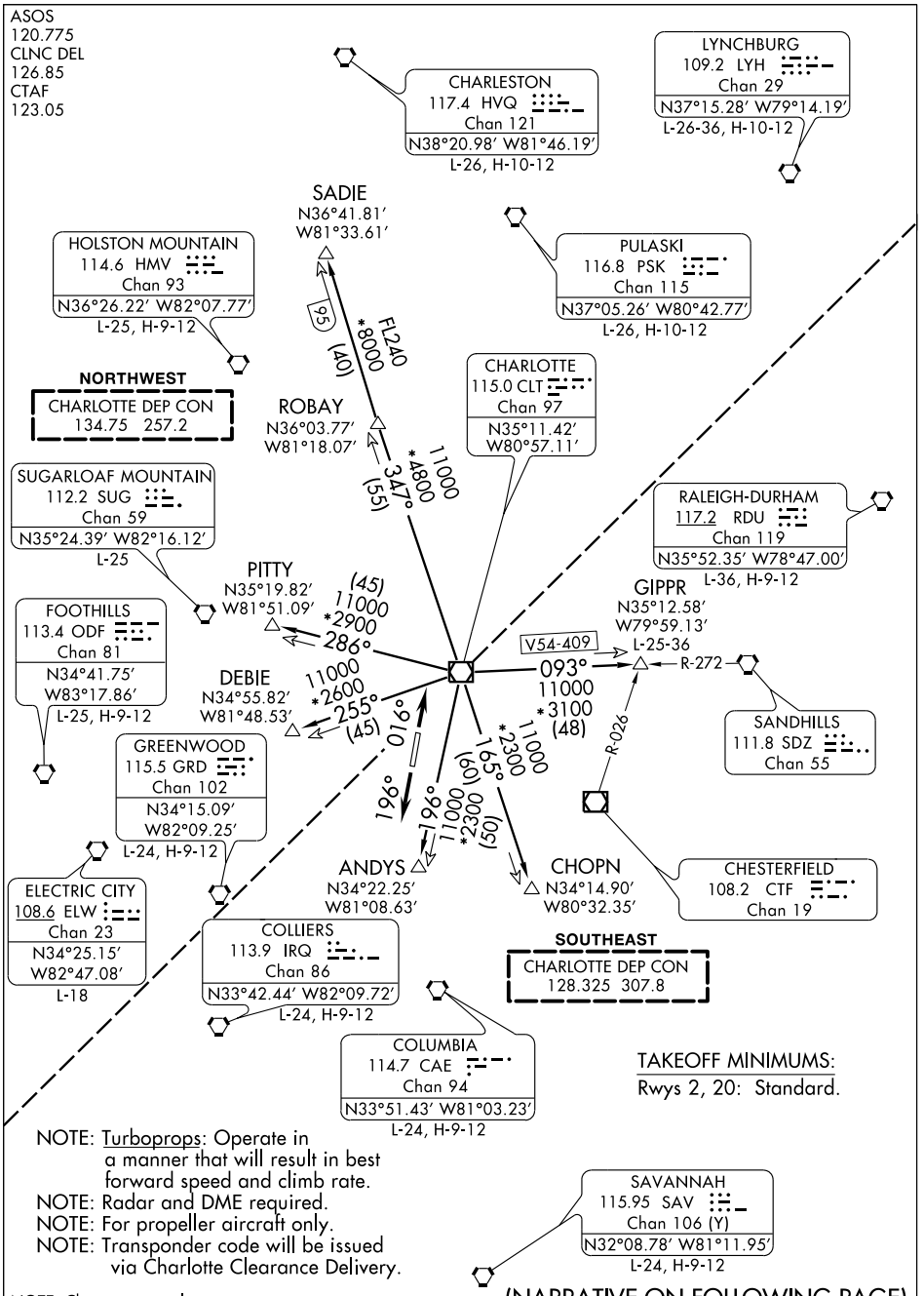
JOTTA TRANSITION (HOR6.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA.

MERIL TRANSITION (HOR6.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL.

NALEY TRANSITION (HOR6.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY.

HUGO ONE DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



HUGO ONE DEPARTURE

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

(HUG1.HUG) 10154

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....
TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid.
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
CHOPN TRANSITION (HUG1.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN.
DEBIE TRANSITION (HUG1.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE.
GIPPR TRANSITION (HUG1.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR.
PITTY TRANSITION (HUG1.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY.
ROBAY TRANSITION (HUG1.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY.
SADIE TRANSITION (HUG1.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE.

TAKEOFF OBSTACLE NOTES:
Rwy 2: Trees beginning 99' from DER, 174' right of centerline, up to 102' AGL/747' MSL.

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-UZA	APP CRS	Rwy Idg	5500
108.5	016°	TDZE	666
		Apt Elev	666

ILS or LOC RWY 2

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

ADF Required.
When local altimeter setting not received, use Charlotte, NC altimeter setting and increase DA to 912 feet and all MDA 60 feet, increase S-LOC 2 Cat D visibility ¼ mile.

NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct RALLY LOM and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L

ADF REQUIRED

CHARLOTTE
115.0 CLT
Chan 97

LOCALIZER 108.5
I-UZA

LOM/IAF
RALLY
227 UZ

1039
840
820±
841
1289
2500
205°
119.1
196°
016°
(BXCGB)
151°
331°
10 NM

MSA UZ 25 NM
3800

ALTERNATE MISSED APCH FIX
CHARLOTTE
CLT
115.0
Chan 97
R-011
191°
011°

Remain within 10 NM
LOM
196°
2494
2500
016°
GS 3.00°
TCH 41
2500
016°
5.5 NM

1500 2500 RALLY
VGSI and ILS glidepath not coincident.

ELEV 666
20
685
781±
5500 X 100
TDZE
666
2
016° 5.5 NM from FAF
MIRL Rwy 2-20 L

FAF to MAP 5.5 NM

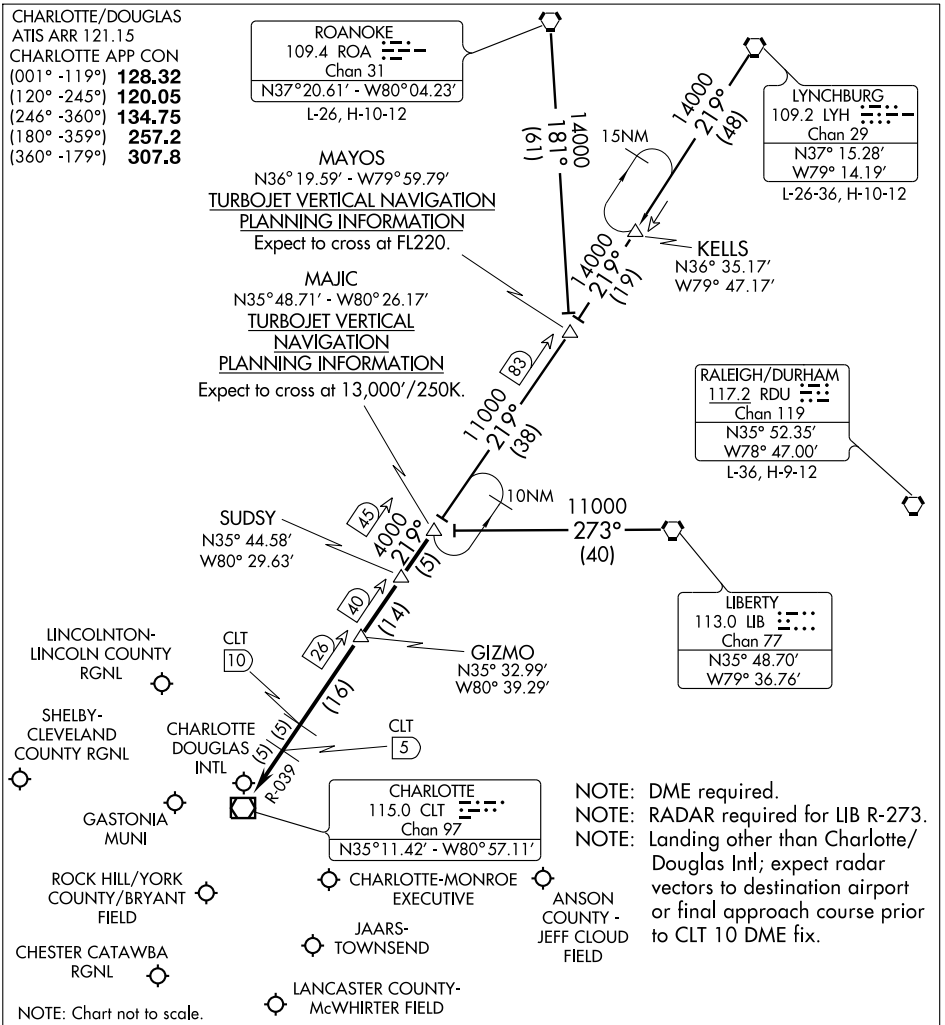
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 2	866-½ 200 (200-½)			
S-LOC	1080-½ 413 (500-½)		1080-¾ 413 (500-¾)	
CIRCLING	1140-1 474 (500-1)		1200-1½ 534 (600-1½)	1220-2 554 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

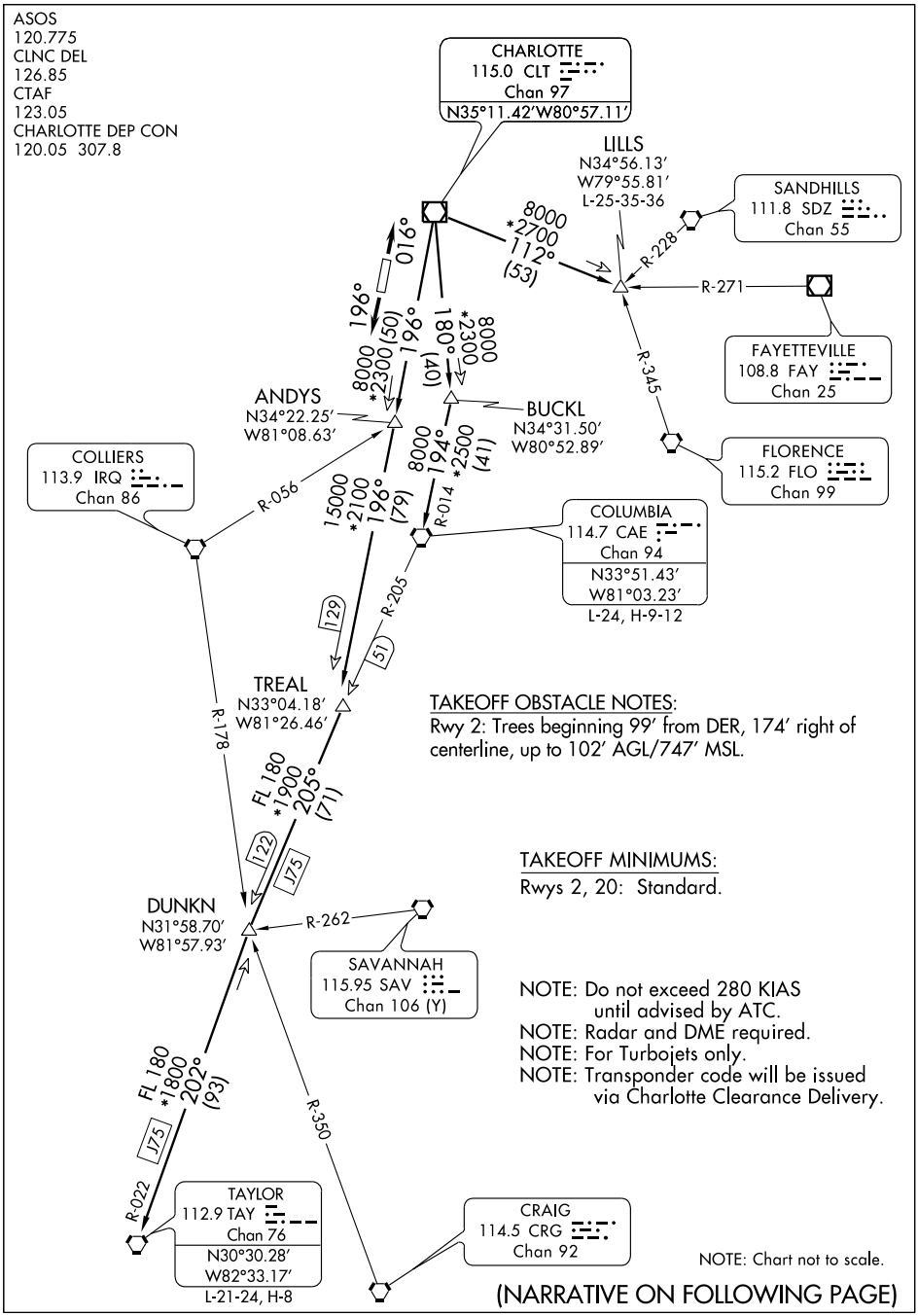
LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

PANTHER ONE DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



SE-2, 21 OCT 2010 to 18 NOV 2010

PANTHER ONE DEPARTURE

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

(PAN1.PAN) 10154

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°. Thence....
TAKEOFF RUNWAY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN1.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS.
COLUMBIA TRANSITION (PAN1.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC.
LILLS TRANSITION (PAN1.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS.
TAYLOR TRANSITION (PAN1.TAY): From over CLT VOR/DME via CLT R-196 to TREAL, tthen via CAE R-205 and TAY R-022 to TAY VORTAC.

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
016°	TDZE	667
	Apt Elev	667

RNAV (GPS) RWY 2

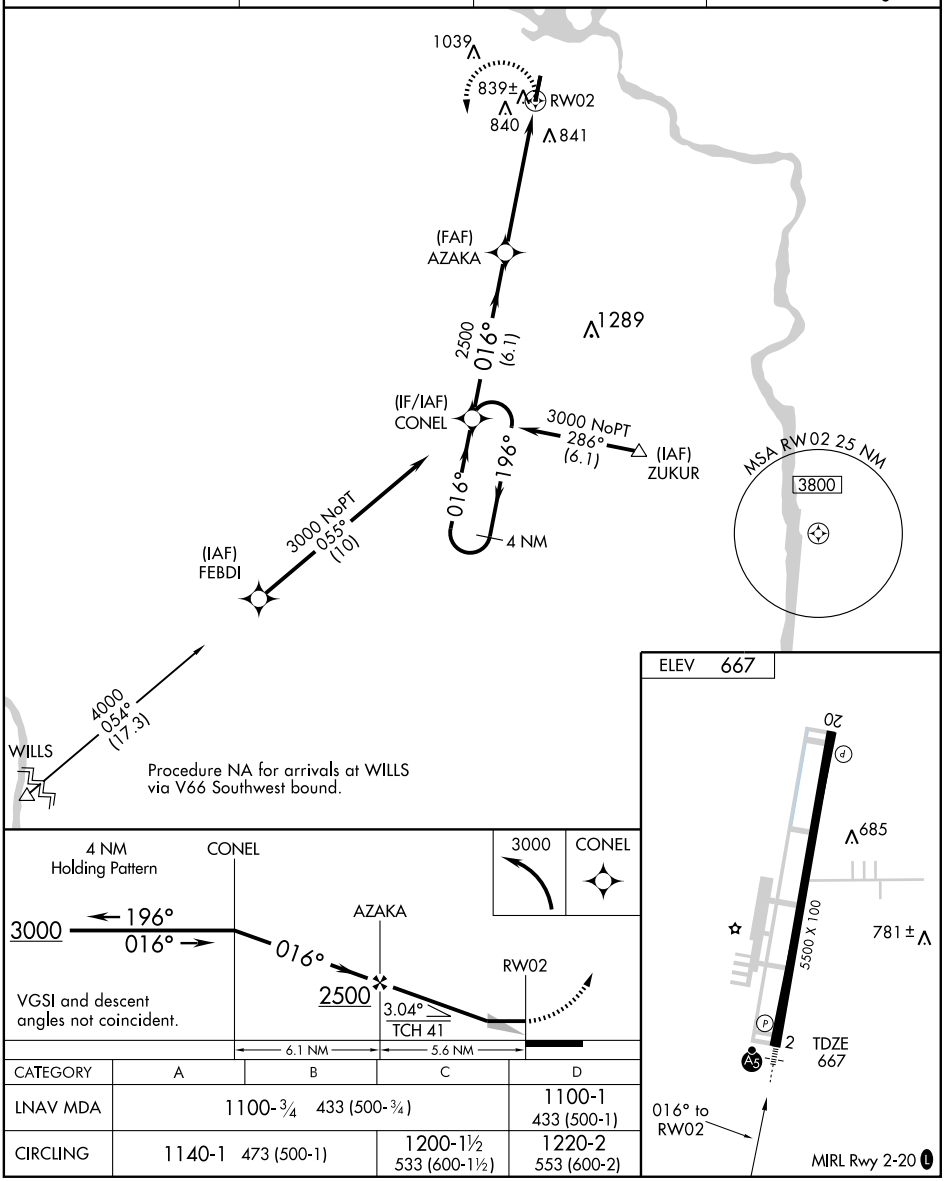
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. When local altimeter setting not received, use Charlotte, NC altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing left turn to 3000 direct CONEL and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1100-¾ 433 (500-¾)			1100-1 433 (500-1)
CIRCLING	1140-1 473 (500-1)		1200-1½ 533 (600-1½)	1220-2 553 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

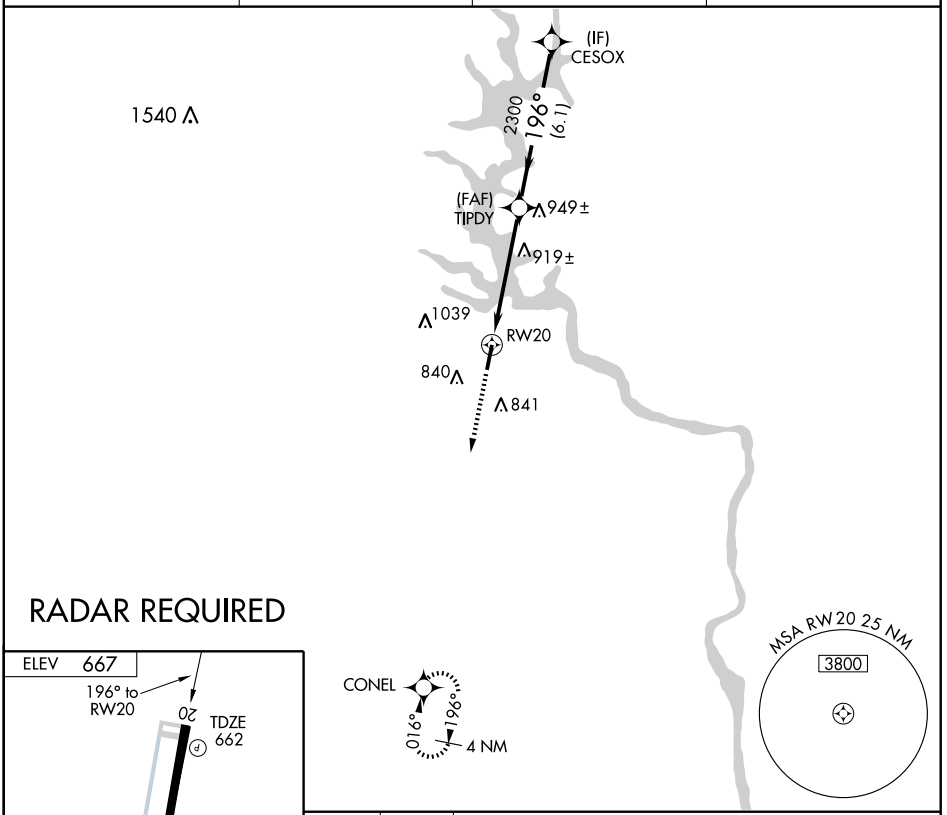
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

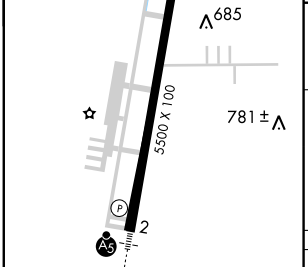
APP CRS	Rwy Idg	5500
196°	TDZE	662
	Apt Elev	667

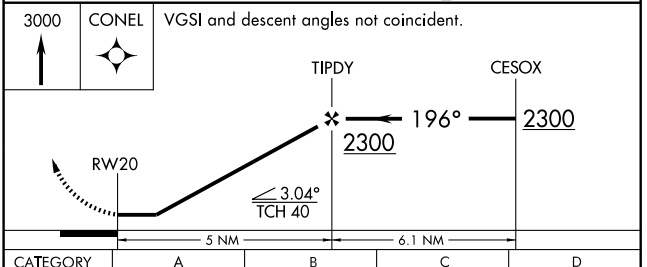
When local altimeter setting not received, use Charlotte, NC altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CONEL and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L







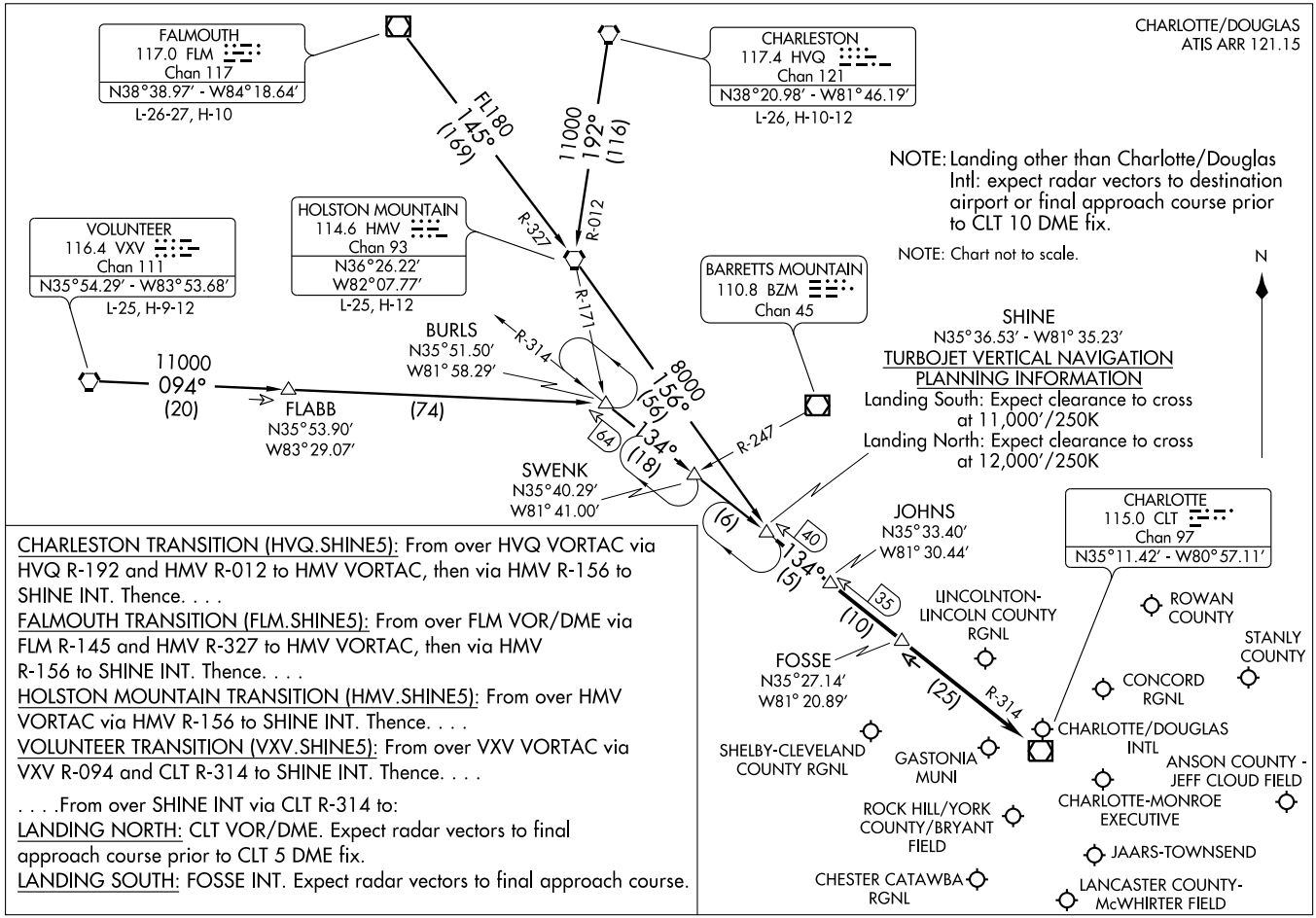
CATEGORY	A	B	C	D
LNAV MDA	1180-1	518 (600-1)	1180-1½ 518 (600-1½)	1180-1¾ 518 (600-1¾)
CIRCLING	1180-1	513 (600-1)	1200-1½ 533 (600-1½)	1220-2 553 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

SHINE FIVE ARRIVAL

(SHINE.SHINE5) 10266

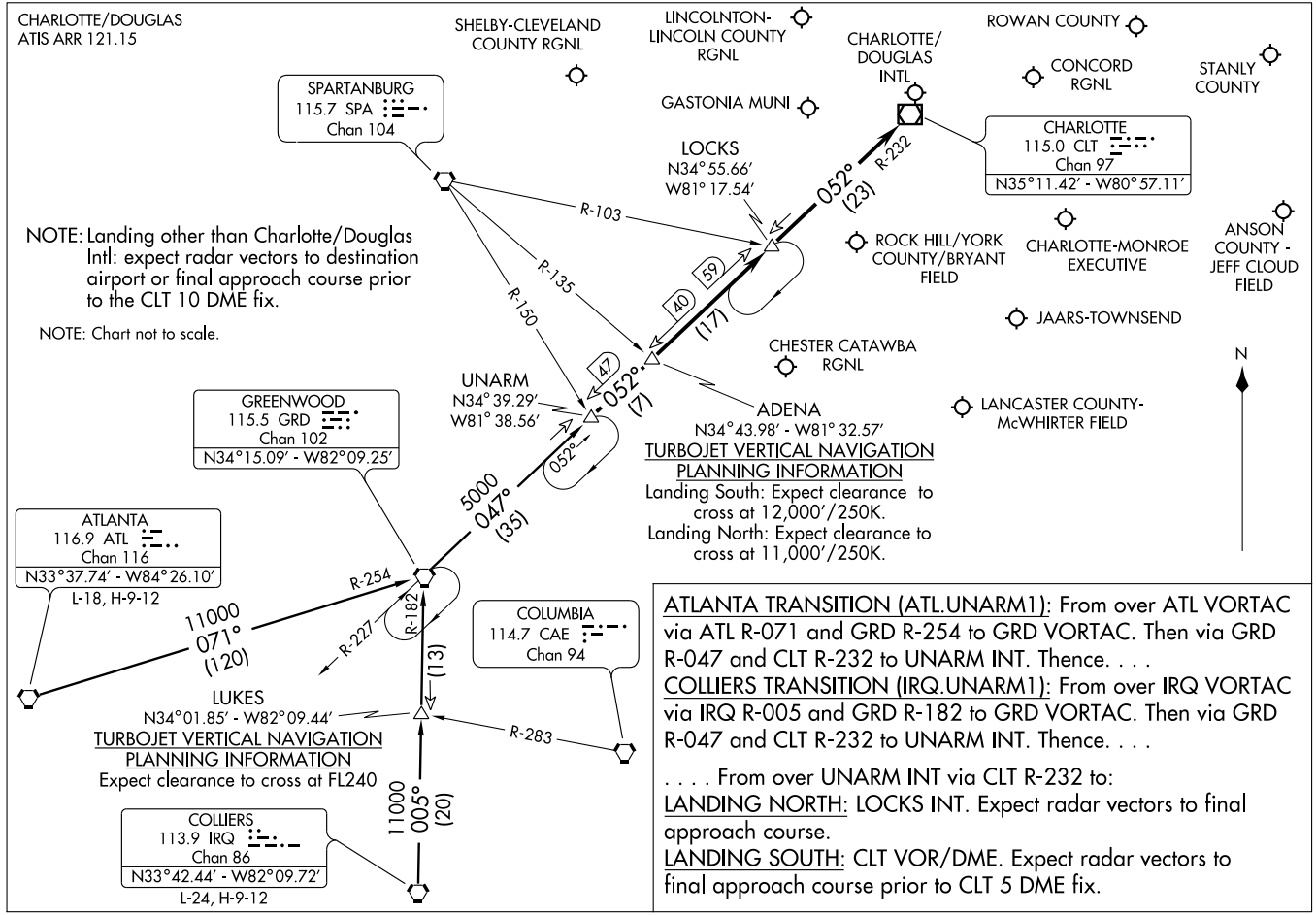
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

UNARM ONE ARRIVAL

(UNARM.UNARM1) 10266

CHARLOTTE, NORTH CAROLINA



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

UNARM ONE ARRIVAL
(UNARM.UNARM1) 10266
CHARLOTTE, NORTH CAROLINA

ST-78 (FAA)

RNAV (GPS) RWY 1

SALUDA COUNTY (6J4)

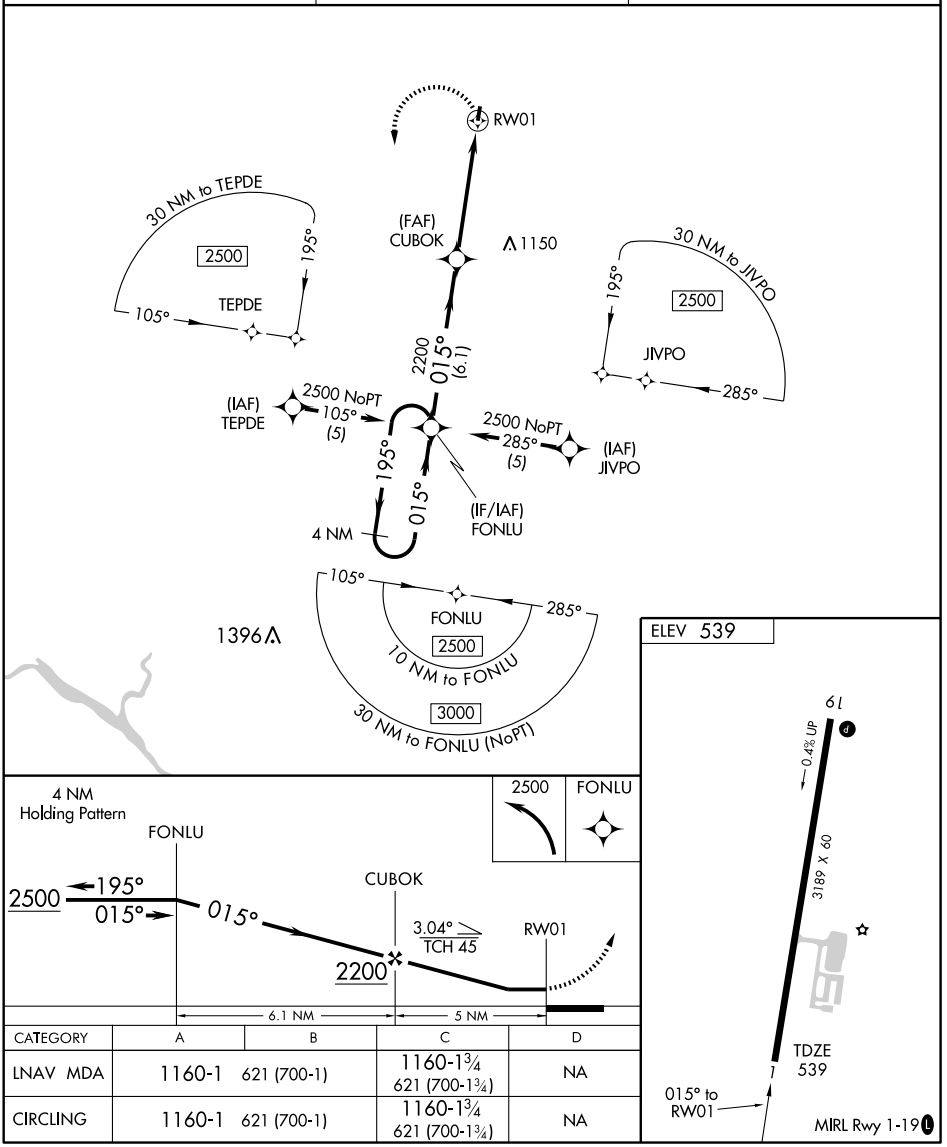
APP CRS	Rwy Idg	3189
015°	TDZE	539
	Apt Elev	539

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 100 feet, LNAV and Circling Cat C visibilities ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2500 direct FONLU and hold.

AIKEN AWOS-3	AUGUSTA APP CON ★	122.9 (CTAF) L
118.025	119.15	



CATEGORY	A	B	C	D
LNAV MDA	1160-1	621 (700-1)	1160-1¾ 621 (700-1¾)	NA
CIRCLING	1160-1	621 (700-1)	1160-1¾ 621 (700-1¾)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3189
195°	TDZE	539
	Apt Elev	539

RNAV (GPS) RWY 19

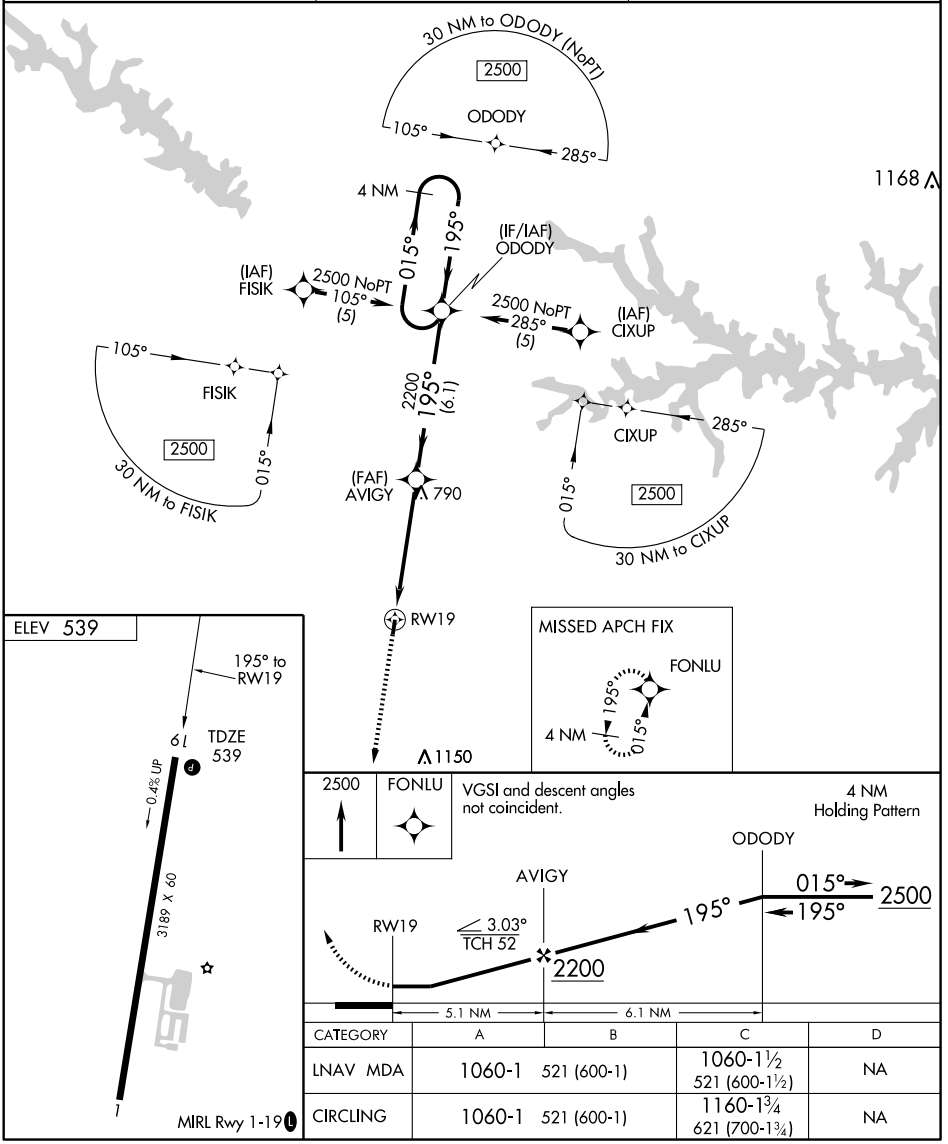
SALUDA COUNTY (6J4)

T
NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 100 feet, LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct FONLU and hold.

AIKEN AWOS-3	AUGUSTA APP CON ★	
118.025	119.15	122.9 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1060-1	521 (600-1)	1060-1½ 521 (600-1½)	NA
CIRCLING	1060-1	521 (600-1)	1160-1¾ 621 (700-1¾)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SPA	APP CRS	Rwy Idg	5202
109.1	047°	TDZE	803
		Apt Elev	803

ILS or LOC RWY 5

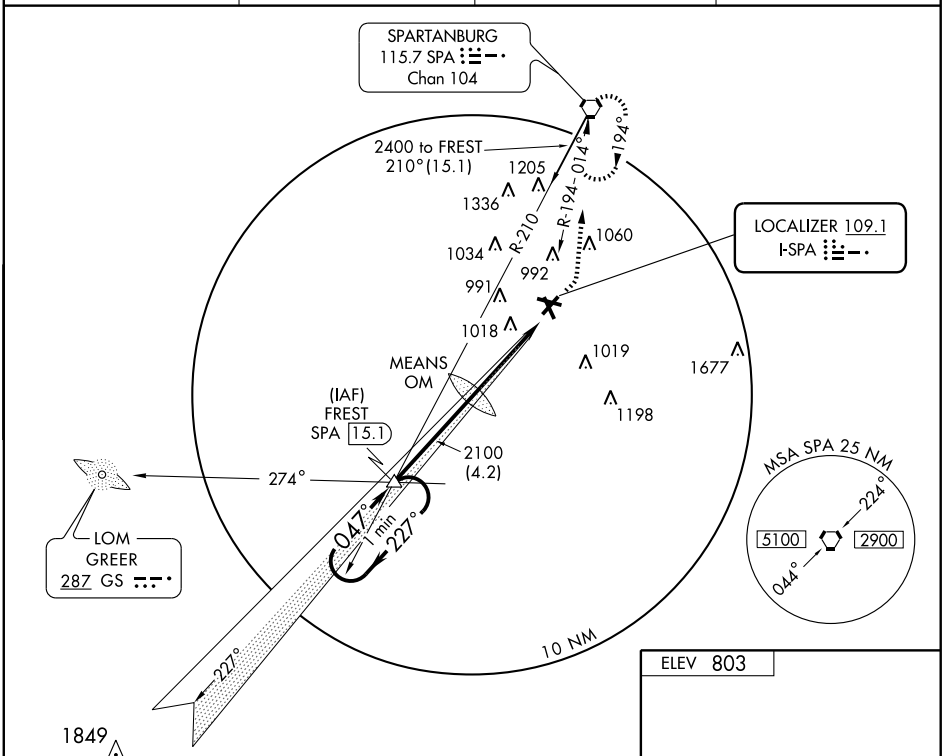
SPARTANBURG DOWNTOWN MEMORIAL (SPA)

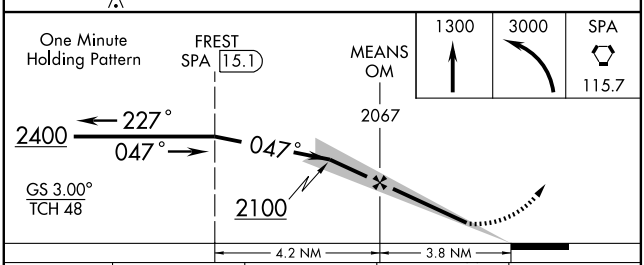
T A NA — When MALSR inop, increase S-LOC 5 Cat A/B visibility to 1 mile. Inoperative table does not apply to S-ILS 5. Visibility reduction by helicopters NA. ADF OR DME REQUIRED

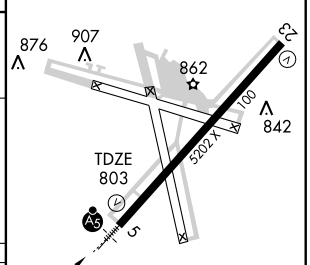
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct SPA VORTAC and hold.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS-5	1003-¾ 200 (200-¾)			
S-LOC MDA	1280-¾ 477 (500-¾)			1280-1 477 (500-1)
CIRCLING	1320-1 517 (600-1)		1320-1½ 517 (600-1½)	1420-2 617 (700-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB FRT	APP CRS	Rwy Idg	N/A
248	063°	TDZE	N/A
		Apt Elev	803

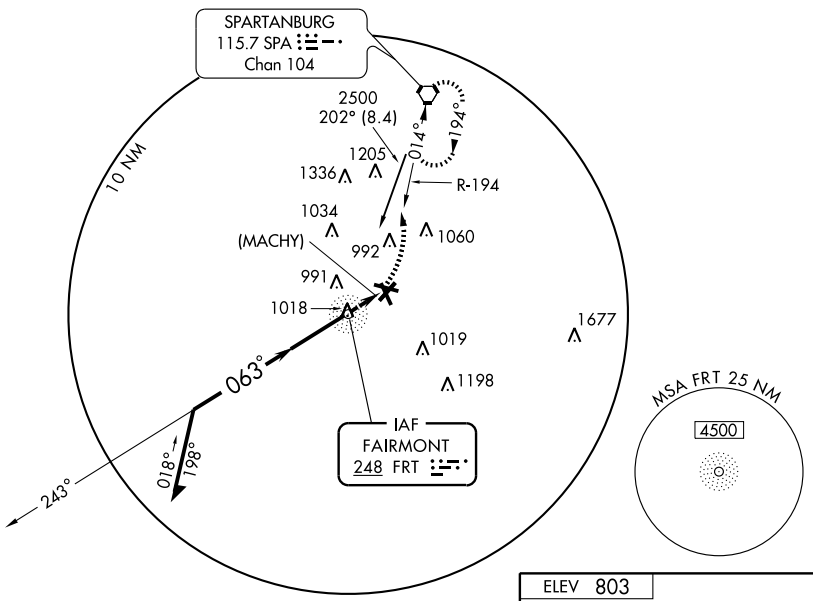
NDB or GPS-A

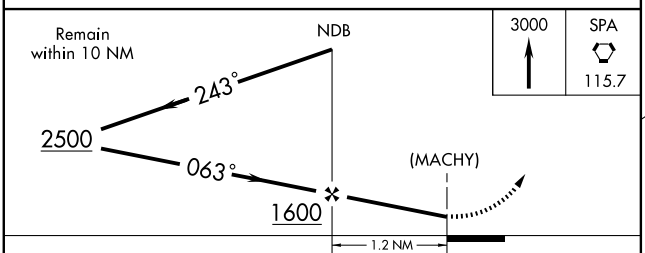
SPARTANBURG DOWNTOWN MEMORIAL (SPA)

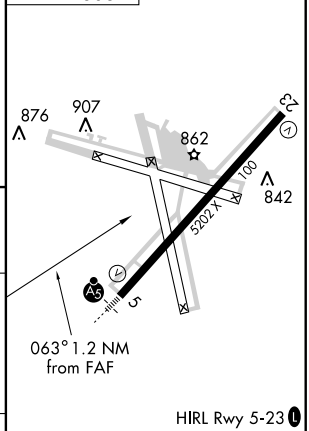
NA

MISSED APPROACH: Climb to 3000 direct SPA VORTAC and hold.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1320-1 517 (600-1)		1320-1½ 517 (600-1½)	1420-2 617 (700-2)

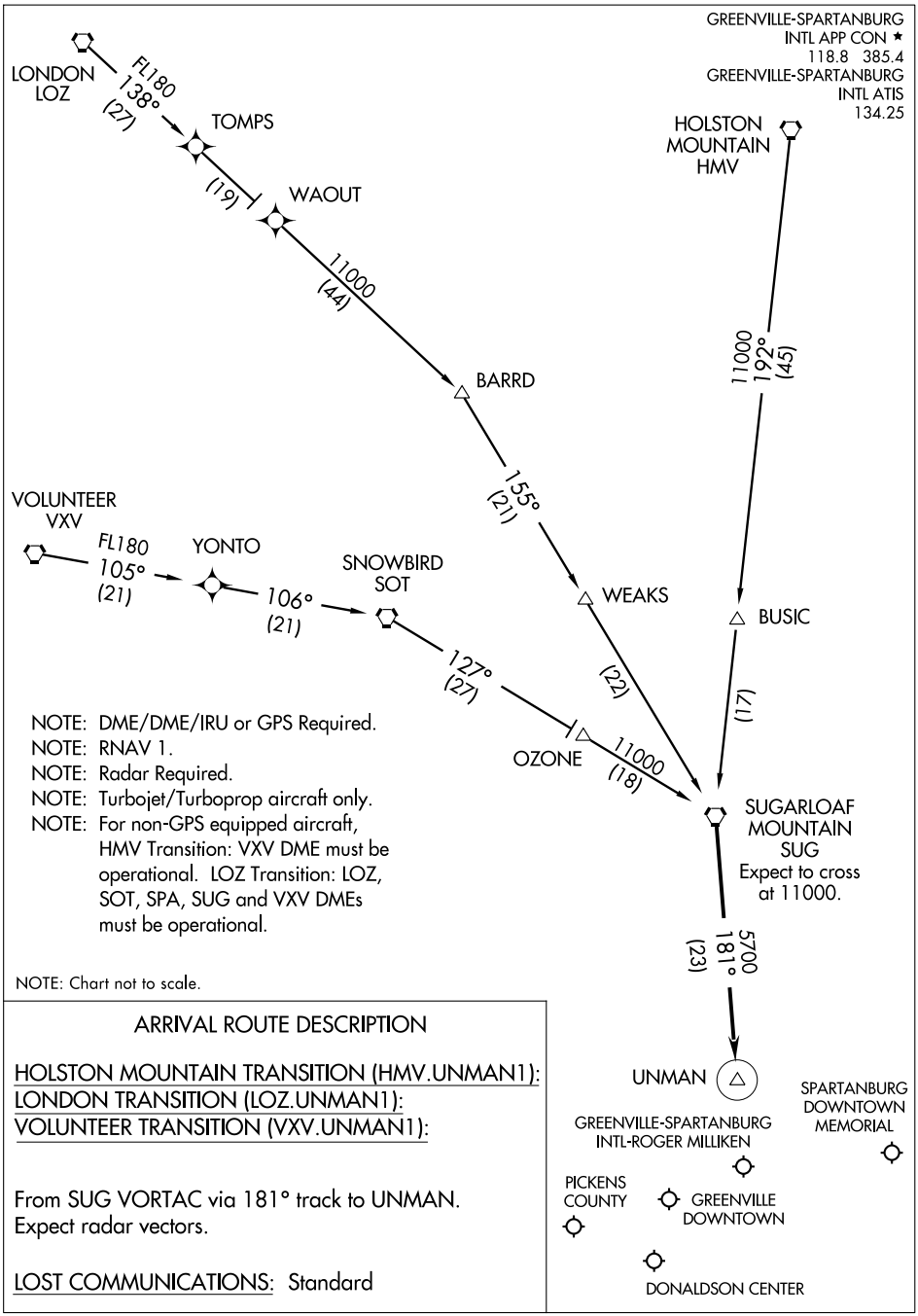
FAF to MAP 1.2 NM					
Knots	60	90	120	150	180
Min:Sec	1:12	0:48	0:36	0:29	0:24

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

UNMAN ONE ARRIVAL (RNAV)

ST-179 (FAA)

GREENVILLE, SOUTH CAROLINA



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, HMV Transition: VXV DME must be operational. LOZ Transition: LOZ, SOT, SPA, SUG and VXV DMEs must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.UNMAN1):
LONDON TRANSITION (LOZ.UNMAN1):
VOLUNTEER TRANSITION (VXV.UNMAN1):

From SUG VORTAC via 181° track to UNMAN.
Expect radar vectors.

LOST COMMUNICATIONS: Standard

UNMAN ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

(UNMAN.UNMAN1) 10210

SE-2, 21 OCT 2010 to 18 NOV 2010

WHTTL ONE ARRIVAL (RNAV)

GREENVILLE, SOUTH CAROLINA

WHTTL ONE ARRIVAL (RNAV)
GREENVILLE, SOUTH CAROLINA
(WHTTL.WHTTL1) 10266
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

ST. GEORGE (6J2)

APP CRS	Rwy Idg	3201
052°	TDZE	84
	Apt Elev	85

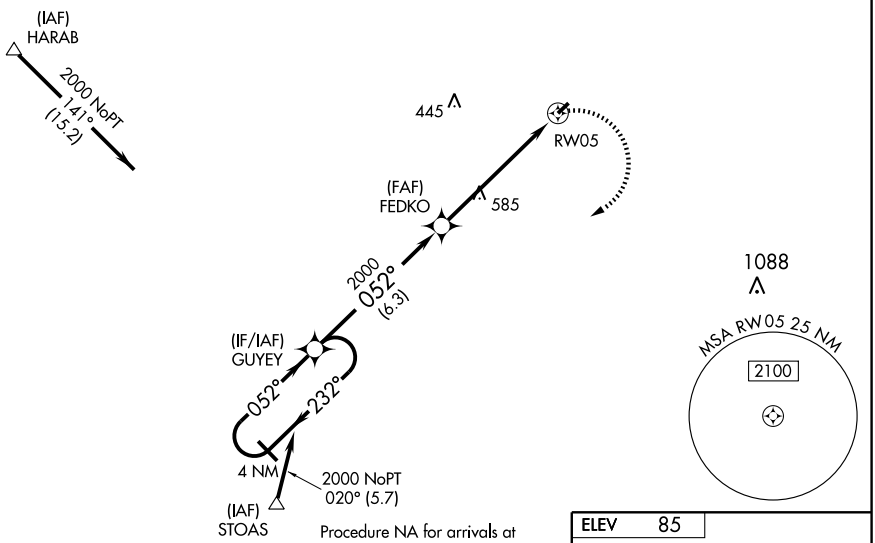
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV/Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

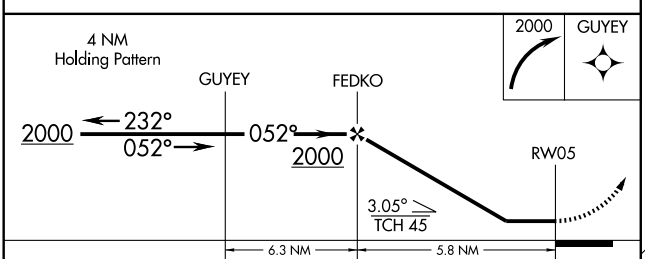
CHARLESTON APP CON	UNICOM
120.7 306.925	122.8 (CTAF)

SE-2, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals atHARAB via V18 Northwest bound.

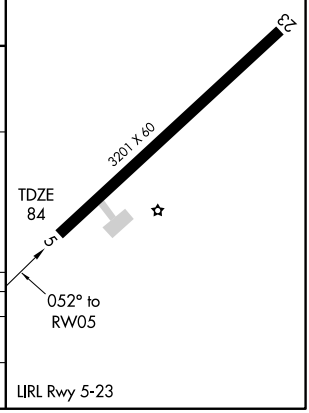


Procedure NA for arrivals at STOAS via V3 Southbound.



CATEGORY	A	B	C	D
LNAV MDA	940-1 856 (900-1)	940-1¼ 856 (900-1¼)	940-2½ 856 (900-2½)	940-2¾ 856 (900-2¾)
CIRCLING	940-1 855 (900-1)	940-1¼ 855 (900-1¼)	940-2½ 855 (900-2½)	940-2¾ 855 (900-2¾)

ELEV 85



LIRL Rwy 5-23

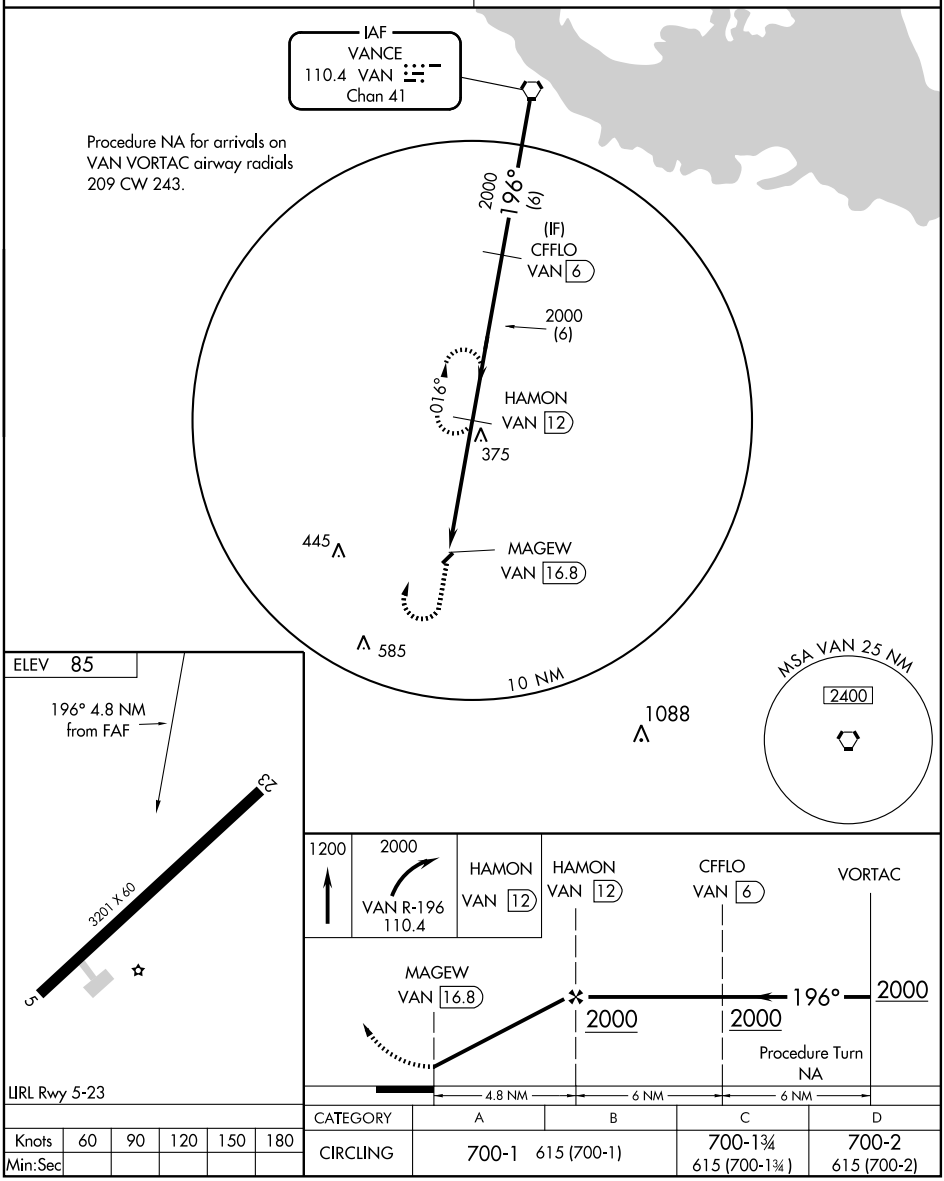
VORTAC VAN 110.4 Chan 41	APP CRS 196°	Rwy Idg N/A TDZE N/A Apt Elev 85

VOR/DME-A
ST. GEORGE (6J2)

▼ NA Visibility reduction by helicopters NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 via VAN VORTAC R-196 to HAMON/12 DME and hold.

CHARLESTON APP CON	UNICOM
120.7 306.925	122.8 (CTAF)



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	700-1 615 (700-1)		700-1¾ 615 (700-1¾)	700-2 615 (700-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

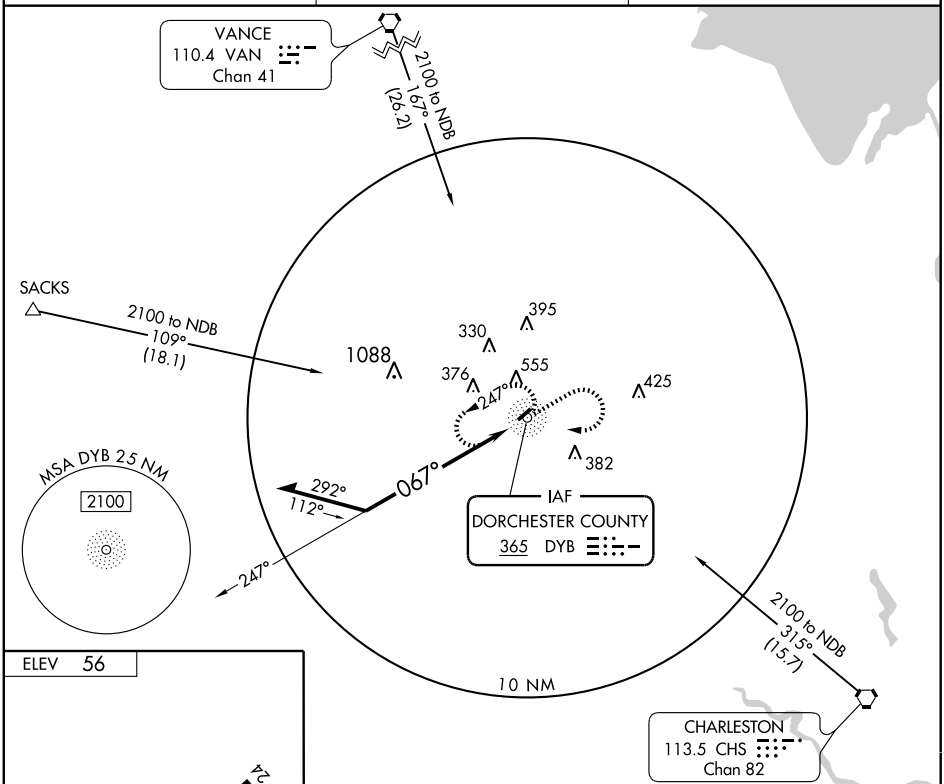
NDB DYB 365	APP CRS 067°	Rwy Idg 3700 TDZE 56 Apt Elev 56

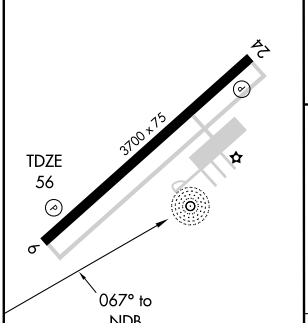
NDB RWY 6
SUMMERVILLE (DYB)

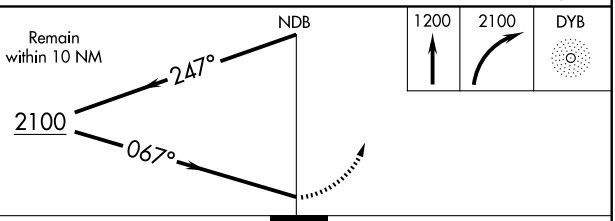
When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct DYB NDB and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.575	120.7 306.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-6	880-1 824 (900-1)	880-1¼ 824 (900-1¼)	880-2½ 824 (900-2½)	NA
CIRCLING	880-1 824 (900-1)	880-1¼ 824 (900-1¼)	880-2½ 824 (900-2½)	NA

MIRL Rwy 6-24 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

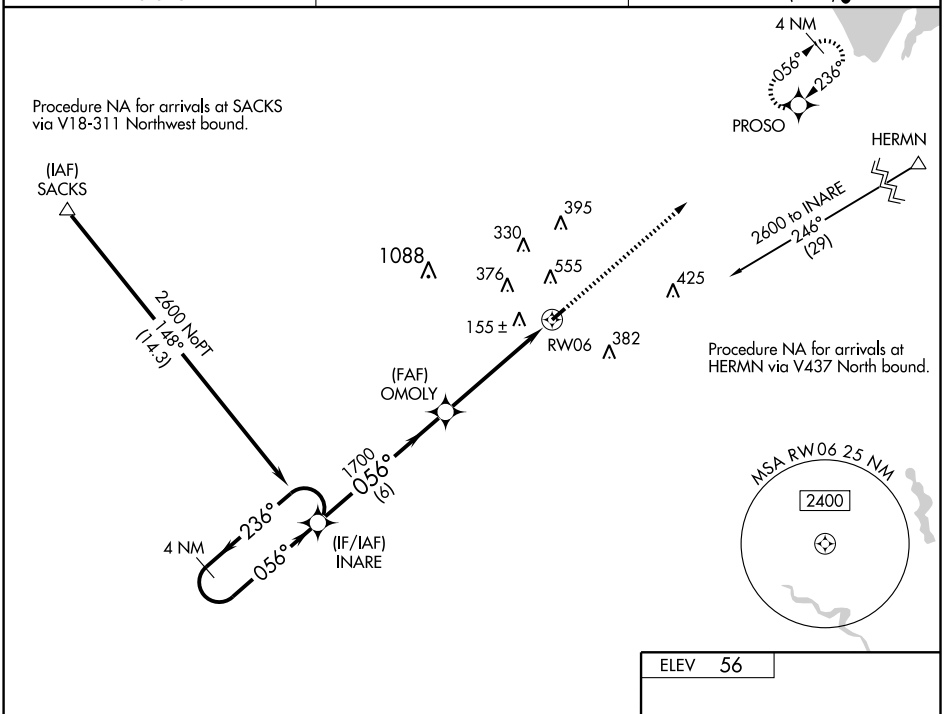
WAAS	APP CRS	Rwy Idg	3700
CH 49018	056°	TDZE	56
W06A		Apt Elev	56

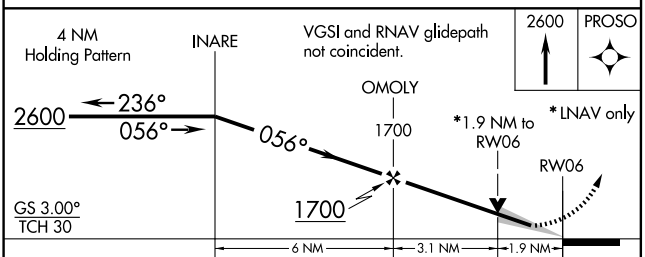
RNAV (GPS) RWY 6
SUMMERVILLE (DYB)

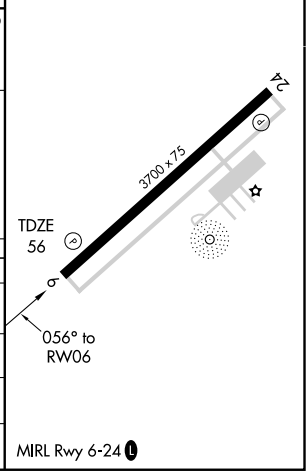
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase all DA 38 feet and MDA 40 feet, increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Charleston altimeter setting.

MISSED APPROACH: Climb to 2600 direct PROSO and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.575	120.7 306.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	256-1 200 (200-1)			NA
LNAV/ VNAV DA	582-2 526 (600-2)			NA
LNAV MDA	740-1 684 (700-1)		740-2 684 (700-2)	NA
CIRCLING	860-1 804 (900-1)	860-1¼ 804 (900-1¼)	860-2¼ 804 (900-2¼)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

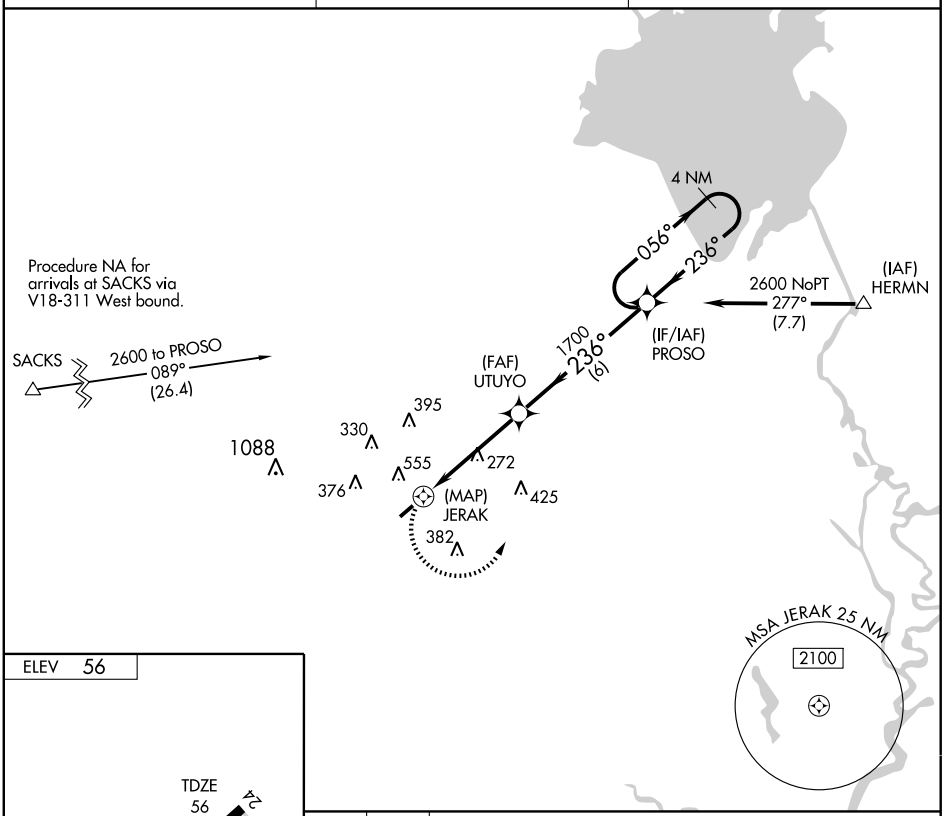
SUMMERVILLE (DYB)

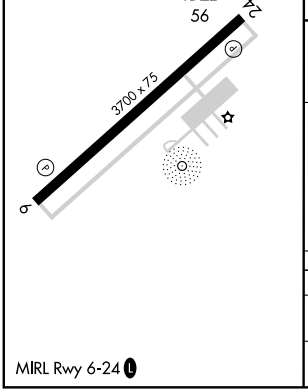
APP CRS		
236°	Rwy Idg	3700
	TDZE	56
	Apt Elev	56

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 40 feet, increase LNAV and Circling Cat C visibility ¼ mile.

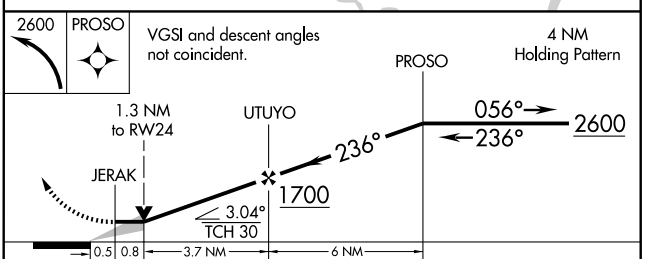
MISSED APPROACH: Climbing left turn to 2600 direct PROSO and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.575	120.7 306.925	123.0 (CTAF) L





MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	540-1 484 (500-1)		540-1¼ 484 (500-1¼)	NA
CIRCLING	860-1 804 (900-1)	860-1¼ 804 (900-1¼)	860-2¼ 804 (900-2¼)	NA

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB SMS	APP CRS	Rwy Idg	5501
252	217°	TDZE	182
		Apt Elev	182

NDB RWY 23

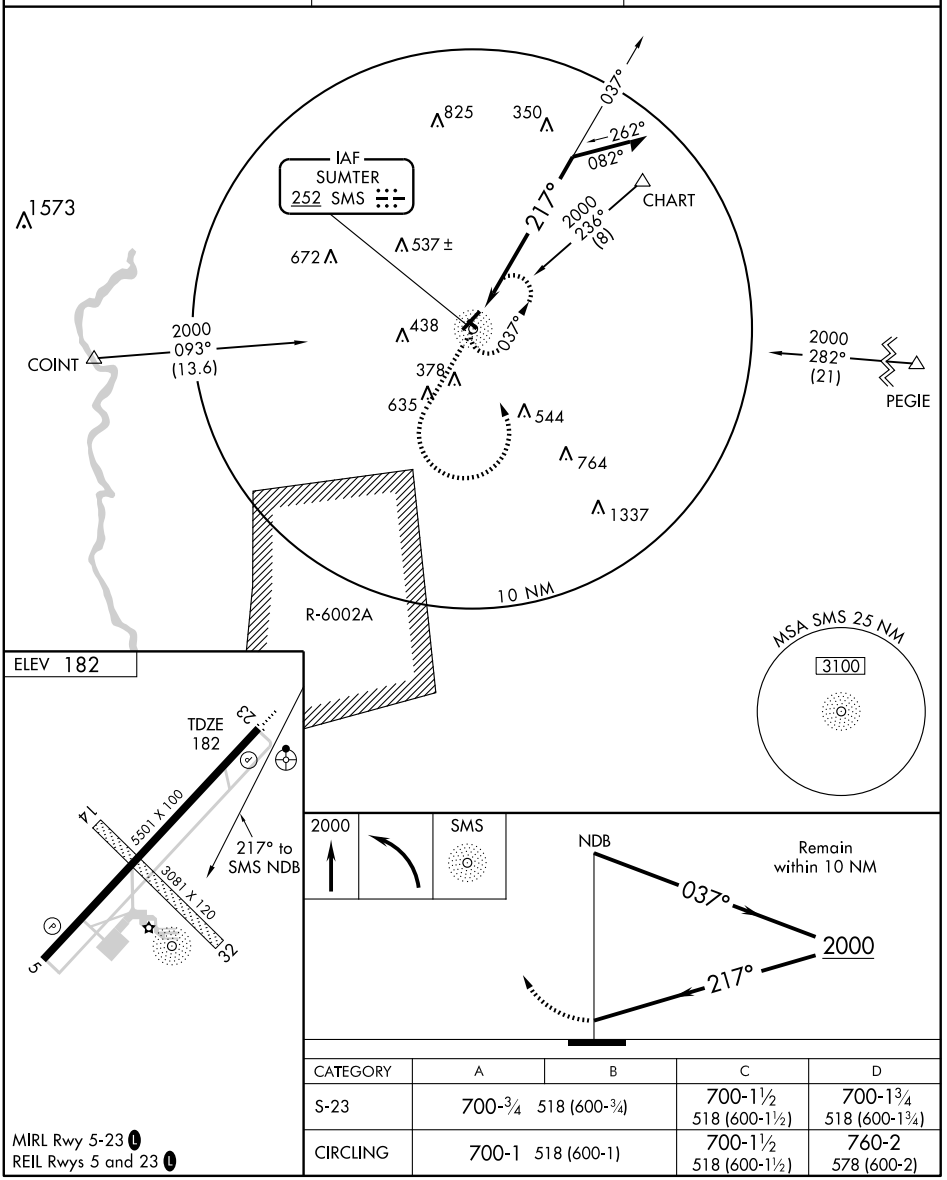
SUMTER (SMS)

NA — Inoperative table does not apply to S-23 Cat C. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet.

ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn direct SMS NDB and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-23	700-¾ 518 (600-¾)		700-1½ 518 (600-1½)	700-1¾ 518 (600-1¾)
CIRCLING	700-1 518 (600-1)		700-1½ 518 (600-1½)	760-2 578 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61215 W05A	APP CRS 050°	Rwy Idg 5501 TDZE 181 Apt Elev 182

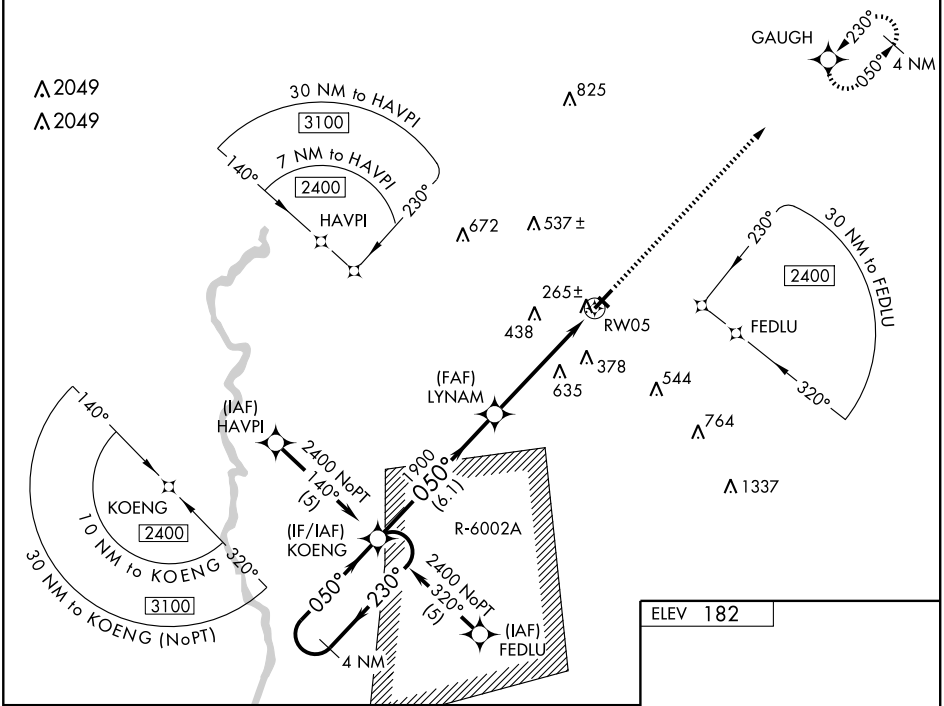
RNAV (GPS) RWY 5

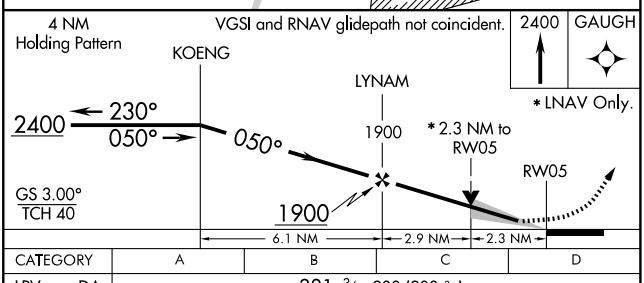
SUMTER (SMS)

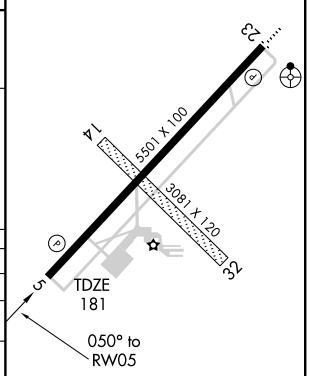
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities ¼ mile. VDP and Baro/VNAV NA when using Camden altimeter setting.

MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
LPV DA	381-¾ 200 (200-¾)			
LNAV/VNAV DA	535-1¼ 354 (400-1¼)			
LNAV MDA	940-1 759 (800-1)	940-1¼ 759 (800-1¼)	940-2¼ 759 (800-2¼)	940-2½ 759 (800-2½)
CIRCLING	940-1 758 (800-1)	940-1¼ 758 (800-1¼)	940-2¼ 758 (800-2¼)	940-2½ 758 (800-2½)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 23

SUMTER (SMS)

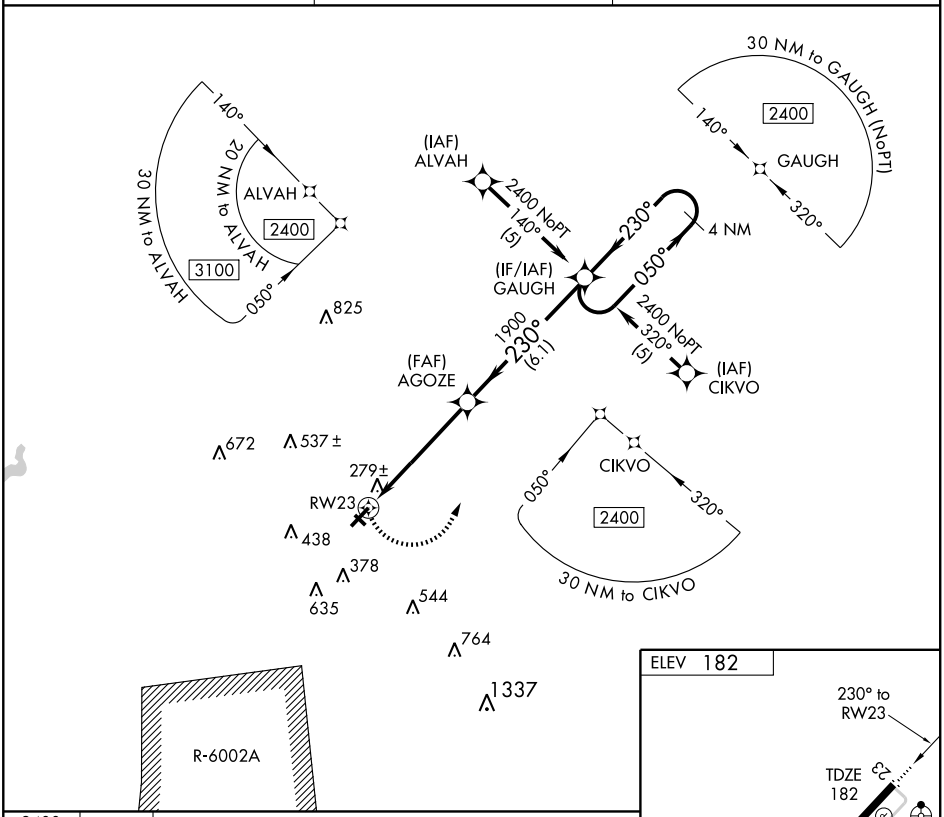
APP CRS	Rwy Idg	5501
230°	TDZE	182
	Apt Elev	182

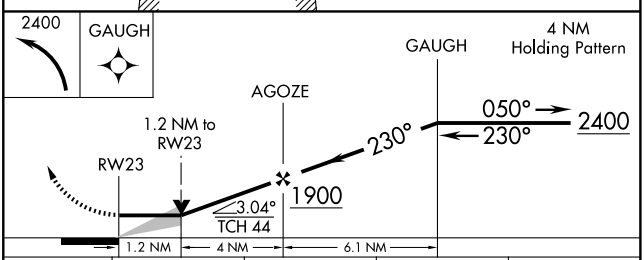
Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Camden altimeter setting.

ODALS

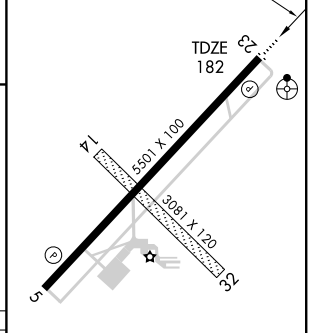
MISSED APPROACH: Climbing left turn to 2400 direct GAUGH and hold.

AWOS-3	SHAW APP CON★	UNICOM
118.075	125.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-¾ 418 (500-¾)		600-1¼ 418 (500-1¼)	
CIRCLING	640-1 458 (500-1)		640-1½ 458 (500-1½)	760-2 578 (600-2)



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5501
CH 65915	230°	TDZE	182
W23A		Apt Elev	182

RNAV (GPS) Z RWY 23

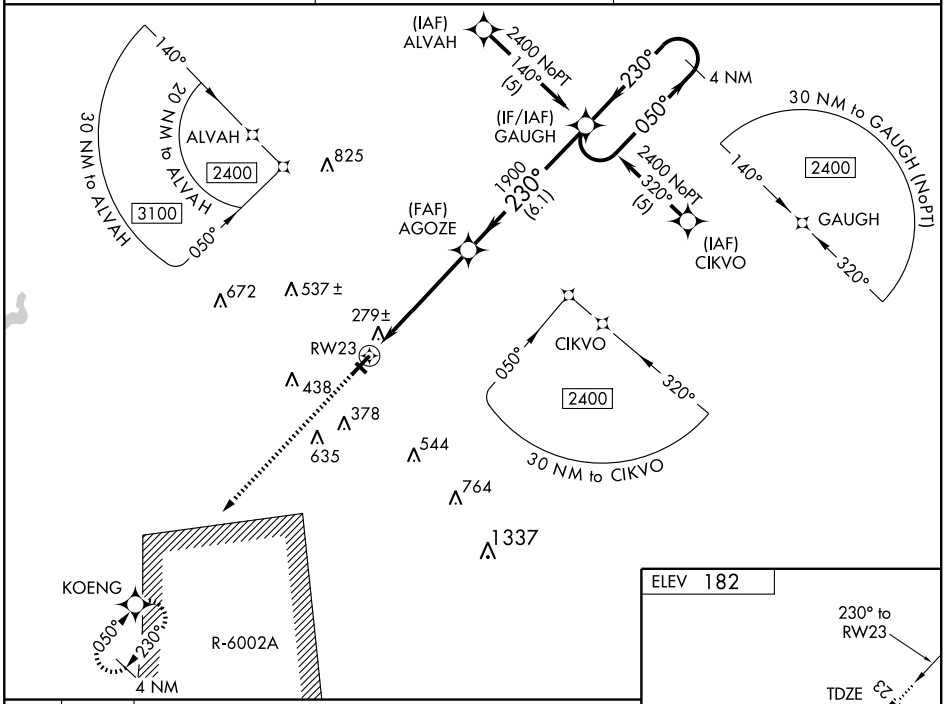
SUMTER (SMS)

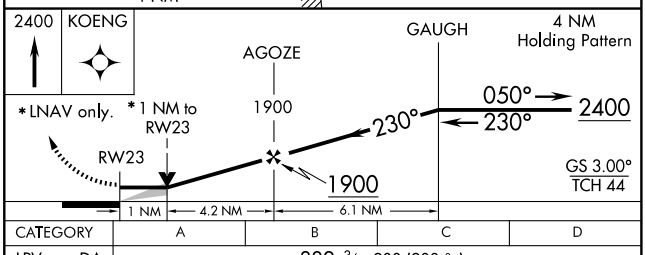
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ¼ mile. Inoperative table does not apply to LNAV Cat C when using Camden altimeter setting. VDP and Baro/VNAV NA when using Camden altimeter setting.

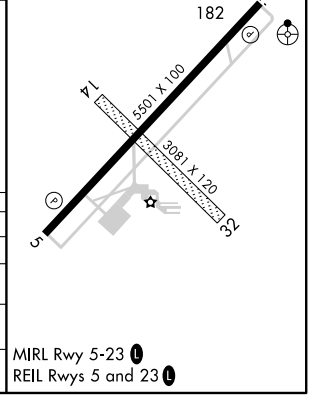
ODALS

MISSED APPROACH: Climb to 2400 direct KOENG and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L



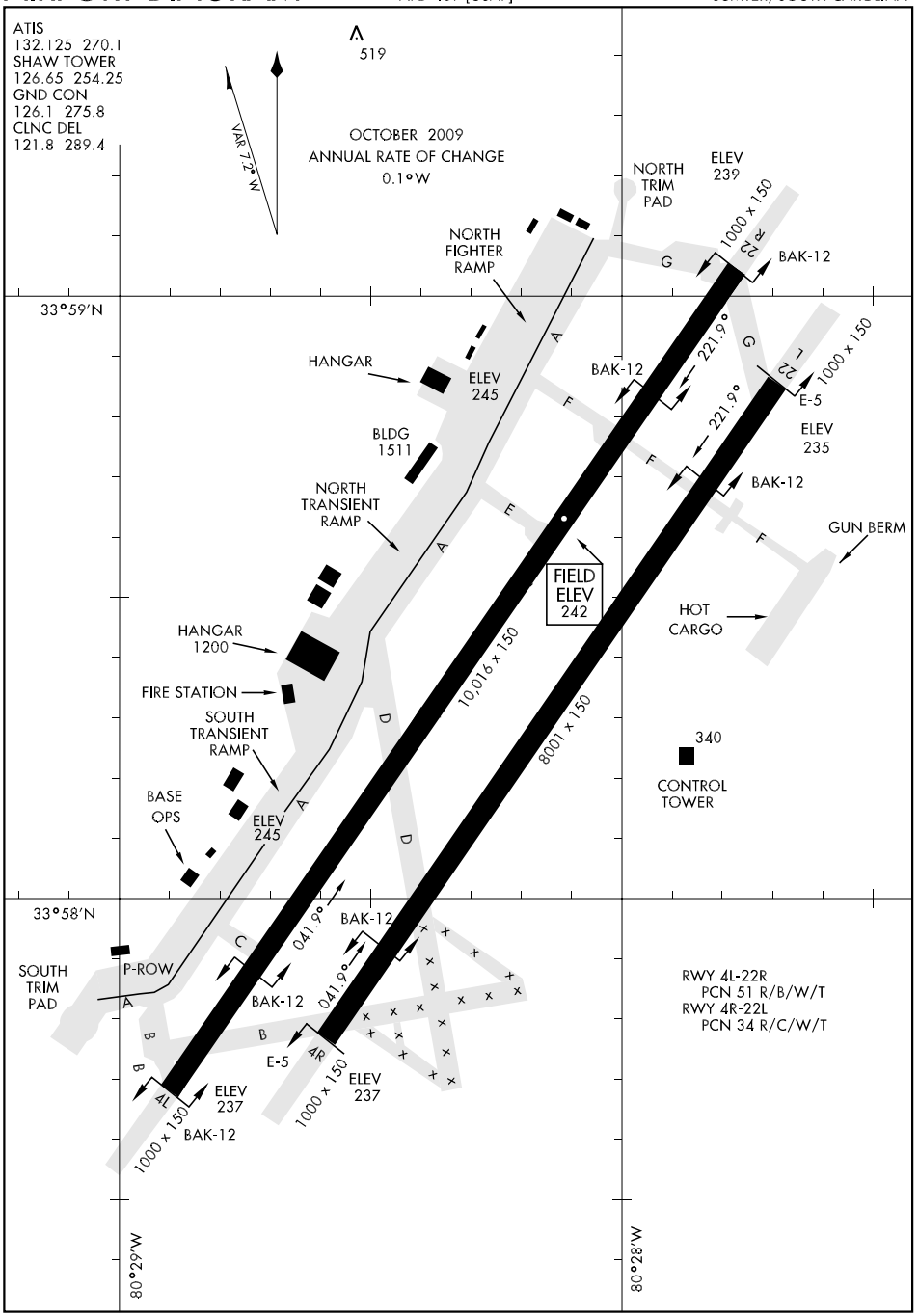




CATEGORY	A	B	C	D
LPV DA	382-¾ 200 (200-¾)			
LNAV/VNAV DA	576-1½ 394 (400-1½)			
LNAV MDA	540-¾ 358 (400-¾)			540-1¼ 358 (400-1¼)
CIRCLING	640-1 458 (500-1)		640-1½ 458 (500-1½)	760-2 578 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

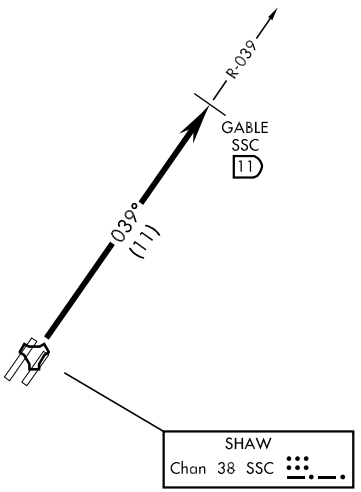


SE-2, 21 OCT 2010 to 18 NOV 2010

GABLE-THREE DEPARTURE (GABLE3•GABLE)

ATIS 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
126.1 275.8
SHAW TOWER
126.65 254.25
SHAW DEP CON
125.4 285.4
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]



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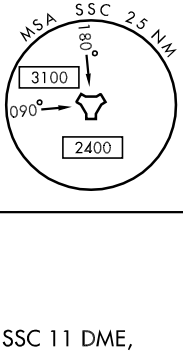


EMERG SAFE ALT 100 NM 3900

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4L/R: Climb and intercept SSC TACAN R-039 until SSC 11 DME, then as directed by ATC.

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

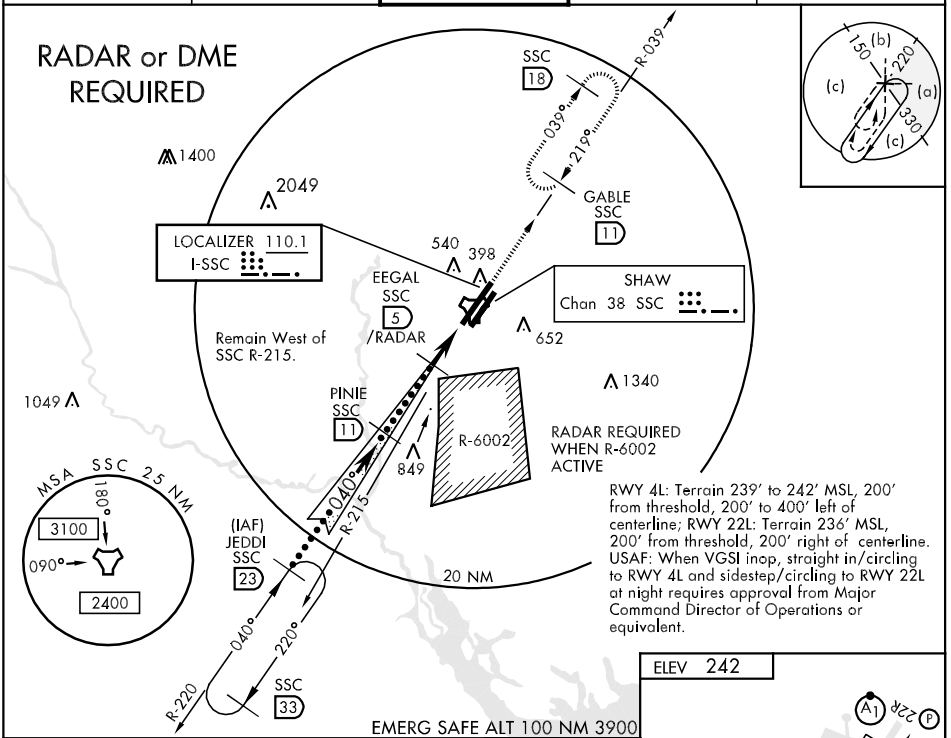
LOC I-SSC	APCH CRS	Rwy ldg 10,016 / TDZE 239 / Arpt Elev 242
110.1	040°	JAL-409 [USAF]

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1 (A1)

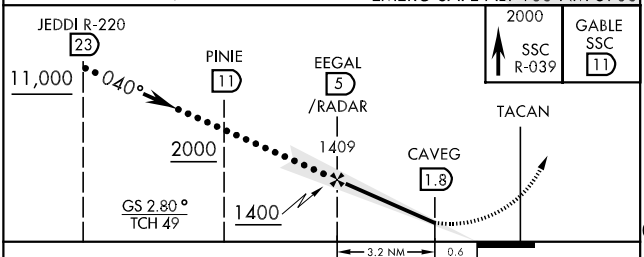
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE and hold.

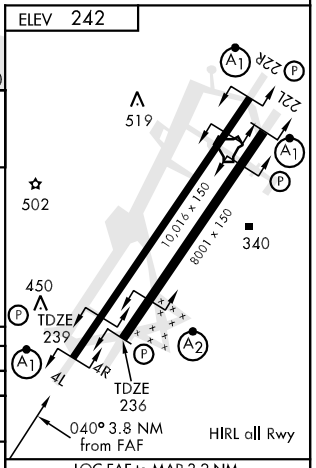
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4



RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.

EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-ILS 4L	473/50 234 (300-1)				
S-LOC 4L *	780/50 541 (600-1)			780/60 541 (600-1¼)	780-1½ 541 (600-1½)
SIDESTEP * 4R	800/50 564 (600-1)		800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

LOC FAF to MAP 3.2 NM

Knots	120	140	160	180	200
Min:Sec	1:36	1:22	1:12	1:04	0:58

LOC I-JWU	APCH CRS	Rwy ldg 10,016 / TDZE 240 / Arpt Elev 242
108.7	220°	

JAL-409 [USAF]

SHAW AFB (KSSC)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

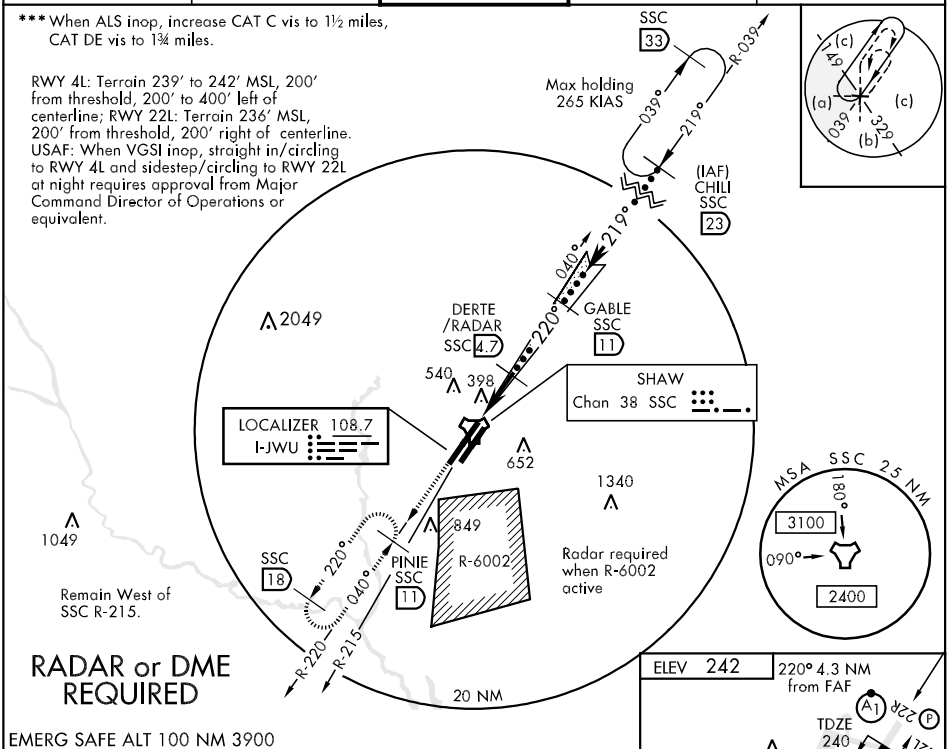
ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

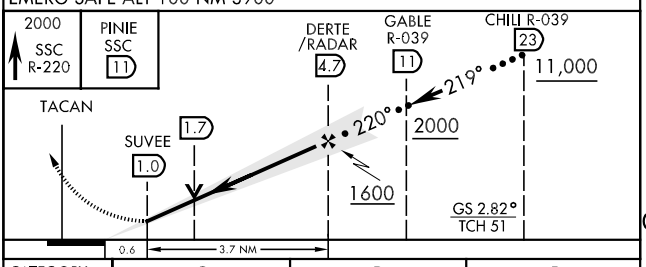
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

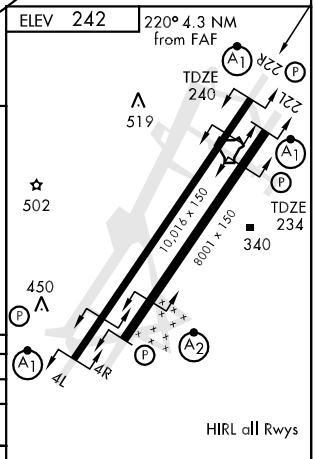
*** When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



EMERG SAFE ALT 100 NM 3900





CATEGORY	C	D	E
S-ILS 22R *	440/24 200 (200-½)		
S-LOC 22R **	660/40 420 (500-¾)		660/50 420 (500-1)
SIDESTEP *** 22L	760/50 526 (600-1)	760/60 526 (600-1¼)	
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

LOC FAF to MAP 3.7 NM					
Knots	120	140	160	180	200
Min:Sec	1:51	1:35	1:23	1:14	1:07

TACAN SSC Chan 38	APCH CRS 040°	Rwy ldg 10,016 TDZE 239 Arpt Elev 242

JAL-409 [USAF]

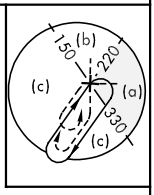
* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

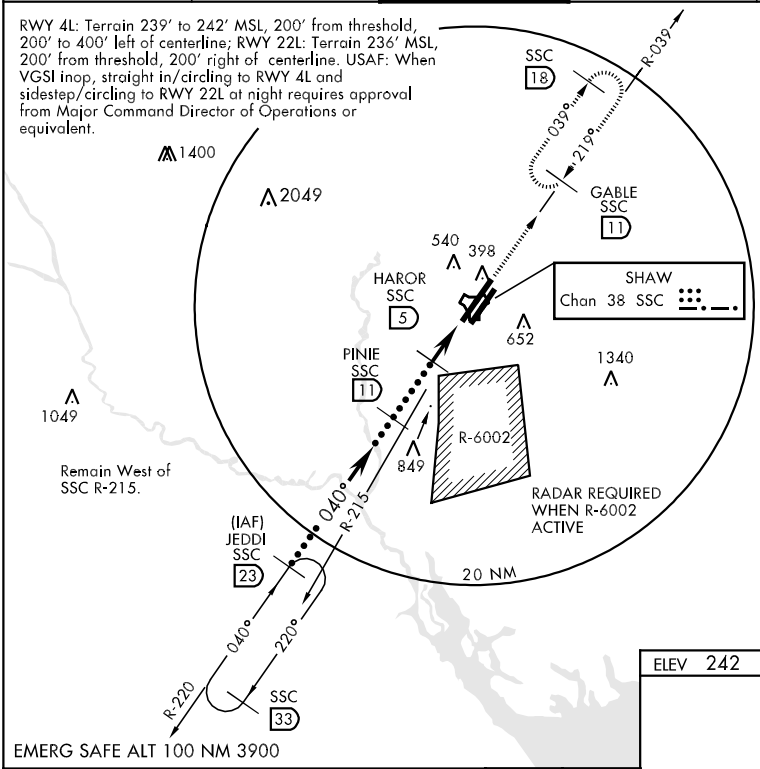
ALSF-1

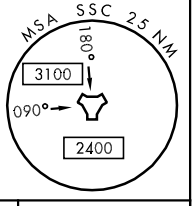
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE an hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

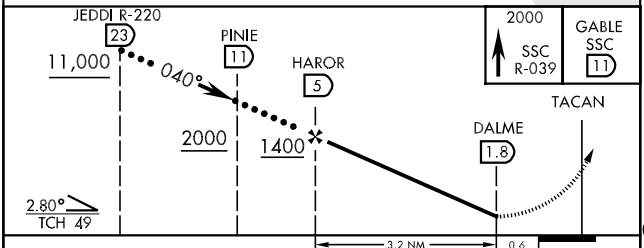
RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.

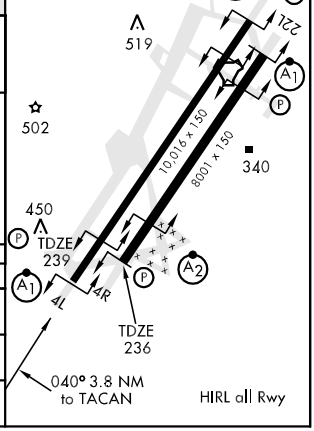






EMERG SAFE ALT 100 NM 3900





CATEGORY	C	D	E
S-4L*	800/50 561 (600-1)	800-1¼ 561 (600-1¼)	800-1½ 561 (600-1½)
SIDESTEP * 4R	800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

SE-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 22R

TACAN	APCH CRS	Rwy ldg	10,016
SSC Chan 38	219°	TDZE	240
		Arpt Elev	242

JAL-409 [USAF]

SHAW AFB (KSSC)

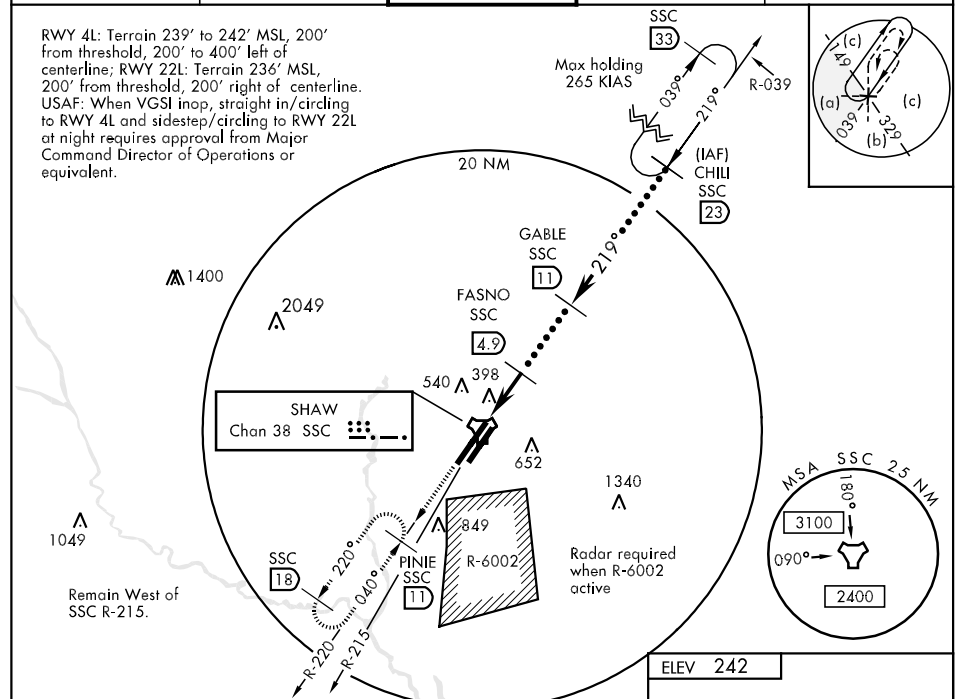
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

ALSF-1 (A1)

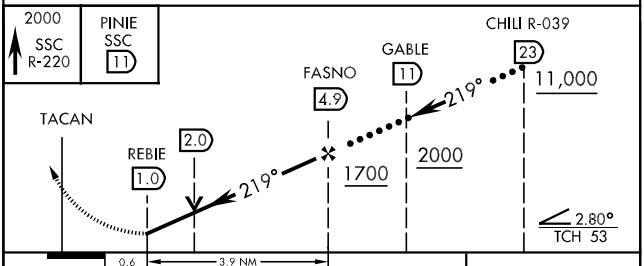
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

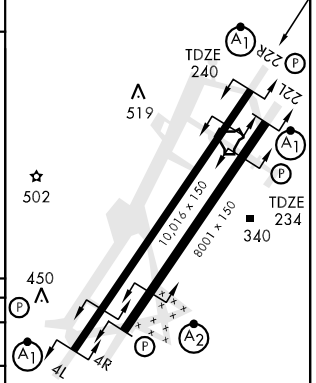
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



EMERG SAFE ALT 100 NM 3900





CATEGORY	C	D	E
S-22R *	760/50 520 (600-1)	760/60 520 (600-1¼)	
SIDESTEP * 22L	760/50 526 (600-1)	760/60 526 (600-1¼)	
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

SUMTER, SOUTH CAROLINA

ILS RWY 4L

SHAW AFB (KSSC)

LOC I-SSC	APCH CRS	Rwy ldg 10,016 TDZE 239 Arpt Elev 242
110.1	040°	

AL-409 [USAF]

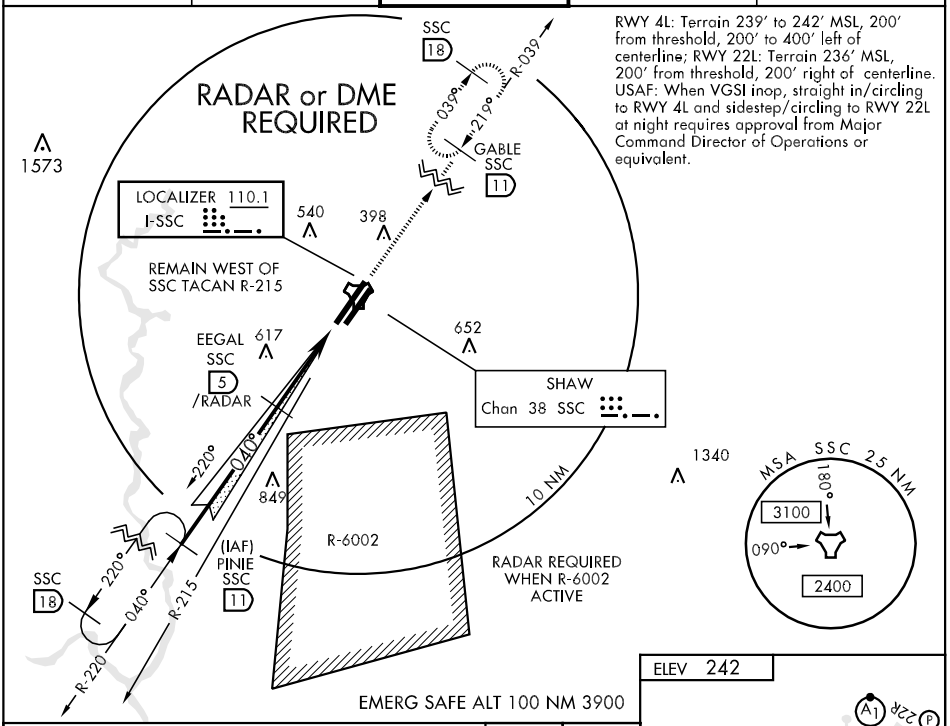
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

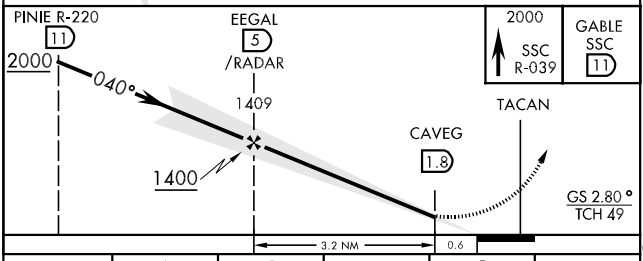
ALSF-1 (A1)

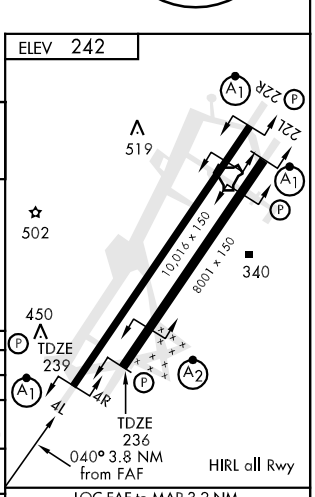
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.







CATEGORY	A	B	C	D	E
S-ILS 4L	473/50	234	(300-1)		
S-LOC 4L *	780/50	541	(600-1)	780/60 541 (600-1¼)	780-1½ 541 (600-1½)
SIDESTEP * 4R	800/50	564 (600-1)	800/60 564(600-1¼)	800-1½ 564(600-1½)	800-1¾ 564(600-1¾)
CIRCLING	840-1	598 (600-1)	840-1½ 598(600-1½)	880-2 638 (700-2)	1000-2¾ 758(800-2¾)

LOC FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SUMTER, SOUTH CAROLINA
Orig 09295

33° 58'N-80° 28'W

SHAW AFB (KSSC)

ILS RWY 4L

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 22R

SHAW AFB (KSSC)

LOC I-JWU	APCH CRS	Rwy ldg 10,016 / TDZE 240 / Arpt Elev 242
108.7	220°	AL-409 [USAF]

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

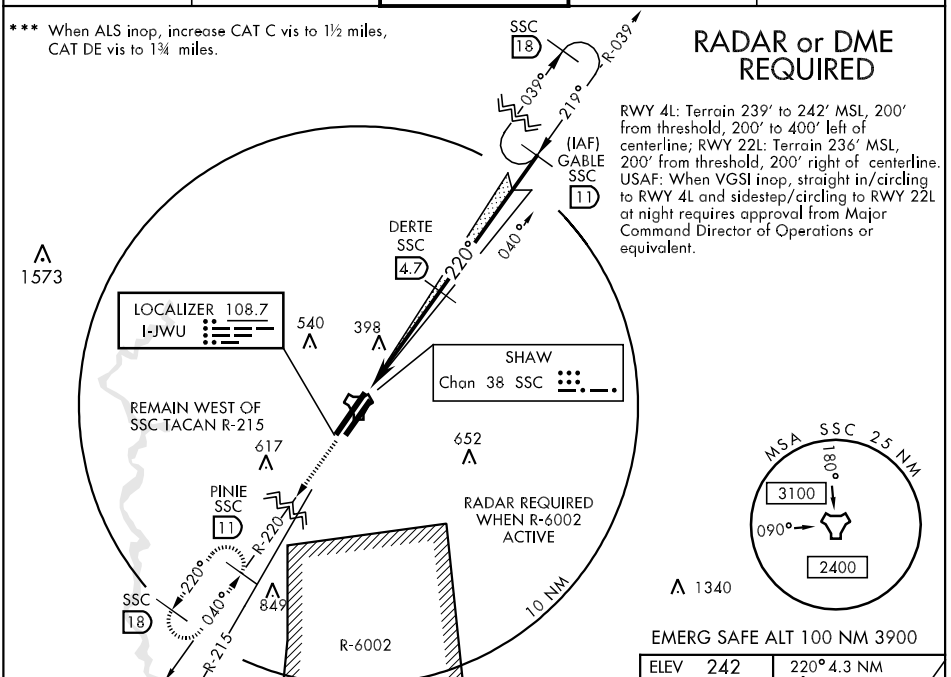
MISSED APPROACH: Climbing to 2000 intercept SSC TACAN R-220 to PINIE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

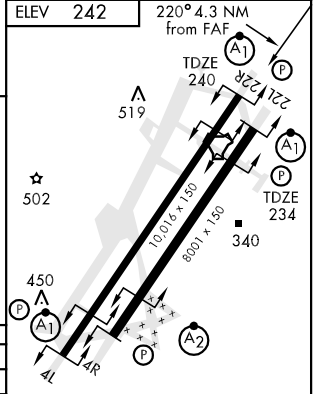
*** When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

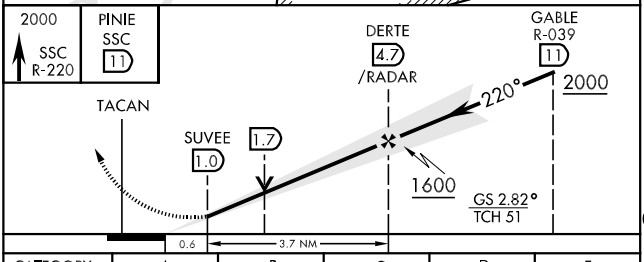
RADAR or DME REQUIRED

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-ILS 22R *	440/24		200 (200-½)		
S-LOC 22R **	660/24 420 (500-½)		660/40 420 (500-¾)		660/50 420 (500-1)
SIDESTEP *** 22L	760/50 526 (600-1)			760/60 526 (600-1¼)	
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758(800-2¾)

LOC FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

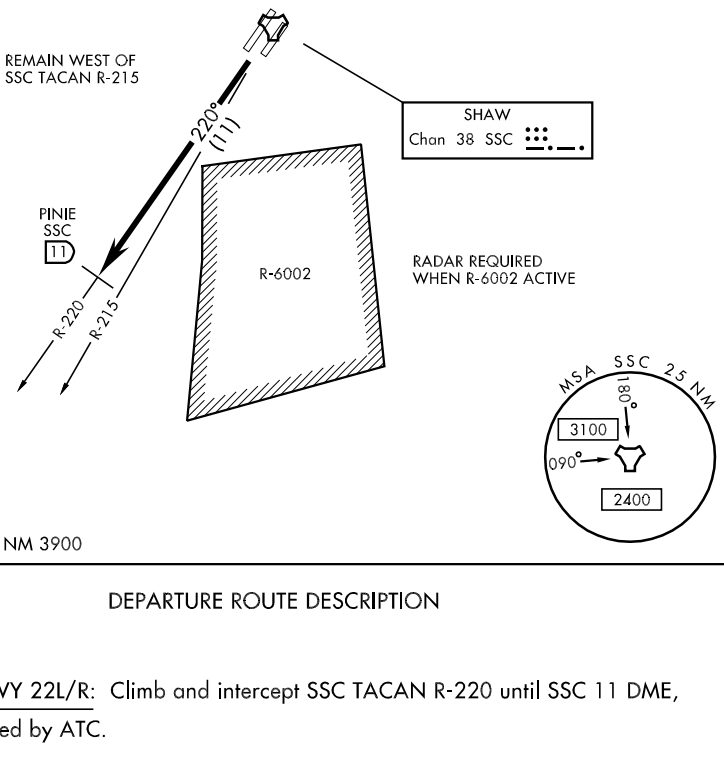
SE-2, 21 OCT 2010 to 18 NOV 2010

PINIE-THREE DEPARTURE (PINIE3.PINIE)

ATIS 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
126.1 275.8
SHAW TOWER
126.65 254.25
SHAW DEP CON
125.4 285.4
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]

1573



EMERG SAFE ALT 100 NM 3900

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 22L/R: Climb and intercept SSC TACAN R-220 until SSC 11 DME, then as directed by ATC.

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 4L

TACAN SSC Chan 38	APCH CRS 040°	Rwy ldg 10,016 TDZE 239 Arpt Elev 242

AL-409 [USAF]

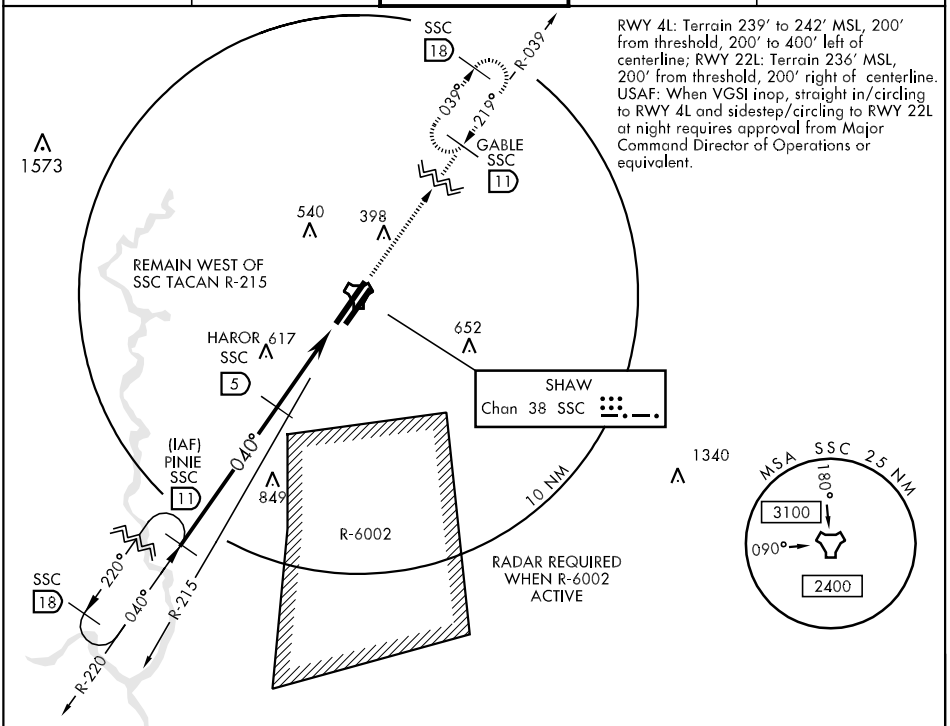
SHAW AFB (KSSC)

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

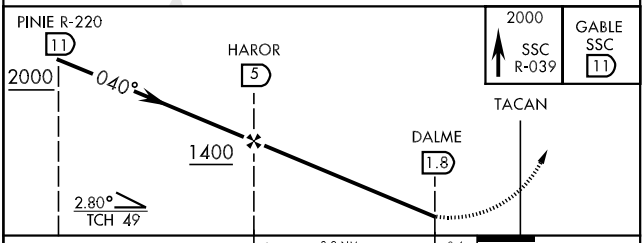
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE and hold.

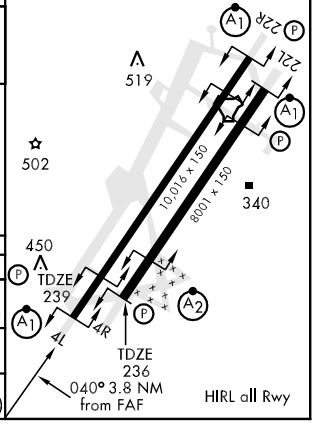
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4



RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.

EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-4L *	800/50 561 (600-1)			800-1¼ 561 (600-1¼)	800-1½ 561 (600-1½)
SIDESTEP * 4R	800/50 564 (600-1)		800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

33° 58'N-80° 28'W

TACAN RWY 4L

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 22R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
SSC Chan 38	219°	10,016	240	242

AL-409 [USAF]

SHAW AFB (KSSC)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

ALSF-1 (A1)

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

** When ALS inop, increase CAT C vis to 1½ miles, increase CAT DE vis to 1¾ miles.

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.

SSC 18 · R-039 · 039° · 219° · (IAF) GABLE SSC 11 · FASNO SSC 4.9 · 219°

1573 · 540 · 398 · 617 · 652 · 849

REMAIN WEST OF SSC TACAN R-215

SHAW Chan 38 SSC

PINIE SSC 11 · R-220 · 220° · 040° · R-215 · SSC 18

RADAR REQUIRED WHEN R-6002 ACTIVE

R-6002 · 10 NM

MSA SSC 2.5 NM · 180° · 3100 · 090° · 2400 · 1340

EMERG SAFE ALT 100 NM 3900

ELEV 242

219° to TACAN

TDZE 240 · 22R · 21L · 519 · 502 · 10,016 x 150 · 8001 x 150 · TDZE 234 · 340 · 450 · 4L · 4R

HIRL all Rwy

2000 · PINIE SSC R-220 11

GABLE R-039 11 · FASNO 4.9 · 219° · 2000 · 1700

TACAN · REBIE 1.0 · 2.0

2.80° · TCH 53

0.6 · 3.9 NM

CATEGORY	A	B	C	D	E
S-22R *	760/24 520 (600-½)		760/50 520 (600-1)	760/60 520 (600-1¼)	
SIDESTEP ** 22L	760/50 526 (600-1)			760/60 526 (600-1¼)	
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

33° 58'N-80° 28'W

TACAN RWY 22R

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

NDB UOT 326	APP CRS 061°	Rwy Idg 3508 TDZE 605 Apt Elev 605

NDB RWY 5

UNION COUNTY-TROY SHELTON FIELD (35A)

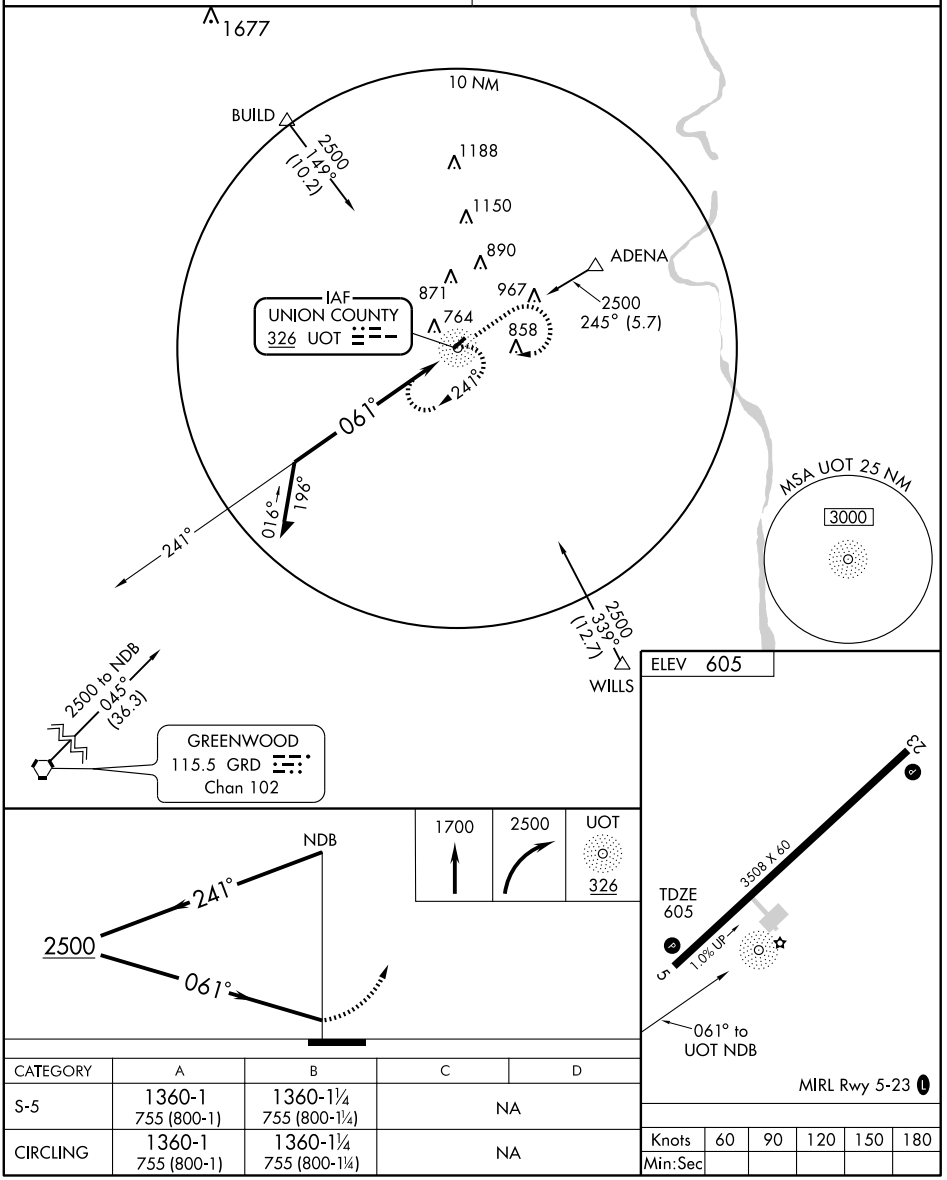
NA

Use Greer altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 direct UOT NDB and hold.

GREER APP CON ★
119.4 350.2

UNICOM
122.7 (CTAF) L



CATEGORY	A	B	C	D
S-5	1360-1 *755 (800-1)*	1360-1¼ *755 (800-1¼)*	NA	
CIRCLING	1360-1 *755 (800-1)*	1360-1¼ *755 (800-1¼)*	NA	

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RBW	APP CRS	Rwy Idg	6002
110.150	229°	TDZE	101
Chan 38 (Y)		Apt Elev	101

ILS or LOC/DME RWY 23

WALTERBORO/ LOWCOUNTRY RGNL (RBW)

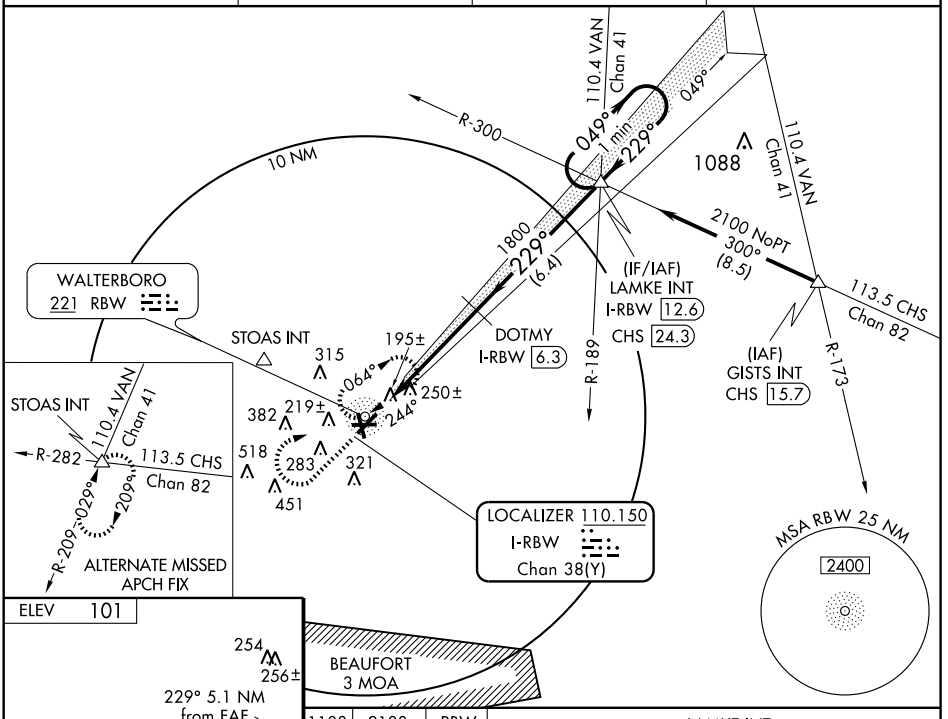
When VGSI Inop, Circling Rwy 5 NA at night. ADF REQUIRED. When local altimeter setting not received, use Charleston altimeter setting and increase DA to 379 and all MDA 80 feet; increase S-ILS 23 all Cats visiblity, S-LOC 23 Cat D visibility, and Circling Cat C visibility ¼ mile; increase S-LOC 23 Cat C visibility ½ mile. Inoperative table does not apply to S-LOC 23 Cat C when using Charleston altimeter setting. VDP NA when using Charleston altimeter setting.

NA

ODALS

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct RBW NDB and hold.

AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725 221	120.7 306.925	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
S-ILS 23	301-¾ 200 (200-¾)			
S-LOC 23	460-¾ 359 (400-¾)			460-1¼ 359 (400-1¼)
CIRCLING	620-1 519 (600-1)		640-1½ 539 (600-1½)	680-2 579 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

NDB RBW 221	APP CRS 244°	Rwy Idg 6002 / TDZE 101 / Apt Elev 101

NDB RWY 23

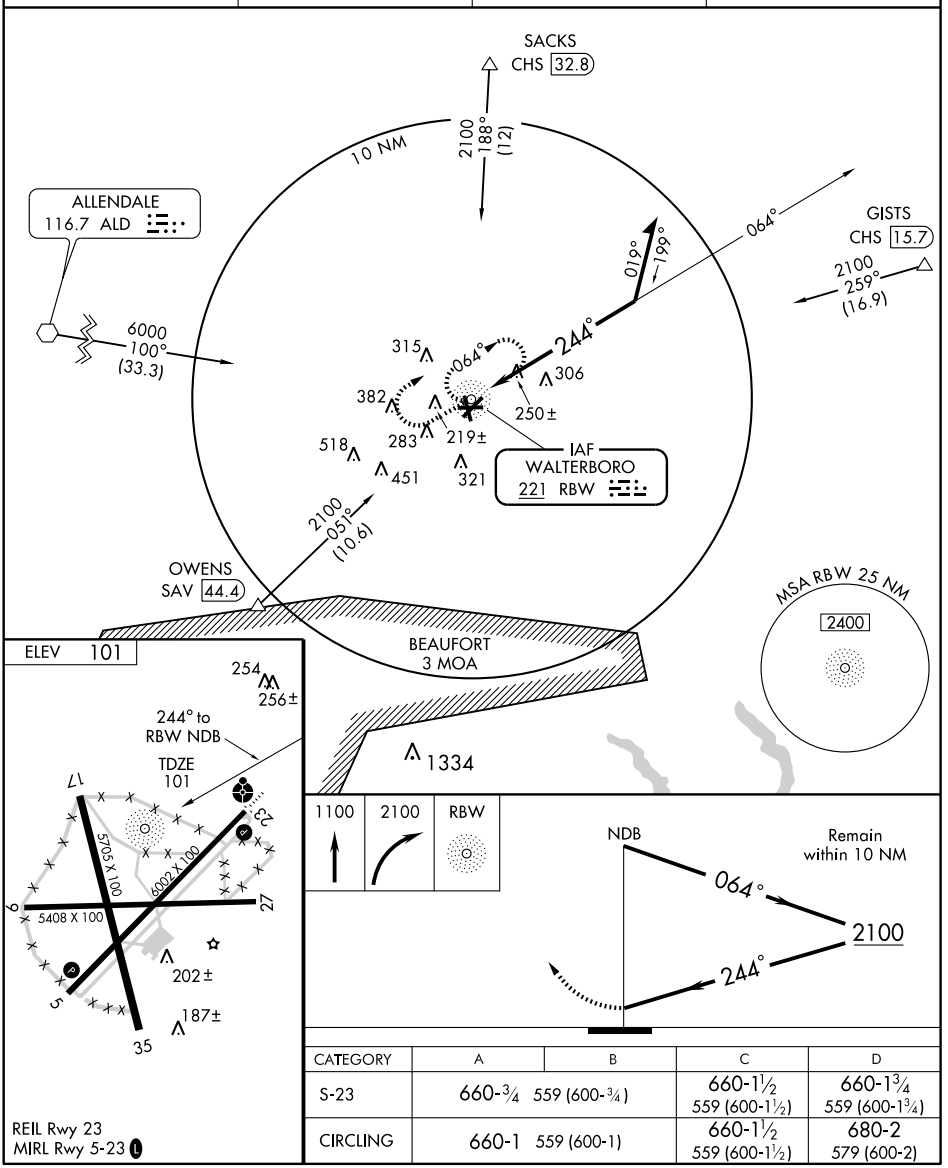
WALTERBORO/ LOWCOUNTRY RGNL (RBW)

When VGSI Inop, Circling Rwy 5 NA at night. Inoperative table does not apply to S-23 Cat C. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 80 feet; increase S-23 Cats C and D and Circling Cat C visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct RBW NDB and hold.

AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725 221	120.7 306.925	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-23	660-¾ 559 (600-¾)		660-1½ 559 (600-1½)	660-1¾ 559 (600-1¾)
CIRCLING	660-1 559 (600-1)		660-1½ 559 (600-1½)	680-2 579 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

SE-2, 21 OCT 2010 to 18 NOV 2010

SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6002
049°	TDZE	97
	Apt Elev	101

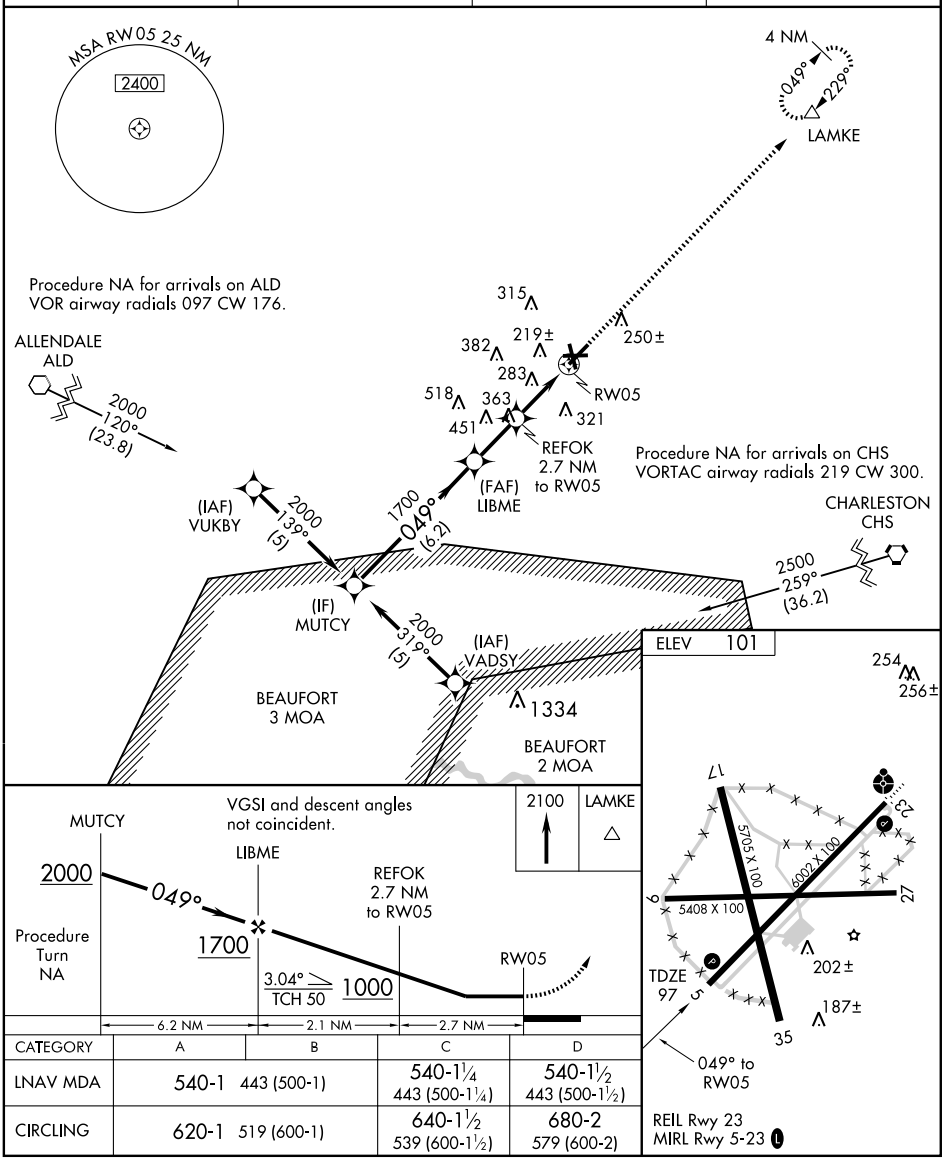
RNAV (GPS) RWY 5

WALTERBORO/ LOWCOUNTRY RGNL (RBW)

When VGSI inop, straight-in/Circling Rwy 5 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D and Circling Cat C visiblity ¼ mile.

MISSED APPROACH: Climb to 2100 direct LAMKE and hold.

AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725 221	120.7 306.925	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	540-1 443 (500-1)		540-1¼ 443 (500-1¼)	540-1½ 443 (500-1½)
CIRCLING	620-1 519 (600-1)		640-1½ 539 (600-1½)	680-2 579 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5705
CH 93616	171°	TDZE	92
W17A		Apt Elev	101

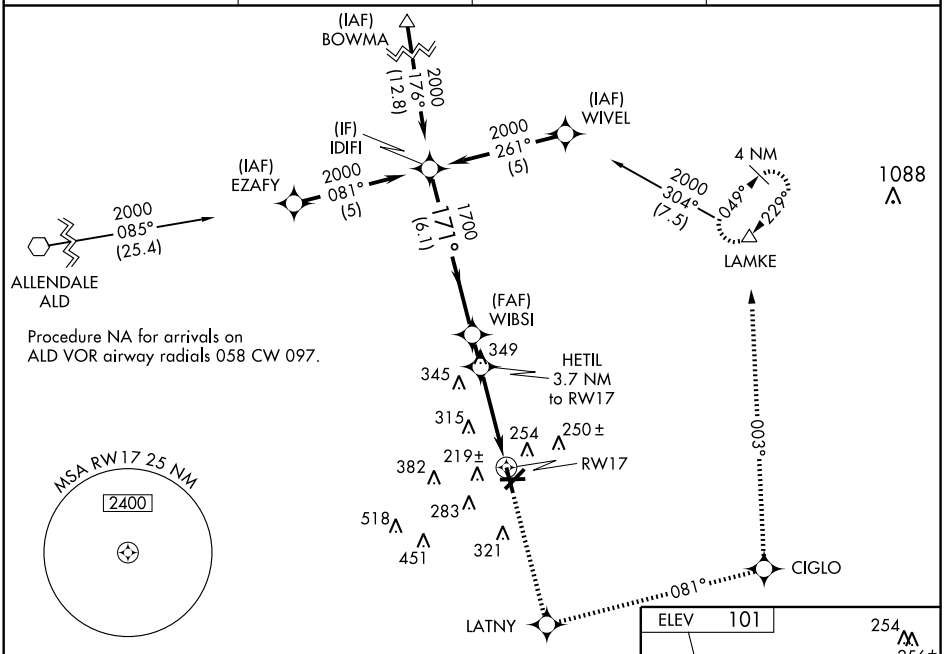
RNAV (GPS) RWY 17

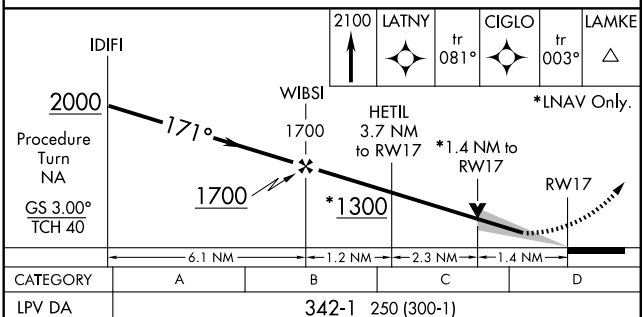
WALTERBORO/ LOWCOUNTRY RGNL (RBW)

Straight-in minimums NA at night. When VGSI inop, Circling Rwy 5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase LPV DA to 420, LNAV/VNAV DA to 764, and all MDA 80 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats. visibility 1 mile, and LNAV Cats C and D and Circling Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Charleston altimeter setting.

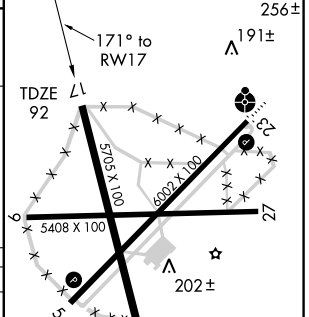
MISSED APPROACH: Climb to 2100 direct LATNY and via track 081° to CIGLO and track 003° to LAMKE and hold.

AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725 221	120.7 306.925	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	342-1 250 (300-1)			
LNAV/ VNAV DA	508-1½ 416 (500-1½)			
LNAV MDA	580-1 488 (500-1)		580-1¼ 488 (500-1¼)	580-1½ 488 (500-1½)
CIRCLING	620-1 519 (600-1)		640-1½ 539 (600-1½)	680-2 579 (600-2)



SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

WALTERBORO/ LOWCOUNTRY RGNL (RBW)

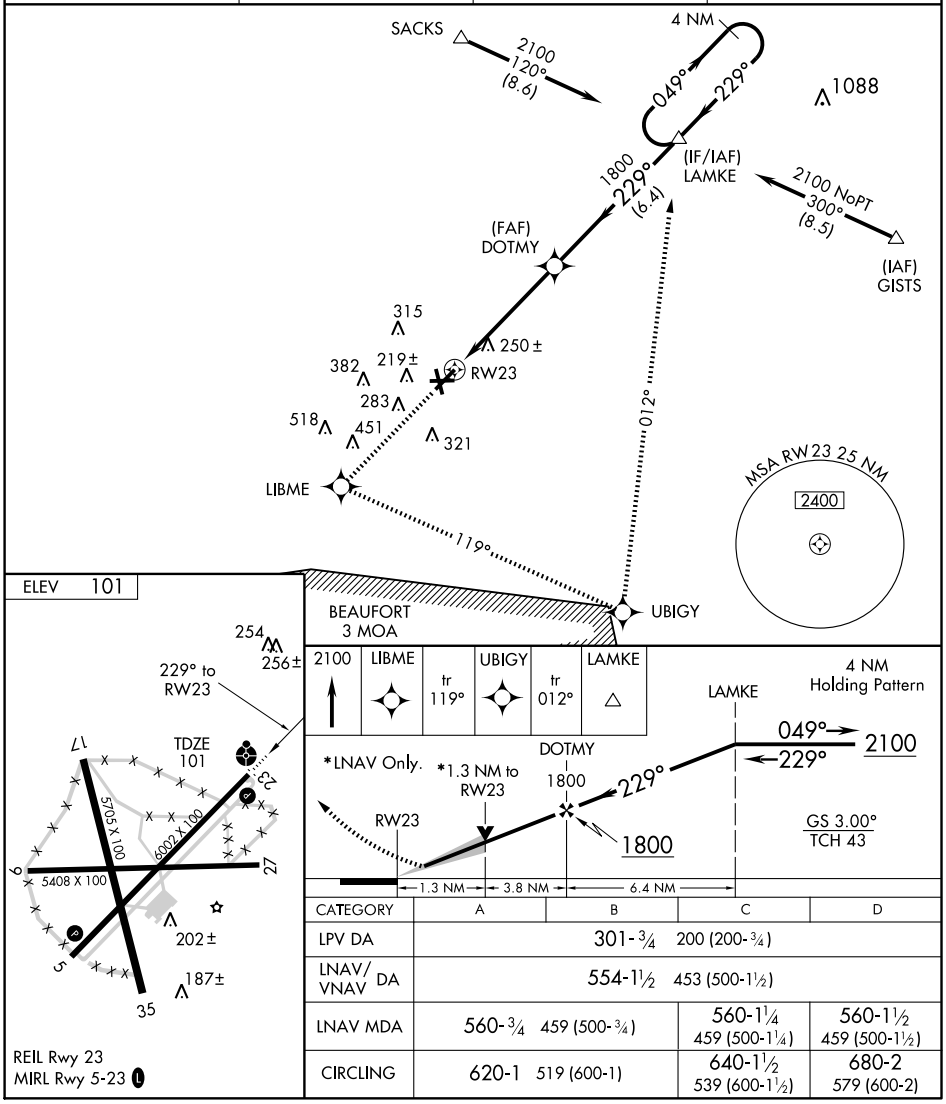
WAAS	APP CRS	Rwy Idg	6002
CH 61016	229°	TDZE	101
W23A		Apt Elev	101

When VGSI inop, Circling Rwy 5 NA at night. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston altimeter setting and increase LPV DA to 379, LNAV/VNAV DA to 632, and all MDA 80 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV visibility all Cats ½ mile , and LNAV Cats C and D and Circling Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Charleston altimeter setting.

ODALS

MISSED APPROACH: Climb to 2100 direct LIBME and left turn via track 119° to UBIGY and left turn via track 012° to LAMKE and hold.

AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725 221	120.7 306.925	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	301-¾ 200 (200-¾)			
LNAV/ VNAV DA	554-1½ 453 (500-1½)			
LNAV MDA	560-¾ 459 (500-¾)		560-1¼ 459 (500-1¼)	560-1½ 459 (500-1½)
CIRCLING	620-1 519 (600-1)		640-1½ 539 (600-1½)	680-2 579 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5705
CH 48916	351°	TDZE	95
W35A		Apt Elev	101

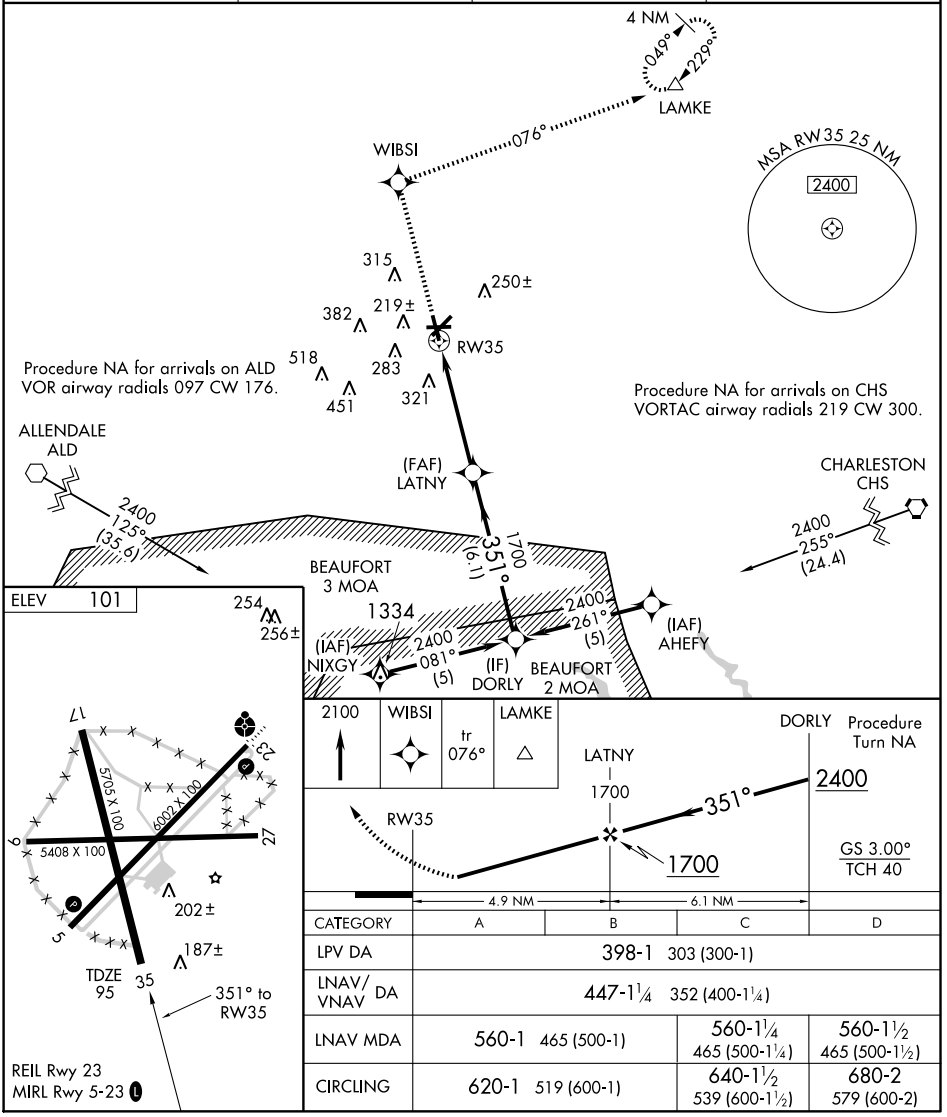
RNAV (GPS) RWY 35

WALTERBORO/ LOWCOUNTRY RGNL (RBW)

Straight-in minimums NA at night. When VGSI inop, Circling Rwy 5 NA at night. Baro-VNAV NA when using Charleston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston altimeter setting and increase LPV DA to 476, LNAV/VNAV DA to 525, and all MDA 80 feet; increase LPV all Cats visibility, LNAV/VNAV all Cats visibility, and LNAV Cats C and D visibility, and Circling Cat C visiblity ¼ mile.

MISSED APPROACH: Climb to 2100 direct WIBSI and via track 076° to LAMKE and hold.

AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725 221	120.7 306.925	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	398-1 303 (300-1)			
LNAV/VNAV DA	447-1¼ 352 (400-1¼)			
LNAV MDA	560-1 465 (500-1)		560-1¼ 465 (500-1¼)	560-1½ 465 (500-1½)
CIRCLING	620-1 519 (600-1)		640-1½ 539 (600-1½)	680-2 579 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5003
043°	TDZE	577
	Apt Elev	577

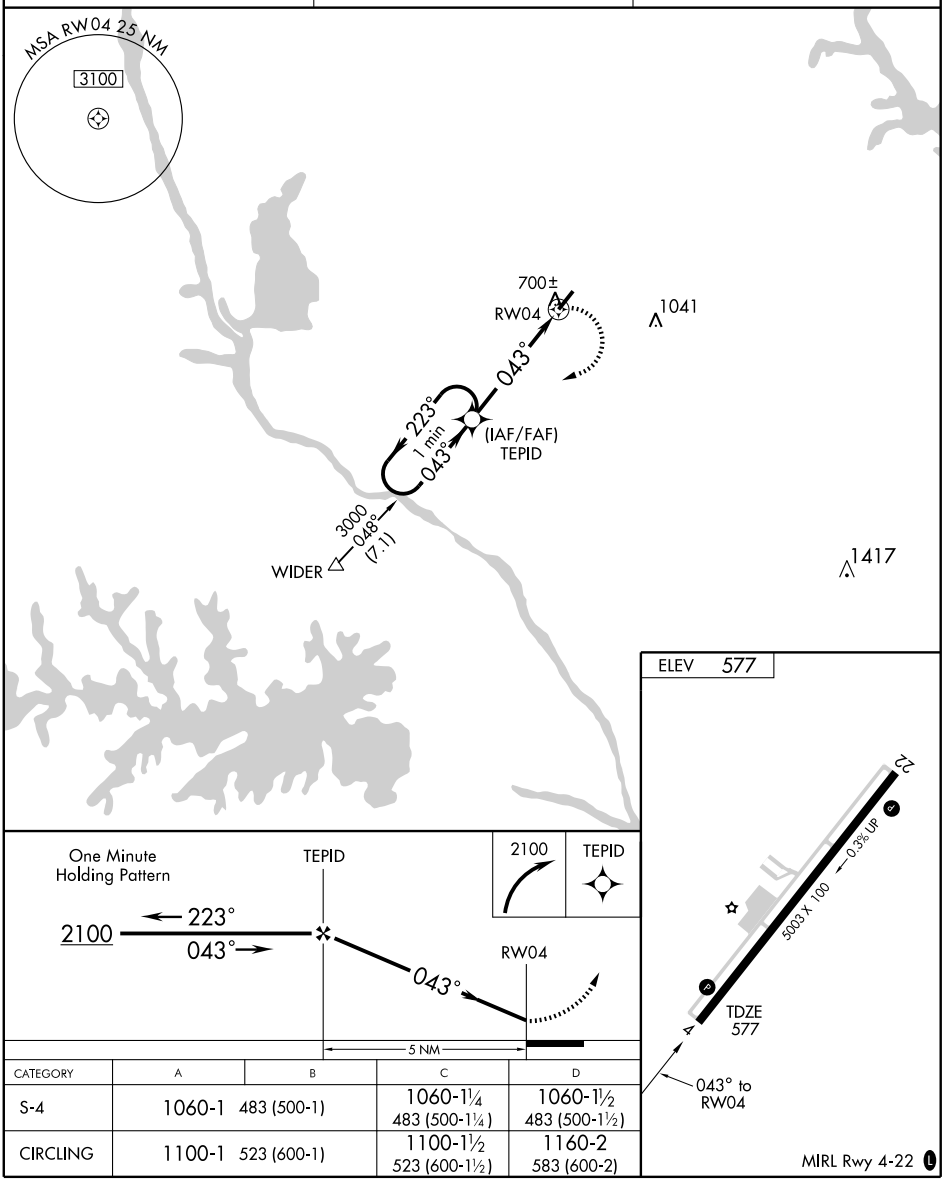
GPS RWY 4

WINNSBORO/ FAIRFIELD COUNTY (FDW)

NA Use Columbia Metropolitan altimeter setting.

MISSED APPROACH: Climbing right turn to 2100 direct TEPID WP and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-4	1060-1	483 (500-1)	1060-1¼ 483 (500-1¼)	1060-1½ 483 (500-1½)
CIRCLING	1100-1	523 (600-1)	1100-1½ 523 (600-1½)	1160-2 583 (600-2)

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5003
223°	TDZE	574
	Apt Elev	577

GPS RWY 22

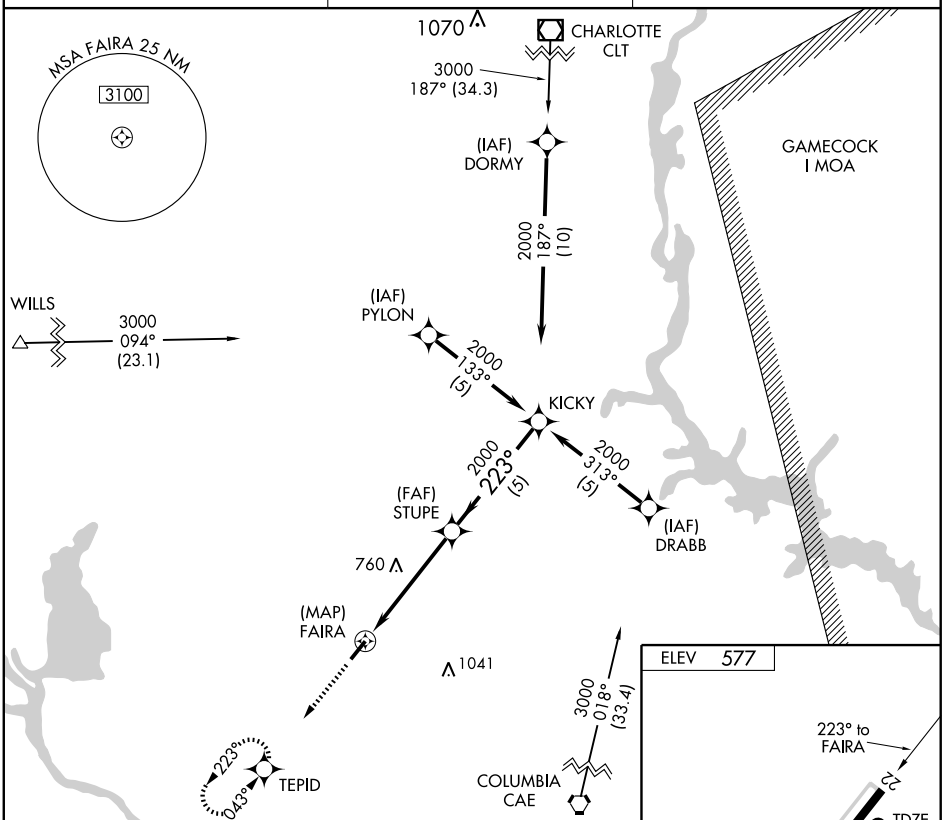
WINNSBORO/ FAIRFIELD COUNTY (FDW)

NA Use Columbia Metropolitan altimeter setting.

MISSED APPROACH: Climb to 2100 via 223° course to TEPID WP and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L

SE-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-22	1160-1	586 (600-1)	1160-1½ 586 (600-1½)	1160-1¾ 586 (600-1¾)
CIRCLING	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-2 583 (600-2)

MIRL Rwy 4-22 L

NDB FDW	APP CRS	Rwy Idg	5003
414	033°	TDZE	577
		Apt Elev	577

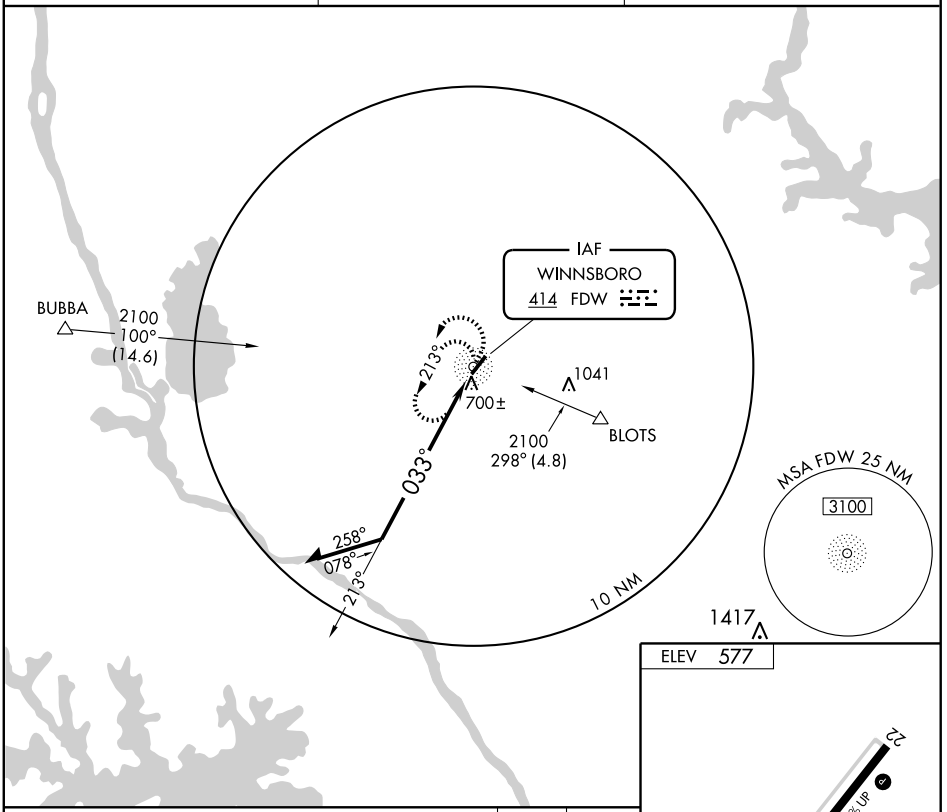
NDB RWY 4

WINNSBORO/ FAIRFIELD COUNTY (FDW)

NA — Use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2100 in FDW NDB holding pattern.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-4	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-1¾ 583 (600-1¾)
CIRCLING	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-2 583 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 21 OCT 2010 to 18 NOV 2010
SE-2, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND RGNL ..... **RNAV (GPS) Rwy 10[1]**
RNAV (GPS) Rwy 28[1]
VOR Rwy 10[2]

NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN
CITY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES
RGNL TN/VA ..... **ILS or LOC Rwy 5,** 900-2¾
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD ..... **ILS or LOC Rwy 2[12]**
ILS or LOC Rwy 20[12]
RADAR-1[34]
RNAV (GPS) Rwy 2[35]
RNAV (GPS) Rwy 15[16]
RNAV (GPS) Rwy 20[57]
RNAV (GPS) Rwy 33[13]
VOR Rwy 33[13]

[1]NA when control tower closed or when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]NA when control tower closed.
[5]NA when local weather not available.
[6]Category C, 800-2¼; Category D, 800-2½.
[7]Categories A,B,C, 800-2¼; Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.
Category D, 800-2¼.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY
INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22[1]
NDB-A[2]
VOR -A[1]
VOR /DME Rwy 4[1]

[1]NA when local weather not available.
[2]NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Categories A,B, 1700-2; Category C, 1700-3.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

FRANKFORT, KY

CAPITAL CITY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

GLASGOW, KY

GLASGOW MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME Rwy 7
NA when local weather not available.
Category D, 900-2¾.

HENDERSON, KY

HENDERSON
CITY-COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

JACKSON, TN

MC KELLAR-
SIPES RGNL ..... **ILS or LOC Rwy 2**[1]
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
NA when local weather not available.
[1]NA when control tower closed.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN
ISLAND ..... **LOC Rwy 26**[1]
RNAV (GPS) Rwy 26[2]
VOR/DME-B[3]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-3.
[2]Category C, 1000-2¾.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-2¾.

MC GHEE-TYSON ..... **ILS or LOC Rwy 5L**[1]
ILS or LOC Rwy 23R[1]
RNAV (GPS) Rwy 23R[2]
RADAR-1[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 1000-3.

LEXINGTON, KY

BLUE GRASS ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 27
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LONDON, KY

LONDON-CORBIN COUNTY-
MAGEE FIELD ..... **ILS or LOC Rwy 6**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[2]
NA when local weather not available.
[1]ILS, LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.

LOUISVILLE, KY

BOWMAN FIELD ..... **RNAV (GPS) Rwy 24**
NA when local weather not available.

LOUISVILLE INTL
STANDIFORD FIELD ..... **ILS or LOC Rwy 17L**[1]
ILS or LOC Rwy 17R[1]
ILS or LOC Rwy 35L[2]
ILS or LOC Rwy 35R[2]
RNAV (GPS) Rwy 29[3]
[1]Categories A,B, 900-2;Category C, 900-2¾; Category D, 900-3.
[2]Categories A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.
[3]Category D, 800-2¼.

MEMPHIS, TN

MEMPHIS INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R
ILS, LOC, Category E, 800-2¾.

MIDDLESBORO, KY

MIDDLESBORO-
BELL COUNTY ..... **RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN

MILLINGTON
RGNL JETPORT ..... **ILS or LOC Rwy 22**[123]
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 22[24]
VOR/DME or TACAN Rwy 22[24]
[1]NA when control tower closed or when local weather not available.
[2]NA when local weather not available.
[3]ILS, Category E, 700-2½.LOC, Category E, 800-2½.
[4]Category E, 800-2½.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

MURFREESBORO, TN

MURFREESBORO MUNI ..... **NDB Rwy 21**
NA when local weather not available.

NASHVILLE, TN

JOHN C TUNE ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 1000-3**.**
NA when local weather not available.

NASHVILLE INTL ..... **ILS or LOC Rwy 2C**[1]
RNAV (GPS) Y Rwy 2L[2]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

OWENSBORO, KY

OWENSBORO-DAVIESS
COUNTY ..... **ILS or LOC Rwy 36**[123]
RNAV (GPS) Rwy 18[24]
RNAV (GPS) Rwy 23[24]
RNAV (GPS) Rwy 36[24]
VOR or GPS Rwy 18[14]
VOR Rwy 5[15]
VOR Rwy 18[14]
VOR Rwy 36[24]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.
[5]Category C, 800-2¼; Category D, 800-2½.

PADUCAH, KY

BARKLEY RGNL ..... **ILS or LOC Rwy 4**[1]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
NA when local weather not available.
[1]NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL ..... **RNAV (GPS) Rwy 21**
NA when local weather not available.

ROCKWOOD, TN

ROCKWOOD MUNI ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

SHELBYVILLE, TN

BOMAR FIELD-
SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36[1]
VOR Rwy 36
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

SMYRNA, TN

SMYRNA ..... **ILS Rwy 32**[13]
NDB Rwy 32[12]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 14[2]
VOR/DME Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND
RGNL ..... **ILS or LOC/DME Rwy 5**[1]
RNAV (GPS) Y Rwy 5[2]
RNAV (GPS) Z Rwy 5, 800-2¼
RNAV (GPS) Rwy 23[3]
NA when local weather not available.
[1]ILS, Category A, 700-2; Category B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.
[3]Category C, 800-2¼, Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY
COUNTY ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20
VOR/DME Rwy 20[2]
NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.
[2]Category D, 900-3.

21 OCT 2010 to 18 NOV 2010

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 10098 USA)

RADAR[11] **- (E)** 134.350x 237.5x 395.9x 258.3x 290.9x ELEV **572**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1[13]						
ASR	5[1 4 8 10]		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23[5 9 10]		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR[12]	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR[14]	5[1 2 3 4]	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23[2 3 5]	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36[1 3 6 7]	3.0/45/814	ABC	808-1	250	(300-1)

[1]Apch not auth when R-3701, R-3702A in use. [2]FAF 4.9 miles from threshold. [3]Glideslope intercept altitude 2200. [4]Final approach course 045. [5]Final approach course 225. [6]FAF 5.0 miles from threshold. [7]Final approach course 360. [8]Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. [9]Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. [10]FAF 5.0 miles from threshold, minimum altitude 2200. [11]Lost Comm: As directed by ATC on initial contact. [12]Circling NA SE of Rwy 5-23.

Missed Approach:
Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.

[13]Radar Missed Approach: Climb to 2200 for radar vectors.
[14]PAR unavabl Sat-Sun 2300-0700Z++.

CHATTANOOGA, TN
Amdt. 9, OCT 27, 2005 (FAA) ELEV **682**

LOVELL FIELD
RADAR- 125.1 379.1

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2		AB	**1140**/24	458	(500-½)	C	**1140**/40	458	(500-¾)
			D	**1140**/50	458	(500-1)				
	20		AB	**1260**/24	587	(600-½)	C	**1260**/50	587	(600-1)
			D	**1260**/60	587	(600-1¼)				
	33		AB	**1340**-1	669	(700-1)	C	**1340**-1¾	669	(700-1¾)
			D	**1340**-2	669	(700-2)				
CIRCLING			AB	**1340**-1	658	(700-1)	C	**1340**-1¾	658	(700-1¾)
			D	**1460**-2½	778	(800-2½)				

When control tower closed, procedure not authorized.

KNOXVILLE, TN
Amdt. 22, MAY 12, 2005 (FAA) ELEV **981**

MC GHEE-TYSON
RADAR- 123.9 360.8

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R		AB	**1420**-1	461	(500-1)	C	**1420**-1¼	461	(500-1¼)
			D	**1420**-1½	461	(500-1½)	E	**1420**-1¾	461	(500-1¾)
	5L		AB	**1420**/24	467	(500-½)	C	**1420**/40	467	(500-¾)
			D	**1420**/50	467	(500-1)	E	**1420**/60	467	(500-1¼)
	23R		AB	**1520**/40	539	(600-¾)	C	**1520**/50	539	(600-1)
			D	**1520**/60	539	(600-1¼)	E	**1520**-1½	539	(600-1½)
	23L		AB	**1520**-1¼	555	(600-1¼)	C	**1520**-1½	555	(600-1½)
			D	**1520**-1¾	555	(600-1¾)	E	**1520**-2	555	(600-2)
CIRCLING			AB	**1520**-1¼	539	(600-1¼)	C	**1540**-1½	559	(600-1½)
			D	**1620**-2	639	(600-2)	E	**1900**-3	919	(1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibilty ½ mile.

SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3A, 10126 USA) ELEV 593
RADAR - (E) 118.1 340.9 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23		COPTER	1060-½	473	(500-½)
	5		COPTER	1100-½	507	(600-½)

RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
10126
N2

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 600-2¾ or std. with a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 103° to 1200 before proceeding on course. **Rwy 28,** climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10,** trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL. **Rwy 28,** trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

NAME TAKE-OFF MINIMUMS

ATHENS, TN

MCMINN COUNTY (MMI)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 400–2¾ or std. w/ min. climb of 230' per NM to 1800 or 1700 - 3 for climb in visual conditions. **Rwy 20,** std. w/ min. climb of 280' per NM to 4900 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 2200 before turning right or for climb in visual conditions: cross Mcminn County airport at or above 2400 before proceeding on course. **Rwy 20,** climb heading 202° to 1900 before turning left or for climb in visual conditions: cross Mcminn County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 2,** trees beginning 420' from DER, 444' right of centerline, up to 69' AGL/988' MSL. Trees beginning 742' from DER, 1464' left of centerline, up to 102' AGL/1061' MSL. **Rwy 20,** trees and terrain beginning 43' from DER, 166' right of centerline, up to 49'AGL/868' MSL. Trees beginning 283' from DER, 407' left of centerline, up to 45' AGL/864' MSL.

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1. **Rwy 19,** 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5,** std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23,** 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27,** 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9,** climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23,** climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27,** climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9,** tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23,** trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27,** radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823'from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 900 before turning left.

NOTE: **Rwy 4,** trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22,** trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18,** Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL. **Rwy 23,** Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. Rwy 36, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1.

CHATTANOOGA, TN

LOVELL FIELD (CHA)

AMDT 11 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2¼ or std. with a min. climb o f 360' per NM to 1100. **Rwy 33,** 500-3 or std. with a min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 2,** climb via heading 019° to 2400 before turning. **Rwy 15,** climb via heading 147° to 1400 before turning. **Rwy 20,** climb via heading 199° to 2200 before turning. **Rwy 33,** climbing right turn heading 020° to 2900 before proceeding on course.

NOTE: **Rwy 2,** train 868' from DER, 596' right of centerline, 26' AGL/695' MSL. Trees beginning 937' from DER, 284' right of centerline, up to 80' AGL/738' MSL. Trees beginning 1466' from DER, 283' left of centerline, up to 80' AGL/744' MSL. **Rwy 15,** trees beginning 343' from DER, 197' right of centerline, up to 91' AGL/770' MSL. Vehicles on roadway, 489' from DER, on centerline, 17' AGL/687' MSL. Trees beginning 537' from DER, 242' left of centerline, up to 97' AGL/767' MSL. Poles 1011' from DER, 292' right of centerline, up to 130' AGL/ 809' MSL. Tree 4960' from DER, 1054' left of centerline, up to 103' AGL/917' MSL. Poles beginning 1.01 NM from DER, 1012' left of centerline, up to 86' AGL/ 946 ' MSL. Trees beginning 1.18 NM from DER, 351' right of centerline, up to 92' AGL/935' MSL. Trees beginning 1.83 NM from DER, 1883' left of centerline, up to 110' AGL/952' MSL. **Rwy 20,** Tree 641' from DER, 538' left of centerline, 50 ' AGL/712' MSL. Trees beginning 2924' from DER, 910' right of centerline, up to 100 ' AGL/782 ' MSL. **Rwy 33,** trees beginning 236' from DER, 519' right of centerline, 50' AGL/719' MSL. Trees beginning 468' from DER, 264' left of centerline, 50' AGL/669' MSL. Trees beginning 478' from DER, 281' right of centerline, 60' AGL/717' MSL. Trees beginning 2424' from DER, 375' right of centerline, 60' AGL/787' MSL. Tree 4482' from DER, 262' right of centerline, 100' AGL/800 ' MSL. Tree 1.09 NM from DER, 1371' left of centerline, 100' AGL/845' MSL. Trees beginning 1.19 NM from DER, 3644' right of centerline, 100' AGL/947' MSL. Tree 1.53 NM from DER, 2884' right of centerline, up to 100' AGL/935' MSL, tree 1.75 NM from DER, 2483' left of centerline, up to 100 ' AGL/972' MSL.

21 OCT 2010 to 18 NOV 2010

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5,** multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0'AGL/535' MSL. **Rwy 17,** multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23,** multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL.**Rwy 35,** multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21,** 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1800 before proceeding on course. **Rwy 21,** climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3,** tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21,** tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 9,** trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL. Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL. **Rwy 18C,** trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL. **Rwy 18R,** trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL. **Rwy 36C,** trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL. **Rwy 36R,** light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1,** vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL. **Rwy 19,** trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8,** trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway , 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26,** tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** N/A - Obstacles. **Rwy 30,** 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12,** Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30,** Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwys 3,21,** climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1400 before turning.

NOTE: **Rwy 17,** tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35,** trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4,** trees 445' from departure end of runway,400' left of centerline, 90' AGL/395'MSL. **Rwy 22,** trees 1320' from departure end of runway,490' right of centerline, 103' AGL/378'MSL

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** NA-obstacles. **Rwy 24,** 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24,** numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23,** multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3,** tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21,** trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2,** trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20,** trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7,** tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25,** tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6,** tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24,** tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35,** trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3,** Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21,** Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY
GLASGOW MUNI (GLW)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25,** 300-1 or std.w/ min. climb of 281' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 073° to 1200 before proceeding southbound.
NOTE: **Rwy 7,** tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25,** multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)
FORT KNOX, KY
. . . . . Rwy 15, 300-1
Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN
GREENEVILLE-GREENE COUNTY MUNI (GCY)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 400-1¼. **Rwy 23,** 300-1¼ or std. w/ min. climb of 337' per NM to 2000.
DEPARTURE PROCEDURE: **Rwys 5,** climb heading 051° to 4100 before turning right. **Rwy 23,** climb heading 231° to 4400 before turning left.
NOTE: **Rwy 5,** trees 694' from DER, 302' left of centerline, 100' AGL/1719' MSL. Trees beginning 1035' from DER, 707' right of centerline, up to 100' AGL/1959' MSL. **Rwy 23,** trees 1347' from DER, 162' left of centerline, 100' AGL/1679' MSL. Trees 2665' from DER, 1193' right of centerline, 100' AGL/1699' MSL. Tower 1 NM from DER, 163' left of centerline, 125' AGL/1770' MSL.

GREENVILLE, KY
MUHLENBURG COUNTY
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HARTFORD, KY
OHIO COUNTY (7K4)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 255' per NM to 1200.
NOTE: **Rwy 3,** trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21,** trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY
WENDELL H. FORD
TAKE-OFF MINIMUMS: **Rwys 6, 14,** 400-1. **Rwys 24, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 2000 before turning on course.

HENDERSON, KY
HENDERSON CITY-COUNTY
DEPARTURE PROCEDURE: **Rwy 9,** climb to 800 on runway heading before turning north.

HOHENWALD, TN
JOHN A. BAKER FIELD (0M3)
ORIG 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¼ or std. w/ min. climb of 246' per NM to 1300.
NOTE: **Rwy 2,** vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL. Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL. Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.
Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL. Powerlines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)
AMDT 1 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26,** 300-1½ or std. w/ min. climb of 260' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 800 before proceeding on course. **Rwy 26,** climb heading 258° to 1100 before turning north.
NOTE: **Rwy 8,** trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26,** trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN
HUMBOLDT MUNI
TAKE-OFF MINIMUMS: **Rwy 4,** 300-1. **Rwy 22,** 200-1.

HUNTINGDON, TN
CARROLL COUNTY
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1100 before turning west.

JACKSBORO, TN

CAMPBELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXV R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.

NOTE: **Rwy 5,** multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/ 1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY

JULIAN CARROLL

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1,** tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN

MCKELLAR / SIPES RGNL (MKL)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2,** vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/ 470' MSL. **Rwy 11,** trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/ 509' MSL. **Rwy 20,** vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29,** light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY

RUSSELL COUNTY (K24)

ORIG 08017 (FAA)

NOTE: **Rwy 17,** trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35,** trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN

JAMESTOWN MUNI (2A1)

ORIG 09267 (FAA)

NOTE: **Rwy 18,** trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36,** trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN

MARION COUNTY-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22,** 1300-2 or std. with a min. climb of 260' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 025° to 4000 before proceeding on course. **Rwy 22,** climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN ISLAND (DKX)

AMDT 5 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2¼ or std. w/ min. climb of 395' per NM to 1400. **Rwy 26,** 500-2¾ w/ min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to intercept VXV R-053 to 4100 before proceeding on course. **Rwy 26,** climb heading 245° to intercept VXV R-275 to 3100 before proceeding on course or for climb in visual conditions cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.

NOTE: **Rwy 8,** trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL. Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL. **Rwy 26,** trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL. Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL. Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL. Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

MCGHEE-TYSON

DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN

LAFAYETTE MUNI (3M7)

ORIG 09099 (FAA)

NOTE: **Rwy 1,** road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19,** tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

ORIG 09099 (FAA)

NOTE: **Rwy 17,** trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35,** trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN

LEBANON MUNI (M54)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22,** NA-Obstacles. **Rwy 19,** std. w/ min. climb of 285' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 19,** for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.

NOTE: **Rwy 1,** trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL. Road 348' from DER, 166' right of centerline, 15' AGL568' MSL. Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL. Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL. **Rwy 19,** trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL. Road 334' from DER, 206' right of centerline, 15' AGL/607' MSL. Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

LEWISBURG, TN

ELLINGTON

TAKE-OFF MINIMUMS: **Rwy 20,** 500-1.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23,** 400-1¾ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5,** trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23,** trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS (LEX)

AMDT 7 10266 (FAA)

NOTE: **Rwy 4,** trees beginning 301' from DER, 502' left of centerline, up to 100' AGL/1039' MSL. Light 710' from DER, 657' right of centerline, 35' AGL/955' MSL. Trees beginning 898' from DER, 501' right of centerline, up to 70' AGL/1041' MSL. Trees beginning 1921' from DER, 520' left of centerline, up to 100' AGL/1042' MSL. **Rwy 9,** antenna on glideslope 685' from DER, 189' right of centerline, 34' AGL/1014' MSL. Trees beginning 1521' from DER, 905' left of centerline, up to 100' AGL/1039' MSL. **Rwy 22,** trees beginning 6' from DER, 494' right of centerline, up to 100' AGL/999' MSL. Trees beginning 374' from DER, 208' left of centerline, up to 100' AGL/1019' MSL. Pole 4382' from DER, 1383' left of centerline, 110' AGL/1080' MSL. **Rwy 27,** trees beginning 15' from DER, 453' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 456' from DER, 438' right of centerline, up to 100' AGL/1049' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1,** trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19,** trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21,** trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6,** tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24,** tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33,** 300-1¾ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15,** trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33,** trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R,** std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L,** 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L,** light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R,** vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29,** tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L,** multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R,** multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (2I0)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23,** Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb via runway heading and VXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23,** climb via runway heading and VXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5,** building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL. **Rwy 23,** trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** tree 58' from DER, 140' right of centerline, 100' AGL/629' MSL. Trees beginning 264' from DER, 8' left of centerline, 100' AGL/629' MSL. **Rwy 36,** tree 52' from DER, 144' right of centerline, 100' AGL/619' MSL. Tree 185' from DER, 310' left of centerline, 100' AGL/619' MSL.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)
ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1¼ or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9,** light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L,** multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up t o 84' AGL/413' MSL. **Rwy 18C,** tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R,** pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27,** tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C,** light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10,** road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033'left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21,** climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (M97)
ORIG 08325 (FAA)

NOTE: **Rwy 2,** trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20,** trees 1595' from departrue end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.

MORRISTOWN, TN

MOORE-MURRELL (MOR)
AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 354' per NM to 2500 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Moore-Murrell airport at or above 2200 then via VXV VORTAC R-060 inbound to 4000 before proceeding on course. **Rwy 23,** climb heading 233° and VXV VORTAC R-060 inbound to 4000 before proceeding on course.

NOTE: **Rwy 5,** pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL. Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL. Windsock 66' from DER, 189' left of centerline, up to 8' AGL/1282' MSL. Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL. Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL. Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL. **Rwy 23,** pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL. Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL. Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL. Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL. Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY (IOB)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. with a min. climb of 225' per NM to 1600.

NOTE: **Rwy 3,** tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL. Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL. **Rwy 21,** trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)
ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 3400-3 for climb in visual conditions. **Rwy 24,** 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course. **Rwy 24,** for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI (MBT)
AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: climb heading 184° to 1400 before turning right.

NOTE: **Rwy 18,** trees beginning 194' from DER, 110' left of centerline to 133' right of centerline, up to 87' AGL/706' MSL. Building 655' from DER, 305' left of centerline, up to 18' AGL/637' MSL. **Rwy 36,** trees beginning 31' from DER, 97' left of centerline to 105' right of centerline, up to 100' AGL/709' MSL.

MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1.

NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3000 before turning right. **Rwy 20,** climb runway heading to 3000 before turning.

NASHVILLE INTL (BNA)
AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L,** climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L,** trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R,** trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13,** blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761 ' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L,** trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C,** trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R,** flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31,** ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303'from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5,** tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23,** pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 400-2 or std. w/ min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5,** numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18,** pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23,** tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36,** multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4,** multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14,** multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22,** multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/ 420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32,** multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PARIS, TN

HENRY COUNTY (PHT)

ORIG 10070 (FAA)

NOTE: **Rwy 2,** vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL. Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL. **Rwy 20,** tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL. Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9,** tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN

PORTLAND MUNI

NOTE: **Rwy1,** tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19,** multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL

NOTE: **Rwy 21,** multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN

ABERNATHY FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 400-1¾ or std. with a min. climb of 291' per NM to 1200. **Rwy 34,** 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16,** trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34,** multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

21 OCT 2010 to 18 NOV 2010

RICHMOND, KY
MADISON (I39)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1¼ or std. w/ min. climb of 229' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1700' prior to DER.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1900 before turning left.
NOTE: **Rwy 18,** trees beginning 272' from DER, 230' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 579' from DER, 105' left of centerline up to 100' AGL/1119' MSL. **Rwy 36,** trees beginning 6' from DER, 276' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 105' from DER, 463' right of centerline up to 49' AGL/1009' MSL. Vehicle on road beginning 156' from DER left and right of centerline up to 15' AGL/984' MSL.

ROCKWOOD, TN
ROCKWOOD MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 500-2 or std. with a min. climb of 300' per NM to 3000.
DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN
HAWKINS COUNTY
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1. **Rwy 25,** 800-1.
DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY
RUSSELLVILLE-LOGAN COUNTY
DEPARTURE PROCEDURE: **Rwy 6,** climb to 1700 before turning left. **Rwy 24,** climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD),
CLARKSVILLE, TN . . . . . AMDT 1A, 10126
Rwy 23, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN
SAVANNAH-HARDIN COUNTY (SNH)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 400-2¼ or std. with min. climb of 260' per NM to 1000.
NOTE: **Rwy 1,** trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19,** trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN
ROBERT SIBLEY (SZY)
ORIG 08269 (FAA)
NOTE: **Rwy 17,** terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35,** vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN
GATLINBURG-PIGEON FORGE
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28,** climb direct VXV VORTAC to 5000 before turning on course.
NOTE: **Rwy 10,** trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28,** trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN
BOMAR FIELD-SHELBYVILLE MUNI (SYI)
AMDT 1 08213 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1600 before turning left. **Rwy 36,** climb heading 345° to 1700 before turning right.
NOTE: **Rwy 18,** tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36,** trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN
SMITHVILLE MUNI (0A3)
ORIG 08157 (FAA)
NOTE: **Rwy 6,** trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24,** trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN
SMYRNA (MQY)
AMDT 5 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 1200 before turning northeast.
NOTE: **Rwy 1,** multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14,** tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19,** multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32,** multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

SOMERSET, KY
LAKE CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23,** 800-2 or std. with a min. climb of 220' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23,** climb via heading 236°to 2000 before turning.
NOTE: **Rwy 5,** tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23,** tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN
FAYETTE COUNTY
NOTE: **Rwy 1,** multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19,** multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN
UPPER CUMBERLAND RGNL (SRB)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 037° to 3400 before proceeding on course.
NOTE: **Rwy 4,** tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22,** tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY
LEBANON-SPRINGFIELD
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

SPRINGFIELD, TN
SPRINGFIELD ROBERTSON COUNTY
NOTE: **Rwy 22,** trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY
STURGIS MUNI (TWT)
AMDT 3 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 400-2¼ or std. w/ min. climb of 280' per NM to 800.
NOTE: **Rwy 18,** trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL. Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/469' MSL. **Rwy 36,** trees beginning 1.5 NM from DER, 1240 ' left of centerline, up to 100' AGL/689' MSL.

TOMPKINSVILLE, KY
TOMPKINSVILLE-MONROE COUNTY (TZV)
ORIG 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 2000 before proceeding on course.
NOTE: **Rwy 4,** trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22,** pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN
GIBSON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 1500 before turning east.

TULLAHOMA, TN
TULLAHOMA RGNL/WM NORTHERN FIELD (THA)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA - Turf runway.

UNION CITY, TN
EVERETT-STEWART RGNL (UCY)
ORIG 08101 (FAA)
NOTE: **Rwy 19,** vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN
HUMPHREYS COUNTY
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 200-1.

WILLIAMSBURG, KY
WILLIAMSBURG-WHITLEY COUNTY
TAKE-OFF MINIMUMS: **Rwy 2,** 400-1¼ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20,** std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 2000 before turning East. **Rwy 20,** for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.
NOTE: **Rwy 2,** multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20,** multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN
WINCHESTER MUNI
TAKE-OFF MINIMUMS: **Rwy 18,** 1000-2.
DEPARTURE PROCEDURE: **Rwys 18, 36,** climb on runway heading to 2000 before turning.

NDB MMI 242	APP CRS 033°	Rwy Idg 5500 TDZE 846 Apt Elev 874

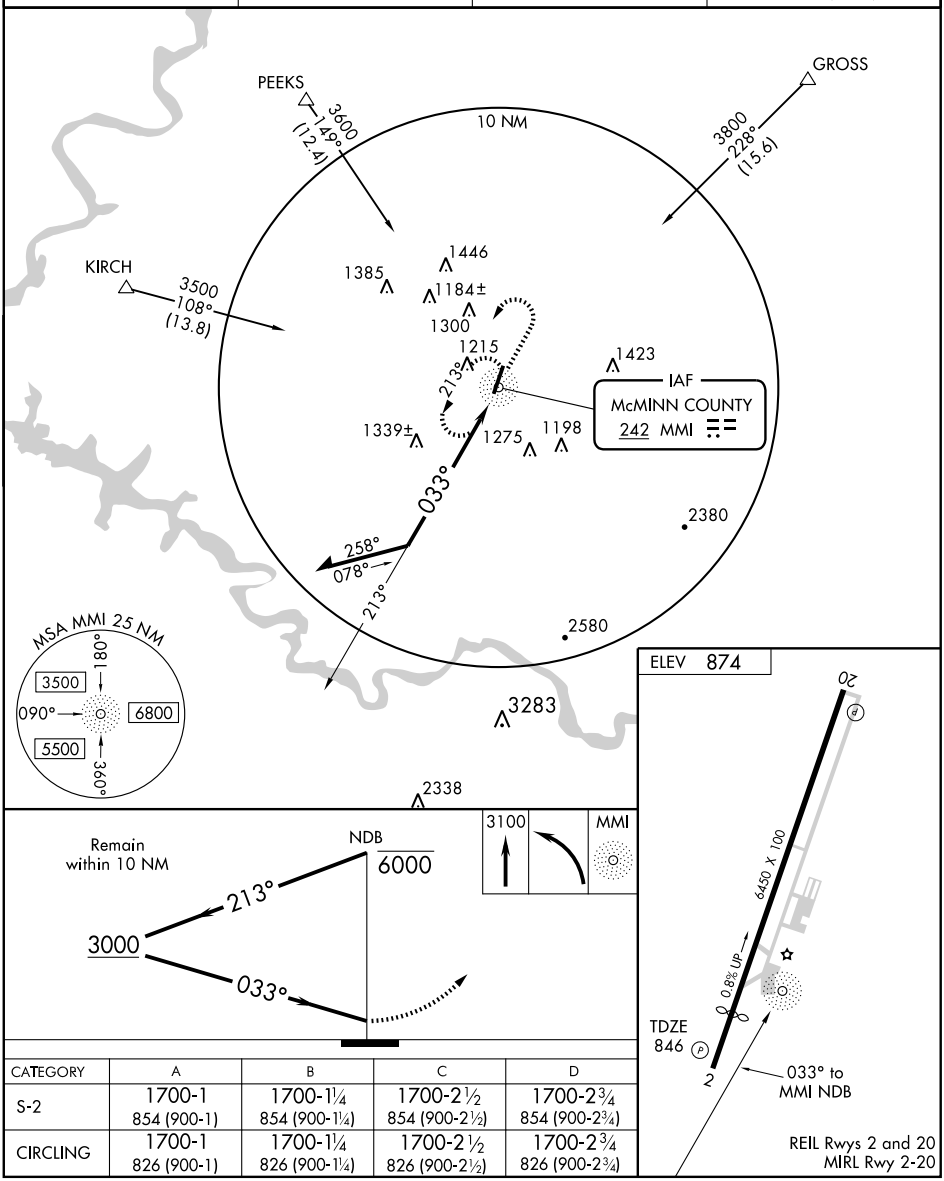
NDB RWY 2

ATHENS/MCMINN COUNTY (MMI)

Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 120 feet, all Cat A, B and D visibility ¼ mile and all Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 then left turn direct MMI NDB and hold.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
S-2	1700-1 854 (900-1)	1700-1¼ 854 (900-1¼)	1700-2½ 854 (900-2½)	1700-2¾ 854 (900-2¾)
CIRCLING	1700-1 826 (900-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	1700-2¾ 826 (900-2¾)

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NDB MMI	APP CRS	Rwy Idg	6450
242	198°	TDZE	874
		Apt Elev	874

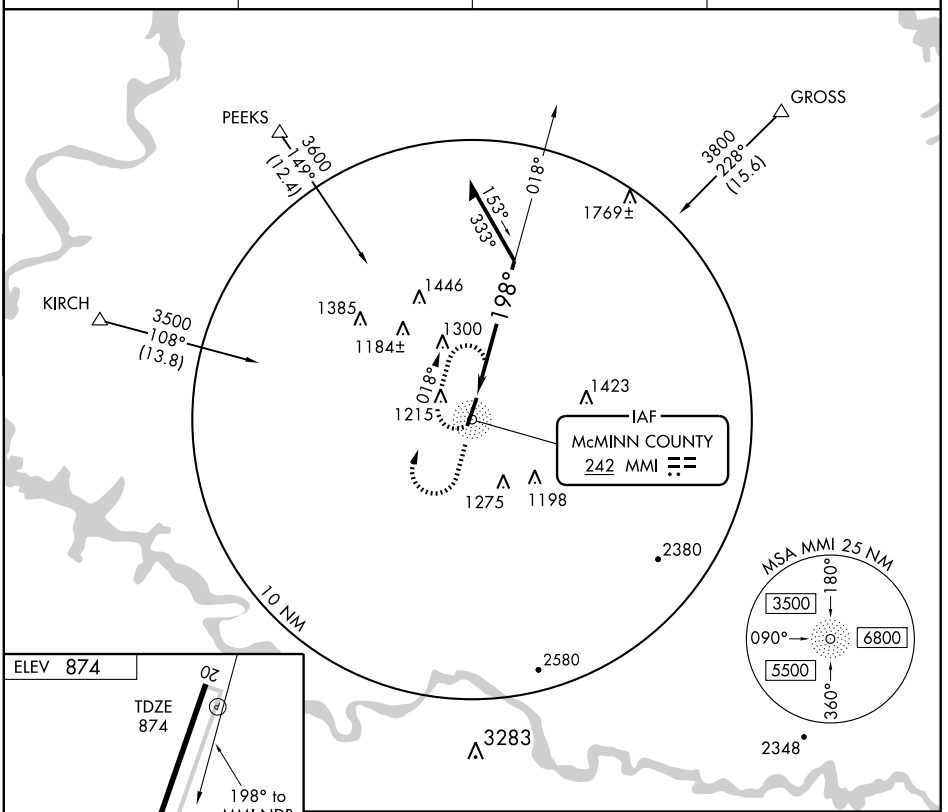
NDB RWY 20

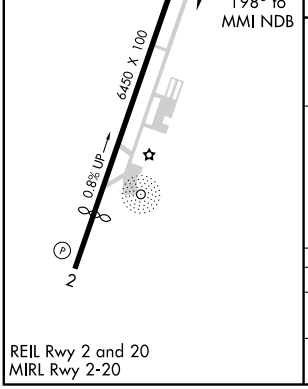
ATHENS/MCMINN COUNTY (MMI)

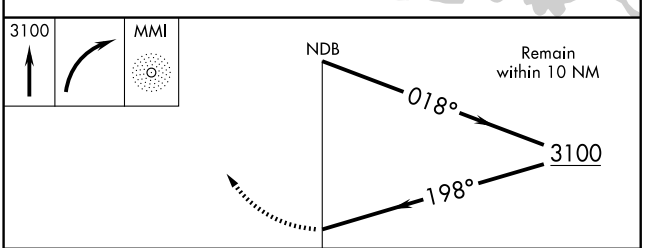
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 3100 then right turn direct MMI NDB and hold.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	1940-1¼ 1066 (1100-1¼)	1940-1½ 1066 (1100-1½)	1940-3 1066 (1100-3)	
CIRCLING	1940-1¼ 1066 (1100-1¼)	1940-1½ 1066 (1100-1½)	1940-3 1066 (1100-3)	

REIL Rwy 2 and 20
MIRL Rwy 2-20

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5500
CH 69616	022°	TDZE 846
W02A		Apt Elev 874

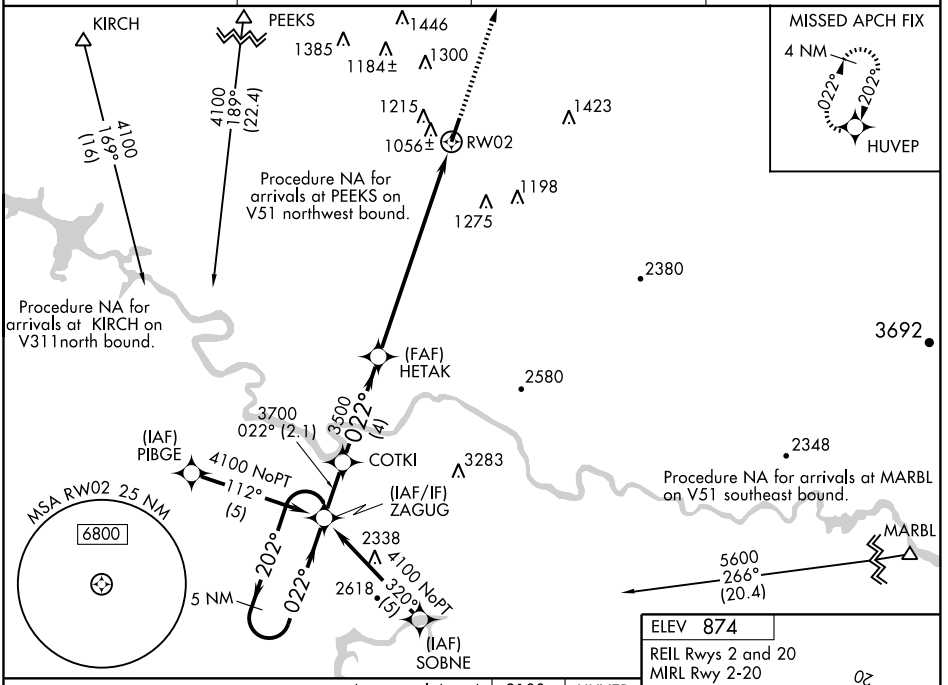
RNAV (GPS) RWY 2

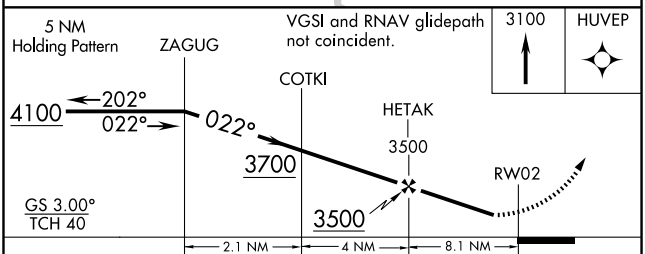
ATHENS/MCMINN COUNTY (MMI)

Baro-VNAV NA when using McGhee-Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all DA 101 feet; all MDA 120 feet; LPV and LNAV/VNAV all Cats visibility ½ mile; LNAV and Circling Cat C/D visibility ¼ mile.

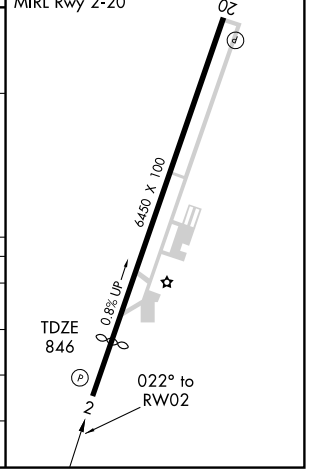
MISSED APPROACH: Climb to 3100 direct HUVEP and hold.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1128-1		282 (300-1)	
LNAV/VNAV DA	1377-2		531 (600-1)	
LNAV MDA	1600-1 754 (800-1)	1600-1¼ 754 (800-1¼)	1600-2¼ 754 (800-2¼)	1600-2½ 754 (800-2½)
CIRCLING	1600-1 726 (800-1)	1600-1¼ 726 (800-1¼)	1600-2¼ 726 (800-2¼)	1600-2½ 726 (800-2½)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45717 W20A	APP CRS 202°	Rwy Idg 6450 TDZE 874 Apt Elev 874

RNAV (GPS) RWY 20

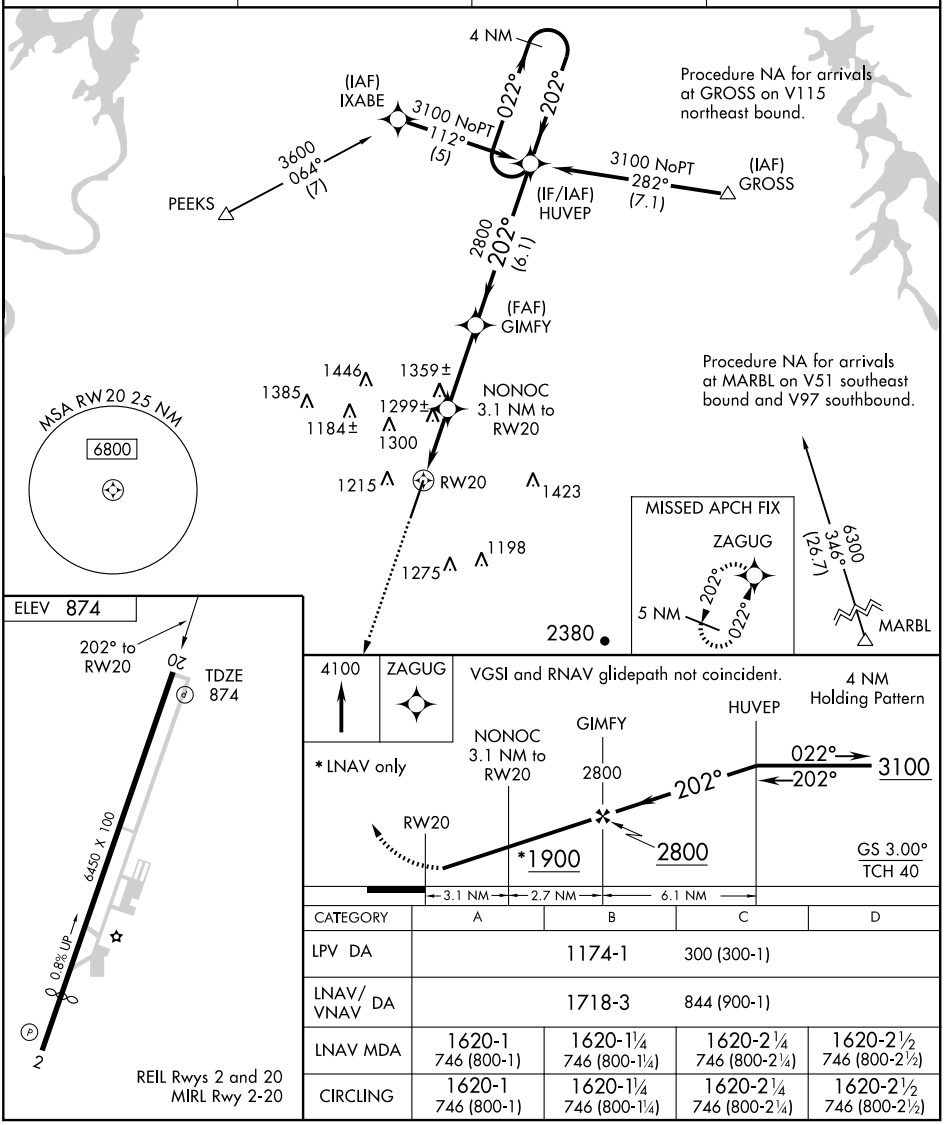
ATHENS/MCMINN COUNTY (MMI)

▼ NA

Baro-VNAV NA when using McGhee-Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all DA 101 feet; all MDA 120 feet; LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility 1 mile; LNAV and Circling Cat B visibility ¼ mile; LNAV and Circling Cats C/D visibility ½ mile.

MISSED APPROACH: Climb to 4100 direct ZAGUG and hold.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1174-1		300 (300-1)	
LNAV/VNAV DA	1718-3		844 (900-1)	
LNAV MDA	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1620-2½ 746 (800-2½)
CIRCLING	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1620-2½ 746 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
006°	TDZE	499
	Apt Elev	499

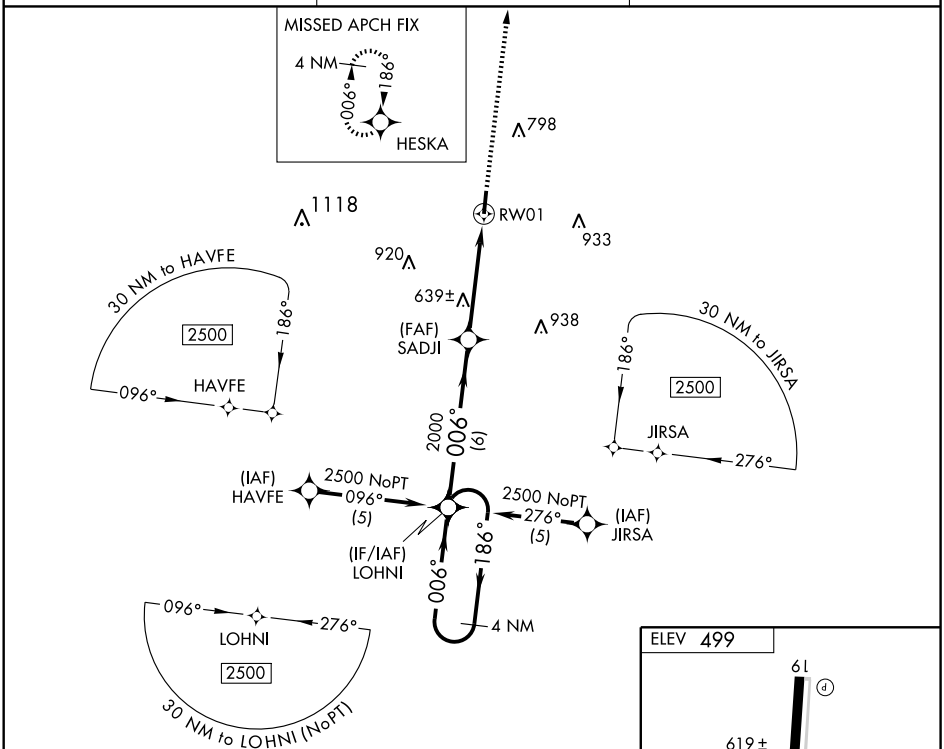
RNAV (GPS) RWY 1

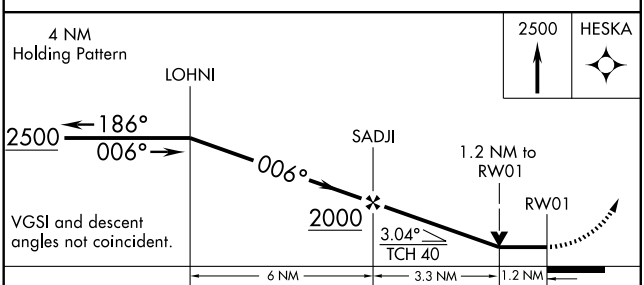
BOLIVAR / WILLIAM L. WHITEHURST FIELD (MØ8)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat D visibility ¼ mile, and Circling Cat D ½ mile.
VDP NA when using Jackson altimeter setting.

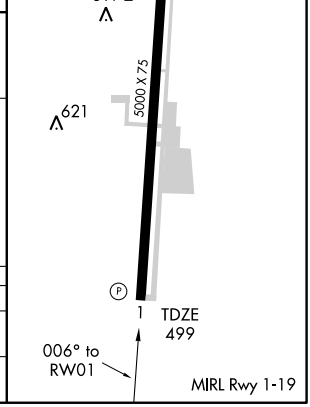
MISSED APPROACH: Climb to 2500 direct HESKA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 239.3	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	900-1 401 (500-1)		900-1¼ 401 (500-1¼)	
CIRCLING	980-1 481 (500-1)		980-1½ 481 (500-1½)	1160-2 661 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
186°	TDZE	491
	Apt Elev	499

RNAV (GPS) RWY 19

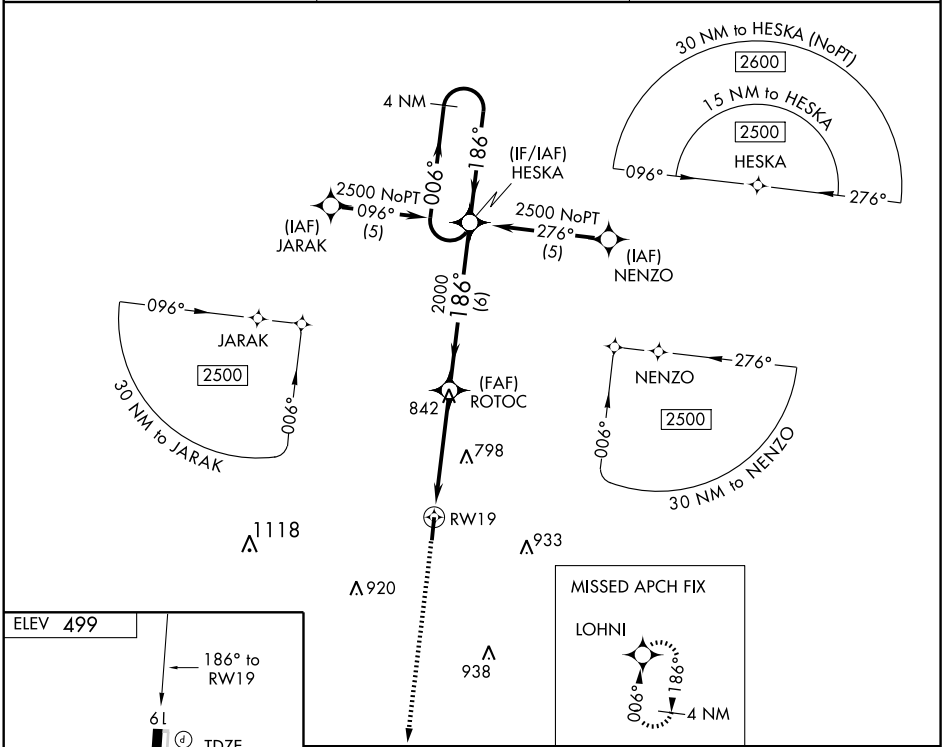
BOLIVAR / WILLIAM L. WHITEHURST FIELD (MØ8)

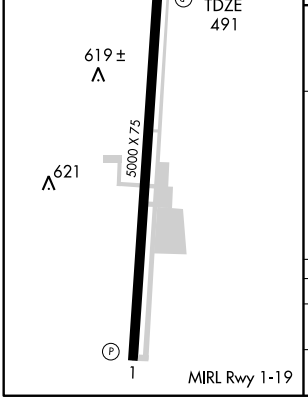
NA

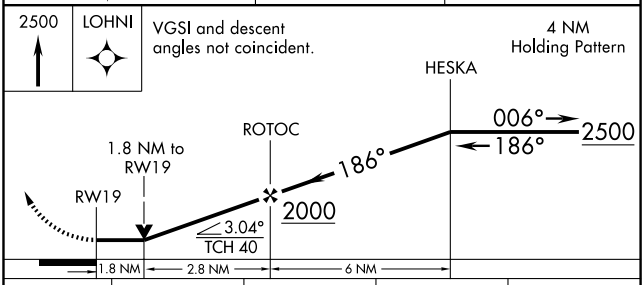
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ¼ mile, increase Circling Cat C visibility ¼ mile and Cat D visibility ½ mile. VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 2500 direct LOHNI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 239.3	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1080-1	589 (600-1)	1080-1½ 589 (600-1½)	1080-1¾ 589 (600-1¾)
CIRCLING	1080-1	581 (600-1)	1080-1½ 581 (600-1½)	1160-2 661 (700-2)

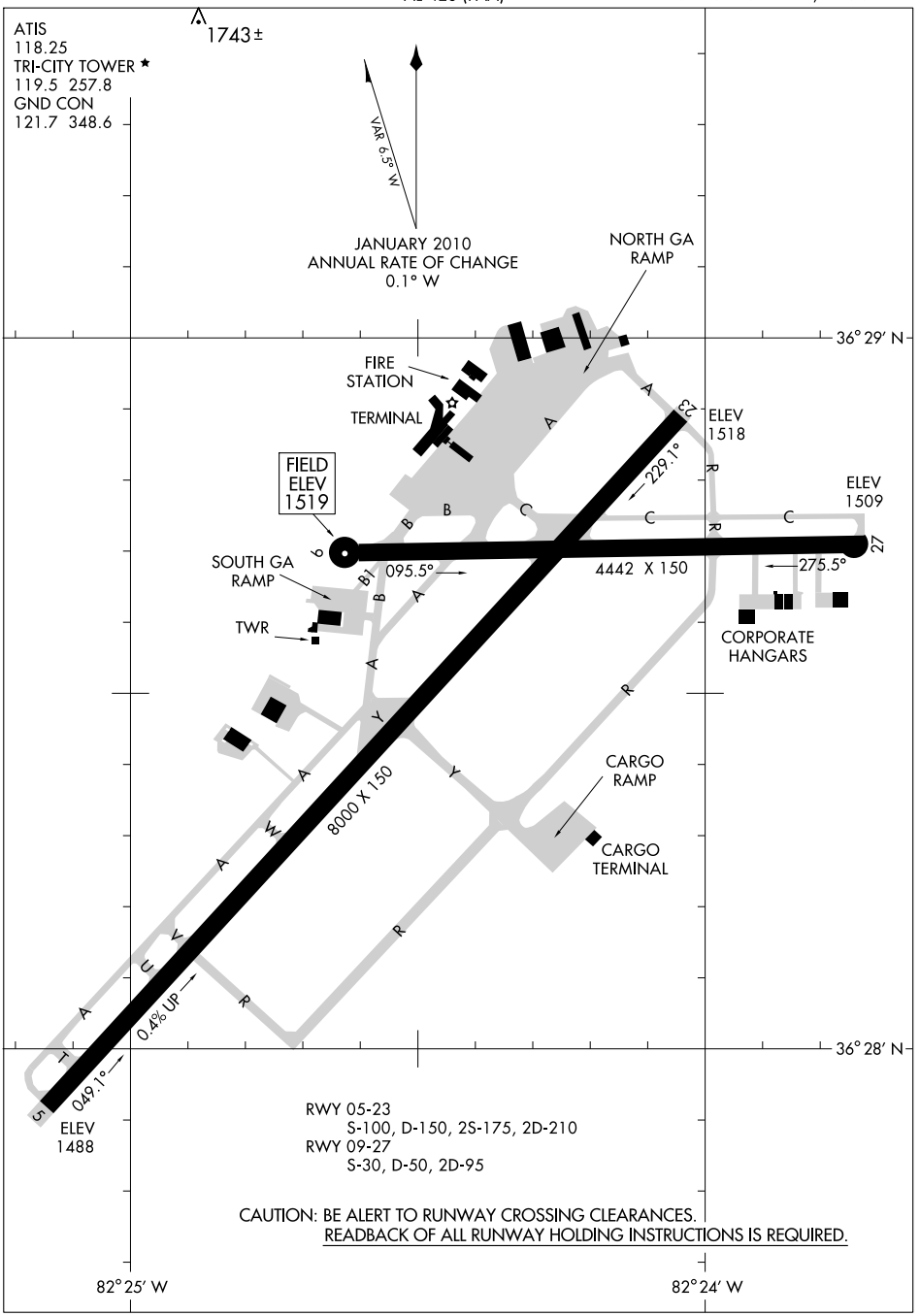
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BRISTOL/TRI-CITIES RGNL TN/VA (TRI)
BRISTOL-JOHNSON-KINGSPORT, TENNESSEE

AL-426 (FAA)



RWY 05-23
S-100, D-150, 2S-175, 2D-210
RWY 09-27
S-30, D-50, 2D-95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
BRISTOL-JOHNSON-KINGSPORT, TENNESSEE
BRISTOL/TRI-CITIES RGNL TN/VA (TRI)
10210

LOC I-BON	APP CRS	Rwy Idg	8000
111.5	048°	TDZE	1498
		Apt Elev	1519

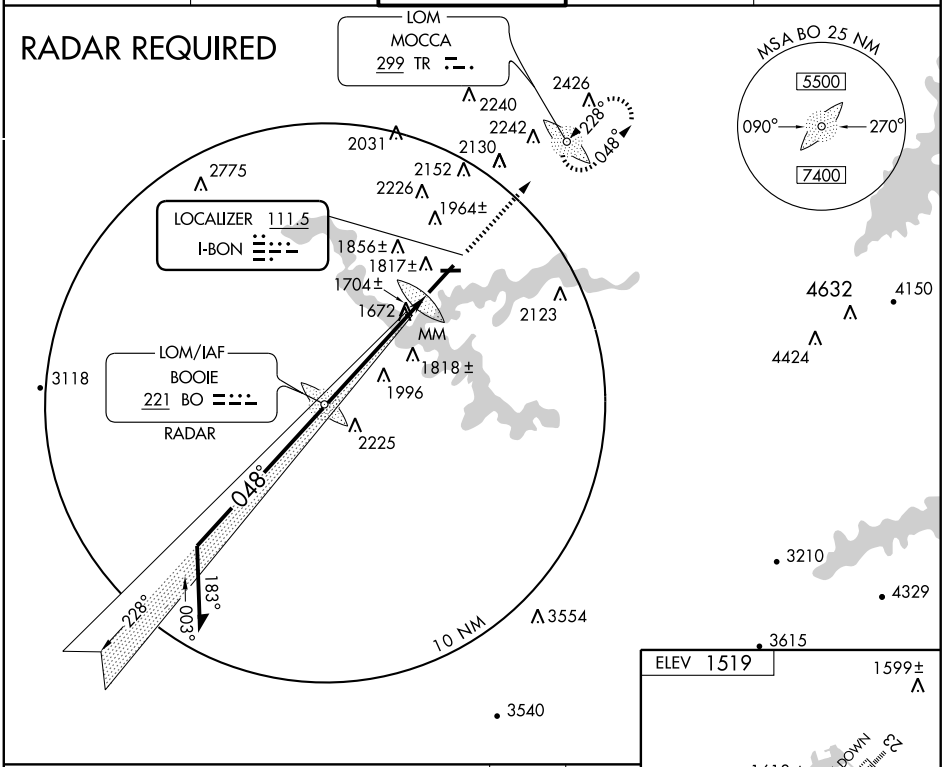
ILS or LOC RWY 5

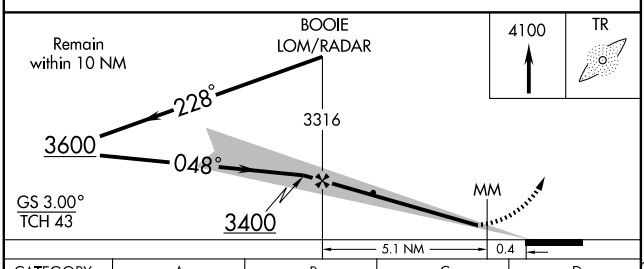
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

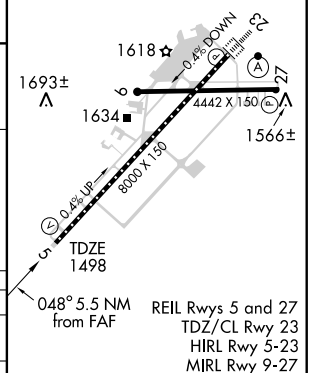
Circling not authorized northwest of Rwys 9 and 23.
Autopilot Coupled Approach not authorized below 1739′ MSL.
RADAR or ADF REQUIRED

MISSED APPROACH: Climb to 4100 direct MOCCA LOM and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







REIL Rwys 5 and 27
TDZ/CL Rwy 23
HIRL Rwys 5-23
MIRL Rwy 9-27

CATEGORY	A	B	C	D
S-ILS 5	1698/40 200 (200-¾)			
S-LOC 5	1960/50 462 (500-1)		1960/60 462 (500-1¼)	1960-1½ 462 (500-1½)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-TRI	APP CRS	Rwy Idg	8000
109.9	228°	TDZE	1518
		Apt Elev	1519

ILS RWY 23

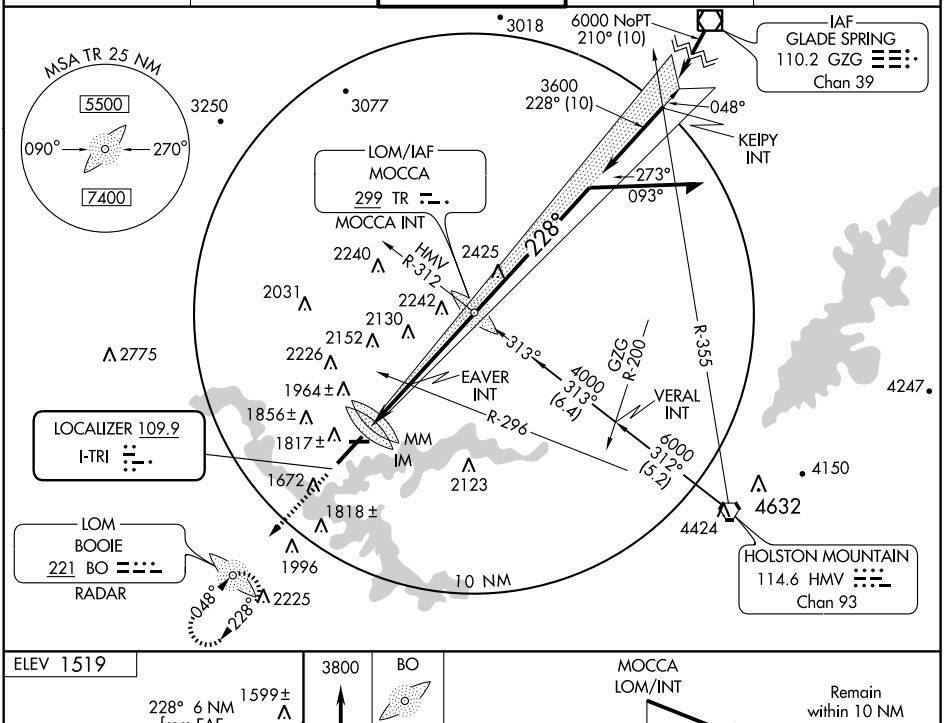
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

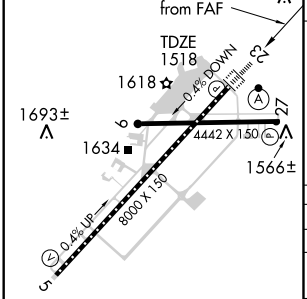
CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwys 9 and 23. When control tower closed: 1. S-ILS-23 increase visibilities to RVR 4000 all Cats. 2. S-LOC-23 increase visibilities ½ mile all Cats. ADF OR RADAR REQUIRED

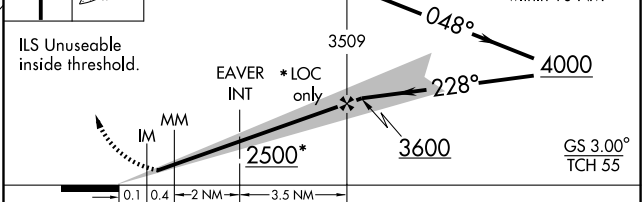
ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







REIL Rwys 5 and 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-ILS 23	1718/18 200 (200-½)			
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½ 982 (1000-2½)	
CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3 981 (1000-3)	
EAVER INT MINIMUMS				
S-LOC 23	1980/24 462 (500-½)		1980/40 462 (500-¾)	1980/50 462 (500-1)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-TRI	APP CRS	Rwy Idg	8000
109.9	228°	TDZE	1518
		Apt Elev	1519

ILS RWY 23 (CAT II)

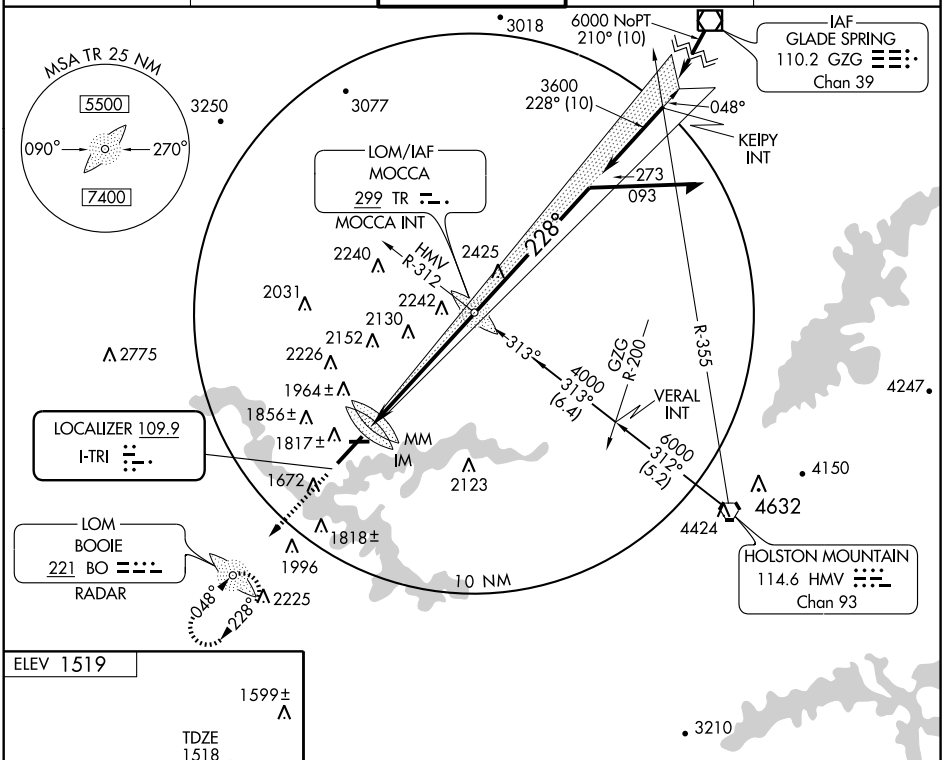
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

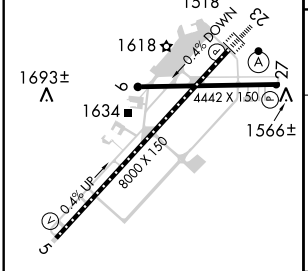
CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. When control tower closed, Cat. II not authorized.
ADF OR RADAR REQUIRED

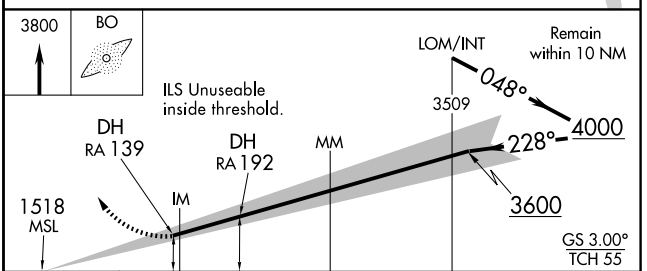
ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 23		RA 192/16	150	DA 1668
S-ILS 23		RA 139/12	100	DA 1618

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 5 and 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
048°	TDZE	1498
	Apt Elev	1519

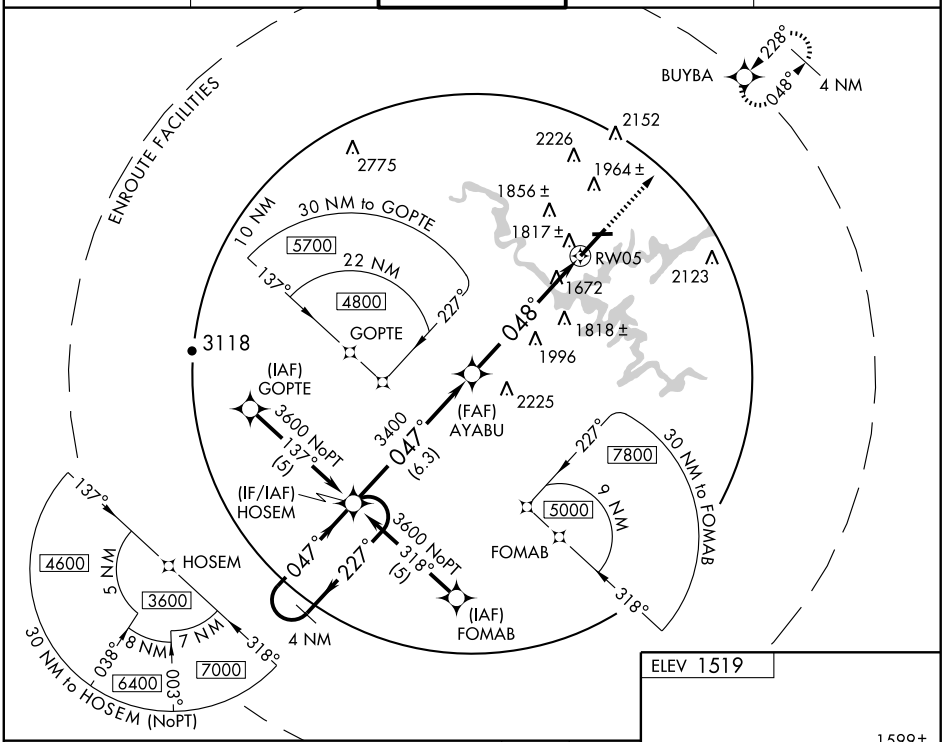
RNAV (GPS) RWY 5

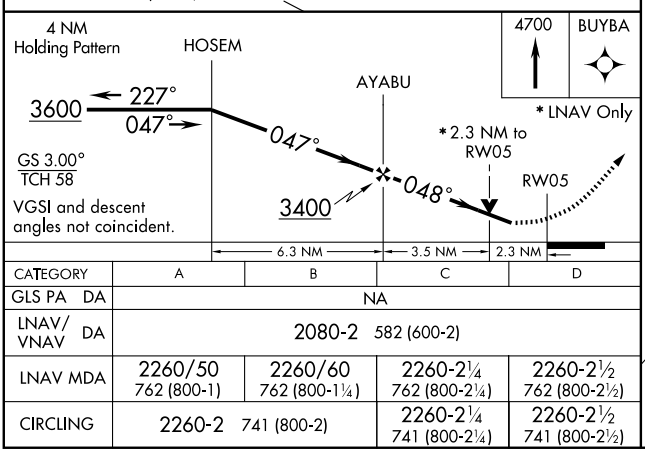
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro/VNAV NA below -18°C (0°F). Circling NA NW of Rwys 9 and 23. Circling to Rwy 9 NA at night. When VGSI inoperative, circling to Rwy 27 NA at night.

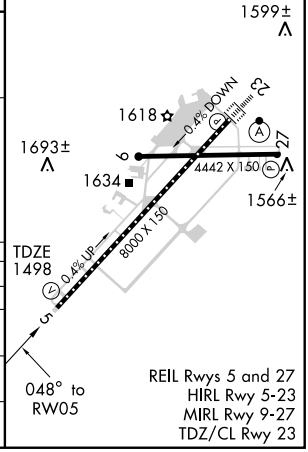
MISSED APPROACH: Climb to 4700 direct BUYBA WP and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2080-2 582 (600-2)			
LNAV MDA	2260/50 762 (800-1)	2260/60 762 (800-1¼)	2260-2¼ 762 (800-2¼)	2260-2½ 762 (800-2½)
CIRCLING	2260-2 741 (800-2)		2260-2¼ 741 (800-2¼)	2260-2½ 741 (800-2½)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4442
094°	TDZE	1519
	Apt Elev	1519

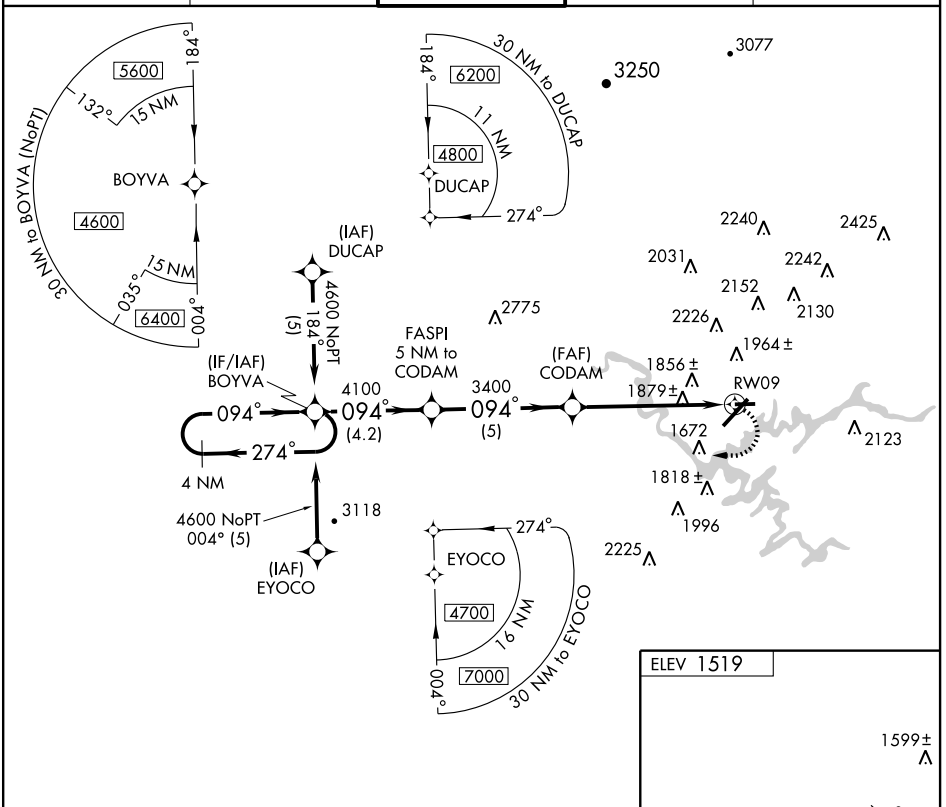
RNAV (GPS) RWY 9

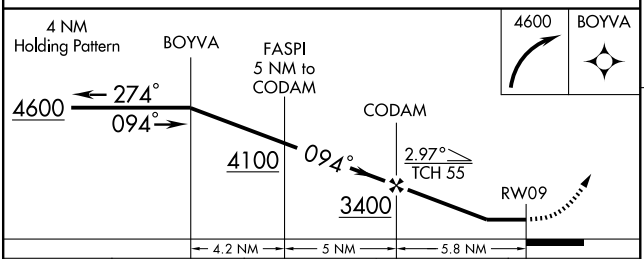
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

Straight-in minimums NA at night. Circling to Rwy 9 NA at night. Circling NA NW of Rwys 9 and 23. When VGSI inoperative, Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA.

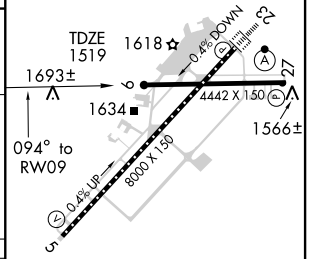
MISSED APPROACH: Climbing right turn to 4600 direct BOYVA WP and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	2180-1 661 (700-1)		2180-1¾ 661 (700-1¾)	2180-2 661 (700-2)
CIRCLING	2180-1 661 (700-1)		2180-1¾ 661 (700-1¾)	2180-2 661 (700-2)



REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4442
259°	TDZE	1518
	Apt Elev	1519

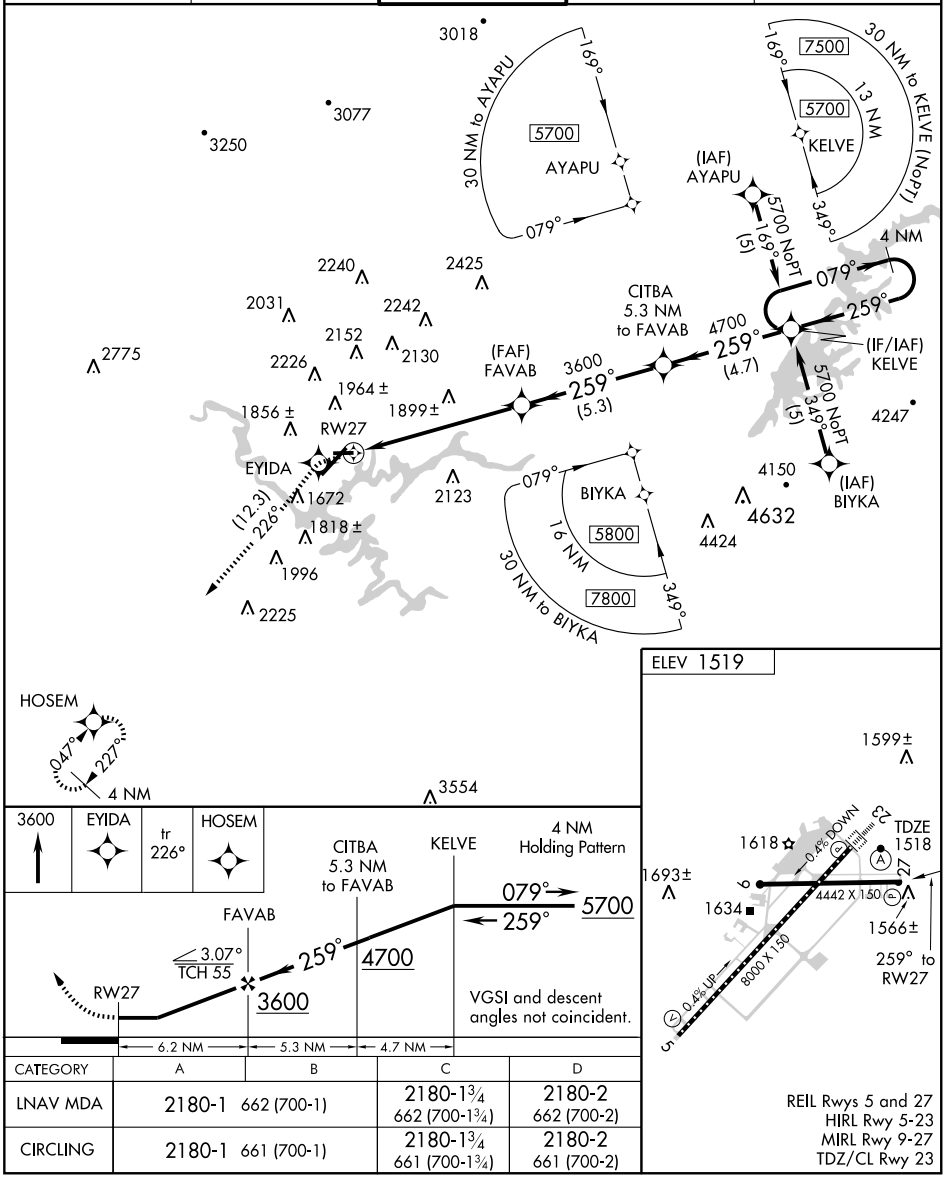
RNAV (GPS) RWY 27

BRISTOL/ TRI-CITIES RGNL TN/VA (TRI)

When VGSI inoperative, circling to Rwy 27 NA at night.
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3600 direct EYIDA WP and via 226° track to HOSEM WP and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	2180-1 662 (700-1)		2180-1¾ 662 (700-1¾)	2180-2 662 (700-2)
CIRCLING	2180-1 661 (700-1)		2180-1¾ 661 (700-1¾)	2180-2 661 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
228°	TDZE	1518
	Apt Elev	1519

RNAV (GPS) Y RWY 23

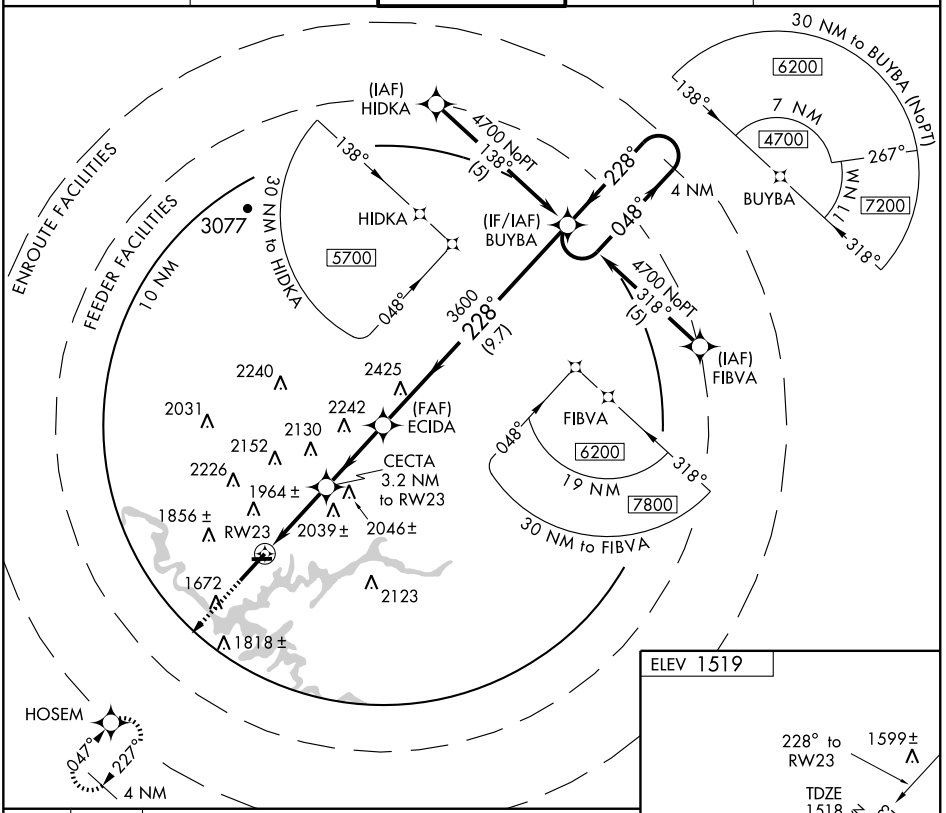
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

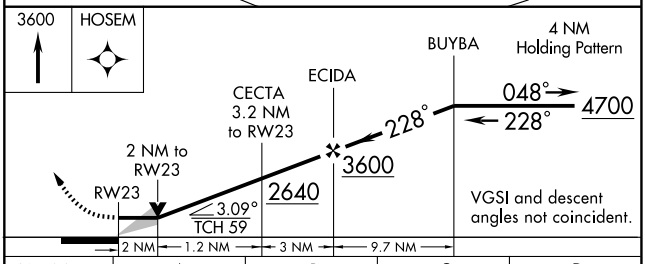
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inoperative, circling to Rwy 27 NA at night.

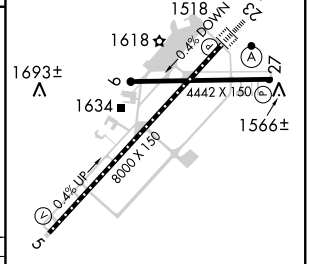
ALSF-2

MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	2240/24	722 (800-½)	2240-1½ 722 (800-1½)	2240-1¾ 722 (800-1¾)
CIRCLING	2240-1	721 (800-1)	2240-2 721 (800-2)	2240-2¼ 721 (800-2¼)

REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

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SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 23

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

APP CRS	Rwy Idg	8000
228°	TDZE	1518
	Apt Elev	1519

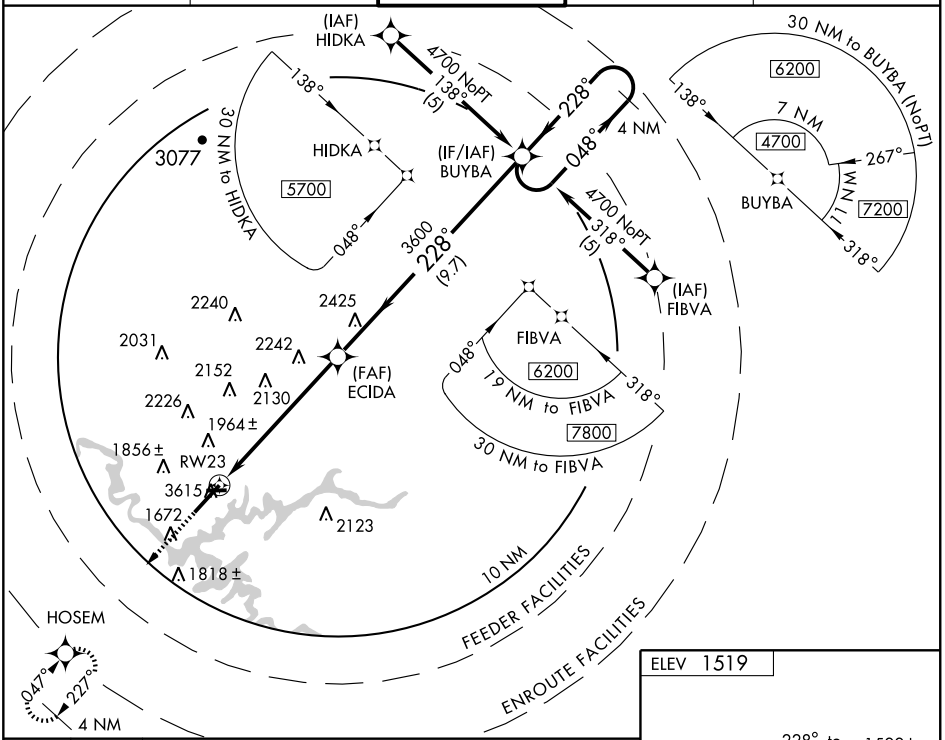
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -18°C (0°F).
When VGSI inoperative, circling Rwy 27 NA at night.

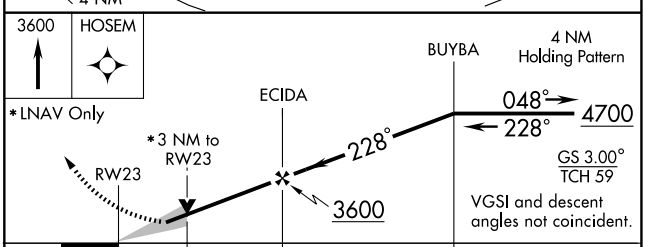
NA

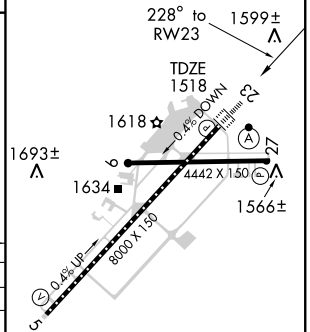
ALSF-2

MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2360-2½ 842 (900-2½)			
LNAV MDA	2560/40 1042 (1100-¾)	2560/50 1042 (1100-1)	2560-2½ 1042 (1100-2½)	
CIRCLING	2560-3 1041 (1100-3)			

REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 77814	037°	TDZE	468
W04A		Apt Elev	468

RNAV (GPS) RWY 4

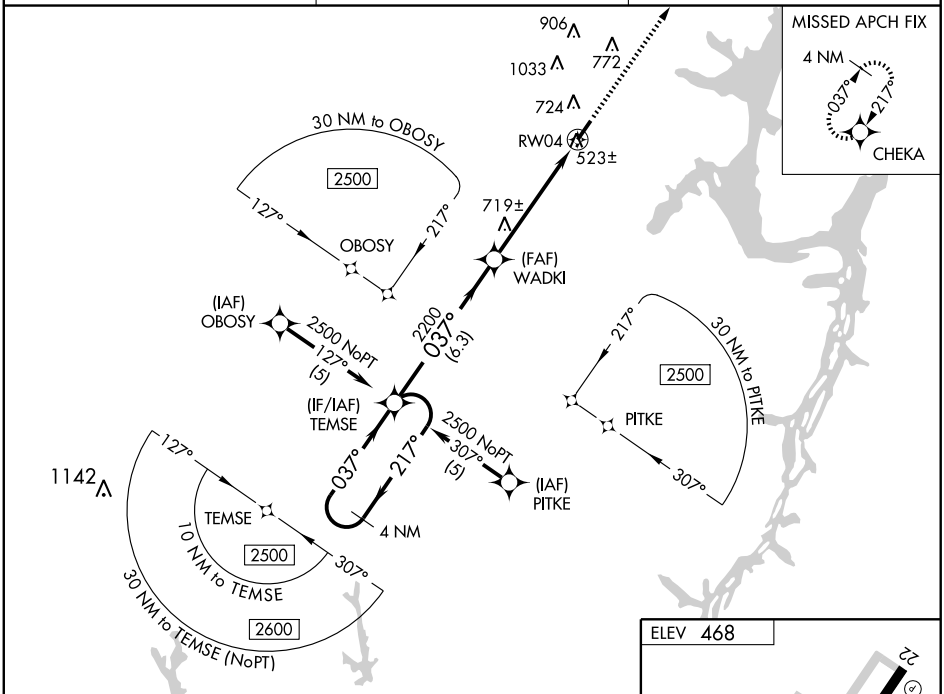
CAMDEN/ BENTON COUNTY (ϕM4)

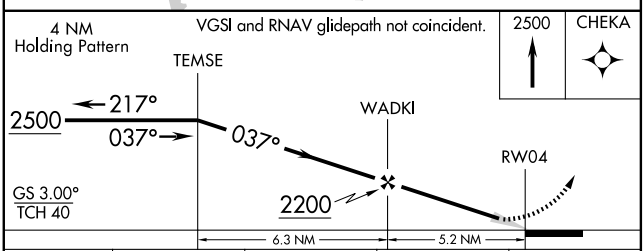
Baro-VNAV NA. DME/DME RNP-0.3NA.
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

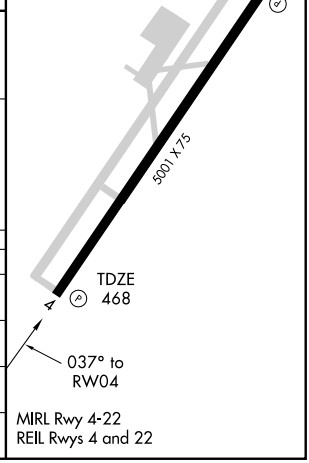
NA

MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

BEECH RIVER RGNL AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	771-1 303 (400-1)			NA
LNAV/VNAV DA	944-1¾ 476 (500-1¾)			NA
LNAV MDA	1040-1 572 (600-1)		1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1 672 (700-1)		1140-2 672 (700-2)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 82714	217°	TDZE	465
W22A		Apt Elev	468

AL-6386 (FAA)

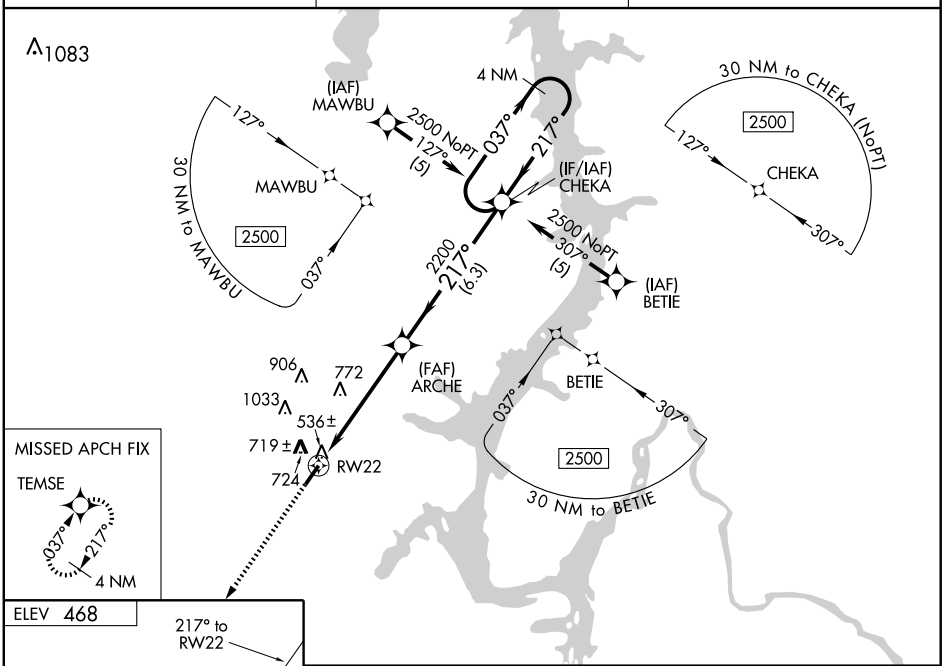
RNAV (GPS) RWY 22

CAMDEN/ BENTON COUNTY (ϕM4)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
NA Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct TEMSE and hold.

BEECH RIVER RGNL AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	833-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	980-1¾ 515 (600-1¾)			NA
LNAV MDA	1080-1 615 (700-1)		1080-1¾ 615 (700-1¾)	NA
CIRCLING	1140-1 672 (700-1)		1140-2 672 (700-2)	NA

MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JKS	APP CRS	Rwy Idg	5001
109.4	023°	TDZE	468
Chan 31		Apt Elev	468

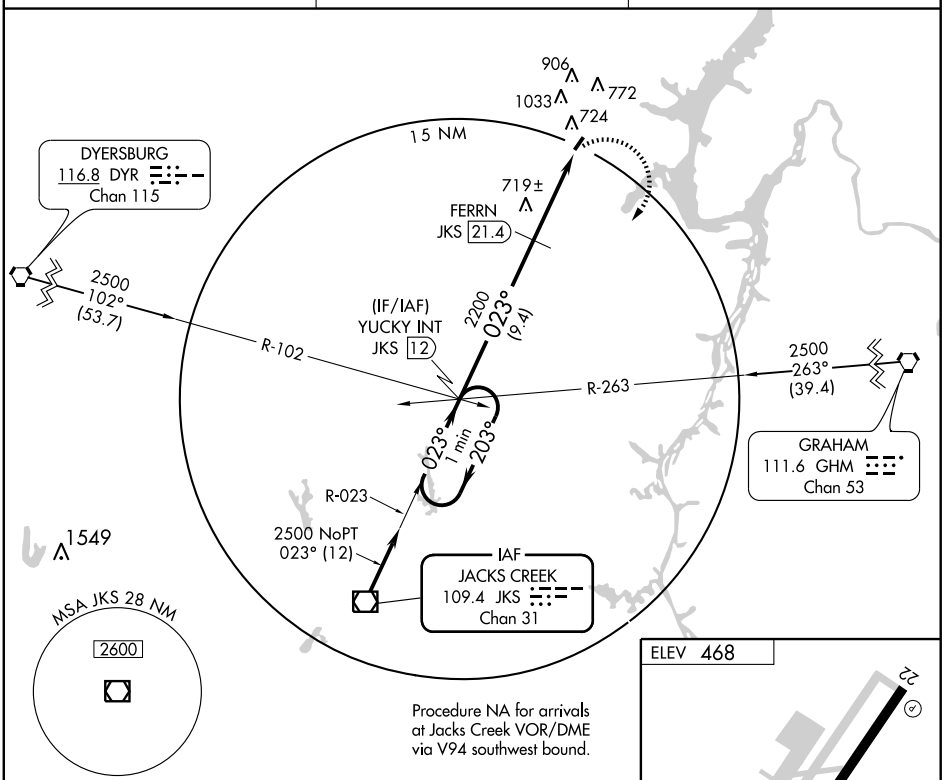
VOR/DME RWY 4

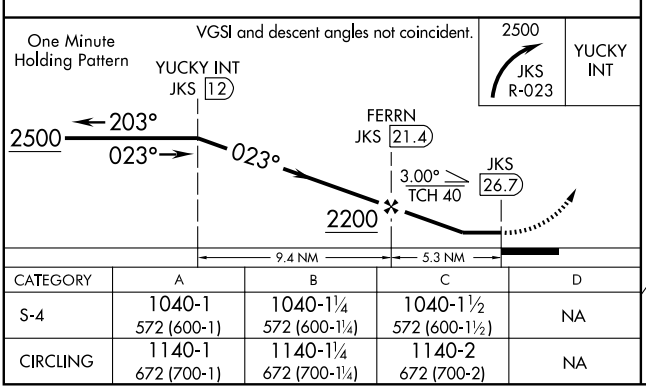
CAMDEN/ BENTON COUNTY (ØM4)

Visibility reduction by helicopters NA.
NA Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all MDA 60 feet and S-4 Cat C visibility ¼ mile.

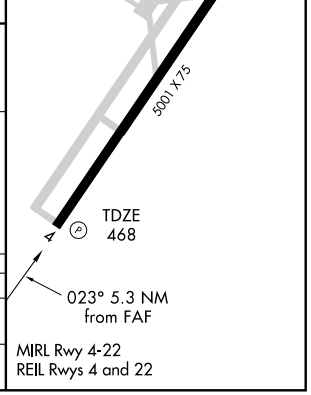
MISSED APPROACH: Climbing right turn to 2500 via JKS VOR/DME R-023 to YUCKY INT/JKS 12 DME and hold.

BEECH RIVER RGNL AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)





CATEGORY	A	B	C	D
S-4	1040-1 572 (600-1)	1040-1¼ 572 (600-1¼)	1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1 672 (700-1)	1140-1¼ 672 (700-1¼)	1140-2 672 (700-2)	NA



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GHM 111.6 Chan 53	APP CRS 354°	Rwy Idg 4002 TDZE 768 Apt Elev 768

VOR/DME or GPS RWY 2

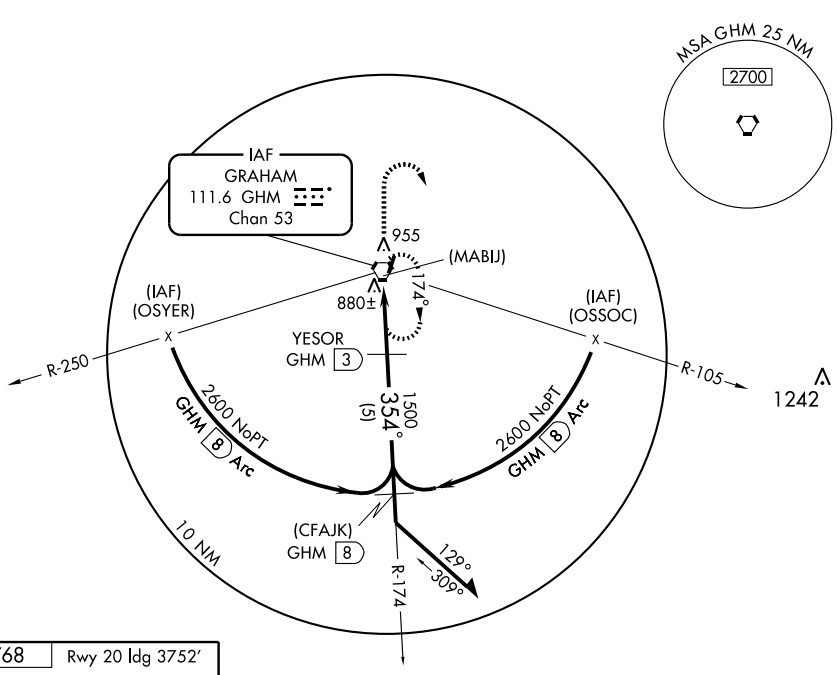
CENTERVILLE MUNI (GHM)

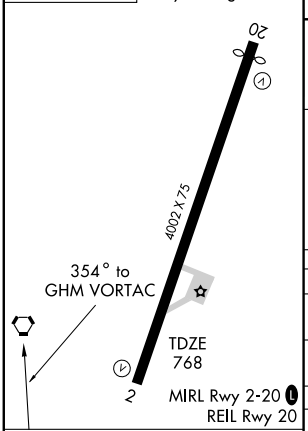
T NA — Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

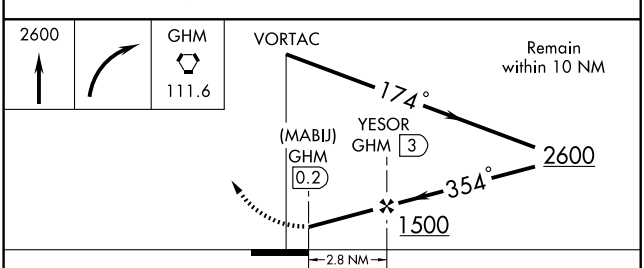
MEMPHIS CENTER 125.85 381.4

UNICOM 122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-2	1140-1 372 (400-1)			1140-1¼ 372 (400-1¼)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1320-1 552 (600-1)		1320-1½ 552 (600-1½)	1320-1¾ 552 (600-1¾)
CIRCLING	1420-1 652 (700-1)		1420-1¾ 652 (700-1¾)	1420-2 652 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GHM 111.6 Chan 53	APP CRS 355°	Rwy Idg 4002 TDZE 768 Apt Elev 768

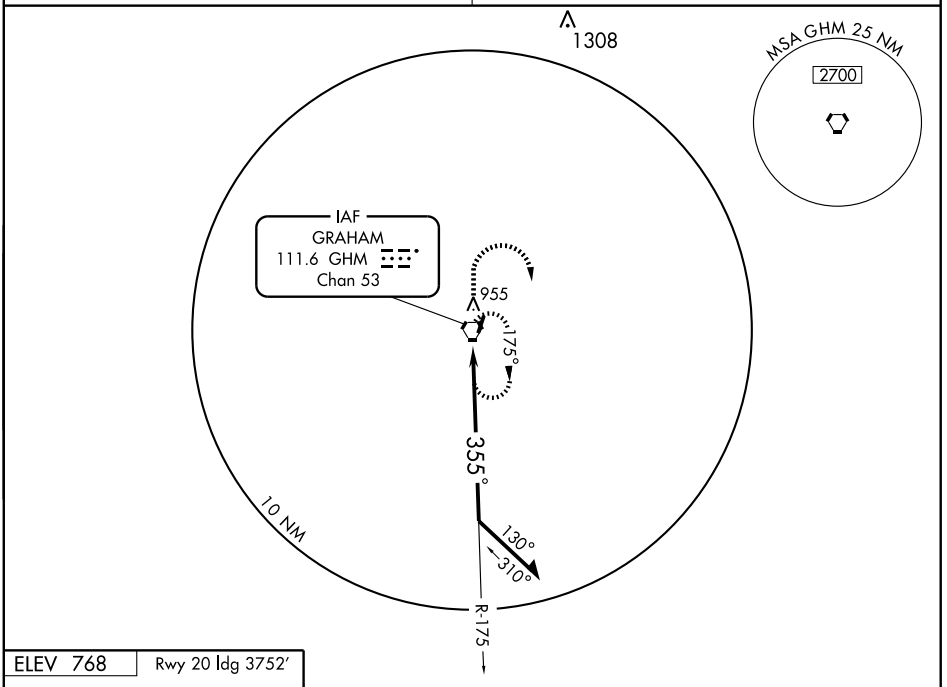
VOR RWY 2
CENTERVILLE MUNI (GHM)

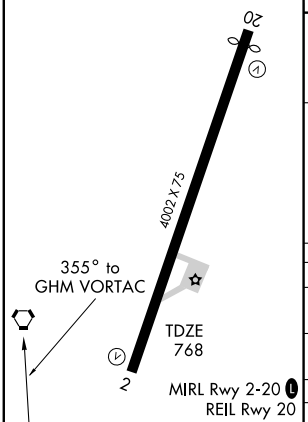
T NA — Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

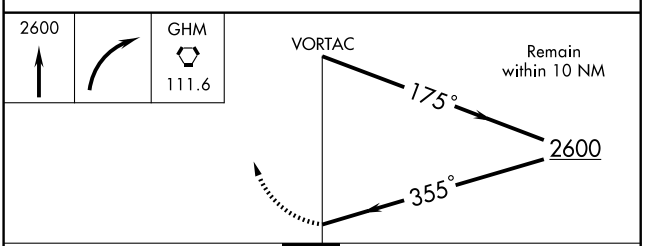
MEMPHIS CENTER **125.85 381.4**

UNICOM **122.8** (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



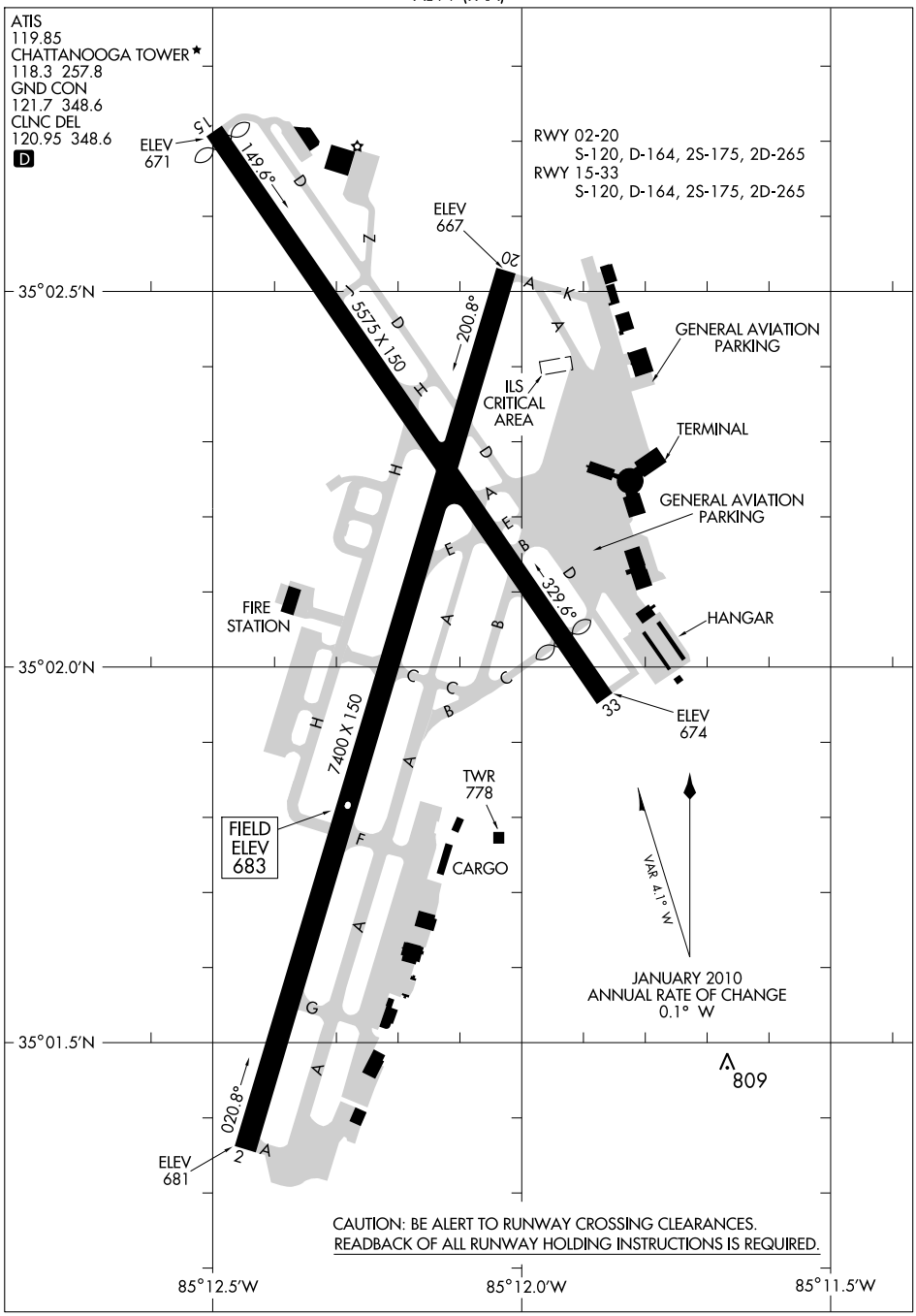
CATEGORY	A	B	C	D
S-2	1240-1 472 (500-1)		1240-1¼ 472 (500-1¼)	1240-1½ 472 (500-1½)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)
CIRCLING	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-79 (FAA)

CHATTANOOGA/ LOVELL FIELD (CHA)
CHATTANOOGA, TENNESSEE



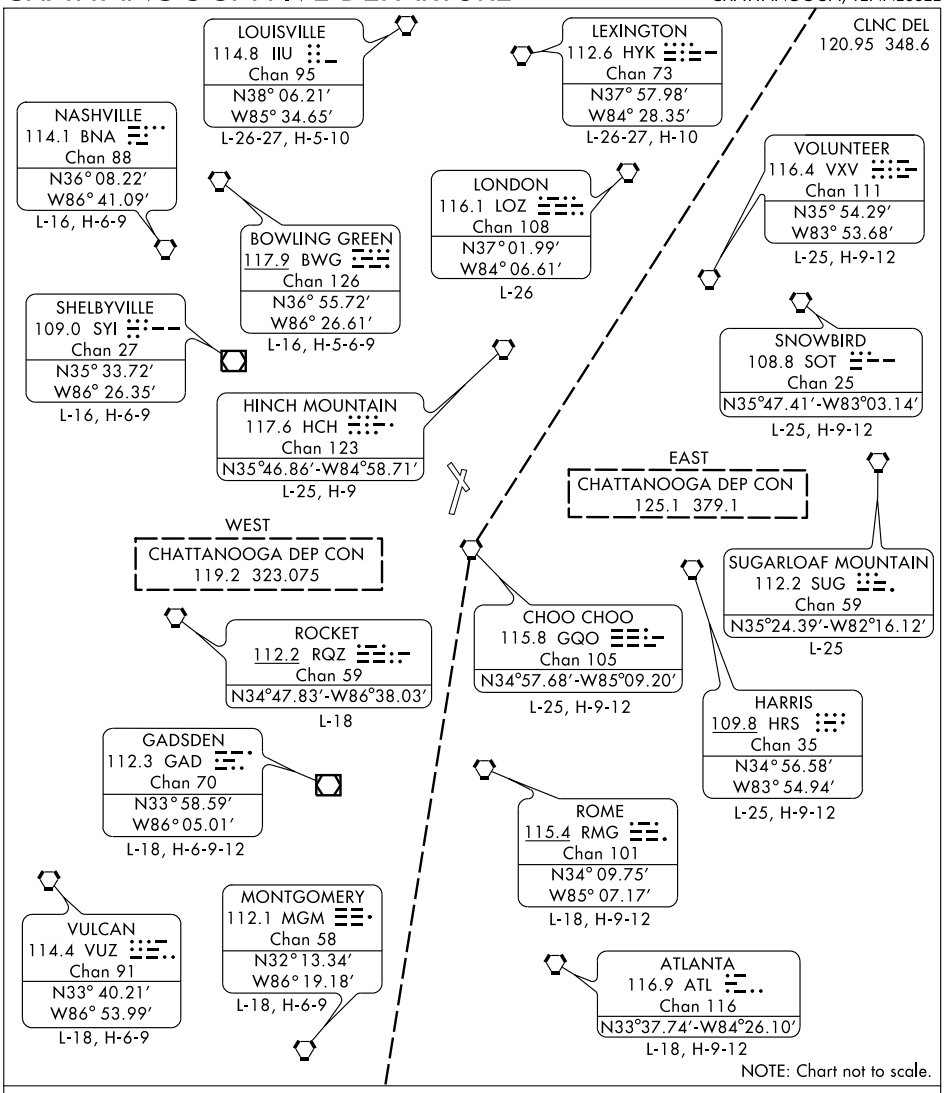
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CHATTANOOGA, TENNESSEE
CHATTANOOGA/ LOVELL FIELD (CHA)

10210



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2 and 20: Maintain runway heading for departure vectors. Thence....

....Via vector to join assigned route. Maintain 5000 feet or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

LOC I-CGW	APP CRS	Rwy Idg	7200
108.3	019°	TDZE	682
		Apt Elev	682

ILS or LOC RWY 2

CHATTANOOGA/LOVELL FIELD (CHA)

When local altimeter setting not received, use Dalton altimeter setting and increase all DA 62 feet and all MDA 80 feet: increase Circling Cat C/D visibility ¼ mile. For inoperative MALSR when using Dalton altimeter setting, increase S-ILS 2 visibility to 1 mile all Cats. Glideslope unusable beyond 4° left of course. Autopilot coupled approaches not authorized below 945 feet MSL. ADF Required. Circling to Rwy 15/33 NA when control tower closed.

ASR

MALSR

MISSED APPROACH: Climb to 3200 direct CQN NDB and hold, continue climb-in-hold to 3200.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95

RADAR or DME or ADF REQUIRED

MSA GQO 25 NM
240°
3600
5400
330°

DAISY
341 CQN
RADAR

LOCALIZER 108.3
I-CGW

10 NM

(IAF)
MORRT OM
INT/RADAR

R-258
R-152
R-126
019°
199°
332°
152°
154°
334°

CHOO CHOO
115.8 GQO
Chan 105

QUIDS
GQO 12
RADAR

GQO
R-214

2300 NoPT
019° (9.5)

(IAF)
ZIROB
GQO 12

3900 NoPT
GQO 12 Arc

MM

ELEV 682 D

TDZE
682

TWR
778

5575 X 150

7400 X 150

769
735
715±
712±
801

019° 4.6 NM
from FAF

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

MORRT OM
INT/RADAR

Remain
within 10 NM

199°
019°
3000
2500
*2300
2233
GS 3.00°
TCH 54
MM
4.2 NM
0.4

3200
CQN
* LOC only

CATEGORY	A	B	C	D
S-ILS 2	882/24		200 (200-½)	
S-LOC 2	1200/24	518 (600-½)	1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-CHA	APP CRS	Rwy Idg	7400
109.5	199°	TDZE	673
		Apt Elev	682

ILS or LOC RWY 20

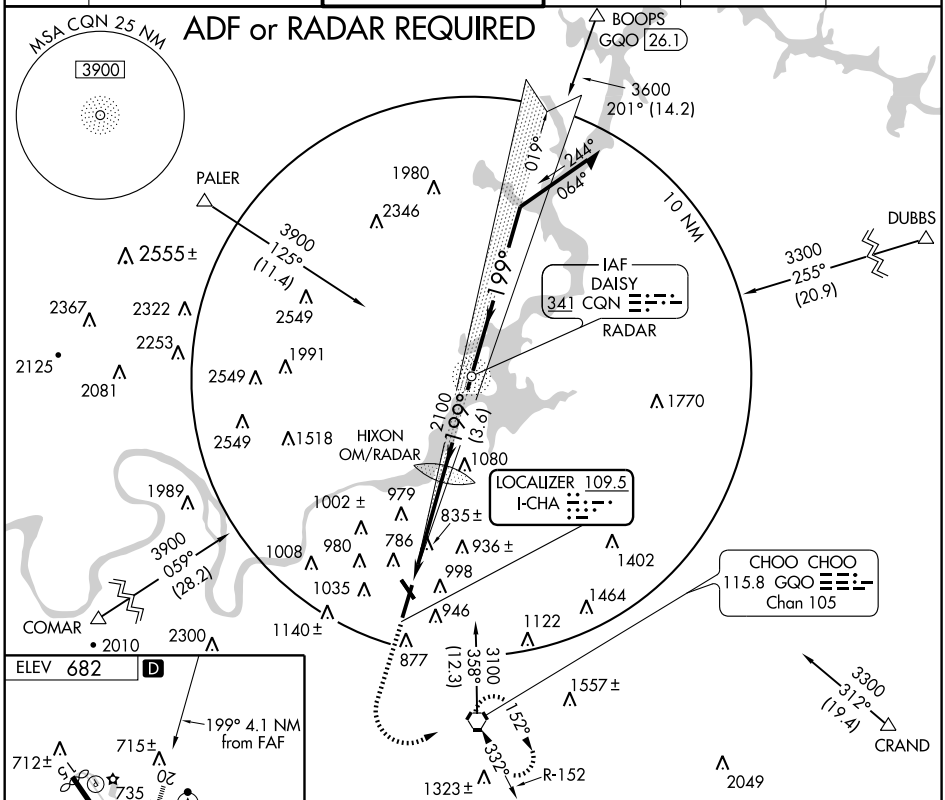
CHATTANOOGA/LOVELL FIELD (CHA)

ASR — If local altimeter setting not received, use Dalton altimeter setting: increase DA to 935 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



FAF to MAP	4.1 NM				
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 20	873/18	200 (200-½)		
S-LOC 20	1100/24	427 (500-½)	1100/40 427 (500-¾)	1100/50 427 (500-1)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-CHA	APP CRS	Rwy Idg	7400
109.5	199°	TDZE	673
		Apt Elev	682

ILS RWY 20 (CAT II)

CHATTANOOGA/LOVELL FIELD (CHA)

ASR — When control tower closed, Cat II ILS NA. Cat II ILS NA when using Dalton altimeter setting.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95

SE-1, 21 OCT 2010 to 18 NOV 2010

ADF or RADAR REQUIRED

MSA CQN 25 NM 3900

BOOPS GQO 26.1 3600 201° (14.2)

PALER 3900 125° (11.4)

DUBBS 3300 255° (20.9)

IAF DAISY 341 CQN RADAR

LOCALIZER 109.5 I-CHA

HIXON OM RADAR

CHOO CHOO 115.8 GQO Chan 105

COMAR 3900 059° (28.2)

CRAND 3300 312° (19.4)

R-152

10 NM

019° 244° 064° 199°

2100 199° (3.6)

3100 358° (12.3) 152° 332°

2555± 2367 2322 2253 2125 2081 2549 1991 1980 2346 1770 1518 1989 1002± 979 835± 936± 1008 980 786 998 1035 946 1140± 877 1122 1464 1402 1557± 2049 1323± 2300 2010

ELEV 682 D

712± 715± 735 TDZE 673 3575 X 150 769 TWR 778 7400 X 150 801

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

1300	3100	GQO

HIXON OM RADAR — NDB/RADAR — Remain within 10 NM

DH RA 103 — 673 MSL — 2055 — 019° — 199° — 3000 — *3000 — 2500 — GS 3.00° TCH 56 — *2500 when directed by ATC.

1189' 954' 4.1 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 20	RA 103/12 100 DA 773			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WAAS	APP CRS	Rwy Idg	7200
CH 65605	019°	TDZE	682
W02A		Apt Elev	682

RNAV (GPS) RWY 2

CHATTANOOGA/LOVELL FIELD (CHA)

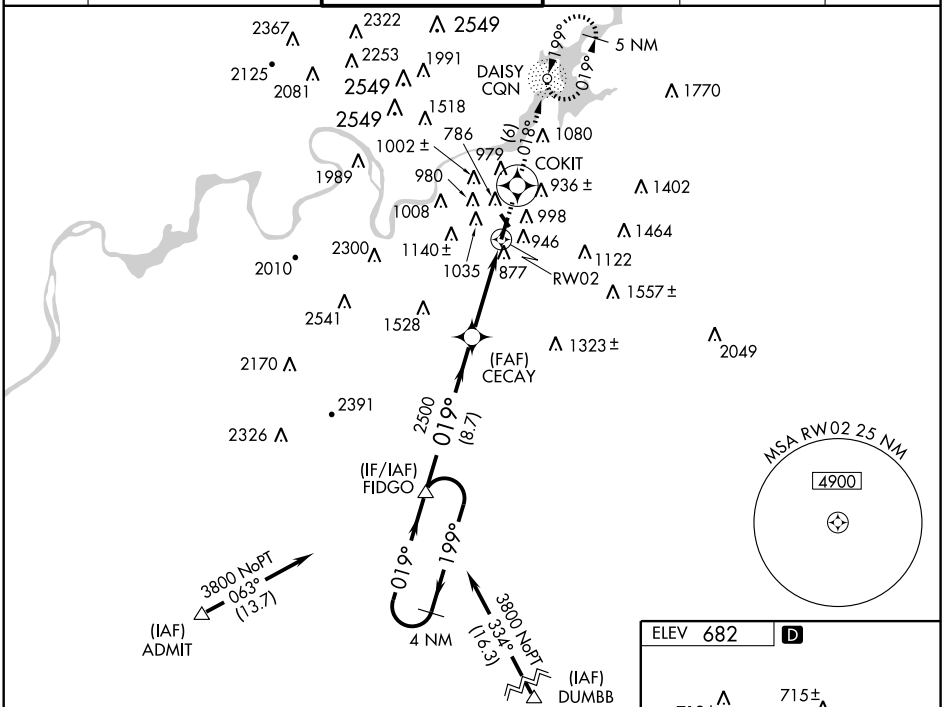
If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 1058 feet, increase LNAV/VNAV DA to 1243 feet; increase all MDAs 80 feet. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16° C (4° F).

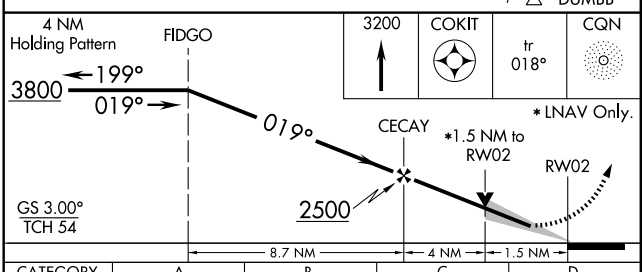
ASR

MALSR

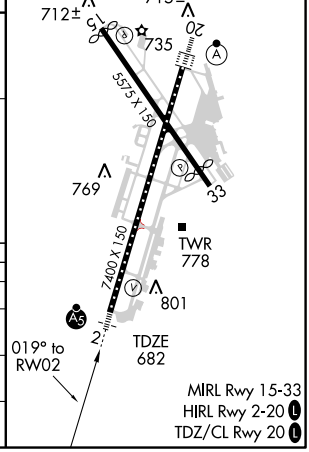
MISSED APPROACH: Climb to 3200 direct COKIT and via 018° track to CQN NDB and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	996/24	314 (400-½)		
LNAV/VNAV DA	1181/60	499 (500-1¼)		
LNAV MDA	1200/24	518 (600-½)	1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1¾ 618 (700-1¾)	1340-1¾ 658 (700-1¾)		1460-2½ 778 (800-2½)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5470
147°	TDZE	671
	Apt Elev	682

RNAV (GPS) RWY 15

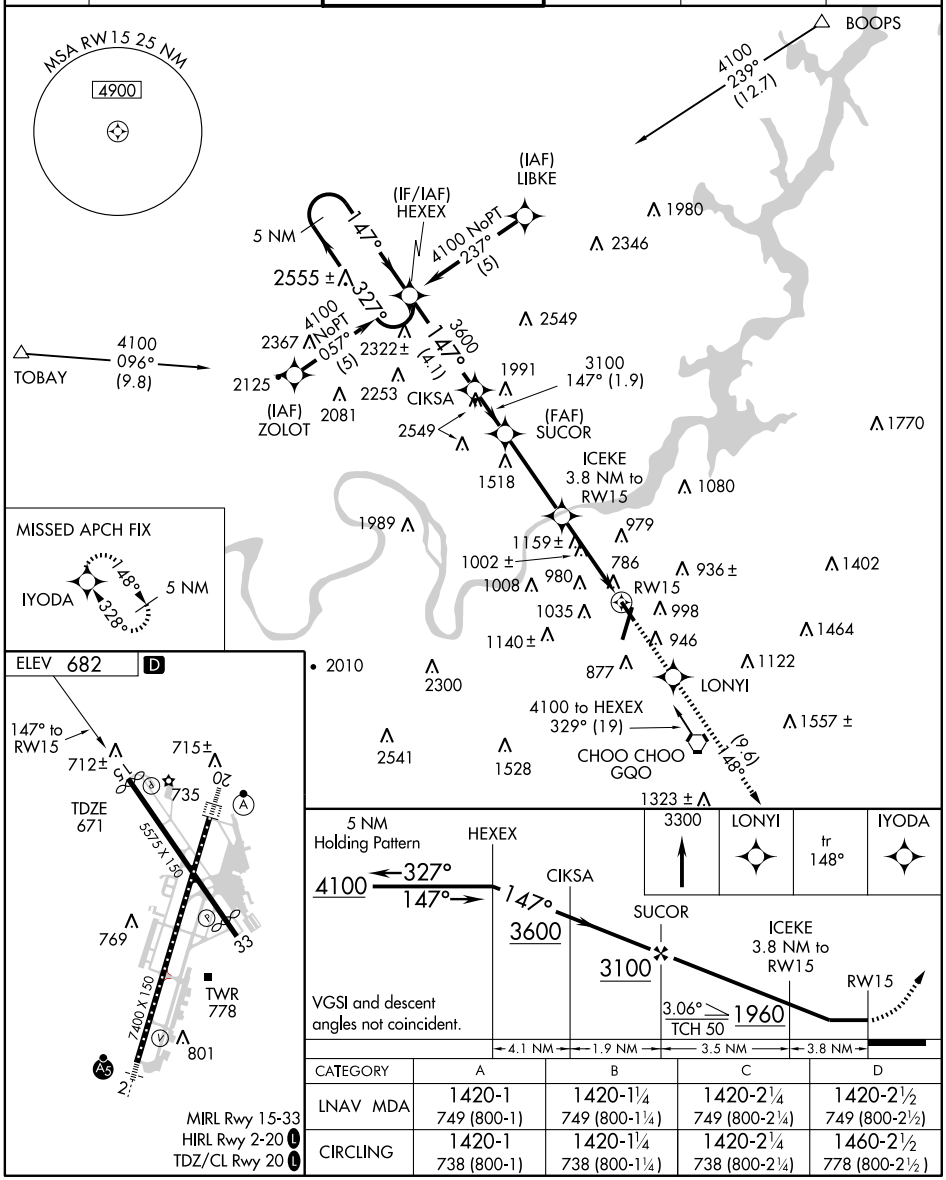
CHATTANOOGA/LOVELL FIELD (CHA)

ASR

If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSI inoperative, straight-in/Circling Rwy 15 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct LONYI and via 148° track to IYODA and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	1420-1 749 (800-1)	1420-1¼ 749 (800-1¼)	1420-2¼ 749 (800-2¼)	1420-2½ 749 (800-2½)
CIRCLING	1420-1 738 (800-1)	1420-1¼ 738 (800-1¼)	1420-2¼ 738 (800-2¼)	1460-2½ 778 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7400
CH 70305	199°	TDZE	673
W20A		Apt Elev	682

RNAV (GPS) RWY 20

CHATTANOOGA/LOVELL FIELD (CHA)

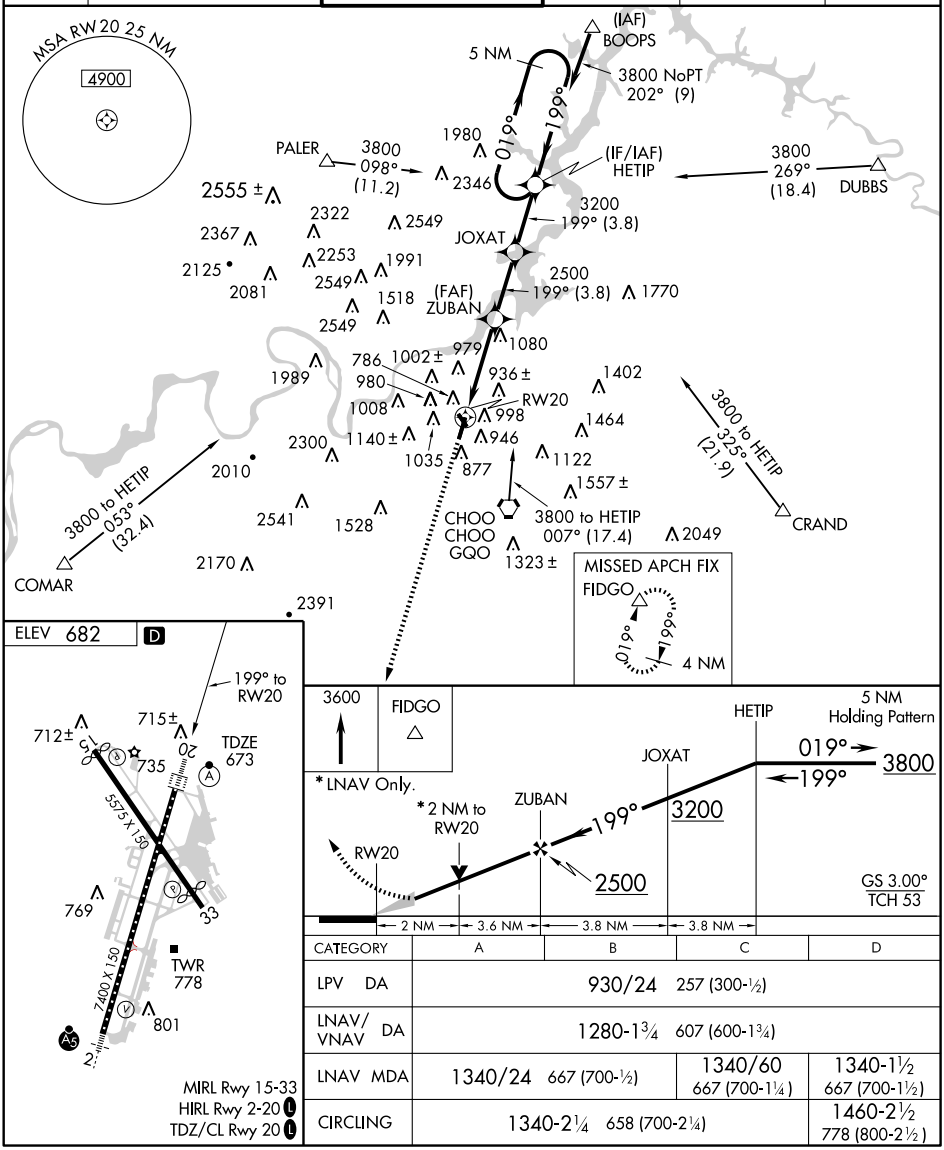
If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 992 feet; increase LNAV/VNAV DA to 1342 feet; increase all MDAs 80 feet. For inoperative ALSF, increase LPV visibility to 1, all Cats. DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16° C (4° F).

ASR

ALSF-2

MISSED APPROACH: Climb to 3600 direct FIDGO and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



CATEGORY	A	B	C	D
LPV DA	930/24 257 (300-½)			
LNAV/VNAV DA	1280-1¾ 607 (600-1¾)			
LNAV MDA	1340/24 667 (700-½)		1340/60 667 (700-1¼)	1340-1½ 667 (700-1½)
CIRCLING	1340-2¼ 658 (700-2¼)			1460-2½ 778 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
328°	TDZE	671
	Apt Elev	682

RNAV (GPS) RWY 33

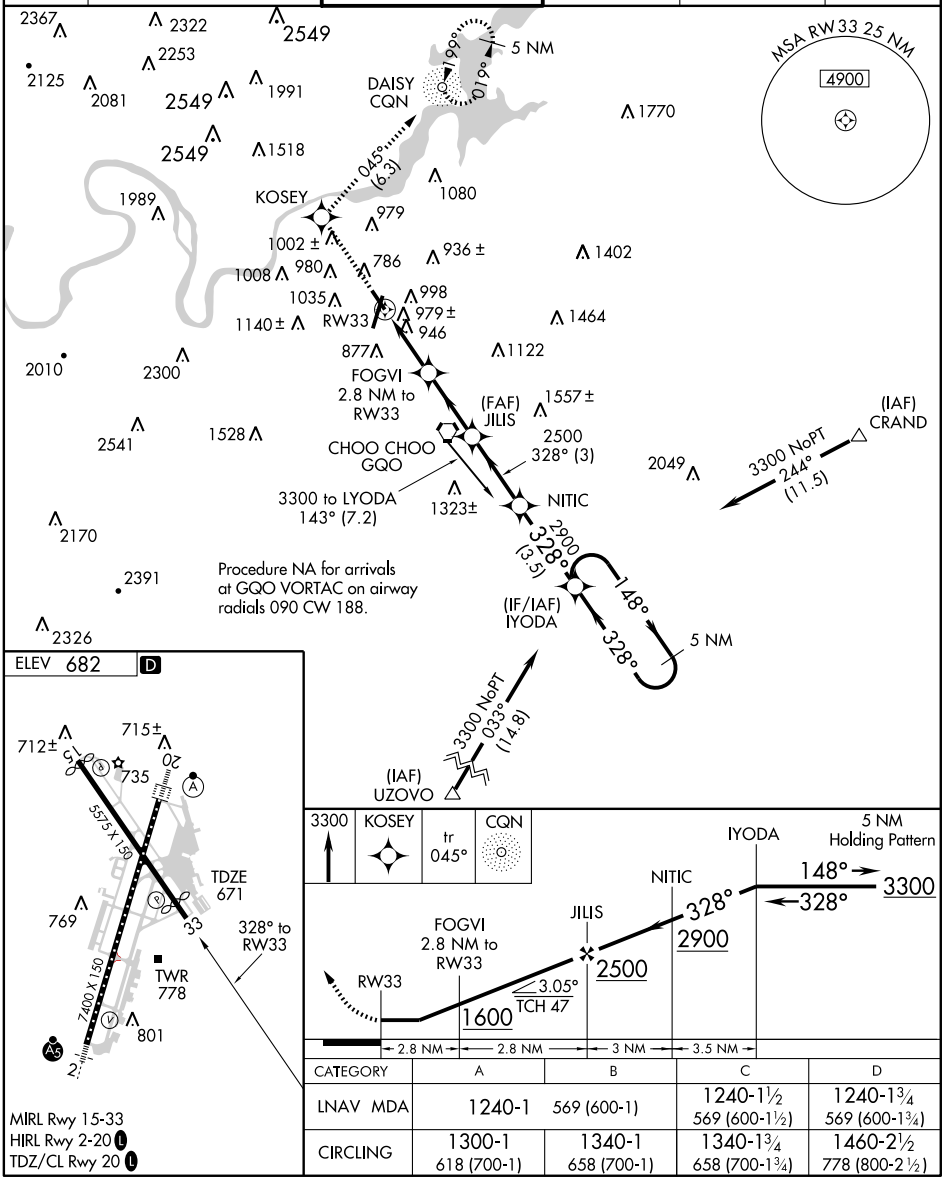
CHATTANOOGA/LOVELL FIELD (CHA)

ASR

If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSI inoperative, straight-in/Circling Rwy 33 NA at night. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3300 direct KOSEY and via 045° track to CQN NDB and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	1240-1	569 (600-1)	1240-1½ 569 (600-1½)	1240-1¾ 569 (600-1¾)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GQO	APP CRS	Rwy Idg	5000
115.8	332°	TDZE	671
Chan 105		Apt Elev	682

VOR RWY 33

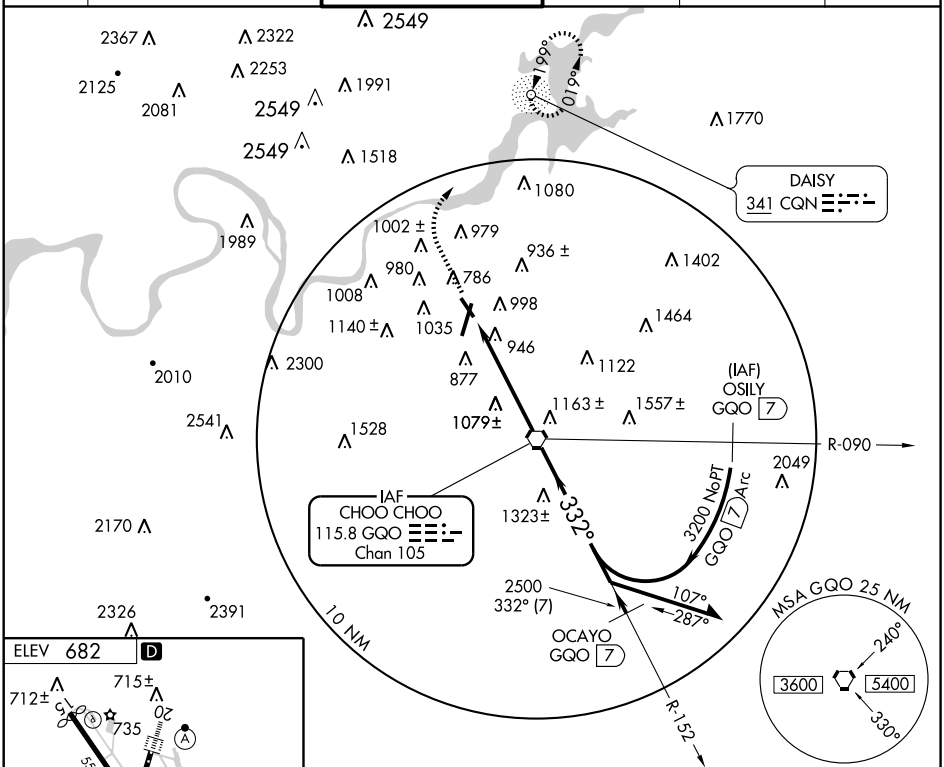
CHATTANOOGA/LOVELL FIELD (CHA)

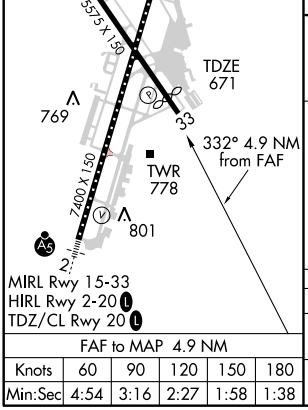
ASR

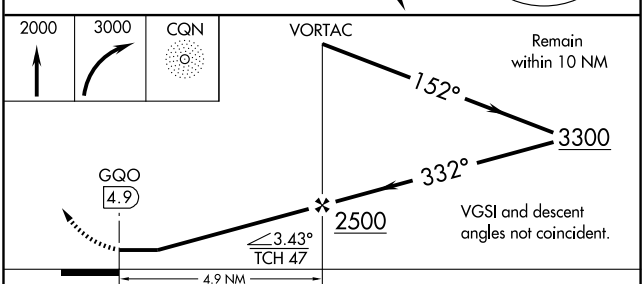
When local altimeter setting not received, use Dalton altimeter setting and increase all MDA 80 feet: increase S-33 visibility Cat B ¼, Cat C/D ½, and Circling visibility Cat C ½and Cat D¼ mile. When control tower closed, straight-in minimums NA. ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CQN NDB and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-33	1340-1	669 (700-1)	1340-1¾ 669 (700-1¾)	1340-2 669 (700-2)
CIRCLING	1340-1	658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-CKV	APP CRS	Rwy Idg	6000
111.7	347°	TDZE	550
		Apt Elev	550

LOC RWY 35

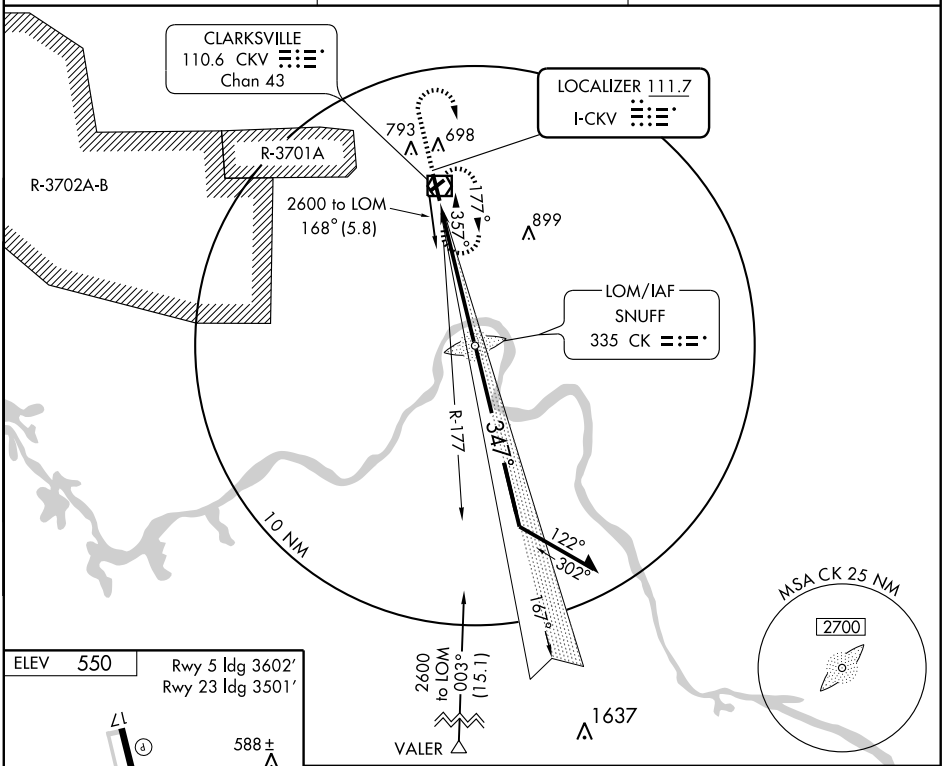
CLARKSVILLE/OUTLAW FIELD (CKV)

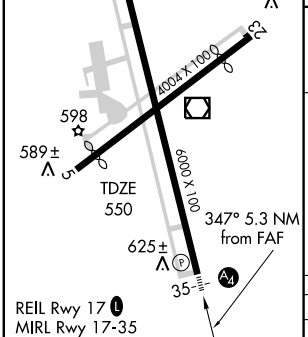
Inoperative table does not apply.
Circling not authorized west of Rwy 17-35.
ADF REQUIRED

MALS

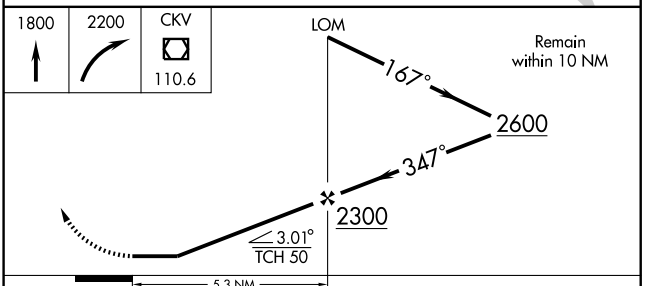
MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF)





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-35	1000-1 450 (500-1)		1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)
CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
167°	TDZE	541
	Apt Elev	550

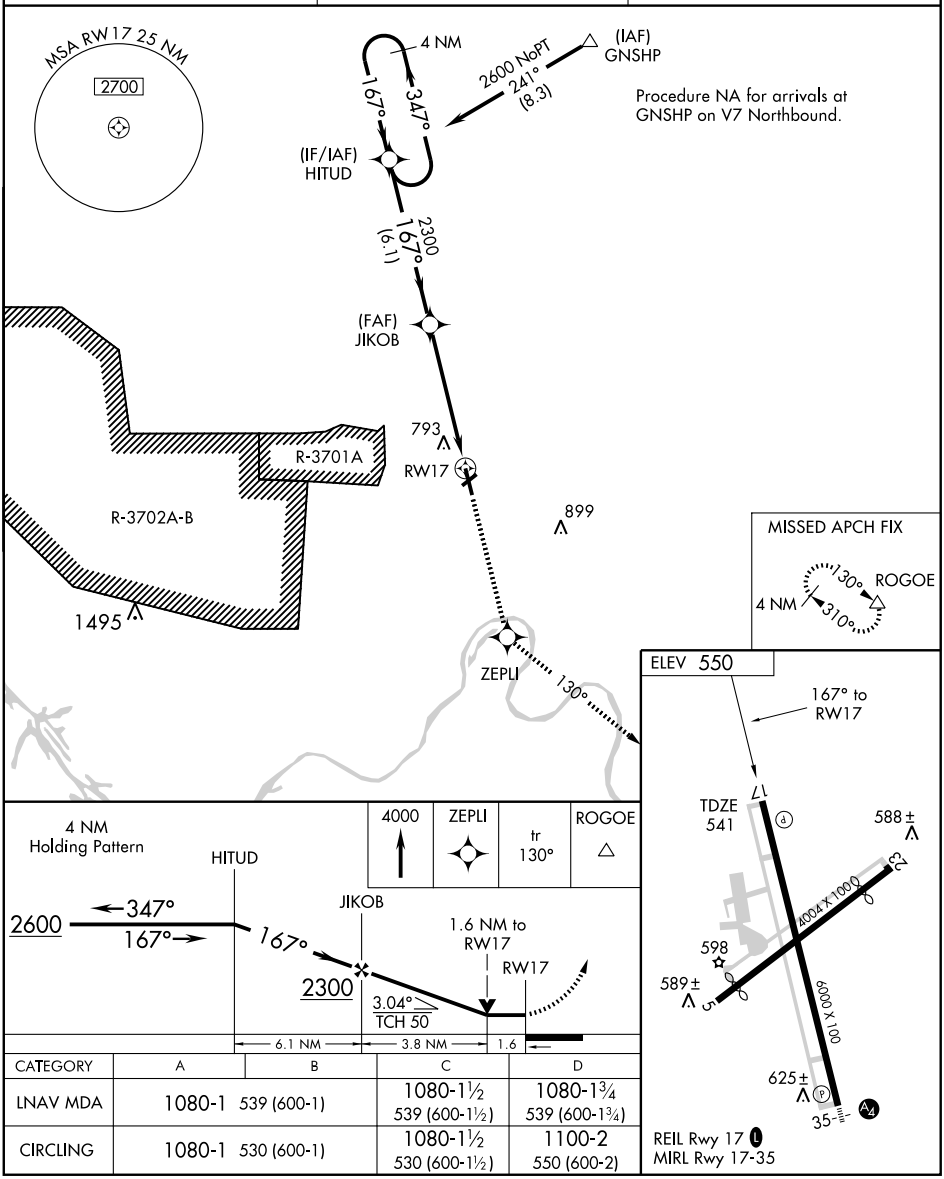
RNAV (GPS) RWY 17

CLARKSVILLE/OUTLAW FIELD (CKV)

Circling NA West of Rwy 17-35. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hopkinsville altimeter setting and increase all MDA 40 feet. VDP NA with Hopkinsville altimeter setting.

MISSED APPROACH: Climb to 4000 direct ZEPLI and on track 130° to ROGOE and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1	539 (600-1)	1080-1½ 539 (600-1½)	1080-1¾ 539 (600-1¾)
CIRCLING	1080-1	530 (600-1)	1080-1½ 530 (600-1½)	1100-2 550 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 58300	347°	TDZE	550
W35A		Apt Elev	550

RNAV (GPS) RWY 35

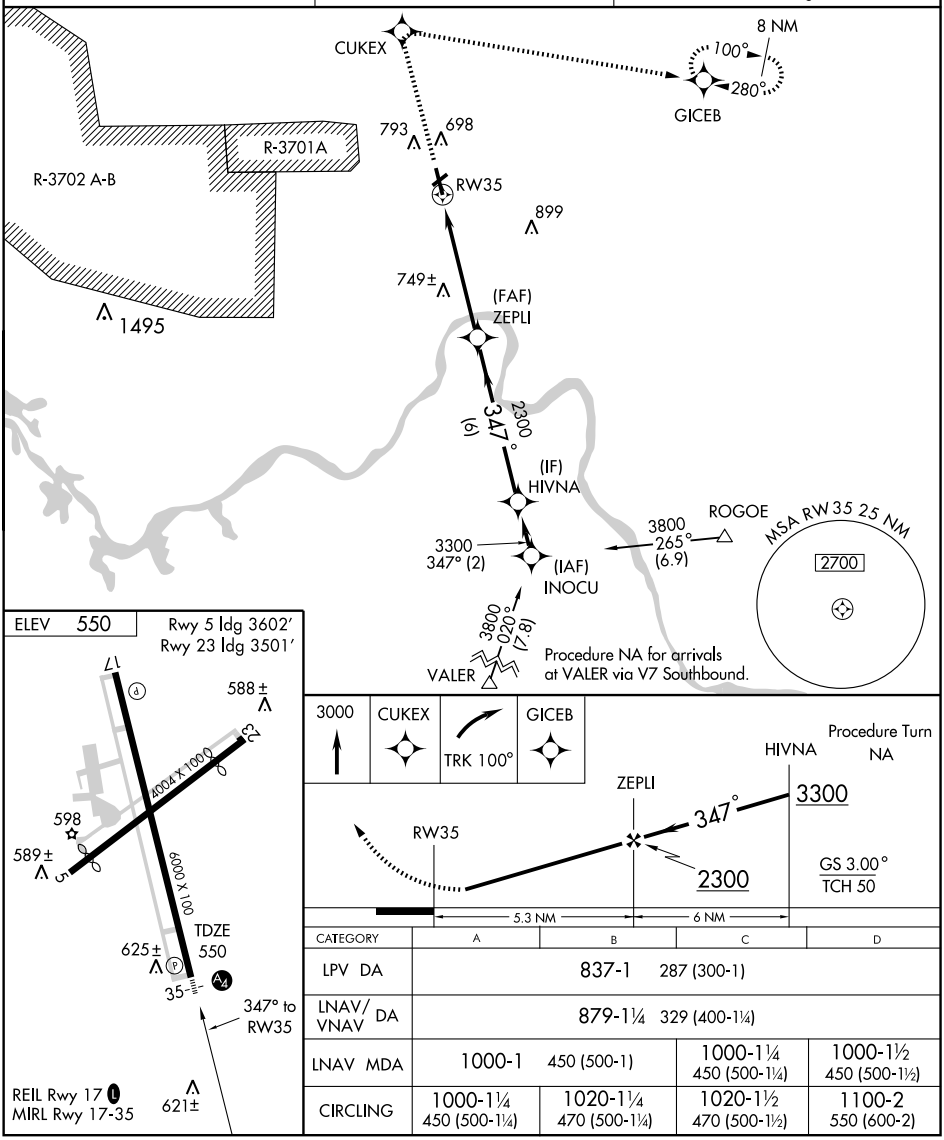
CLARKSVILLE/ OUTLAW FIELD (CKV)

Inoperative table does not apply. Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hopkinsville altimeter setting and increase LPV DA to 872, LNAV/VNAV DA to 914, and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Baro-VNAV NA when using Hopkinsville altimeter setting.

MALS

MISSED APPROACH: Climb to 3000 direct CUKEX and right turn via 100° track to GICEB and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	837-1 287 (300-1)			
LNAV/ VNAV DA	879-1¼ 329 (400-1¼)			
LNAV MDA	1000-1 450 (500-1)		1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)
CIRCLING	1000-1¼ 450 (500-1¼)	1020-1¼ 470 (500-1¼)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME CKV 110.6 Chan 43	APP CRS 357°	Rwy Idg 6000 TDZE 550 Apt Elev 550

VOR RWY 35

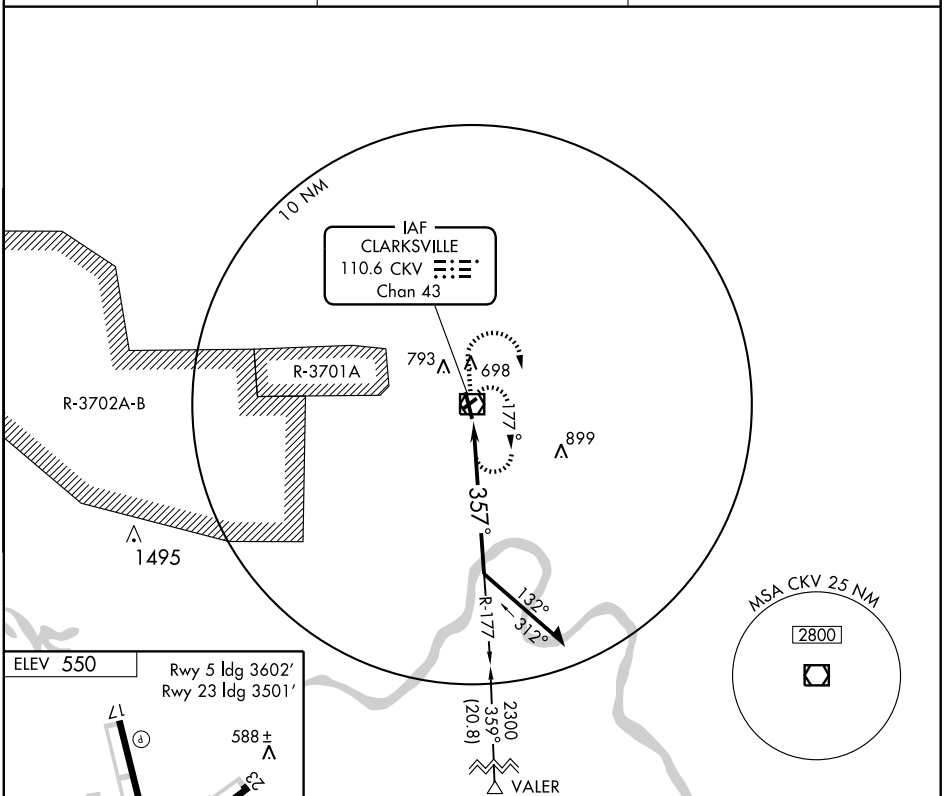
CLARKSVILLE/ OUTLAW FIELD (CKV)

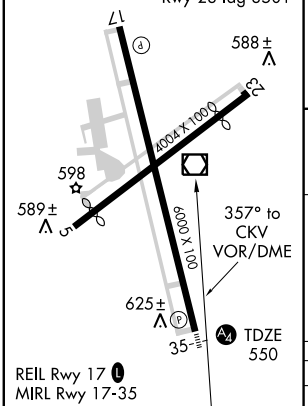
Inoperative table does not apply.
Circling not authorized west of Rwy 17-35.

MALS

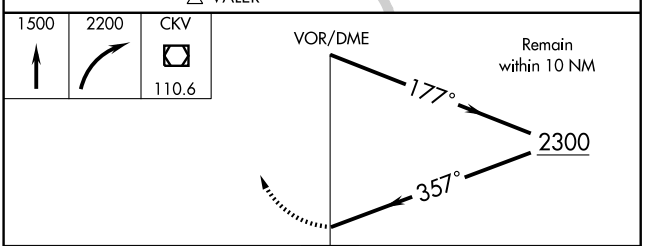
MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L





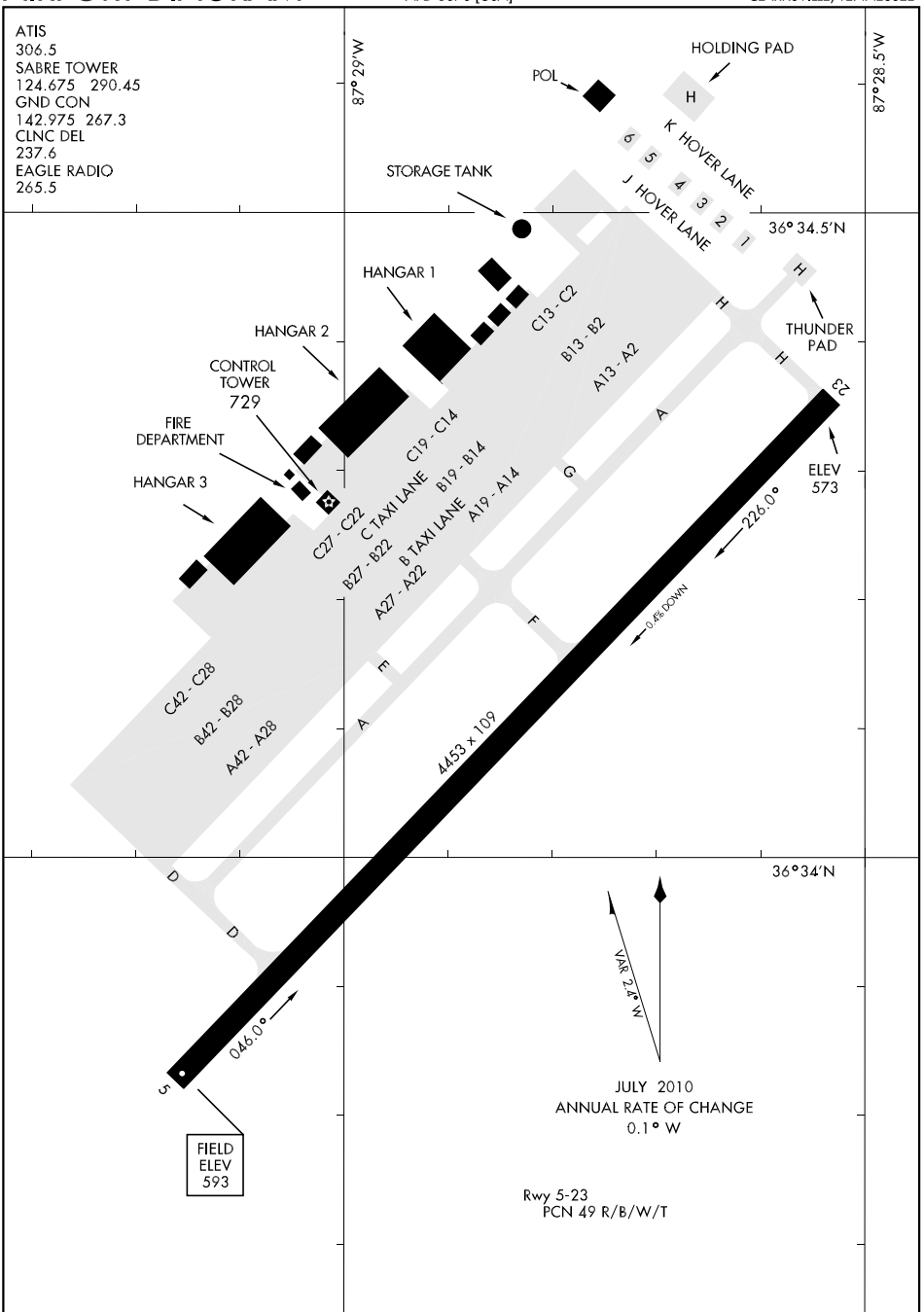
Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-35	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)
CIRCLING	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-2 570 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

COPTER NDB 303°

LOM CK	APCH CRS	Rwy Idg / TDZE / Arpt Elev
335	303°	N/A / N/A / 593

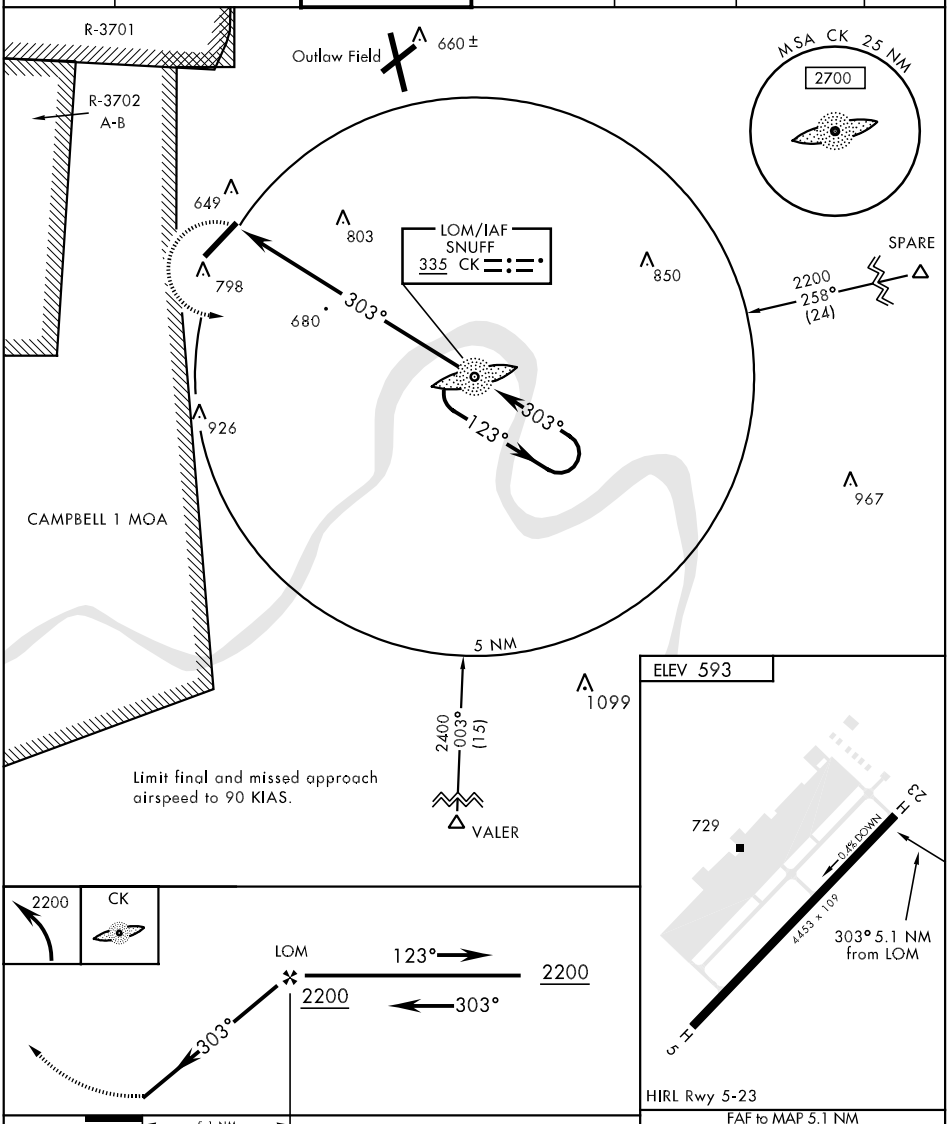
AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	



FAF to MAP 5.1 NM

CATEGORY	COPTER	Knots	45	60	75	90	105
H-303 °	1080 - ½ 487 (500-½)	Min:Sec	6:48	5:06	4:05	3:24	2:55

36° 34'N-87° 29'W

COPTER NDB 303°

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

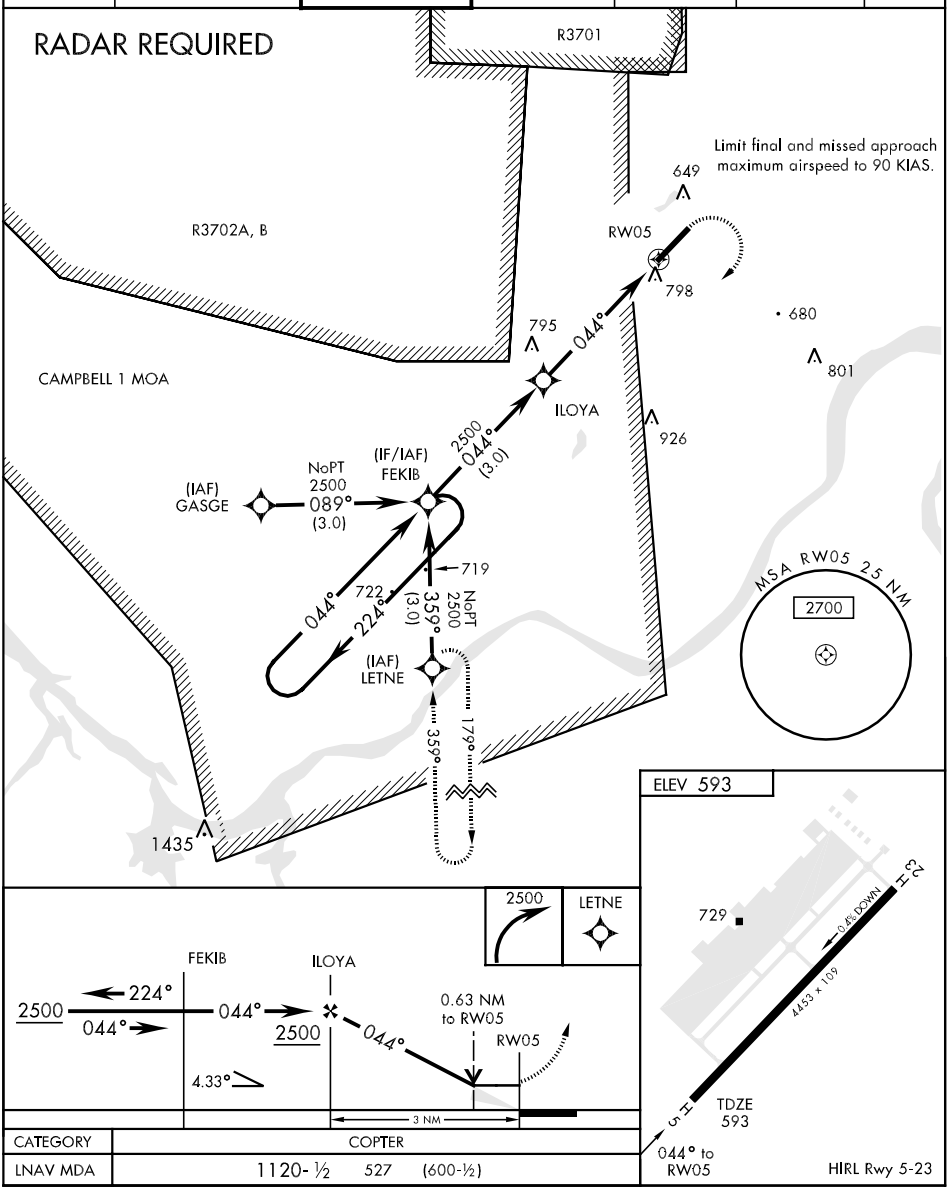
APCH CRS	Rwy Idg	4453
044°	TDZE	593
	Arpt Elev	593

AL-6373 [USA]

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	



CATEGORY	COPTER
LNAV MDA	1120- ½ 527 (600-½)

SE-1, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	4453
224°	TDZE	587
	Arpt Elev	593

AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2100 direct TAGDE and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	

RADAR REQUIRED

CAMPBELL 1 MOA

R3701

R3702A, B

OUTLAW FIELD

(IAF) CIGYA

621

825

NoPT 2100 179° (3.0)

044°

224°

NoPT 2100 269° (3.0)

089°

269°

(IAF) TAGDE

609

2100 224° (3.0)

(IF/IAF) JAVTA

GUNBE

649

RW23

Limit final and missed approach maximum airspeed to 90 KIAS.

798

680

801

902

MSA RW23 25 NM

2700

850

ELEV 593

224° to RW23

608

729

TDZE 587

617

0.4% DOWN

4453 x 109

HIRL Rwy 5-23

2100 TAGDE

GUNBE JAVTA

044° 2100

224°

2100

0.52 NM to RW23

RW23

3.39°

3 NM

CATEGORY	COPTER
LNAV MDA	1020-½ 433 (500-½)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

COPTER VOR RWY 23

VOR/DME CKV	APCH CRS	Rwy Idg	4453
110.6	227°	TDZE	587
Chan 43		Arpt Elev	593

AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	

Limit final and missed approach airspeed to 90 KIAS.

608

624

IAF
CLARKSVILLE
110.6 CKV
Chan 43

R-047

272°
092°

227°
047°

CAMPBELL 1 MOA

R-3701

R-3702
A-B

800
695
OUTLAW FIELD
623 ±

902

709

798

680

801

5 NM

MSA CKV 25 NM
2800

850

2400
359°
(20.8)

VALER

ELEV 593

227° 4.2 NM from VOR/DME

729

TDZE 587

0.4% DOWN

4453 x 109

HIRL Rwy 5-23

2200 CKV

VOR/DME

047°

Remain within 5 NM

3.1

227°

2100

2100

1.1 NM

3.1 NM

FAF to MAP 4.2 NM

Knots	45	60	75	90	105
Min:Sec	5:36	4:12	3:22	2:48	2:24

CATEGORY	COPTER
H-23	1000-½ 413 (500-½)

36° 34'N-87° 29'W

SABRE AHP (FORT CAMPBELL) (KEOD)
COPTER VOR RWY 23

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

NDB HDI	APP CRS	Rwy Idg	3300
369	048°	TDZE	874
		Apt Elev	874

NDB RWY 3

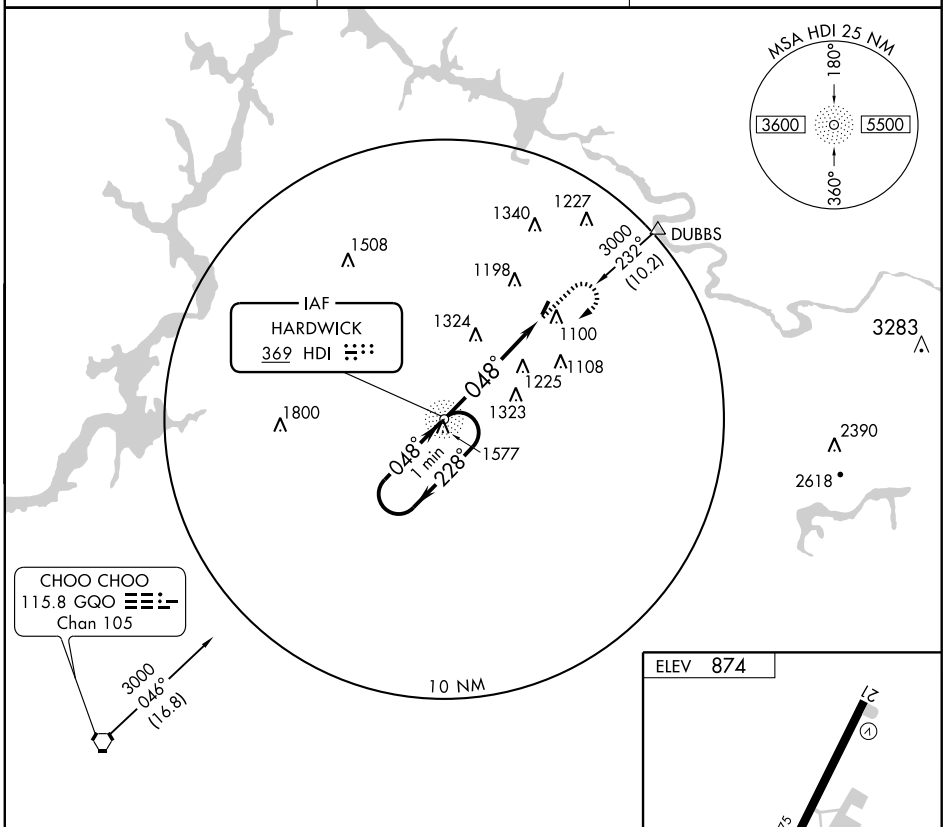
CLEVELAND/ HARDWICK FIELD (HDI)

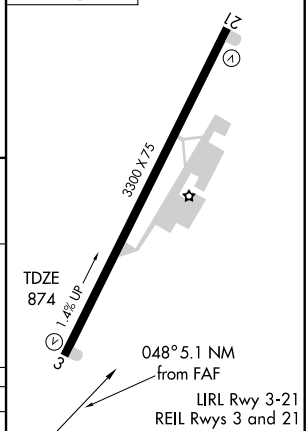
Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

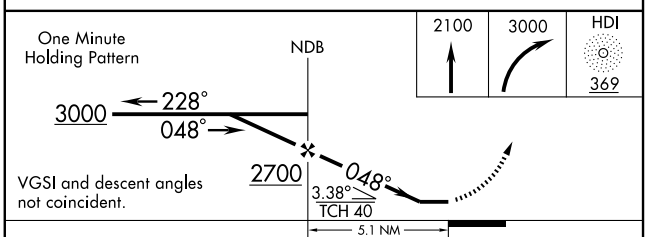
NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct HDI NDB and hold.

MCMINN COUNTY AWOS-3	CHATTANOOGA APP CON★	UNICOM
125.425	125.1 379.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-3	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA
CIRCLING	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3300
030°	TDZE	874
	Apt Elev	874

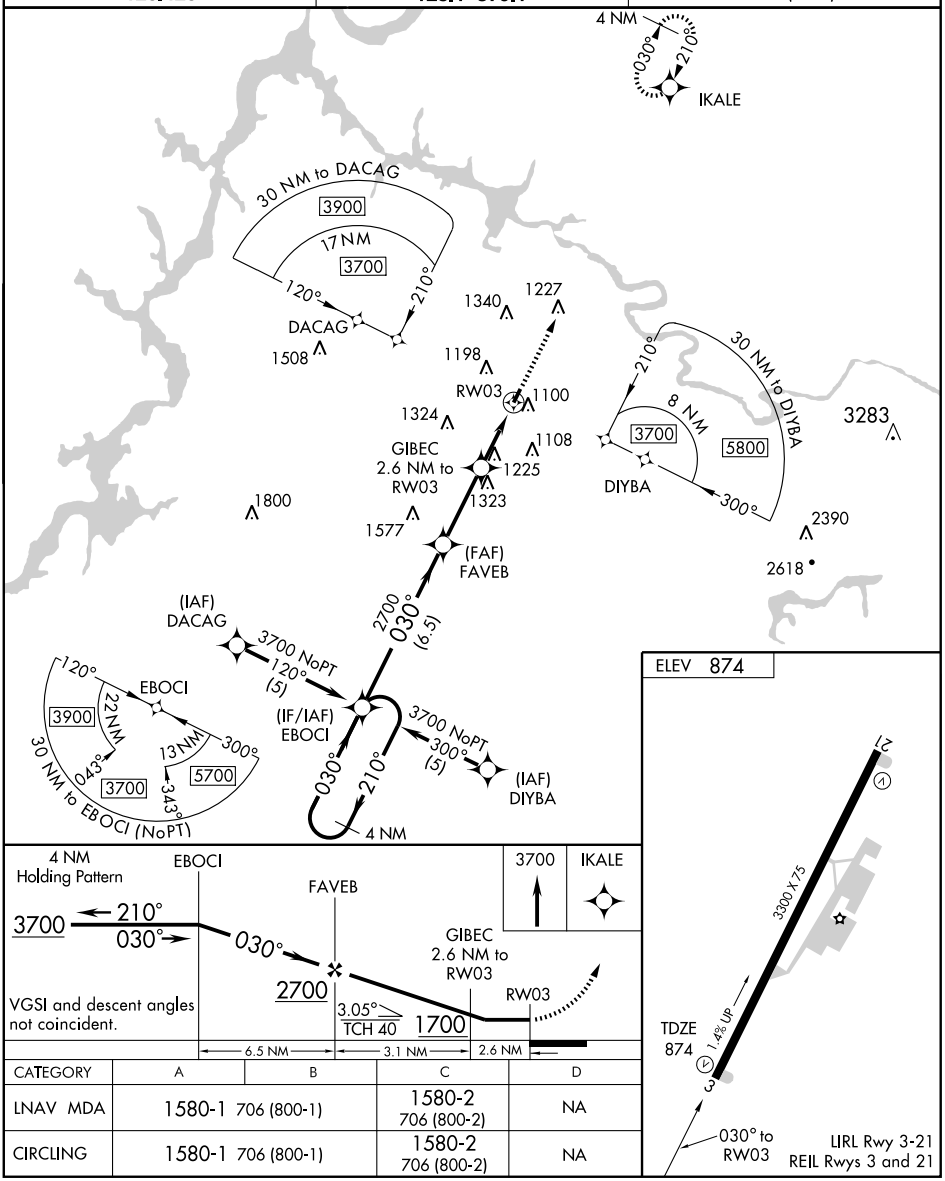
RNAV (GPS) RWY 3

CLEVELAND/ HARDWICK FIELD (HDI)

Procedure NA at night.
DME/DME RNP-0.3 NA.
NA Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3700 direct IKALE and hold.

MCMINN COUNTY AWOS-3	CHATTANOOGA APP CON ★	UNICOM
125.425	125.1 379.1	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1580-1 706 (800-1)		1580-2 706 (800-2)	NA
CIRCLING	1580-1 706 (800-1)		1580-2 706 (800-2)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
210°	Rwy Idg	3300
	TDZE	874
	Apt Elev	874

RNAV (GPS) RWY 21

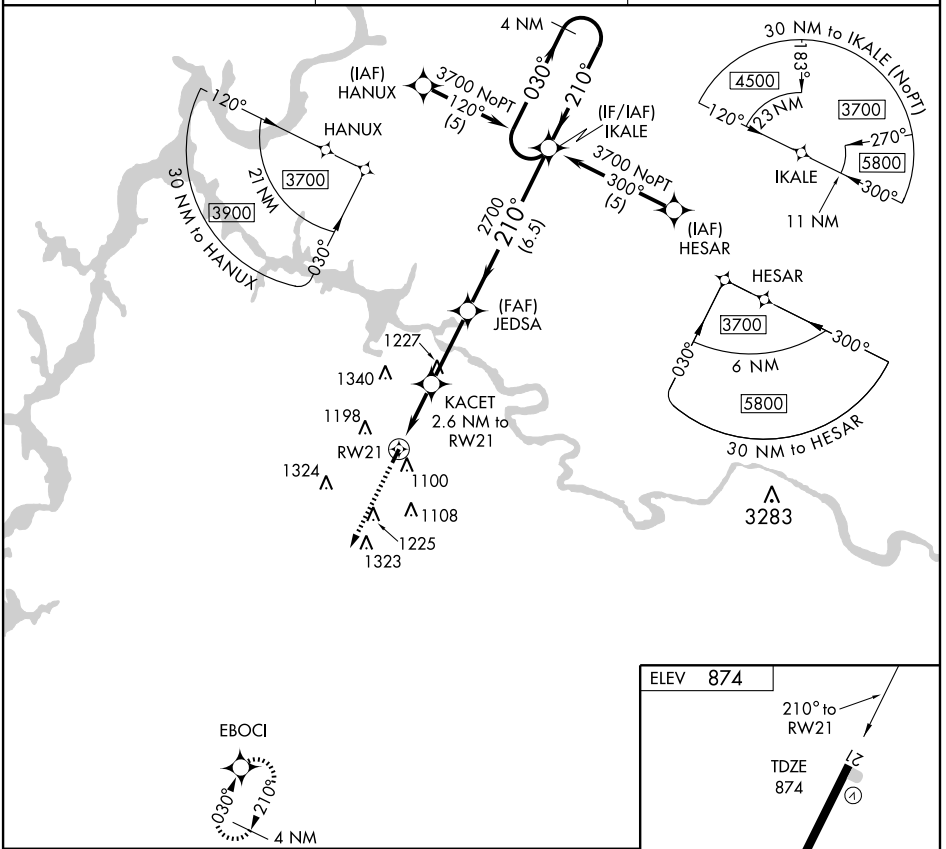
CLEVELAND/ HARDWICK FIELD (HDI)

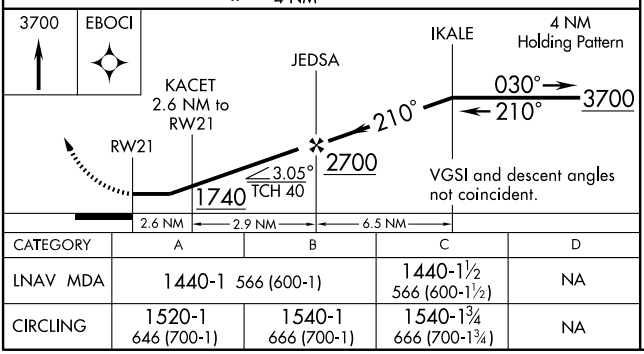
Procedure NA at night. DME/DME RNP-0.3 NA.
Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

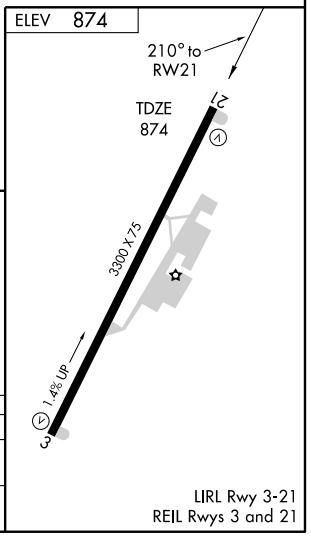
NA

MISSED APPROACH: Climb to 3700 direct EBOCI and hold.

MCMINN COUNTY AWOS-3	CHATTANOOGA APP CON ★	UNICOM
125.425	125.1 379.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1440-1 566 (600-1)		1440-1½ 566 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1540-1 666 (700-1)	1540-1¾ 666 (700-1¾)	NA

LIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5999
055°	TDZE	670
	Apt Elev	681

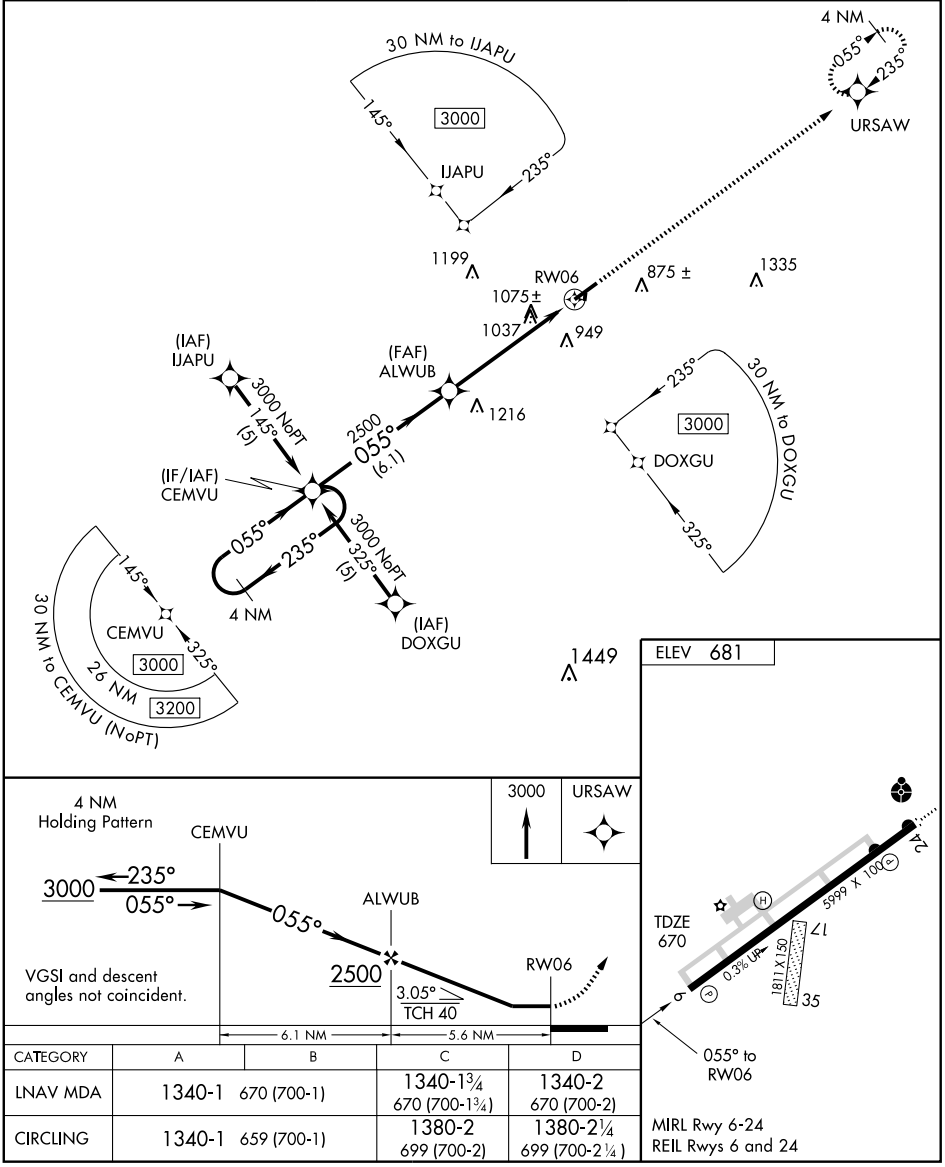
RNAV (GPS) RWY 6

COLUMBIA/ MAURY COUNTY (MRC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all MDA 120 feet and increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile, Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct URSAW and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1	670 (700-1)	1340-1¾ 670 (700-1¾)	1340-2 670 (700-2)
CIRCLING	1340-1	659 (700-1)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5999
CH 69515	235°	TDZE	681
W24A		Apt Elev	681

RNAV (GPS) RWY 24

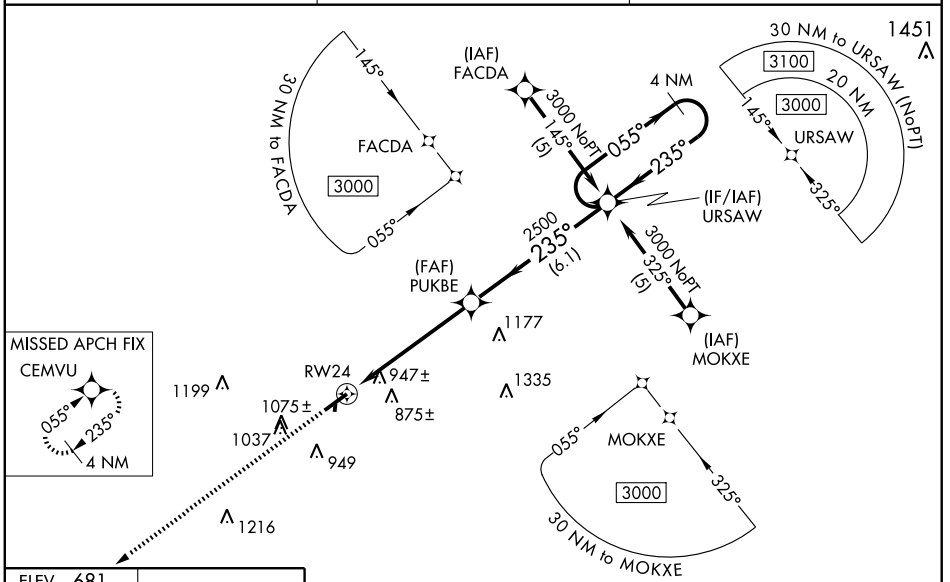
COLUMBIA/ MAUNY COUNTY (MRC)

Inoperative table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 109 feet and all MDA 120 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

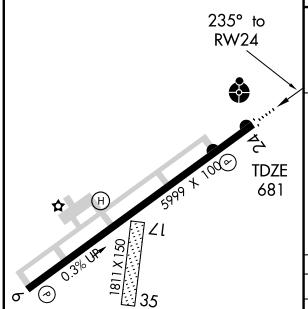
ODALS

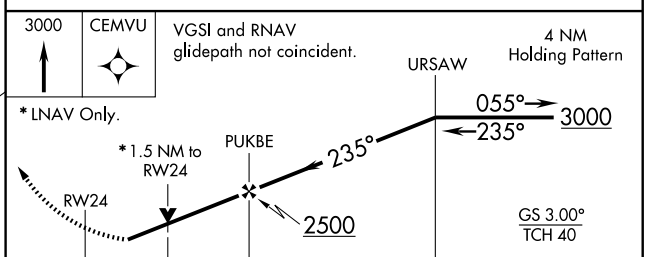
MISSED APPROACH: Climb to 3000 direct CEMVU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L



ELEV 681





CATEGORY	A	B	C	D
LPV DA	981-1 300 (300-1)			
LNAV/VNAV DA	1329-2¼ 648 (700-2¼)			
LNAV MDA	1200-¾ 519 (600-¾)		1200-1½ 519 (600-1½)	1200-1¾ 519 (600-1¾)
CIRCLING	1260-1 579 (600-1)		1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GHM	APP CRS	Rwy Idg	N/A
111.6	137°	TDZE	N/A
Chan 53		Apt Elev	681

VOR/DME-A

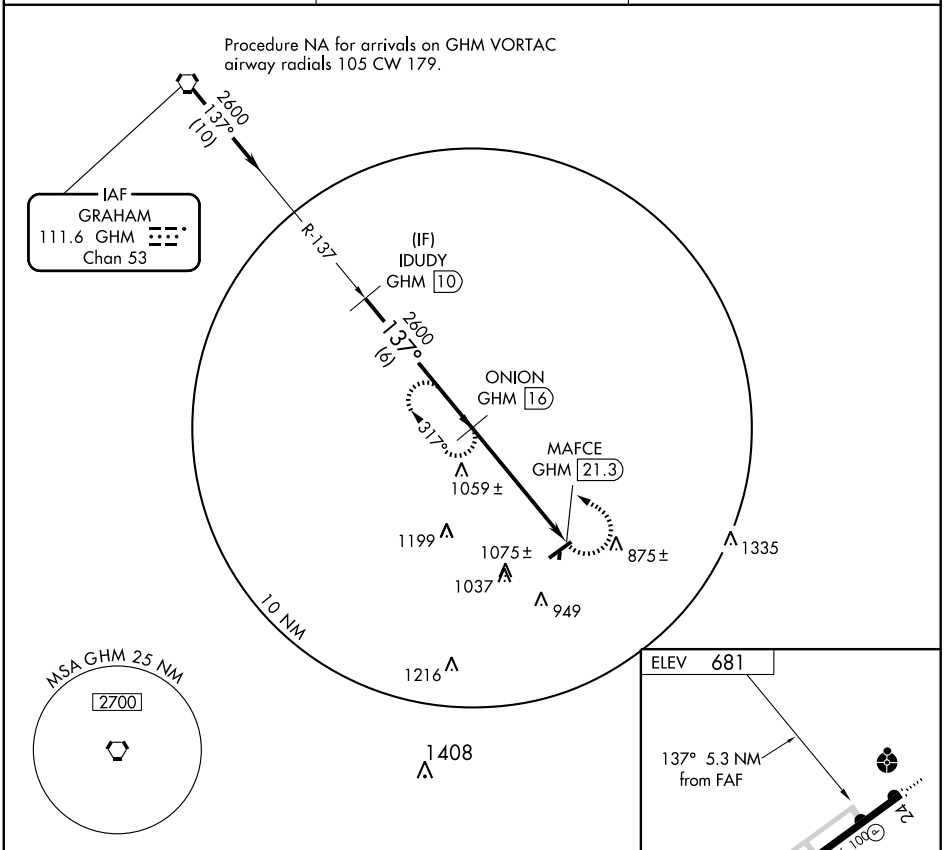
COLUMBIA/ MAURY COUNTY (MRC)

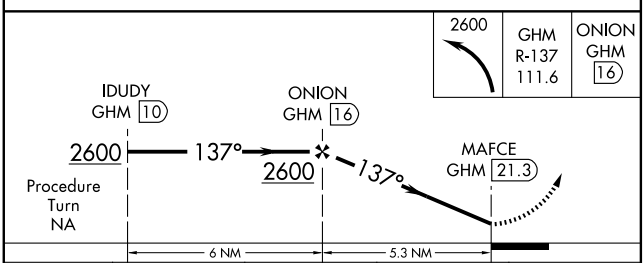
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cats C and D visibility ½ mile.

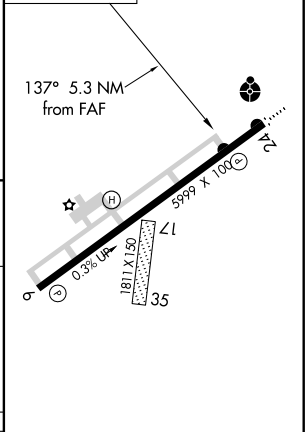
MISSED APPROACH: Climbing left turn to 2600 via GHM VORTAC R-137 to ONION/GHM 16 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L

Procedure NA for arrivals on GHM VORTAC airway radials 105 CW 179.







CATEGORY	A	B	C	D
CIRCLING	1320-1 639 (700-1)	1320-1¼ 639 (700-1¼)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5004
007°	TDZE	280
	Apt Elev	280

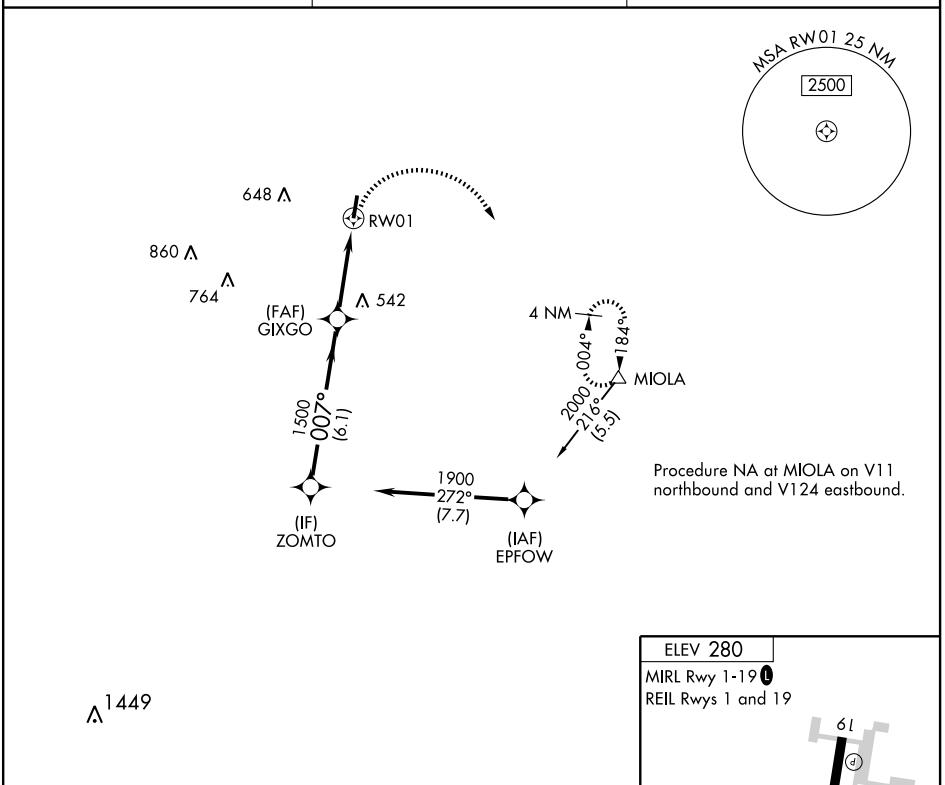
RNAV (GPS) RWY 1

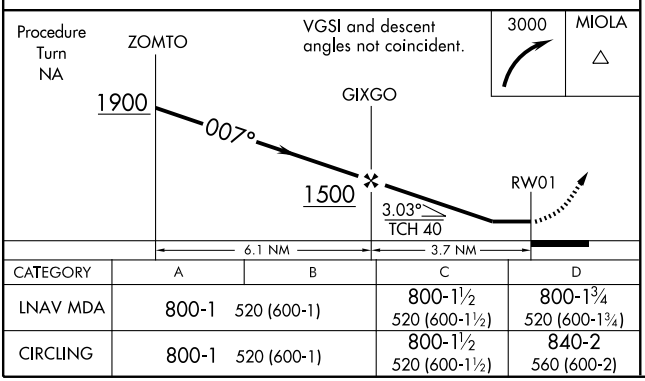
COVINGTON MUNI (MØ4)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Memphis altimeter setting and increase all MDA 100 feet and increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile.

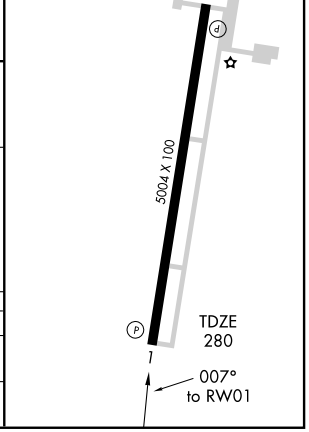
MISSED APPROACH: Climbing right turn to 3000 direct MIOLA and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.575	125.8 338.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	800-1	520 (600-1)	800-1½ 520 (600-1½)	800-1¾ 520 (600-1¾)
CIRCLING	800-1	520 (600-1)	800-1½ 520 (600-1½)	840-2 560 (600-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

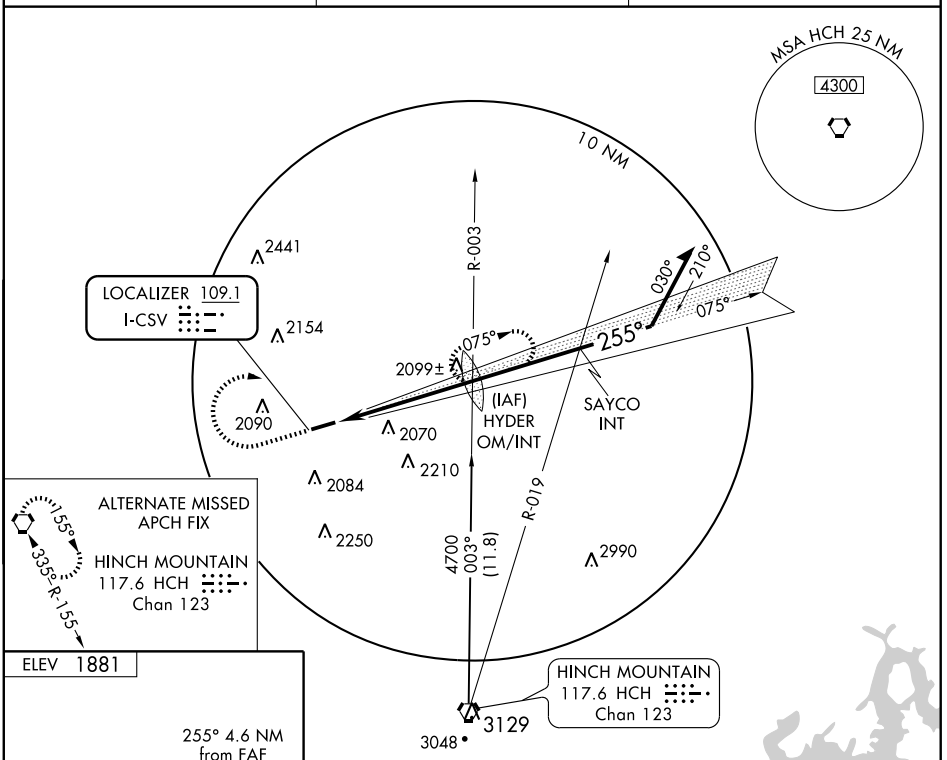
LOC I-CSV	APP CRS	Rwy Idg	5418
109.1	255°	TDZE	1871
		Apt Elev	1881

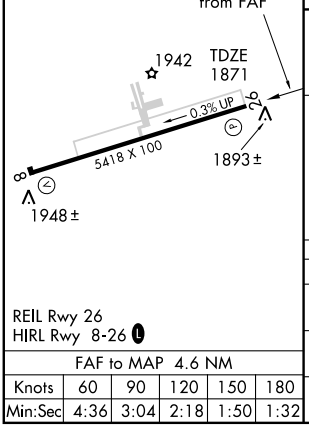
ILS or LOC RWY 26

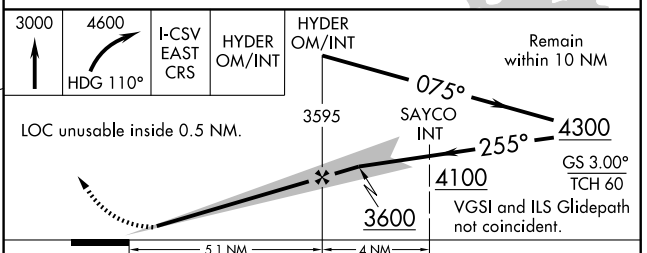
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

MISSED APPROACH: Climb to 3000 then climbing right turn to 4600 via heading 110° and I-CSV East course to HYDER OM/INT and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF)







CATEGORY	A	B	C	D
S-ILS 26	2090-¾ 219 (300-¾)			
S-LOC 26	2360-1 489 (500-1)		2360-1¼ 489 (500-1¼)	2360-1½ 489 (500-1½)
CIRCLING	2360-1 479 (500-1)		2360-1½ 479 (500-1½)	2440-2 559 (600-2)

REIL Rwy 26
HIRL Rwy 8-26

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5418
CH 65911	256°	TDZE	1871
W26A		Apt Elev	1881

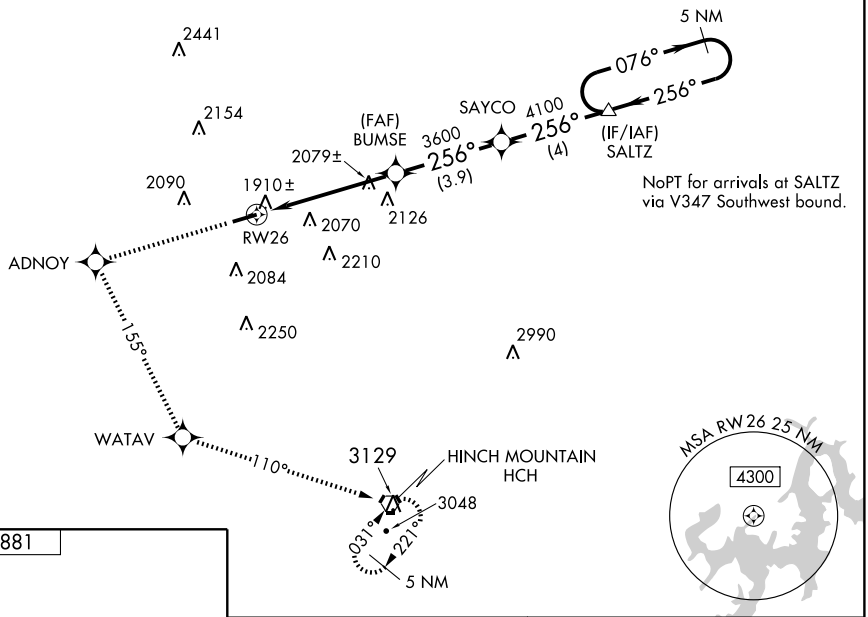
RNAV (GPS) RWY 26

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

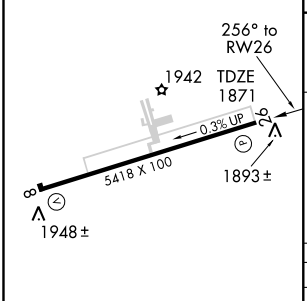
MISSED APPROACH: Climb to 5000 direct ADNOY and left turn via 155° track to WATAV and via 110° track to HCH VORTAC and hold.

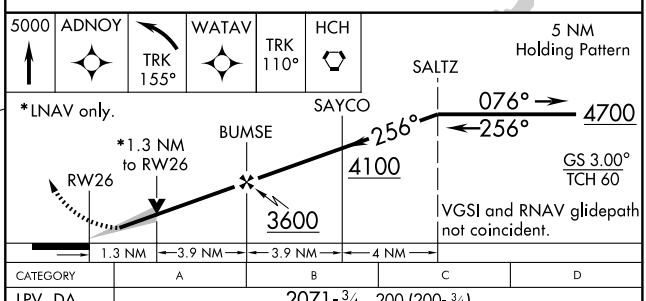
ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LPV DA	2071-¾ 200 (200-¾)			
LNAV/VNAV DA	2170-1 299 (300-1)			
LNAV MDA	2340-1 469 (500-1)		2340-1¼ 469 (500-1¼)	2340-1½ 469 (500-1½)
CIRCLING	2340-1 459 (500-1)		2340-1½ 459 (500-1½)	2440-2 559 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 L

VORTAC HCH	APP CRS	Rwy Idg	N/A
117.6	335°	TDZE	N/A
Chan 123		Apt Elev	1881

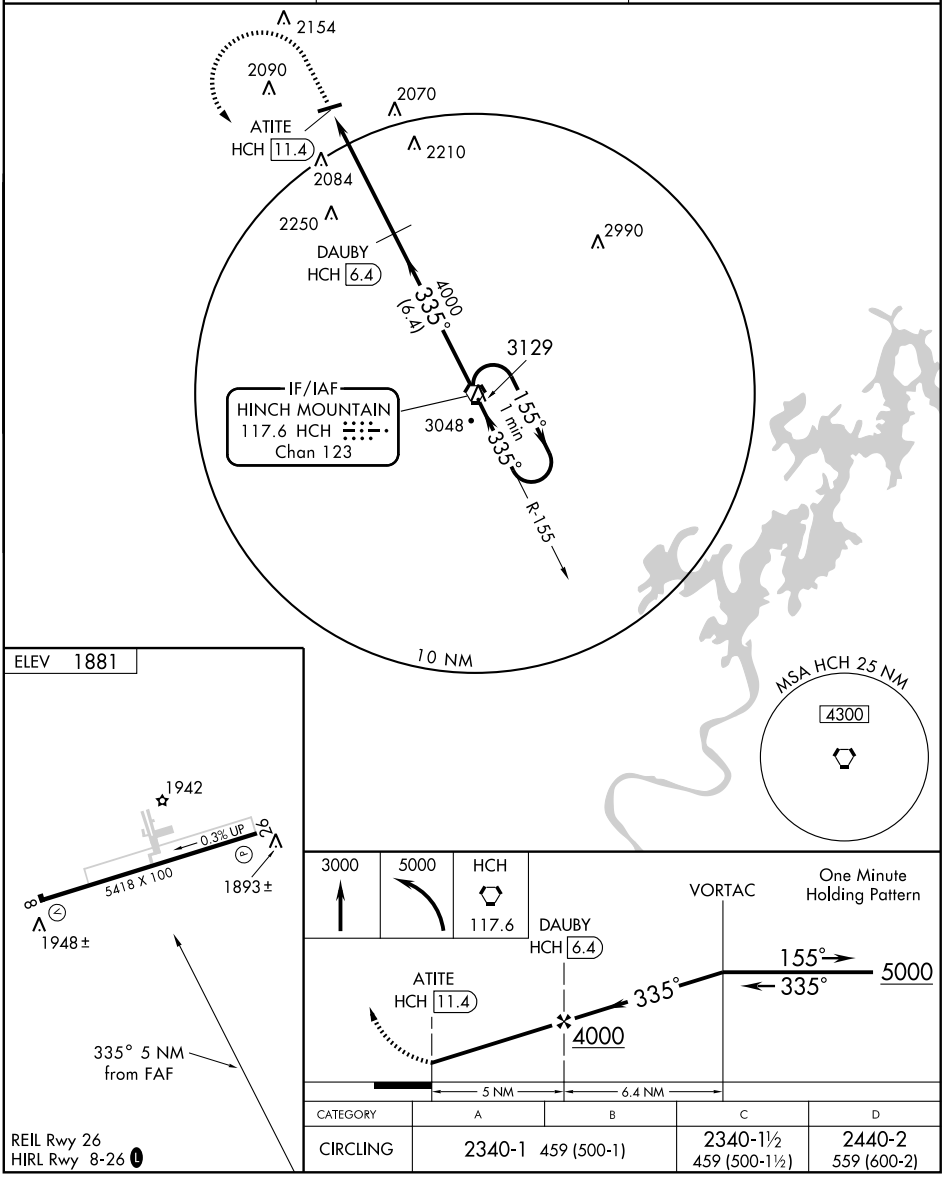
VOR/DME-A

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

NA

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct HCH VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2340-1 459 (500-1)		2340-1½ 459 (500-1½)	2440-2 559 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB DTE	APP CRS	Rwy Idg	5000
394	041°	TDZE	715
		Apt Elev	719

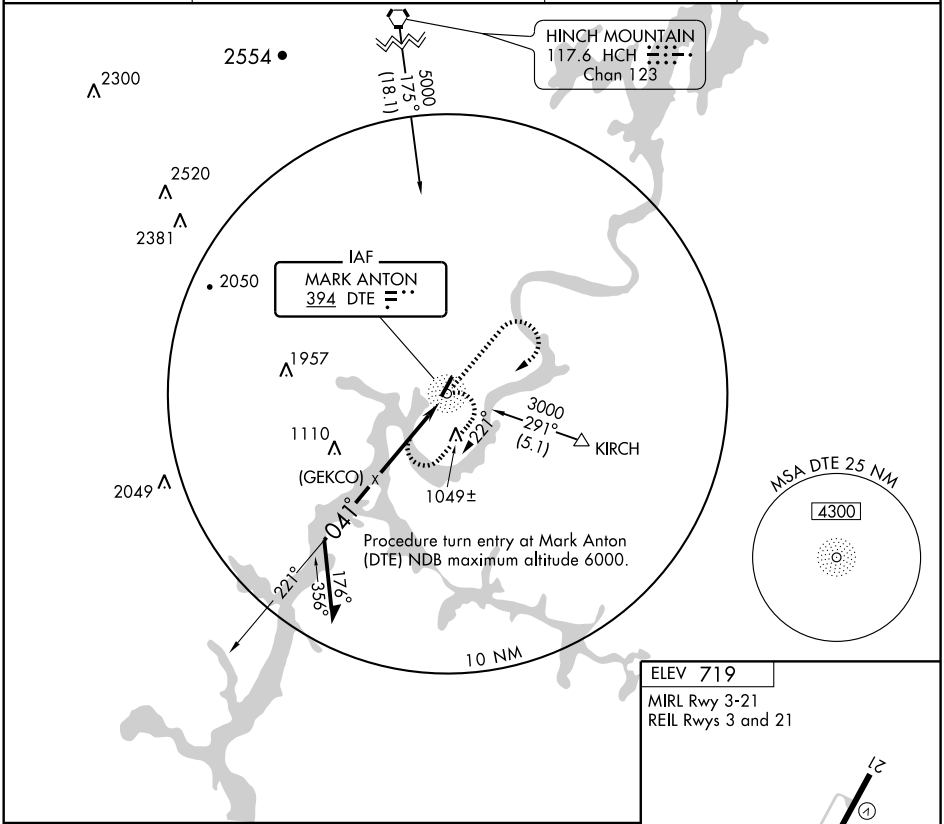
NDB or GPS RWY 3

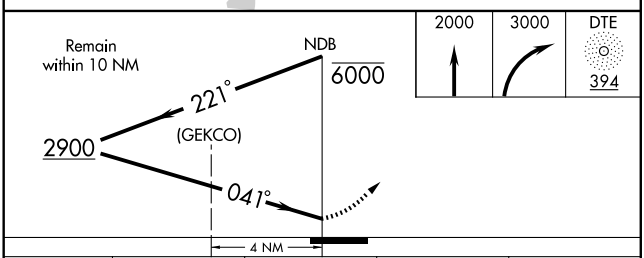
DAYTON/MARK ANTON (2A0)

T NA If local altimeter setting is not received, use Crossville altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DTE NDB and hold.

AWOS-3	CHATTANOOGA APP CON ★		GCO	UNICOM
135.075	125.1	379.1	121.725	123.0 (CTAF)

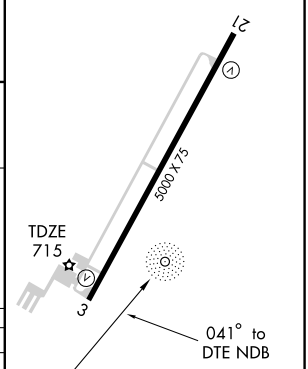




ELEV 719

MIRL Rwy 3-21

REIL Rwys 3 and 21



CATEGORY	A	B	C	D
S-3	1460-1 745 (800-1)	1460-1¼ 745 (800-1¼)	1460-2¼ 745 (800-2¼)	1460-2½ 745 (800-2½)
CIRCLING	1460-1 741 (800-1)	1460-1¼ 741 (800-1¼)	1460-2¼ 741 (800-2¼)	1460-2½ 741 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
211°	TDZE	719
	Apt Elev	719

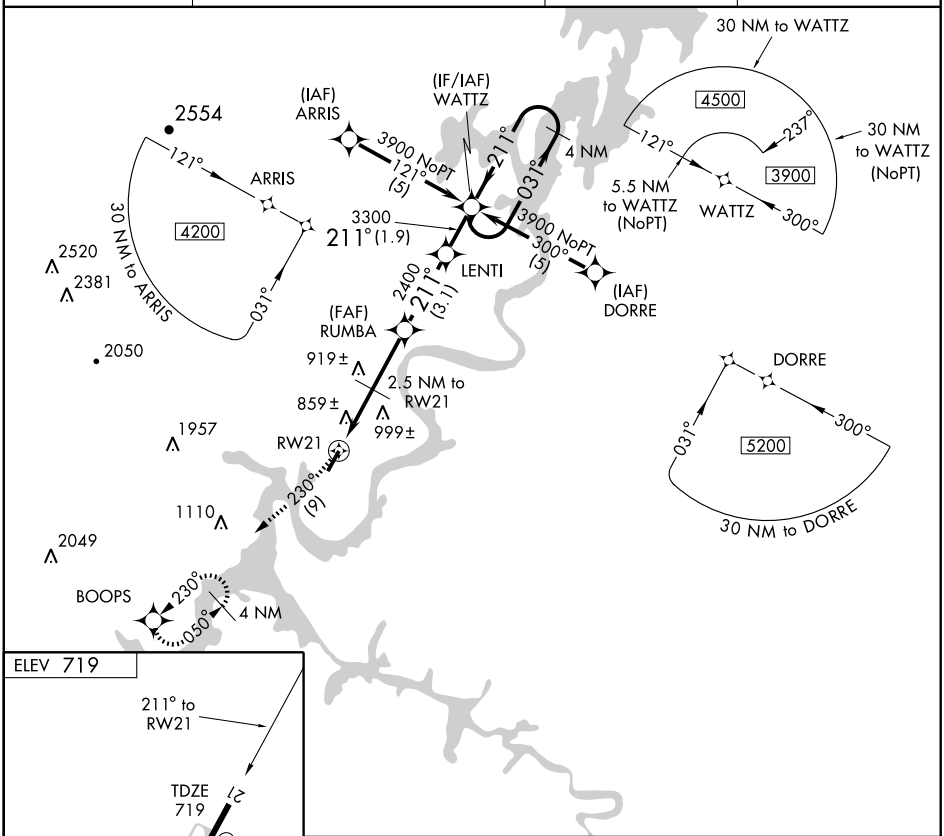
RNAV (GPS) RWY 21

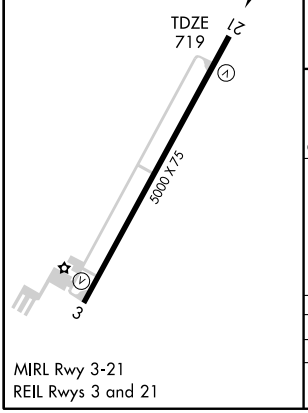
DAYTON/MARK ANTON (2A0)

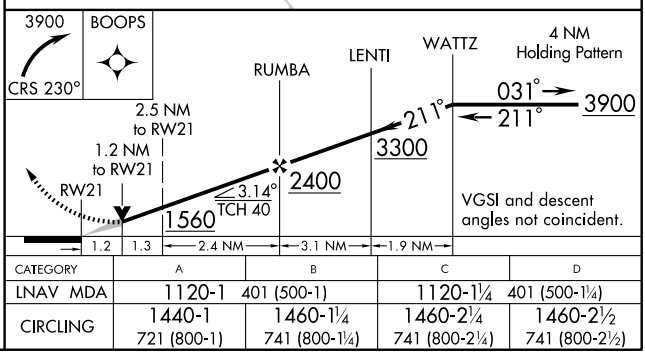
NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3900 via 230° course to BOOPS WP and hold.

AWOS-3	CHATTANOOGA APP CON ★	GCO	UNICOM
135.075	125.1 379.1	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1120-1	401 (500-1)	1120-1¼	401 (500-1¼)
CIRCLING	1440-1	1460-1¼	1460-2¼	1460-2½
	721 (800-1)	741 (800-1¼)	741 (800-2¼)	741 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

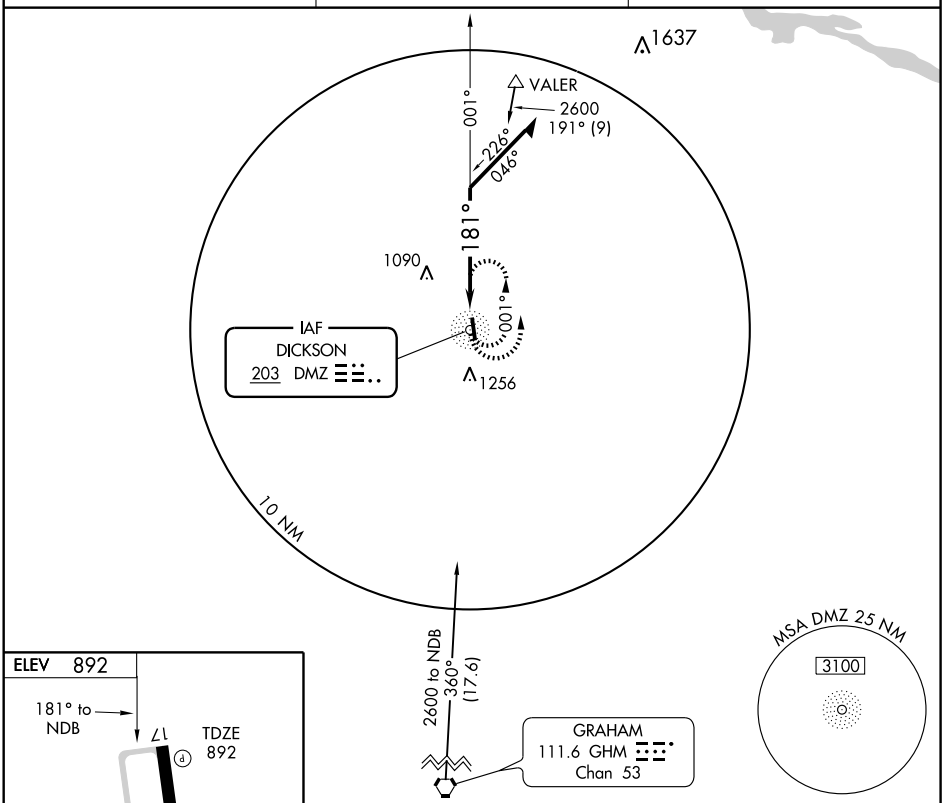
NDB DMZ	APP CRS	Rwy Idg	5001
203	181°	TDZE	892
		Apt Elev	892

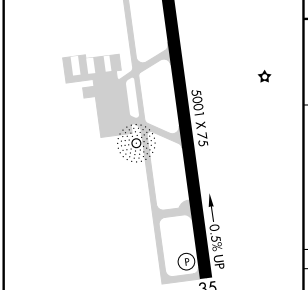
NDB RWY 17
DICKSON MUNI (M02)

T
NA

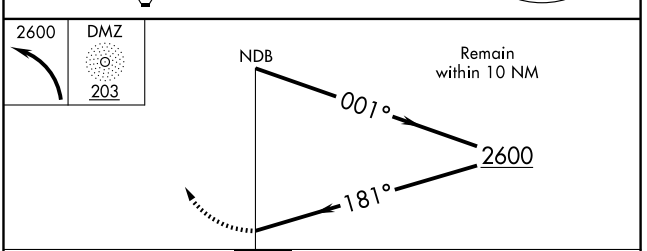
MISSED APPROACH: Climbing left turn to 2600 in Dickson (DMZ) NDB holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 381.4	122.8 (CTAF)





REIL Rwys 17 and 35
MIRL Rwy 17-35



CATEGORY	A	B	C	D
S-17	1520-1	628 (700-1)	1520-1¾ 628 (700-1¾)	1520-2 628 (700-2)
CIRCLING	1520-1	628 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
173°	TDZE	892
	Apt Elev	892

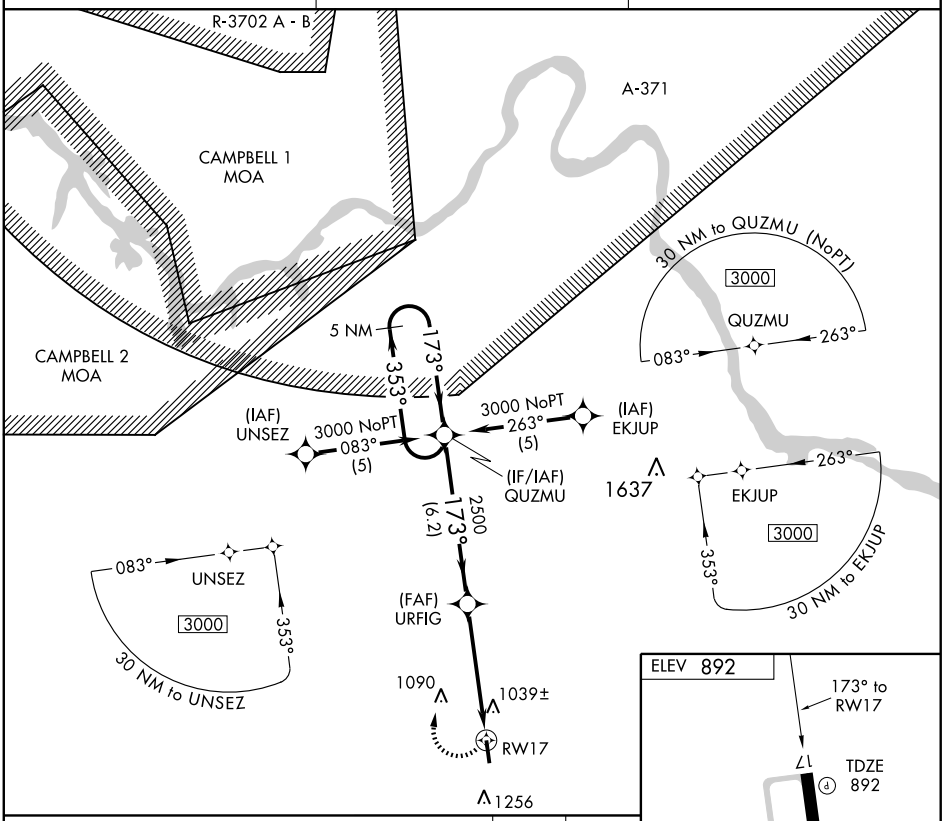
RNAV (GPS) RWY 17

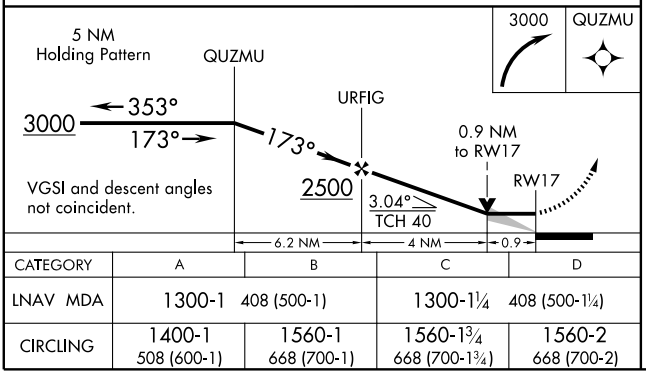
DICKSON MUNI (M02)

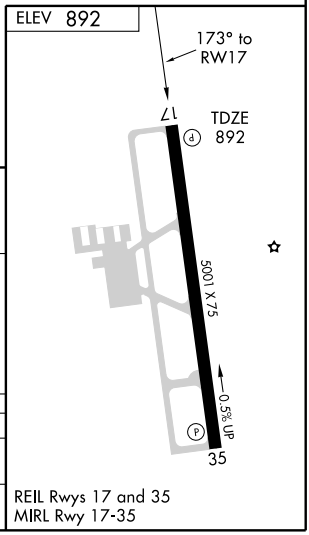
T NA — If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct QUZMU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1300-1 408 (500-1)		1300-1¼ 408 (500-1¼)	
CIRCLING	1400-1 508 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

REIL Rwys 17 and 35
MIRL Rwy 17-35

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GHM	APP CRS	Rwy Idg	5001
111.6	180°	TDZE	892
Chan 53		Apt Elev	892

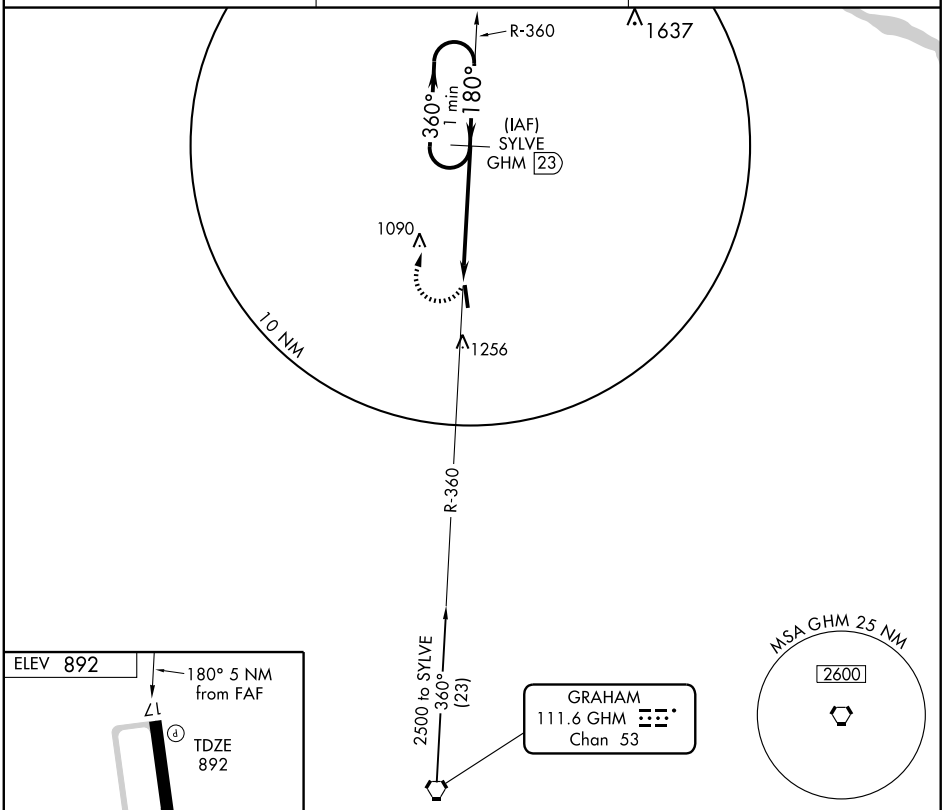
VOR/DME RWY 17

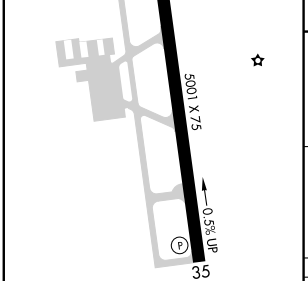
DICKSON MUNI (M02)

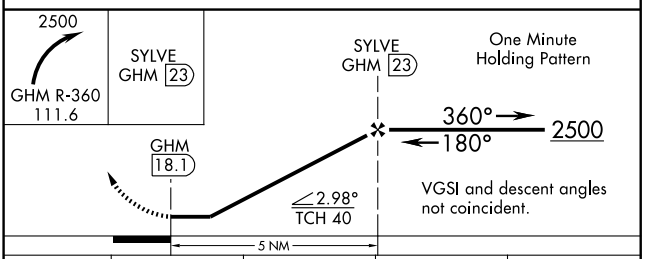
T
NA

MISSED APPROACH: Climbing right turn to 2500 via R-360 GHM VORTAC to SYLVE 23 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	1400-1	508 (600-1)	1400-1½	508 (600-1½)
CIRCLING	1400-1	508 (600-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

REIL Rwys 17 and 35
MIRL Rwy 17-35

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5698
042°	TDZE	325
	Apt Elev	338

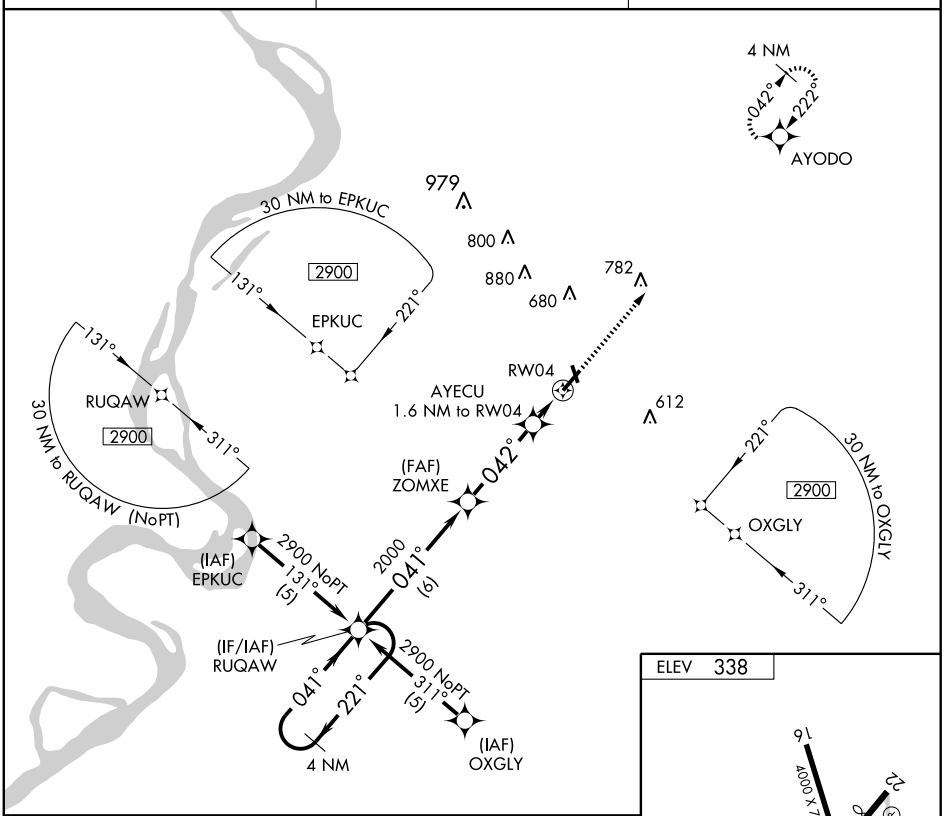
RNAV (GPS) RWY 4

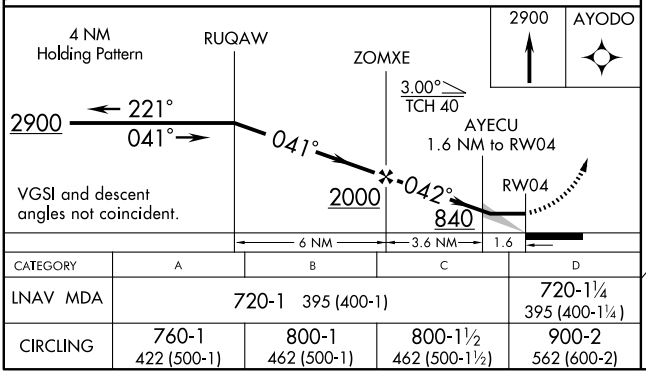
DYERSBURG RGNL (DYR)

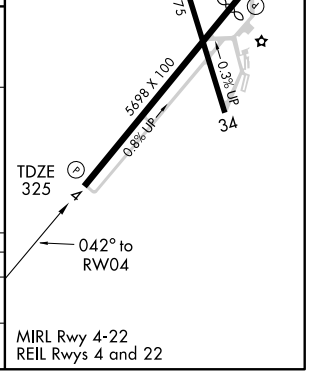
If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct AYODO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	720-1 395 (400-1)			720-1¼ 395 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5004
222°	TDZE	335
	Apt Elev	338

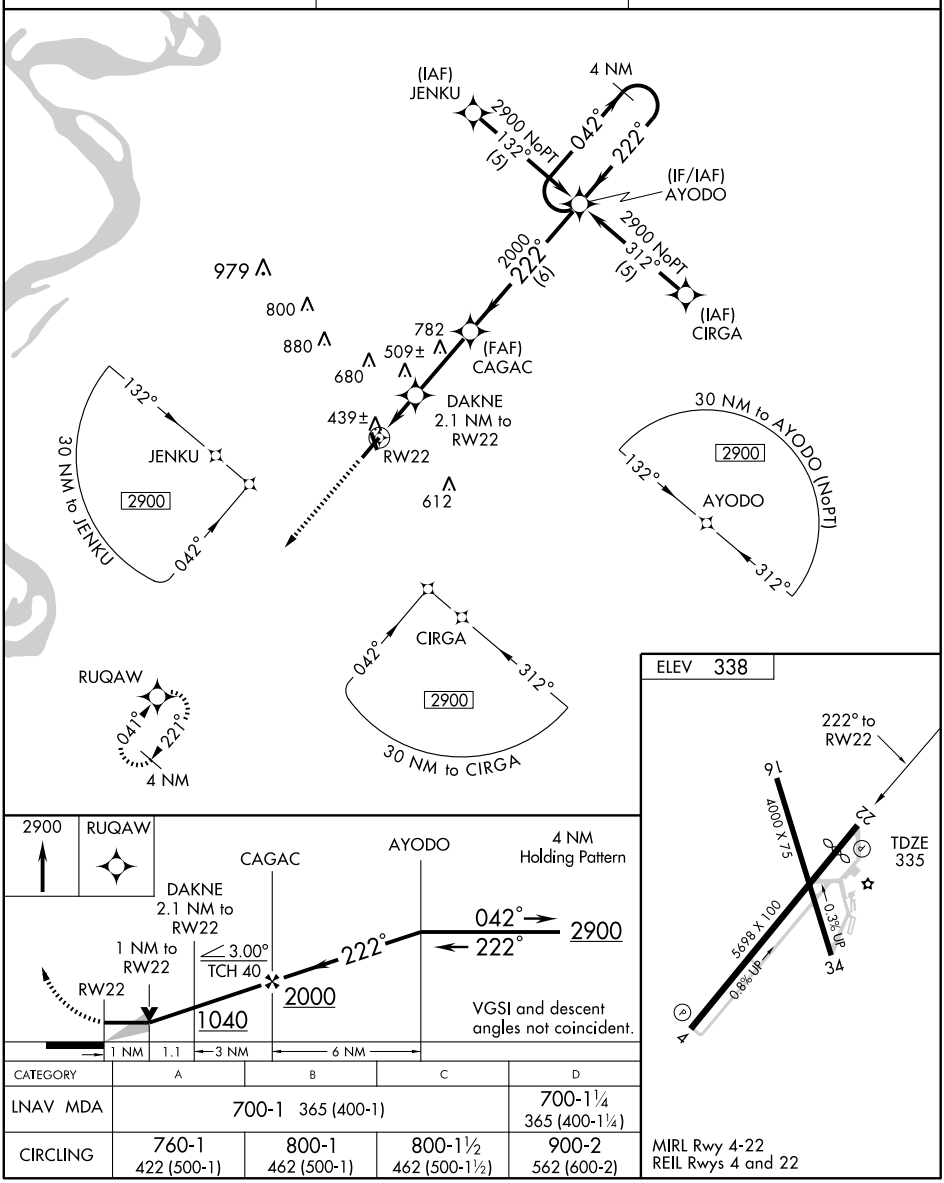
RNAV (GPS) RWY 22

DYERSBURG RGNL (DYR)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2900 direct RUQAW and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	700-1 365 (400-1)			700-1¼ 365 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	251°	TDZE	N/A
Chan 115		Apt Elev	338

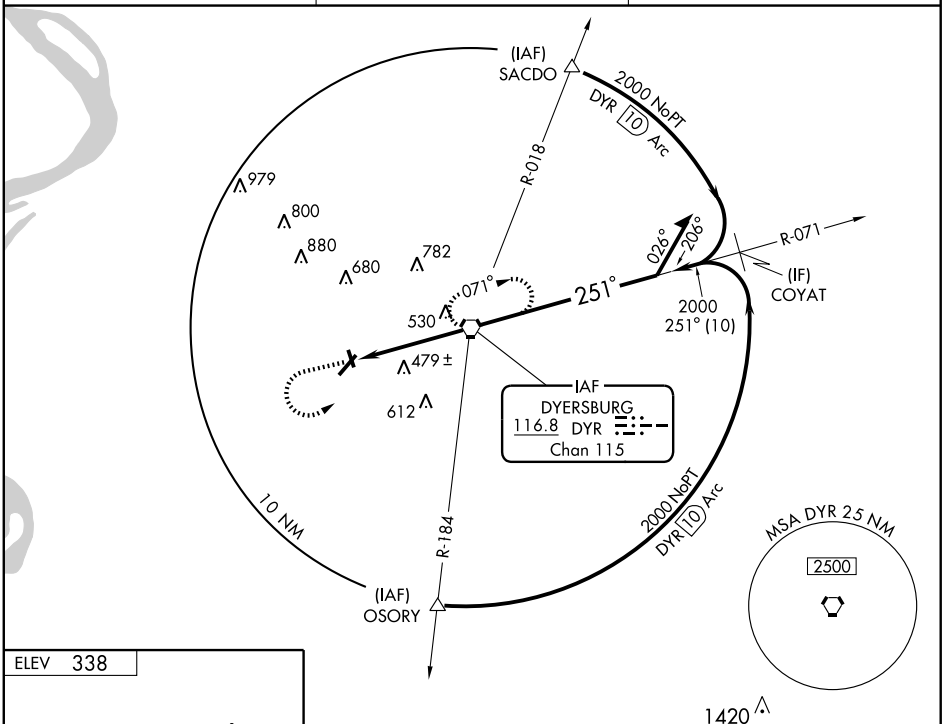
VOR-A

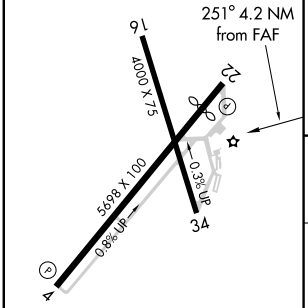
DYERSBURG RGNL (DYR)

If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.

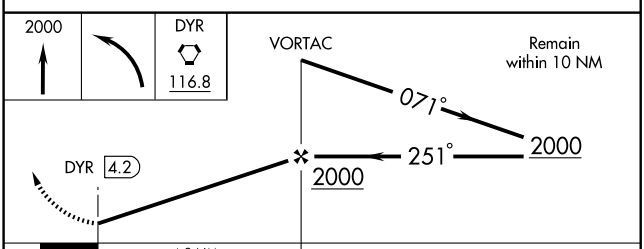
MISSED APPROACH: Climb to 2000, then left turn direct DYR VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)





REIL Rwys 4 and 22
MIRL Rwy 4-22



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DYR	APP CRS	Rwy Idg	5698
116.8	065°	TDZE	325
Chan 115		Apt Elev	338

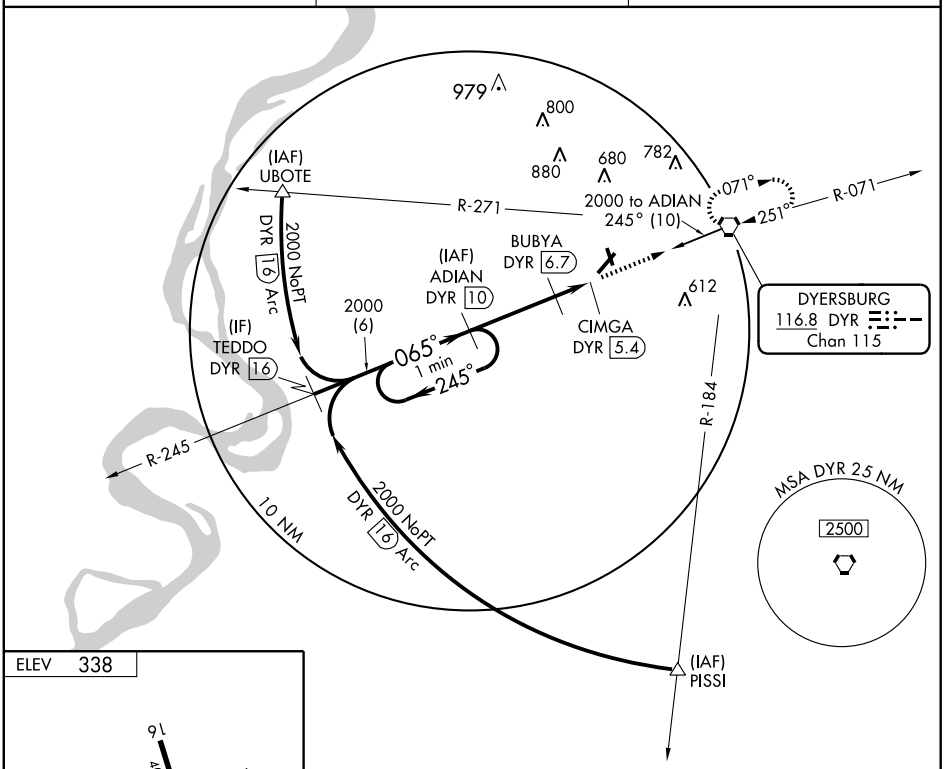
VOR/DME RWY 4

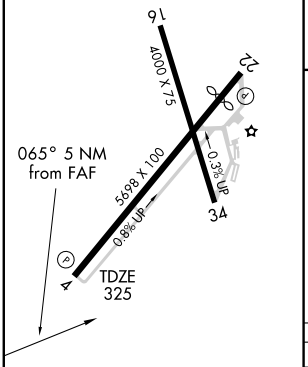
DYERSBURG RGNL (DYR)

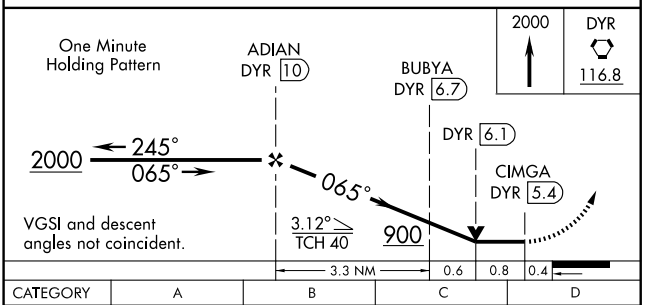
If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct DYR VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)







CATEGORY	A	B	C	D
S-4	720-1 395 (400-1)			720-1¼ 395 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4432
064°	TDZE	1555
	Apt Elev	1593

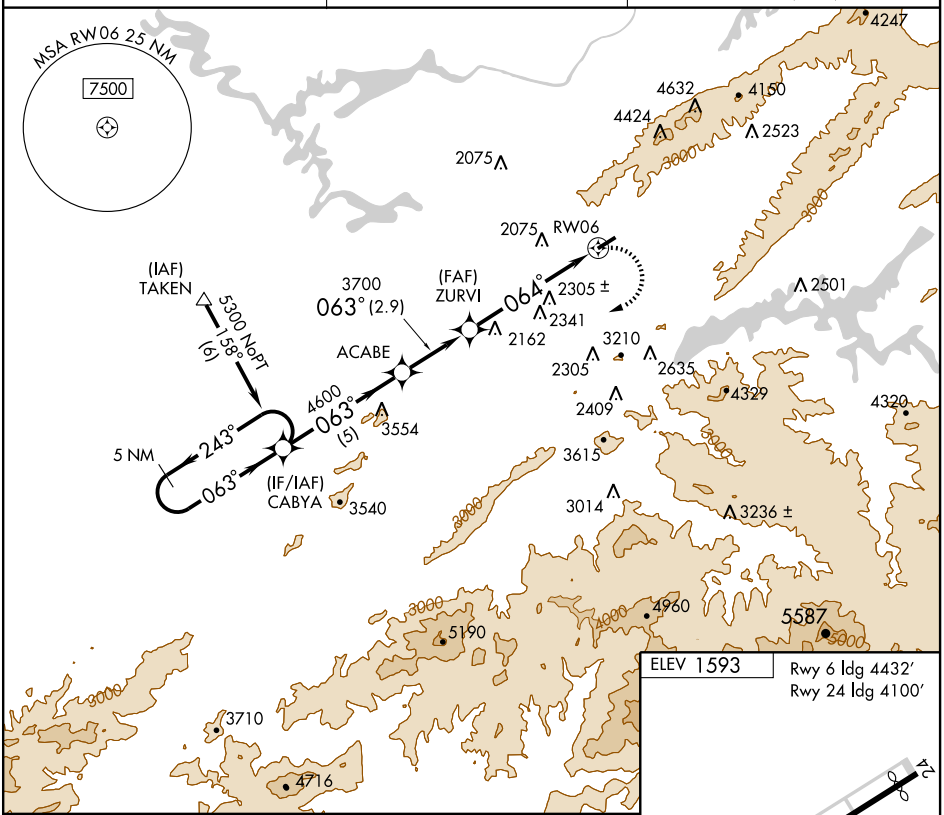
RNAV (GPS) RWY 6

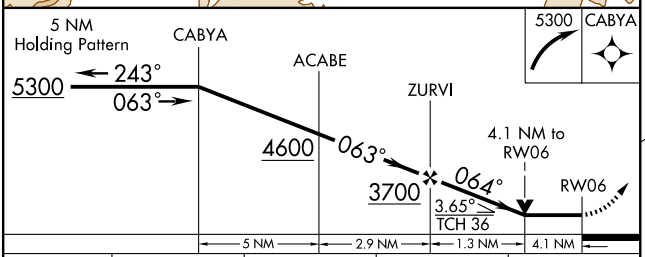
ELIZABETHTON MUNI (ØA9)

If local altimeter setting not received, use Tri-Cities Rgnl altimeter setting and increase all MDAs 60 ft. VDP NA when using Tri-Cities Rgnl altimeter setting. Circling NA Northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

AWOS-3	TRI CITY APP CON	UNICOM
135.675	134.425 349.0	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	3240-1¼ 1685 (1700-1¼)	3240-1½ 1685 (1700-1½)	3240-3 1685 (1700-3)	NA
CIRCLING	3240-1¼ 1647 (1700-1¼)	3240-1½ 1647 (1700-1½)	3240-3 1647 (1700-3)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB TNY	APP CRS	Rwy Idg	5900
358	195°	TDZE	984
		Apt Elev	984

NDB RWY 20

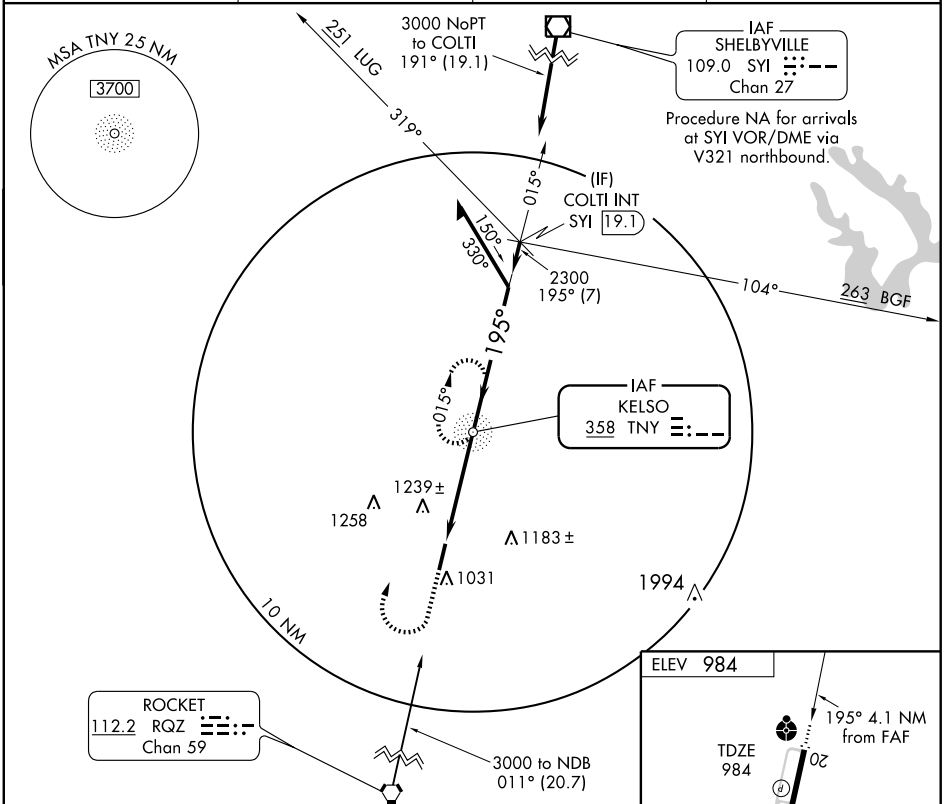
FAYETTEVILLE MUNI (FYM)

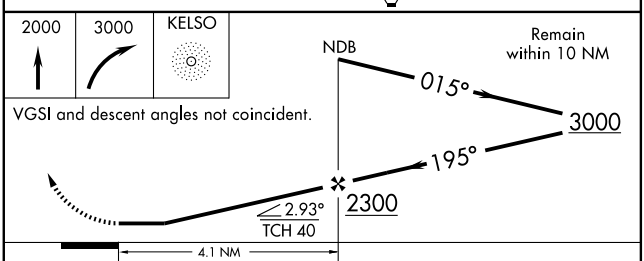
When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 120 feet, increase S-20 Cat C and D and Circling Cat C visibility ½ mile, increase Circling Cat D visibility ¼ mile.

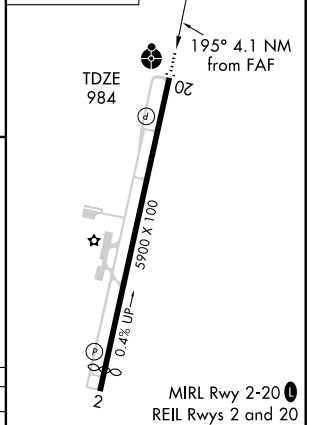
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct KELSO NDB and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-1¾ 556 (600-1¾)
CIRCLING	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 61017	015°	TDZE	978
W02A		Apt Elev	984

RNAV (GPS) RWY 2

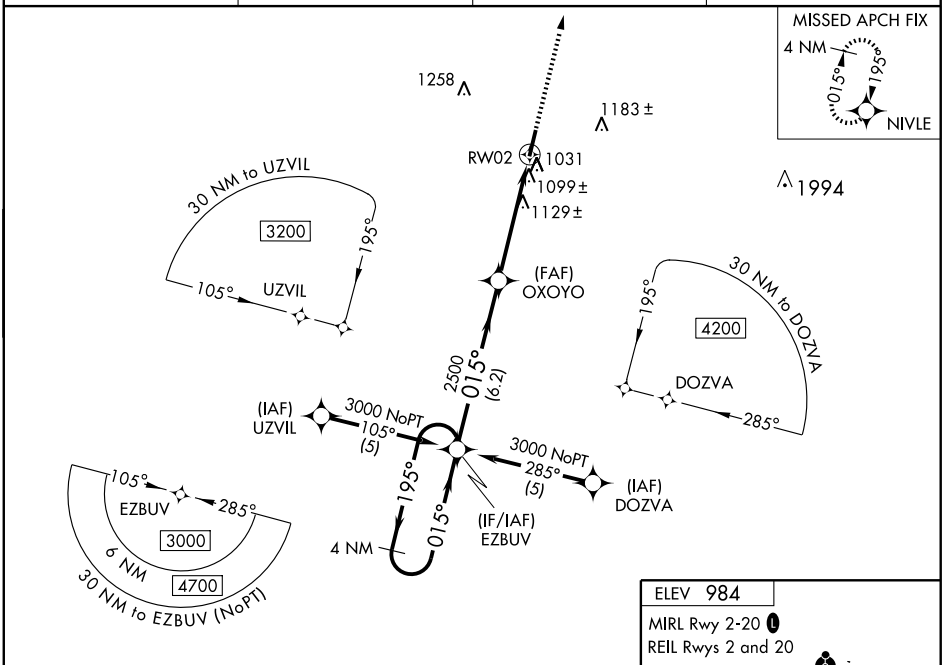
FAYETTEVILLE MUNI (FYM)

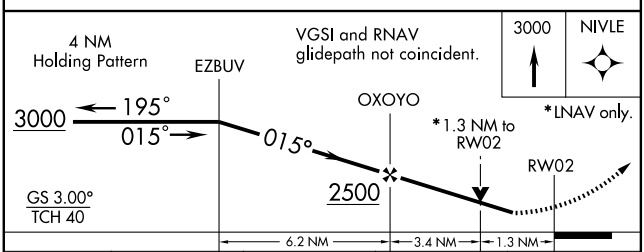
Baro-VNAV NA when using Huntsville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Huntsville altimeter setting and increase all DA 113 feet and all MDA 120 feet; increase LPV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibility ½ mile. VDP NA when using Huntsville altimeter setting.

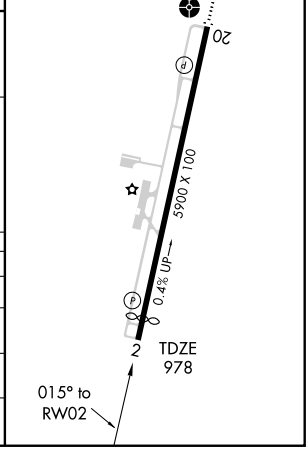
NA

MISSED APPROACH: Climb to 3000 direct NIVLE and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1228-1 250 (300-1)			
LNAV/VNAV DA	1406-1½ 428 (500-1½)			
LNAV MDA	1380-1 402 (400-1)		1380-1¼ 402 (400-1¼)	
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1440-1½ 456 (500-1½)	1540-2 556 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65717 W20A	APP CRS 195°	Rwy Idg 5900 TDZE 984 Apt Elev 984

RNAV (GPS) RWY 20

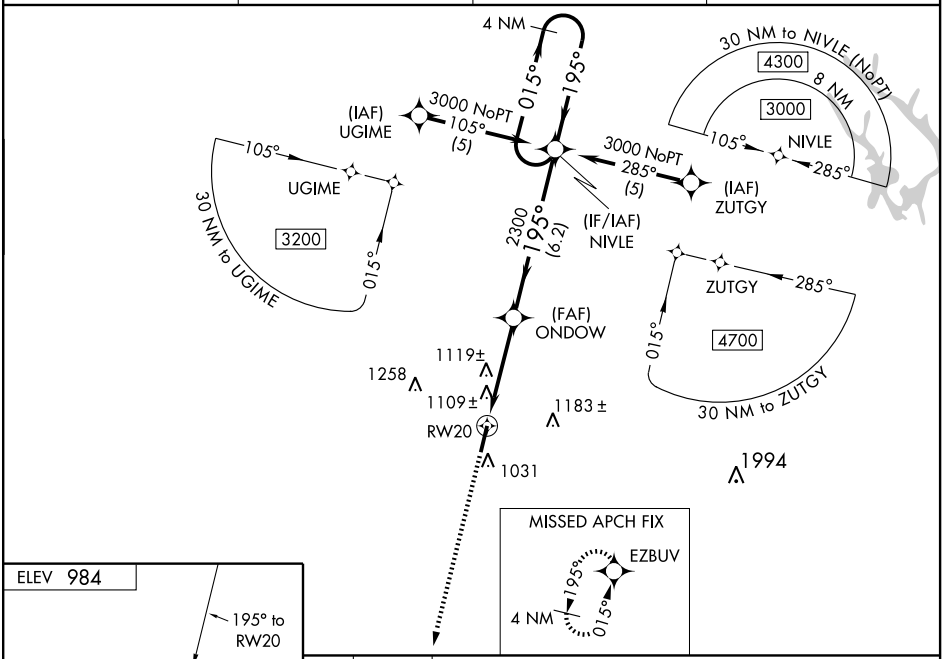
FAYETTEVILLE MUNI (FYM)

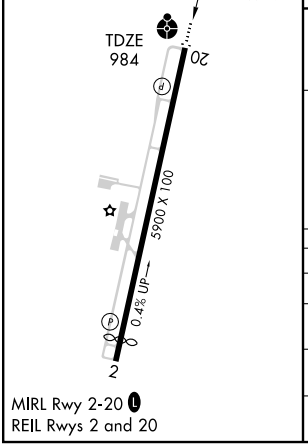
T NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Huntsville altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats and LNAV Cat C and D visibility ½ mile, LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Huntsville altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. Inoperative table does not apply to LNAV Cat C when using Huntsville altimeter setting.

ODALS

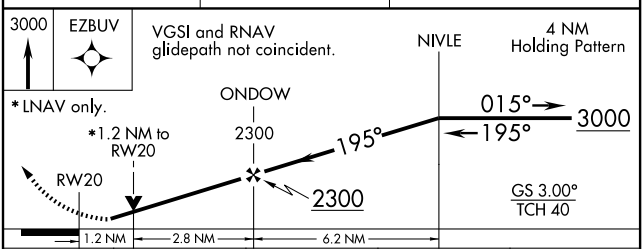
MISSED APPROACH: Climb to 3000 direct EZBUV and hold.

AWOS-3	HUNTSVILLE APP CON *	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L





MIRL Rwy 2-20 L
REIL Rwys 2 and 20



CATEGORY	A	B	C	D
LPV DA	1260-1 276 (300-1)			
LNAV/VNAV DA	1448-1¾ 464 (500-1¾)			
LNAV MDA	1380-¾ 396 (400-¾)			1380-1¼ 396 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1440-1½ 456 (500-1½)	1540-2 556 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

SDF FYM	APP CRS	Rwy Idg	5900
110.5	195°	TDZE	983
		Apt Elev	984

SDF RWY 20

FAYETTEVILLE MUNI (FYM)

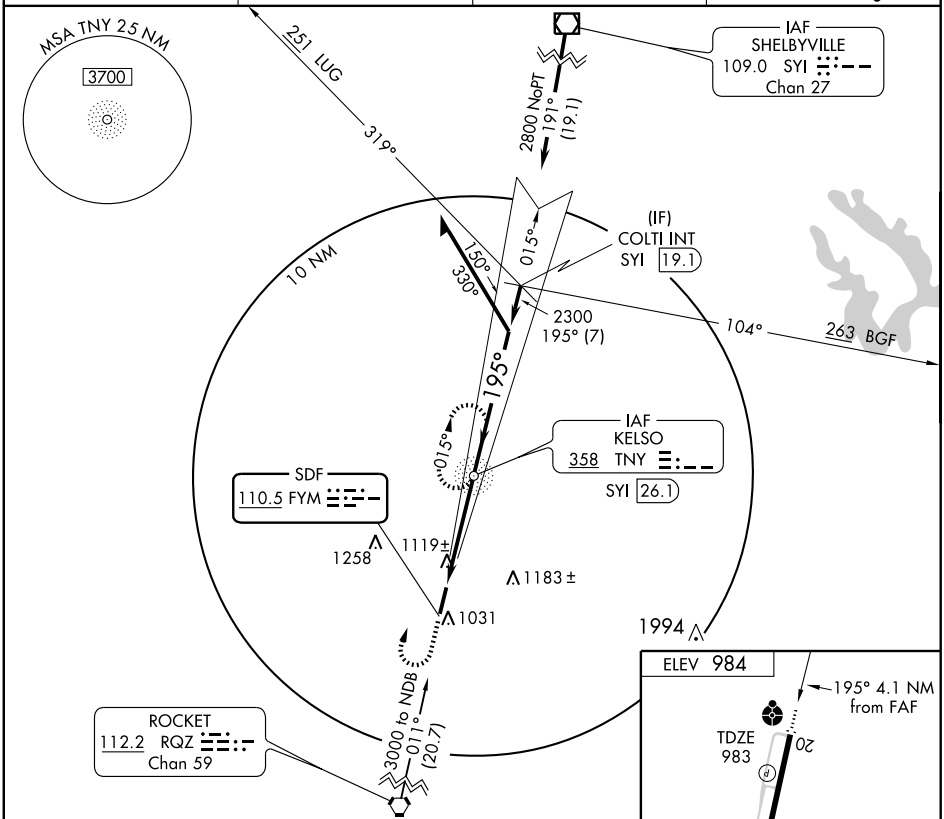
If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. ADF or DME REQUIRED.

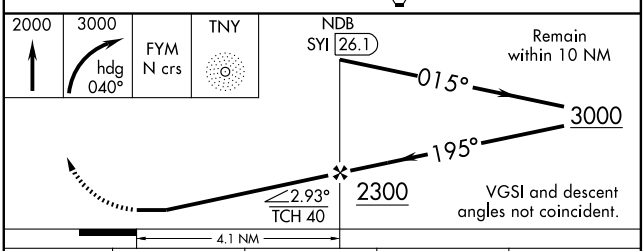
NA

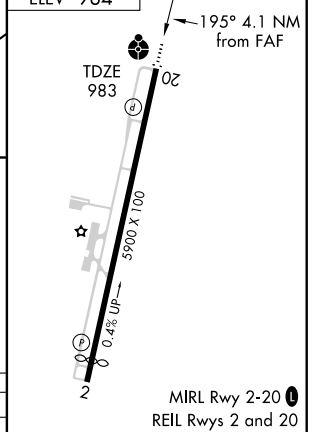
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and FYM SDF North course to KELSO NDB/SYI 26.1 DME and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1380-1 397 (400-1)			1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

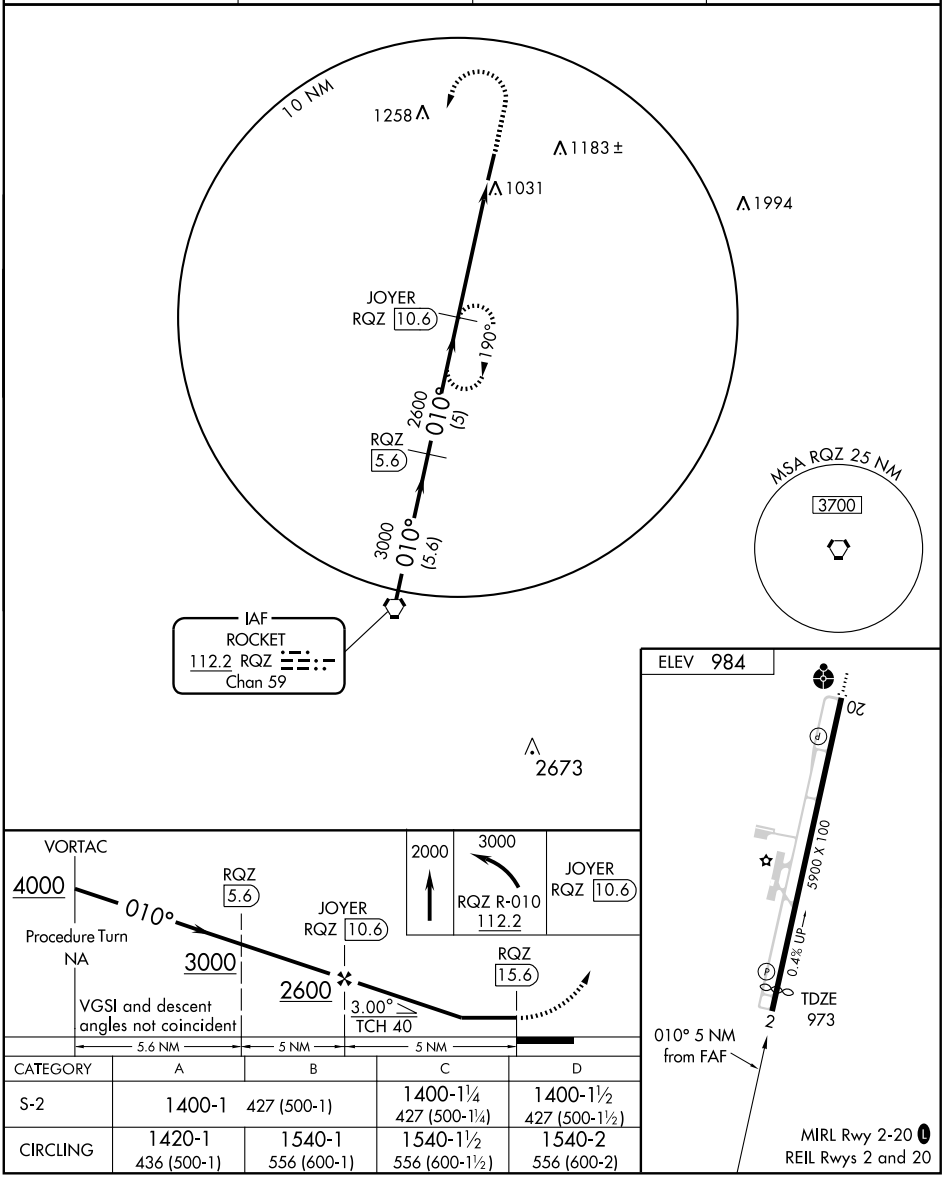
VORTAC RQZ	APP CRS	Rwy Idg	5500
112.2	010°	TDZE	973
Chan 59		Apt Elev	984

VOR/DME RWY 2
FAYETTEVILLE MUNI (FYM)

T A NA — If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-2	1400-1 427 (500-1)		1400-1¼ 427 (500-1¼)	1400-1½ 427 (500-1½)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

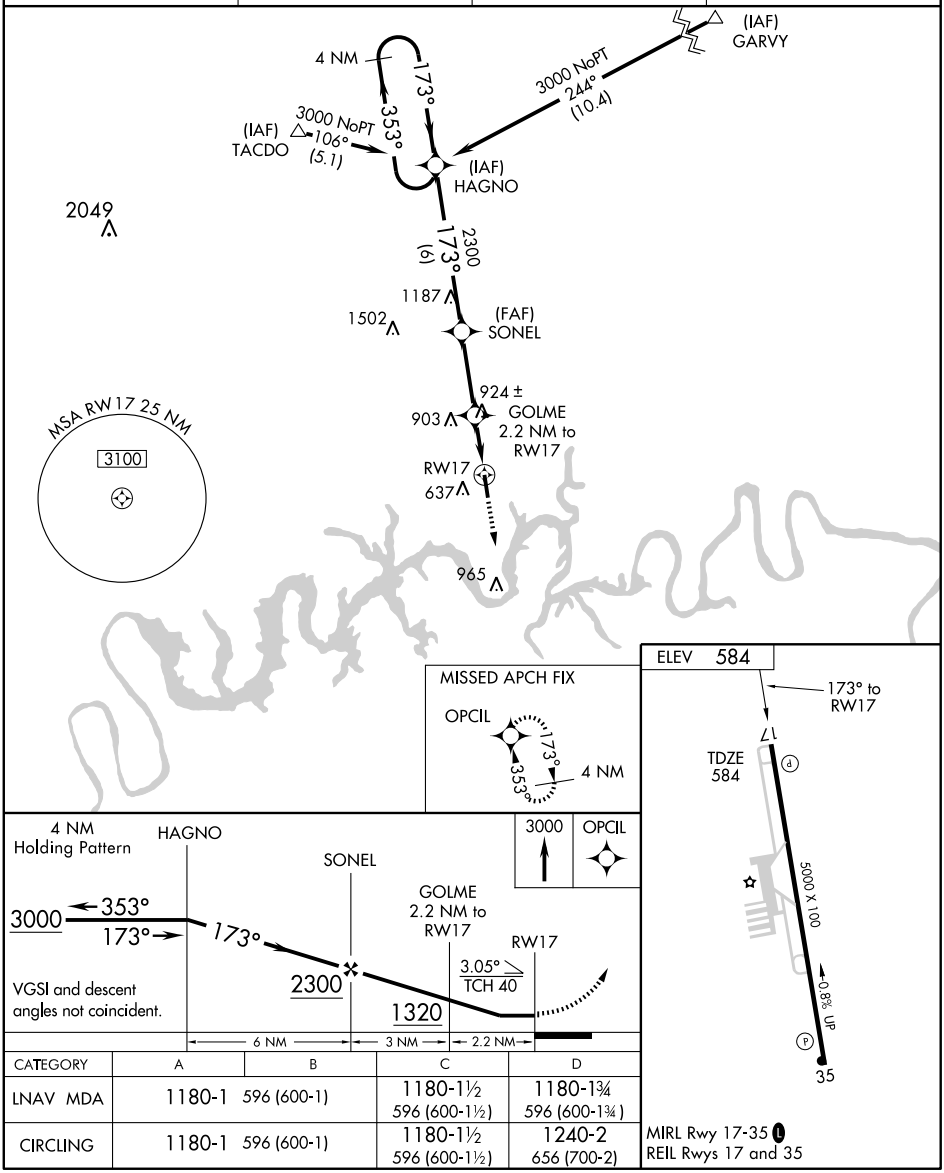
GALLATIN/ SUMNER COUNTY RGNL (M33)

APP CRS	Rwy Idg	5000
173°	TDZE	584
	Apt Elev	584

T NA — If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OPCIL WP and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1180-1¾ 596 (600-1¾)
CIRCLING	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1240-2 656 (700-2)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

GALLATIN/ SUMNER COUNTY RGNL (M33)

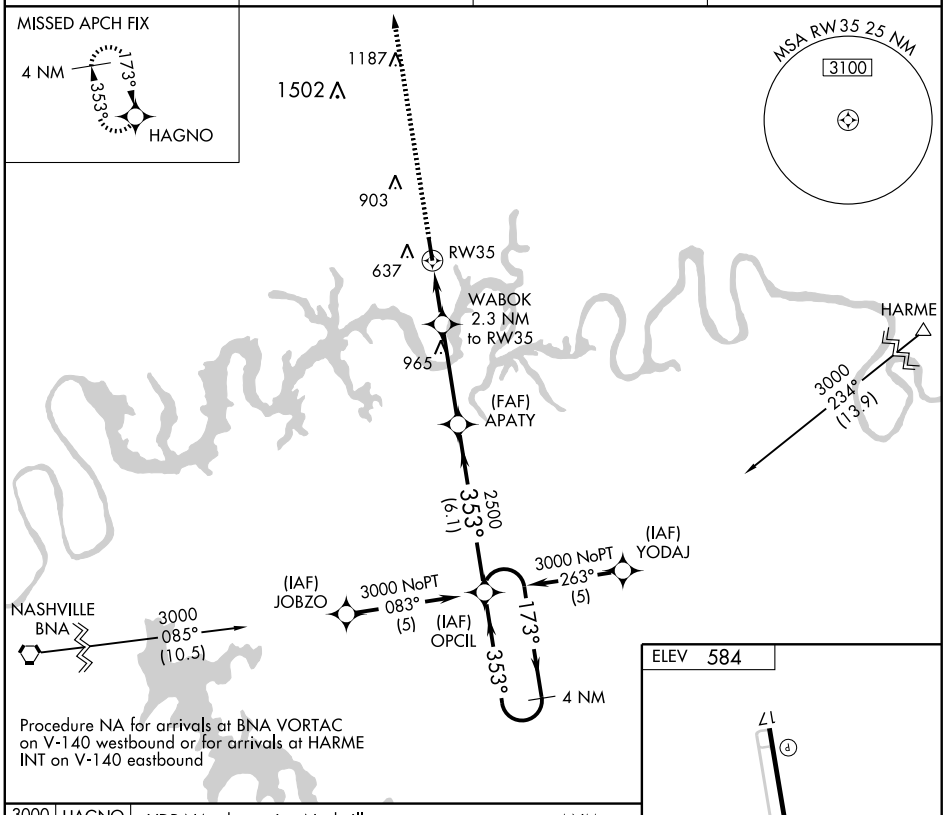
APP CRS	Rwy Idg	5000
353°	TDZE	565
	Apt Elev	584

T NA — If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

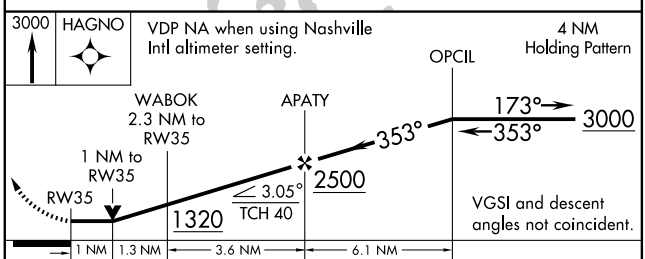
MISSED APPROACH: Climb to 3000 direct HAGNO WP and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L

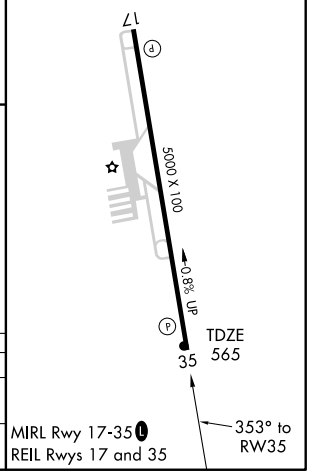
MISSED APCH FIX



Procedure NA for arrivals at BNA VORTAC on V-140 westbound or for arrivals at HARME INT on V-140 eastbound



CATEGORY	A	B	C	D
LNAV MDA	940-1 375 (400-1)			940-1¼ 375 (400-1¼)
CIRCLING	1140-1 556 (600-1)		1140-1½ 556 (600-1½)	1240-2 656 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BNA	APP CRS	Rwy Idg	N/A
114.1	045°	TDZE	N/A
Chan 88		Apt Elev	584

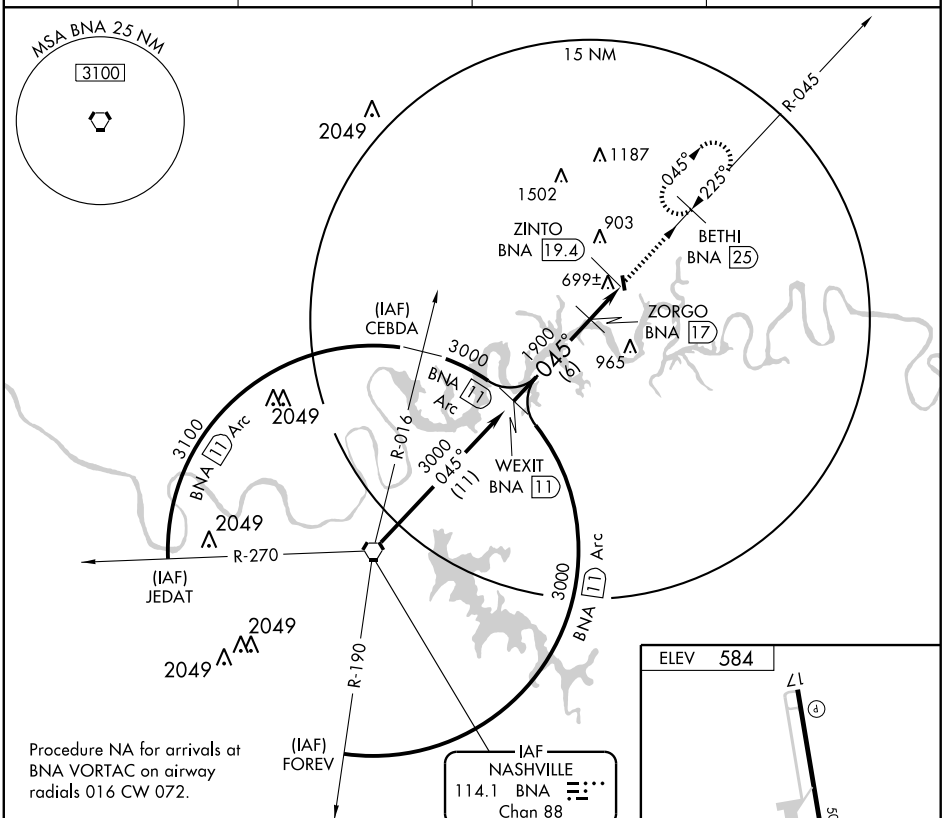
VOR/DME-A

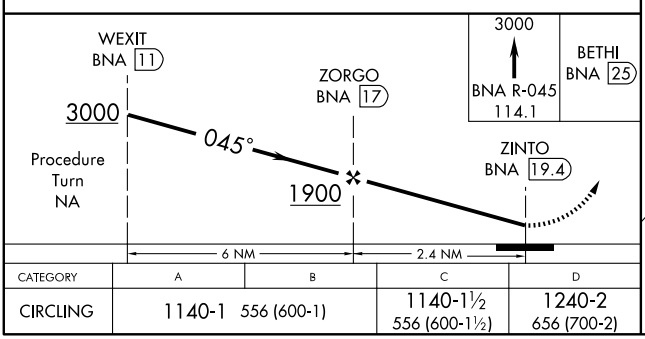
GALLATIN/ SUMNER COUNTY RGNL (M33)

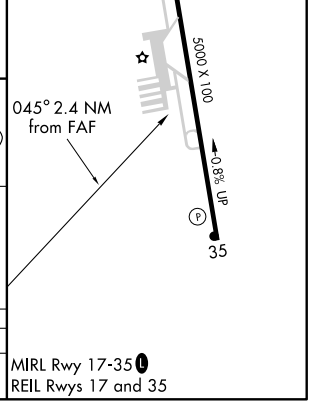
T NA If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via BNA VORTAC 045° radial to BETHI/ 25 DME and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1140-1 556 (600-1)		1140-1½ 556 (600-1½)	1240-2 656 (700-2)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-GCY	APP CRS	Rwy Idg	6302
108.5	051°	TDZE	1604
		Apt Elev	1608

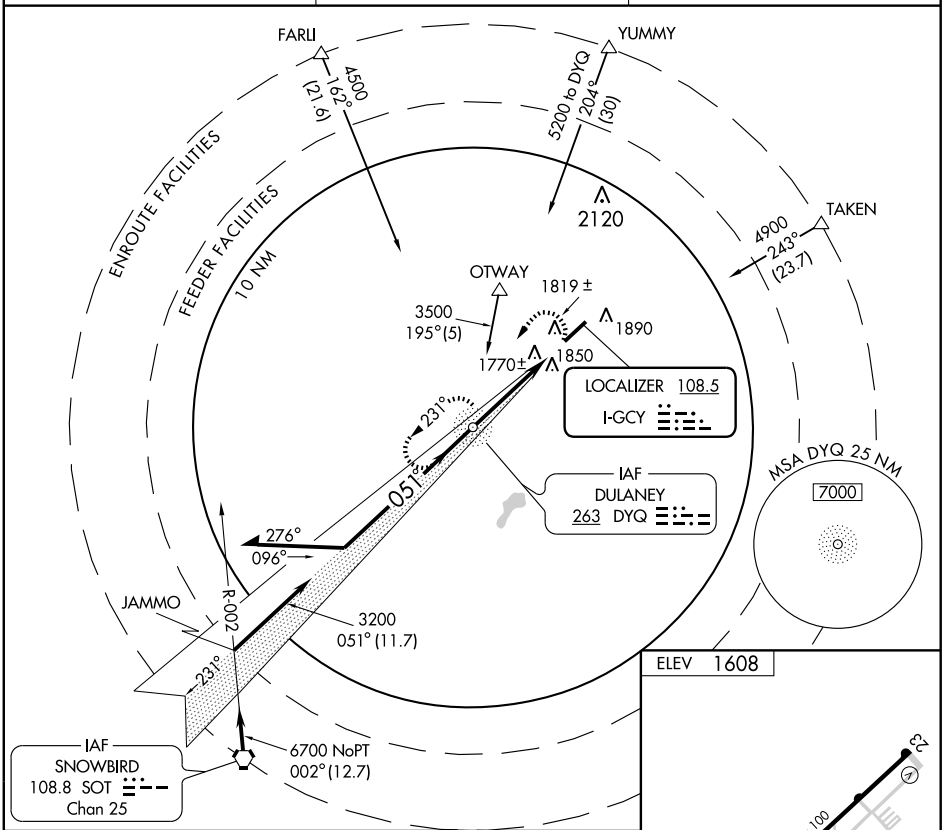
LOC RWY 5

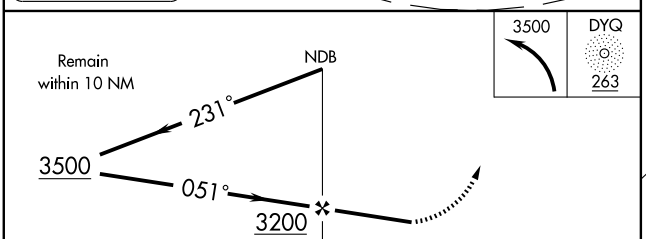
GREENEVILLE-GREENE COUNTY MUNI (GCY)

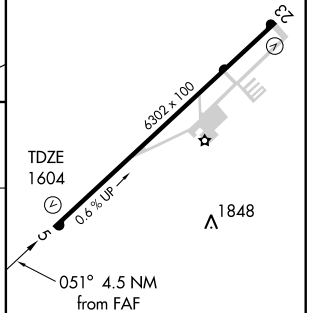
T NA — If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet. ADF REQUIRED

MISSED APPROACH: Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3	TRI-CITY APP CON★	UNICOM
128.425	119.25 317.5	122.7 (CTAF)







MIRL Rwy 5-23
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-5	2020-1	416 (500-1)	2020-1¼	416 (500-1¼)
CIRCLING	2260-1	652 (700-1)	2260-1¾ 652 (700-1¾)	2260-2 652 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB DYQ	APP CRS	Rwy Idg	6302
263	051°	TDZE	1604
		Apt Elev	1608

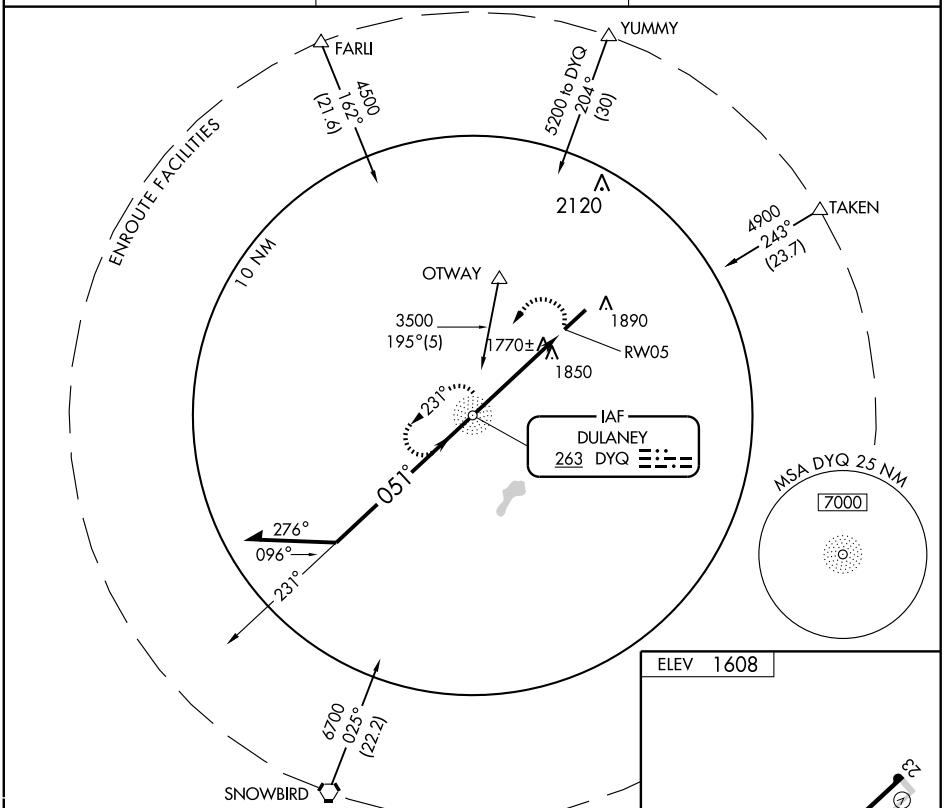
NDB or GPS RWY 5

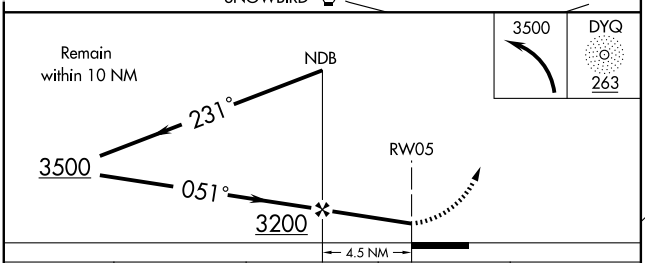
GREENEVILLE-GREENE COUNTY MUNI (GCY)

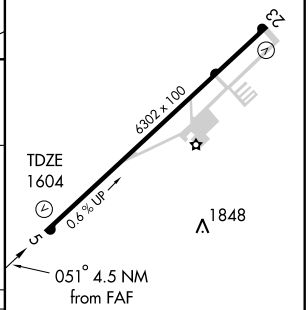
T NA — If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3	TRI-CITY APP CON★	UNICOM
128.425	119.25 317.5	122.7 (CTAF)







CATEGORY	A	B	C	D
S-5	2160-1	556 (600-1)	2160-1½ 556 (600-1½)	2160-1¾ 556 (600-1¾)
CIRCLING	2260-1	652 (700-1)	2260-1¾ 652 (700-1¾)	2260-2 652 (700-2)

MIRL Rwy 5-23
REIL Rwys 5 and 23

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB JHG 257	APP CRS 019°	Rwy Idg 4000 TDZE 966 Apt Elev 972

NDB RWY 2

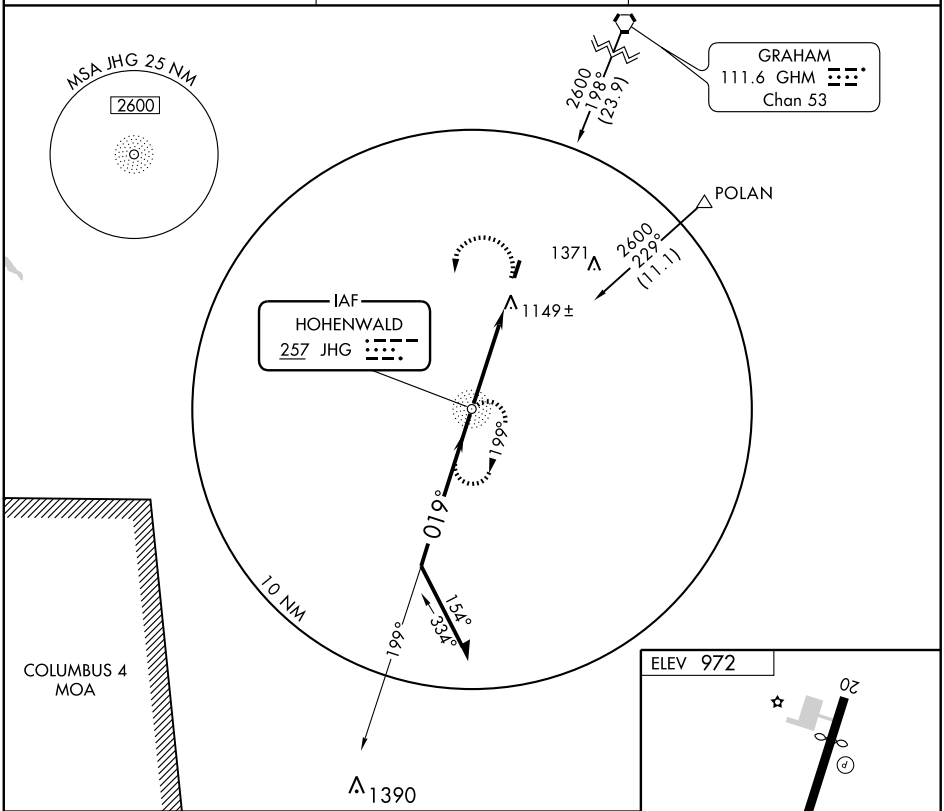
HOHENWALD/JOHN A BAKER FIELD (0M3)

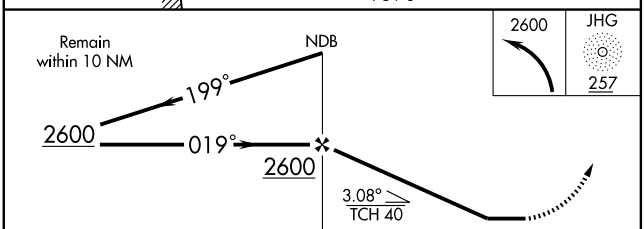
T A NA Use Lawrenceburg-Lawrence County altimeter setting.

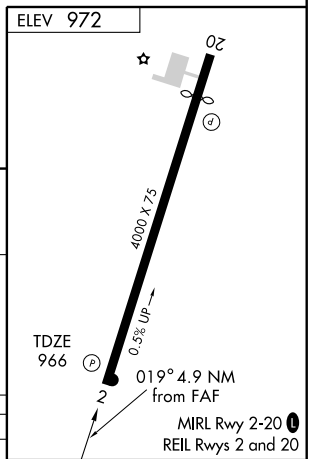
MISSED APPROACH: Climbing left turn to 2600 direct JHG NDB and hold.

LAWRENCEBURG AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF) L

SE-1, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-2	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA
CIRCLING	1520-1	548 (600-1)	1520-1½ 548 (600-1½)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

APP CRS	Rwy Idg	4000
019°	TDZE	966
	Apt Elev	972

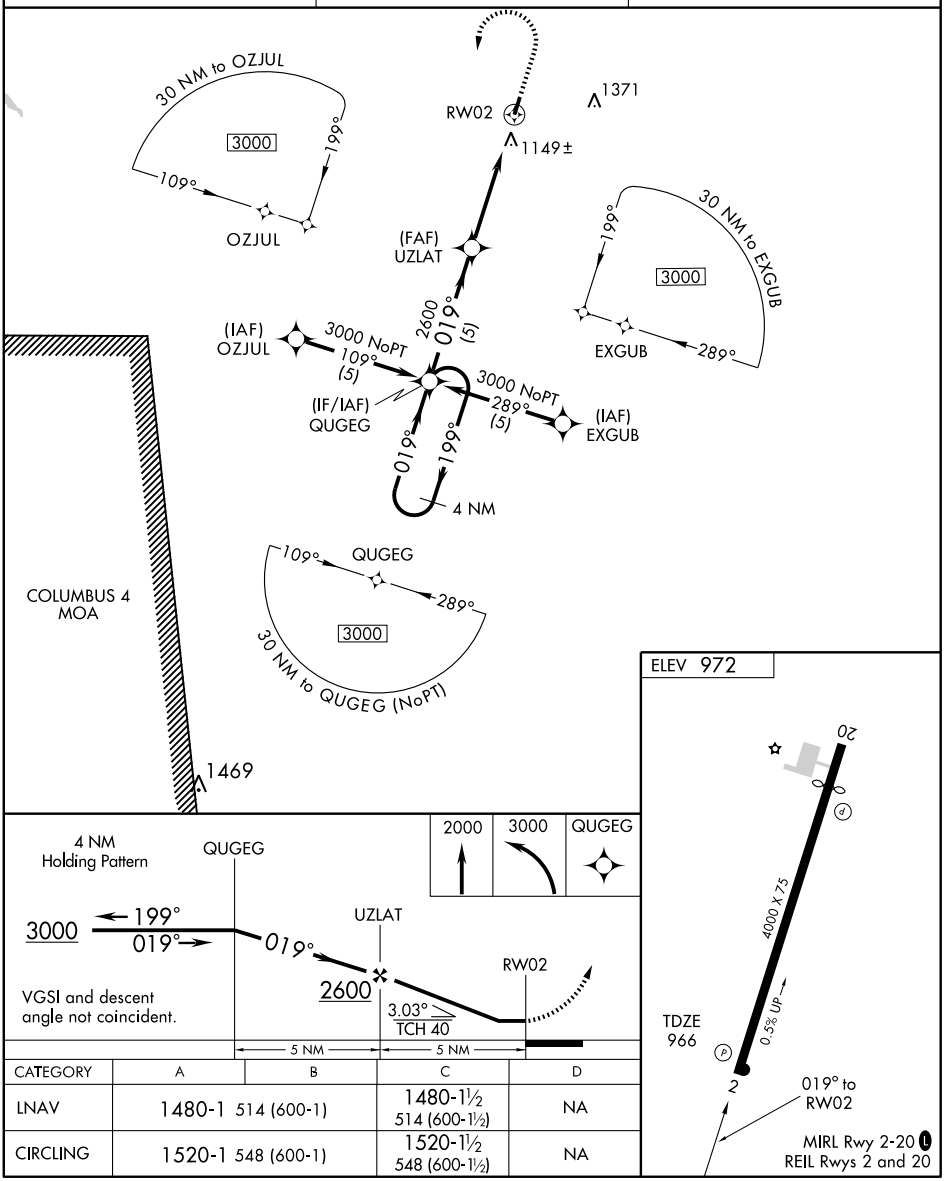
RNAV (GPS) RWY 2

HOHENWALD/ JOHN A. BAKER FIELD (0M3)

T A NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Lawrenceburg-Lawrence County altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG WP and hold.

LAWRENCEBURG AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV	1480-1 514 (600-1)		1480-1½ 514 (600-1½)	NA
CIRCLING	1520-1 548 (600-1)		1520-1½ 548 (600-1½)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DYR 116.8 Chan 115	APP CRS 118°	Rwy Idg N/A TDZE N/A Apt Elev 421

VOR/DME-A
HUMBOLDT MUNI (M53)

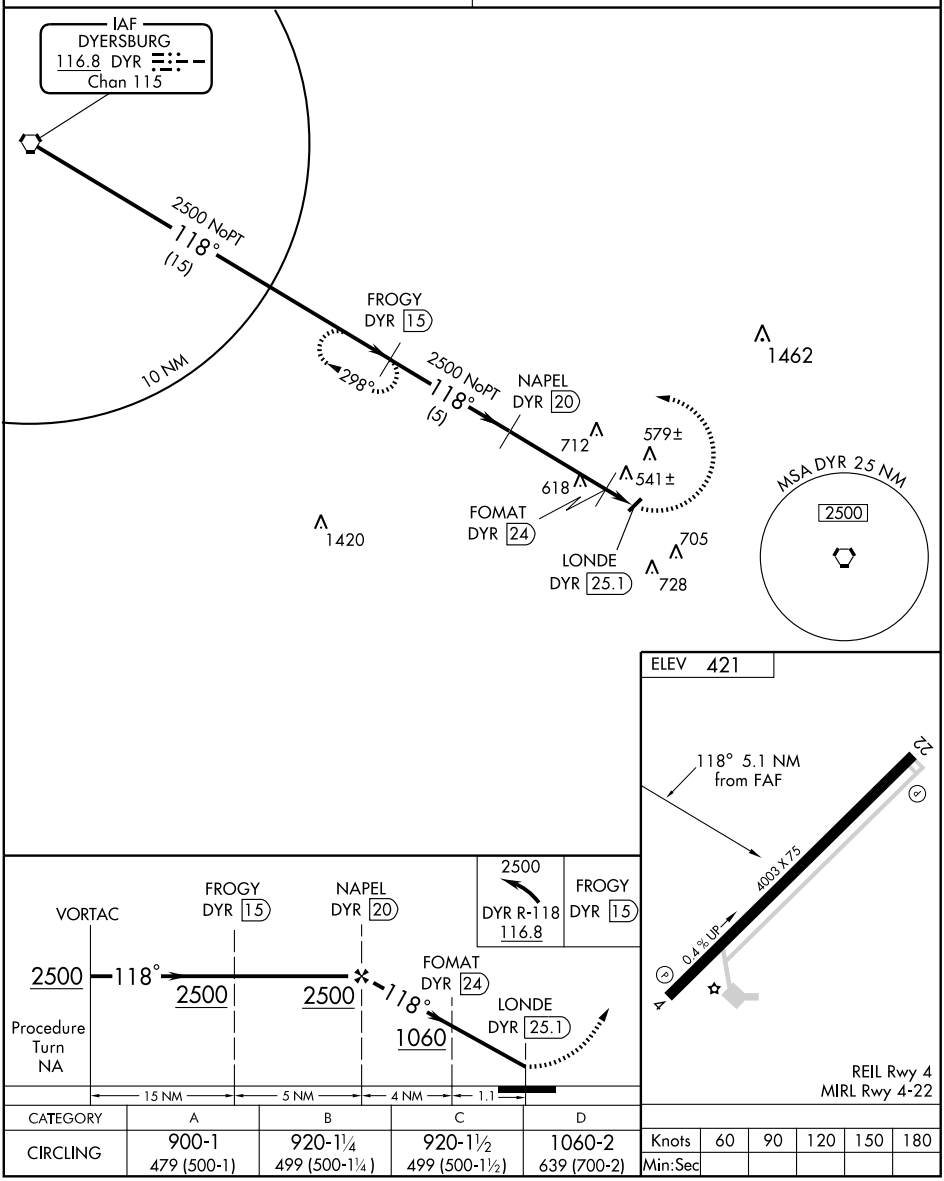
T
A NA

Use Jackson altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via DYR R-118 to FROGY 15 DME and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)

SE-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	900-1 479 (500-1)	920-1¼ 499 (500-1¼)	920-1½ 499 (500-1½)	1060-2 639 (700-2)

Knots	60	90	120	150	180
Min:Sec					

NDB HZD 217	APP CRS 007°	Rwy Idg 5507 TDZE 495 Apt Elev 497

NDB RWY 1

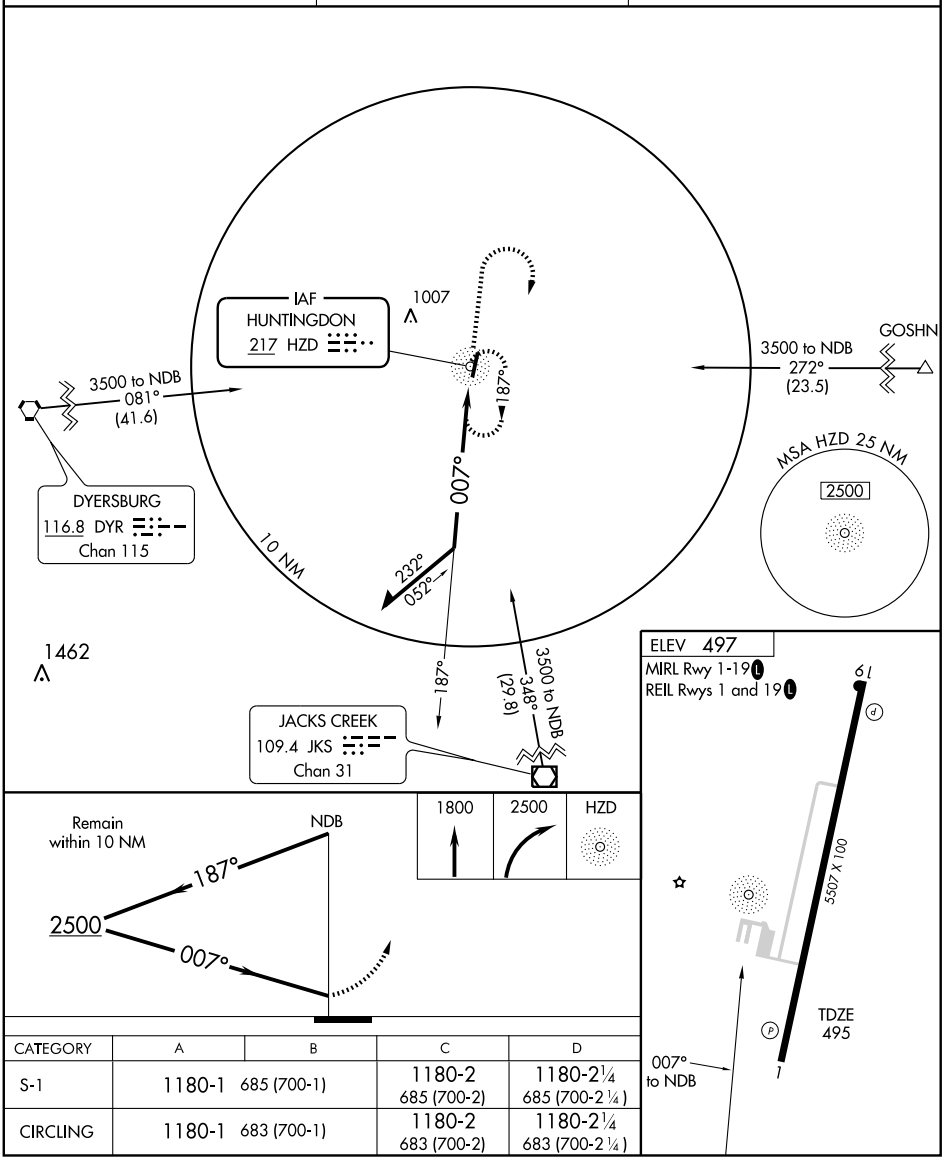
HUNTINGDON/CARROLL COUNTY (HZD)

T
A NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all MDA 100 feet; increase S-1 and Circling Cats B/C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct HZD NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-1	1180-1	685 (700-1)	1180-2 685 (700-2)	1180-2¼ 685 (700-2¼)
CIRCLING	1180-1	683 (700-1)	1180-2 683 (700-2)	1180-2¼ 683 (700-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5507
CH 99419	014°	TDZE	495
W01A		Apt Elev	497

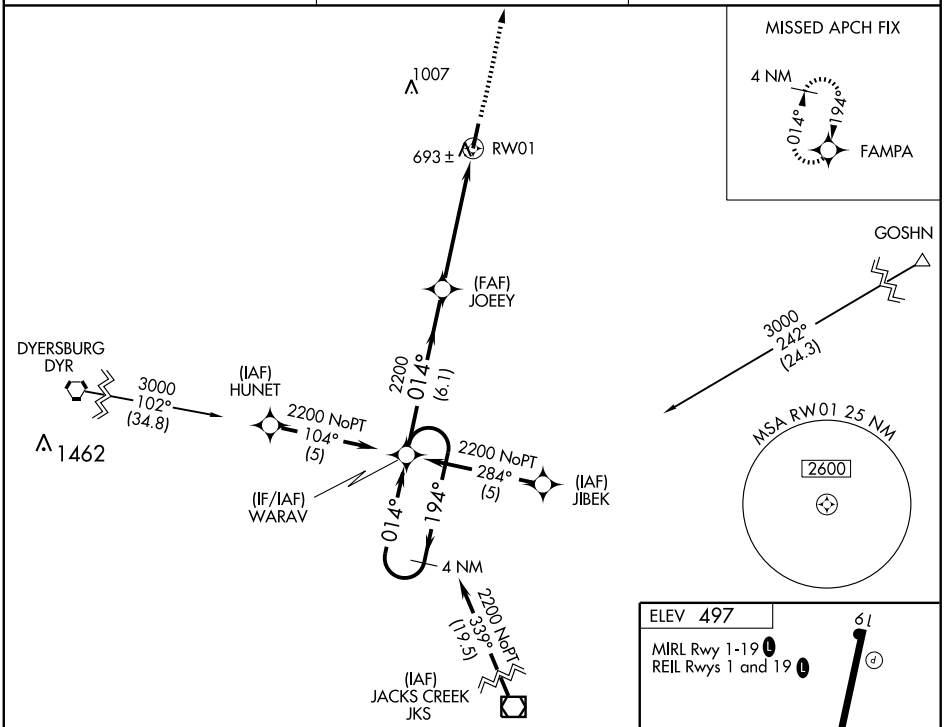
RNAV (GPS) RWY 1

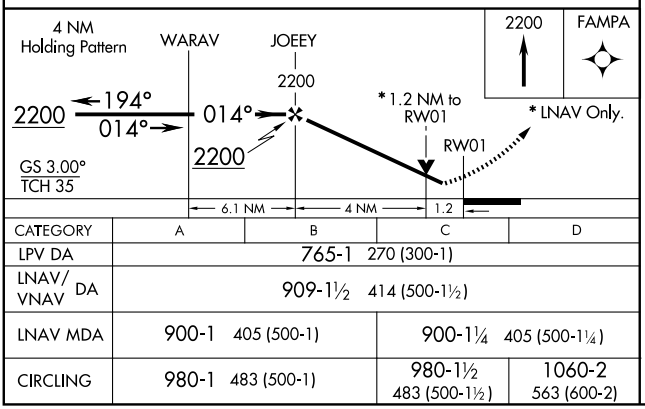
HUNTINGDON/CARROLL COUNTY (HZD)

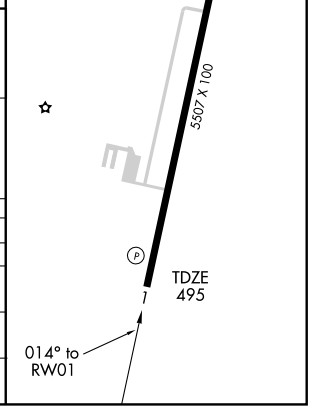
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Mc Kellar-Sipes Rgnl altimeter setting.

MISSED APPROACH: Climb to 2200 direct FAMPA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	765-1 270 (300-1)			
LNAV/VNAV DA	909-1½ 414 (500-1½)			
LNAV MDA	900-1 405 (500-1)		900-1¼ 405 (500-1¼)	
CIRCLING	980-1 483 (500-1)		980-1½ 483 (500-1½)	1060-2 563 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5507
194°	TDZE	497
	Apt Elev	497

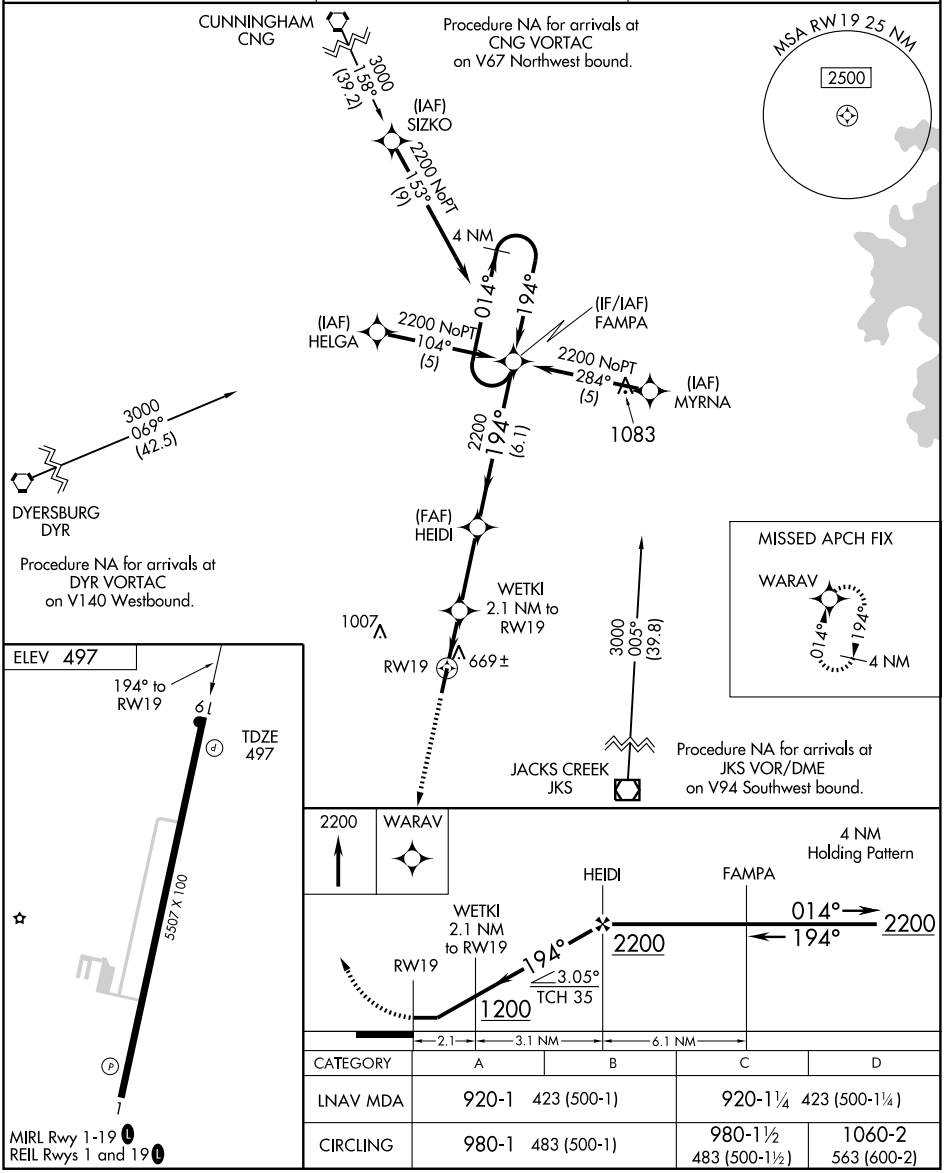
RNAV (GPS) RWY 19

HUNTINGDON/CARROLL COUNTY (HZD)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ mile, and Cat D ½ mile.

MISSED APPROACH: Climb to 2200 direct WARAV and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	920-1 423 (500-1)		920-1¼ 423 (500-1¼)	
CIRCLING	980-1 483 (500-1)		980-1½ 483 (500-1½)	1060-2 563 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
242°	TDZE	1180
	Apt Elev	1180

RNAV (GPS) RWY 23

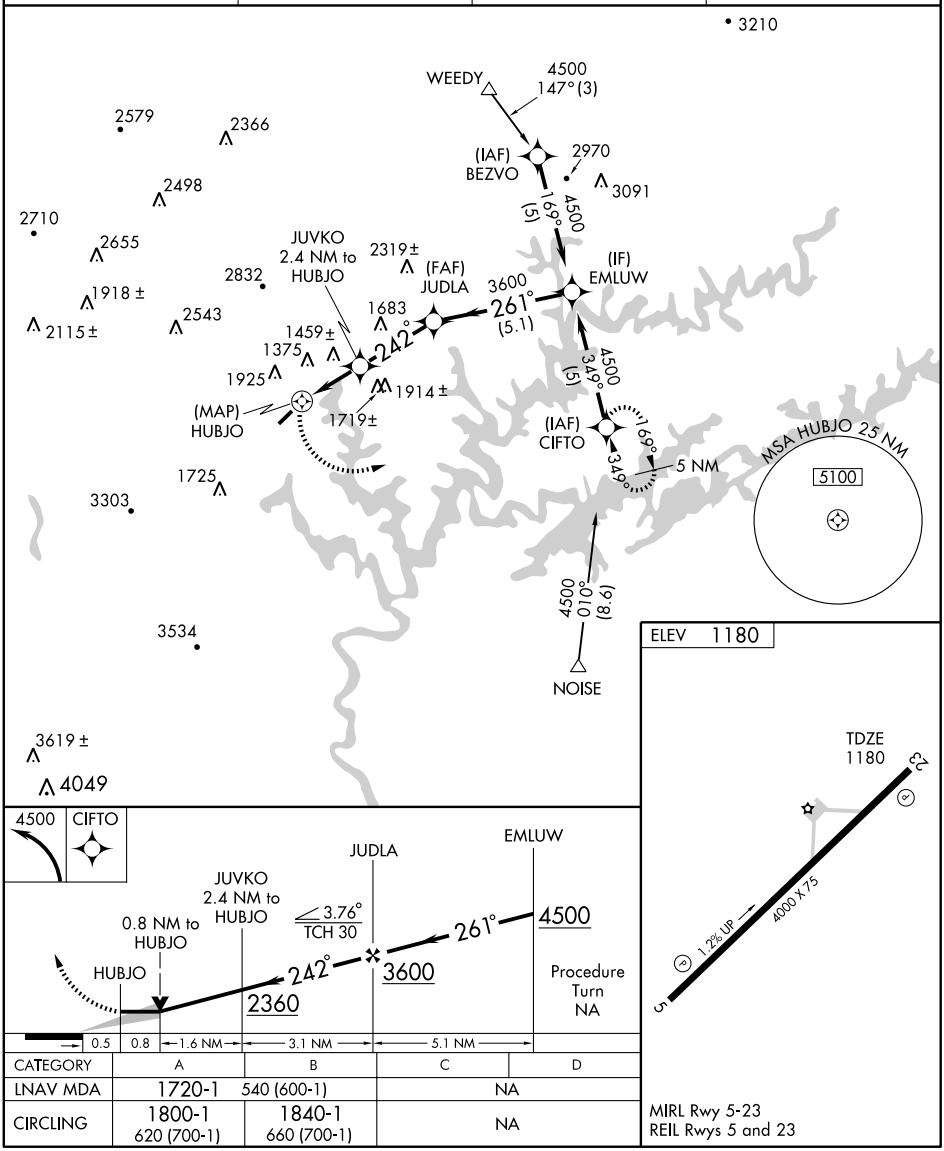
JACKSBORO/CAMPBELL COUNTY (JAU)

NA

DME/DME RNP-0.3 NA. Circling NA at night.
VDP NA when using McGhee-Tyson altimeter setting.
If local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDAs 120 feet.
Circling NA Northwest of Rwys 5 and 23.

MISSED APPROACH: Climbing left turn to 4500 direct CIFTO and hold, continue climb-in-hold to 4500.

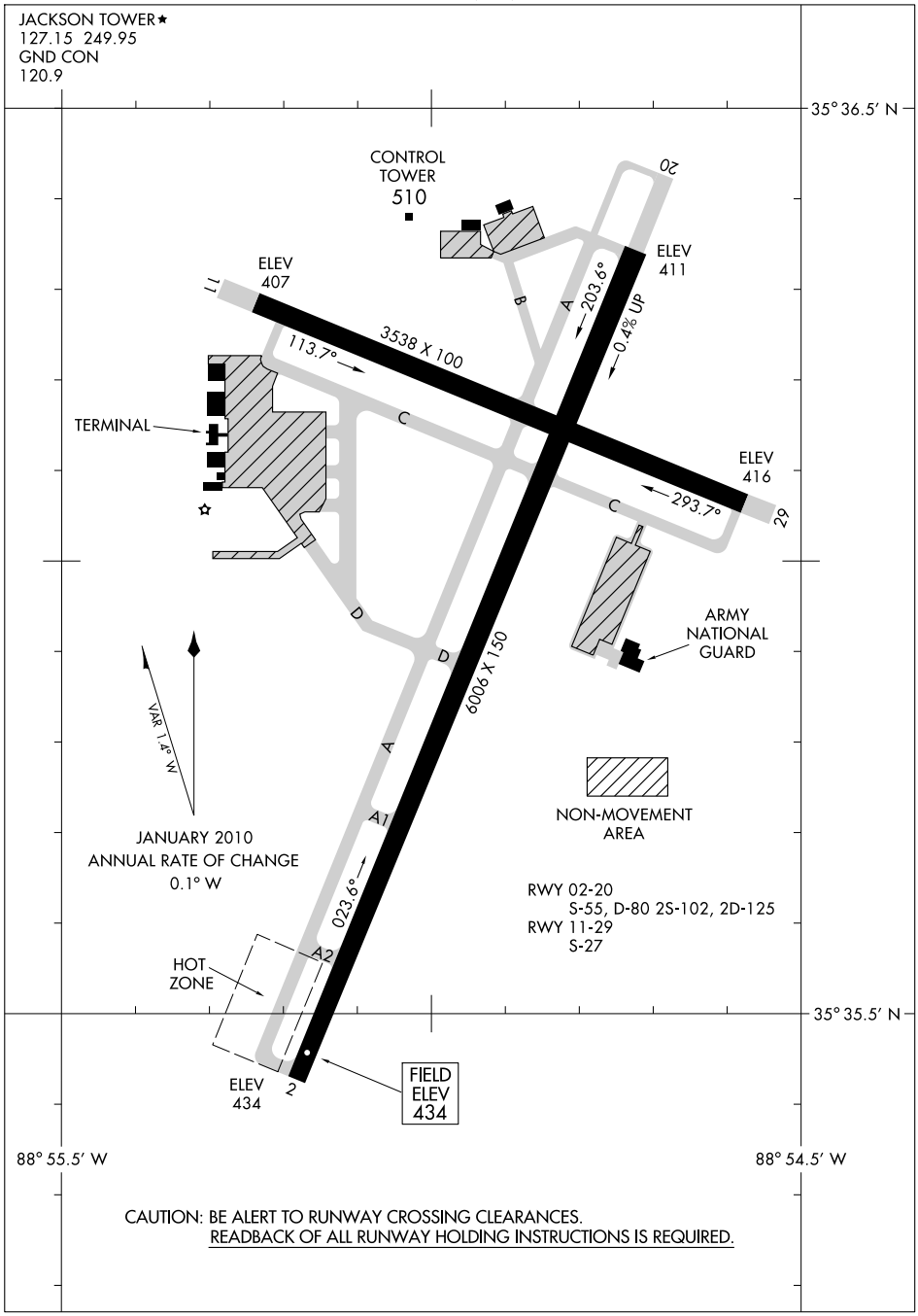
AWOS-3	ATLANTA CENTER	GCO	UNICOM
124.975	133.6 254.3	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1720-1	540 (600-1)	NA	
CIRCLING	1800-1 620 (700-1)	1840-1 660 (700-1)	NA	

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-MKL	APP CRS	Rwy Idg	6006
109.1	023°	TDZE	434
		Apt Elev	434

ILS or LOC RWY 2

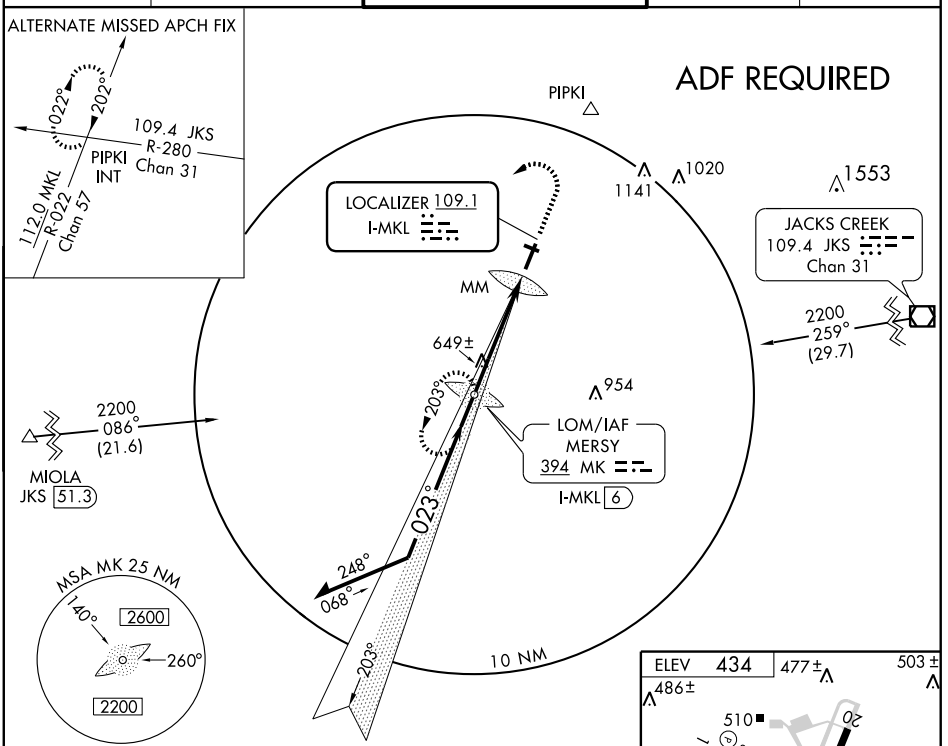
JACKSON/MCKELLAR-SIPES RGNL (MKL)

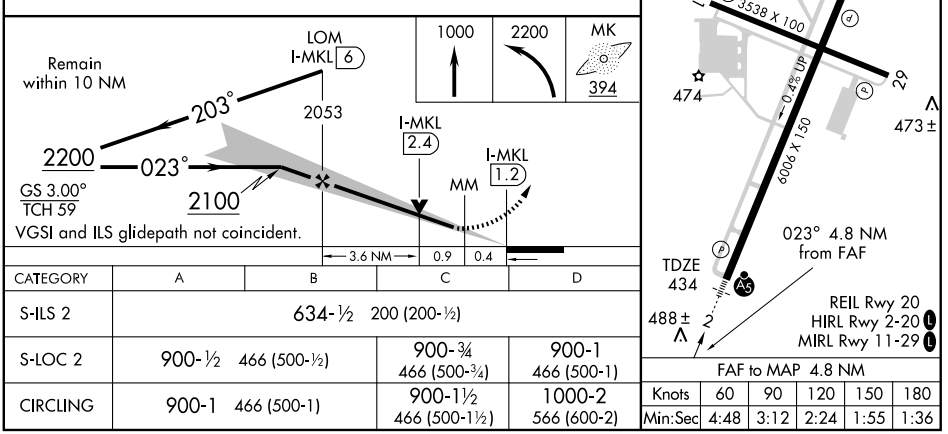
T A ADF REQUIRED. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet; all MDA 100 feet, and increase S-LOC 2 Cat. C and D visibility ¼ mile. When using Dyersburg altimeter setting; for inoperative MALSR, increase S-ILS 2 all Cats. visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct MK LOM and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95





CATEGORY	A	B	C	D
S-ILS 2	634-½ 200 (200-½)			
S-LOC 2	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-1½ 466 (500-1½)	1000-2 566 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6006
CH 93511	023°	TDZE 434
W02A		Apt Elev 434

RNAV (GPS) RWY 2

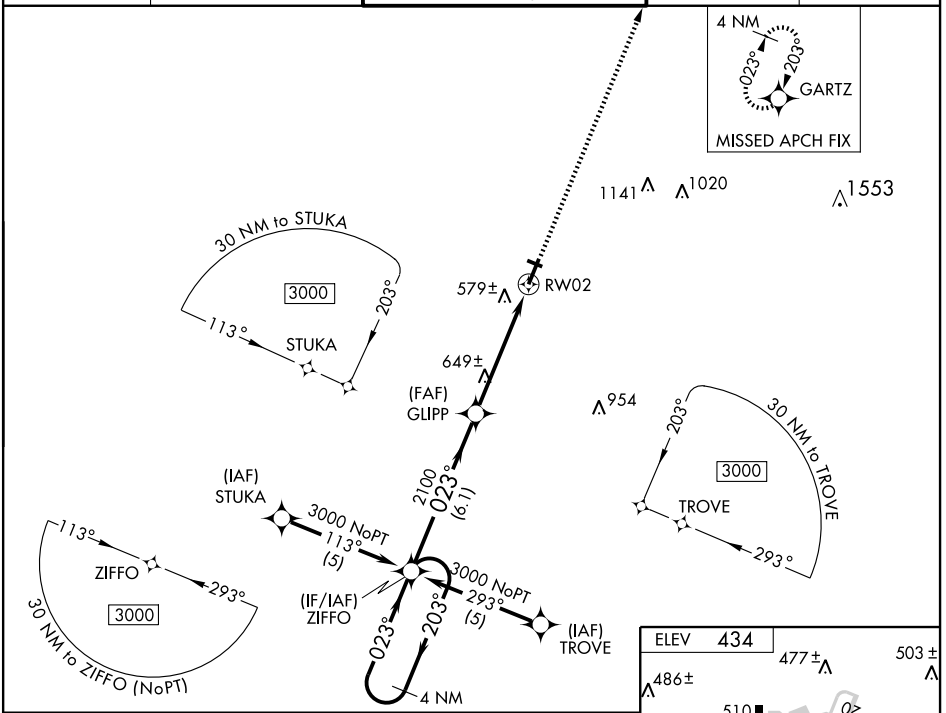
JACKSON/MCKELLAR-SIPES RGNL (MKL)

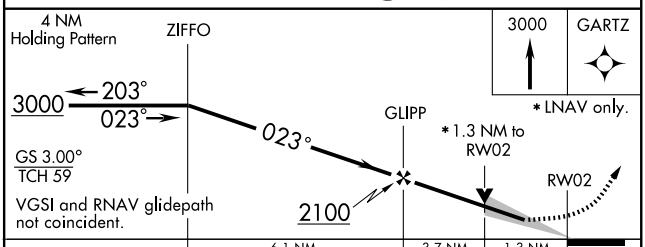
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats. visibility ½ mile, and LNAV Cat. C and D visibility ¼ mile. For inoperative MALSR when using Dyersburg altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting.

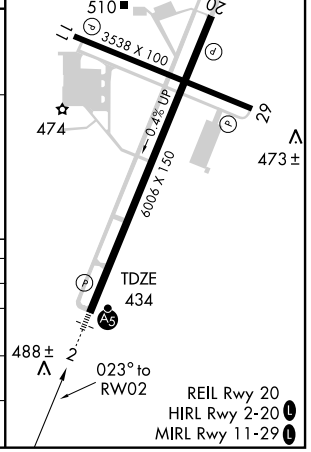
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct GARTZ and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	634-½ 200 (200-½)			
LNAV/VNAV DA	887-1 453 (500-1)			
LNAV MDA	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-1½ 466 (500-1½)	1000-2 566 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6006
CH 40312	203°	TDZE 418
W20A		Apt Elev 434

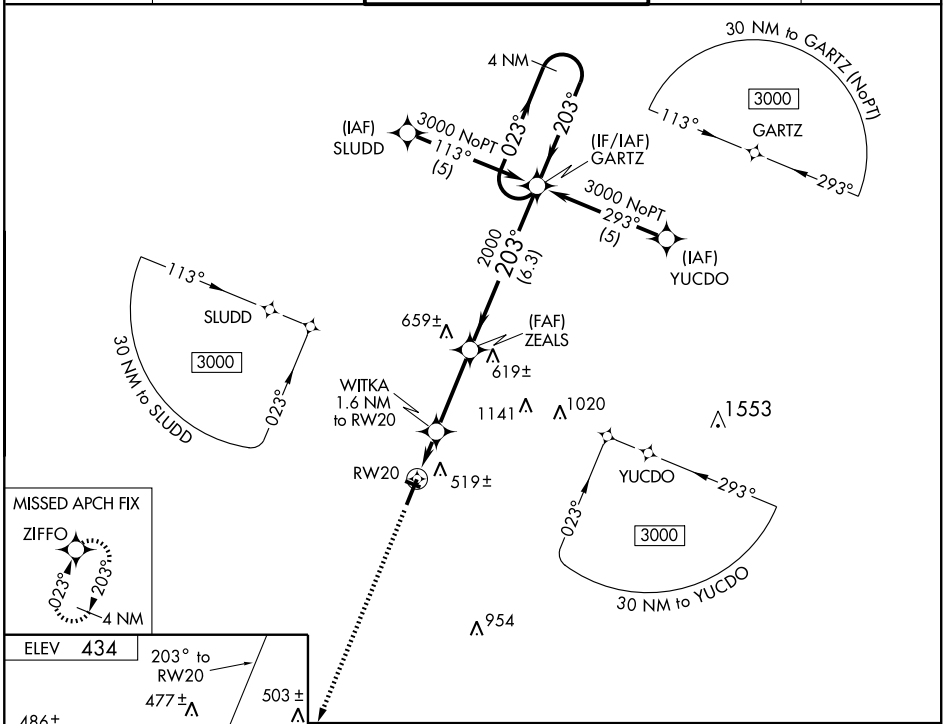
RNAV (GPS) RWY 20

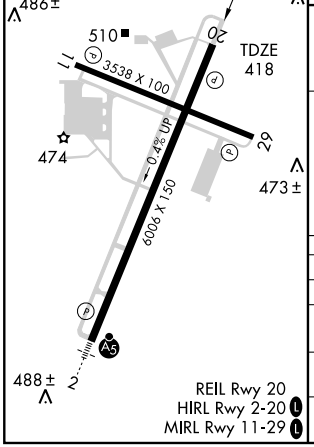
JACKSON/MCKELLAR-SIPES RGNL (MKL)

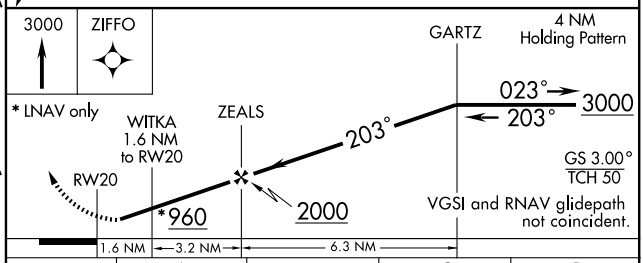
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats. visibility ½ mile, LNAV/VNAV ¼ mile, LNAV Cat. C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct ZIFFO and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	710-1 292 (300-1)			
LNAV/VNAV DA	818-1½ 400 (400-1½)			
LNAV MDA	780-1 362 (400-1)			780-1¼ 362 (400-1¼)
CIRCLING	880-1 446 (500-1)	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 2

JACKSON/MCKELLAR-SIPES RGNL (MKL)

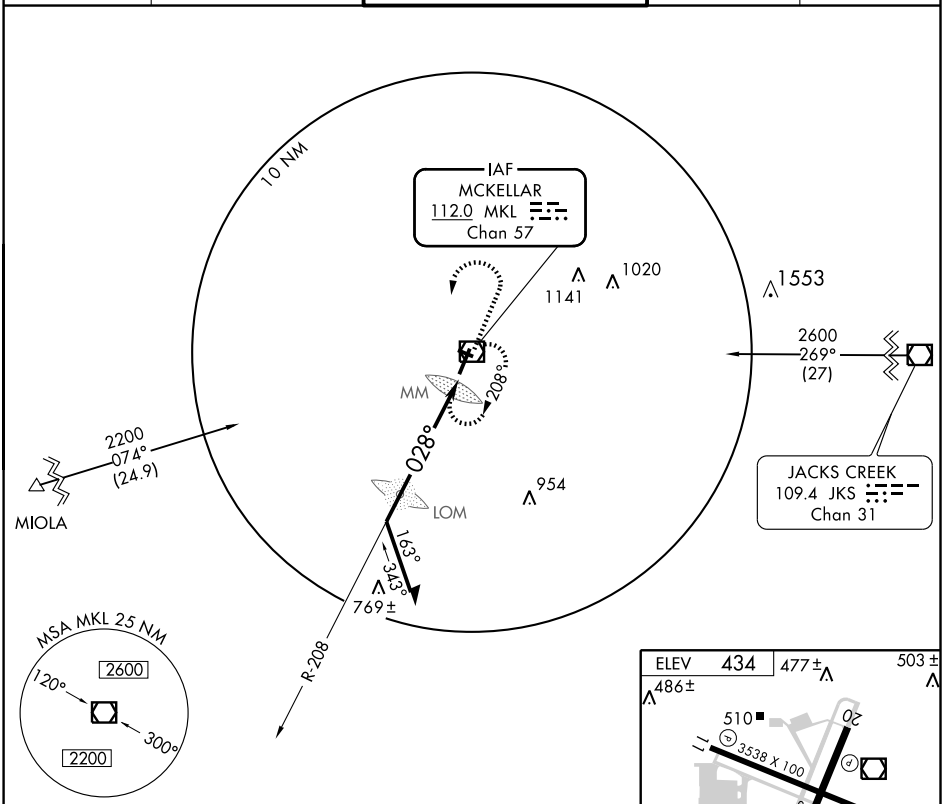
VOR/DME MKL	APP CRS	Rwy Idg	6006
112.0	028°	TDZE	434
Chan 57		Apt Elev	434

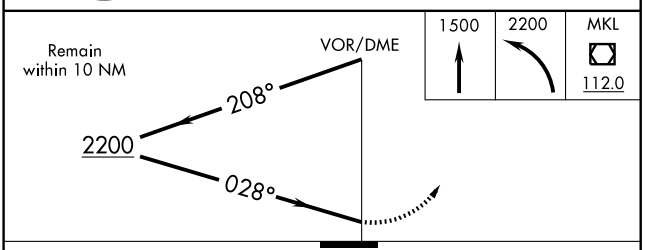
When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDA 100 feet; increase S-2 Cat. B visibility ¼ mile, and Cat. C and D visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95





CATEGORY	A	B	C	D
S-2	1080-½	646 (700-½)	1080-1¼ 646 (700-1¼)	1080-1½ 646 (700-1½)
CIRCLING	1080-1	646 (700-1)	1080-1¾ 646 (700-1¾)	1080-2 646 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

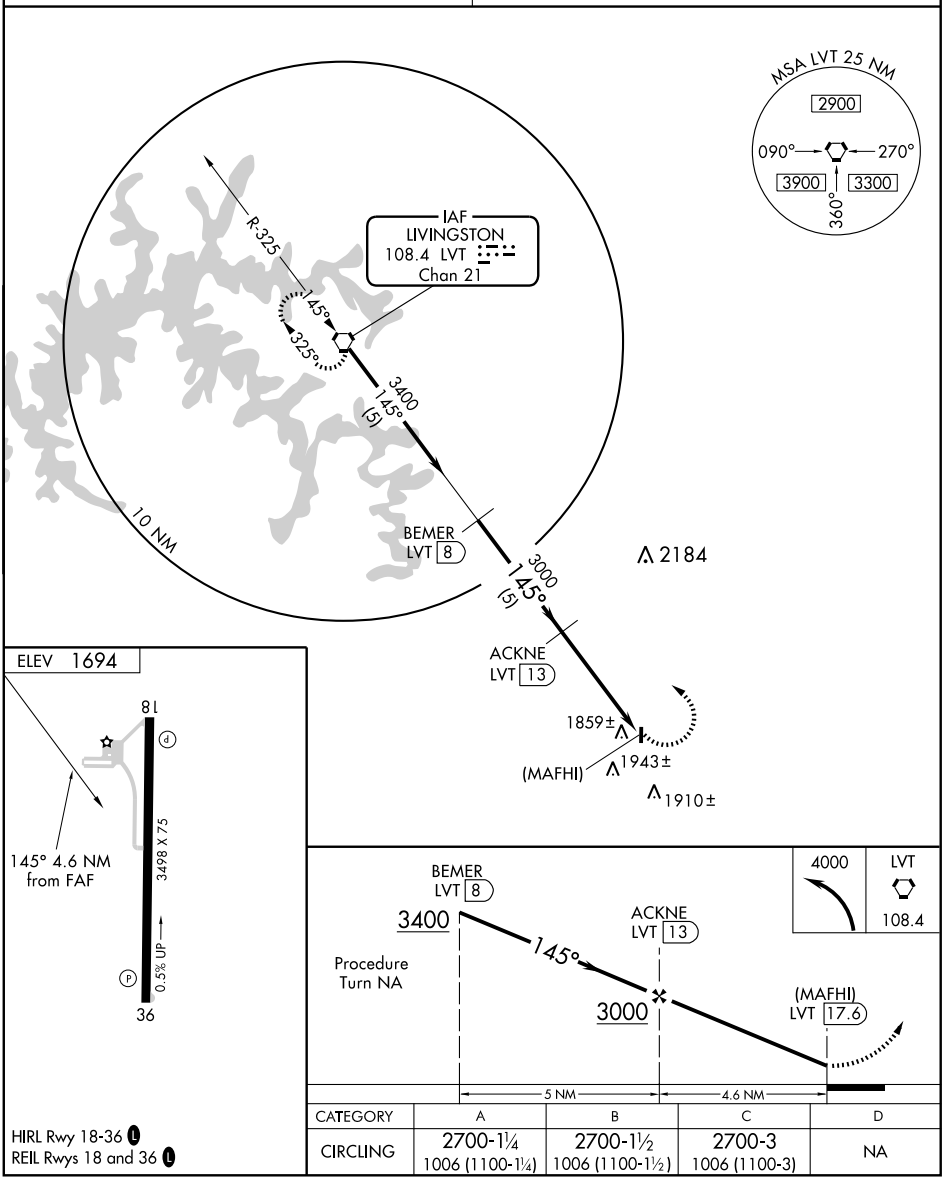
VORTAC LVT	APP CRS	Rwy Idg	N/A
108.4	145°	TDZE	N/A
Chan 21		Apt Elev	1694

VOR/DME or GPS-A
JAMESTOWN MUNI (2A1)

NA — Obtain local altimeter setting on UNICOM 122.8; when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct to LVT VORTAC and hold.

INDIANAPOLIS CENTER	UNICOM
124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2700-1¼ 1006 (1100-1¼)	2700-1½ 1006 (1100-1½)	2700-3 1006 (1100-3)	NA

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB APT	APP CRS	Rwy Idg	3500
382	047°	TDZE	641
		Apt Elev	641

NDB RWY 4

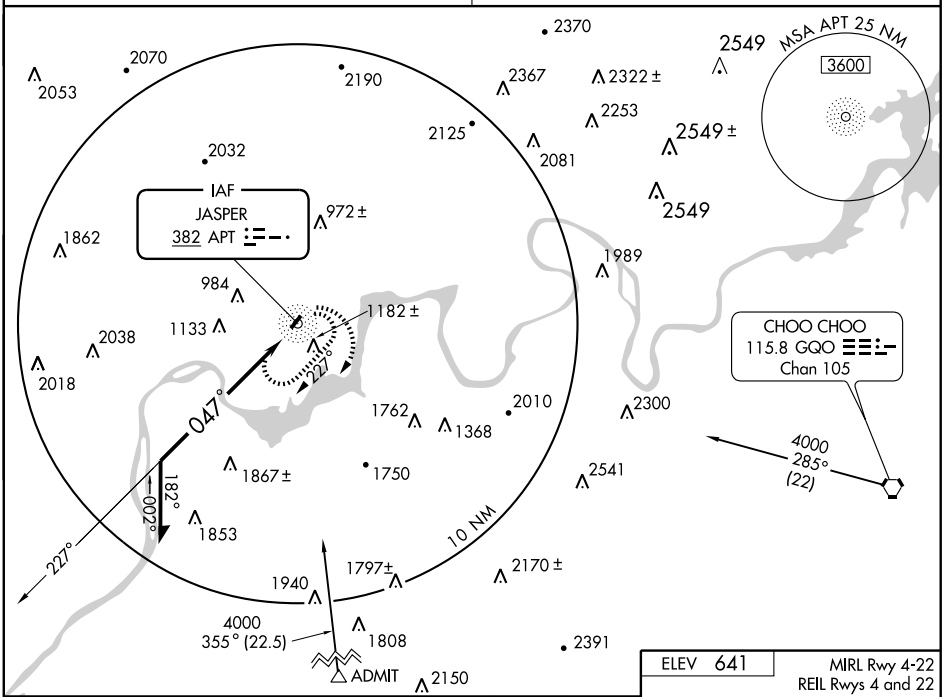
JASPER/ MARION COUNTY-BROWN FIELD (APT)

NA — Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting.

MISSED APPROACH: Climbing right turn to 3600 in APT NDB holding pattern.

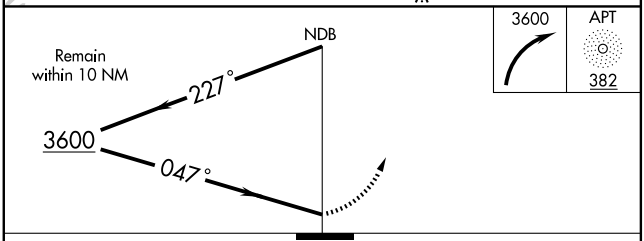
CHATTANOOGA APP CON ★
119.2 323.075

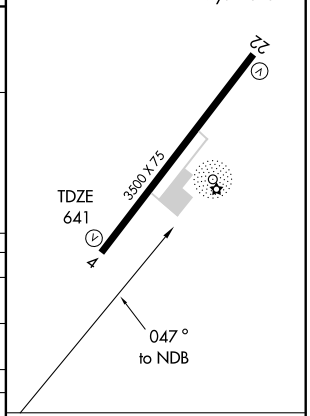
UNICOM
122.8 (CTAF)



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-4	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CIRCLING	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
S-4	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA
CIRCLING	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA

Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy Idg	3500
025°	TDZE	641
	Apt Elev	641

RNAV (GPS) RWY 4

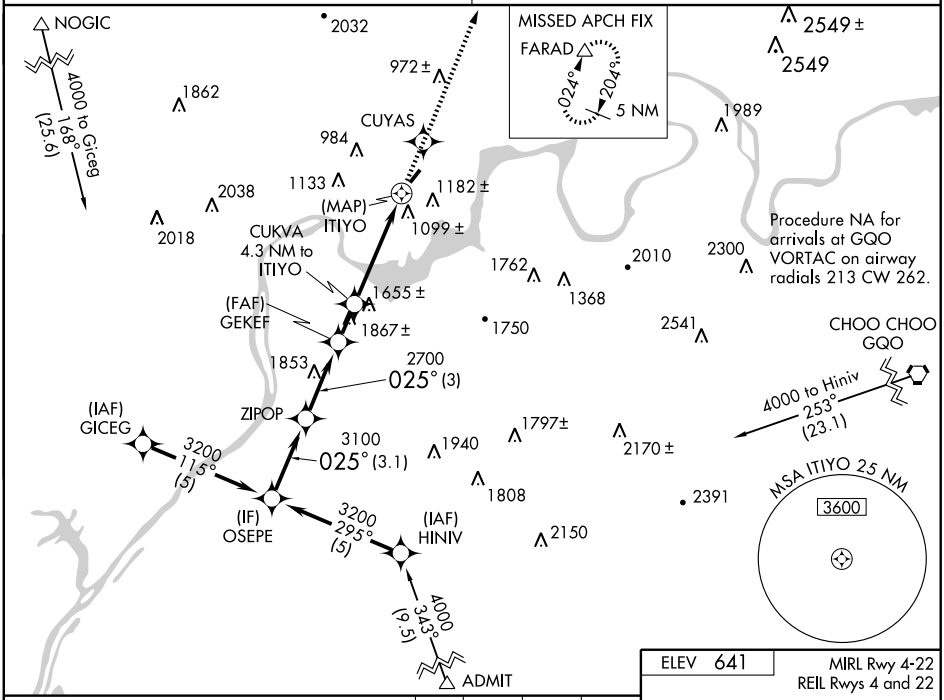
JASPER/ MARION COUNTY-BROWN FIELD (APT)

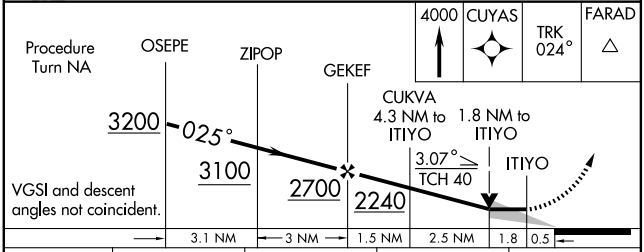
T
A NA

Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. VDP NA with Chattanooga altimeter setting. DME/DME RNP-0.3 NA.

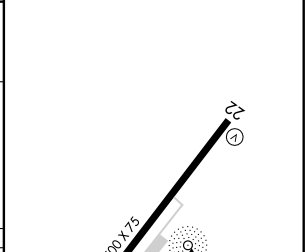
MISSED APPROACH: Climb to 4000 direct CUYAS and via 024° track to FARAD and hold.

CHATTANOOGA APP CON ★	UNICOM
119.2 323.075	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 899 (900-1¼)		1540-2¾ 899 (900-2¾)	NA
CIRCLING	1620-1¼ 979 (1000-1¼)	1900-1½ 1259 (1300-1½)	1920-3 1279 (1300-3)	NA



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-DKX	APP CRS	Rwy Idg	3499
111.3	260°	TDZE	833
		Apt Elev	833

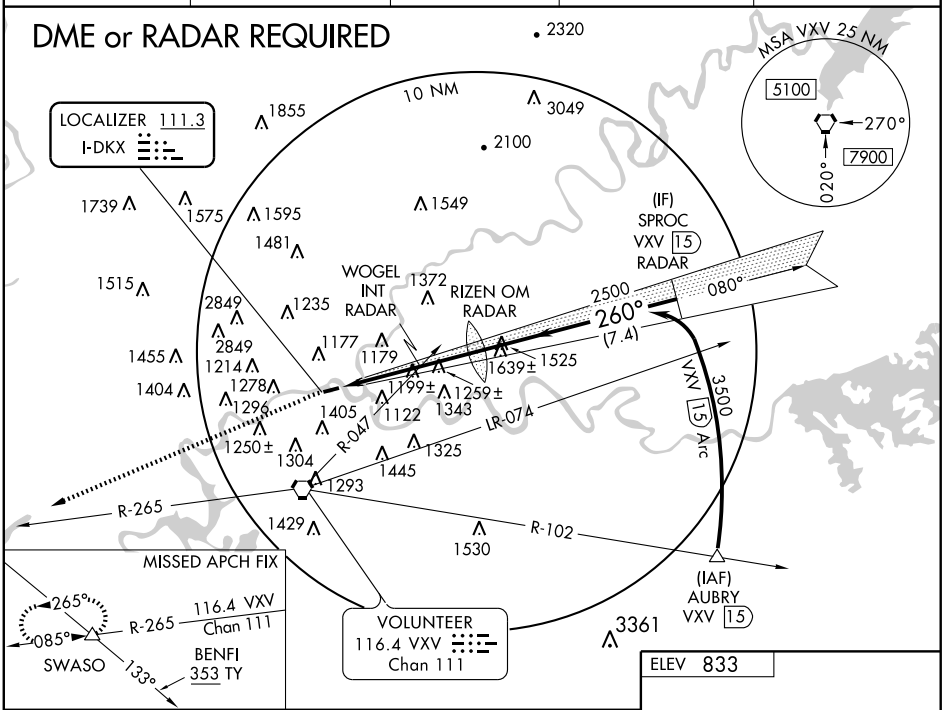
LOC RWY 26

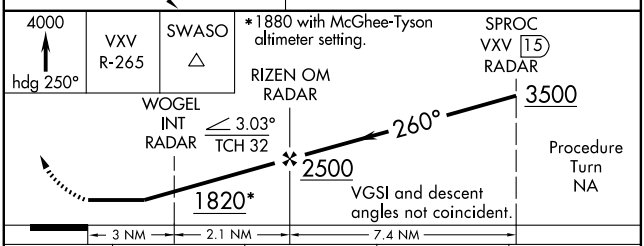
KNOXVILLE DOWNTOWN ISLAND (DKX)

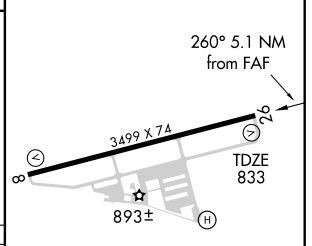
ADF or DME REQUIRED. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 60 feet and increase WOGEL Fix minimums Cat C and Circling Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R-265 to SWASO INT and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 (L)







CATEGORY	A	B	C	D
S-26	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA
CIRCLING	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA
WOGEL FIX MINIMUMS				
S-26	1460-1 627 (700-1)		1460-1¾ 627 (700-1¾)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

REIL Rwys 8 and 26 (L)
MIRL Rwy 8-26 (L)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3499
CH 99718	260°	TDZE	833
W26A		Apt Elev	833

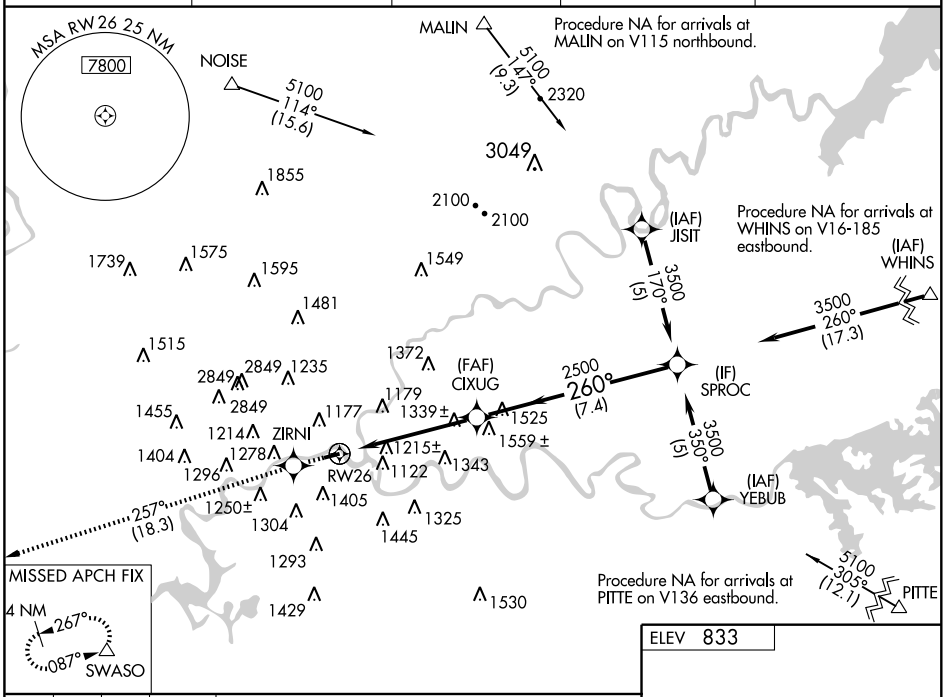
RNAV (GPS) RWY 26

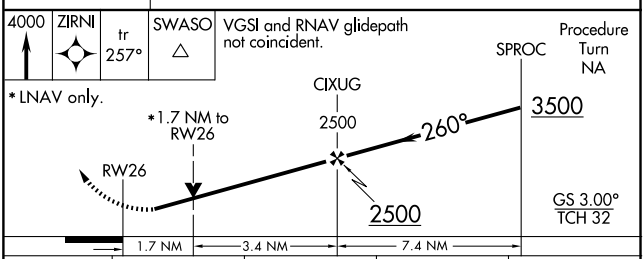
KNOXVILLE DOWNTOWN ISLAND (DKX)

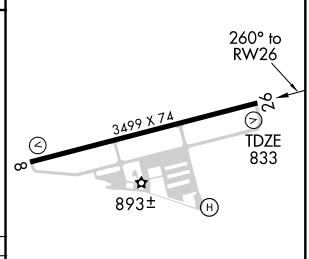
Baro-VNAV NA when using McGhee-Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all DA 46 feet and all MDA 60 feet; increase LNAV Cat C and Circling Cats B and C visibility ¼ mile. VDP NA with McGhee-Tyson altimeter setting.

MISSED APPROACH: Climb to 4000 direct ZIRNI and on track 257° to SWASO and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 (L)







CATEGORY	A	B	C	D
LPV DA	1152-1¼ 319 (400-1¼)			NA
LNAV/VNAV DA	1872-4 1039 (1100-4)			NA
LNAV MDA	1600-1 767 (800-1)	1600-1¼ 767 (800-1¼)	1600-2¼ 767 (800-2¼)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-1¾)	NA

REIL Rwys 8 and 26 (L)
MIRL Rwy 8-26 (L)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC VXV	APP CRS	Rwy Idg	N/A
116.4	199°	TDZE	N/A
Chan 111		Apt Elev	833

VOR/DME-B

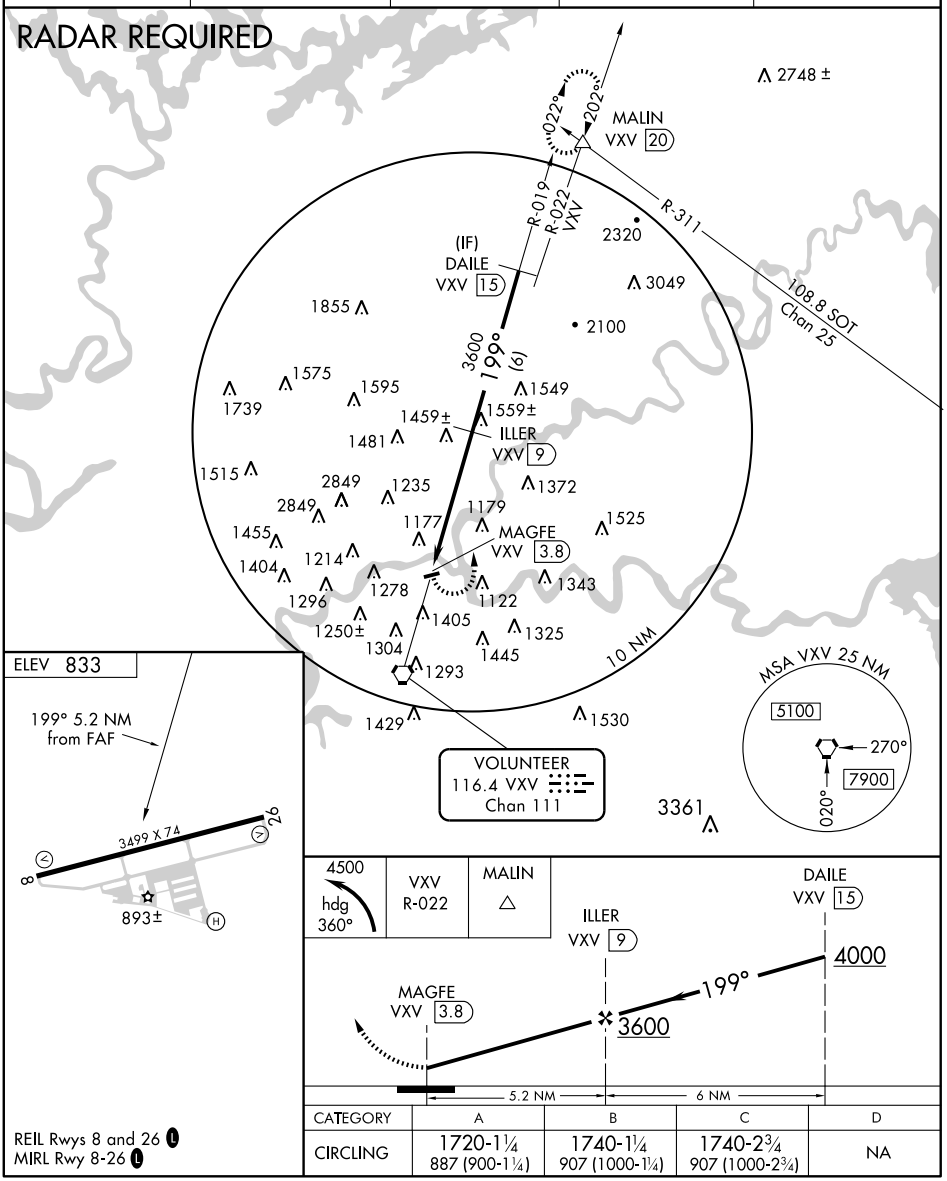
KNOXVILLE DOWNTOWN ISLAND (DKX)

When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDAs 60 feet; increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4500 on heading 360° and VXV VORTAC R-022 to MALIN INT/VXV 20 DME and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 L

RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1720-1¼ 887 (900-1¼)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

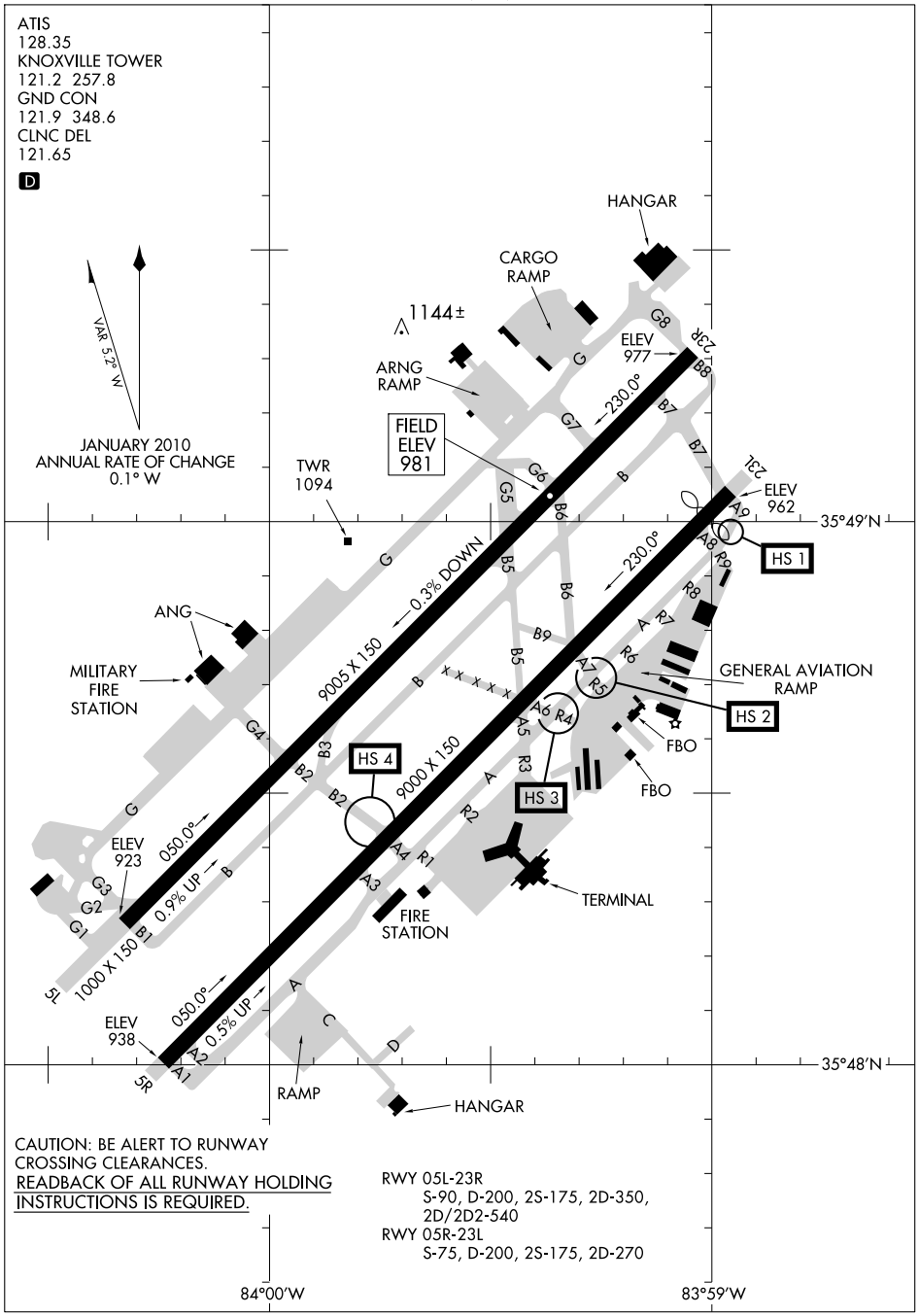
AIRPORT DIAGRAM

KNOXVILLE /MCGHEE-TYSON (TYS)

KNOXVILLE,TENNESSEE

AL-218 (FAA)

SE-1, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

KNOXVILLE,TENNESSEE
KNOXVILLE /MCGHEE-TYSON (TYS)

10266

HI-ILS or LOC RWY 5L

LOC I-TYS	APCH CRS	Rwy ldg 9008 TDZE 953 Arpt Elev 981
110.3	048°	

JAL-218 [USAF] KNOXVILLE/ McGHEE TYSON (KTYS)

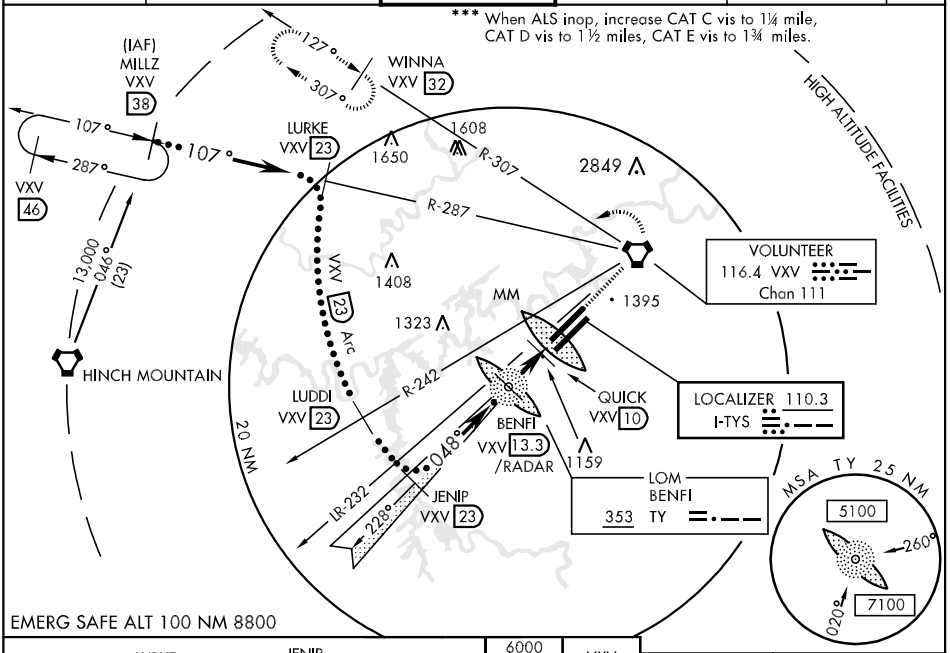
▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¾ mile, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

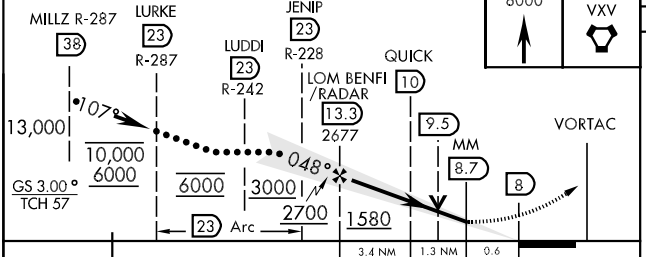
ALSF-1 (A1)

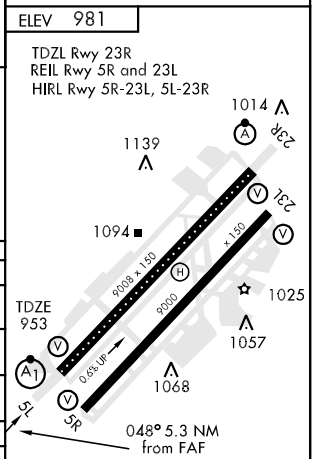
MISSED APPROACH: Climb to 6000 direct to VXV VORTAC. At VXV VORTAC, turn left to via VXV R-307 to WINNA INT (VXV R-307/32 DME) and hold.

ATIS ★	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	

*** When ALS inop, increase CAT C vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.







CATEGORY	C	D	E
S-ILS 5L *	1153/18 200 (200-½)		1153/24 200 (200-½)
S-LOC 5L **	1580/60 627 (700-1¼)	1580-1½ 627 (700-1½)	1580-1¾ 627 (700-1¾)
CIRCLING	1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)	1900-3 919 (1000-3)
QUICK FIX MINIMUMS			
S-LOC 5L***	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 23R

LOC I-BUI	APCH CRS	Rwy ldg	TDZE	Arpt Elev
111.7	228°	9008	981	981

JAL-218 [USAF] KNOXVILLE/ McGHEE TYSON (KTYS)

* When ALS inop, increase vis ¼ mile.
** When ALS inop, increase vis ½ mile.

ALSF-2

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via heading 240°to intercept VXV R-231 direct GROSS Int/29 DME and hold.

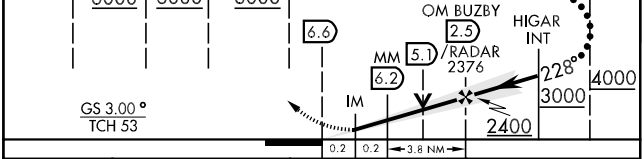
ATIS ★	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	

RADAR or DME REQUIRED

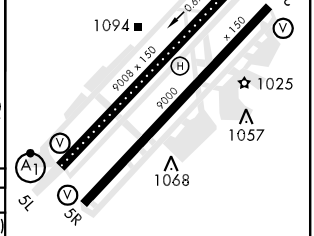
(IAF) MILLZ VXV 38
107°
287°
VXV 46
13,000
045° (23)
HINCH MOUNTAIN
R-113
GROSS VXV 29
051°
231°
R-231
1650
1608
YOBUD VXV 17
OCEPI VXV 10
1240
1323
1395
IM
MM
BUZBY VXV 2.5 /RADAR
HIGAR OM
R-138
R-287
VXV 10 Arc
2849
Downtown Island Airport
228°
USAYA VXV 10
3049
R-016
R-050
LR-038
048°
TABUC VXV 10
RIZEN OM
CAUTION: RIZEN OM for Downtown Island for Rwy 26 may be recieved prior to BUZBY OM.
20 NM
HIGH ALTITUDE FACILITIES
VOLUNTEER 116.4 VXV Chan 111
4077
LOCALIZER 111.7 I-BUI
MSA VXV 25 NM
5100
260°
7900
020°
(a) (b) (c) 217° 287° 037°

EMERG SAFE ALT 100 NM 8800

2000 | 3000 VXV R-231 | GROSS VXV 29



ELEV 981
TDZL Rwy 23R
REIL Rwy 5R and 23L
HIRL Rwy 5R-23L, 5L-23R
228°4.2 NM from FAF



CATEGORY	C	D	E
S-ILS 23R*	1181/18 200 (200-½)		1181/24 200 (200-½)
S-LOC 23R**	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 5L

VORTAC VXV	APCH CRS	Rwy ldg	9008
116.4	045°	TDZE	953
Chan 111		Arpt Elev	981

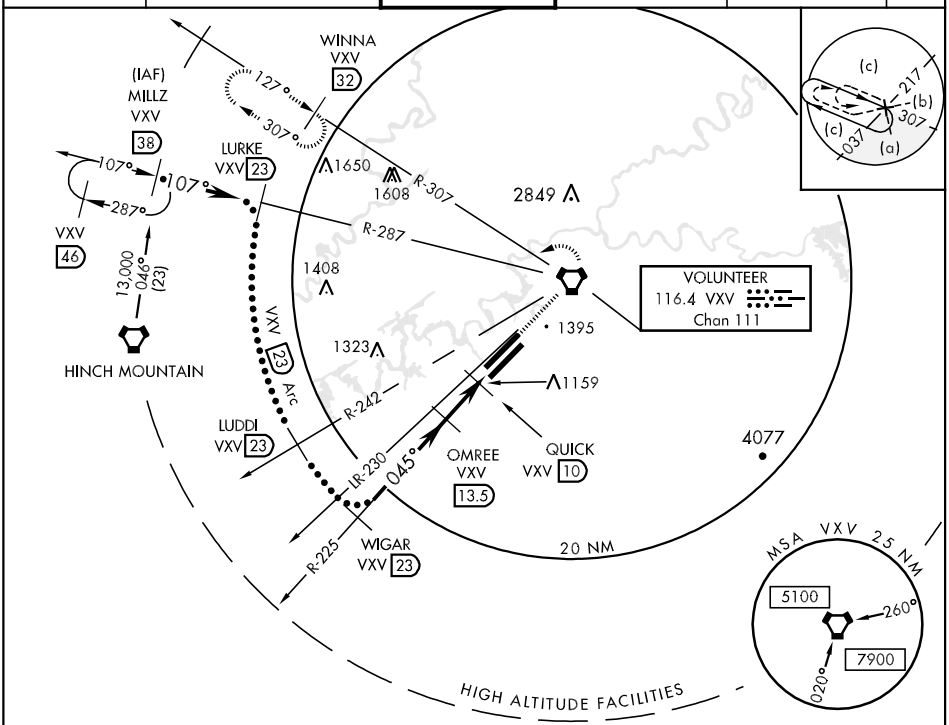
JAL-218 [USAF] KNOXVILLE/ McGHEE TYSON (KTYS)

* When ALS inop, increase CAT C vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

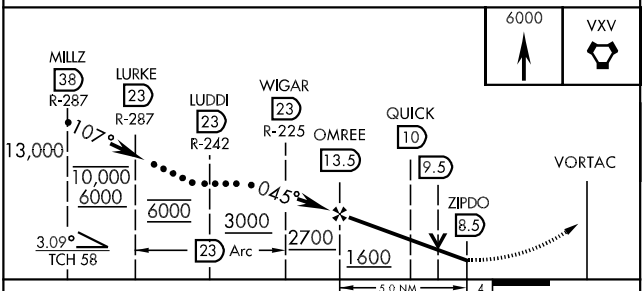
ALSF-1

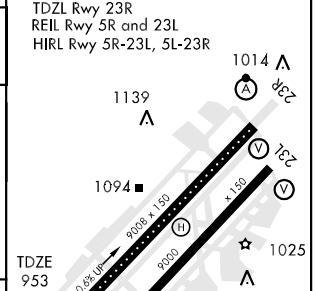
MISSED APPROACH: Climb to 6000 direct to VXV VORTAC. At VXV VORTAC, turn left via VXV R-307 to WINNA INT (VXV R-307/32 DME) and hold.

ATIS ★	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	



EMERG SAFE ALT 100 NM 8800





CATEGORY	C	D	E
S-5L*	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

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HI-VOR/DME or TACAN RWY 23R

VORTAC VXV 116.4 Chan 111	APCH CRS 224°	Rwy ldg 9008 TDZE 981 Arpt Elev 981

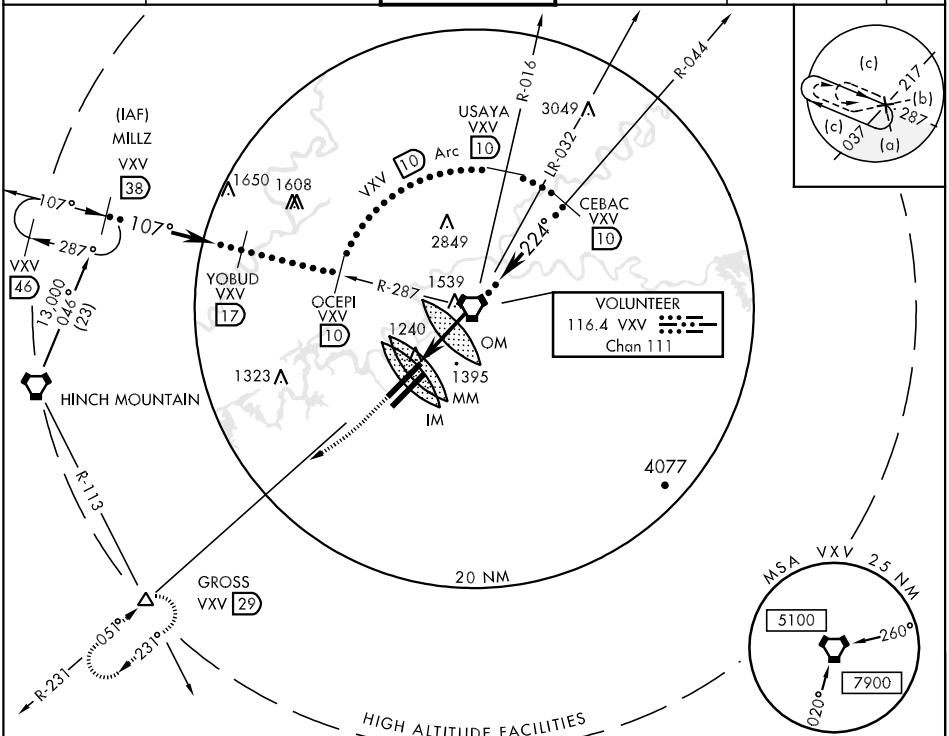
JAL-218 [USAF] KNOXVILLE/ McGHEE TYSON (KTYS)

*When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

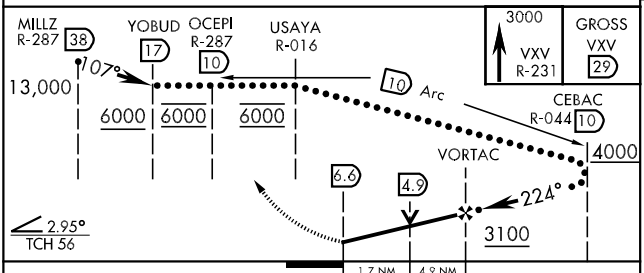
ALSF-2

MISSED APPROACH: Climb to 3000 on VXV VORTAC R-231 to GROSS Int/29 DME and hold.

ATIS * 128.35	KNOXVILLE APP CON 118.0 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65	ASR



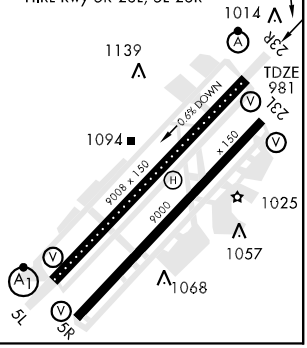
EMERG SAFE ALT 100 NM 8800



ELEV 981

TDZL Rwy 23R
REIL Rwy 5R and 23L
HIRL Rwy 5R-23L, 5L-23R

224° 6.6 NM from FAF



CATEGORY	C	D	E
S-23R*	1580/50 599 (600-1)	1580/60 599 (600-1¼)	1580-1½ 599 (600-1½)
CIRCLING	1580-1½ 599 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A.
	HS 4	Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 5L

KNOXVILLE/MCGHEE-TYSON (TYS)

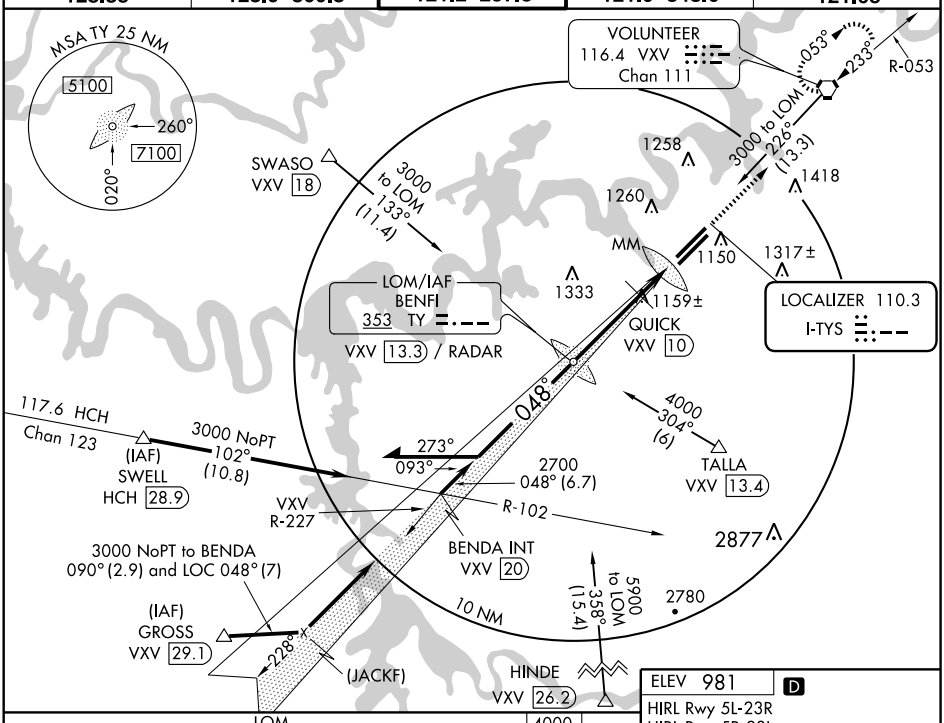
LOC I-TYS	APP CRS	Rwy Idg	9005
110.3	048°	TDZE	953
		Apt Elev	981

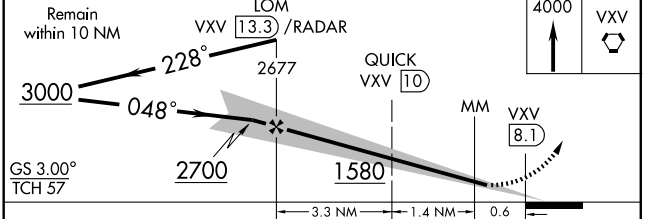
ASR

MALSR

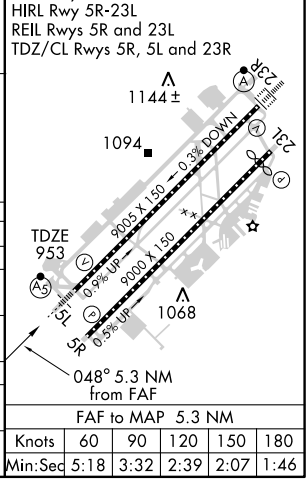
MISSED APPROACH: Climb to 4000 direct VXV VORTAC and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





CATEGORY	A	B	C	D
S-ILS 5L		1153/18	200 (200-½)	
S-LOC 5L	1580/24 627 (600-½)		1580/60 627 (600-1¼)	1580-1½ 627 (600-1½)
CIRCLING	1580-1 599 (600-1)		1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)
QUICK FIX MINIMUMS				
S-LOC 5L	1420/24 467 (500-½)		1420/40 467 (500-¾)	1420/50 467 (500-1)
CIRCLING	1460-1 479 (500-1)	1520-1 539 (600-1)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BUI	APP CRS	Rwy Idg	9005
111.7	228°	TDZE	981
		Apt Elev	981

ILS or LOC RWY 23R

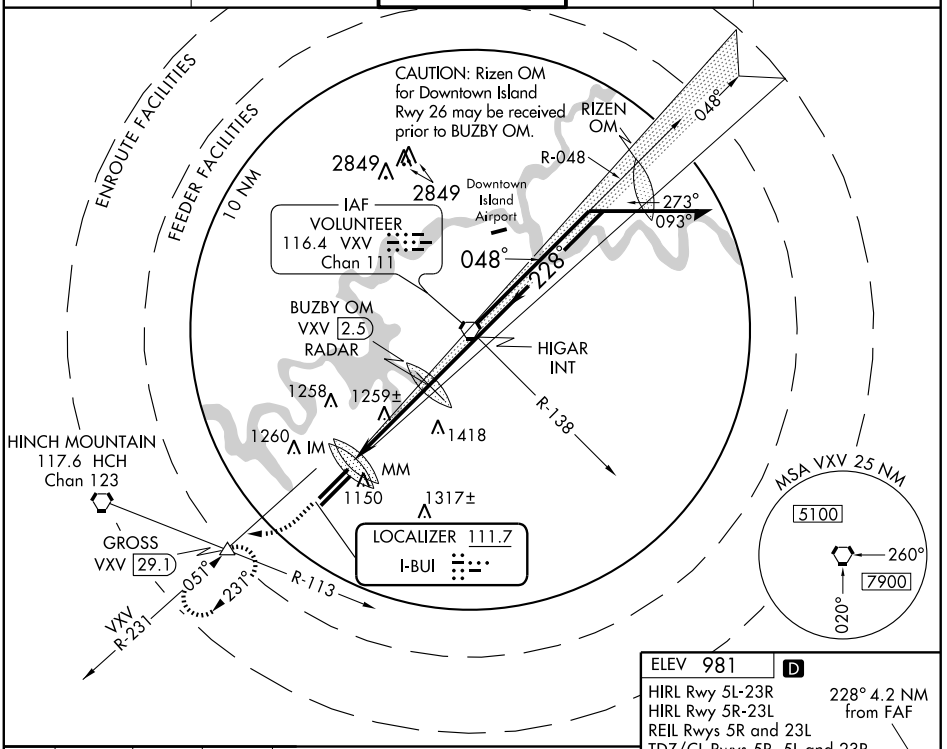
KNOXVILLE/MCGHEE-TYSON (TYS)

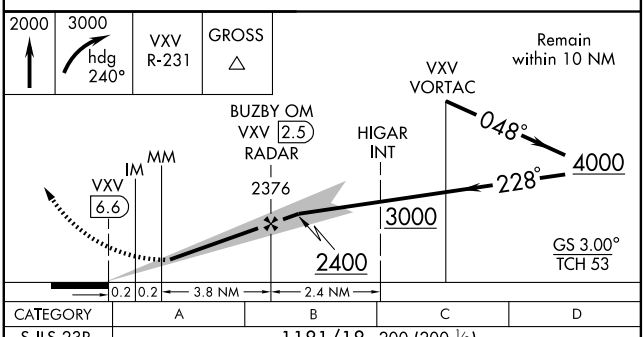
ASR

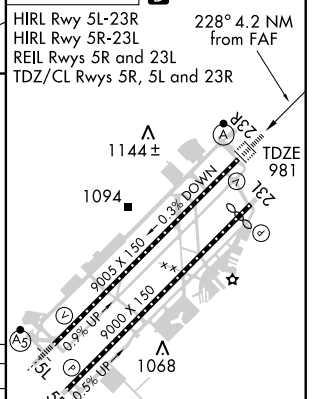
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXV VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-ILS 23R	1181/18	200 (200-½)		
S-LOC 23R	1520/24	539 (600-½)	1520/50 539 (600-1)	1520/60 539 (600-1¼)
CIRCLING	1520-1	539 (600-1)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BUI	APP CRS	Rwy Idg	9005
111.7	228°	TDZE	981
		Apt Elev	981

ILS RWY 23R (CAT II)

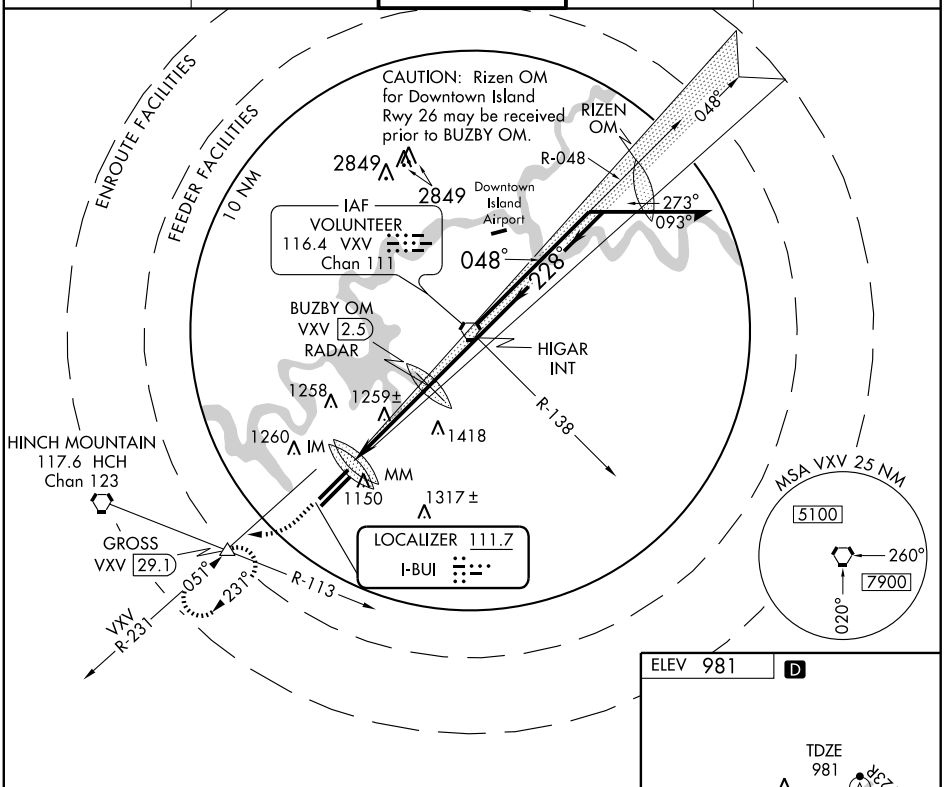
KNOXVILLE/MCGHEE-TYSON (TYS)

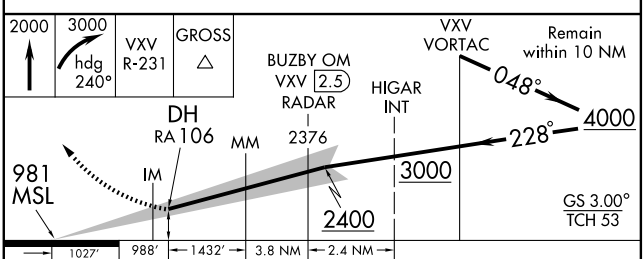
ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXV VORTAC R-231 to GROSS Int/29.1 DME and hold.

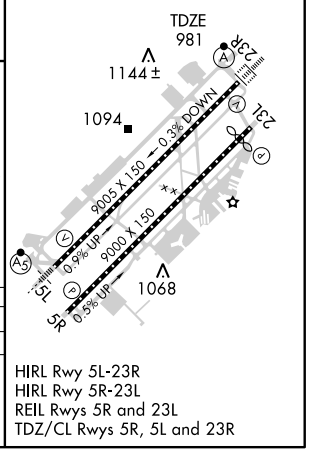
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





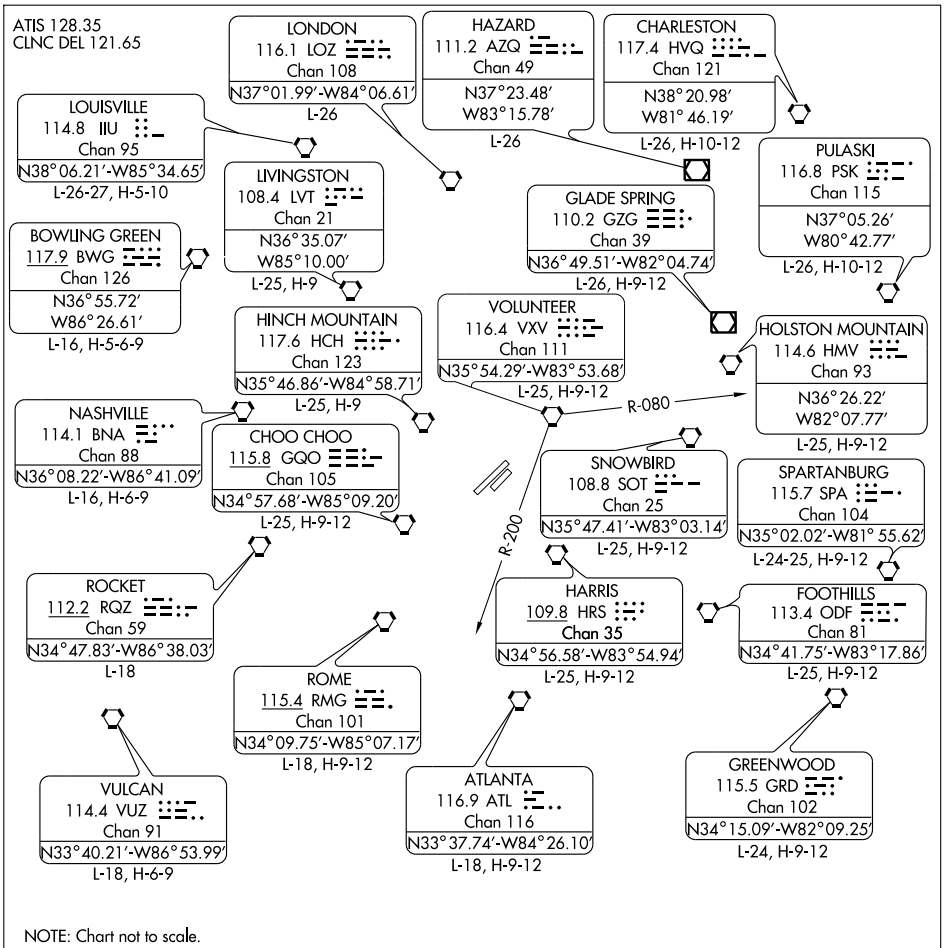
CATEGORY	A	B	C	D
S-ILS 23R	RA 106/12 100 DA 1081			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for vectors to filed route. Maintain 6,000 feet (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6,000 feet continue climb to 9,000 feet before turning on course.

WAAS	APP CRS	Rwy Idg	9005
CH 48802	048°	TDZE	953
W05A		Apt Elev	981

RNAV (GPS) RWY 5L

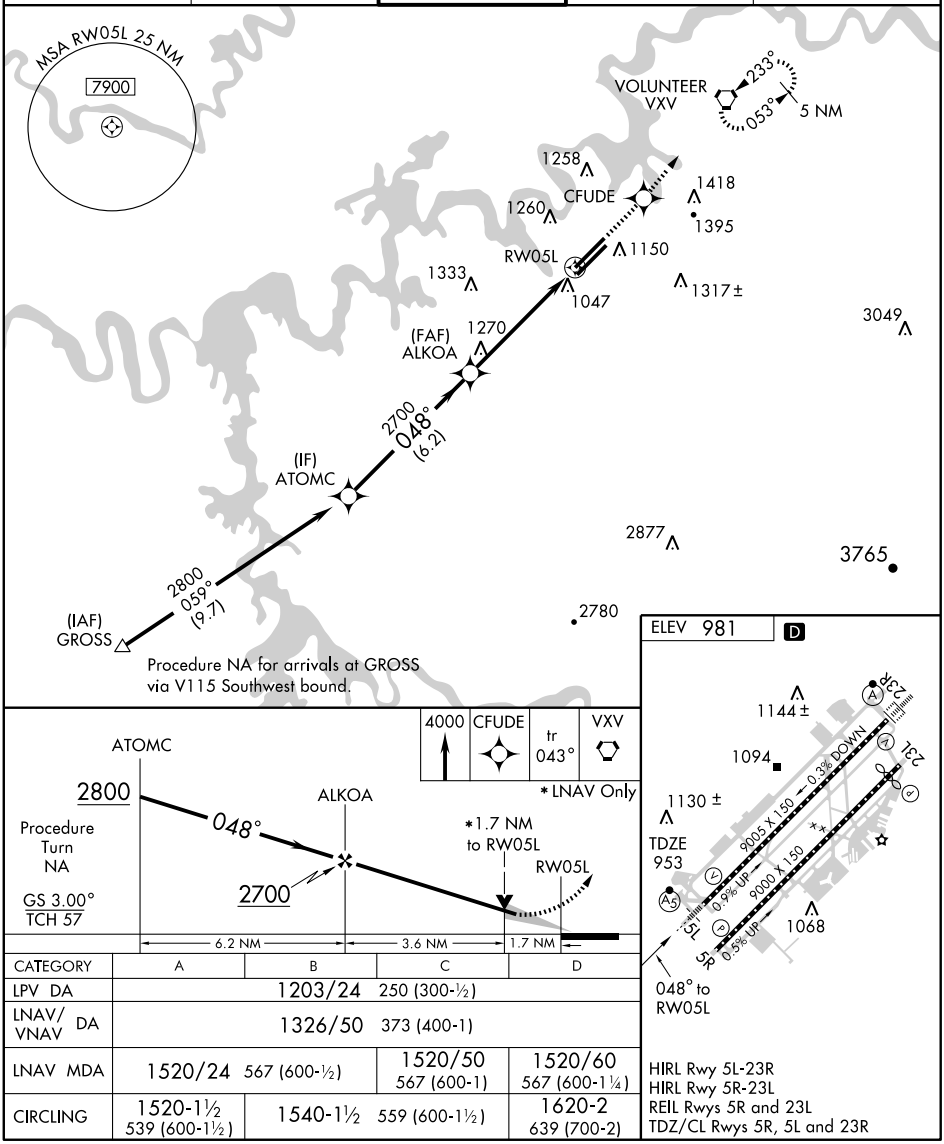
KNOXVILLE/MCGHEE-TYSON (TYS)

ASR For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct CFUDE and via 043° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



CATEGORY	A	B	C	D
LPV DA	1203/24 250 (300-½)			
LNAV/ VNAV DA	1326/50 373 (400-1)			
LNAV MDA	1520/24 567 (600-½)		1520/50 567 (600-1)	1520/60 567 (600-1¼)
CIRCLING	1520-1½ 539 (600-1½)	1540-1½ 559 (600-1½)		1620-2 639 (700-2)

HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 97410 W05B	048°	Rwy Idg 8600 TDZE 959 Apt Elev 981	

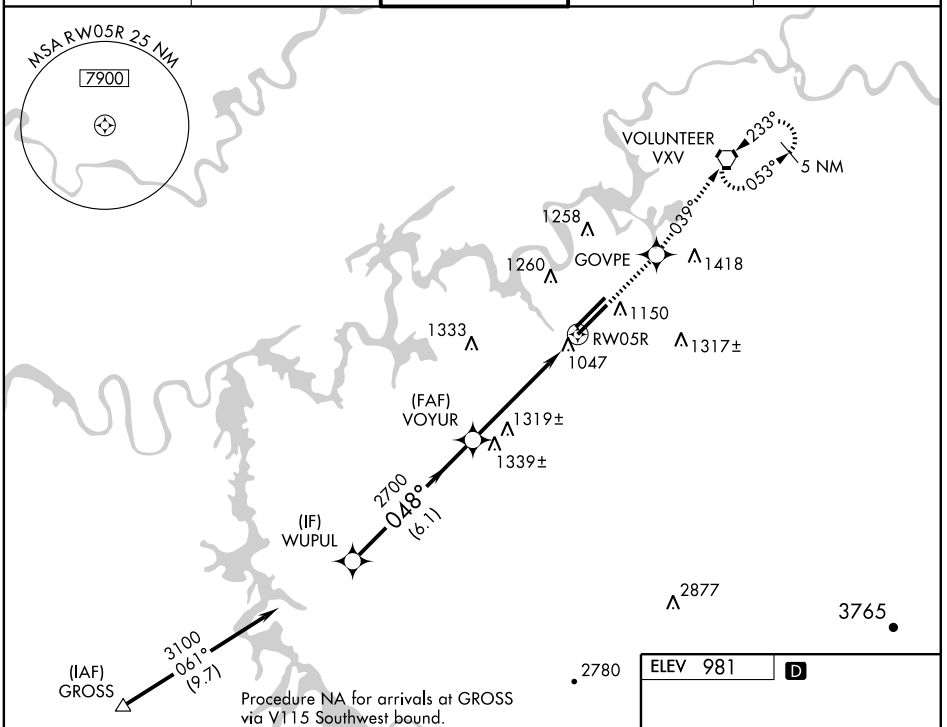
RNAV (GPS) RWY 5R

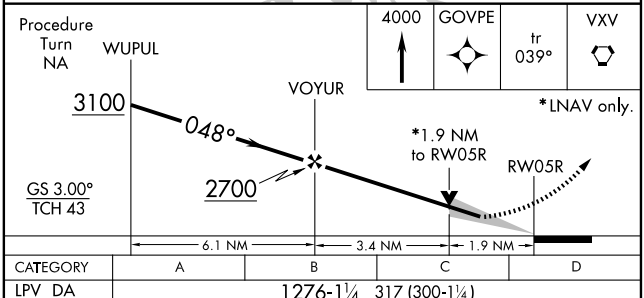
KNOXVILLE/MCGHEE-TYSON (TYS)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

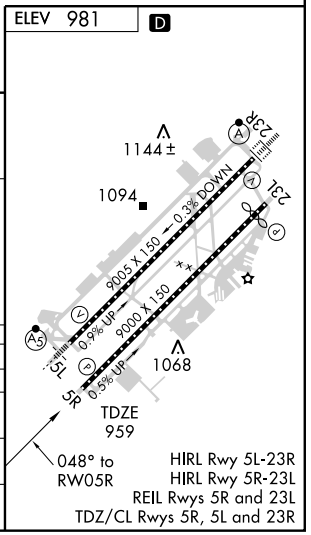
MISSED APPROACH: Climb to 4000 direct GOVPE and via 039° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





CATEGORY	A	B	C	D
LPV DA	1276-1¼ 317 (300-1¼)			
LNAV/VNAV DA	1471-2 512 (500-2)			
LNAV MDA	1580-1 621 (600-1)		1580-1¾ 621 (600-1¾)	1580-2 621 (600-2)
CIRCLING	1580-1 599 (600-1)		1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90210 W23B | APP CRS 228° | Rwy Idg 8600 TDZE 965 Apt Elev 981

RNAV (GPS) RWY 23L

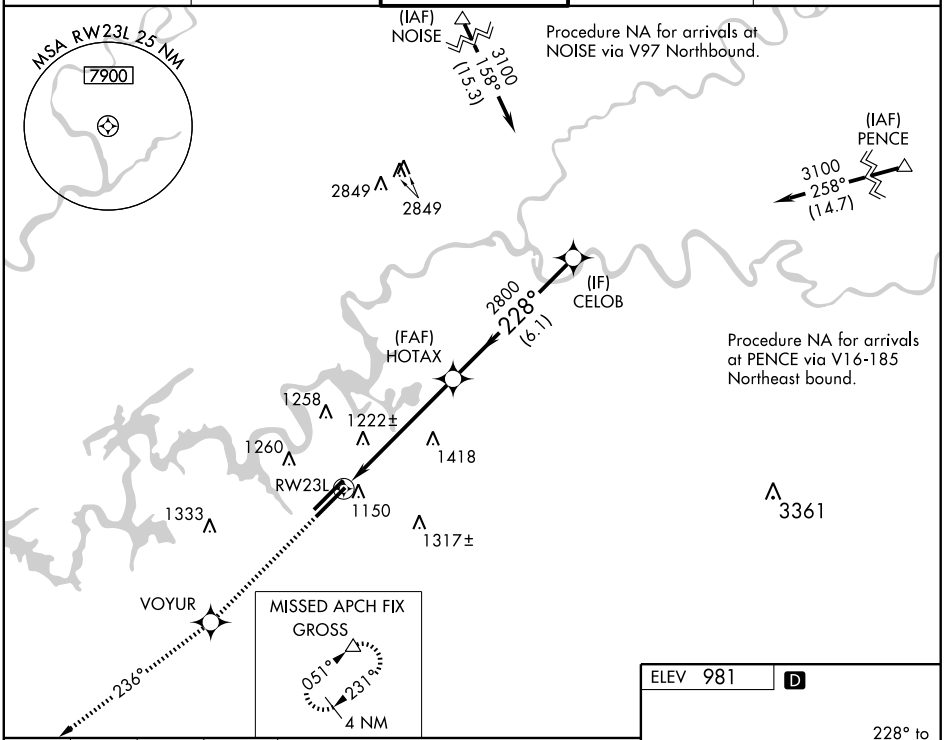
KNOXVILLE/MCGHEE-TYSON (TYS)

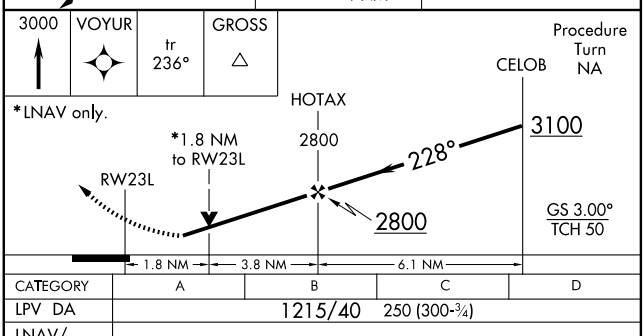
ASR

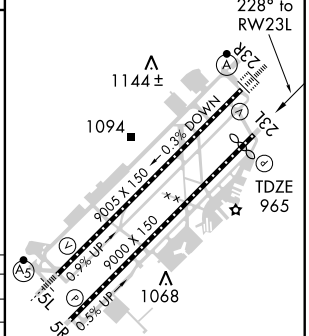
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VOYUR and via 236° track to GROSS and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
LPV DA	1215/40 250 (300-¾)			
LNAV/VNAV DA	1544-2 579 (600-2)			
LNAV MDA	1580/50 615 (600-1)		1580-1¾ 615 (600-1¾)	1580-2 615 (600-2)
CIRCLING	1580-1 599 (600-1)		1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)

HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9005
CH 81902	228°	TDZE	981
W23A		Apt Elev	981

RNAV (GPS) RWY 23R

KNOXVILLE/MCGHEE-TYSON (TYS)

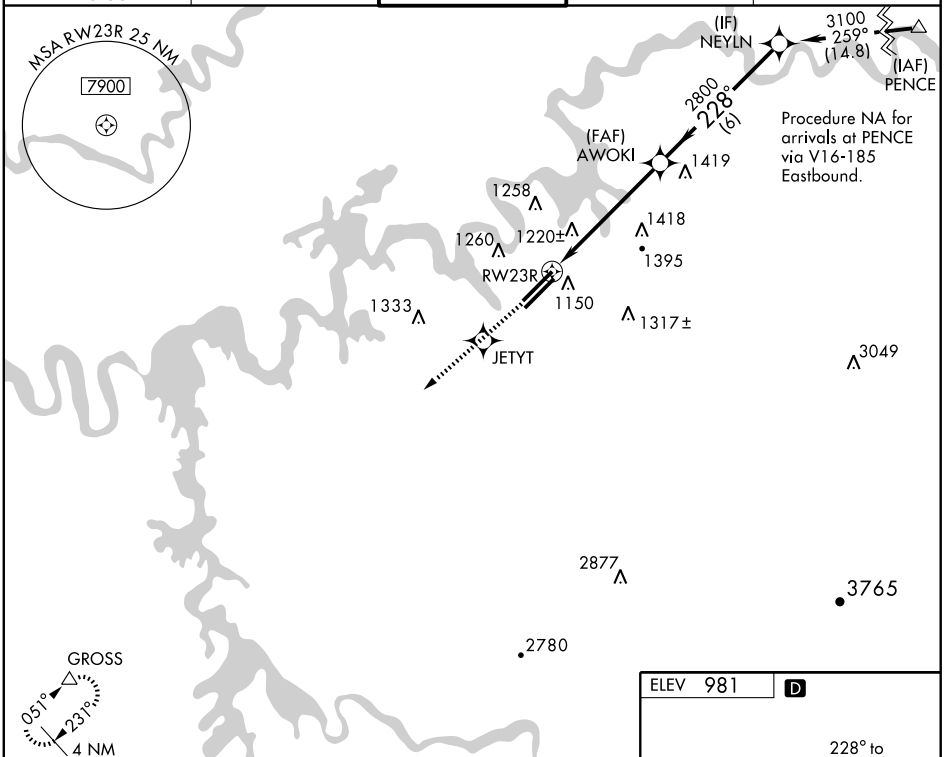
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ASR

ALSF-2

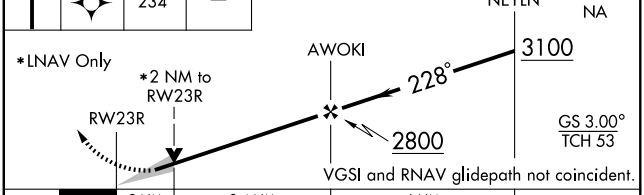
MISSED APPROACH: Climb to 3000 direct JETYT and via 234° track to GROSS and hold.

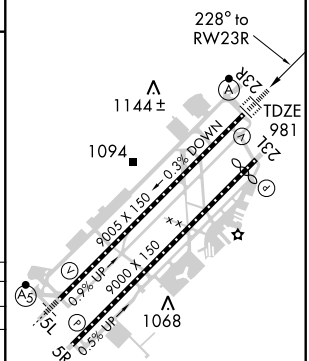
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



3000	JETYT	tr 234°	GROSS

Procedure Turn NA





CATEGORY	A	B	C	D
LPV DA	1231/24 250 (300-½)			
LNAV/VNAV DA	1550-1½ 569 (600-1½)			
LNAV MDA	1680/24 699 (700-½)		1680-1½ 699 (700-1½)	1680-1¾ 699 (700-1¾)
CIRCLING	1680-2 699 (700-2)			1680-2¼ 699 (700-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME VXV	APP CRS	Rwy Idg	8600
116.4	222°	TDZE	965
Chan 111		Apt Elev	981

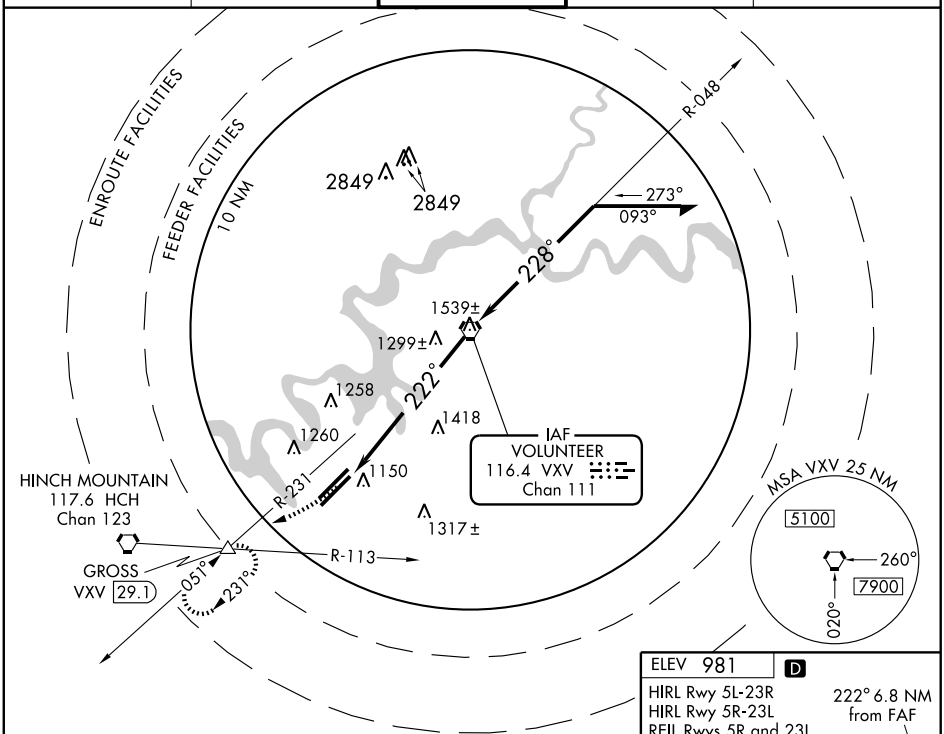
VOR RWY 23L

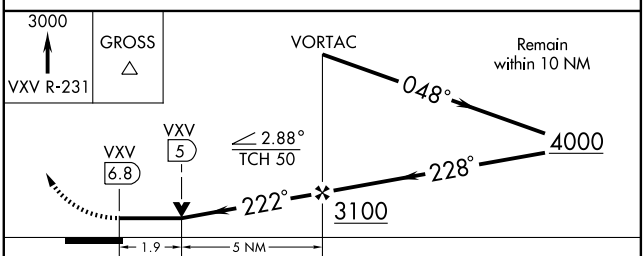
KNOXVILLE/MCGHEE-TYSON (TYS)

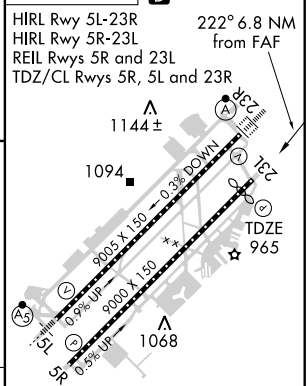
ASR

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME VXV	APP CRS	Rwy Idg	9005
116.4	224°	TDZE	981
Chan 111		Apt Elev	981

VOR RWY 23R

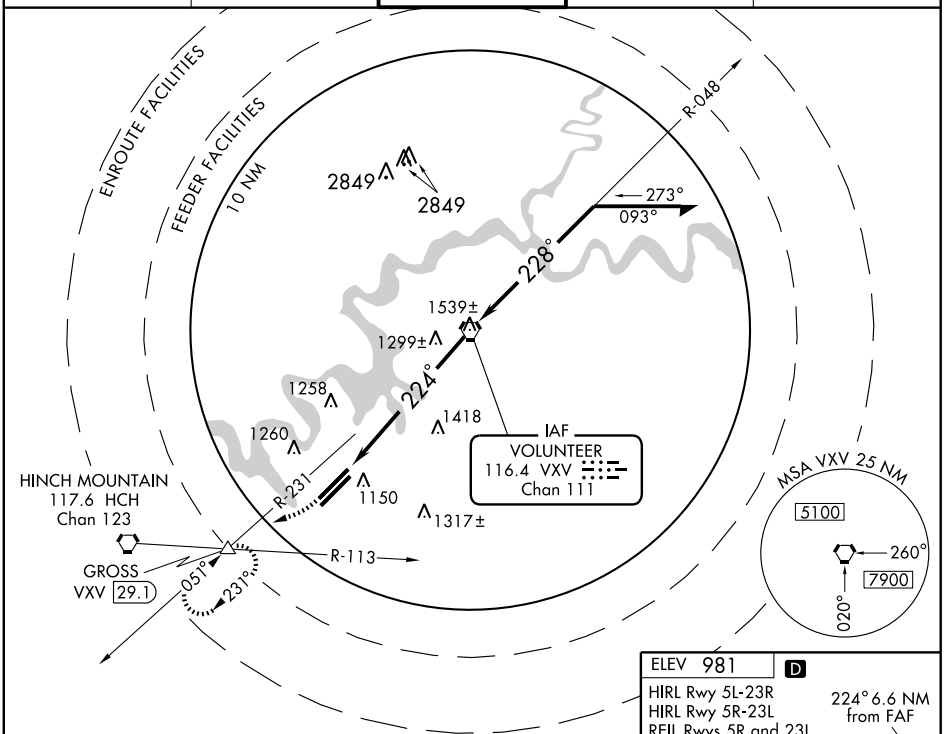
KNOXVILLE/MCGHEE-TYSON (TYS)

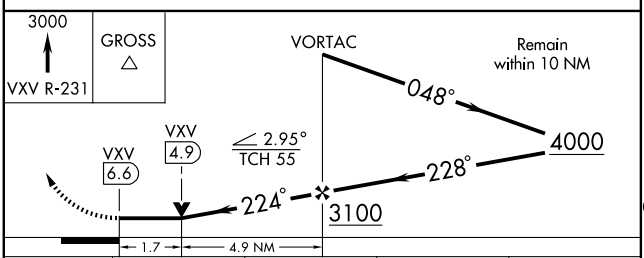
ASR

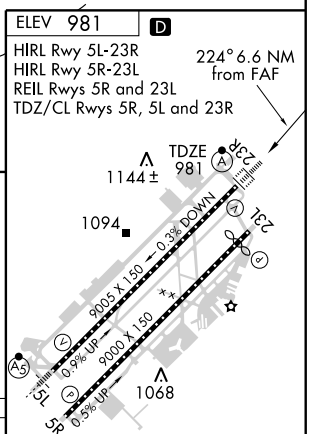
ALSF-2

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-23R	1580/24	599 (600-½)	1580/50 599 (600-1)	1580/60 599 (600-1¼)
CIRCLING	1580-1	599 (600-1)	1580-1½ 599 (600-1½)	1620-2 639 (700-2)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

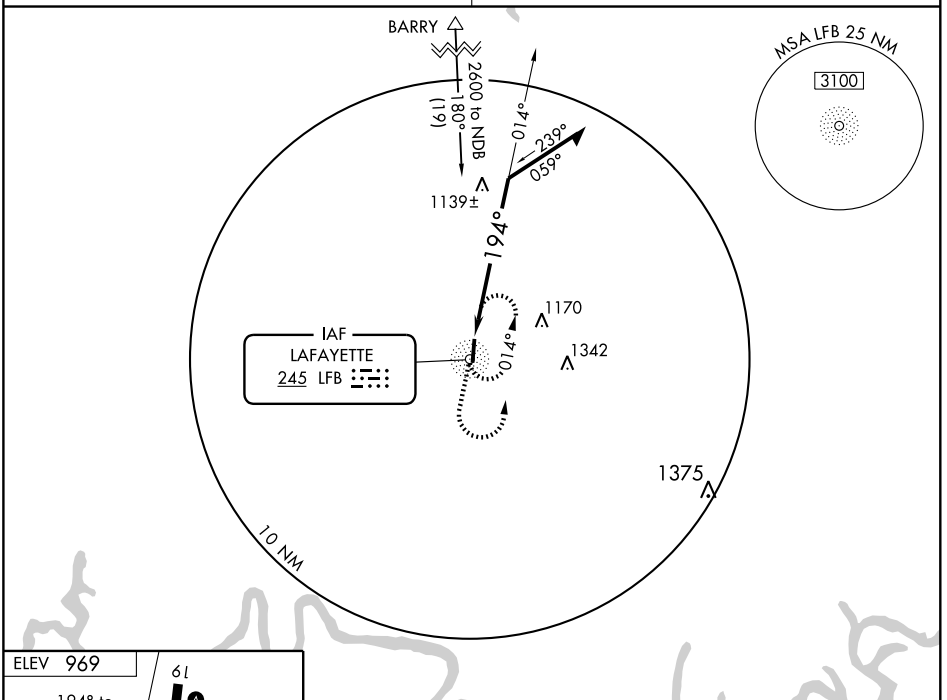
NDB LFB 245	APP CRS 194°	Rwy Idg 5200 TDZE 961 Apt Elev 969

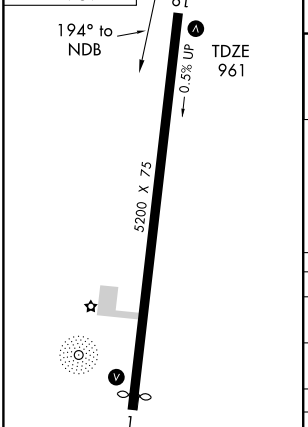
NDB RWY 19
LAFAYETTE MUNI (3M7)

T NA Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting.

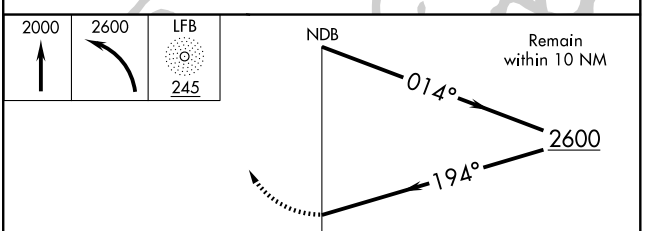
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct LFB NDB and hold.

NASHVILLE APP CON	UNICOM
118.4 360.7	122.8 (CTAF) L





MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
S-19	1500-1	539 (600-1)	1500-1½ 539 (600-1½)	1500-1¾ 539 (600-1¾)
CIRCLING	1500-1	531 (600-1)	1500-1½ 531 (600-1½)	1520-2 551 (600-2)
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-19	1640-1	679 (700-1)	1640-2 679 (700-2)	1640-2¼ 679 (700-2¼)
CIRCLING	1640-1	671 (700-1)	1640-2 671 (700-2)	1640-2¼ 671 (700-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 57917	008°	TDZE	969
W01A		Apt Elev	969

RNAV (GPS) RWY 1

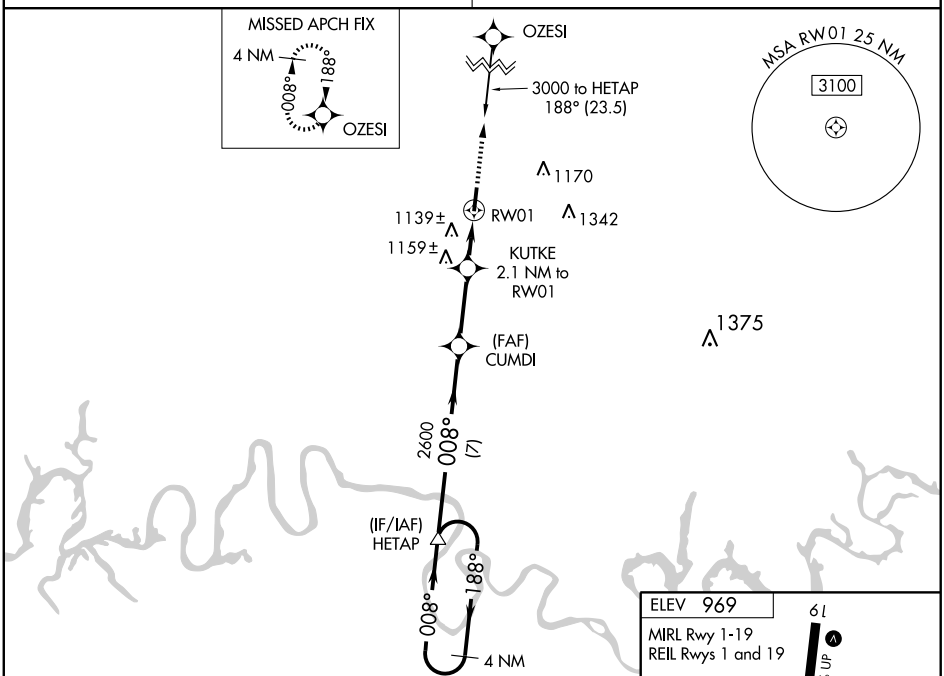
LAFAYETTE MUNI (3M7)

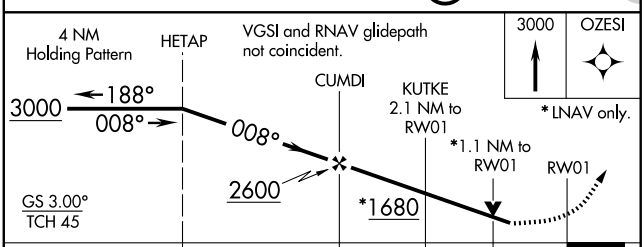
V NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ¼ mile and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Bowling Green altimeter setting.

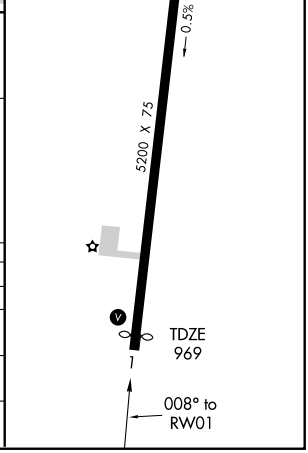
MISSED APPROACH: Climb to 3000 direct OZESI and hold.

NASHVILLE APP CON	UNICOM
118.4 360.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1318-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1452-1¾ 483 (500-1¾)			
LNAV MDA	1400-1 431 (500-1)		1400-1¼ 431 (500-1¼)	1400-1½ 431 (500-1½)
CIRCLING	1440-1 471 (500-1)		1440-1½ 471 (500-1½)	1520-2 551 (600-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5200
CH 61316	188°	TDZE	961
W19A		Apt Elev	969

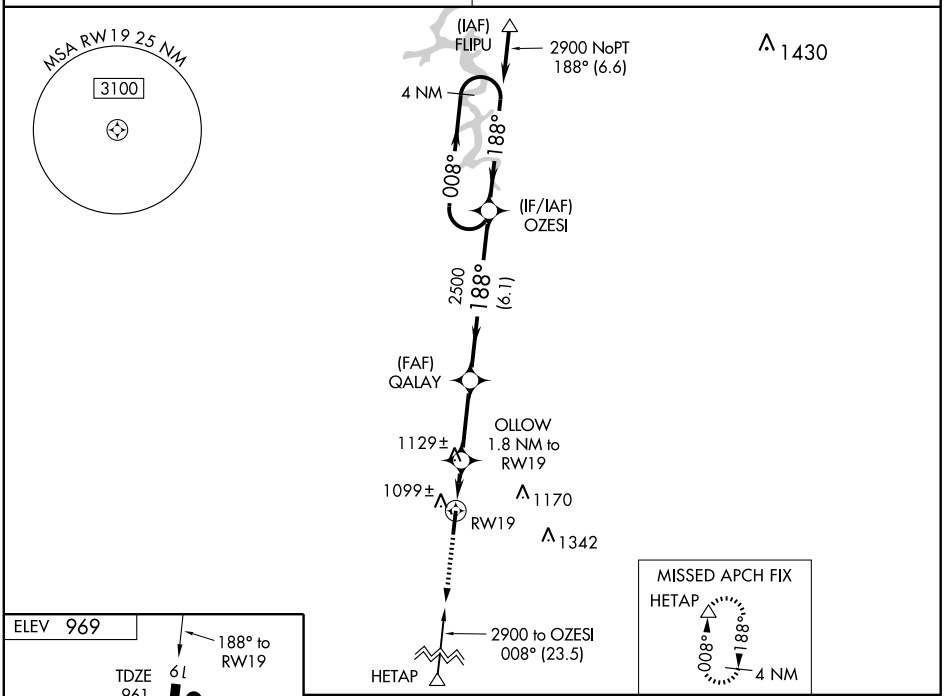
RNAV (GPS) RWY 19

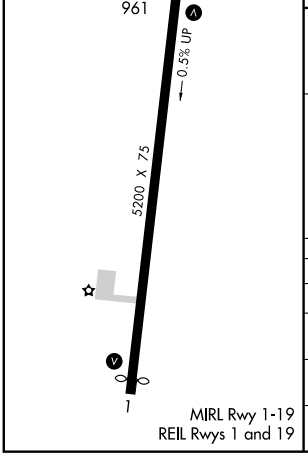
LAFAYETTE MUNI (3M7)

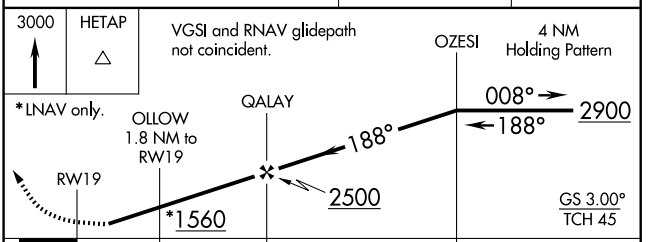
▼ ⚠ NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HETAP and hold.

NASHVILLE APP CON	UNICOM
118.4 360.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1211-1 250 (300-1)			
LNAV/VNAV DA	1369-1½ 408 (400-1½)			
LNAV MDA	1380-1 419 (500-1)		1380-1¼ 419 (500-1¼)	
CIRCLING	1440-1 471 (500-1)		1440-1½ 471 (500-1½)	1520-2 551 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5003
168°	TDZE	936
	Apt Elev	936

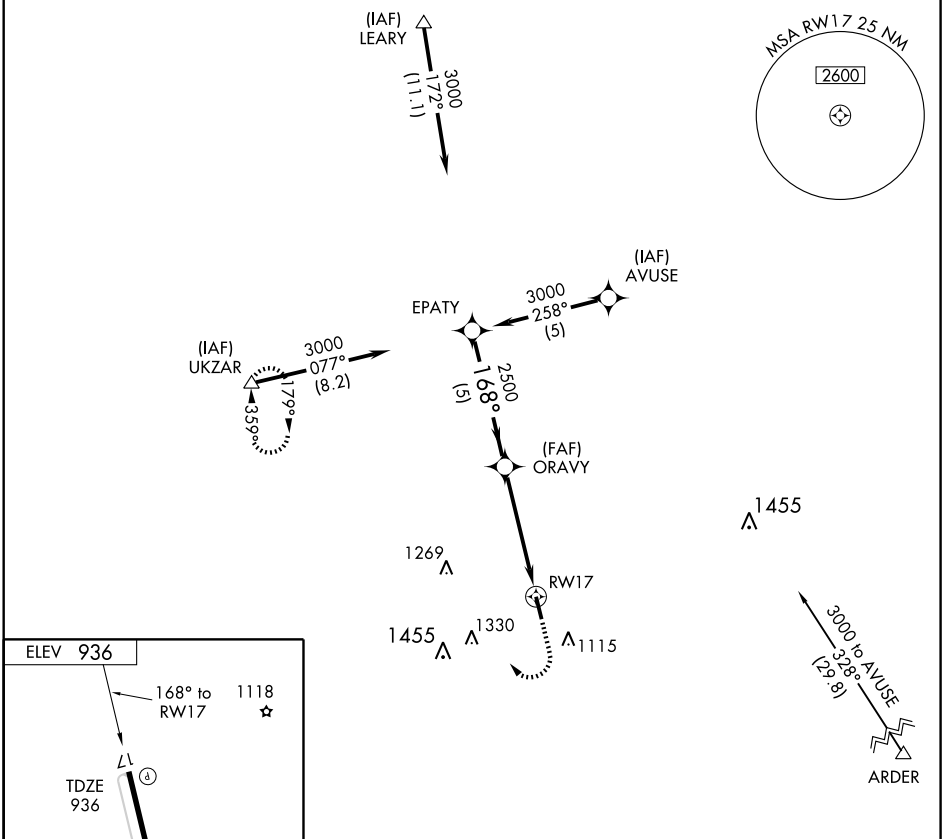
GPS RWY 17

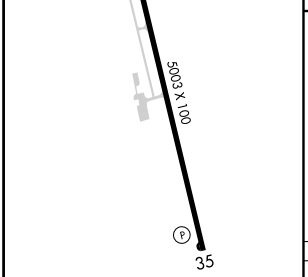
LAWRENCEBURG-LAWRENCE COUNTY (2M2)

NA

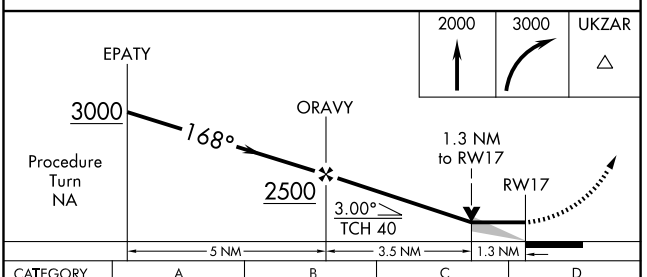
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct UKZAR WP and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
120.175	125.85 381.4	121.725	122.8 (CTAF)





MIRL Rwy 17-35
REIL Rwys 17 and 35



CATEGORY	A	B	C	D
S-17	1380-1	444 (500-1)	NA	
CIRCLING	1420-1	484 (500-1)	NA	

SE-1, 21 OCT 2010 to 18 NOV 2010

NDB LRT	APP CRS	Rwy Idg	5003
269	175°	TDZE	936
		Apt Elev	936

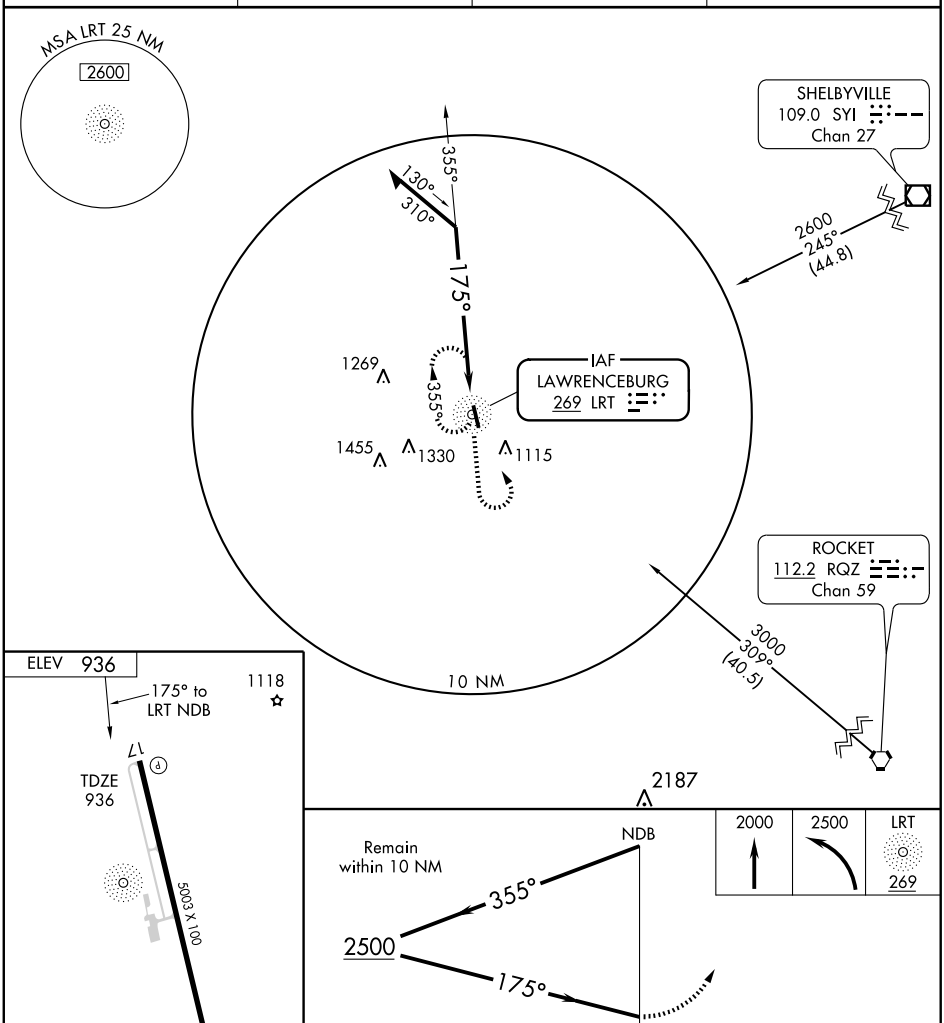
NDB RWY 17

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

T NA — If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct LRT NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
120.175	125.85 381.4	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
S-17	1540-1 604 (700-1)		1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)
CIRCLING	1540-1 604 (700-1)		1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)

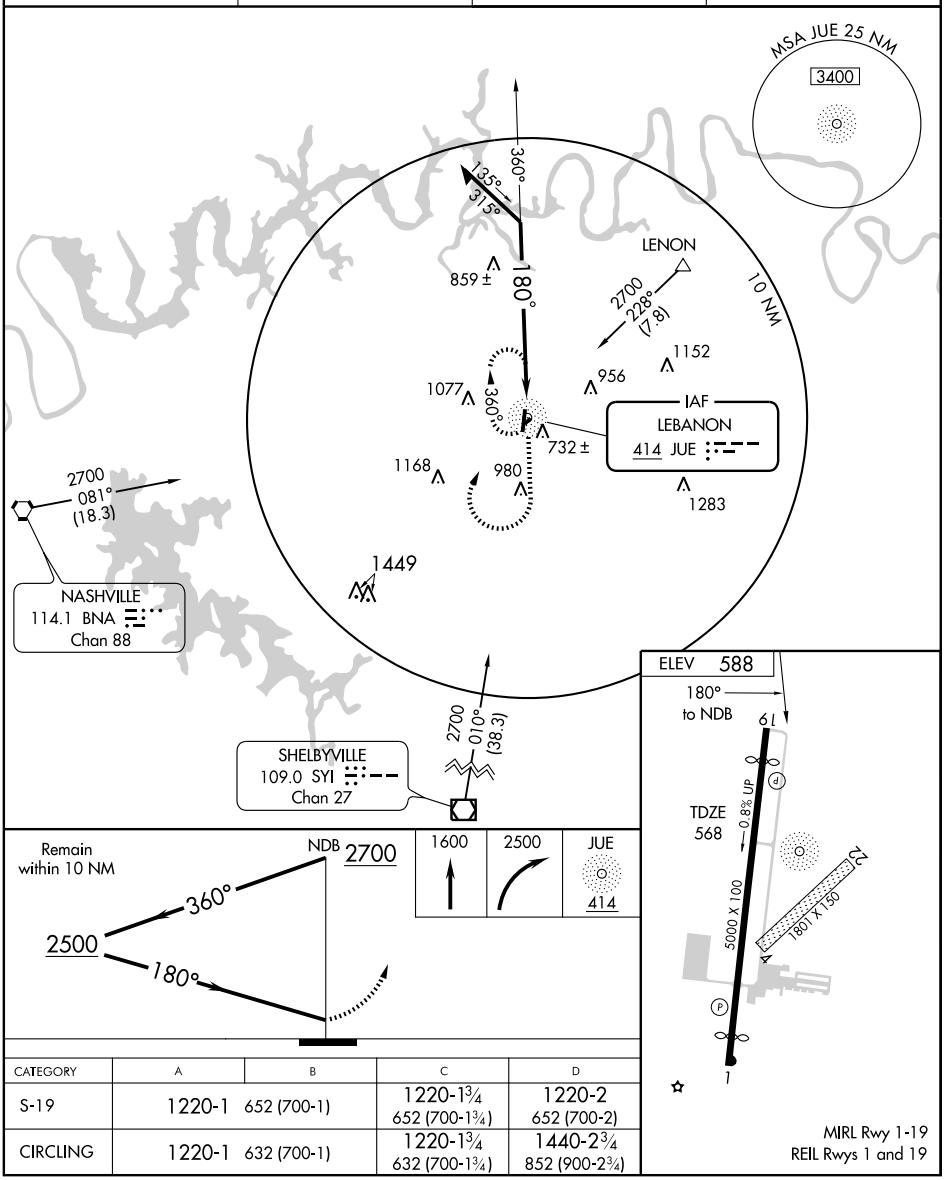
NDB JUE	APP CRS	Rwy Idg	4500
414	180°	TDZE	568
		Apt Elev	588

NDB RWY 19
LEBANON MUNI (M54)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, S-19 and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct JUE NDB and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)



CATEGORY	A	B	C	D
S-19	1220-1	652 (700-1)	1220-1¾ 652 (700-1¾)	1220-2 652 (700-2)
CIRCLING	1220-1	632 (700-1)	1220-1¾ 632 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65809 W01A	APP CRS 009°	Rwy ldg 4527 TDZE 588 Apt Elev 588

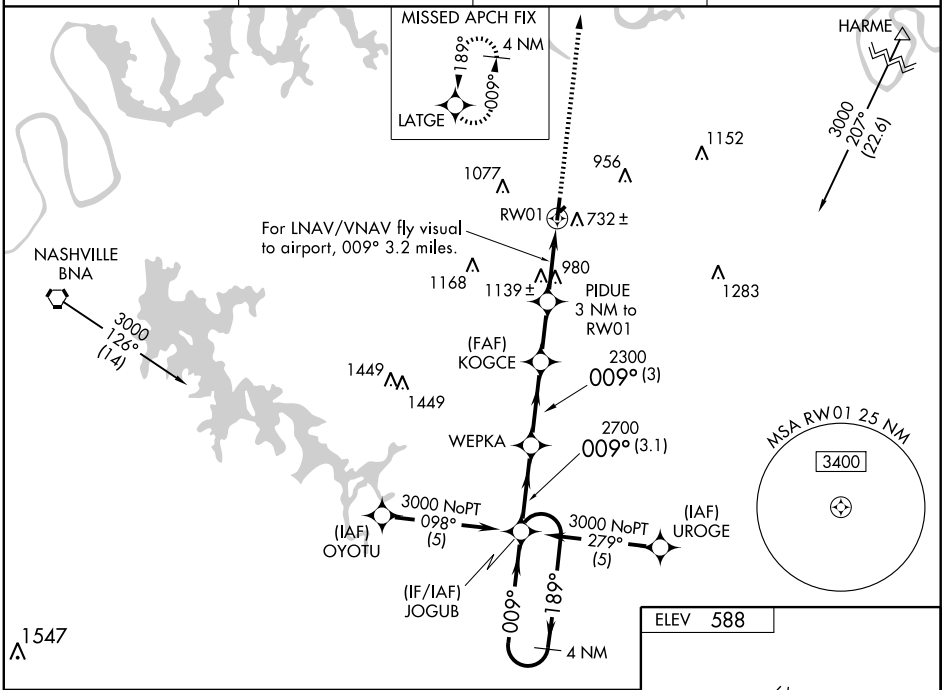
RNAV (GPS) RWY 1

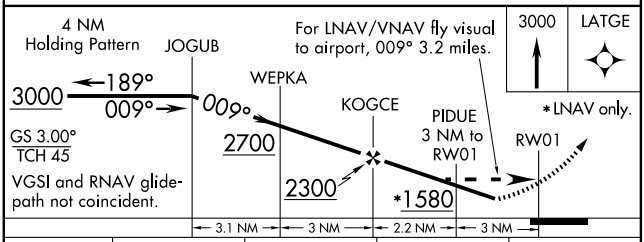
LEBANON MUNI (M54)

NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

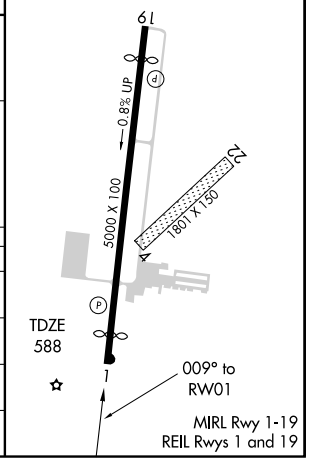
MISSED APPROACH: Climb to 3000 direct LATGE and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1088-1¾ 500 (500-1¾)			
LNAV/VNAV DA	1663-2 1075 (1100-2)		1663-3 1075 (1100-3)	
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1440-2¾ 852 (900-2¾)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4500
CH 90309	189°	TDZE	568
W19A		Apt Elev	588

RNAV (GPS) RWY 19

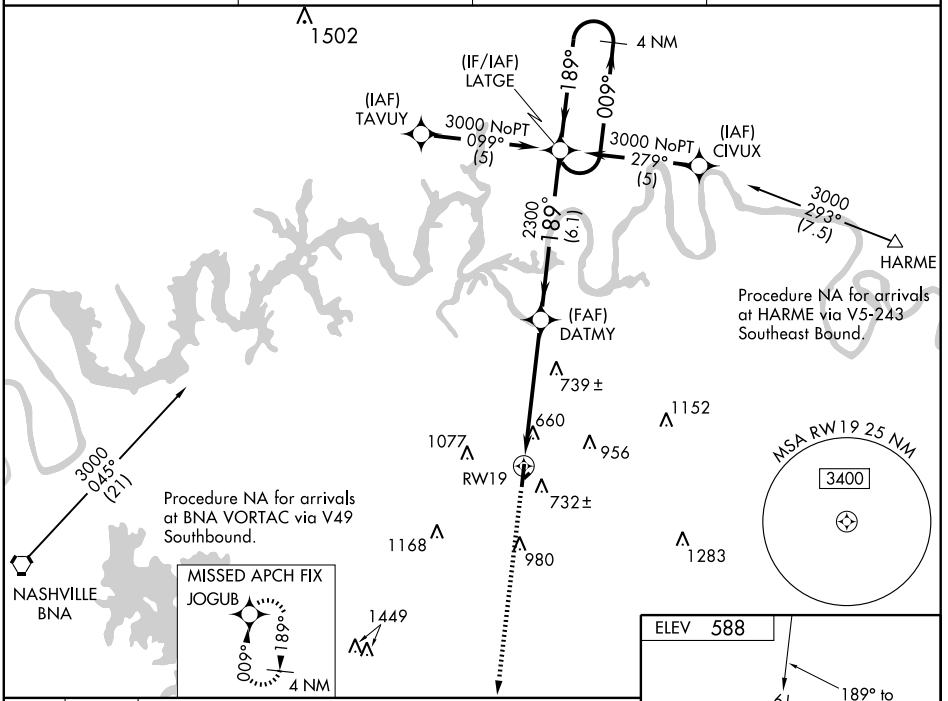
LEBANON MUNI (M54)

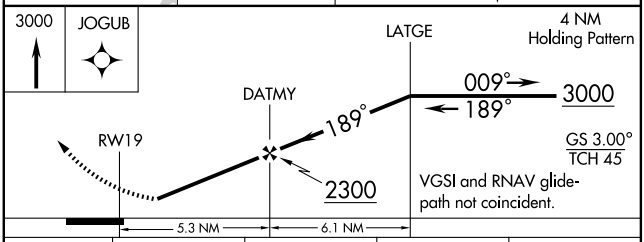
T NA

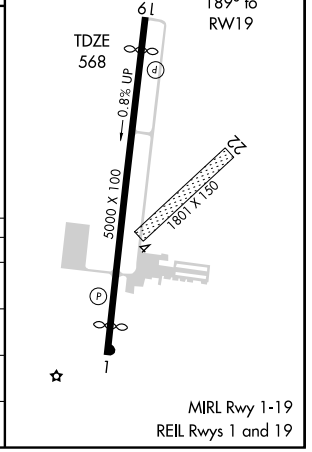
Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOGUB and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)







CATEGORY	A	B	C	D
LPV DA	899-1¼ 331 (400-1¼)			
LNAV/VNAV DA	996-1½ 428 (500-1½)			
LNAV MDA	1000-1 432 (500-1)		1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1 512 (600-1)		1200-1¾ 612 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BNA 114.1 Chan 88	APP CRS 262°	Rwy Idg N/A TDZE N/A Apt Elev 588

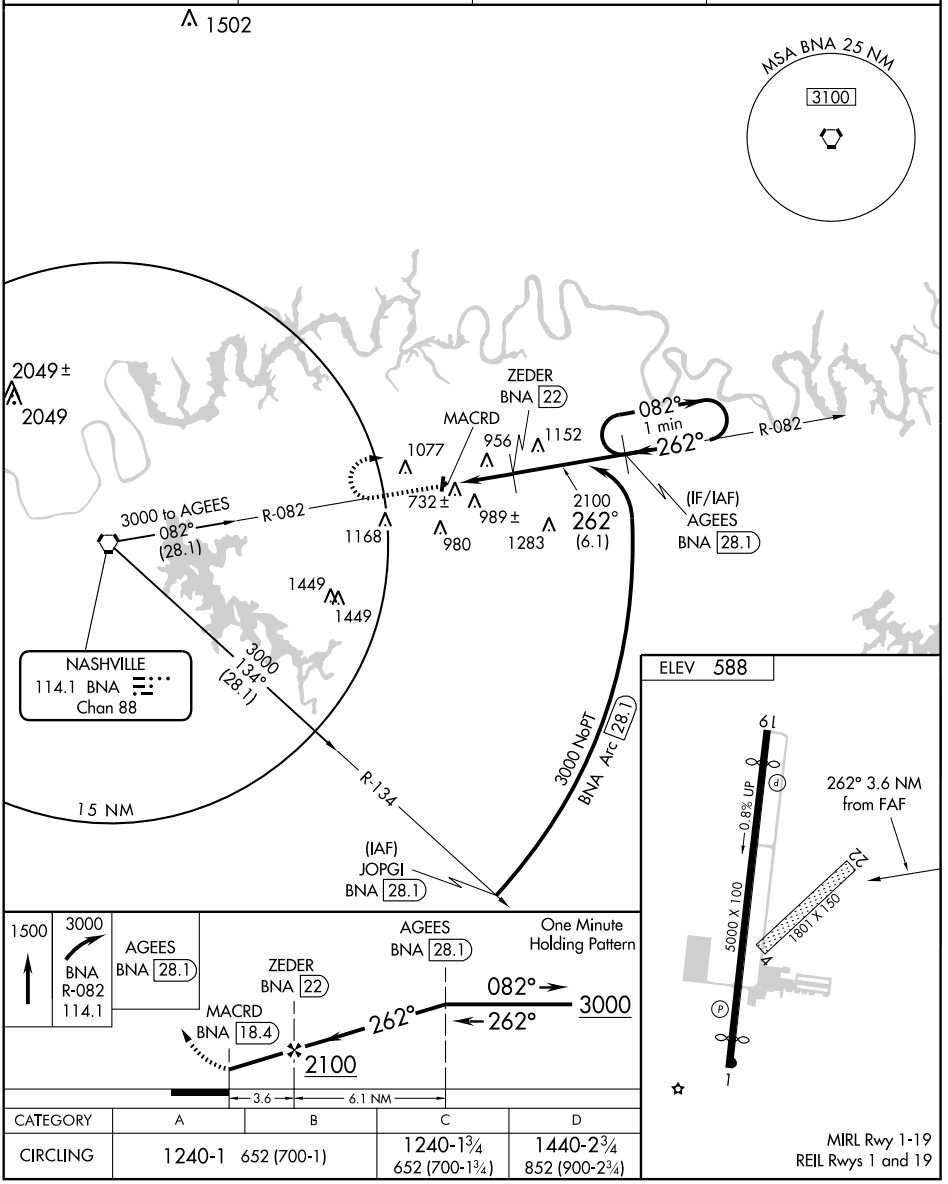
VOR/DME-A

LEBANON MUNI (M54)

T NA — When local altimeter setting not received, use Nashville Intl altimeter setting and increase MDA 60 feet and Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BNA VORTAC R-082 to AGEES/BNA 28.1 DME and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1240-1 652 (700-1)		1240-1¾ 652 (700-1¾)	1440-2¾ 852 (900-2¾)

MIRL Rwy 1-19
REIL Rwys 1 and 19

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

NDB LUG	APP CRS	Rwy Idg	5002
251	207°	TDZE	709
		Apt Elev	717

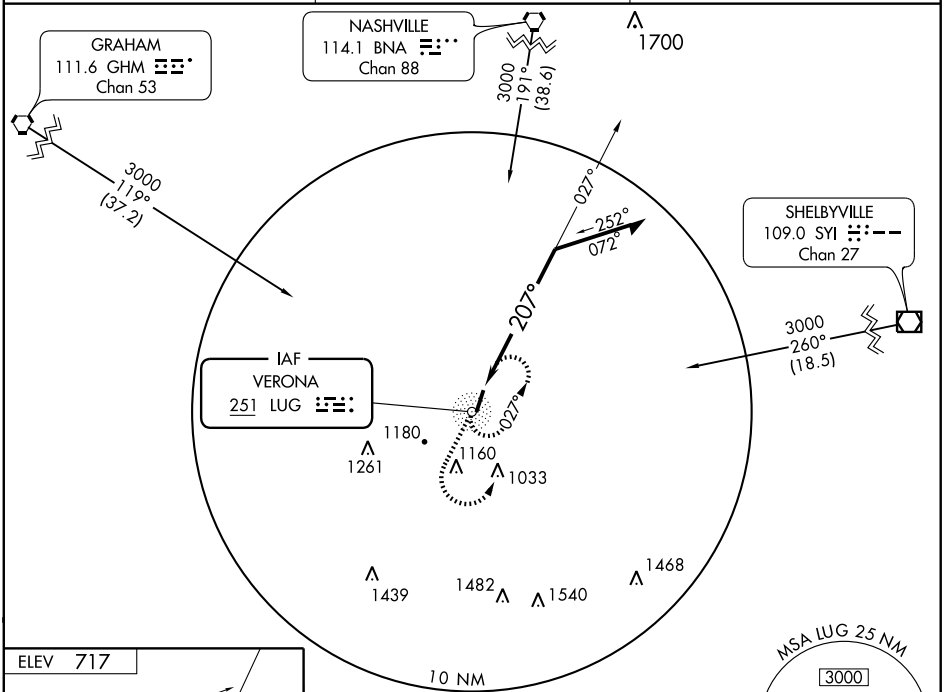
NDB RWY 20

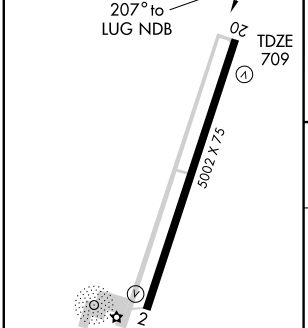
LEWISBURG/ELLINGTON (LUG)

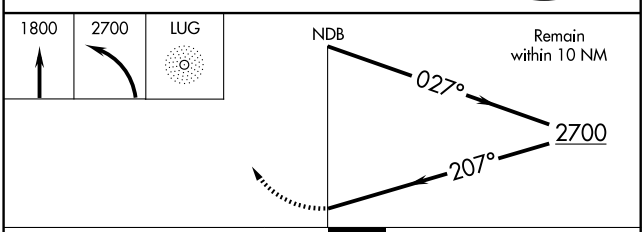
Visibility reduction by helicopters NA. When local altimeter setting not received use Nashville Intl altimeter setting and increase all MDA 120 feet, S-20 and Circling Cat B visibility ¼ mile and S-20 and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2700 direct to LUG NDB and hold, continue climb-in-hold to 2700.

AWOS-3	MEMPHIS CENTER	UNICOM
135.775	126.75 353.5	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	1420-1 711 (800-1)		1420-2 711 (800-2)	1420-2¼ 711 (800-2¼)
CIRCLING	1420-1 703 (800-1)		1420-2 703 (800-2)	1520-2½ 803 (900-2½)

REIL Rwys 2 and 20
MIRL Rwy 2-20

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
021°	TDZE	717
	Apt Elev	717

RNAV (GPS) RWY 2

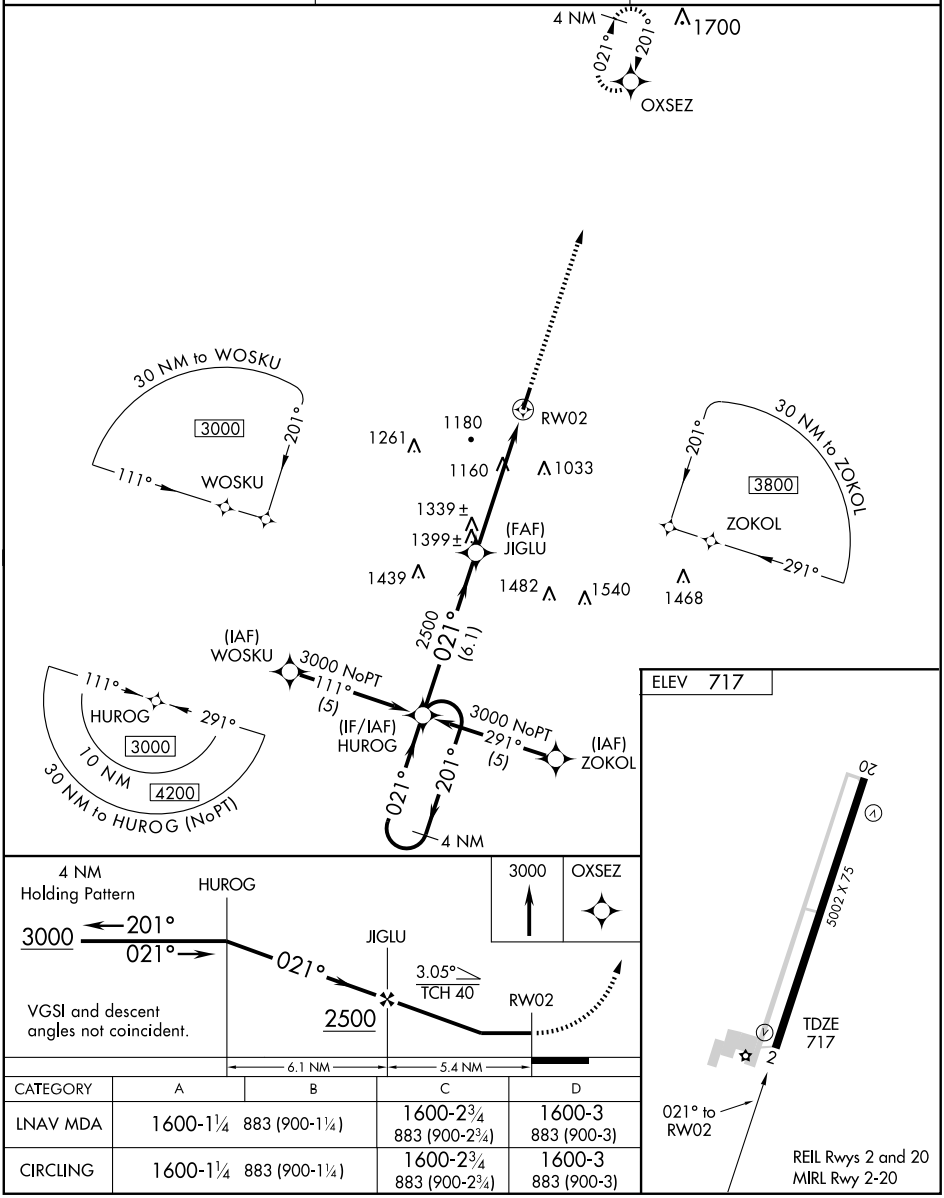
LEWISBURG/ELLINGTON (LUG)

T
A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Nashville Intl altimeter setting and increase all MDA 120 feet and increase LNAV and Circling Cats B and C visibility ¼ mile

MISSED APPROACH: Climb to 3000 direct OXSEZ and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.775	126.75 353.5	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ 883 (900-1¼)		1600-2¾ 883 (900-2¾)	1600-3 883 (900-3)
CIRCLING	1600-1¼ 883 (900-1¼)		1600-2¾ 883 (900-2¾)	1600-3 883 (900-3)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

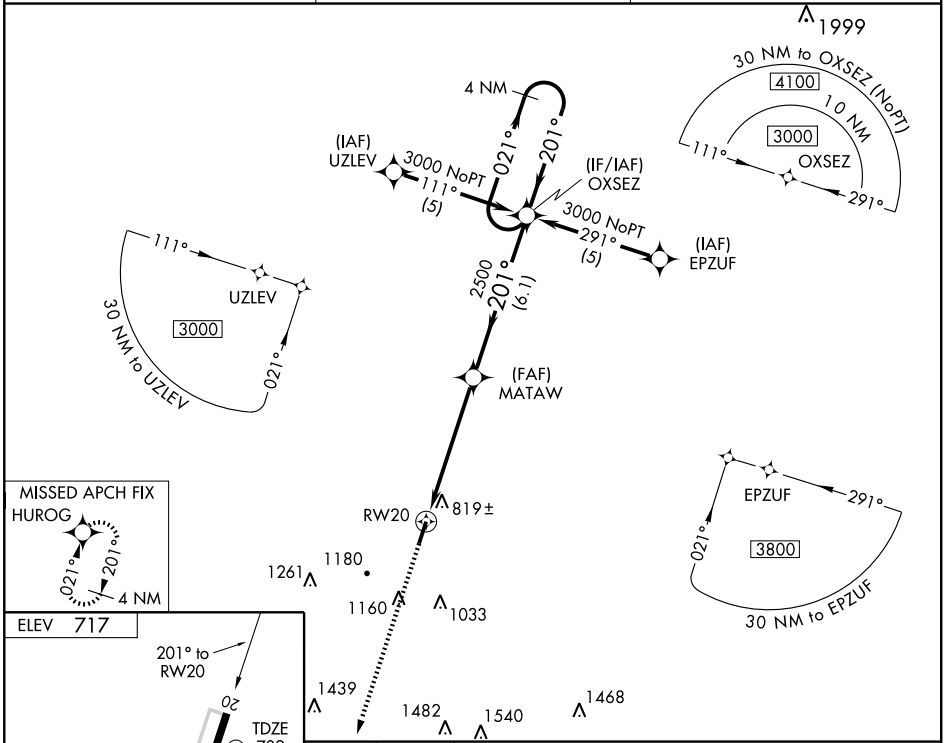
LEWISBURG/ELLINGTON (LUG)

WAAS	APP CRS	Rwy ldg	5002
Ch 56619	201°	TDZE	709
W20A		Apt Elev	717

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Nashville Intl altimeter setting and increase all DA 103 feet and all MDA 120 feet and LPV all Cats and LNAV Cat D and Circling Cats C and D visibility ½ mile and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HUROG and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.775	126.75 353.5	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1002-1 293 (300-1)			
LNAV/VNAV DA	1119-1½ 410 (500-1½)			
LNAV MDA	1220-1 511 (600-1)		1220-1½ 511 (600-1½)	
CIRCLING	1280-1 563 (600-1)	1320-1 603 (700-1)	1380-1¾ 663 (700-1¾)	1520-2½ 803 (900-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 90116	014°	TDZE	467
W01A		Apt Elev	488

RNAV (GPS) RWY 1

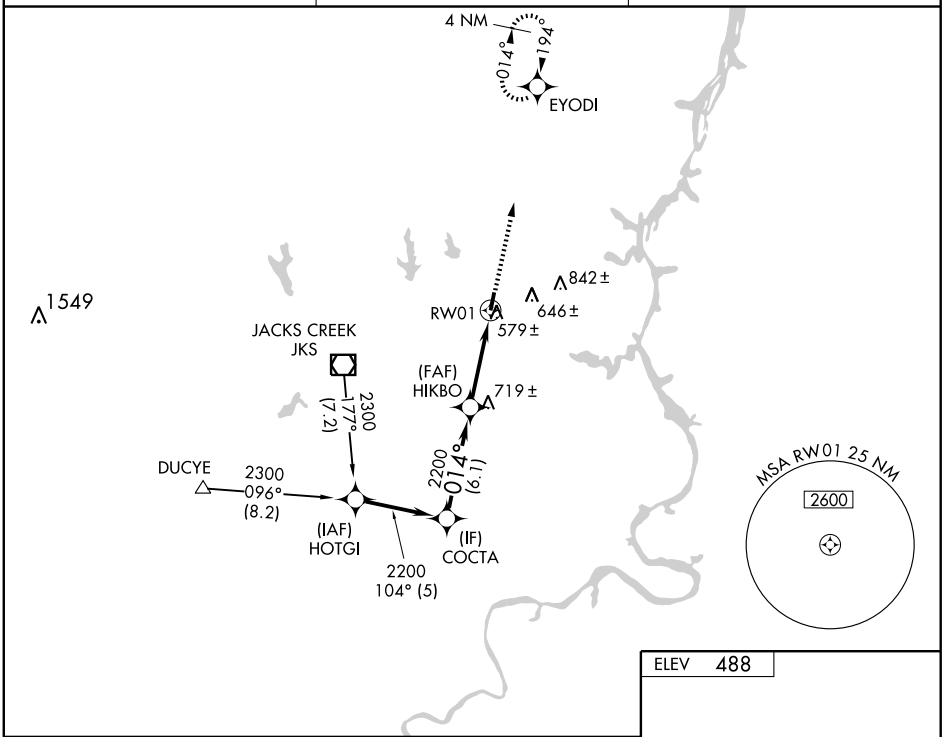
LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

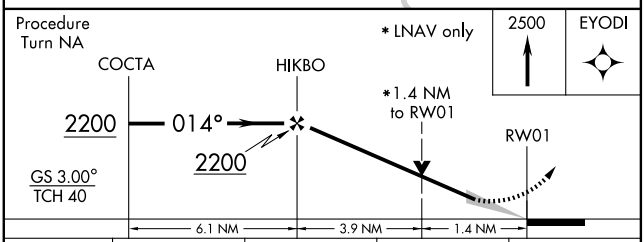
DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Huntingdon altimeter setting.

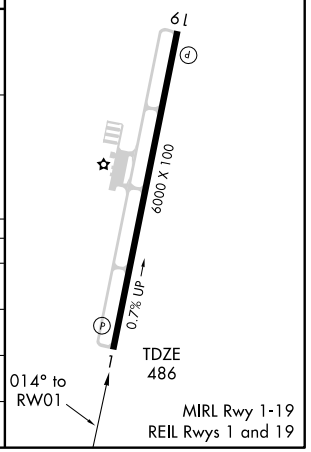
NA

MISSED APPROACH: Climb to 2500 direct EYODI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	740-1 254 (300-1)			
LNAV/ VNAV DA	840-1½ 354 (400-1½)			
LNAV MDA	940-1 454 (500-1)		940-1¼ 454 (500-1¼)	940-1½ 454 (500-1½)
CIRCLING	940-1½ 452 (500-1½)	960-1½ 472 (500-1½)	980-1½ 492 (500-1½)	1040-2 552 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 97316	194°	TDZE	488
W19A		Apt Elev	488

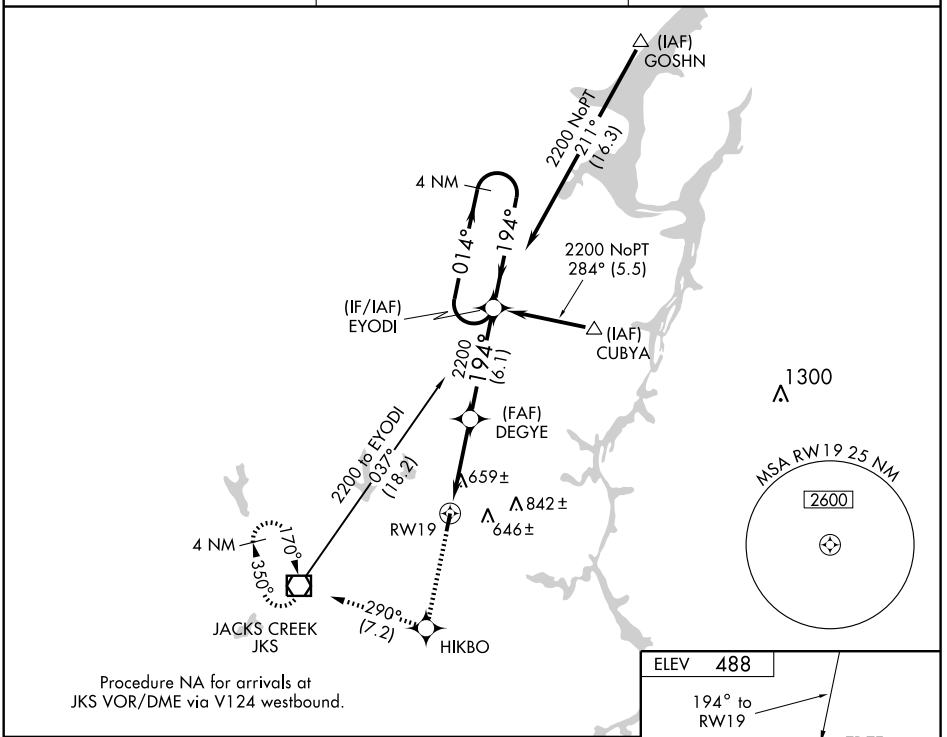
RNAV (GPS) RWY 19

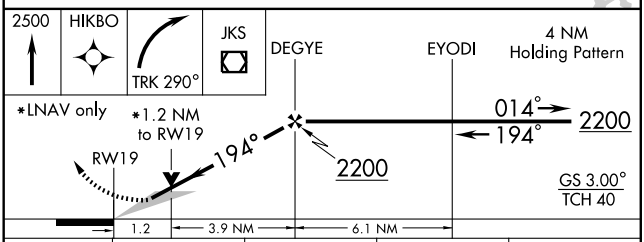
LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Huntingdon altimeter setting.

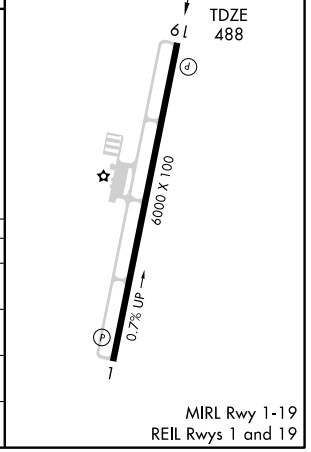
MISSED APPROACH: Climb to 2500 direct HIKBO and right turn via 290° track to JKS VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	740-1 252 (300-1)			
LNAV/ VNAV DA	980-1¾ 492 (500-1¾)			
LNAV MDA	920-1 432 (500-1)		920-1¼ 432 (500-1¼)	920-1½ 432 (500-1½)
CIRCLING	980-1¾ 492 (500-1¾)			1040-2 552 (600-2)



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JKS	APP CRS	Rwy Idg	N/A
109.4	065°	TDZE	N/A
Chan 31		Apt Elev	488

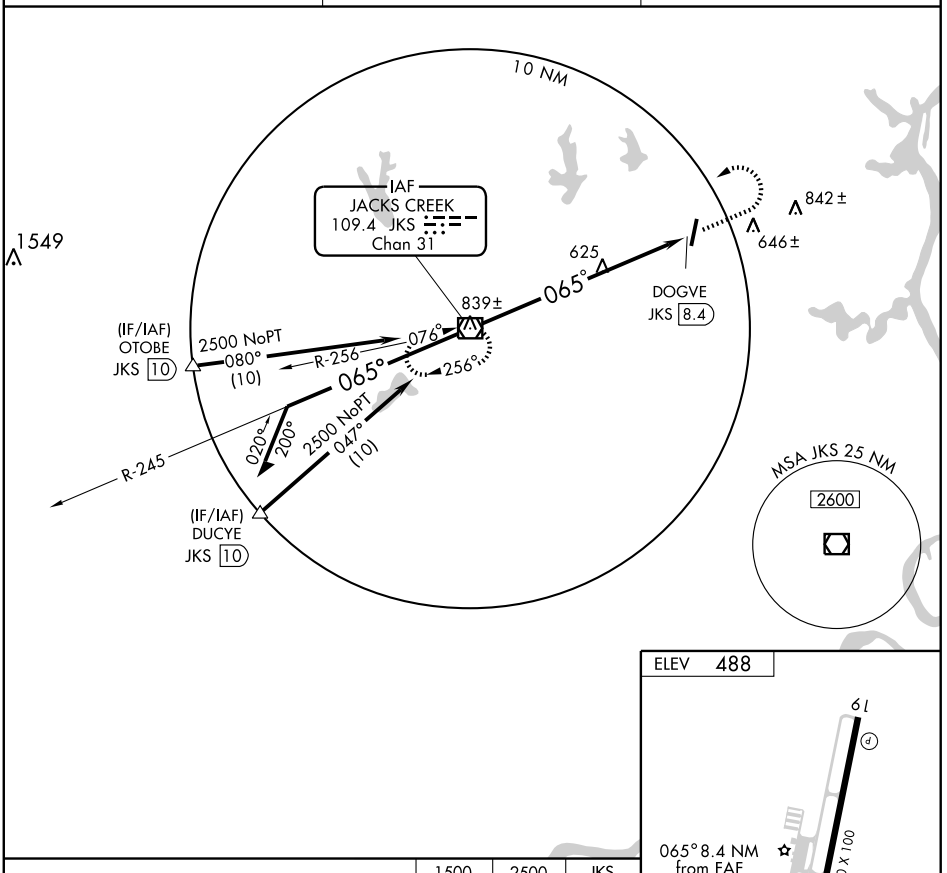
VOR-A

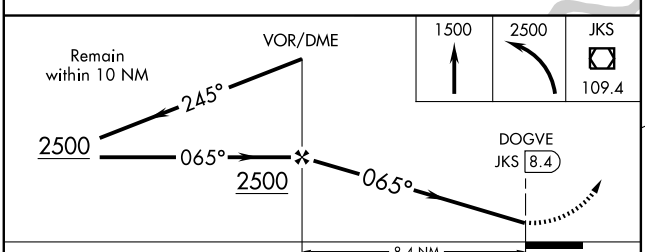
LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

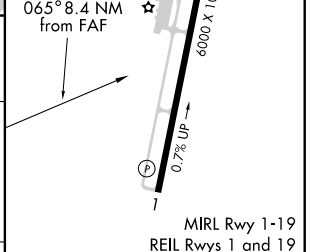
T NA — If local altimeter setting not received, use Huntingdon altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct JKS VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1000-1	512 (600-1)	1000-1½ 512 (600-1½)	1040-2 552 (600-2)

FAF to MAP 8.4 NM					
Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5152
035°	TDZE	1366
	Apt Elev	1372

RNAV (GPS) RWY 3

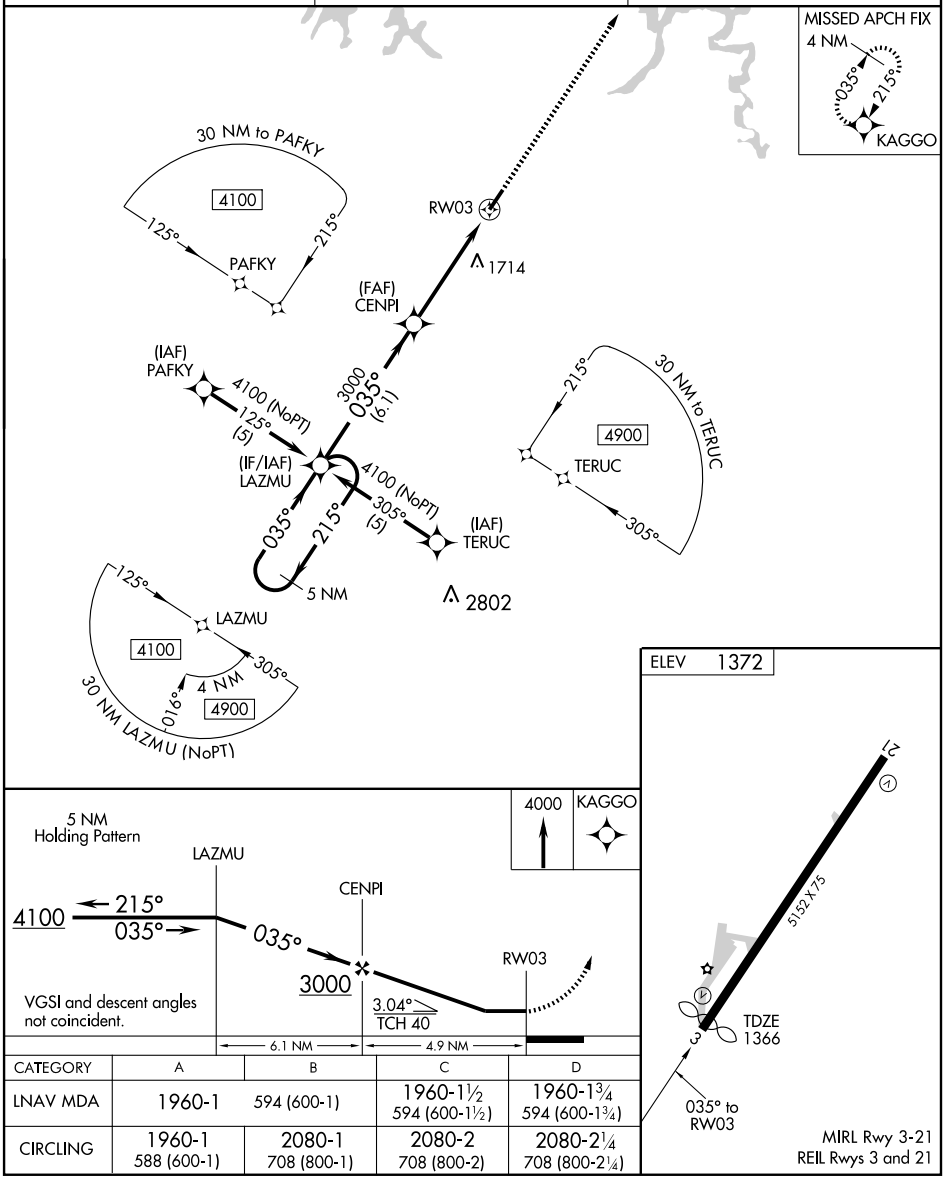
LIVINGSTON MUNI (8A3)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climb to 4000 direct KAGGO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1960-1	594 (600-1)	1960-1½ 594 (600-1½)	1960-1¾ 594 (600-1¾)
CIRCLING	1960-1 588 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5152
215°	TDZE	1372
	Apt Elev	1372

RNAV (GPS) RWY 21

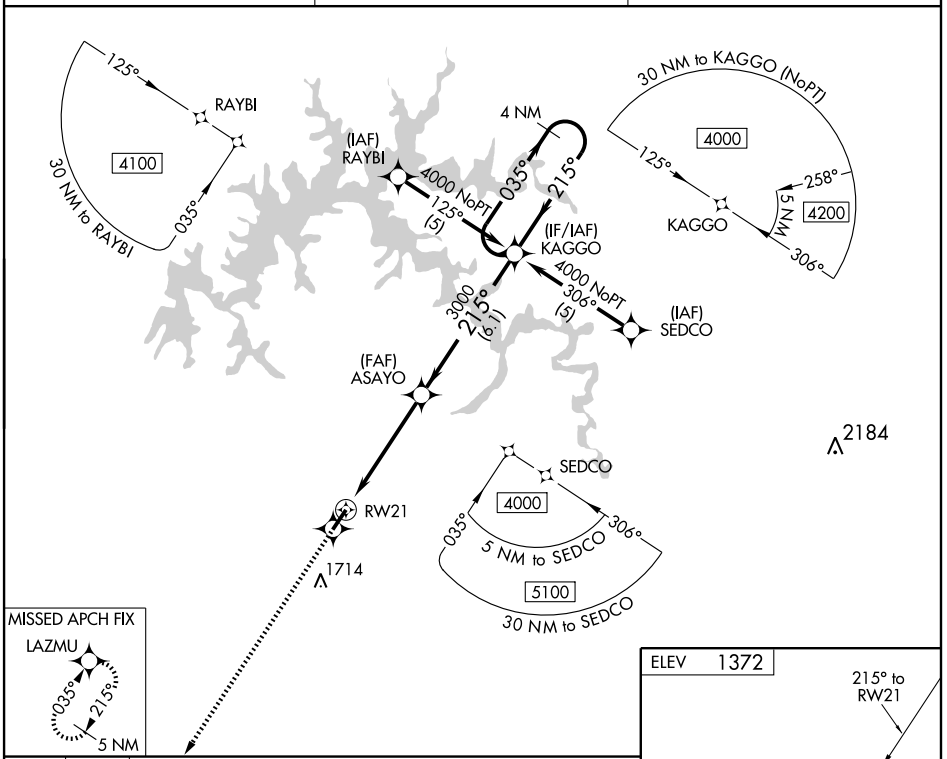
LIVINGSTON MUNI (8A3)

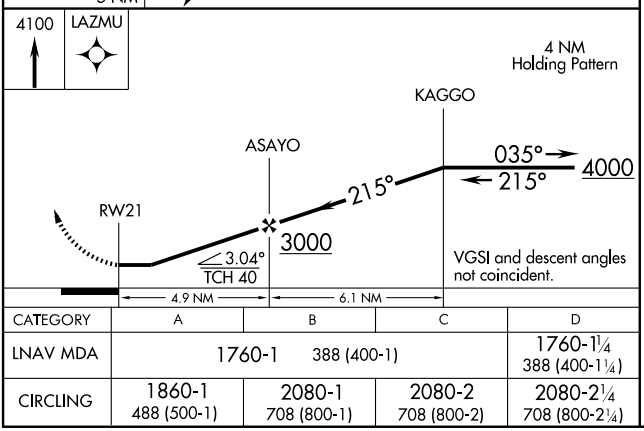
T A NA

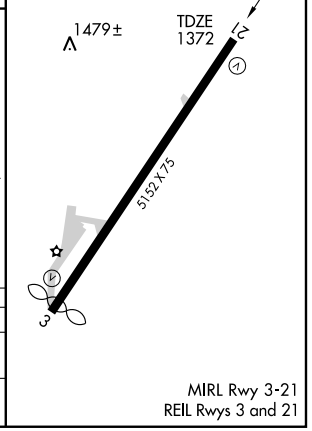
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; and LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climb to 4100 direct LAZMU and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1760-1 388 (400-1)			1760-1¼ 388 (400-1¼)
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

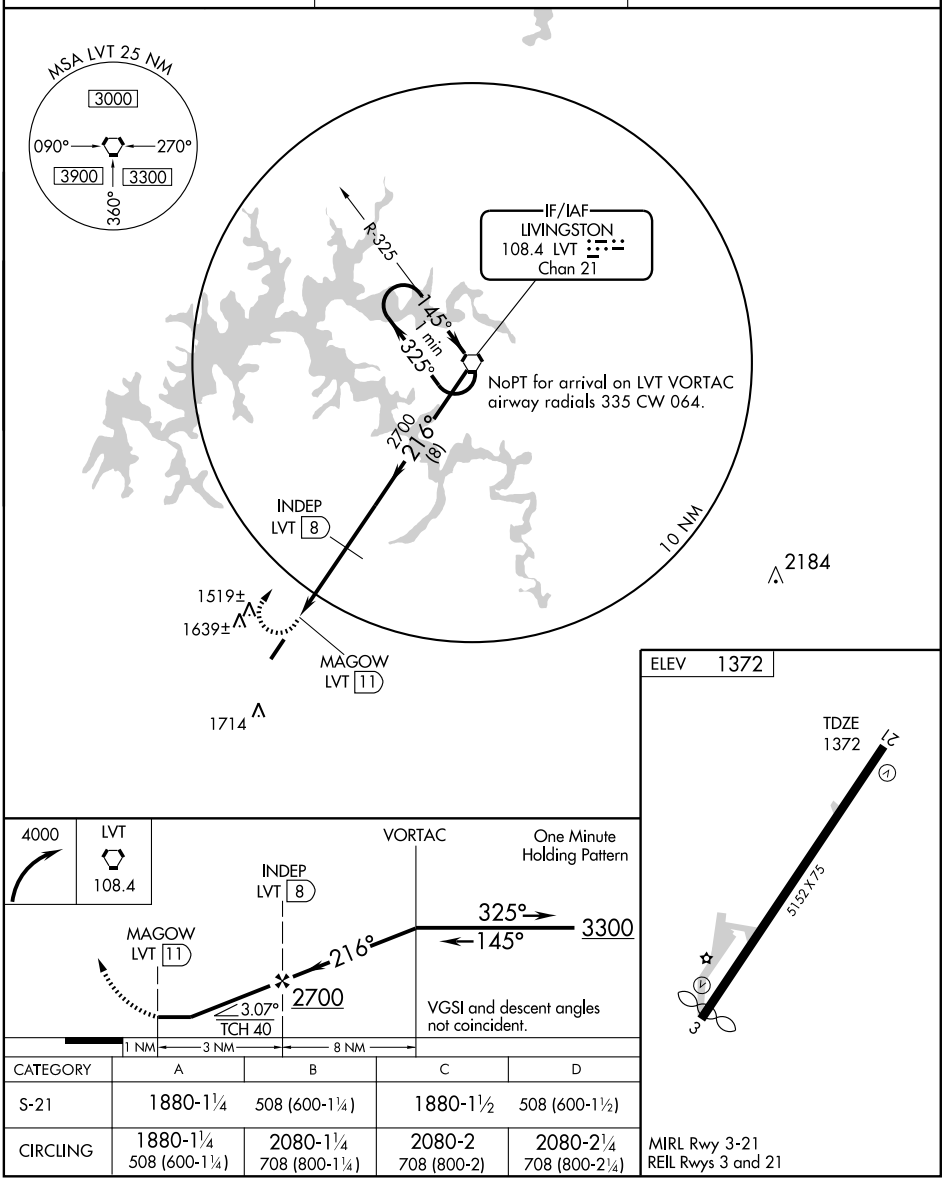
VORTAC LVT	APP CRS	Rwy Idg	5152
108.4	216°	TDZE	1372
Chan 21		Apt Elev	1372

VOR/DME RWY 21
LIVINGSTON MUNI (8A3)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct LVT VORTAC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF)



CATEGORY	A	B	C	D
S-21	1880-1¼	508 (600-1¼)	1880-1½	508 (600-1½)
CIRCLING	1880-1¼ 508 (600-1¼)	2080-1¼ 708 (800-1¼)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

MIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3641
048°	TDZE	1031
	Apt Elev	1031

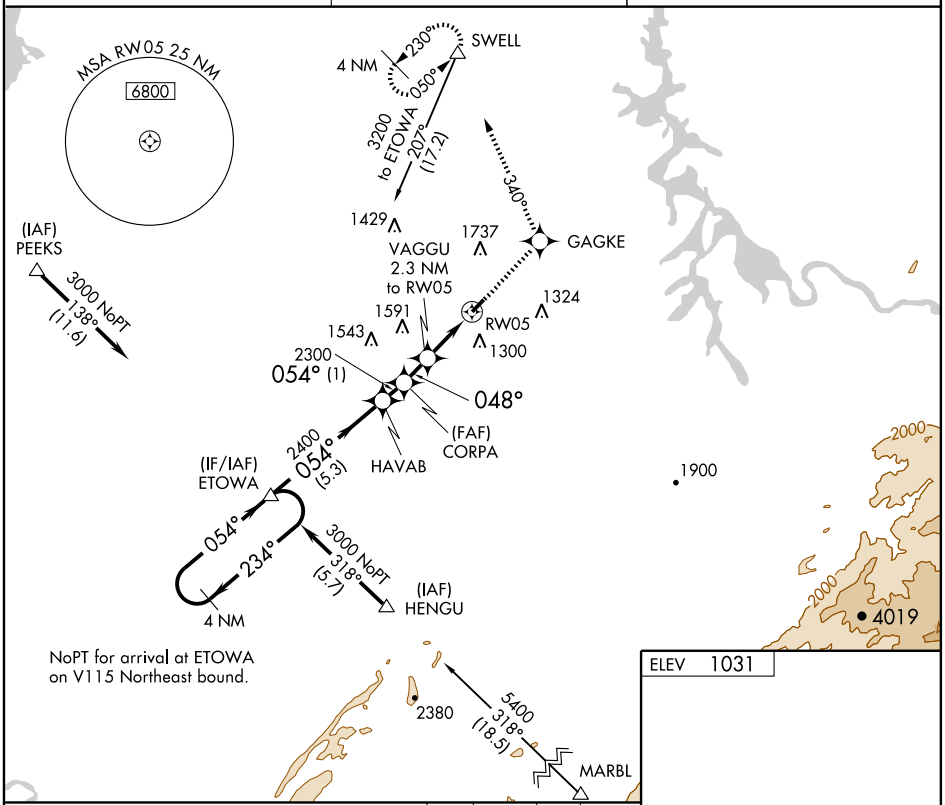
RNAV (GPS) RWY 5

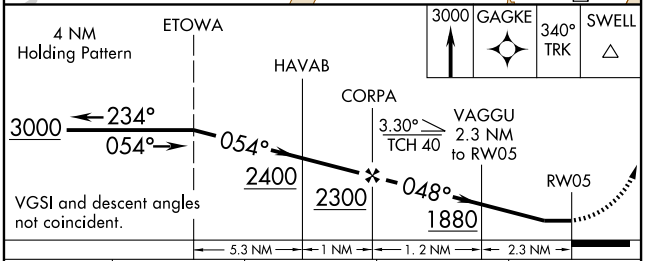
MADISONVILLE/ MONROE COUNTY (MNV)

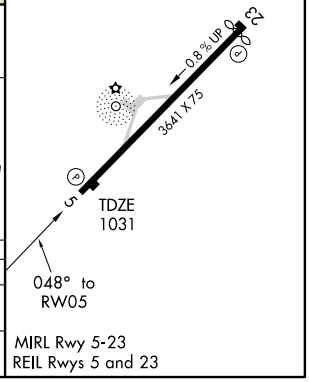
Circling to Rwy 23 NA at night. When VGSI inop, procedure NA at night. Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct GAGKE and via 340° track to SWELL and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA
CIRCLING	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3501
231°	TDZE	1002
	Apt Elev	1031

RNAV (GPS) RWY 23

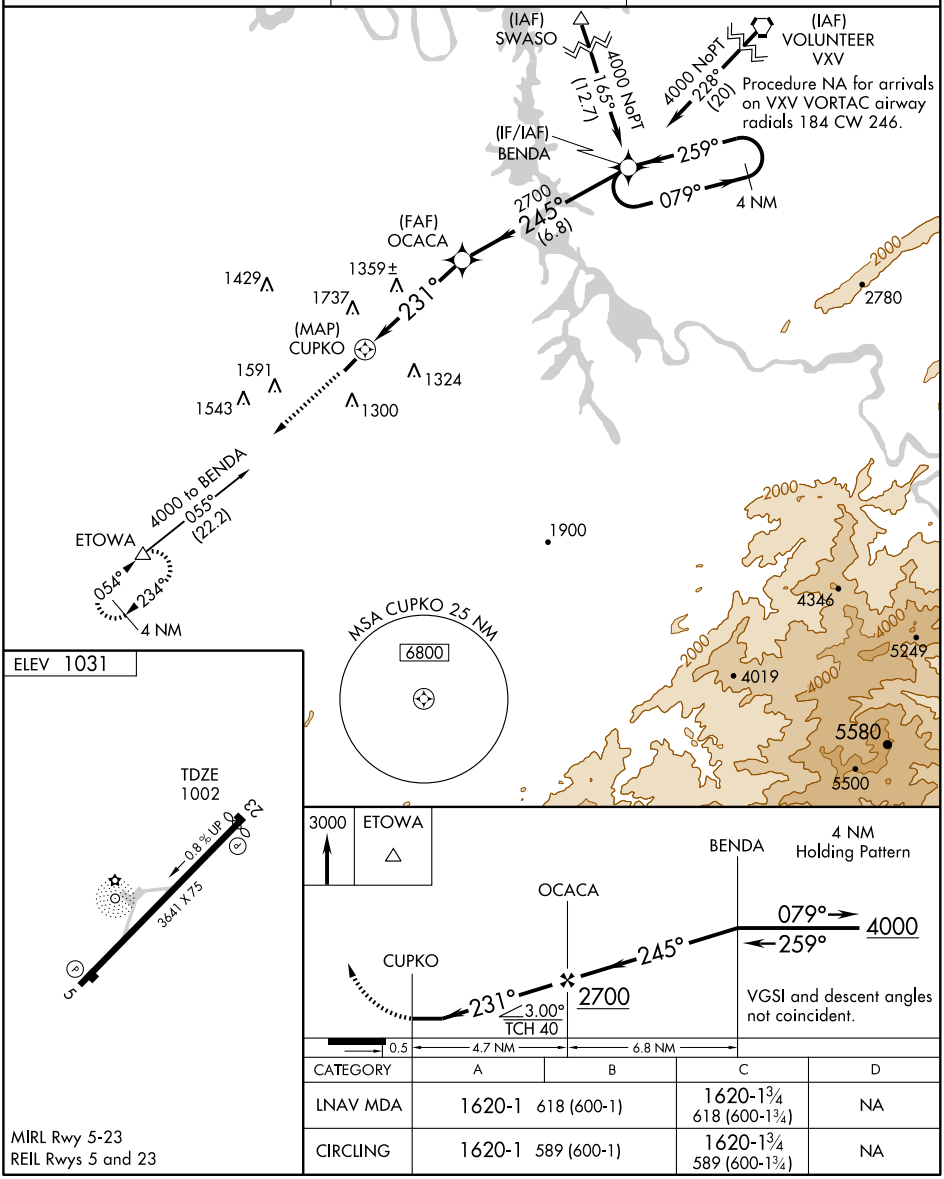
MADISONVILLE/ MONROE COUNTY (MNV)

NA

Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct ETOWA and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1620-1	618 (600-1)	1620-1¾ 618 (600-1¾)	NA
CIRCLING	1620-1	589 (600-1)	1620-1¾ 589 (600-1¾)	NA

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4710
233°	TDZE	1026
	Apt Elev	1032

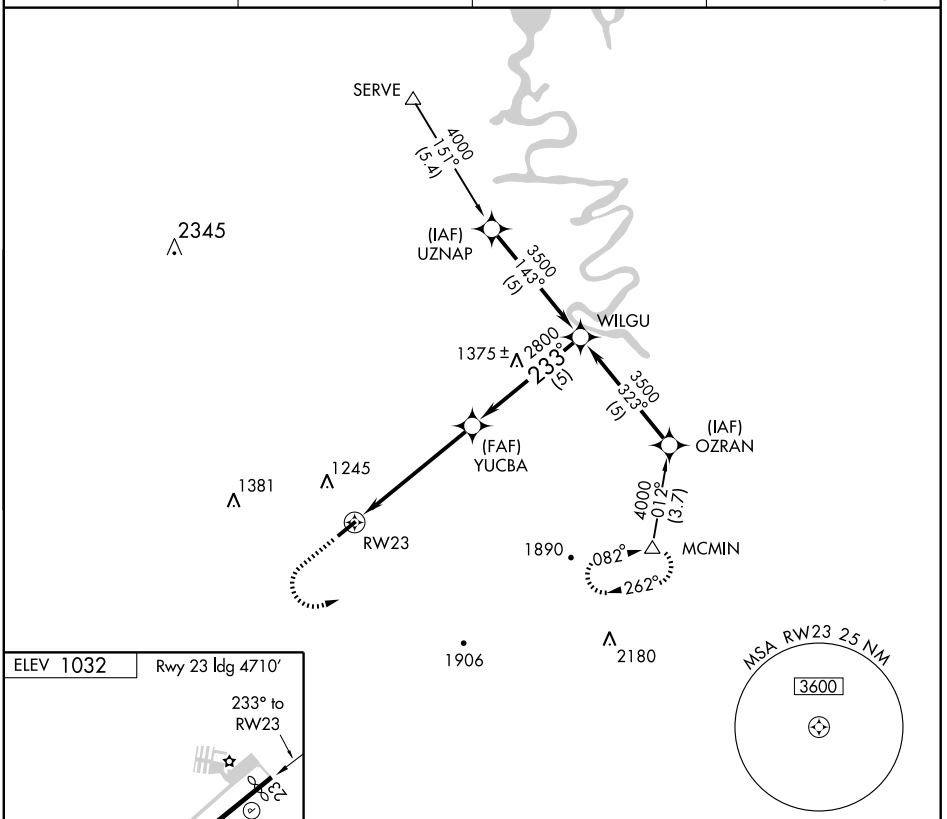
GPS RWY 23

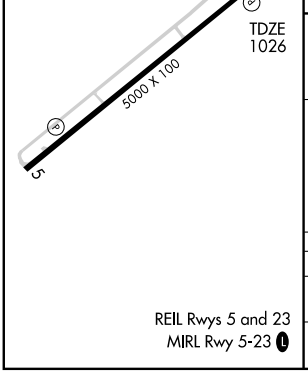
MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)

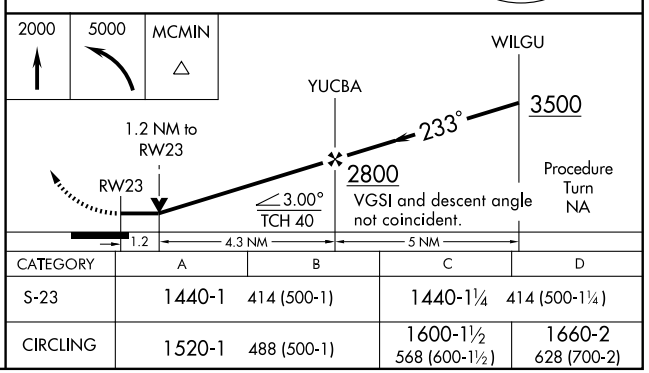
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct MCMIN WP and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
135.525	126.75 353.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1440-1	414 (500-1)	1440-1¼	414 (500-1¼)
CIRCLING	1520-1	488 (500-1)	1600-1½ 568 (600-1½)	1660-2 628 (700-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-RNC	APP CRS		
111.5	233°	Rwy Idg	4710
		TDZE	1026
		Apt Elev	1032

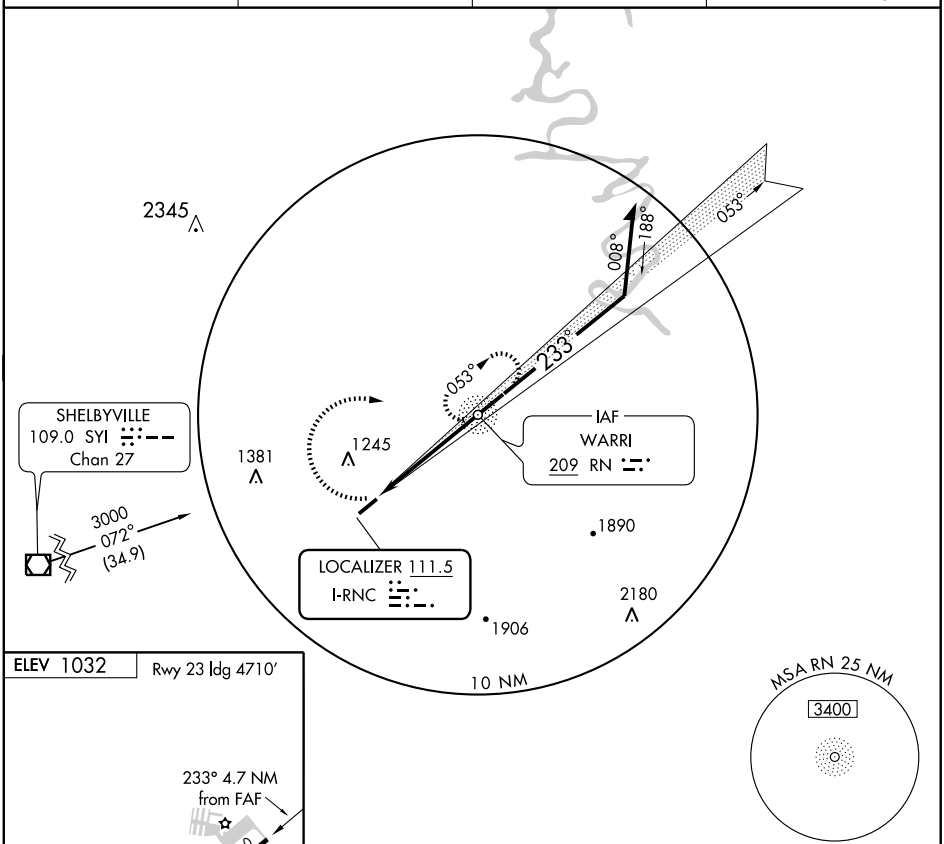
LOC RWY 23

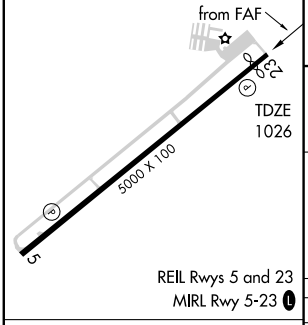
MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)

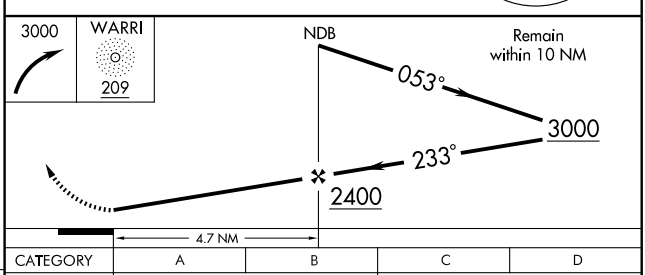
ADF REQUIRED.
If local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climbing right turn to 3000 direct WARRI NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
135.525	126.75 353.5	121.725	122.8 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-23	1440-1	414 (500-1)	1440-1¼	414 (500-1¼)
CIRCLING	1520-1	488 (500-1)	1560-1½ 528 (600-1½)	1600-2 568 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3800
152°	TDZE	224
	Apt Elev	224

GPS RWY 17

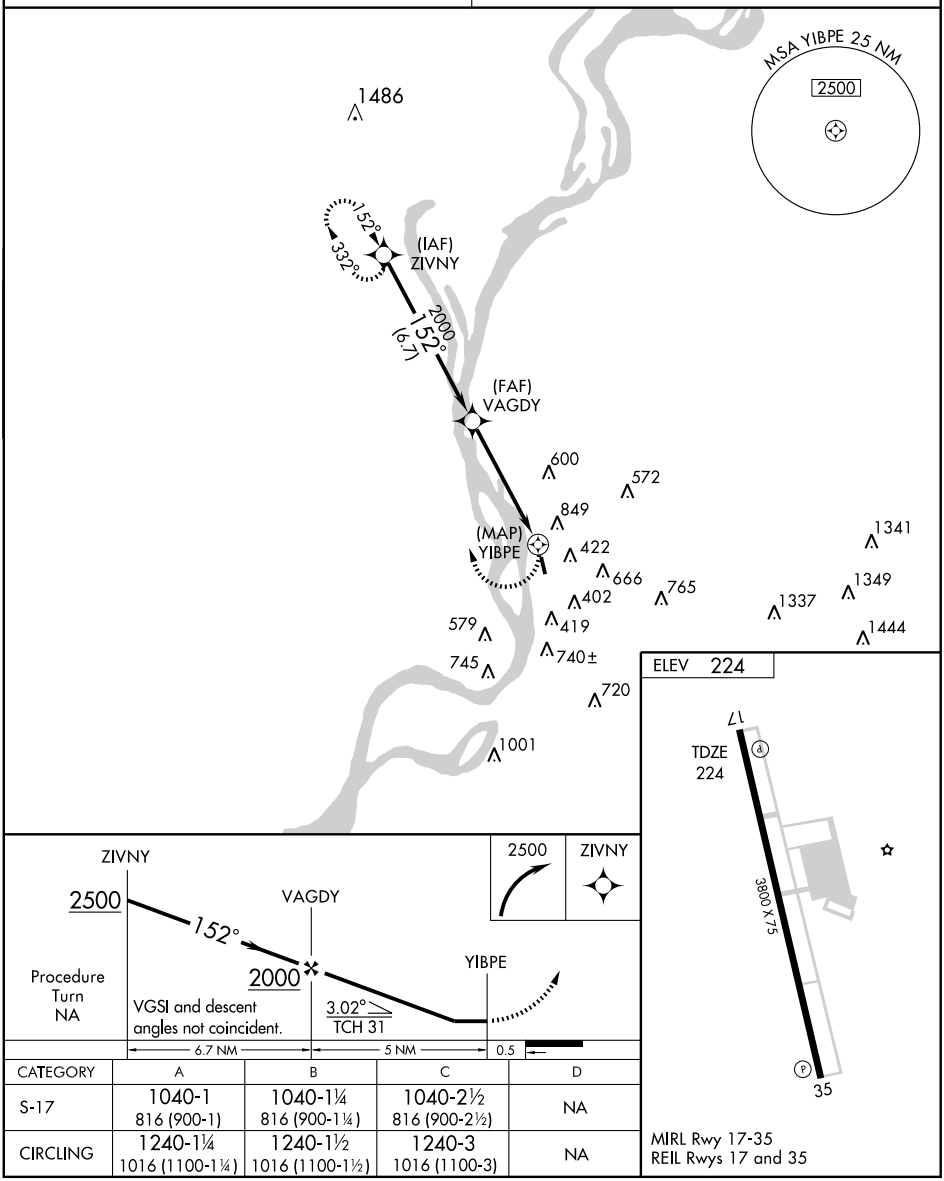
MEMPHIS/ GENERAL DEWITT SPAIN (MØ1)

NA

Use Memphis International altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct ZIVNY WP and hold.

MEMPHIS APP CON	UNICOM
119.1 291.6	**122.7** (CTAF)



CATEGORY	A	B	C	D
S-17	1040-1 816 (900-1)	1040-1¼ 816 (900-1¼)	1040-2½ 816 (900-2½)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA

MIRL Rwy 17-35
REIL Rwys 17 and 35

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MEM	APP CRS	Rwy Idg 3800
117.5	162°	TDZE 224
Chan 122		Apt Elev 224

VOR RWY 17

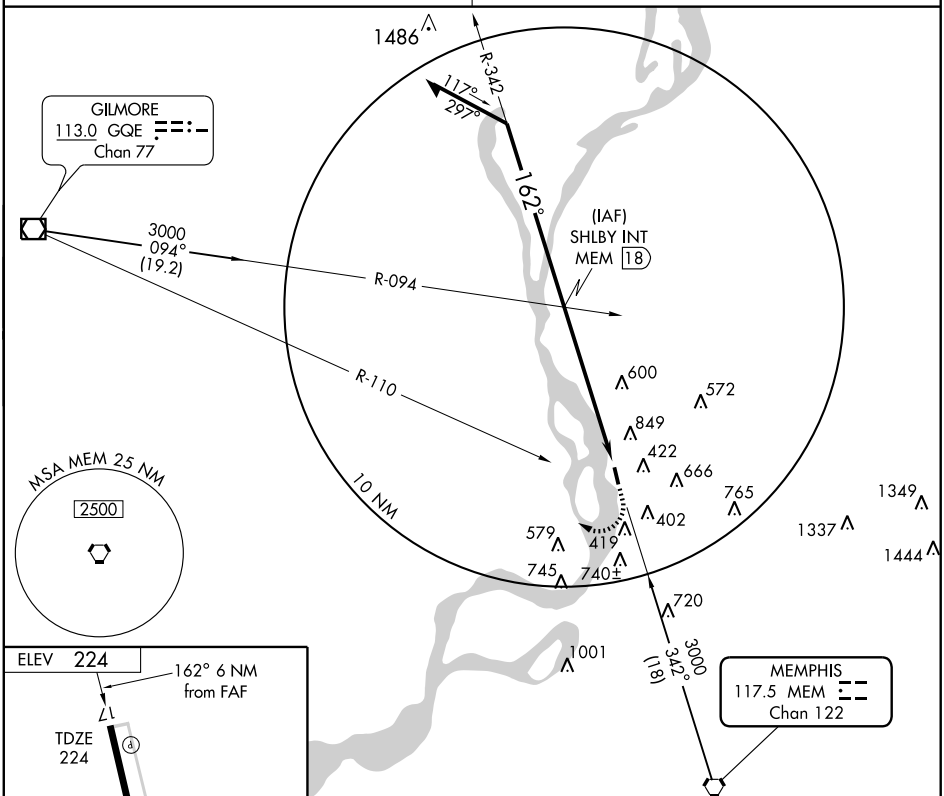
MEMPHIS/ GENERAL DEWITT SPAIN (MØ1)

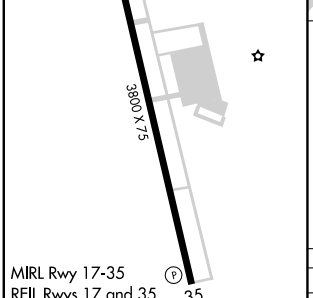
NA

Use Memphis International altimeter setting.

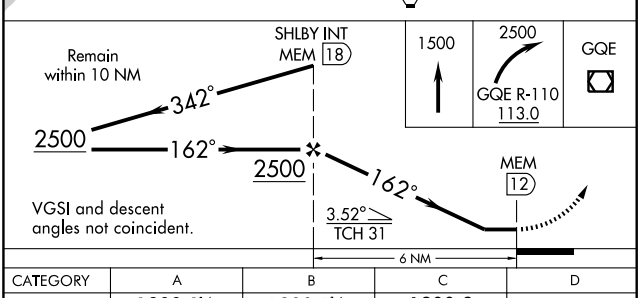
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via GQE R-110 to GQE VOR/DME.

MEMPHIS APP CON	UNICOM
119.1 291.6	122.7 (CTAF)





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



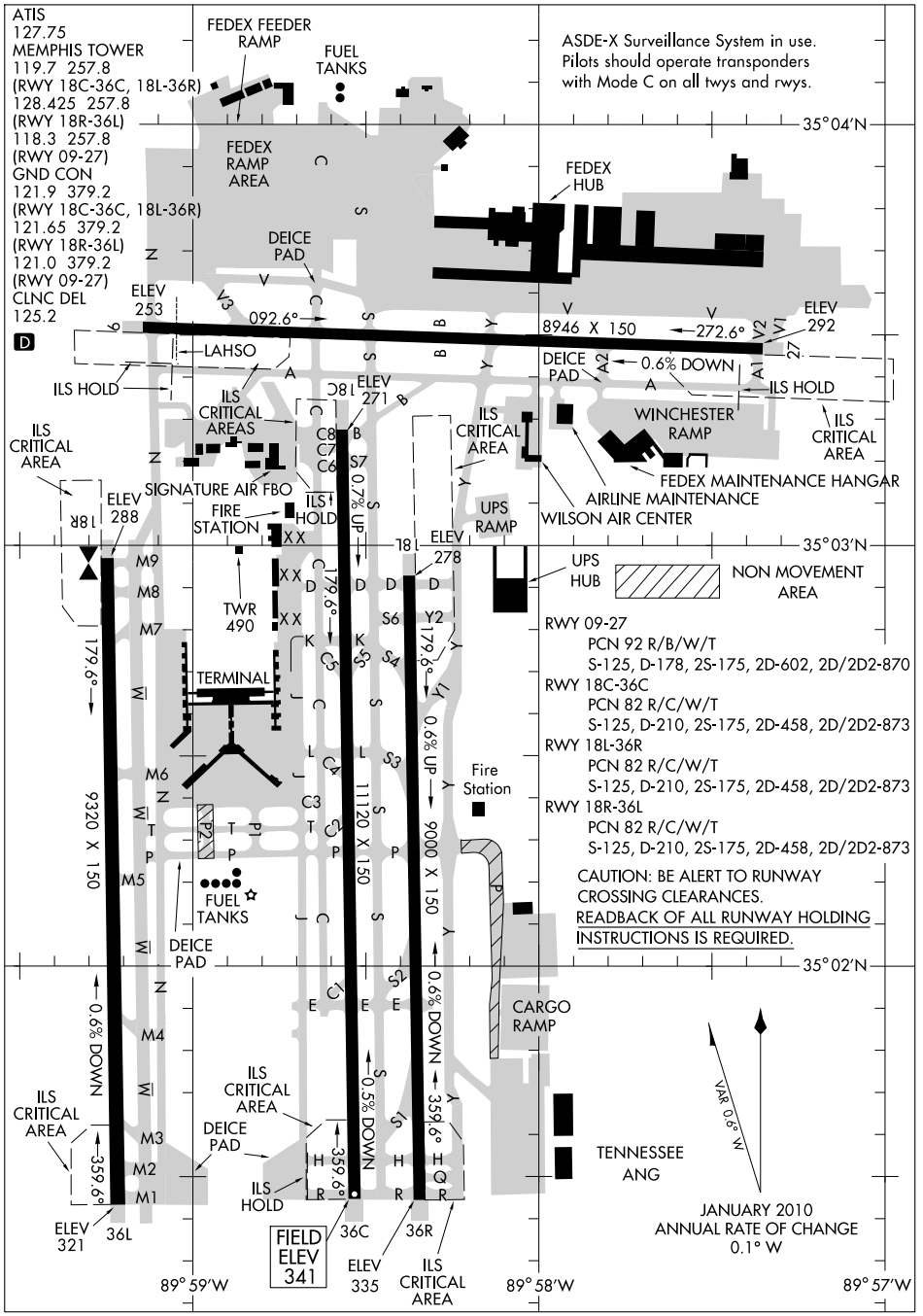
CATEGORY	A	B	C	D
S-17	1200-1¼ 976 (1000-1¼)	1200-1½ 976 (1000-1½)	1200-3 976 (1000-3)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

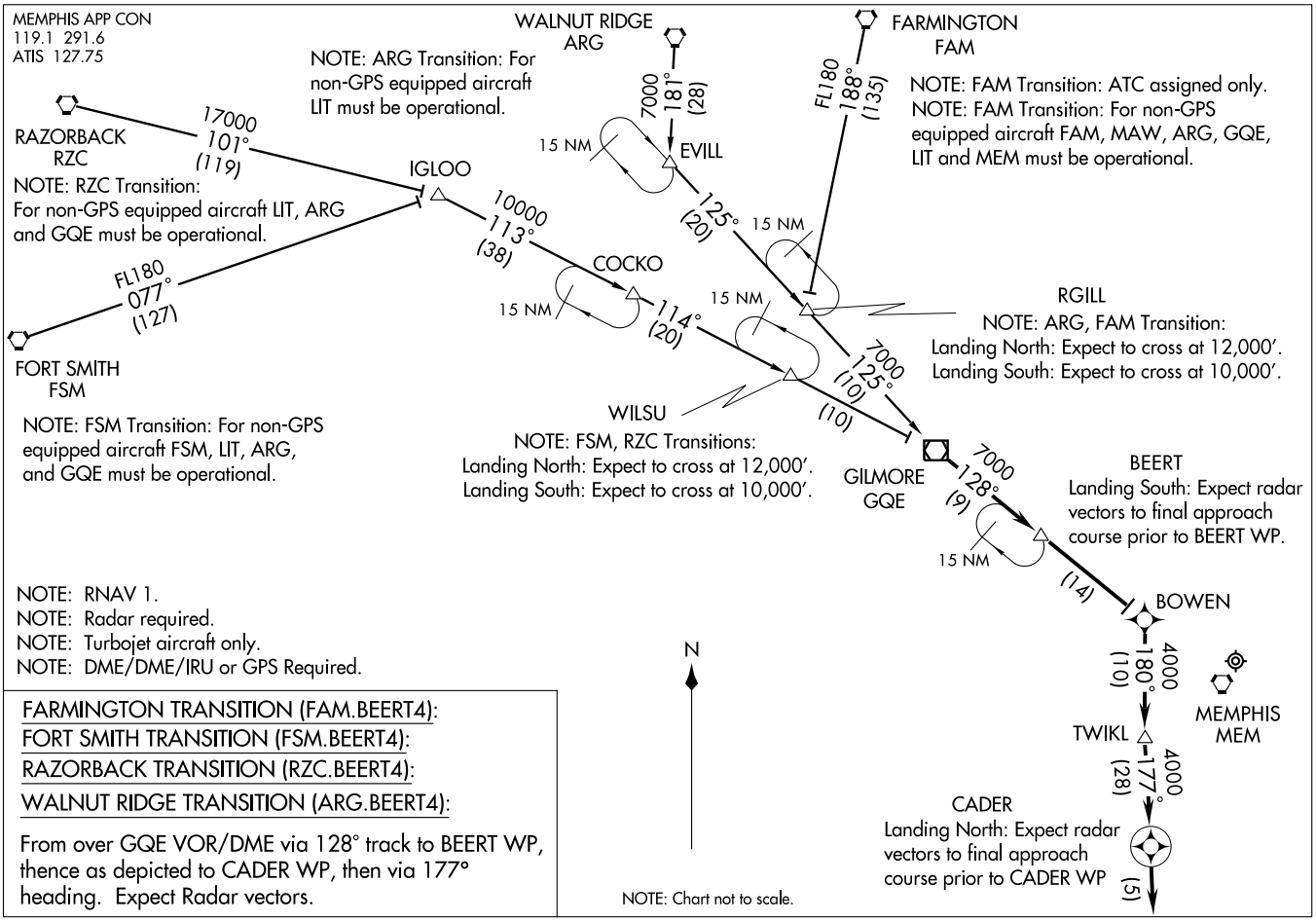
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

10266

BEERT FOUR ARRIVAL (RNAV)

(BEERT.BEERT4) 08157

MEMPHIS, TENNESSEE
MEMPHIS INTL



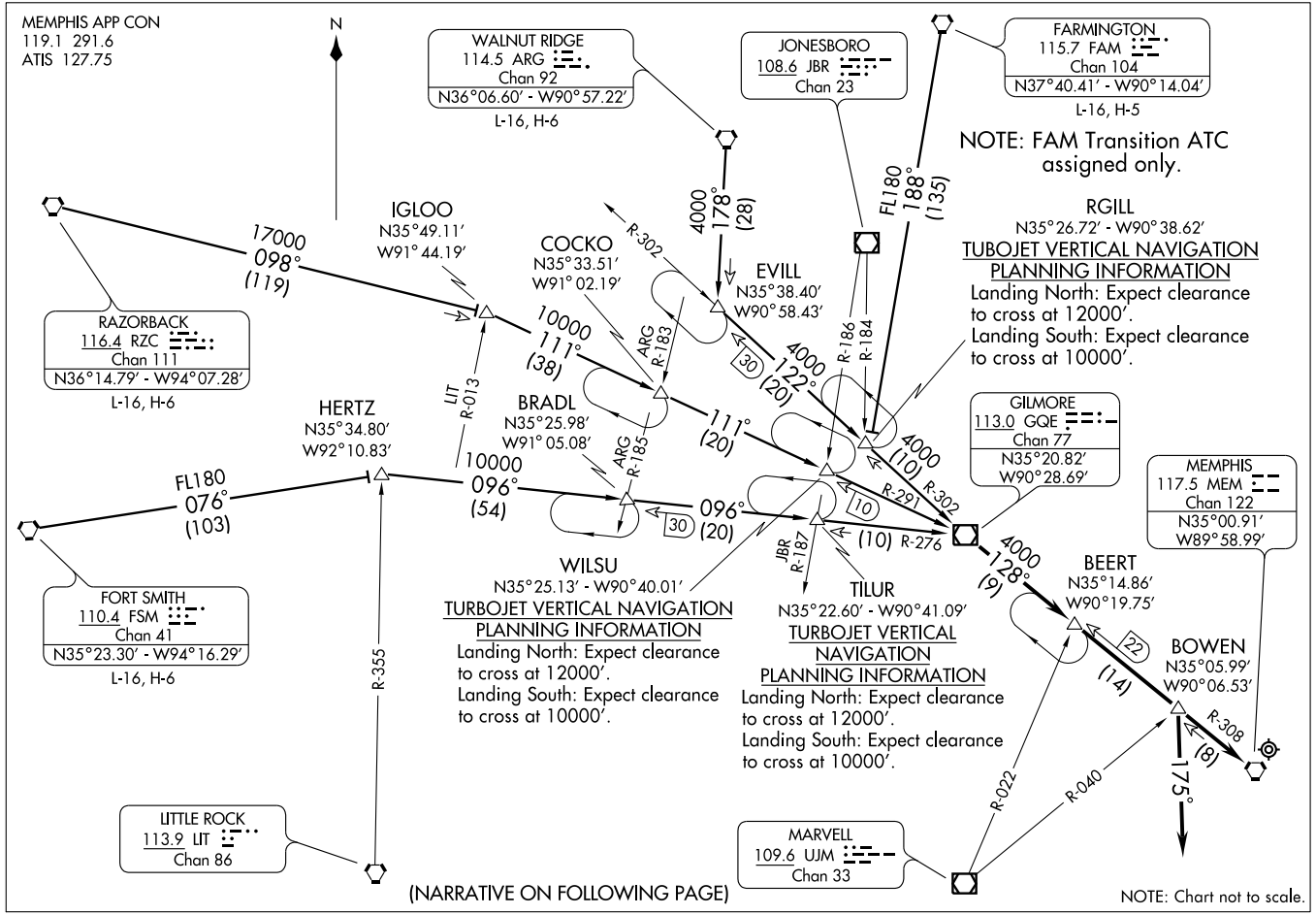
BEERT FOUR ARRIVAL (RNAV)
(BEERT.BEERT4) 08157
MEMPHIS, TENNESSEE
MEMPHIS INTL

ST-253 (FAA)

07298

GILMORE THREE ARRIVAL (GQE.GQE3)

MEMPHIS, TENNESSEE
MEMPHIS INTL



ST-253 (FAA)

ARRIVAL DESCRIPTION

FARMINGTON TRANSITION (FAM.GQE3): From over FAM VORTAC via FAM R-188 to RGILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . . .
FORT SMITH TRANSITION (FSM.GQE3): From over FSM VORTAC via FSM R-076 to HERTZ INT, then via GQE R-276 to GQE VOR/DME. Thence. . . .
RAZORBACK TRANSITION (RZC.GQE3): From over RZC VORTAC via RZC R-098 to IGLOO INT, then via GQE R-291 to GQE VOR/DME. Thence. . . .
WALNUT RIDGE TRANSITION (ARG.GQE3): From over ARG VORTAC via ARG R-178 to EVILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . . .

. . . .FROM OVER GQE VOR/DME

TURBOJETS/TURBOPROPS LANDING NORTH: From over GQE VOR/DME via MEM R-308 to BOWEN INT. Thence heading 175° for vector to final approach course.
TURBOJETS/TURBOPROPS LANDING SOUTH: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.
NON-TURBINE AIRCRAFT ALL RUNWAYS: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

09183 HOLLY ONE ARRIVAL (HLI.HLI1) MEMPHIS, TENNESSEE MEMPHIS INTL

MEMPHIS APP CON
125.8 338.3
ATIS 127.75

N

CHOO CHOO TRANSITION (GQO.HLI1): From over GQO VORTAC via GQO R-262 and MSL R-081 to MSL VORTAC, then via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

HAMILTON TRANSITION (HAB.HLI1): From over HAB VORTAC via HAB R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

MUSCLE SHOALS TRANSITION (MSL.HLI1): From over MSL VORTAC via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

TUPELO TRANSITION (OTB.HLI1): From over OTB VOR/DME via OTB R-317 to MEGGY INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

VULCAN TRANSITION (VUZ.HLI1): From over VUZ VORTAC via VUZ R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

. . . .FROM OVER HLI VORTAC

TURBOJETS/TURBOPROPS LANDING SOUTH: From over HLI VORTAC via MEM R-120 to OLIVV INT. Thence heading 355° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING NORTH: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.

MEMPHIS
117.5 MEM
Chan 122
N35°00.91′ - W89°58.99′

HOLLY SPRINGS
112.4 HLI
Chan 71
N34°46.22′
W89°29.79′

355°
R-120
(8)
OLIVV
N34°56.74′
W89°50.67′
(10)
18
HLI
299°
3000
299°
(10)
R-060
R-070
LARUE
N34°51.52′
W89°40.30′
#4000
282°
(11)
R-102
109.4 JKS
R-219
Chan 31
CRAMM
N34°38.18′
W88°53.91′
MUSCLE SHOALS
116.5 MSL
Chan 112
N34°42.41′ - W87°29.49′
L-18
FL180
262°
(116)
R-081
10000
266°
(70)
CHOO CHOO
115.8 GQO
Chan 105
N34°57.68′ - W85°09.20′
L-25, H-9-12
MARVELL
109.6 UJM
Chan 33
#3000 for Tupelo Transition.
MEGGY
N34°43.35′ - W89°16.90′
4000
282°
(20)
31
4000
317°
(38)
R-345
R-102
4000
299°
(51)
13000
299°
(115)
TUBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12000′.
Landing North: Expect clearance to cross at 10000′.
TUPELO
109.8 OTB
Chan 35
N34°13.43′ - W88°47.84′
L-18
HAMILTON
110.4 HAB
Chan 41
N34°11.93′ - W88°00.70′
L-18
VULCAN
114.4 VUZ
Chan 91
N33°40.21′
W86°53.99′
L-18, H-6-9

NOTE: DME Required.

NOTE: Chart not to scale.

LOC I-MEM	APP CRS	Rwy ldg	8946
109.5	091°	TDZE	259
		Apt Elev	341

ILS or LOC RWY 9

MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 9 Cat. E visibility to RVR 4000 and S-LOC 9 Cat. E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

MEMPHIS TOWER
(Rwy 9-27) 118.3 257.8
(Rwys 18C-36C, 18L-36R) 119.7 257.8
(Rwy 18R-36L) 128.425 257.8

GND CON
(Rwy 9-27) 121.0 379.2
(Rwys 18C-36C, 18L-36R) 121.9 379.2
(Rwy 18R-36L) 121.65 379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

1449

113.0 GQE Chan 77

R-137

1337 1349 1070 1444

LOCALIZER 109.5 I-MEM

720 545 FALIX INT RADAR 1001 1700 459± MM 443

271° 091° (6.1)

(IF) BUDEE INT RADAR

R-301 498 551 697 491 506 760

LOM ELVIS 287 ME

MEMPHIS 117.5 MEM Chan 122

881

10 NM

MSA MEM 25 NM
135° 315°
2500
2100

ALTERNATE MISSED APCH FIX
R-312 132° 312° 112.4 HLI Chan 71
ODONE HLI 16.8 RADAR

R-312
ODONE HLI 16.8 RADAR
112.4 HLI Chan 71

R-151

R-283 151° 331°

KEEZE INT MEM 10.4

112.4 HLI Chan 71

ELEV 341 D

091° 4.3 NM from FAF

TDZE 259 398

18C 27

0.6% DOWN

8946 X 150

490 624± 9320 X 150 18L 18R

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

36C 450 36L 36R

BUDEE INT RADAR

FALIX INT RADAR

2000 091° 1700 1700

GS 3.00° TCH 52

6.1 NM 4.3 NM

1000	5000	MEM R-151	KEEZE INT

CATEGORY	A	B	C	D	E
S-ILS 9	466/24 207 (200-½)				
S-LOC 9	720/24 461 (400-½)		720/40 461 (400-¾)	720/50 461 (400-1)	720/60 461 (400-1¼)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-SDU	APP CRS	Rwy Idg	11120
111.95	178°	TDZE	290
		Apt Elev	341

ILS or LOC RWY 18C
MEMPHIS INTL (MEM)

T For inoperative MALSR, increase S-ILS 18C all Cats visibility to RVR 5000, S-LOC 18C Cat. E visibility to 2, TRVOR fix minimums increase S-LOC 18C Cat. E visibility to 1½. DME or Radar required.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE IN/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

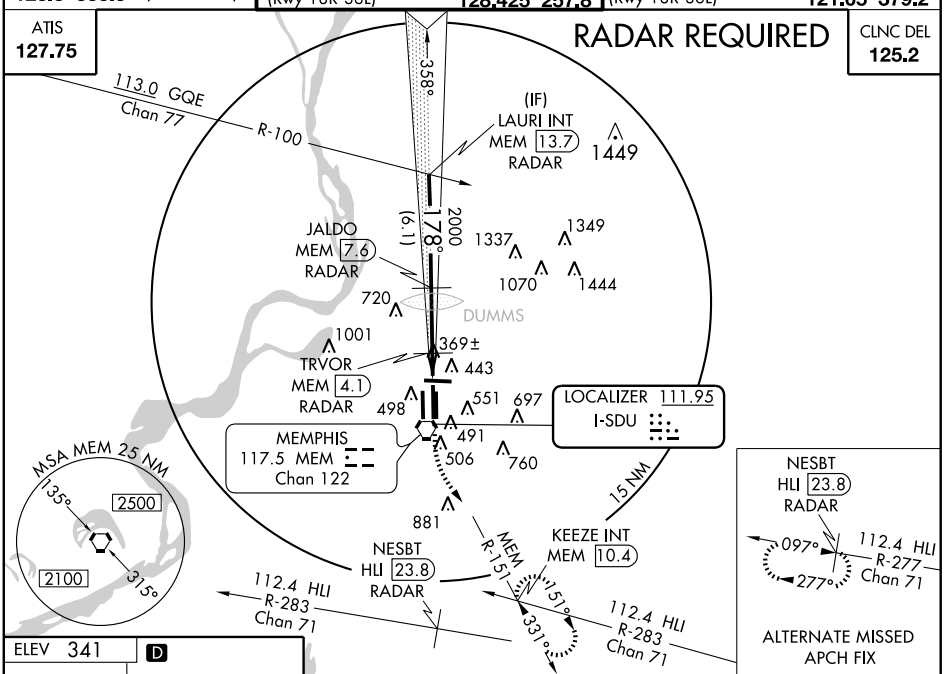
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

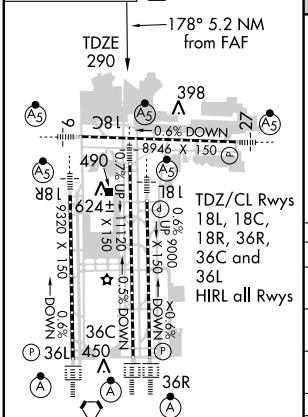
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

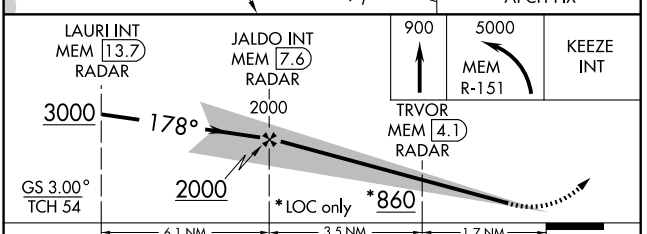
ATIS 127.75

RADAR REQUIRED

CLNC DEL 125.2







CATEGORY	A	B	C	D	E
S-ILS 18C	534/18 244 (200-½)				534/24 244 (200-½)
S-LOC 18C	860/24 570 (600-½)		860/50 570 (600-1)	860/60 570 (600-1¼)	860-1½ 570 (600-1½)
CIRCLING	860-1 519 (600-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)
TRVOR FIX MINIMUMS					
S-LOC 18C	700/24 410 (400-½)		700/40 410 (400-¾)		700/50 410 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EXS	APP CRS	Rwy Idg	9000
111.15	178°	TDZE	301
Chan 48 (Y)		Apt Elev	341

ILS or LOC RWY 18L

MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to 1¾, BRYSN Fix Minimums, increase S-LOC 18L Cats. D and E visibility to RVR 5000. DME or Radar Required. Simultaneous approach authorized with runway 18R.

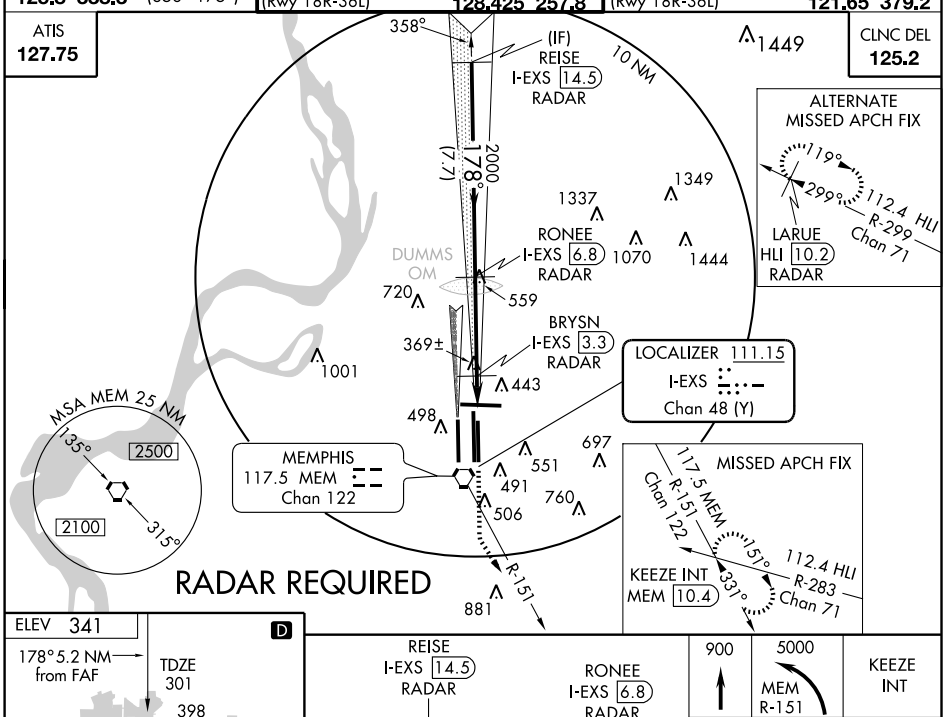
MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

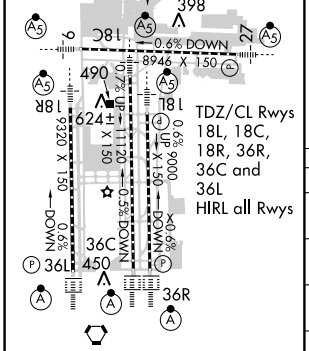
ATIS 127.75

CLNC DEL 125.2

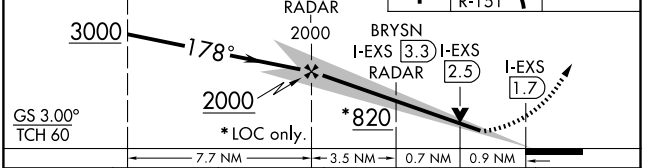


ELEV 341

D



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D	E
S-ILS 18L	501/18 200 (200-½)				501/24 200 (200-½)
S-LOC 18L	820/24 519 (500-½)		820/50 519 (500-1)	820/60 519 (500-1¼)	
CIRCLING	820-1 479 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)
BRYSN FIX MINIMUMS					
S-LOC 18L	620/24 319 (300-½)			620/40 319 (300-¾)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-OOI	APP CRS	Rwy Idg	9127
109.9	178°	TDZE	295
		Apt Elev	341

ILS or LOC RWY 18R

MEMPHIS INTL (MEM)

T A Simultaneous approach authorized with Rwy18L. DME or RADAR Required. For inoperative MALSR, increase S-ILS 18R Cat. E visibility to RVR 4000, S-LOC 18R Cat. E visibility to 2, SAAMM FIX minimums, increase S-LOC 18R Cat. E visibility to 1½.

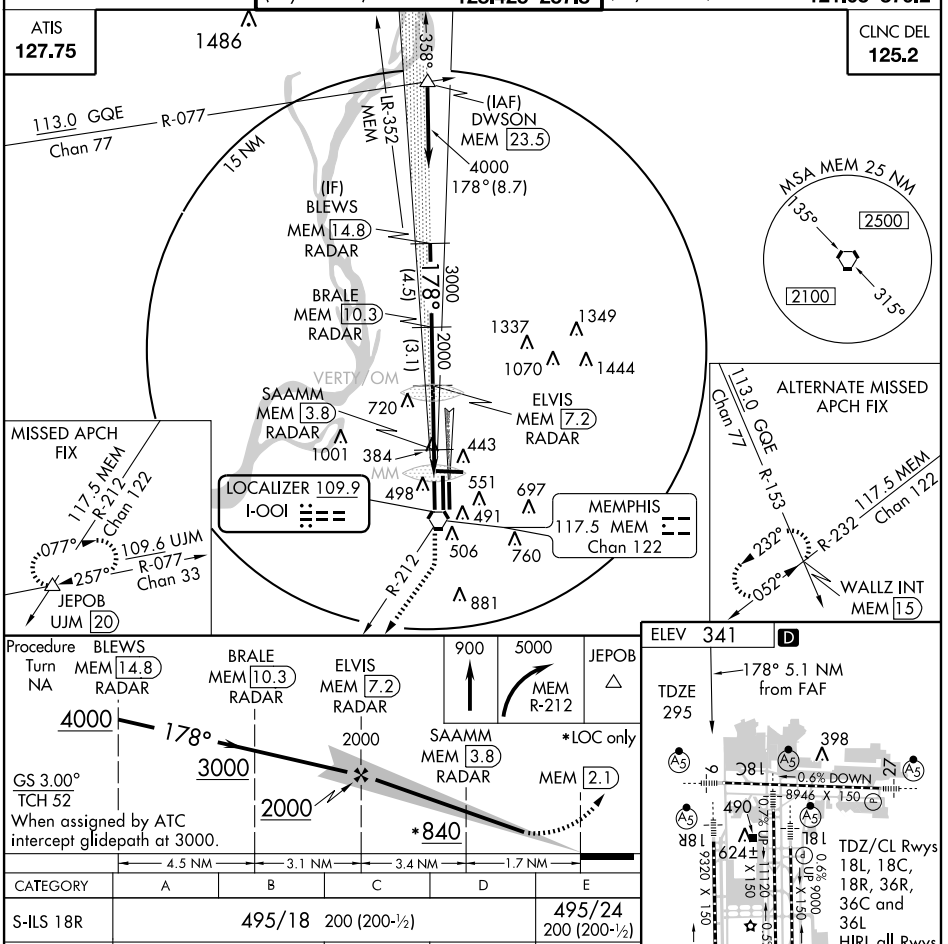
MALSR

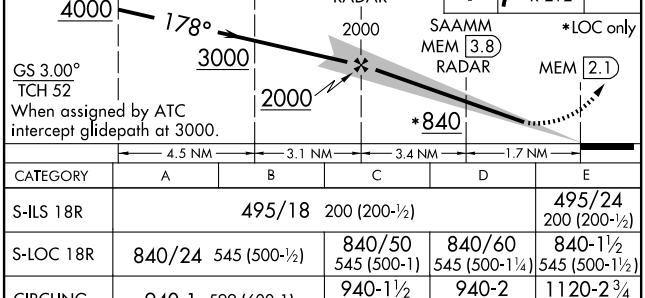
MISSED APPROACH: Climb to 900 then climbing right turn to 5000 via MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold

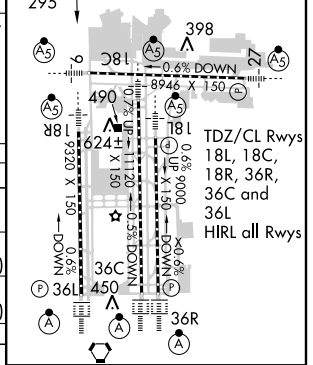
MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D	E
S-ILS 18R	495/18 200 (200-½)				495/24 200 (200-½)
S-LOC 18R	840/24 545 (500-½)		840/50 545 (500-1)	840/60 545 (500-1¼)	840-1½ 545 (500-1½)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)
SAAMM FIX MINIMUMS					
S-LOC 18R	700/24 405 (400-½)		700/40 405 (400-¾)		700/50 405 (400-1)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 27

MEMPHIS INTL (MEM)

LOC I-JIM	APP CRS	Rwy Idg	8946
108.7	271°	TDZE	292
		Apt Elev	341

For inoperative MALSR, increase S-ILS 27 Cat. E visibility to RVR 4000 and S-LOC 27 Cat. E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2500 and intercept MEM VORTAC R-285, then continue climb to 5000 via MEM VORTAC R-285 to GOWRI INT/MEM 17 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

1449

PAOFF GQE 12 RADAR

113.0 GQE Chan 77

133° 313° R-133

ALTERNATE MISSED APCH FIX

1337 1349 1070 1444 720 1001

10 NM

LOCALIZER 108.7 I-JIM

CABAV INT RADAR R-068

MM SOCIT OM 443 498 462± 642 1900 271° (6.1) 091°

R-285 551 697 491 506 760

(IF) COVIM INT RADAR R-322

MEMPHIS 117.5 MEM Chan 122

112.4 HLI Chan 71

881

MISSED APCH FIX

113.0 GQE Chan 77

R-285 105° 285° R-148

MEM 117.5 Chan 122

GOWRI INT MEM 17

MSA MEM 25 NM

135° 2500 2100 315°

ELEV 341 D

271° 4.8 NM from FAF

398 490 624± 18C 18L 18R 36C 36L 36R 9 27

0.6% DOWN 8946 X 150 TDZE 292

0.7% UP 9320 X 150 0.6% UP 9000 X 150 0.5% DOWN 0.8% DOWN

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

2500	MEM R-285	5000	GOWRI INT

CABAV INT RADAR 1900

COVIM INT RADAR

VGSI and ILS Glidepath not coincident.

271° 1900 1900

GS 3.00° TCH 54

4.8 NM 6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 27	492/24 200 (200-½)				
S-LOC 27	720/24	428 (400-½)	720/40 428 (400-¾)	720/50	428 (400-1)
CIRCLING	800-1 459 (500-1)		920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 36C

MEMPHIS INTL (MEM)

LOC/DME I-TSE	APP CRS	Rwy Idg	11120
110.5	358°	TDZE	341
Chan 42		Apt Elev	341

For inoperative ALSF-2, increase S-ILS 36C Cat. E visibility to RVR 4000 and S-LOC 36C Cat. E visibility to 1½. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

GOBLE HLI 37.2 RADAR

137° 317° 112.4 HLI R-317 Chan 71

MEM R-360

LOCALIZER 110.5 I-TSE Chan 42

IM MM

MEMPHIS 117.5 MEM Chan 122

MISSED APCH FIX

117.5 MEM Chan 122

113.0 GQE R-100 Chan 77

180° 360° R-360

LAURI INT MEM 13.7

GINIE I-TSE 6.9 RADAR

MSA MEM 25 NM

135° 315° 2500 2100

358° (6.3) 2000

(IF) NESBT INT I-TSE 13.2 RADAR

10 NM

R-277

112.4 HLI Chan 71

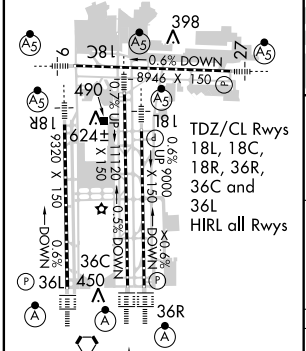
178°

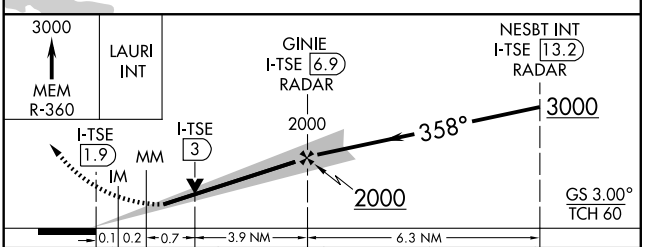
1337 1349 1070 1444 720 1001 443 498 551 491 697 506 760 483 881

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

ELEV 341 D





CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	740/24 399 (400-½)			740/40 399(400-¾)	740/50 399(400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy Idg 9320
108.9	358°	TDZE 321
Chan 26		Apt Elev 341

Simultaneous approach authorized with runway 36R. For inoperative ALSF, increase S-ILS 36L Cat. E visibility to RVR 4000 and S-LOC 36L visibility to 1½. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS 127.75

CLNC DEL 125.2

MISSED APCH FIX
113.0 GQE Chan 77
R-029
R-121
121°
301°
KALIE
GQE 15
109.6 UJM Chan 33

LOCALIZER 108.9
I-OHN
Chan 26

443
498
551
491
697
IM
MM
492
506
760
KOLEY OM

MEMPHIS
117.5 MEM
Chan 122

CADUS
I-OHN 6.7
RADAR
881
2000
(3.1)

MACEE
I-OHN 9.9
RADAR
949

10 NM

358°
3000
(4.2)

(IF)
FREAZ
I-OHN 14
RADAR

MEM
LR-172

178°

4000
358°
(7.6)

(IAF)
WSTON
I-OHN 21.6

ALTERNATE MISSED APCH FIX
MEM R-323
143°
323°
MREON
MEM 18

MSA MEM 25 NM
135°
2500
2100
315°

ELEV 341 D

398
18C
0.6% DOWN
8946 X 150
27
490
0.7% UP
18L
624±
9320 X 150
11120 X 150
0.6% 9000
18R
TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L
HIRL all Rwys
0.6% DOWN
0.6% DOWN
0.6% DOWN
36C
36L 450
36R

TDZE 321

358° 5 NM from FAF

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1000
5000
hdg 330°
GQE R-121
KALIE
CADUS I-OHN 6.7 RADAR
MACEE I-OHN 9.9 RADAR
FREAZ I-OHN 14 RADAR
I-OHN 1.7
I-OHN 2.9
2000
358°
4000
3000
GS 3.00°
TCH 59
IM
2000
When assigned by ATC, intercept glidepath at 3000.
0.1 | 1 NM | 3.9 NM | 3.1 NM | 4.2 NM

CATEGORY	A	B	C	D	E
S-ILS 36L	521/18 200 (200-½)				521/24 200 (200-½)
S-LOC 36L	760/24 439 (500-½)		760/40 439 (500-¾)	760/50 439 (500-1)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

LOC/DME I-MYO	APP CRS	Rwy Idg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

T A For inoperative ALSF, increase S-ILS 36R Cat. E visibility to RVR 4000 and S-LOC 36R Cat. E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

MSA MEM 25 NM
135° 2500
315° 2100

OROCU
MEM 15
220°
040°
1349
1337
1070
1444
720
1001
R-040
R-329
112.4 HLI
Chan 71

LOCALIZER 111.35
I-MYO
Chan 50 (Y)

498
443
551
697
491
506
760
IM
MM

MEMPHIS
117.5 MEM
Chan 122

ALTERNATE MISSED APCH FIX
R-299
119°
299°
LARUE
HLI 10.2
RADAR
112.4 HLI
Chan 71

MCGHE
I-MYO 6.6
RADAR
881

358° (7.3)
2000

(IF)
HADAN
I-MYO 14
RADAR
178°

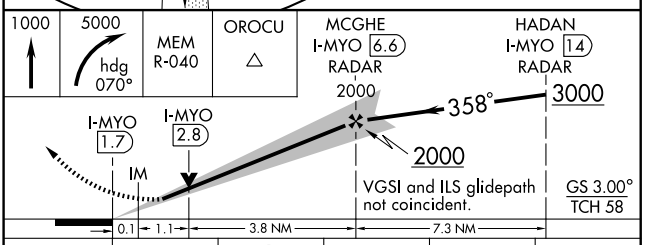
10 NM

R-299
LARUE
HLI 10.2
RADAR
112.4 HLI
Chan 71

ELEV 341 D

398
18C
27
0.6% DOWN
8946 X 150
490
18R
0.7% UP
9320 X 150
624
18L
0.6% UP
9000 X 150
TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys
0.6% DOWN
36C
0.3% DOWN
0.6% DOWN
36L
450
36R
TDZE 335
358° 5 NM from FAF

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)				535/24 200 (200-½)
S-LOC 36R	760/24 425 (500-½)		760/40 425 (500-¾)		760/50 425 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TSE	APP CRS	Rwy Idg	11120
110.5	358°	TDZE	341
Chan 42		Apt Elev	341

ILS RWY 36C (CAT II)

MEMPHIS INTL (MEM)

DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

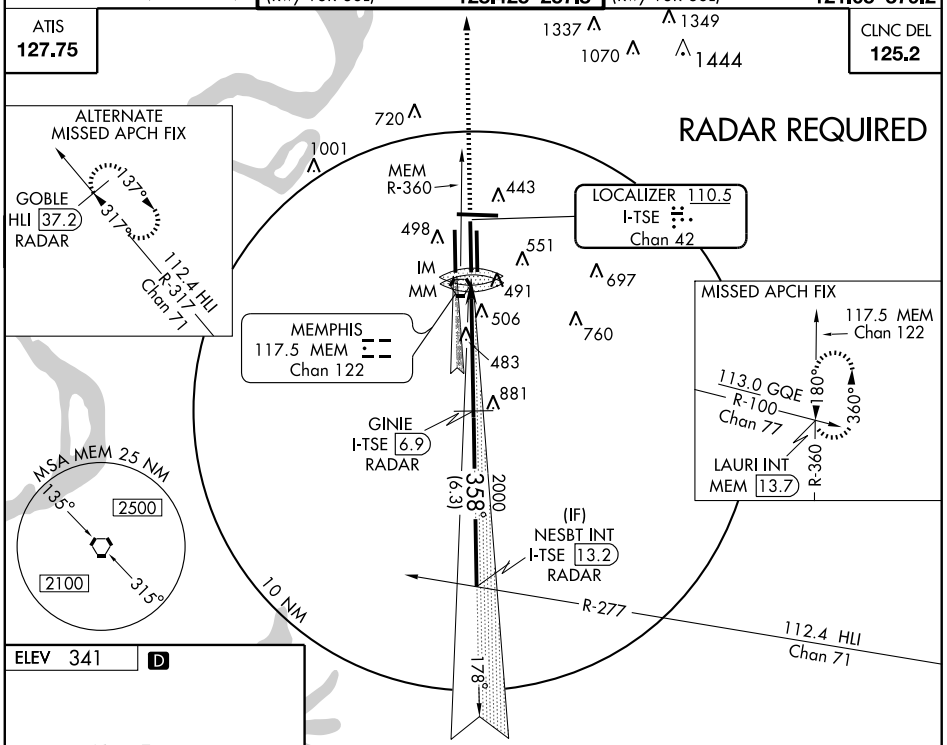
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

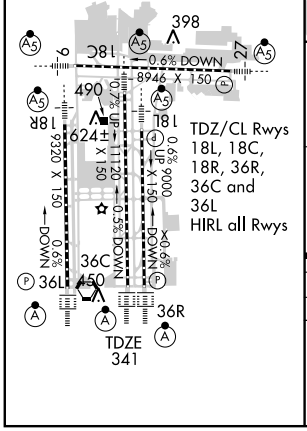
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

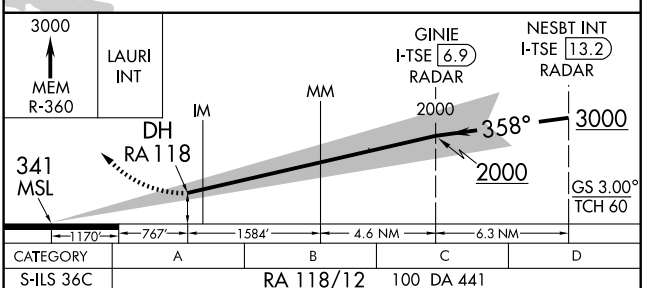
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
S-ILS 36C	RA 118/12	100 DA 441		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TSE	APP CRS	Rwy Idg	11120
110.5	358°	TDZE	341
Chan 42		Apt Elev	341

ILS RWY 36C (CAT III)
MEMPHIS INTL (MEM)

DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
GOBLE
HLI 37.2
RADAR
137°
317°
112.4 HLI
R-317
Chan 71

MEM R-360

LOCALIZER 110.5
I-TSE
Chan 42

IM
MM

MEMPHIS
117.5 MEM
Chan 122

MISSED APCH FIX
MEM R-360
117.5
Chan 122
113.0 GQE
R-100
Chan 77
180°
360°
LAURI INT
MEM 13.7

GINIE
I-TSE 6.9
RADAR

MSA MEM 25 NM
135°
315°
2500
2100

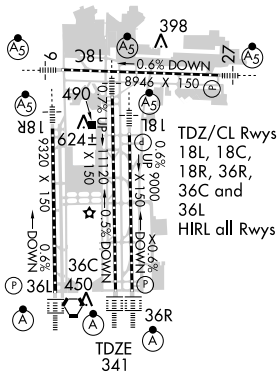
358° (6.3)
2000

(IF)
NESBT INT
I-TSE 13.2
RADAR

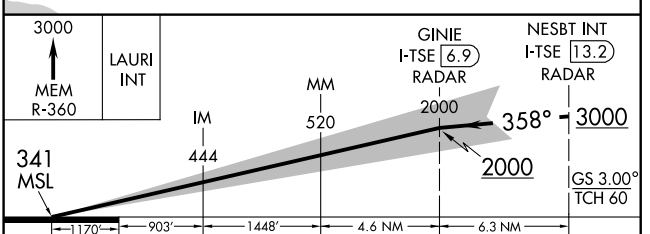
10 NM
R-277
112.4 HLI
Chan 71
178°

1337 1349 1070 1444 720 1001 443 498 551 697 491 506 760 483 881

ELEV 341 D



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 36C		Cat IIIa	RVR 07	
S-ILS 36C		Cat IIIb	RVR 03	
S-ILS 36C		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 36L (CAT II)

MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy Idg	9320
108.9	358°	TDZE	321
Chan 26		Apt Elev	341

Simultaneous approach authorized with runway 36R. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

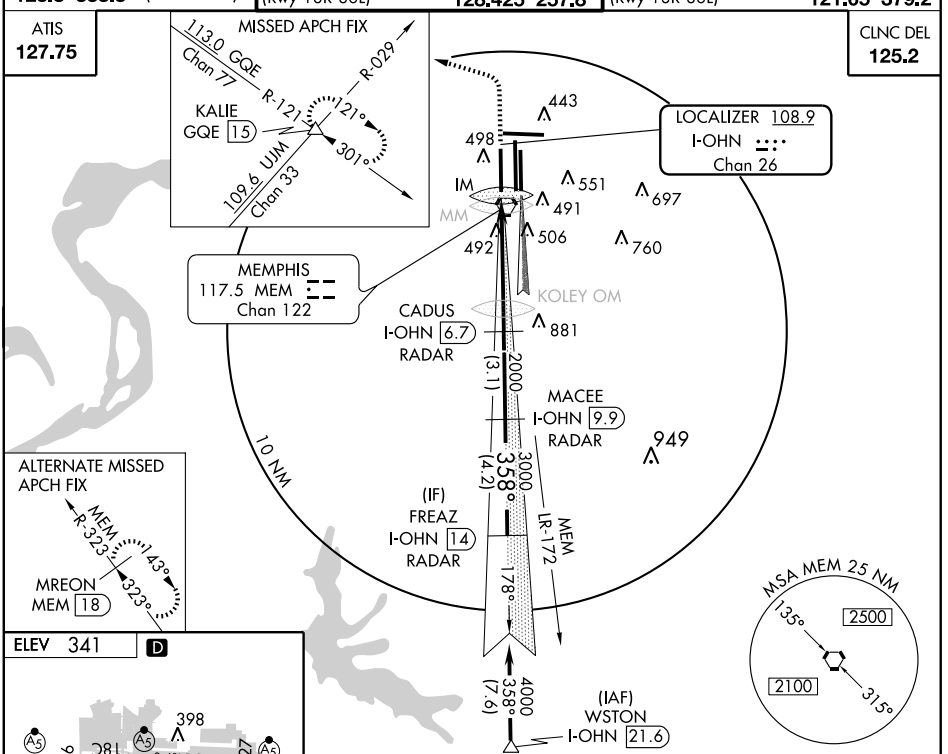
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

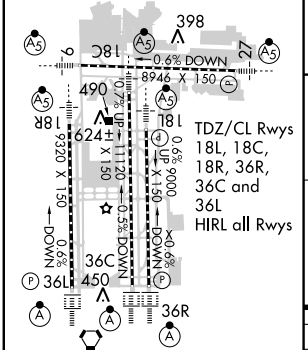
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

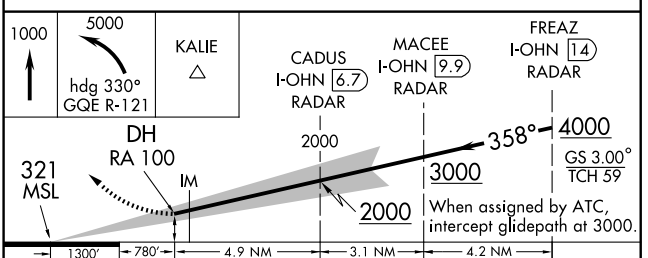
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
S-ILS 36L	RA 100/12 100 DA 421			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 36L (CAT III)

MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy Idg	9320
108.9	358°	TDZE	321
Chan 26		Apt Elev	341

Simultaneous approach authorized with runway 36R. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

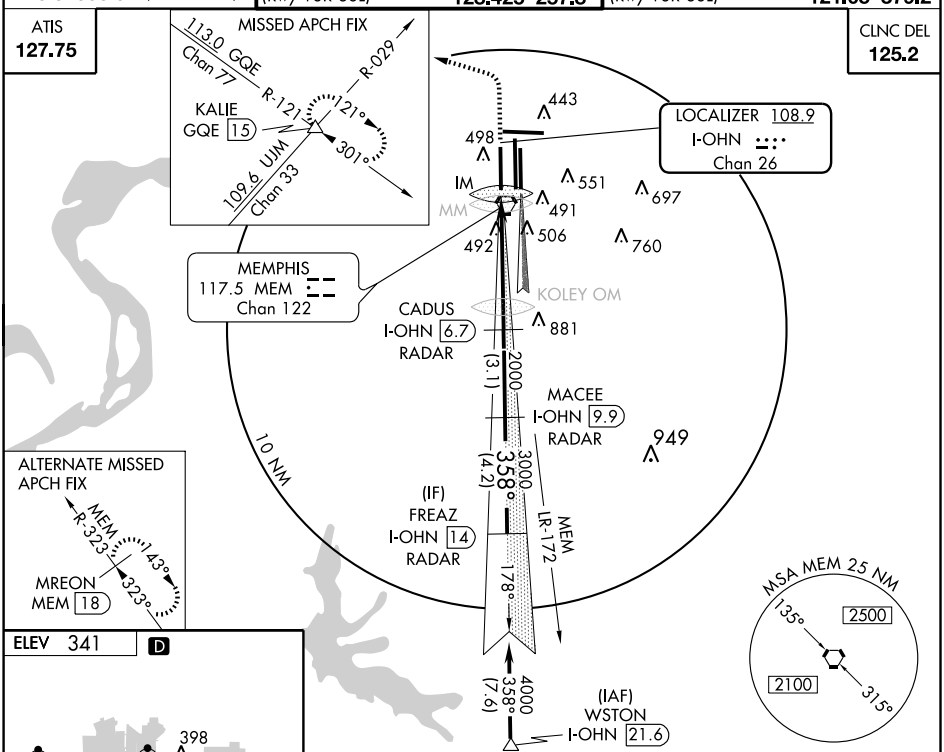
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

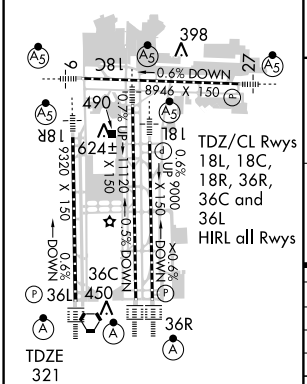
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

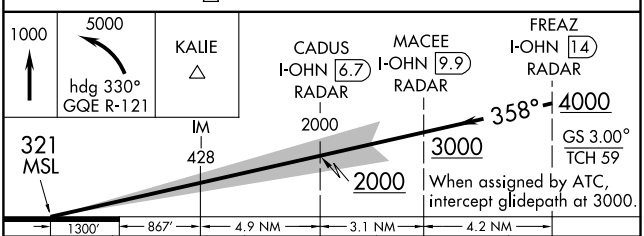
CLNC DEL 125.2



ELEV 341 D



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 36L	CAT IIIa		RVR 07	
S-ILS 36L	CAT IIIb		RVR 03	
S-ILS 36L	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MYO	APP CRS	Rwy Idg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

ILS RWY 36R (CAT II)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

MSA MEM 25 NM
135° 2500
315° 2100

OROCU
MEM 15
220°
040°
R-040
R-329
112.4 HLI Chan 71

1337 1349 1070 1444 720 1001 443 498 551 491 697 506 760 881

LOCALIZER 111.35
I-MYO
Chan 50 (Y)

MEMPHIS
117.5 MEM
Chan 122

MCGHE
I-MYO 6.6
RADAR

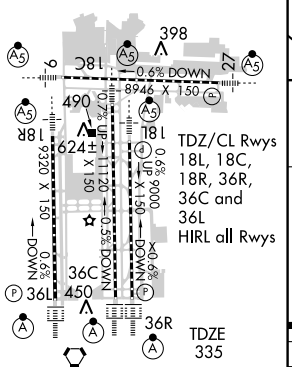
ALTERNATE MISSED APCH FIX
R-299
119°
299°
LARUE
HLI 10.2
RADAR
112.4 HLI Chan 71

2000 (7.3)
358°
178°
10 NM

(IF)
HADAN
I-MYO 14
RADAR

R-299
LARUE
HLI 10.2
RADAR
112.4 HLI Chan 71

ELEV 341 D



1000	5000	MEM	OROCU
↑	hdg 070°	R-040	△

MCGHE
I-MYO 6.6
RADAR
2000

HADAN
I-MYO 14
RADAR
3000

VGSI and ILS glidepath not coincident.

IM
DH
RA 109
335
MSL
358°
2000

GS 3.00°
TCH 58

1131' 799' 4.8 NM 7.3 NM

CATEGORY	A	B	C	D
S-ILS 36R	RA 109/12 100 DA 435			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MYO	APP CRS	Rwy Idg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

ILS RWY 36R (CAT III)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

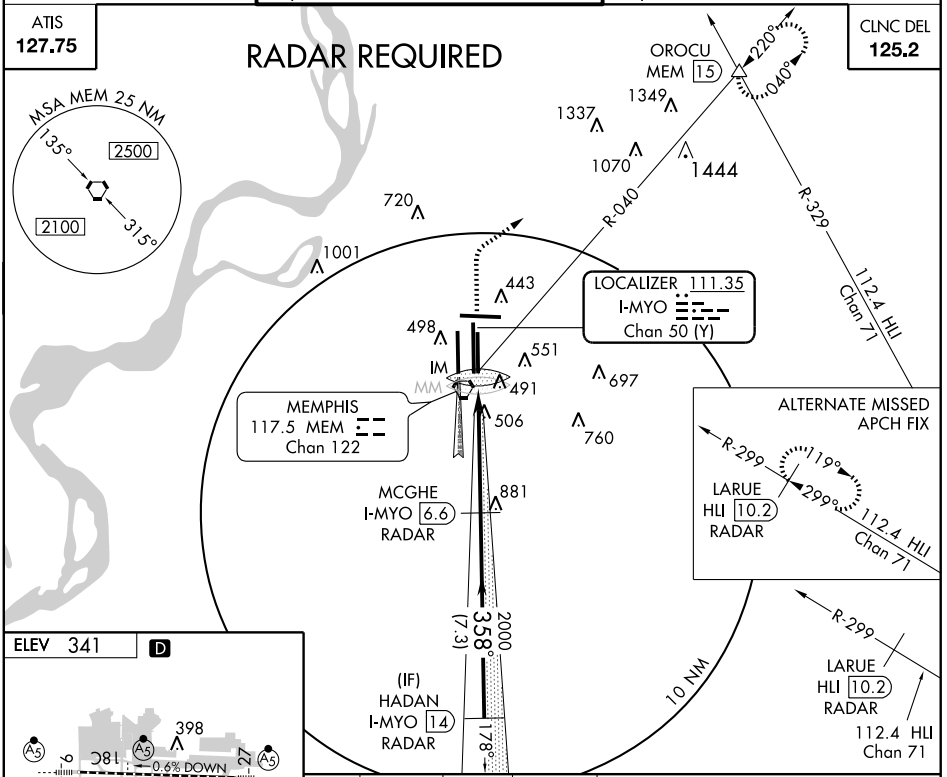
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

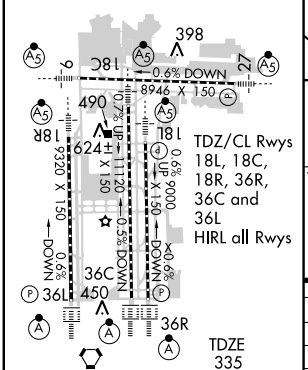
MEMPHIS APP CON		MEMPHIS TOWER			GND CON		
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
		(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

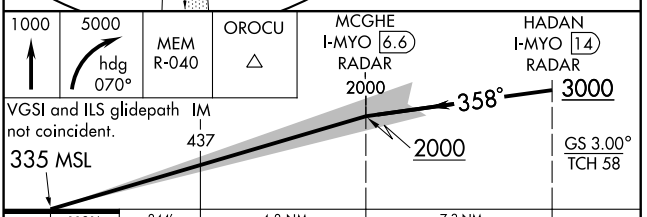
ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa	RVR07		
S-ILS 36R	CAT IIIb	RVR03		
S-ILS 36R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
MEMPHIS, TN			
MEMPHIS INTL (MEM)	27	TWY N	8,450 feet
SMYRNA, TN			
SMYRNA (MQY)	01	14-32	3,000 feet
	14	01-19	3,400 feet
	32	01-19	3,950 feet

21 OCT 2010 to 18 NOV 2010

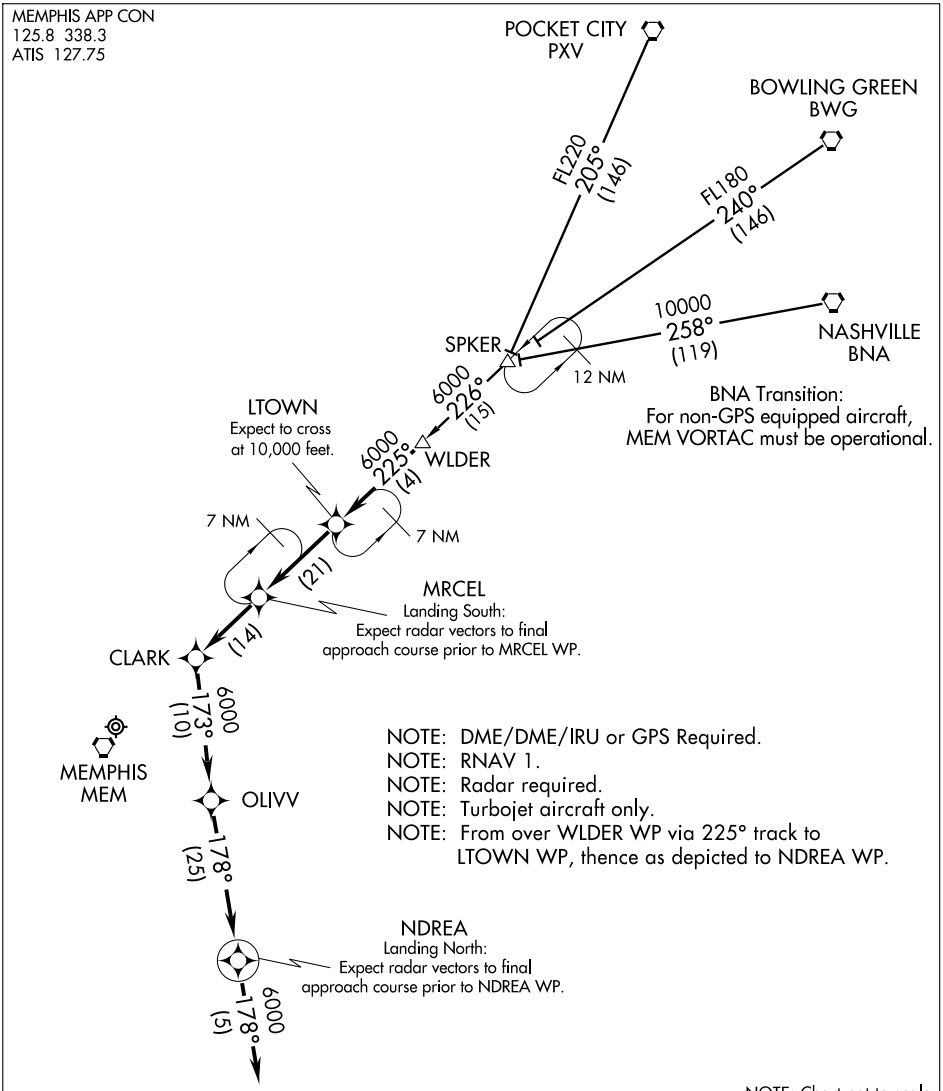
LARUE THREE ARRIVAL (RNAV)

CHOO CHOO TRANSITION (GQO.LARUE3):
VULCAN TRANSITION (VUZ.LARUE3):

From over HLI VORTAC via 301° track to LARUE WP, thence as depicted to EYEBU.

LARUE THREE ARRIVAL (RNAV)
(LARUE.LARUE3) 07298
MEMPHIS, TENNESSEE
MEMPHIS INTL
SE-1, 21 OCT 2010 to 18 NOV 2010

LTOWN FOUR ARRIVAL (RNAV)



BOWLING GREEN TRANSITION (BWG.LTOWN4):

NASHVILLE TRANSITION (BNA.LTOWN4):

POCKET CITY TRANSITION (PXV.LTOWN4):

From over WLDER WP via 225° track to LTOWN WP then via 225° track to MRCEL WP then via 225° track to CLARK WP then via 173° track to OLIVV WP then via 178° track to NDREA WP then via 178° heading. Expect radar vectors.

SE-1, 21 OCT 2010 to 18 NOV 2010

MARVELL THREE ARRIVAL (UJM.UJM3)

07298

MARVELL THREE ARRIVAL (UJM.UJM3) ST-253 (FAA)

EL DORADO TRANSITION (ELD.UJM3): From over ELD VORTAC via ELD R-048 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

GREENVILLE TRANSITION (GLH.UJM3): From over GLH VOR/DME via GLH R-360 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

LITTLE ROCK TRANSITION (LIT.UJM3): From over LIT VORTAC via LIT R-099 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

SIDON TRANSITION (SQS.UJM3): From over SQS VORTAC via SQS R-328 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

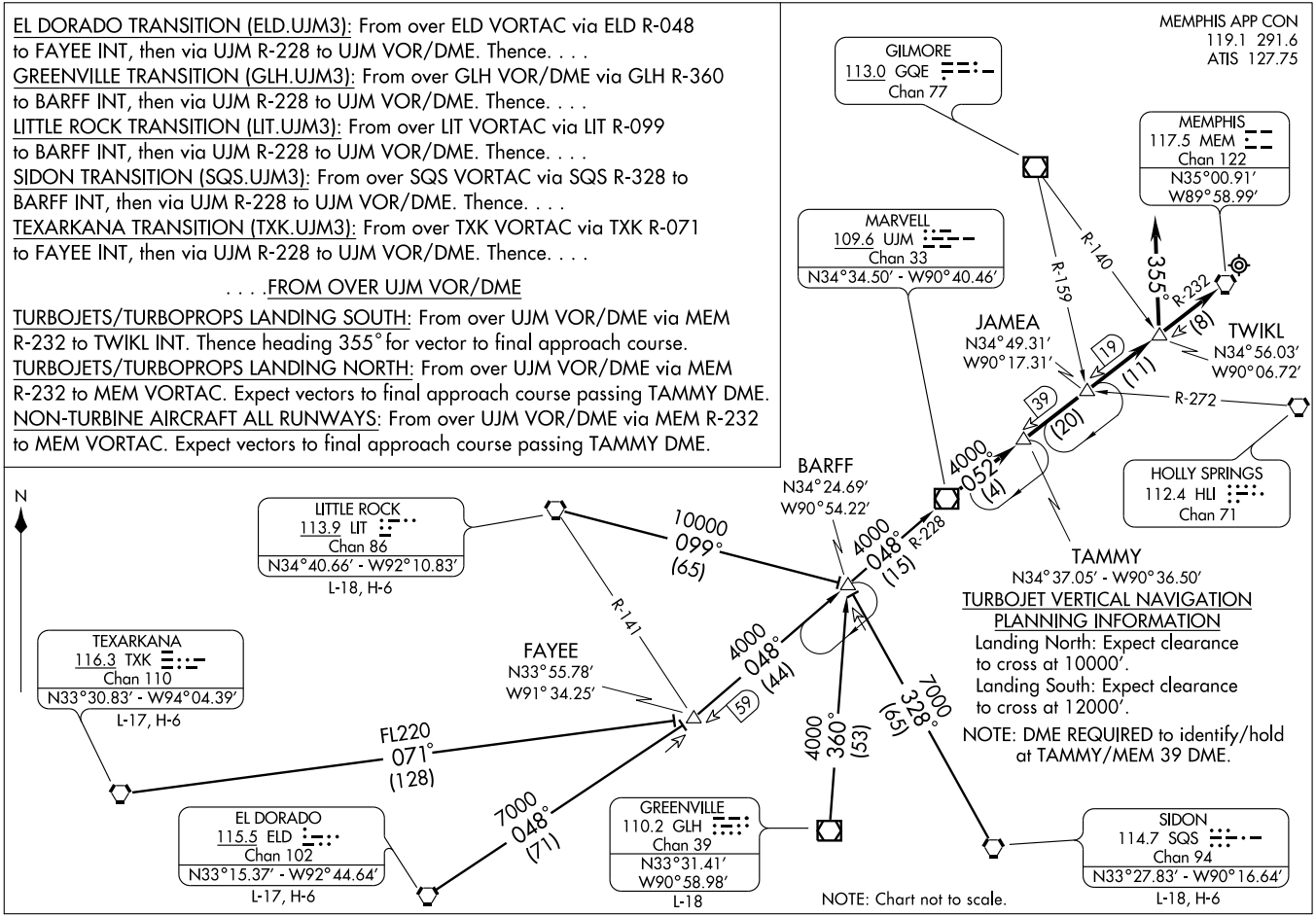
TEXARKANA TRANSITION (TXK.UJM3): From over TXK VORTAC via TXK R-071 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

. . . .FROM OVER UJM VOR/DME

TURBOJETS/TURBOPROPS LANDING SOUTH: From over UJM VOR/DME via MEM R-232 to TWIKL INT. Thence heading 355° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING NORTH: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.

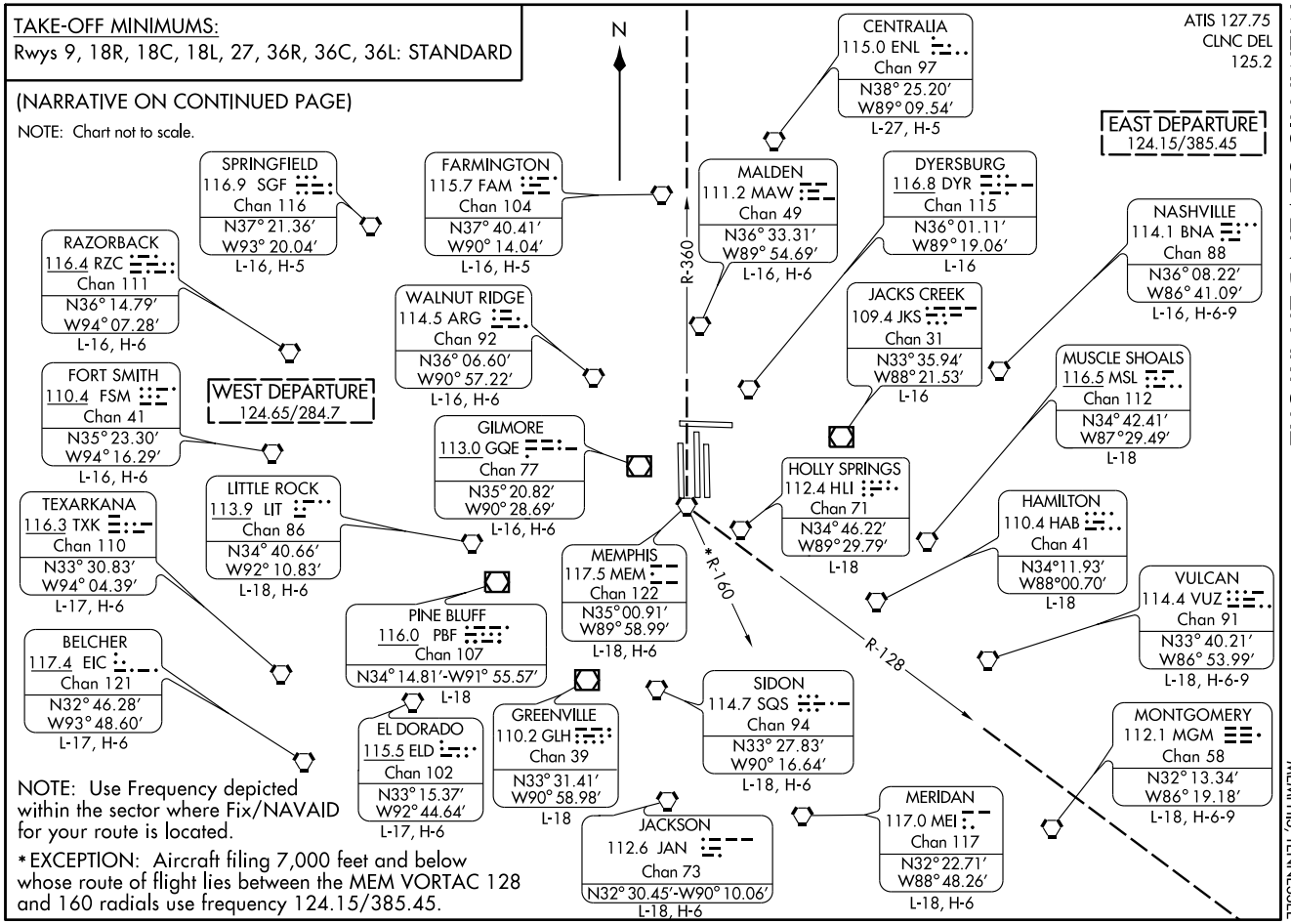


MEMPHIS, TENNESSEE
MEMPHIS INTL

MEMPHIS, TENNESSEE
MEMPHIS INTL

09183 MEMPHIS SEVEN DEPARTURE

09183 MEMPHIS SEVEN DEPARTURE



MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

SL-253 (FAA)

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DEPARTURE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Make no turns before leaving 700 feet.

TURBOJET AIRCRAFT: Maintain 5,000 feet or assigned altitude.

PROPELLER AIRCRAFT: Maintain 3,000 feet or assigned altitude.

Expect clearance to requested altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES

RUNWAY 9:
Tree 2972 feet from DER, 1145 feet left of centerline, 80 feet AGL/390 feet MSL.
Pole 1526 feet from DER, 799 feet left of centerline, 52 feet AGL/342 feet MSL.
Tree 2802 feet from DER, 954 feet left of centerline, 63 feet AGL/373 feet MSL.

RUNWAY 18R:
Trees beginning 1552 feet from DER, 789 feet right of centerline, up to 96 feet AGL/420 feet MSL. Trees beginning 2619 feet from DER, 1011 feet left of centerline, up to 102 feet AGL/452 feet MSL. VORTAC 3255 feet from DER, 1046 feet left of centerline, 47 feet AGL/407 feet MSL. POLE 3305 feet from DER, 1019 feet left of centerline, 52 feet AGL/412 feet MSL.

RUNWAY 18C:
Trees beginning 1704 feet from DER, 507 feet right of centerline, up to 108 feet AGL/435 feet MSL. Tree 2786 feet from DER, 287 feet left of centerline, 94 feet AGL/413 feet MSL.

RUNWAY 18L:
Multiple trees beginning 1265 feet from DER, 601 feet left of centerline, up to 105 feet AGL/419 feet MSL. Multiple trees beginning 2690 feet from DER, 224 feet right of centerline, up to 104 feet AGL/413 feet MSL.

RUNWAY 27:
Tree 805 feet from DER, 682 feet right of centerline, 90 feet AGL/324 feet MSL.
Antenna 5502 feet from DER, 1498 feet left of centerline, 143 feet AGL/407 feet MSL.
Tree 4236 feet from DER, 1382 feet left of centerline, 133 feet AGL/361 feet MSL.

RUNWAY 36C:
Pole 1994 feet from DER, 928 feet right of centerline, 65 feet AGL/336 feet MSL.

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RNAV (GPS) RWY 9

MEMPHIS INTL (MEM)

WAAS CH 63106 W09A	APP CRS 091°	Rwy Idg 8946	TDZE 259	Apt Elev 341

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct KIMRE and via 175° track to KEEZE and hold, continue climb-in-hold to 5000.

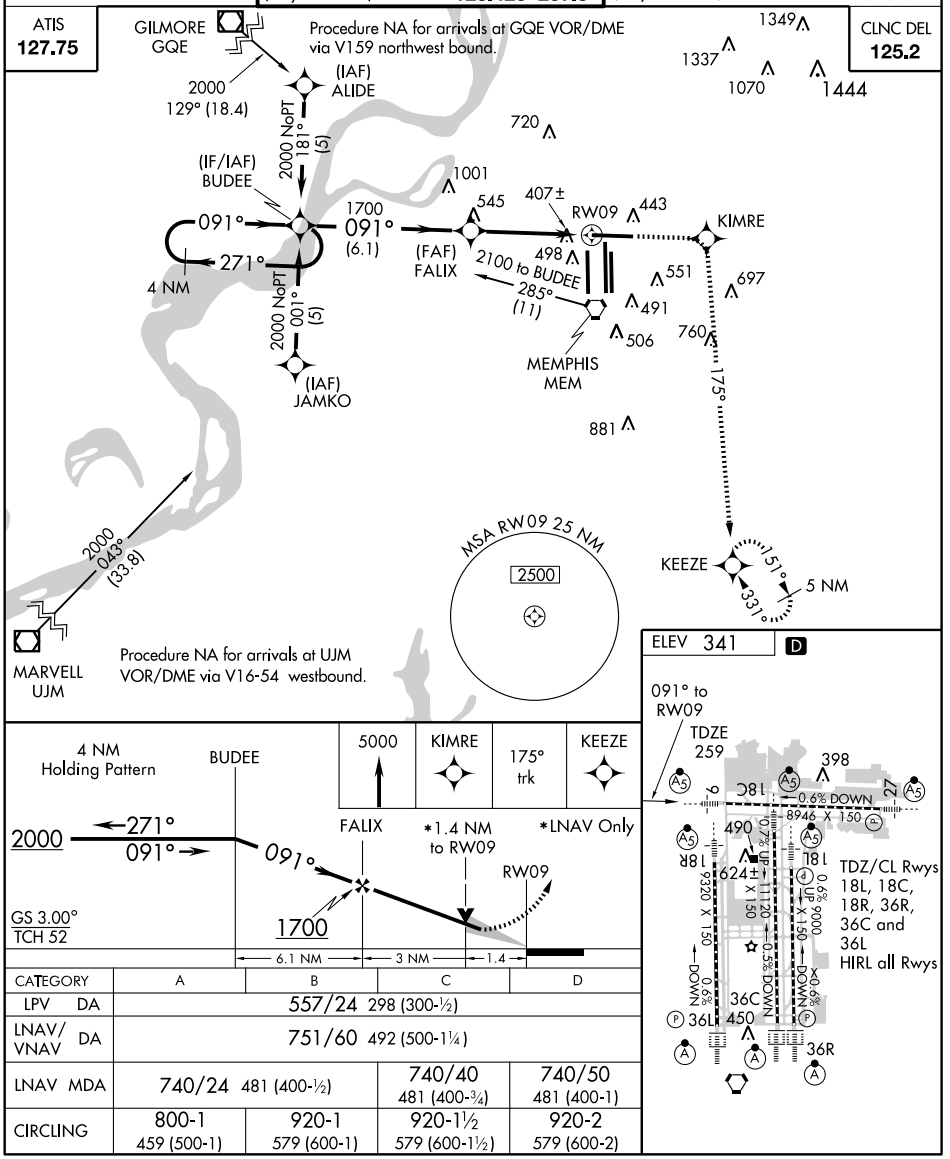
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2



CATEGORY	A	B	C	D
LPV DA	557/24 298 (300-½)			
LNAV/VNAV DA	751/60 492 (500-1¼)			
LNAV MDA	740/24 481 (400-½)		740/40 481 (400-¾)	740/50 481 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

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SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

MEMPHIS INTL (MEM)

WAAS	APP CRS	Rwy Idg	8946
CH 93607	271°	TDZE	292
W27A		Apt Elev	341

T For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

MISSED APPROACH: Climb to 5000 direct AVADE and via 276° track to GOWRI and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS	CLNC DEL
127.75	125.2

Procedure NA for arrivals at MIOLA via V124 eastbound.

MIOLA 2500 218° (26.5)

MISSED APCH FIX 4 NM 105° 285° GOWRI

1337 1349 1070 1444 720 1001 276° AVADE 443 627 462± 498 RW27 551 697 491 506 760 1900 271° (6.1) (FAF) CABAV

(IAF) WAVAK 2500 NoPT 181° (5) 4 NM 091° 271°

(IF/IAF) COVIM 2500 NoPT 001° (5)

(IAF) ODONE

MEMPHIS MEM

2500 to COVIM 079°(12.5)

881

MSA RW27 25 NM 2500

Procedure NA for arrivals at HLI VORTAC via airway radials 256 CW 303.

HOLLY SPRINGS HLI 2500 314° (16.8)

ELEV 341 D

TDZE 292 271° to RW27 398 490 624± 18C 18R 18L 36C 36L 36R 450 0.6% DOWN 8946 X 150 9320 X 150 9000 X 150 0.6% UP 0.6% DOWN

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

5000	AVADE	276° trk	GOWRI

VGSI and RNAV Glidepath not coincident.

4 NM Holding Pattern

*LNAV only *1.1 NM to RW27 RW27 CABAV 271° 1900 COVIM 091° 271° 2500

GS 3.00° TCH 54

1.1 NM 3.7 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	621/24 329 (300-½)			
LNAV/VNAV DA	751/50 459 (500-1)			
LNAV MDA	720/24 428 (400-½)		720/40 428 (400-¾)	720/50 428 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

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SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11120
CH 40407	358°	TDZE	341
W36B		Apt Elev	341

RNAV (GPS) RWY 36C

MEMPHIS INTL (MEM)

For inoperative ALSF, increase LPV all Cats. visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LAURI and hold.

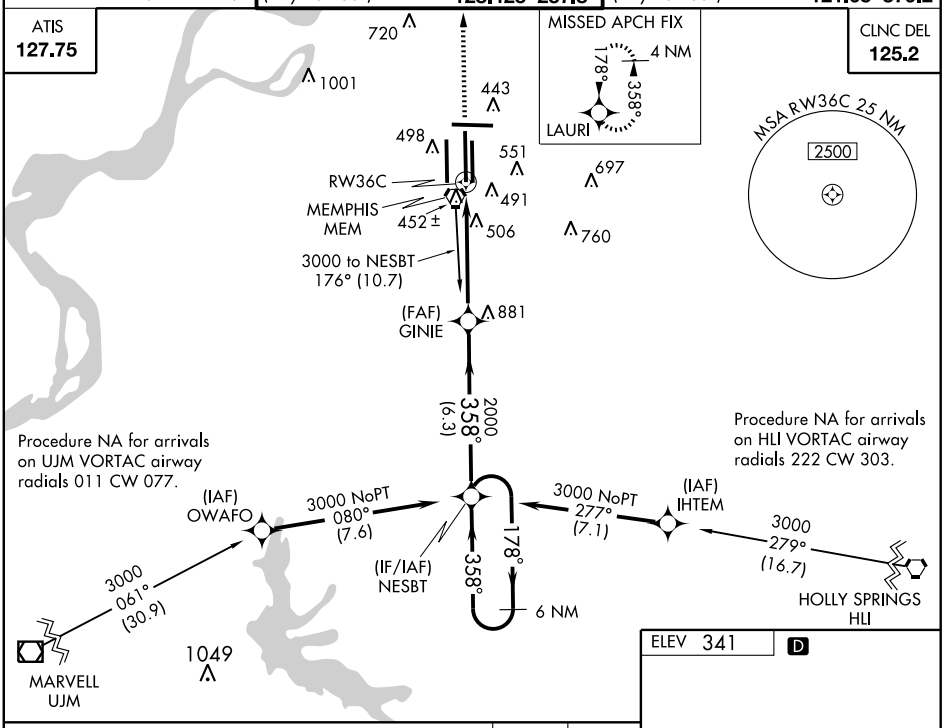
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

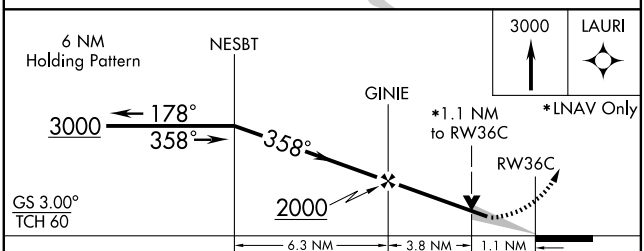
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

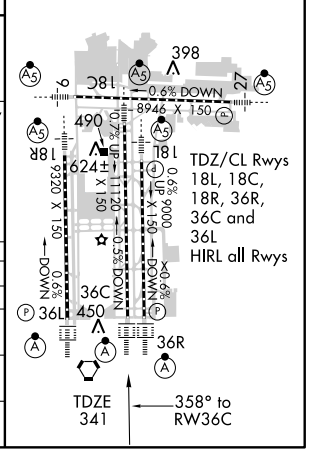
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
LPV DA	665/24 324 (400-½)			
LNAV/VNAV DA	728/40 387 (400-¾)			
LNAV MDA	760/24 419 (500-½)		760/40 419 (500-¾)	760/50 419 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

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RNAV (GPS) RWY 36L

MEMPHIS INTL(MEM)

WAAS	APP CRS	Rwy Idg	9320
CH 65907	358	TDZE	321
W36A		Apt Elev	341

T For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct SUNRE and via 300° track to KALIE and hold, continue climb-in-hold to 5000.

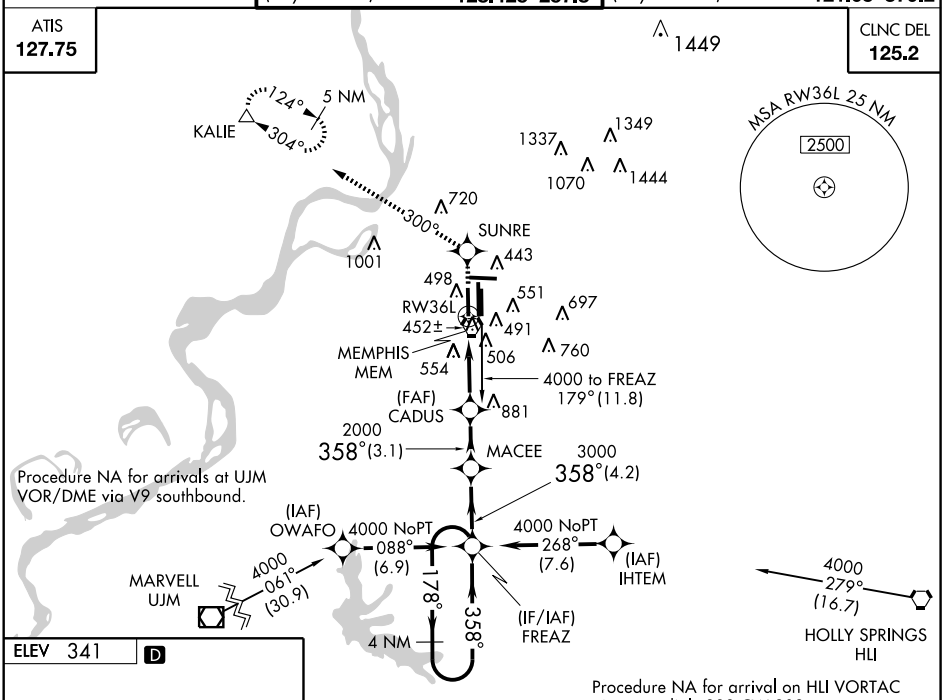
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

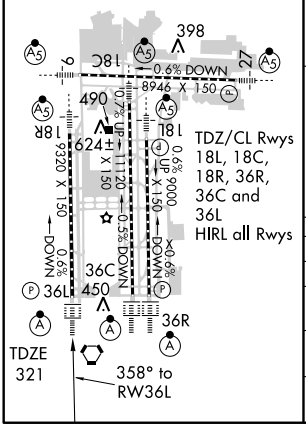
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

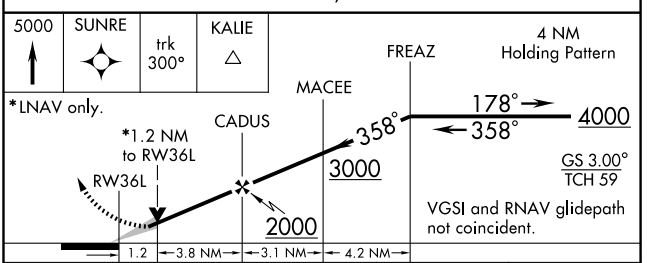
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
LPV DA	673/40 352 (400-¾)			
LNAV/VNAV DA	732/50 411 (400-1)			
LNAV MDA	780/24 459 (500-½)		780/40 459 (500-¾)	780/50 459 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9000
CH 49107	358°	TDZE	335
W36D		Apt Elev	341

RNAV (GPS) RWY 36R

MEMPHIS INTL (MEM)

T For inoperative ALSF, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

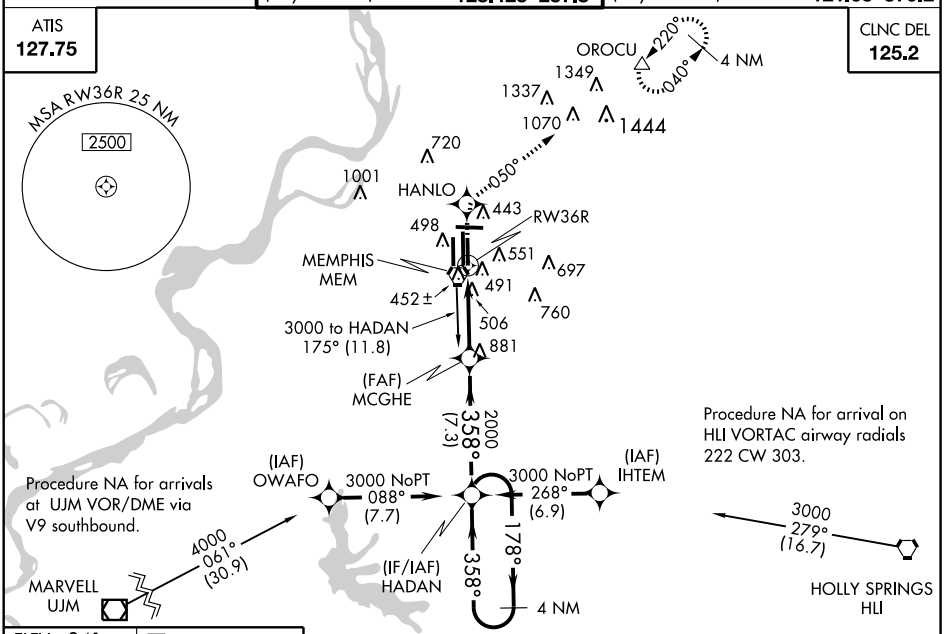
ALSF-2

MISSED APPROACH: Climb to 5000 direct HANLO and via 050° track to OROCU and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS 127.75

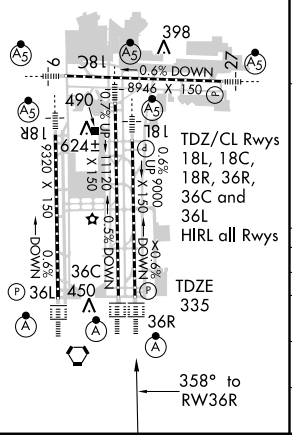
CLNC DEL 125.2

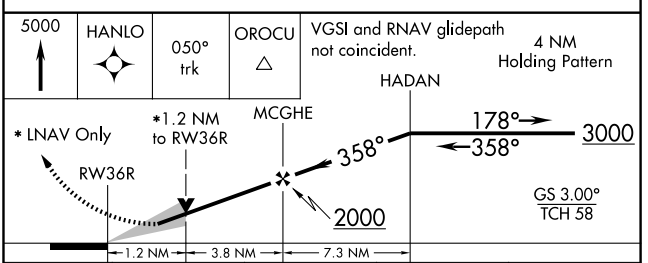


SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

ELEV 341 D





CATEGORY	A	B	C	D
LPV DA	639/24	304 (300-½)		
LNAV/VNAV DA	729/40	394 (400-¾)		
LNAV MDA	760/24	425 (500-½)	760/40 425 (500-¾)	760/50 425 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

RNAV (GPS) Z RWY 18C

MEMPHIS INTL (MEM)

WAAS	APP CRS	Rwy Idg	11120
CH 97507	178°	TDZE	290
W18D		Apt Elev	341

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

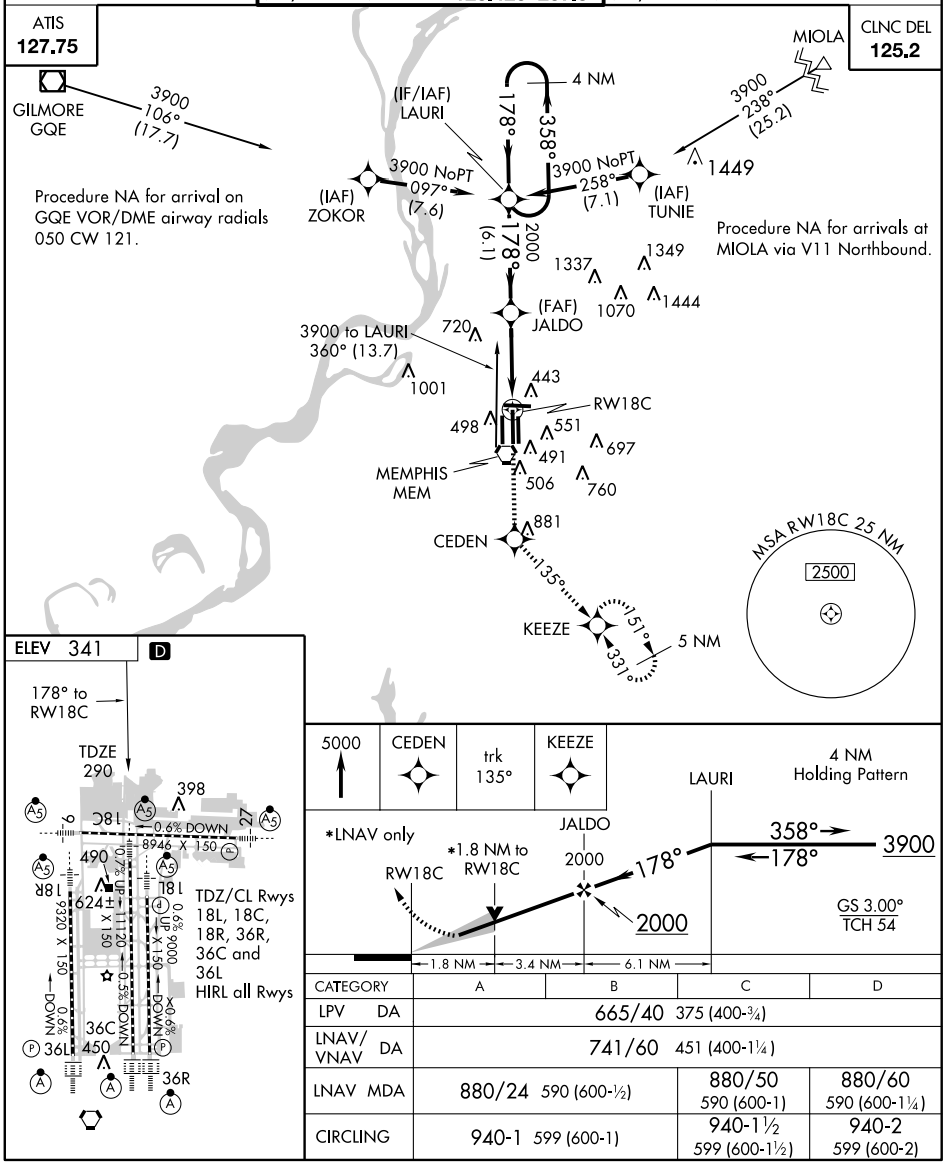
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2



CATEGORY	A	B	C	D
LPV DA	665/40 375 (400-¾)			
LNAV/VNAV DA	741/60 451 (400-1¼)			
LNAV MDA	880/24 590 (600-½)		880/50 590 (600-1)	880/60 590 (600-1¼)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9000
CH 53307	178°	TDZE	301
W18B		Apt Elev	341

RNAV (GPS) Z RWY 18L

MEMPHIS INTL (MEM)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118 °F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

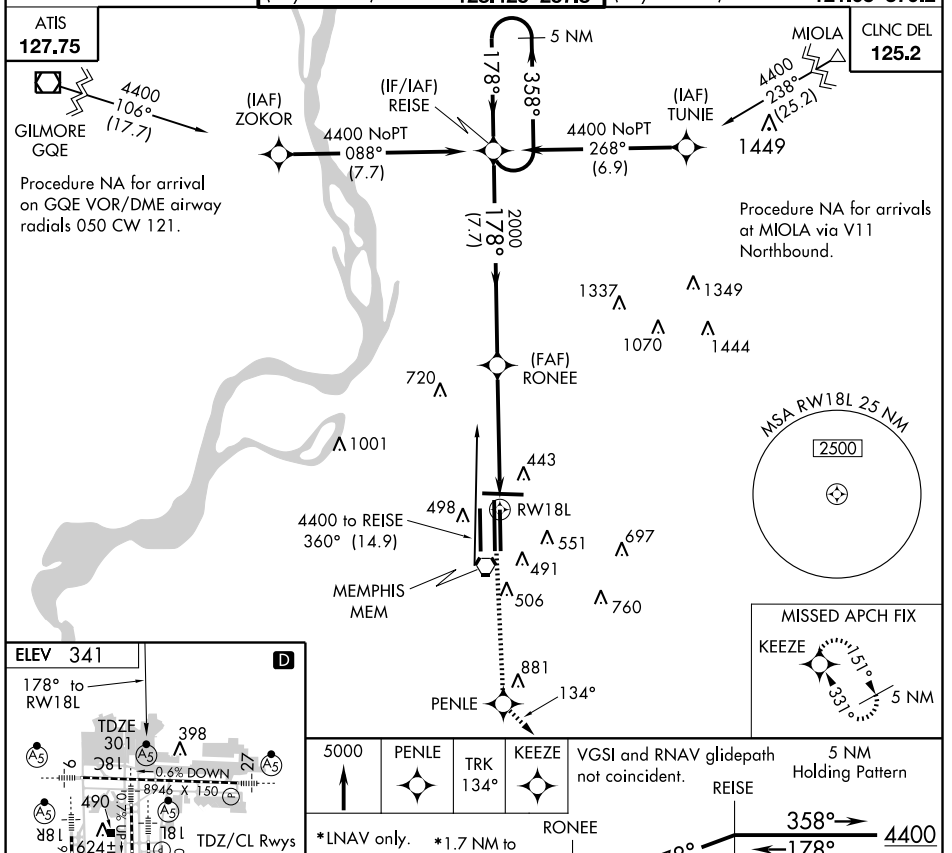
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

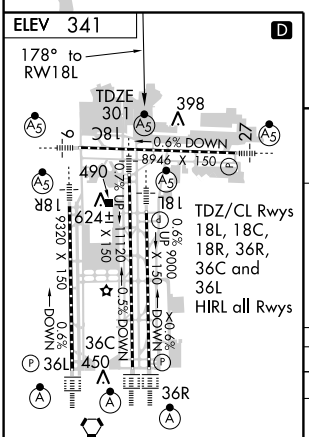
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

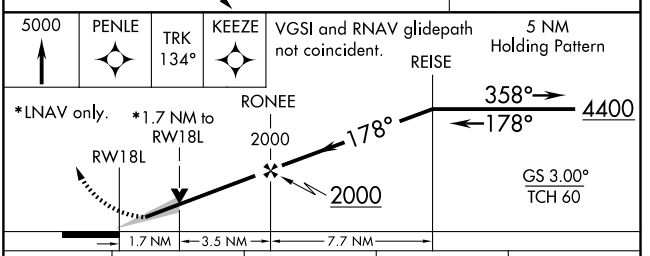
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
LPV DA	557/24 256 (300-½)			
LNAV/VNAV DA	874-1½ 573 (600-1½)			
LNAV MDA	880/24 579 (600-½)		880/50 579 (600-1)	880/60 579 (600-1¼)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56606 W18A	APP CRS 178°	Rwy Idg 9127 TDZE 295 Apt Elev 341

RNAV (GPS) Z RWY 18R

MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct JAGUR and via track 221° to JEPOB and hold.

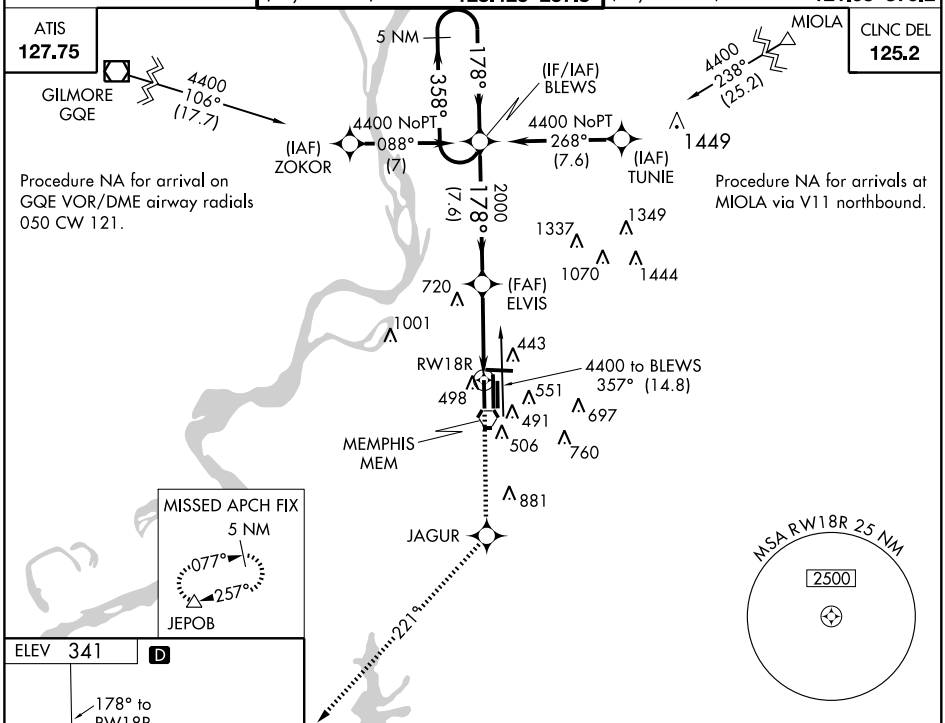
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

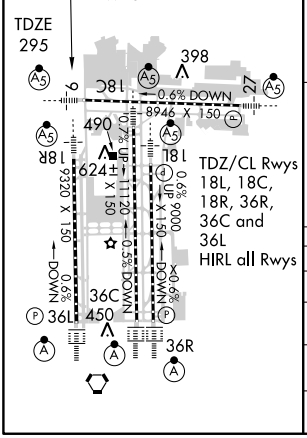
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

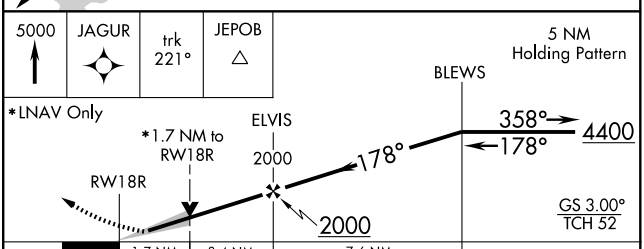
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
LPV DA	495/24 200 (200-½)			
LNAV/VNAV DA	874-1½ 579 (600-1½)			
LNAV MDA	880/24 585 (600-½)		880/50 585 (600-1)	880/60 585 (600-1¼)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) X RWY 18L

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9000
178°	TDZE	301
	Apt Elev	341

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000. Missed approach requires RNP less than 1.0.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to DEEWY and via track 178° to FEYAM and via track 151° to KEEZE and hold, continue climb-in-hold to 5000.

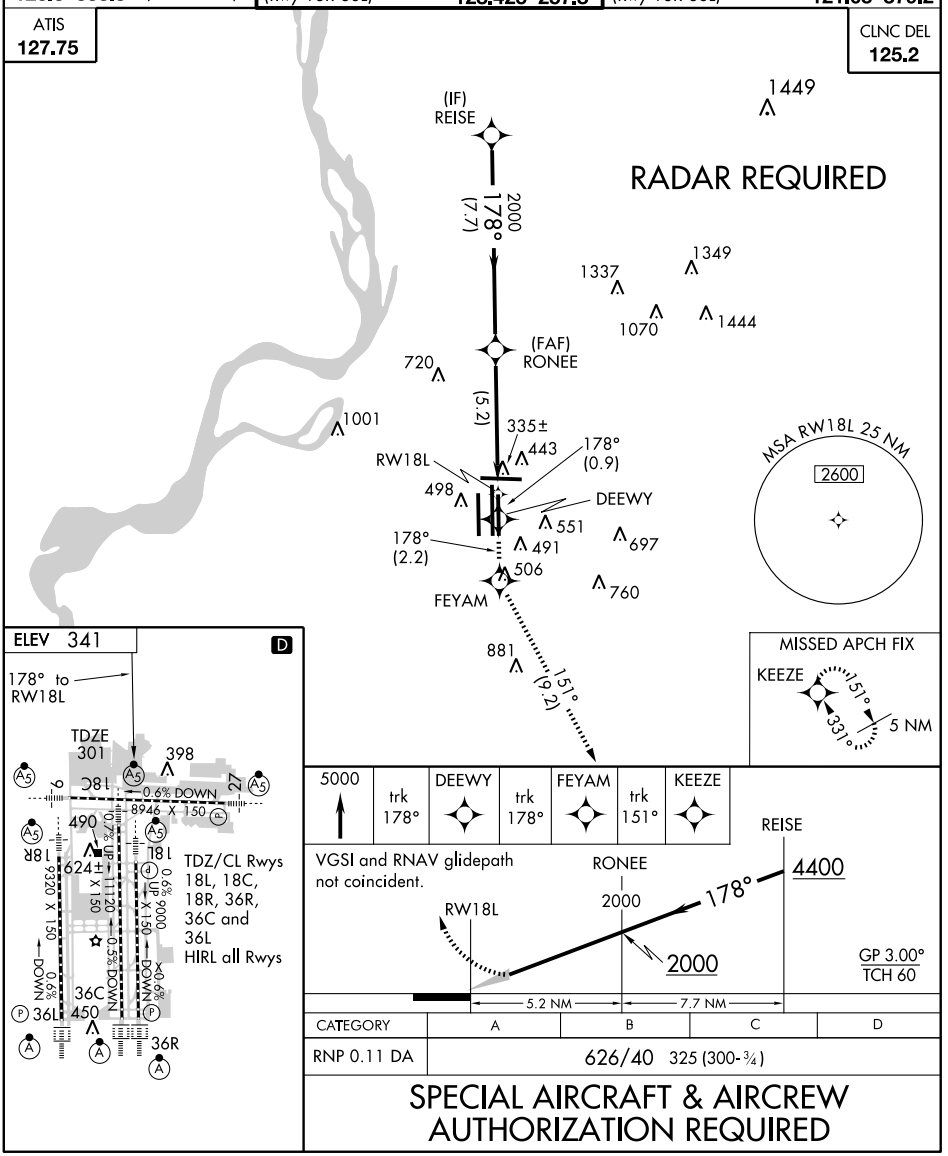
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2



CATEGORY	A	B	C	D
RNP 0.11 DA	626/40 325 (300-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9127
178°	TDZE	295
	Apt Elev	341

GPS Required. Missed approach requires RNP less than 1.0. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.14 all Cats. visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to ZUPIN and via track 178° to HARUB and via track 178° to JAGUR and via track 221° to JEPOB and hold.

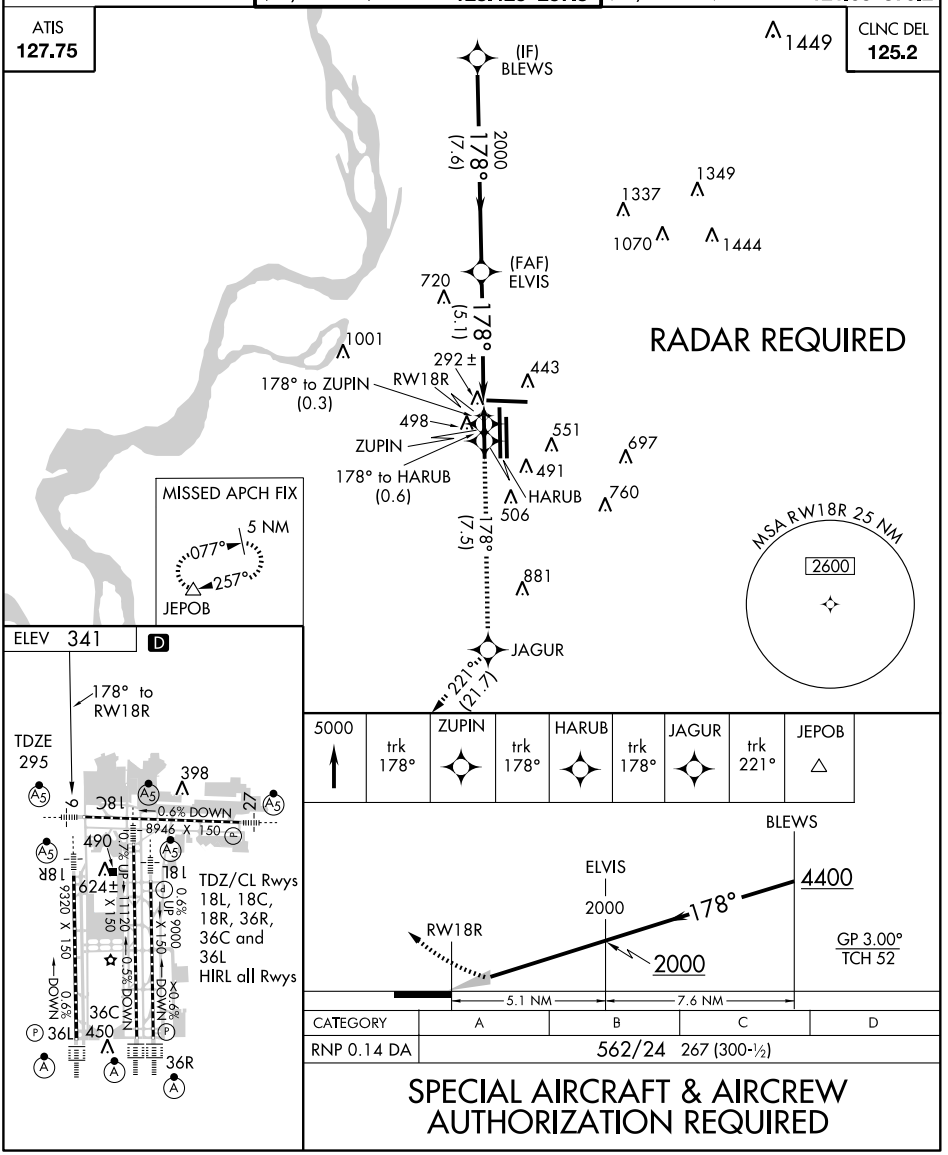
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2



5000	trk 178°	ZUPIN	trk 178°	HARUB	trk 178°	JAGUR	trk 221°	JEPOB

CATEGORY	A	B	C	D
RNP 0.14 DA	562/24 267 (300-½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

APP CRS	Rwy ldg	11120
178°	TDZE	290
	Apt Elev	341

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (15°F) or above 48°C (118°F). *Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALSR, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1 291.6	(176°-355°)	
125.8 338.3	(356°-175°)	

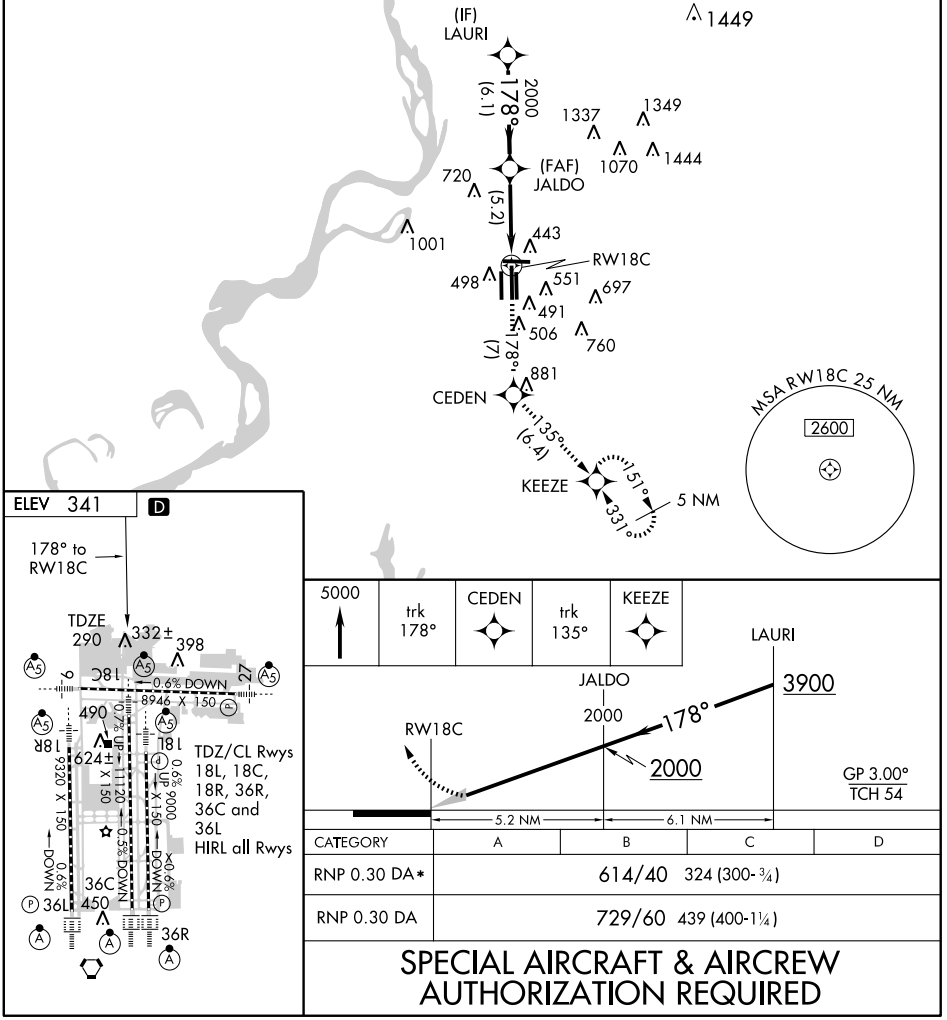
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.30 DA*	614/40 324 (300-¾)			
RNP 0.30 DA	729/60 439 (400-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Y RWY 18L

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9000
178°	TDZE	301
	Apt Elev	341

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F).
Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALSR, increase RNP 0.30 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

(IF) REISE

178° (7.7) 2000

(FAF) RONEE

(5.2)

178° (7)

PENLE 134° (6.1)

1449 1349 1337 1070 1444 720 1001 443 498 RW18L 551 697 491 506 760 881

MSA RW18L 25 NM 2600

MISSED APCH FIX KEEZE 151° 331° 5 NM

ELEV 341 D

178° to RW18L

TDZE 301

398

18C 0.6% DOWN 8946 X 150 27

490

18R 9320 X 150

624±

18L 11120 X 150 0.6% UP

9000 X 150 DOWN 0.6%

36C 0.5% DOWN

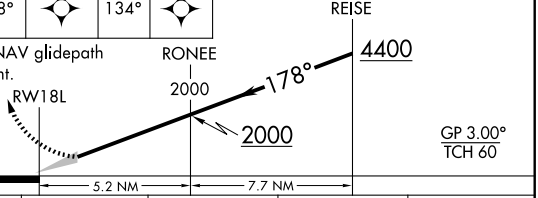
36L 450

36R

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

5000	trk 178°	PENLE	trk 134°	KEEZE

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.30 DA*	678/50 377 (400-1)			
RNP 0.30 DA	771/60 470 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9127
178°	TDZE	295
	Apt Elev	341

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.19 * all Cats visibility to RVR 6000 mile, RNP 0.30 ** all Cats visibility to 1½ mile and RNP 0.30 all Cats visibility to 1¾.
* Missed approach requires minimum climb of 425 feet per NM to 1000.
** Missed approach requires minimum climb of 360 feet per NM to 1000.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to JAGUR and via track 221° to JEPOB and hold.

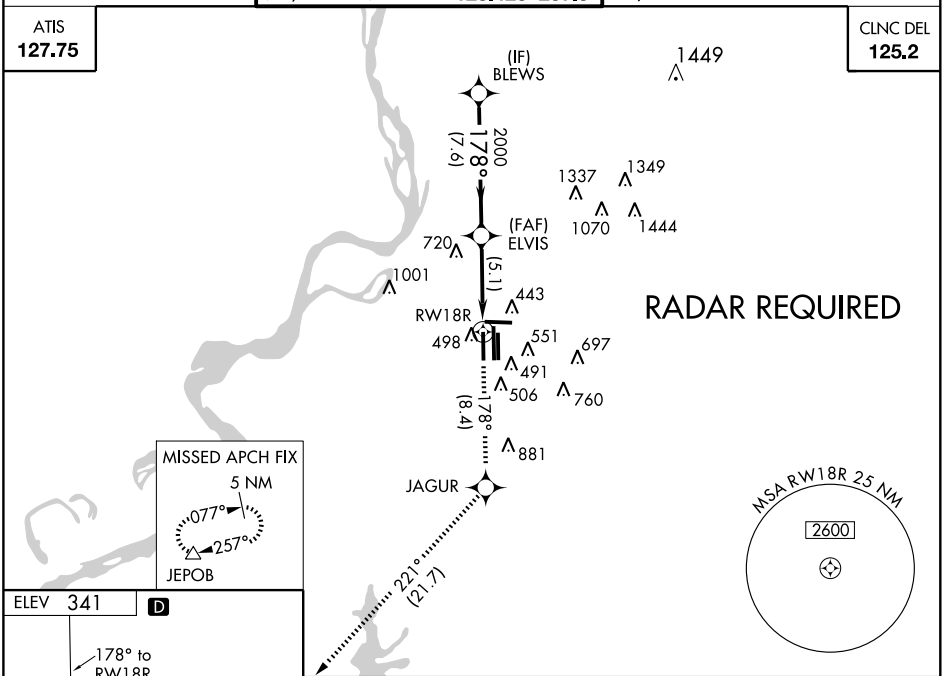
MEMPHIS APP CON		
119.1 291.6	(176°-355°)	
125.8 338.3	(356°-175°)	

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

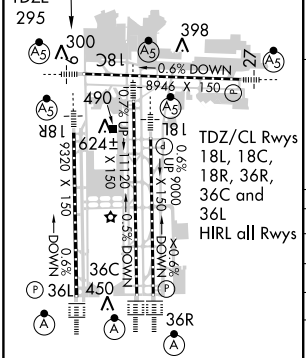
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

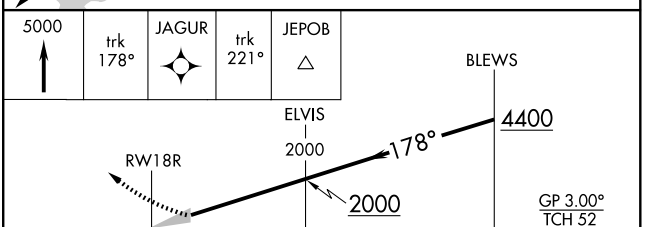
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
RNP 0.19* DA	641/40 346 (300-¾)			
RNP 0.30** DA	689/50 394 (400-1)			
RNP 0.30 DA	769/60 474 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

TAMMY THREE ARRIVAL (RNAV)

(TAMMY.TAMMY3) 07298

EL DORADO TRANSITION (ELD.TAMMY3):
GREENVILLE TRANSITION (GLH.TAMMY3):
LITTLE ROCK TRANSITION (LIT.TAMMY3):
SIDON TRANSITION (SQS.TAMMY3):
TEXARKANA TRANSITION (TXK.TAMMY3):

From over BARFF WP via 048° track to UJM VOR/DME, thence as depicted to ACALE.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft MEM VORTAC and GQE VOR/DME must be operational.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
ATIS 127.75

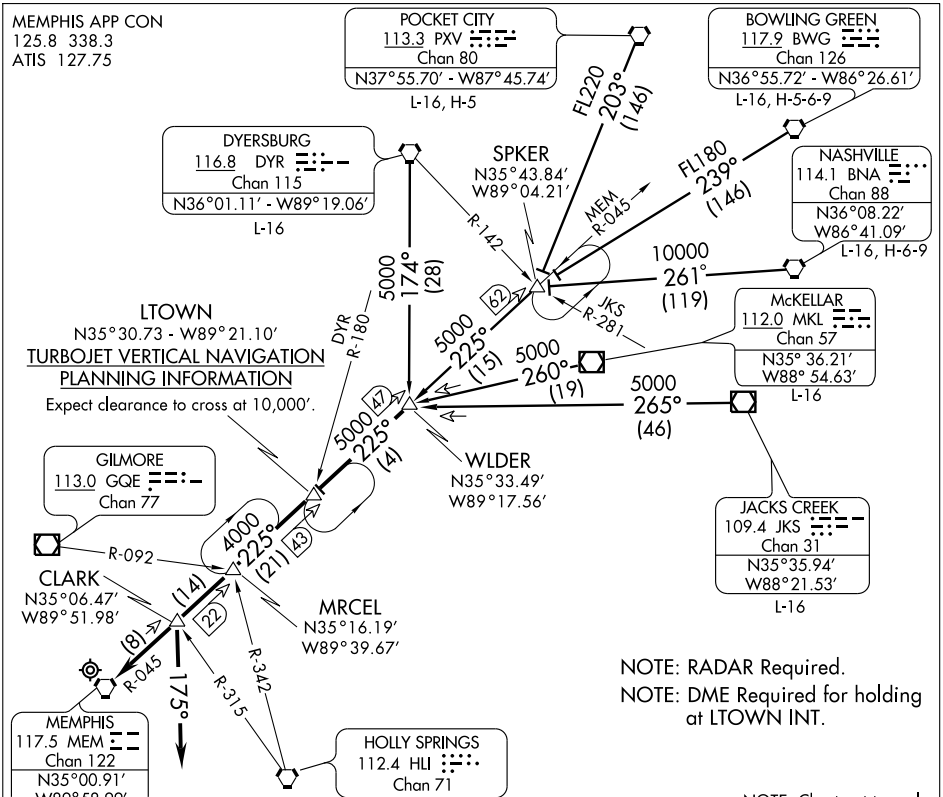
359°
ACALE
359° (30)
BOWEN
360° (10)
MEMPHIS MEM
TWIKL
JAMEA (11)
(20)
8 NM
TAMMY
Landing North: Expect to cross at 10,000 feet.
Landing South: Expect to cross at 12,000 feet.
MARVELL UJM
051° (4)
8 NM
LITTLE ROCK LIT
10000 103° (65)
7000 048° (115)
BARFF
8 NM
7000 048° (44)
FAYEE
TEXARKANA TXK
FL220 077° (128)
7000 054° (71)
EL DORADO ELD
7000 003° (53)
GREENVILLE GLH
7000 330° (65)
SIDON SQS
N

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE
MEMPHIS INTL

(TAMMY.TAMMY3) 07298
TAMMY THREE ARRIVAL (RNAV)

MEMPHIS INTL
MEMPHIS, TENNESSEE



BOWLING GREEN TRANSITION (BWG.WLDER5): From over BWG VORTAC via BWG R-239 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

DYERSBURG TRANSITION (DYR.WLDER5): From over DYR VORTAC via DYR R-174 to WLDER INT. Thence. . . .

JACKS CREEK TRANSITION (JKS.WLDER5): From over JKS VOR/DME via JKS R-265 to WLDER INT. Thence. . . .

McKELLAR TRANSITION (MKL.WLDER5): From over MKL VOR/DME via MKL R-260 to WLDER INT. Thence. . . .

NASHVILLE TRANSITION (BNA.WLDER5): From over BNA VORTAC via BNA R-261 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.WLDER5): From over PXV VORTAC via PXV R-203 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

. . . . from over WLDER INT.

TURBOJETS/TURBOPROPS LANDING NORTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to CLARK INT. Thence heading 175° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING SOUTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3500
182°	TDZE	247
	Apt Elev	247

GPS RWY 18

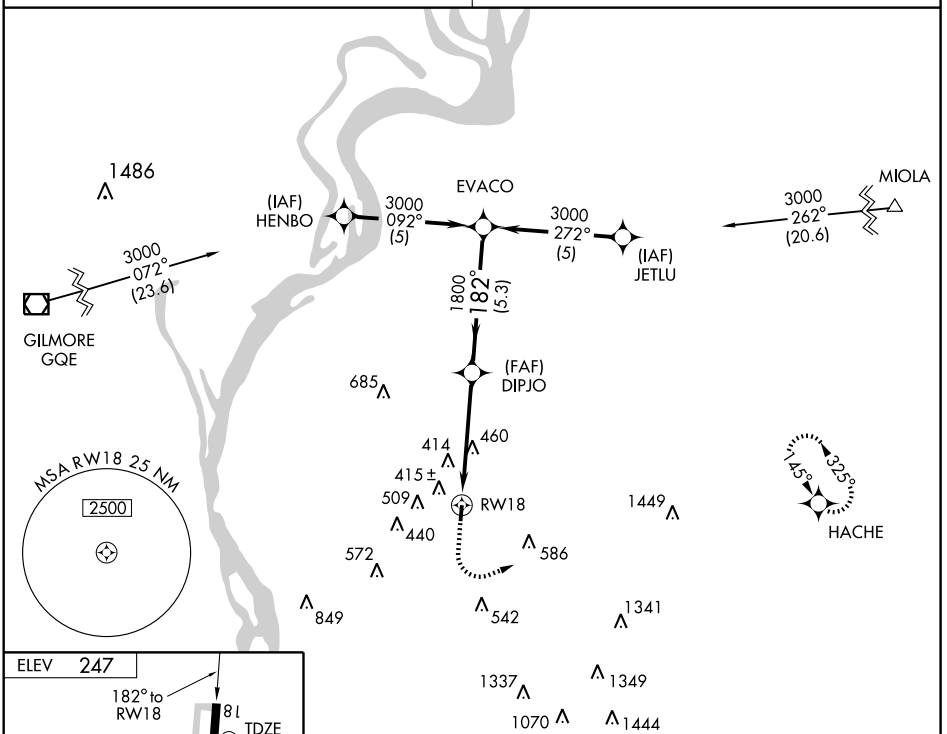
MILLINGTON/ CHARLES W. BAKER (2M8)

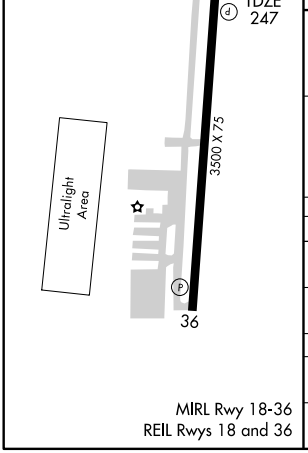
Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

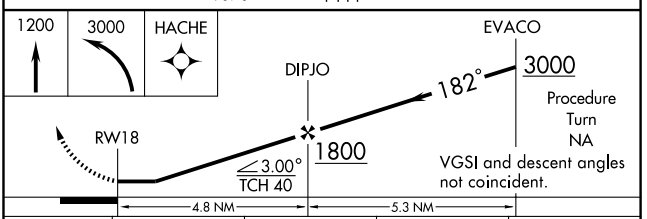
NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE WP and hold.

MEMPHIS APP CON	UNICOM
125.8 338.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-18	800-1 553 (600-1)		800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)	820-1 573 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1 573 (600-1)		820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)	840-1 593 (600-1)	920-2 673 (700-2)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3500
002°	TDZE	246
	Apt Elev	247

GPS RWY 36

MILLINGTON/ CHARLES W. BAKER (2M8)

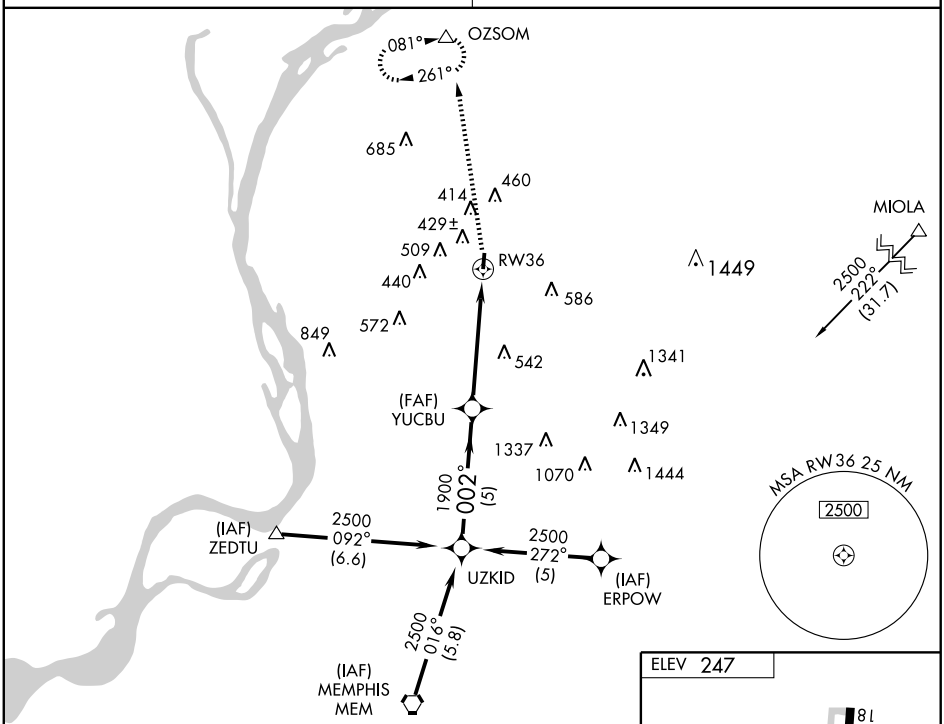
Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

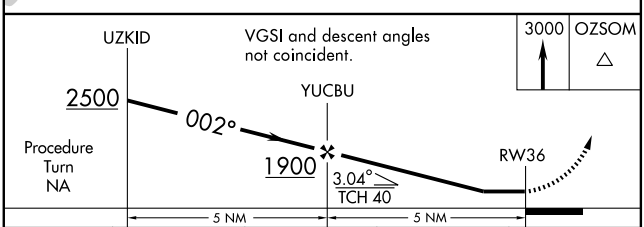
NA

MISSED APPROACH: Climb to 3000 direct OZSOM WP and hold.

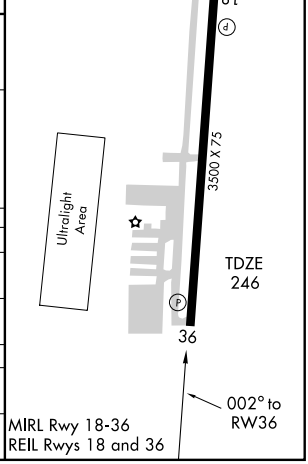
MEMPHIS APP CON
125.8 338.3

UNICOM
122.8 (CTAF)





CATEGORY	A	B	C	D
S-36	780-1 534 (600-1)		780-1½ 534 (600-1½)	NA
CIRCLING	800-1 553 (600-1)		900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-36	800-1 554 (600-1)		800-1½ 554 (600-1½)	NA
CIRCLING	820-1 573 (600-1)		920-2 673 (700-2)	NA



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MEM	APP CRS	Rwy Idg	3500
117.5	188°	TDZE	247
Chan 122		Apt Elev	247

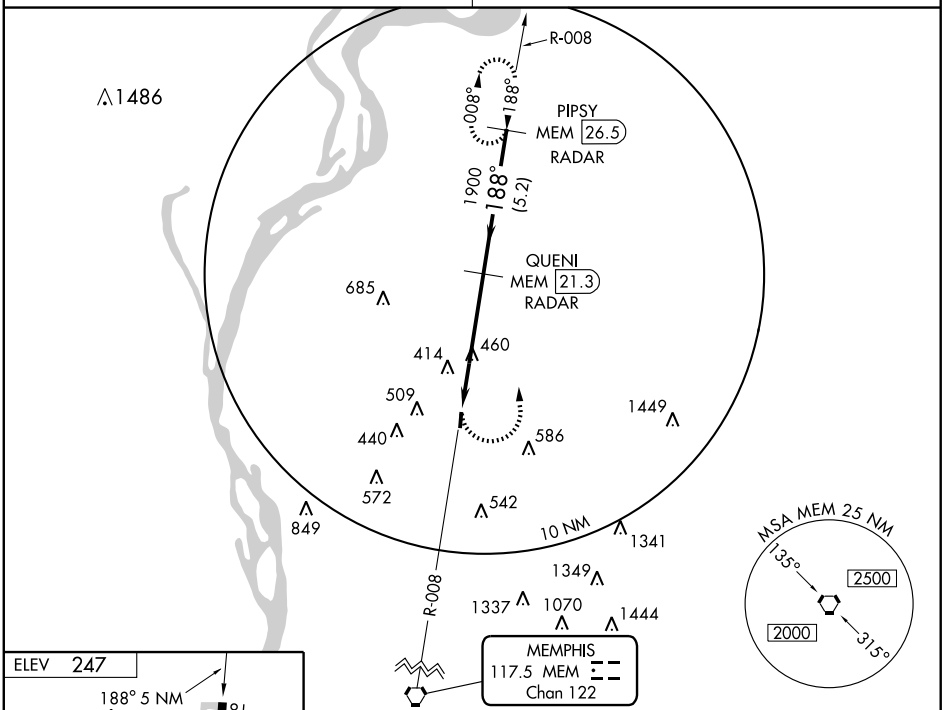
VOR/DME RWY 18

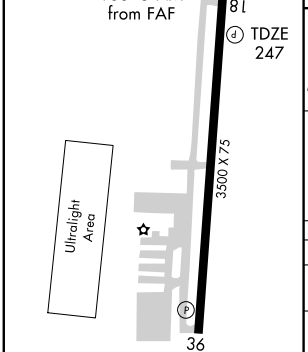
MILLINGTON/ CHARLES W.BAKER (2M8)

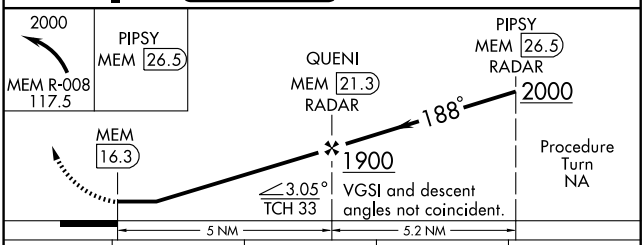
Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.
RADAR REQUIRED.

MISSED APPROACH: Climbing left turn to 2000 via MEM VORTAC R-008 to PIPSY/MEM 26.5 DME and hold.

MEMPHIS APP CON	UNICOM
125.8 338.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-18	800-1 553 (600-1)		800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)		900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1 573 (600-1)		820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)		920-2 673 (700-2)	NA

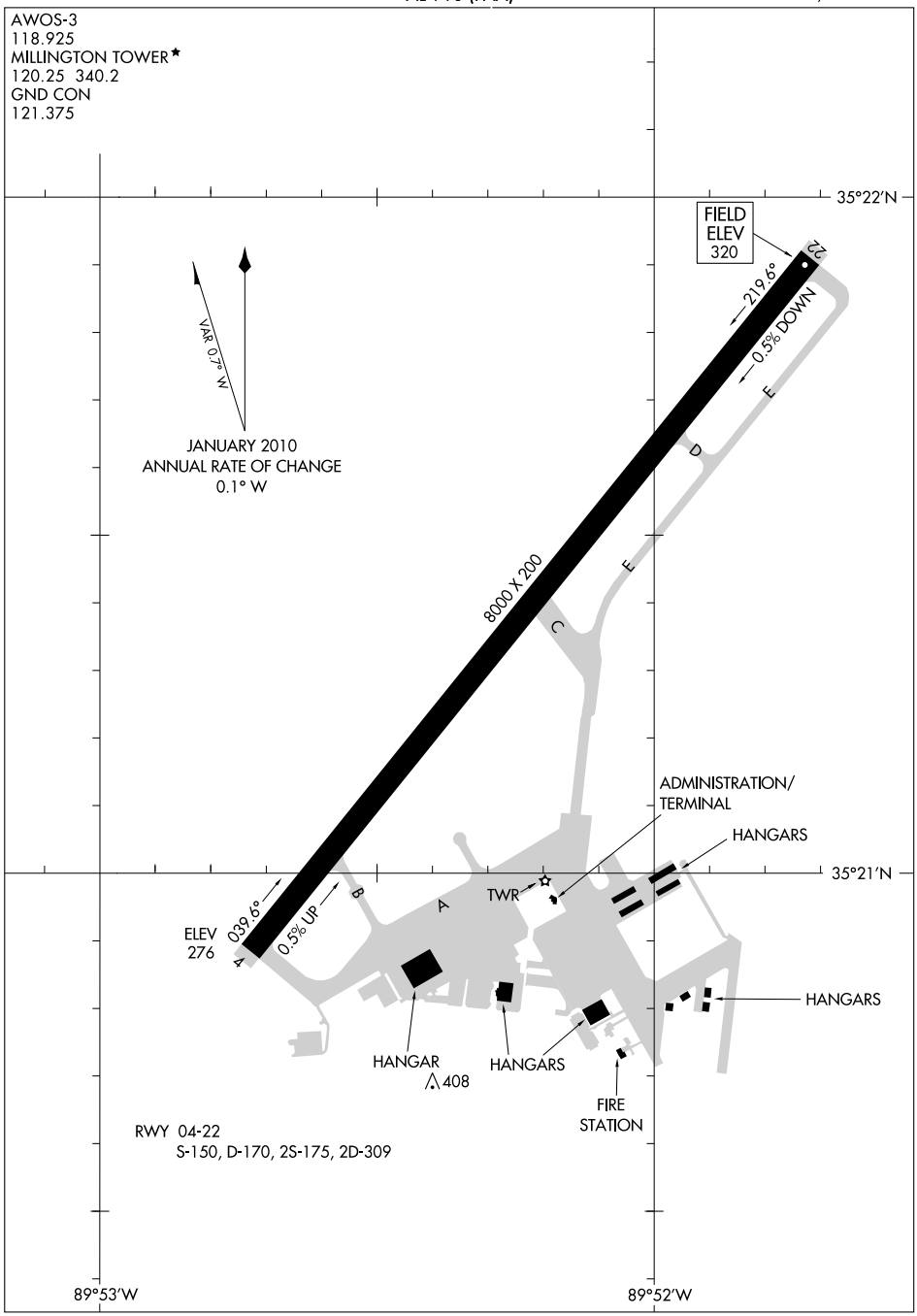
Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-910 (FAA)

MILLINGTON RGNL JETPORT (NQA)
MILLINGTON, TENNESSEE



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MILLINGTON, TENNESSEE
MILLINGTON RGNL JETPORT (NQA)

10210

LOC/DME I-NQA	APP CRS	Rwy Idg	8000
109.75	219°	TDZE	320
Chan 34 (Y)		Apt Elev	320

ILS or LOC RWY 22

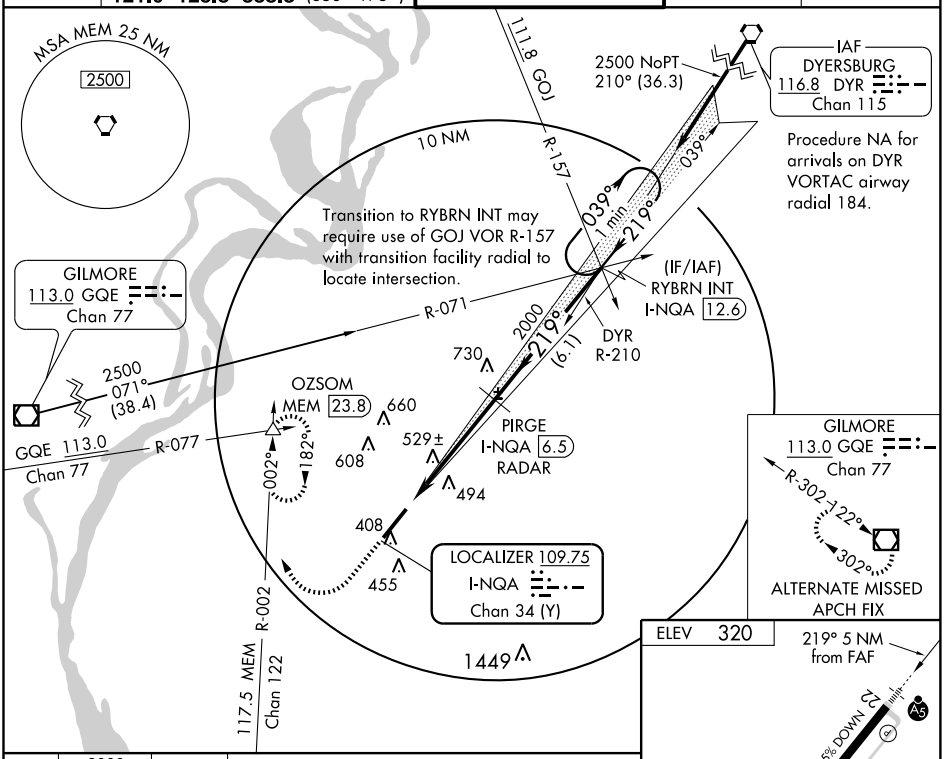
MILLINGTON RGNL JETPORT (NQA)

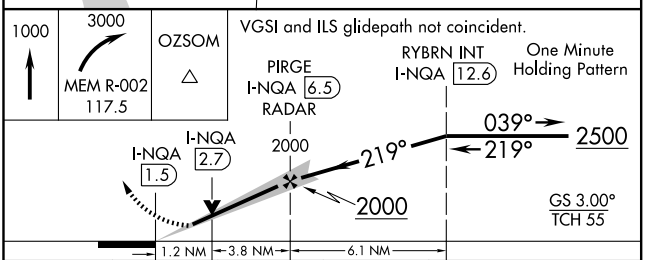
For inoperative MALSR, increase S-ILS Cat E visibility to ¾ and S-LOC Cat E visibility to 1½. DME or RADAR Required. If local altimeter setting not received, use Memphis altimeter setting and increase DA to 568 feet and increase all MDAs 60 feet. S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. VDP NA when using Memphis altimeter setting.

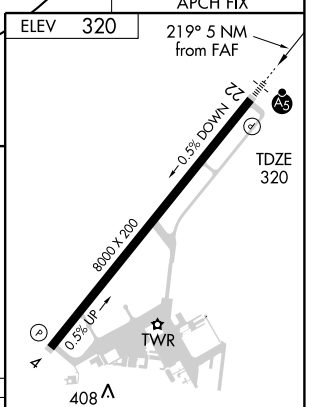
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via MEM VORTAC R-002 to OZSOM Int/MEM 23.8 DME and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95







CATEGORY	A	B	C	D	E
S-ILS 22	520-½ 200 (200-½)				
S-LOC 22	780-½ 460 (500-½)		780-¾ 460 (500-¾)	780-1 460 (500-1)	
CIRCLING	820-1 500 (500-1)		820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

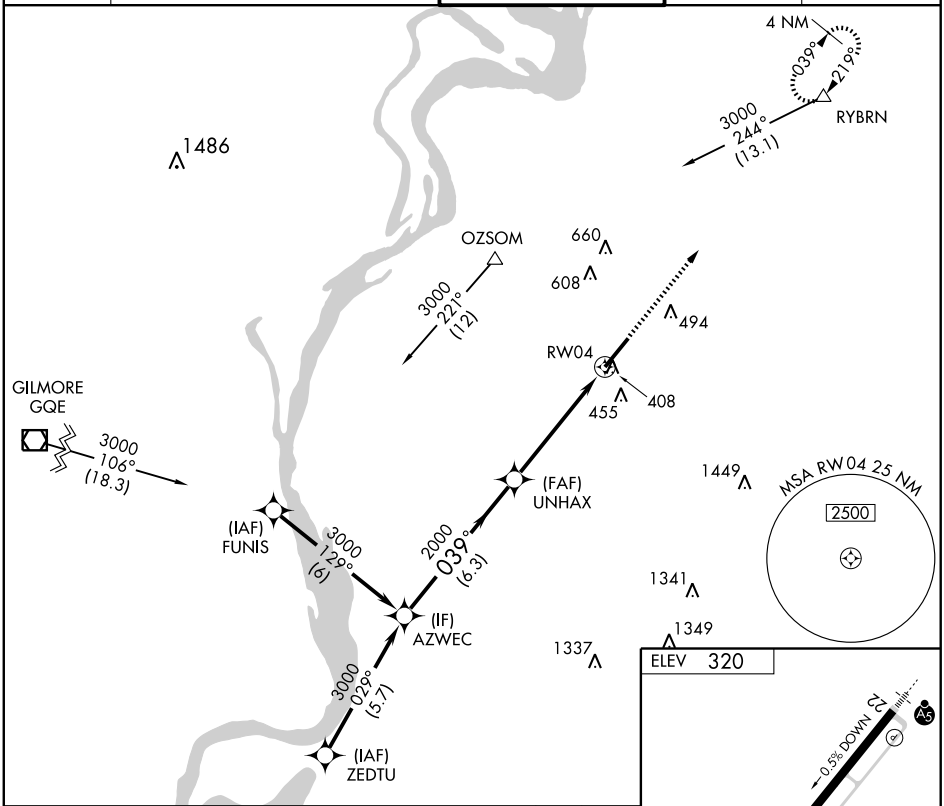
MILLINGTON RGNL JETPORT (NQA)

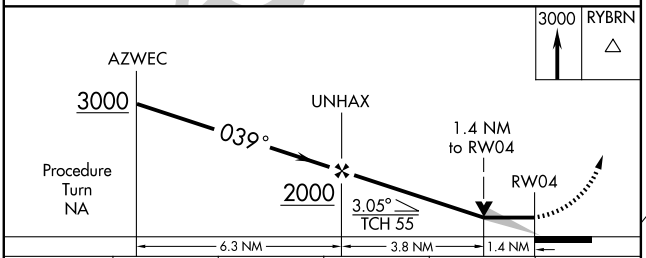
APP CRS	Rwy Idg	8000
039°	TDZE	292
	Apt Elev	320

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Memphis altimeter settting and increase MDAs 60 feet. VDP NA when using Memphis altimeter setting.

MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	760-1 468 (500-1)		760-1¼ 468 (500-1¼)	760-1½ 468 (500-1½)	760-1¾ 468 (500-1¾)
CIRCLING	820-1 500 (500-1)		820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

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SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

MILLINGTON RGNL JETPORT (NQA)

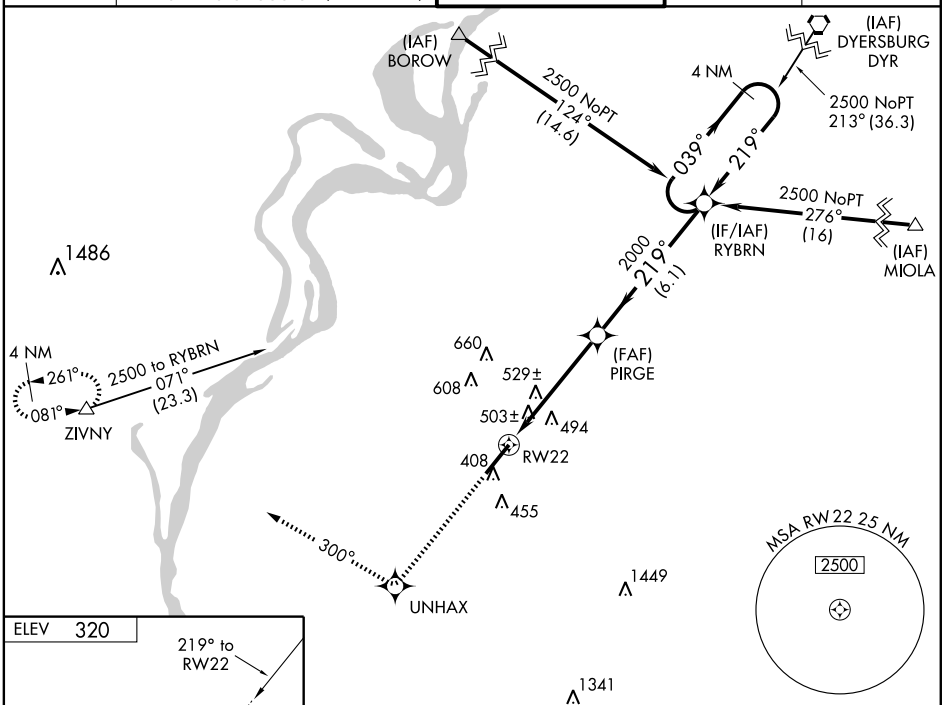
WAAS	APP CRS	Rwy Idg	8000
CH 86212	219°	TDZE	320
W22A		Apt Elev	320

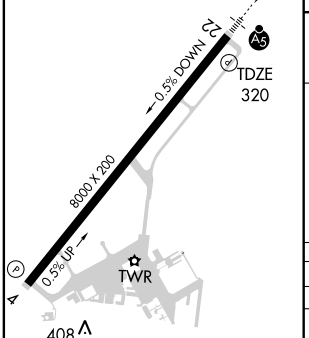
For inoperative MALSR, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat. E visibility to 1¾ and LNAV Cat. E visibility to 1½. If local altimeter setting not received, use Memphis altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Memphis altimeter setting. DME/DME RNP-0.3 NA.

MALSR

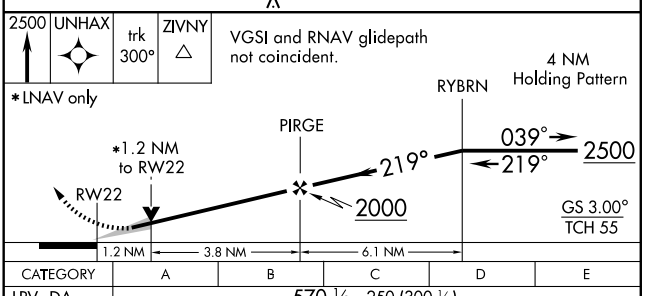
MISSED APPROACH: Climb to 2500 direct UNHAX and via 300° track to ZIVNY and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95





HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L



CATEGORY	A	B	C	D	E
LPV DA	570-½ 250 (300-½)				
LNAV/VNAV DA	795-1¼ 475 (500-1¼)				
LNAV MDA	780-½ 460 (500-½)		780-¾ 460 (500-¾)	780-1 460 (500-1)	
CIRCLING	820-1 500 (500-1)		820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MEM	APP CRS	Rwy Idg	8000
117.5	195°	TDZE	320
Chan 122		Apt Elev	320

VOR/DME or TACAN RWY 22

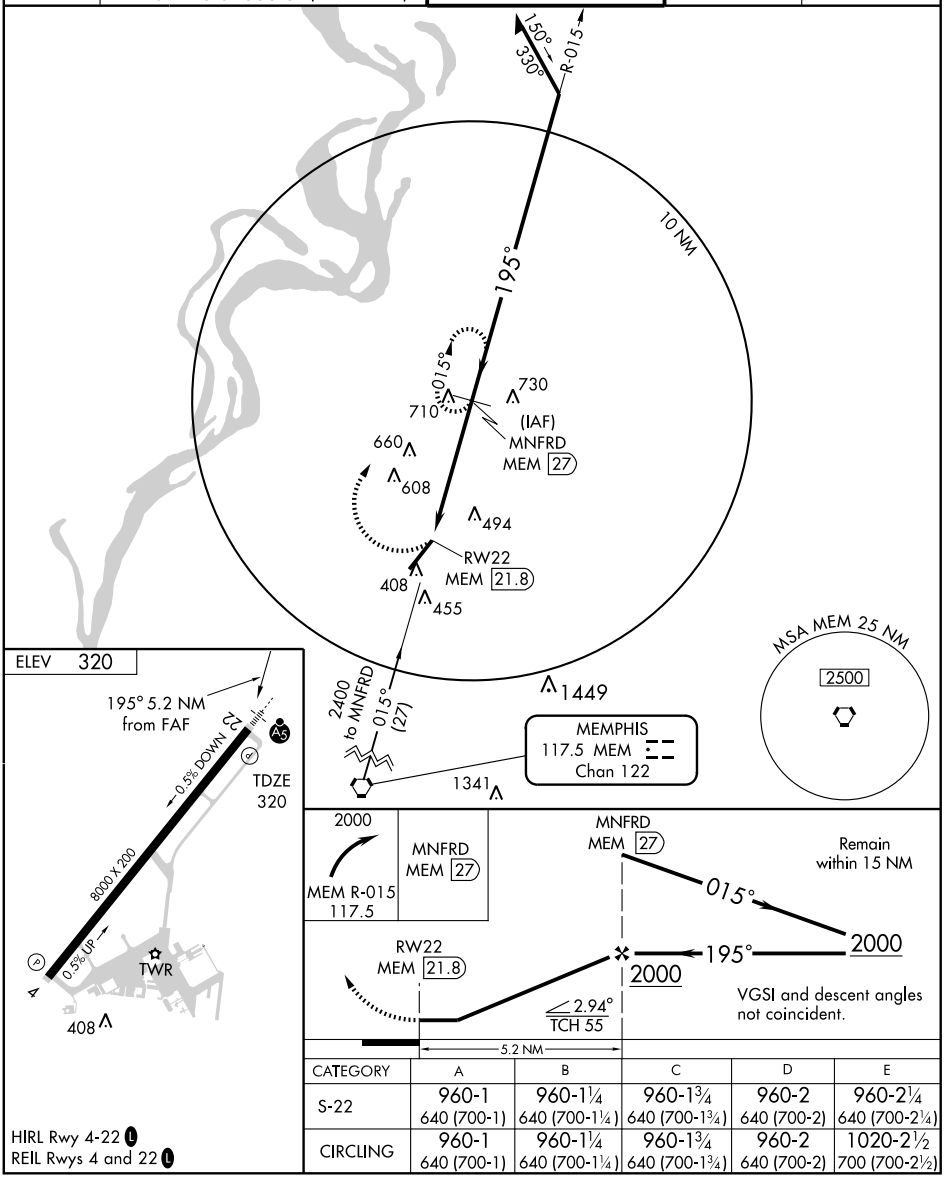
MILLINGTON RGNL JETPORT (NQA)

Inoperative table does not apply.
If local altimeter setting not received, use Memphis altimeter settting and increase all MDAs 60 feet.

MALSR

MISSED APPROACH: Climbing right turn to 2000 via MEM VORTAC R-015 to MNFRD/27 DME and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95



CATEGORY	A	B	C	D	E
S-22	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	960-2¼ 640 (700-2¼)
CIRCLING	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

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SE-1, 21 OCT 2010 to 18 NOV 2010

NDB JXT 346	APP CRS 053°	Rwy Idg 5717 TDZE 1313 Apt Elev 1313

NDB or GPS RWY 5

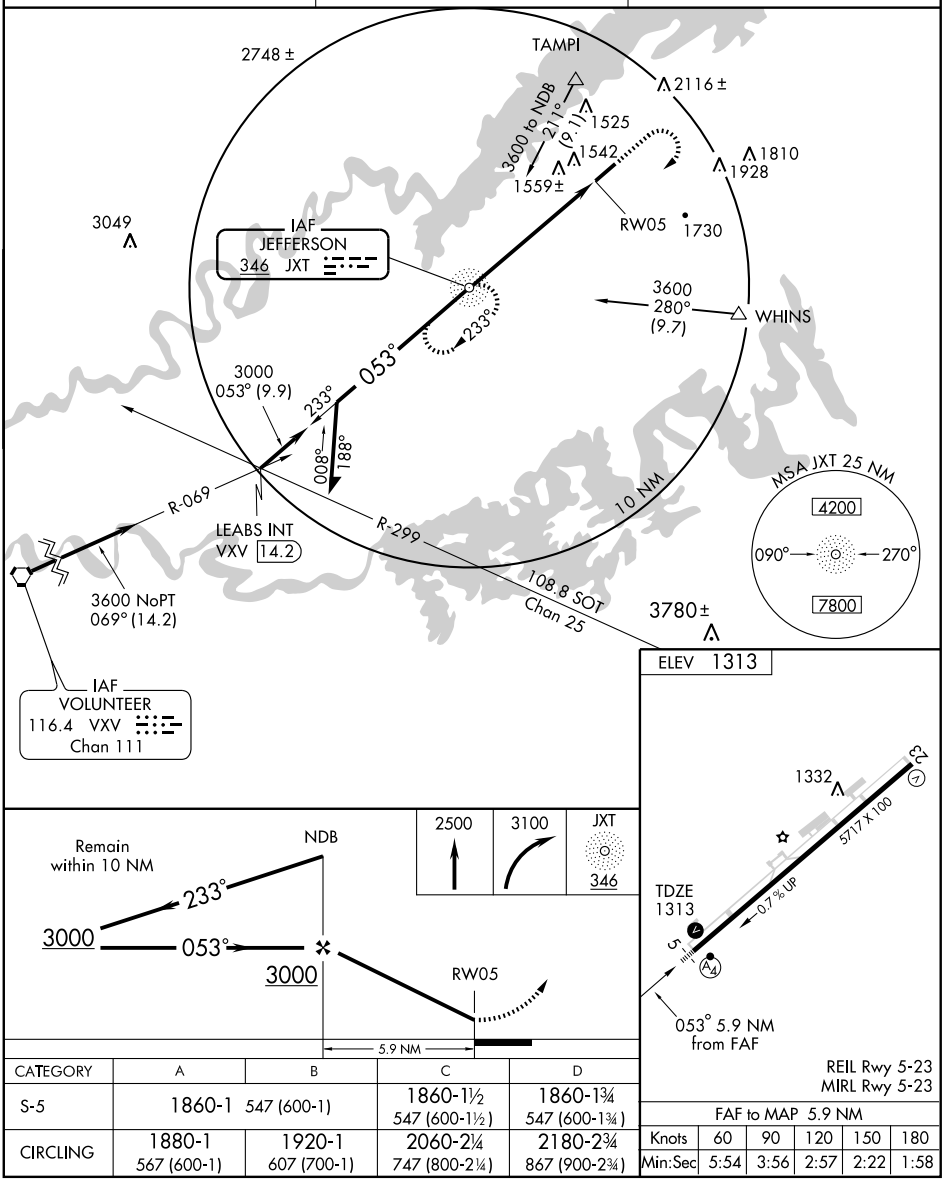
MORRISTOWN/MOORE-MURRELL (MOR)

T NA — If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct JXT NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF) L



REIL Rwy 5-23
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	1860-1 547 (600-1)		1860-1½ 547 (600-1½)	1860-1¾ 547 (600-1¾)
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

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SE-1, 21 OCT 2010 to 18 NOV 2010

SDF MOR	APP CRS	Rwy Idg	5717
109.5	053°	TDZE	1313
Chan 32		Apt Elev	1313

SDF RWY 5

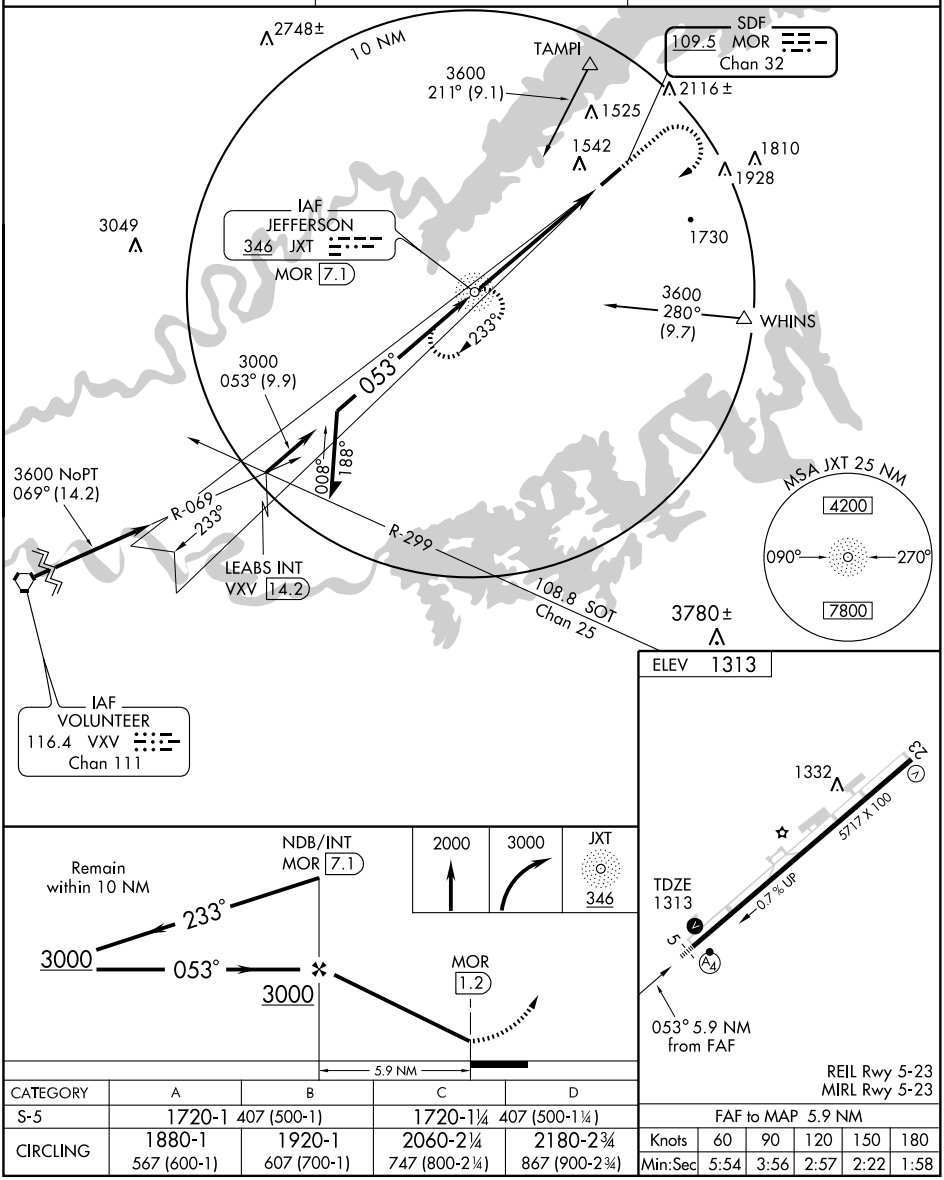
MORRISTOWN/MOORE-MURRELL (MOR)

If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet.
NA Inoperative table does not apply.
ADF REQUIRED

MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JXT NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-5	1720-1	407 (500-1)	1720-1¼	407 (500-1¼)
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4498
065°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 6

MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

NA

Circling NA for Cat. D SE of Rwy 06-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 6100 direct POGGO and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)

Procedure NA for arrivals at HMV VORTAC airway radials 108 CW 207.

(IAF) HOLSTON MOUNTAIN HMV

MSA RW06 25 NM 7500

6100 NoPT 160° (8.8)

4300 065° (2)

(FAF) SOCKZ

RITCI

4800 065° (4.1)

7 NM 245° 065°

(IF/IAF) POGGO

6100 NoPT 046° (9)

(IAF) ROANS

RW06

ELEV 2240

TDZE 2240

4498 X 75

065° to RW06

7 NM Holding Pattern

POGGO RITCI SOCKZ

6100 245° 065°

4800 065°

4300

3.05° TCH 40

RW06

4.1 NM 2 NM 6.2 NM

6100 POGGO

CATEGORY	A	B	C	D
LNAV MDA	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	3900-3 1660 (1700-3)	
CIRCLING	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	4280-3 2040 (2100-3)	4300-3 2060 (2100-3)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4498
253°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 24

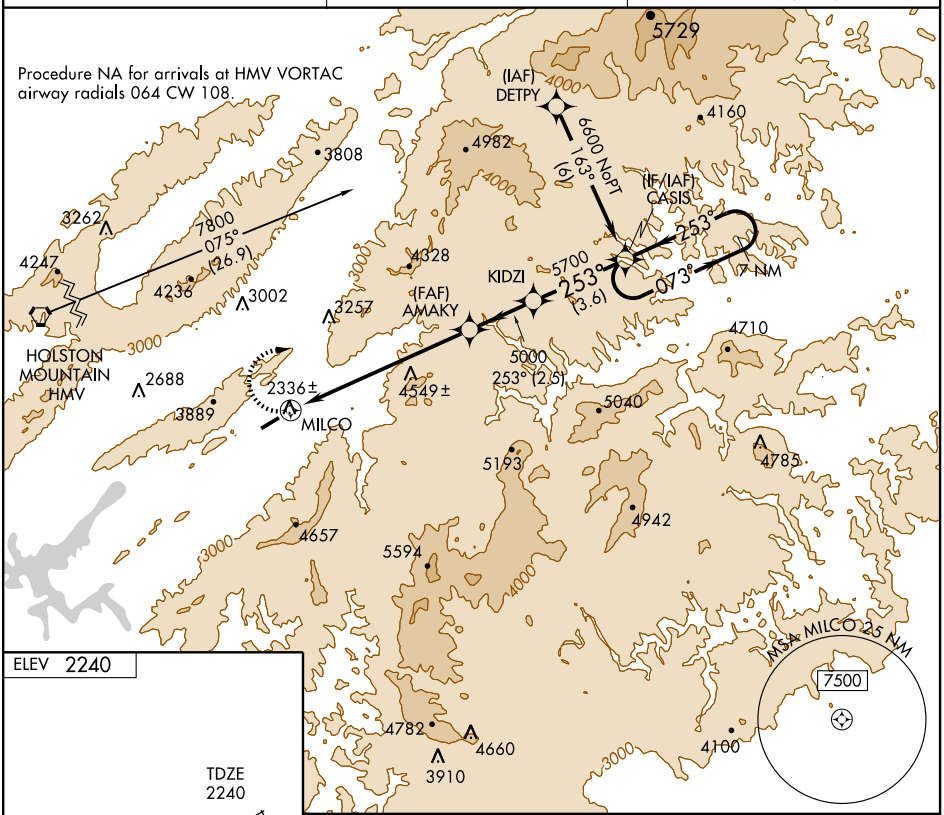
MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

NA

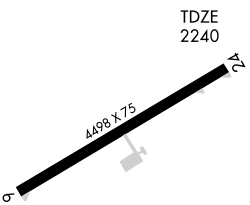
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.

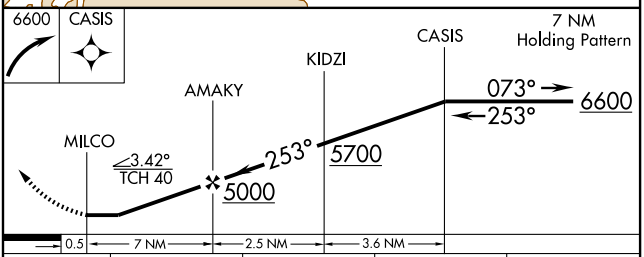
MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)



ELEV 2240



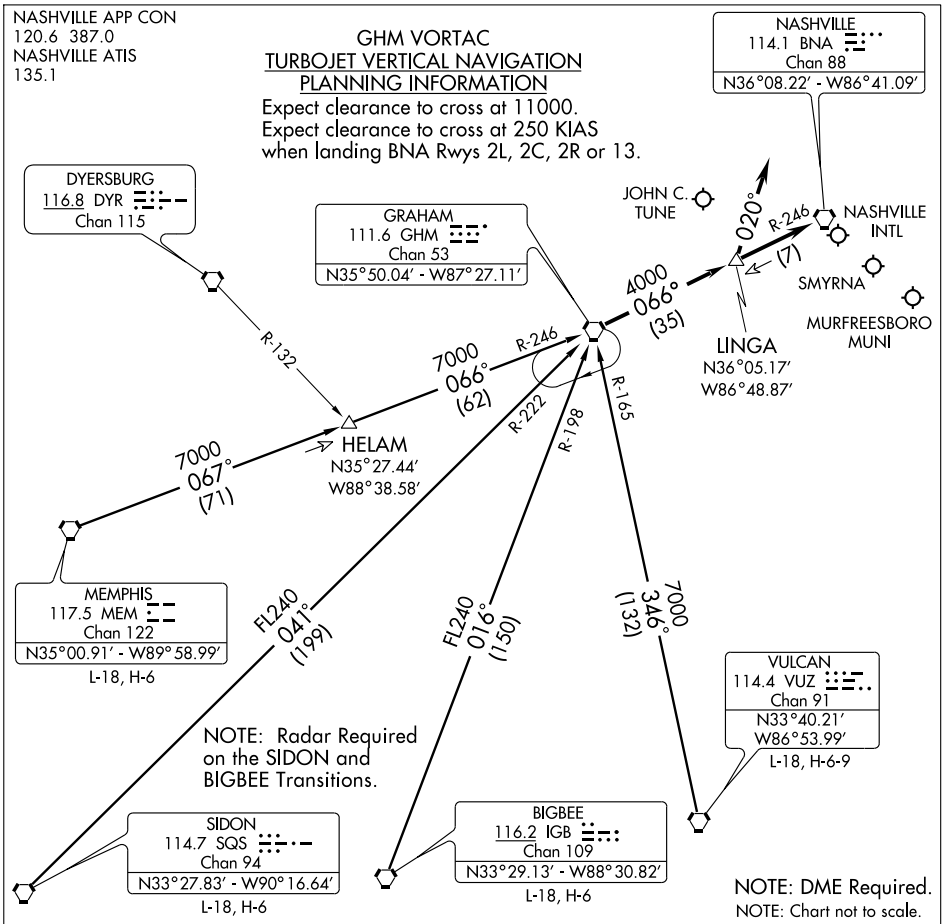


CATEGORY	A	B	C	D
LNAV MDA	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	
CIRCLING	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

GRAHAM FIVE ARRIVAL (GHM.GHM5)

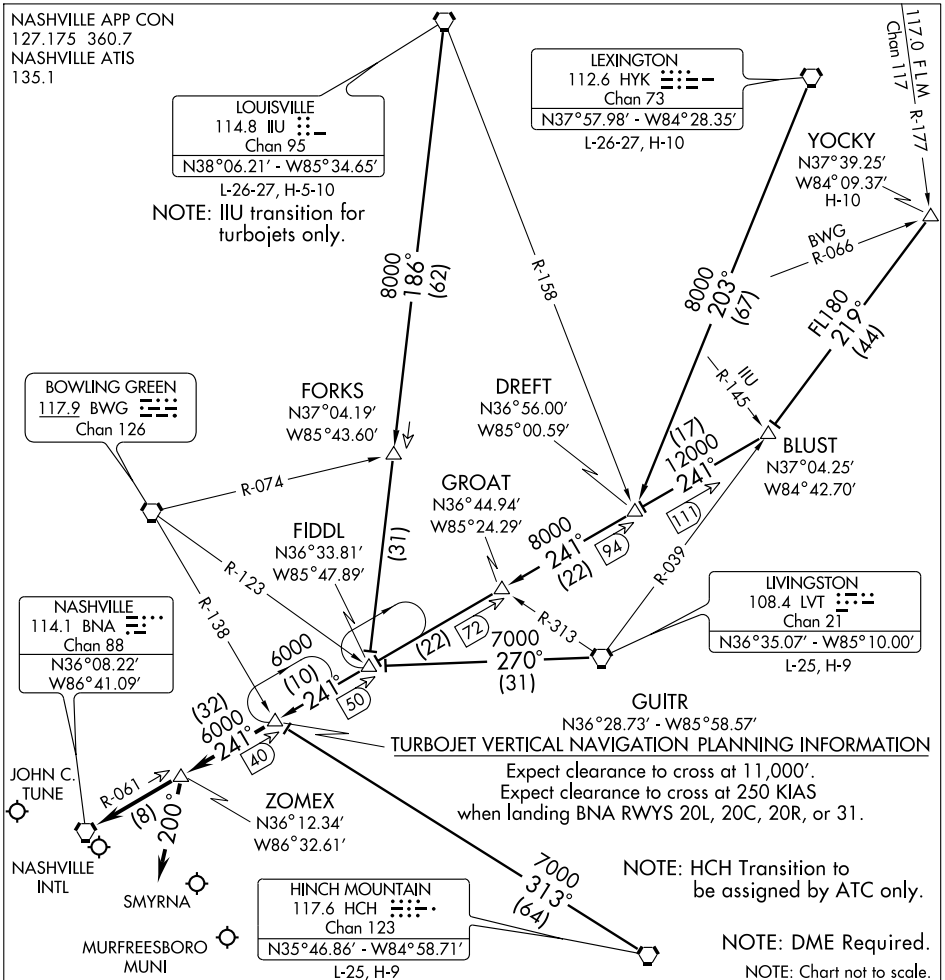
NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

GUITR FOUR ARRIVAL (GUITR.GUITR4)

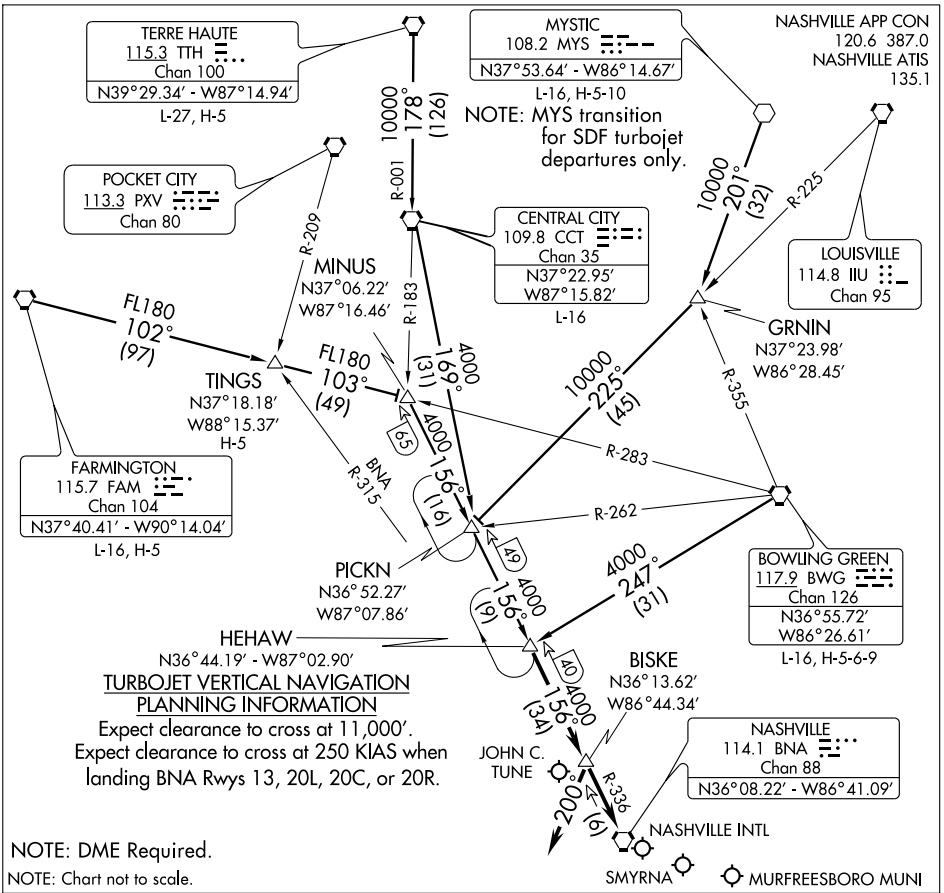
NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000'.
Expect clearance to cross at 250 KIAS when landing BNA Rwys 13, 20L, 20C, or 20R.

NOTE: DME Required.

NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

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NDB RWY 18

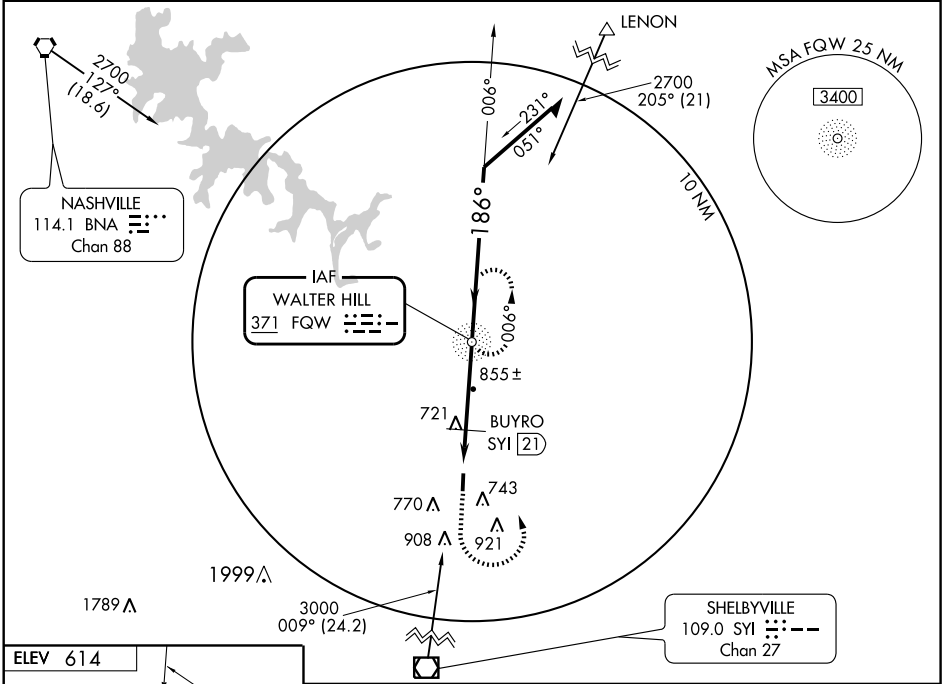
MURFREESBORO MUNI (MBT)

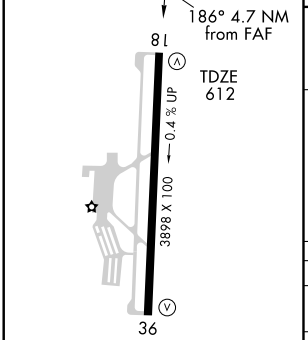
NDB FQW 371	APP CRS 186°	Rwy Idg 3898 TDZE 612 Apt Elev 614

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet; increase S-18 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct FQW NDB and hold.

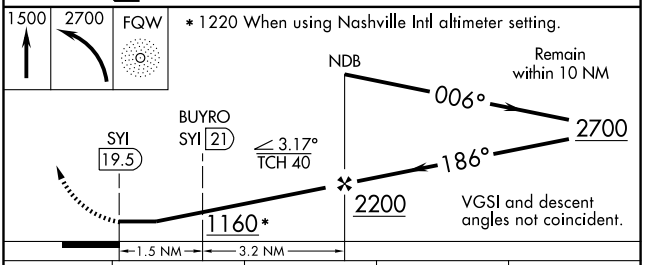
AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	122.7 (CTAF)





MIRL Rwy 18-36
REIL Rwys 18 and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-18	1160-1 548 (600-1)		1160-1½ 548 (600-1½)	NA
CIRCLING	1160-1 546 (600-1)		1160-1½ 546 (600-1½)	NA
BUYRO FIX MINIMUMS				
S-18	1040-1 428 (500-1)		1040-1¼ 428 (500-1¼)	NA
CIRCLING	1080-1 466 (500-1)		1080-1½ 466 (500-1½)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 18

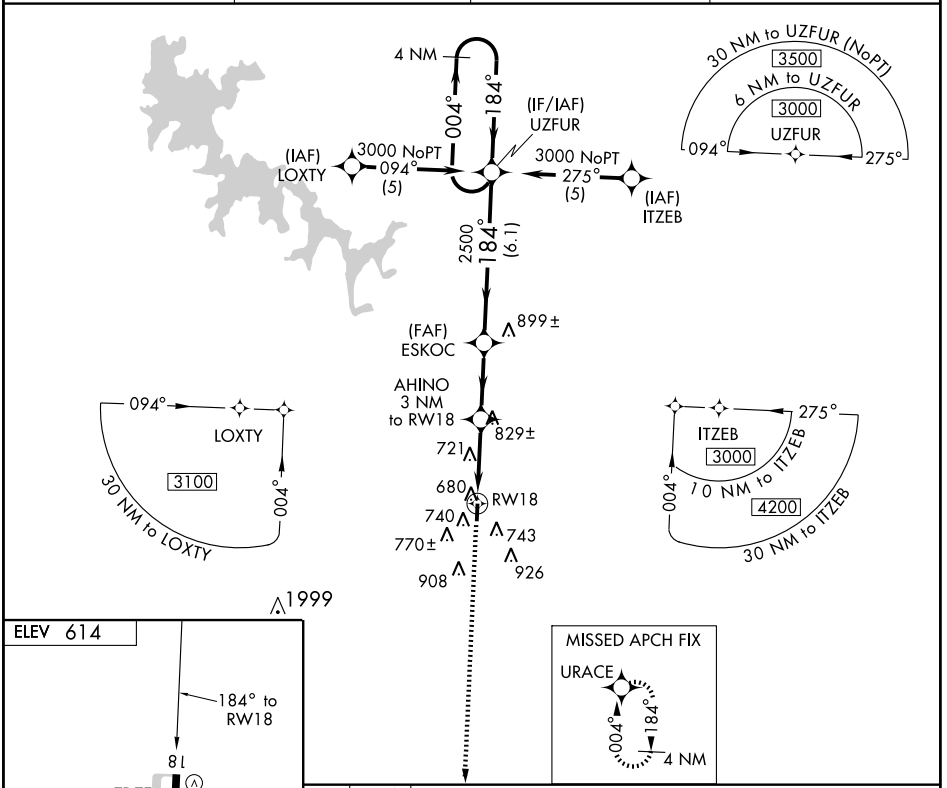
MURFREESBORO MUNI (MBT)

WAAS	APP CRS	Rwy Idg	3898
CH 48812	184°	TDZE	612
W18A		Apt Elev	614

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNVAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 51 feet, all MDA 60 feet, LPV and LNAV/VNAV all Cats. and LNAV Cats. C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3600 direct URACE and hold, continue climb-in-hold to 3600.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	122.7 (CTAF)



CATEGORY	A	B	C	D
LPV DA	904-1 292 (300-1)			NA
LNAV/ VNAV DA	950-1¼ 338 (400-1¼)			NA
LNAV MDA	980-1 368 (400-1)			NA
CIRCLING	1080-1 466 (500-1)		1080-1½ 466 (500-1½)	NA

MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

MURFREESBORO MUNI (MBT)

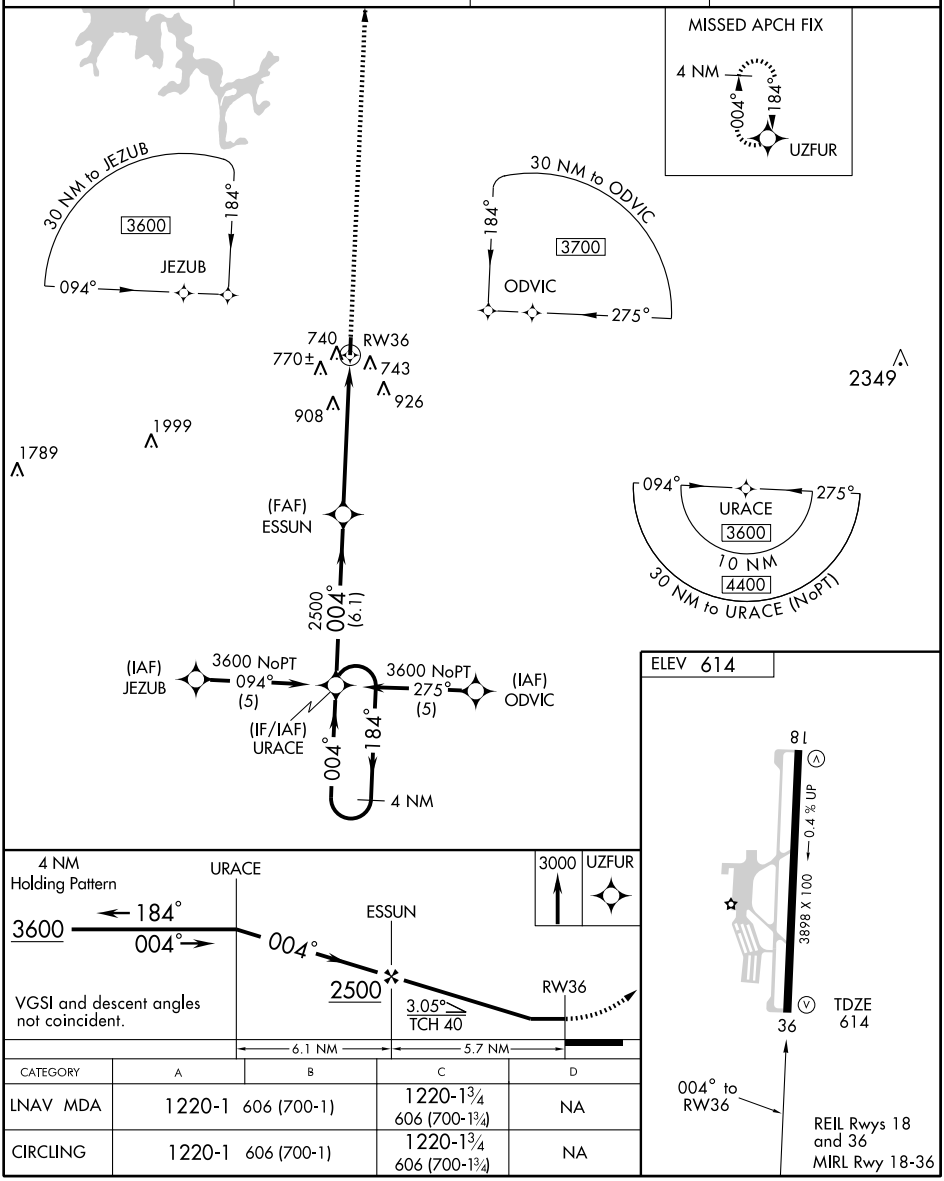
APP CRS	Rwy Idg	3898
004°	TDZE	614
	Apt Elev	614

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct UZFUR and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1220-1	606 (700-1)	1220-1¾ 606 (700-1¾)	NA
CIRCLING	1220-1	606 (700-1)	1220-1¾ 606 (700-1¾)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
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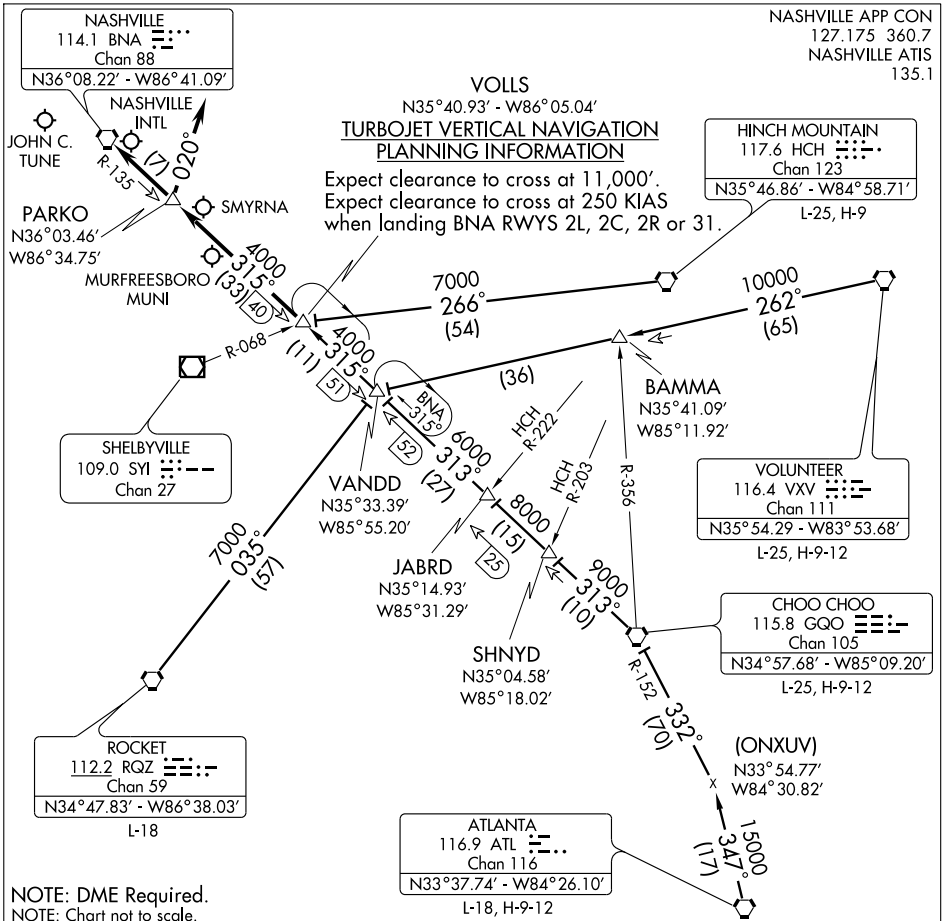
VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

NASHVILLE, TENNESSEE

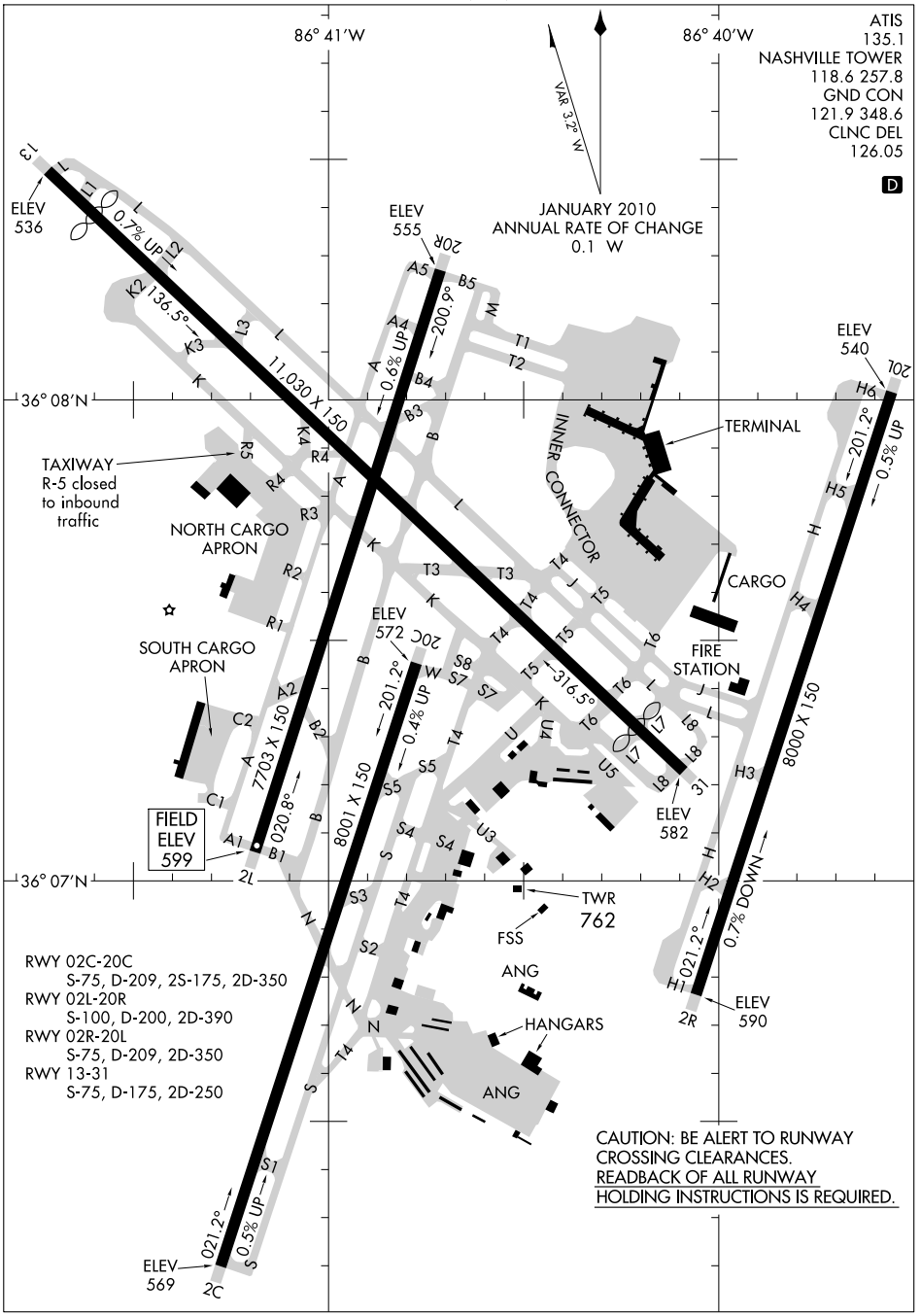
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

AL-282 (FAA)



RWY 02C-20C
S-75, D-209, 2S-175, 2D-350
RWY 02L-20R
S-100, D-200, 2D-390
RWY 02R-20L
S-75, D-209, 2D-350
RWY 13-31
S-75, D-175, 2D-250

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

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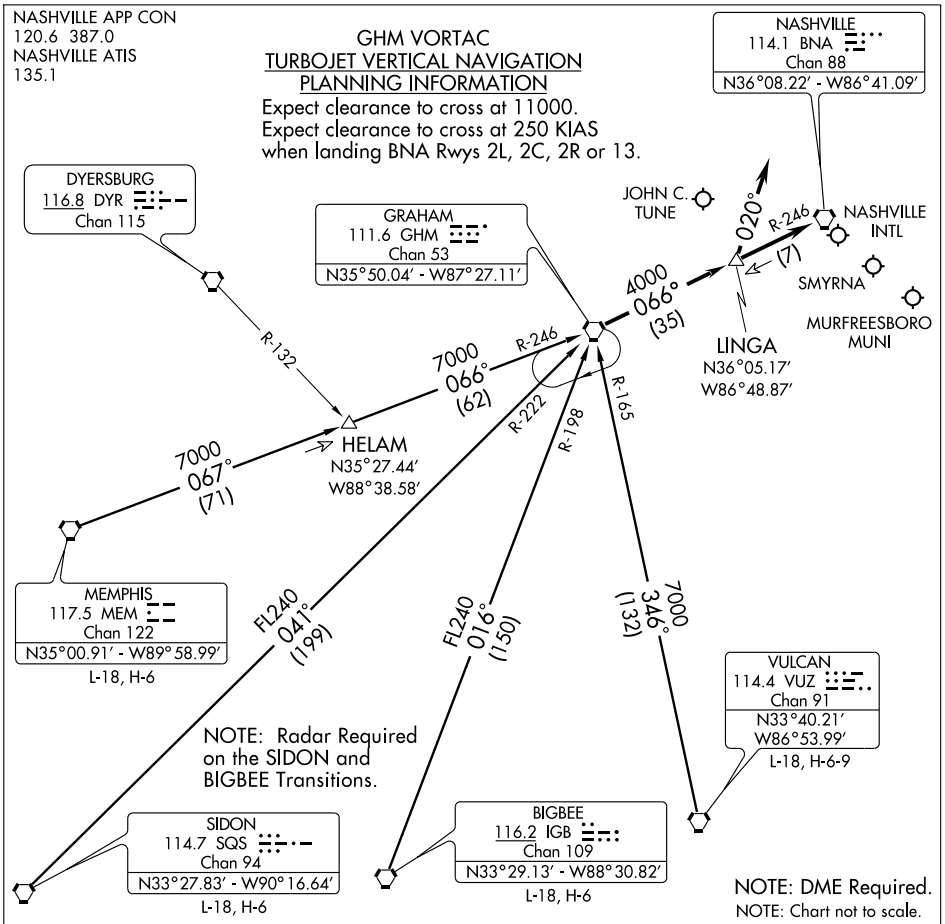
SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)
10210

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

GRAHAM FIVE ARRIVAL (GHM.GHM5)

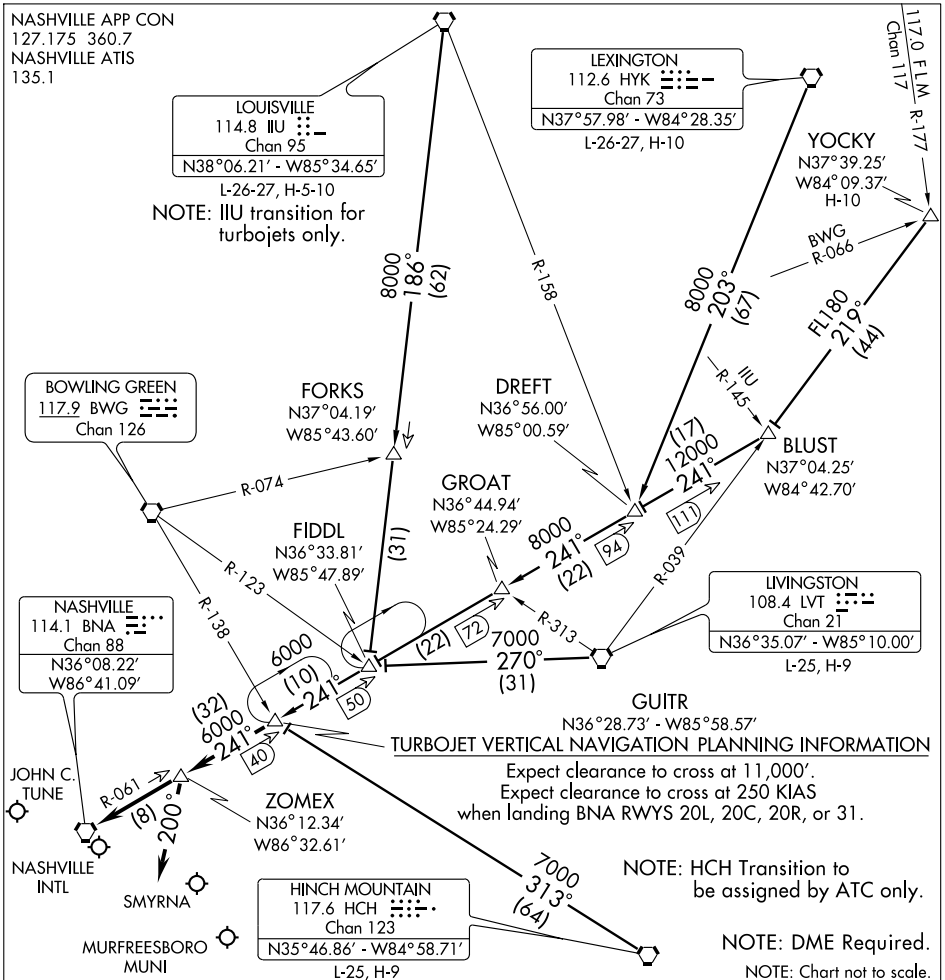
NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

GUITR FOUR ARRIVAL (GUITR.GUITR4)

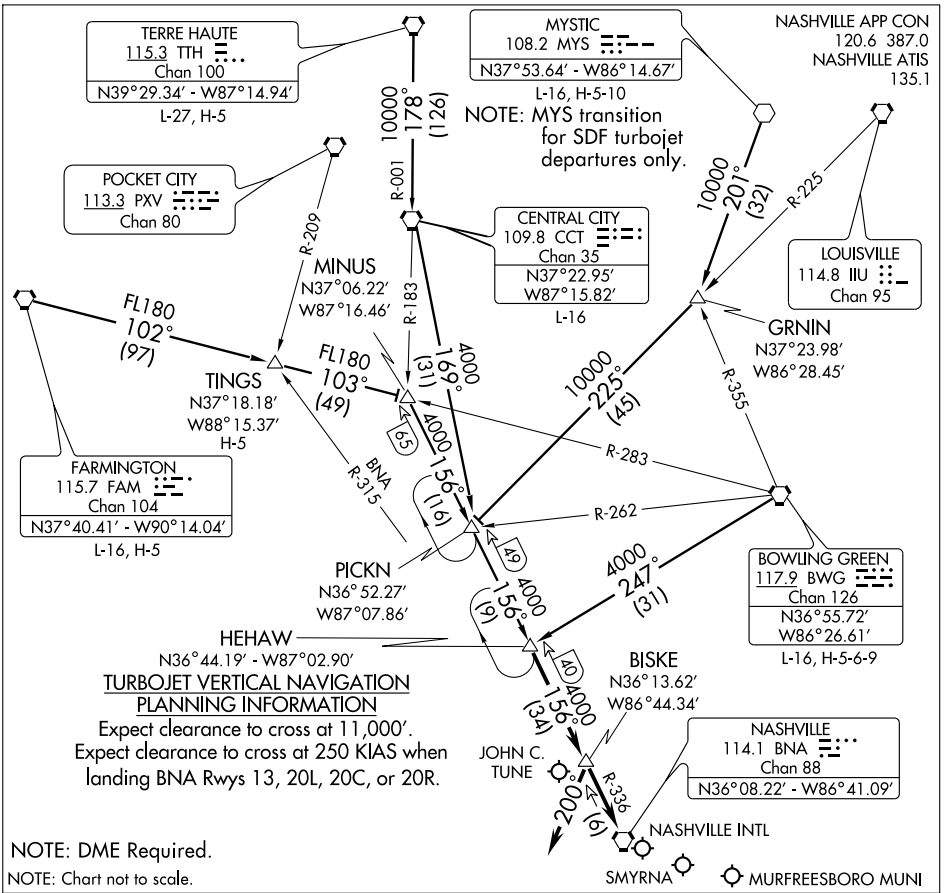
NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000'.
Expect clearance to cross at 250 KIAS when landing BNA Rwys 13, 20L, 20C, or 20R.

NOTE: DME Required.

NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-EZN	APP CRS	Rwy Idg	8000
110.75	021°	TDZE	587
		Apt Elev	599

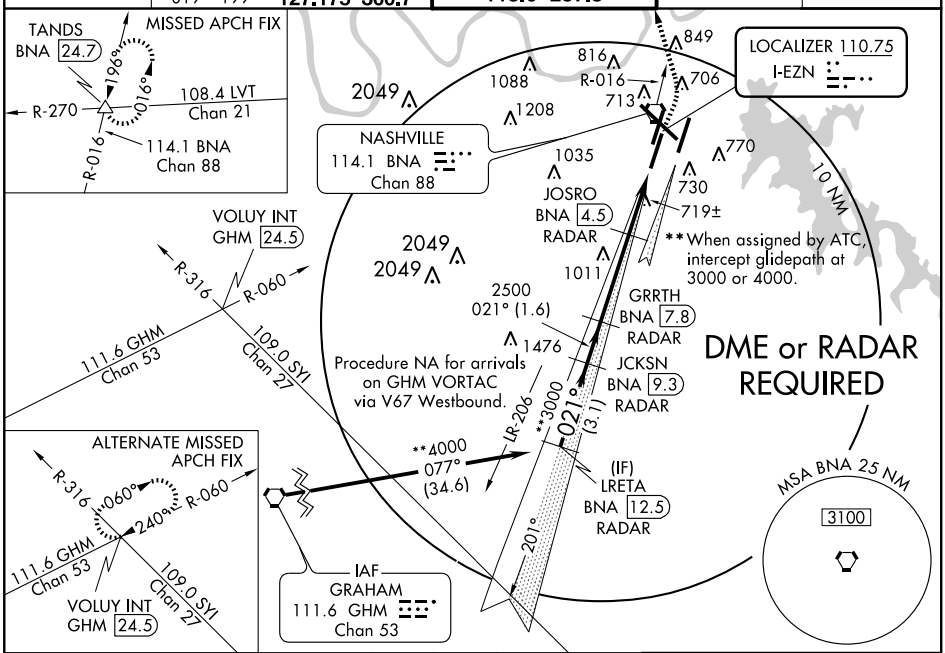
ILS or LOC RWY 2C
NASHVILLE INTL (BNA)

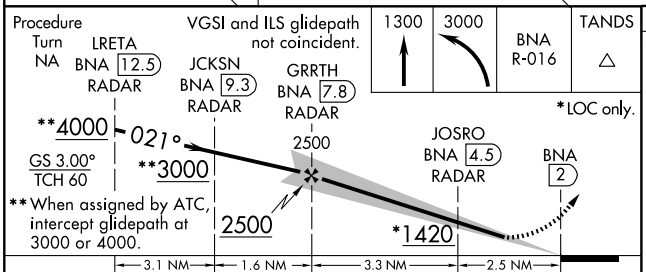
For inoperative MALSR, increase S-LOC 2C Cat A visibility to RVR 5000.
Simultaneous approach authorized with RWY 2R.
DME or RADAR REQUIRED. ** RVR 1800 authorized with the use of FD or AP or HUD to DA. LOC procedure NA during simultaneous operations.

MALSR

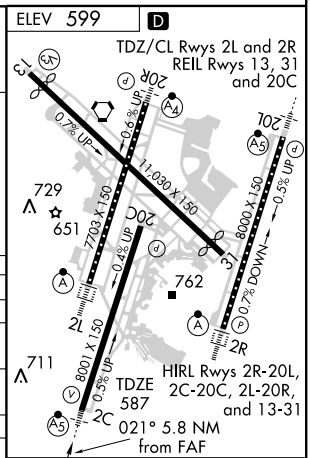
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-016 to TANDS INT/BNA 24.7 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°- 018° 120.6 387.0 019°- 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
S-ILS 2C	**787/24 200 (200-½)			
S-LOC 2C	1420/40 833 (900-¾)		1420-2 833 (900-2)	1420-2¼ 833 (900-2¼)
CIRCLING	1420-1 821 (900-1)	1420-1¼ 821 (900-1¼)	1420-2½ 821 (900-2½)	1420-2¾ 821 (900-2¾)
JOSRO FIX MINIMUMS				
S-LOC 2C	980/24 393 (400-½)			980/40 393 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:47	3:51	2:53	2:19	1:56

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BNA	APP CRS	Rwy Idg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

ILS or LOC RWY 2L
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

MISSED APCH FIX
BEVEE
BNA 22.4
114.1 BNA
R-270 Chan 88
090°
270°
R-038
111.6 GHM Chan 53

LOCALIZER 109.9
I-BNA Chan 36

NASHVILLE
114.1 BNA Chan 88

MSA BNA 25 NM
3100

DME or RADAR REQUIRED

*4000 to FIDDS 198° (11.6)

TEPEA
I-BNA 3.7
RADAR

DOBBS
I-BNA 7.1
RADAR

DOBBS
304 BN

DIKNS
I-BNA 8.7
RADAR
2500
021° (1.6)

R-316
R-060
111.6 GHM Chan 53
VOLUY INT
GHM 24.5
109 SYI Chan 27

111.6 GHM Chan 53
R-075

(IF/IAF)
FIDDS INT
I-BNA 11.9
RADAR

*3000
021°
(3.1)
1 min
201°

10 NM

ALTERNATE MISSED APCH FIX
109 SYI Chan 27
060°
240°
R-060
111.6 GHM Chan 53
R-316
VOLUY INT
GHM 24.5

* When assigned by ATC, intercept glidepath at 3000 or 4000.

One Minute Holding Pattern

FIDDS INT
I-BNA 11.9
RADAR

DIKNS
I-BNA 8.7
RADAR

DOBBS
I-BNA 7.1
RADAR

*4000
201°
021°
GS 3.00°
TCH 55

*3000
2500
TEPEA
I-BNA 3.7
RADAR
I-BNA 2.4
**1380
I-BNA 1.4
MM
IM

*When assigned by ATC, intercept glidepath at 3000 or 4000.

**LOC only.

1200	4000	BEVEE
	BNA R-270	

3.1 NM 1.6 NM 3.4 NM 1.3 0.5 0.3 0.2

ELEV 599 D

TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31 and 20C

0.7% UP
0.6% UP
0.5% UP
0.4% UP
0.7% DOWN
0.5% UP

11,030 X 150
7703 X 150
8000 X 150
8001 X 150

729
651
TDZE 599
021° 5.7 NM from FAF
711
762

HIRL Rwys 2R-20L, 2C-20C 2L-20R and 13-31

CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24 381 (400-½)			980/40 381 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UQU	APP CRS	Rwy Idg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

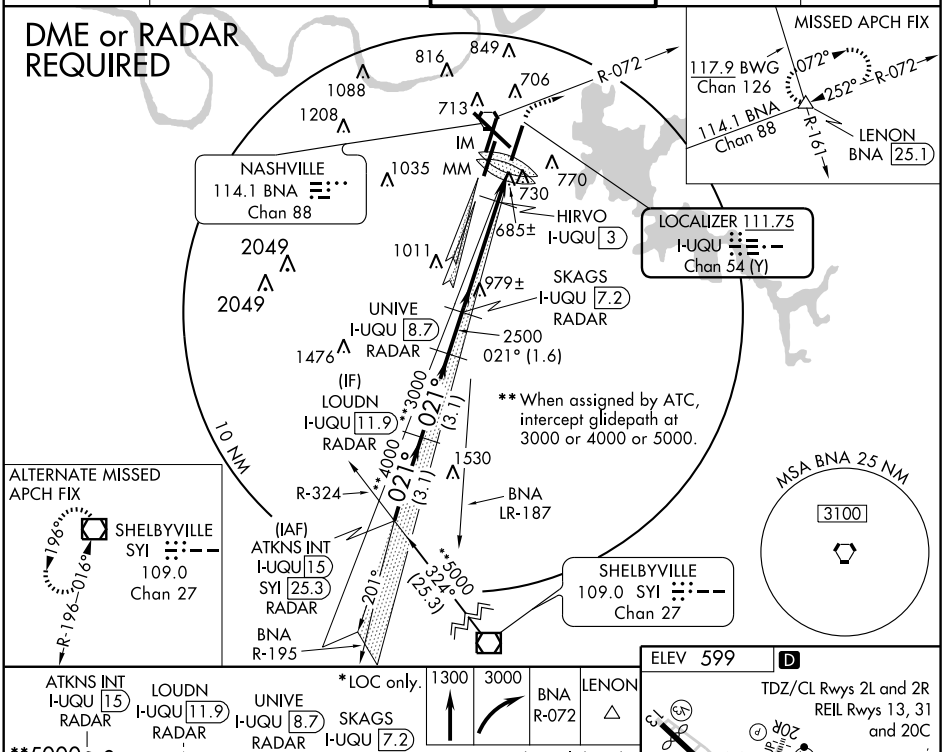
ILS or LOC RWY 2R
NASHVILLE INTL (BNA)

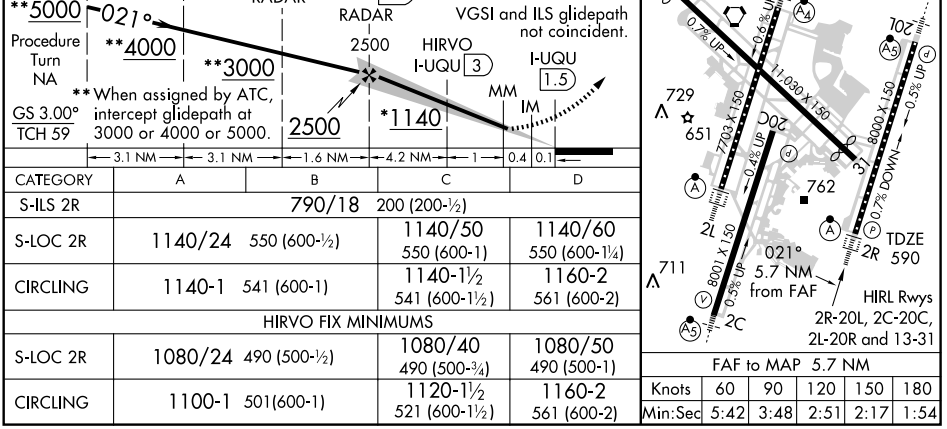
Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
S-ILS 2R	790/18 200 (200-½)			
S-LOC 2R	1140/24 550 (600-½)		1140/50 550 (600-1)	1140/60 550 (600-1¼)
CIRCLING	1140-1 541 (600-1)		1140-1½ 541 (600-1½)	1160-2 561 (600-2)
HIRVO FIX MINIMUMS				
S-LOC 2R	1080/24 490 (500-½)		1080/40 490 (500-¾)	1080/50 490 (500-1)
CIRCLING	1100-1 501(600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SSX	APP CRS	Rwy Idg	8000
109.35	201°	TDZE	551
Chan 30 (Y)		Apt Elev	599

ILS or LOC RWY 20L
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 20R.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON		NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018°	120.6 387.0	118.6 257.8	121.9 348.6	126.05
	019°-199°	127.175 360.7			

RADAR REQUIRED

(IAF) REABA I-SSX 15.4 RADAR

021°

*4000 201° (3.1)

*3000 201° (3.1)

(IF) WAYLN I-SSX 12.3 RADAR

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

2000 201° (3.1) CRAMR I-SSX 9.1 RADAR

JUUDD I-SSX 6 RADAR

2049 2049 1129 1088 816 849 706 715 2049 1208 713 1035 770 730 1011

LOCALIZER 109.35 I-SSX Chan 30 (Y)

NASHVILLE 114.1 BNA Chan 88

R-072

10 NM

MISSED APCH FIX

117.9 BWG Chan 126 — 072° — 252° — R-072

114.1 BNA Chan 88 — R-161 — LENON BNA 25.1

MSA BNA 25 NM

3100

ALTERNATE MISSED APCH FIX

SHELBYVILLE SYI 109.9 Chan 27

196° — 016° — R-196

ELEV 599 D

201° 4.4 NM from FAF

TDZE 551

20R 20L 2L 2C 2R

0.7% UP 0.6% UP 0.4% UP 0.5% UP 0.7% DOWN 0.5% UP

11,030 X 150 7703 X 150 8000 X 150 8001 X 150

729 651 762 711

REIL Rwys 13, 31, and 20C

TDZ/CL Rwys 2L and 2R

HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13/31

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:23	2:56	2:12	1:45	1:28

1300	3000	BNA R-072	LENON

VGSI and ILS glidepath not coincident.

I-SSX 1.6 — I-SSX 2.8 — JUUDD I-SSX 6 RADAR — CRAMR I-SSX 9.1 RADAR — WAYLN I-SSX 12.3 RADAR — REABA I-SSX 15.4 RADAR

2000 — *3000 — *4000 — 201° — *5000 — GS 3.00° TCH 47

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

1.2 — 3.2 NM — 3.1 NM — 3.1 NM — 3.1 NM

CATEGORY	A	B	C	D
S-ILS 20L		**751/24 200 (200-½)		
S-LOC 20L	980/24 429 (400-½)		980/40 429 (400-¾)	980/50 429 (400-1)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 20R

NASHVILLE INTL (BNA)

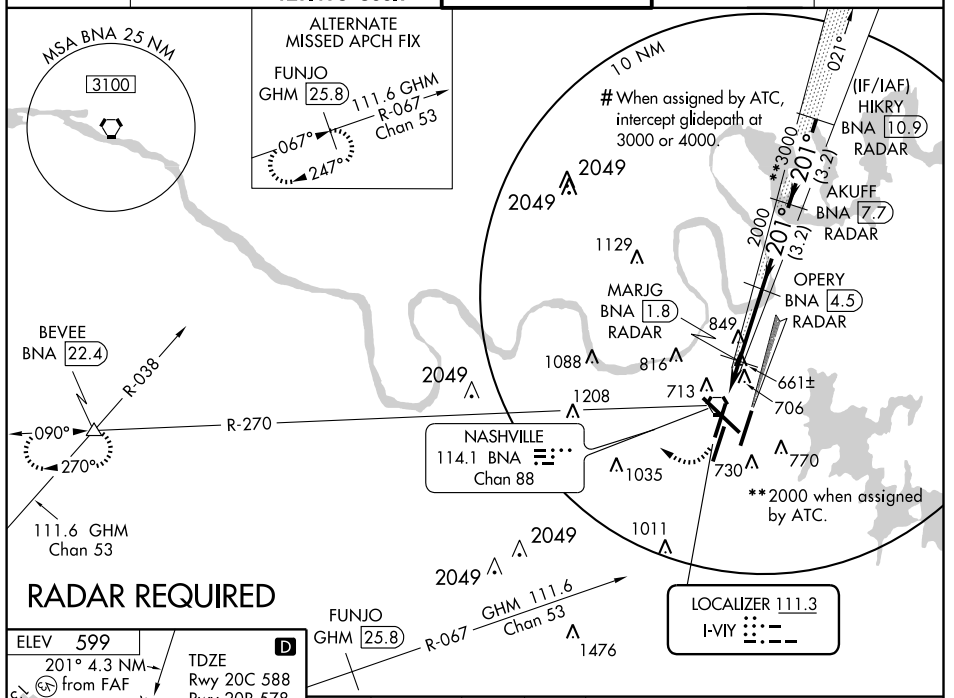
LOC I-VIY	APP CRS		20R	20C
111.3	201°	Rwy Idg	7702	8000
		TDZE	578	588
		Apt Elev	599	599

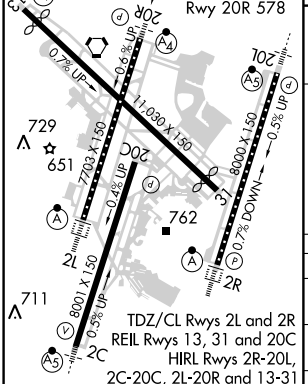
Simultaneous approach authorized with Rwy 20L.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.

MALSF

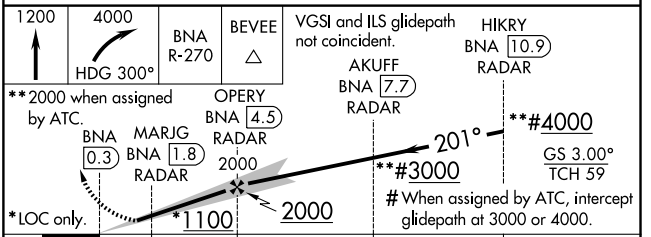
MISSED APPROACH:
Climb to 1200 then climbing right turn to 4000 via heading 300° and BNA VORTAC R-270 to BEVEE INT/BNA VORTAC 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 20R	778/40 200 (200-¾)			
S-LOC 20R	920/40 342 (400-¾)			920/60 342 (400-1¼)
SIDESTEP 20C	960-1 372 (400-1)		960-1½ 372 (400-1½)	960-2 372 (400-2)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

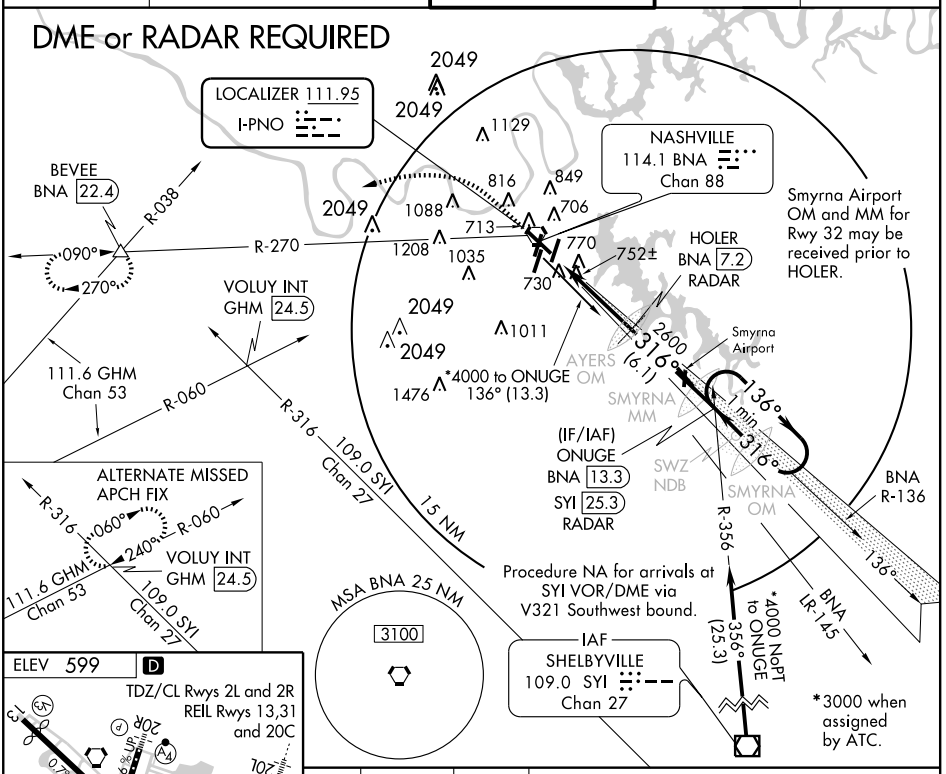
LOC I-PNO	APP CRS	Rwy Idg	9487
111.95	316°	TDZE	577
		Apt Elev	599

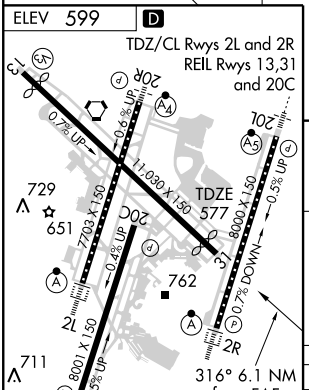
ILS or LOC RWY 31
NASHVILLE INTL (BNA)

DME or RADAR REQUIRED.

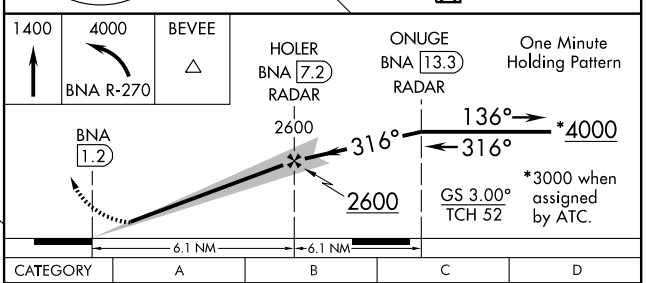
MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via BNA R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-ILS 31	777-¾ 200 (200-¾)			
S-LOC 31	1020-1 443 (500-1)		1020-1¼ 443 (500-1¼)	1020-1½ 443 (500-1½)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BNA	APP CRS	Rwy Idg 7702
109.9	021°	TDZE 599
Chan 36		Apt Elev 599

ILS RWY 2L (CAT II)

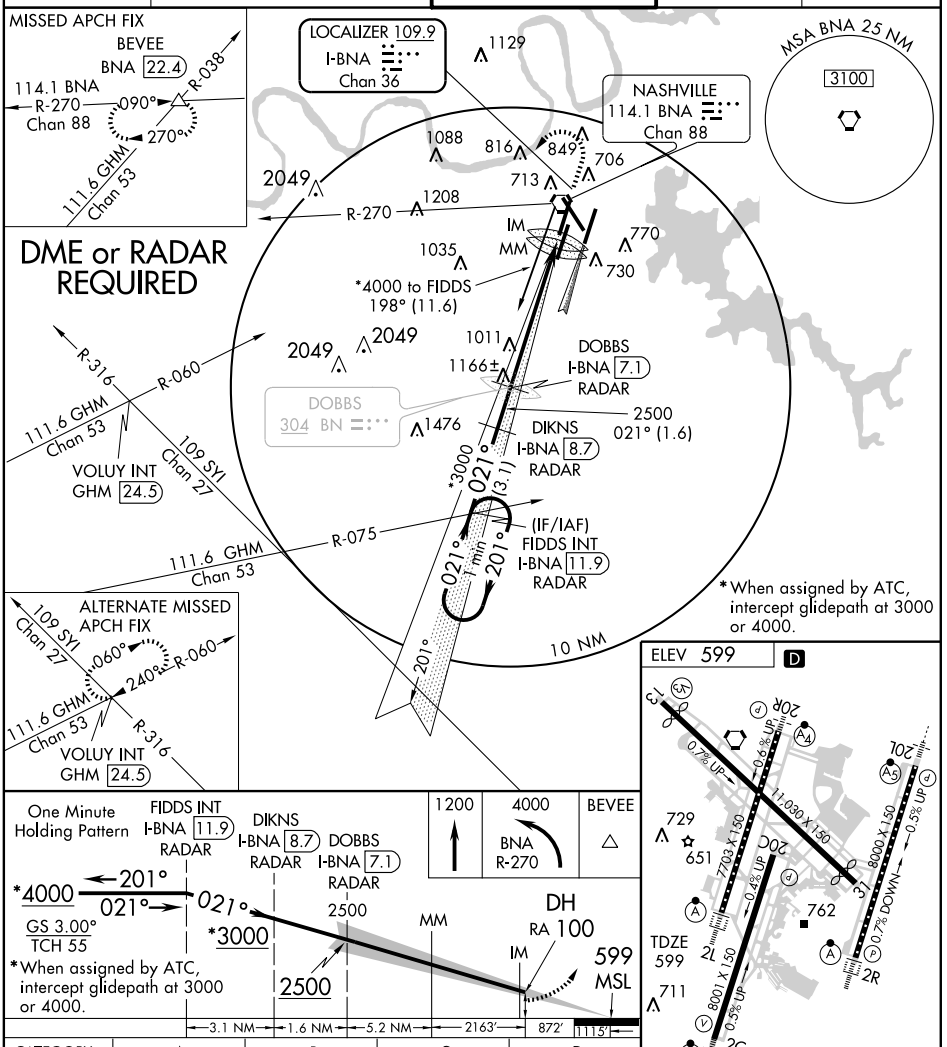
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.

ALSF-2

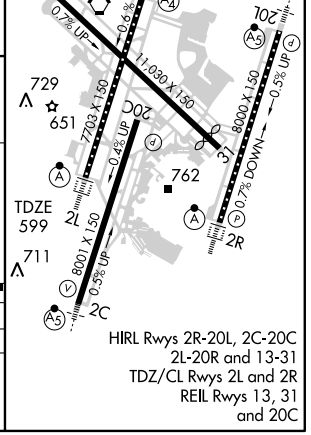
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



CATEGORY	A	B	C	D
S-ILS 2L	RA 100/12 100 DA 699			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 2L (CAT III)
NASHVILLE INTL (BNA)

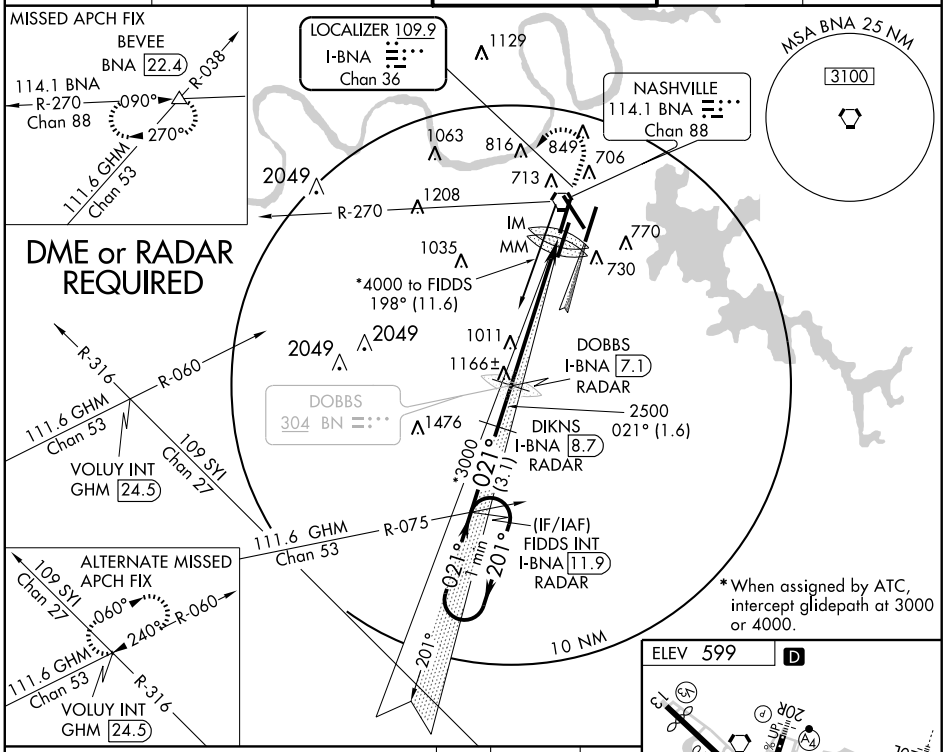
LOC/DME I-BNA	APP CRS	Rwy Idg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

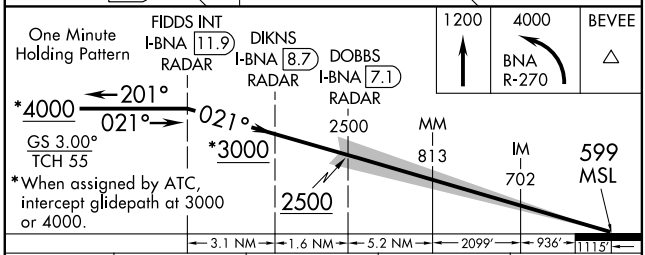
Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

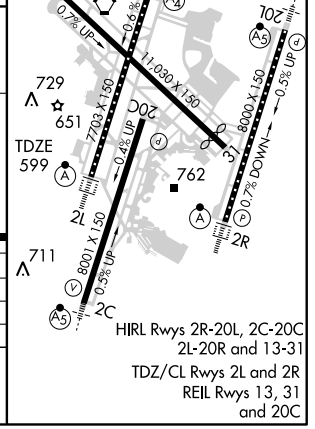
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
S-ILS 2L	CAT IIIa		RVR 07	
S-ILS 2L	CAT IIIb		RVR 06	
S-ILS 2L	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UQU	APP CRS	Rwy Idg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

ILS RWY 2R (CAT II)
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

DME or RADAR REQUIRED

MISSED APCH FIX
117.9 BWG Chan 126
114.1 BNA Chan 88
072° R-072
252° R-161
LENON BNA 25.1

NASHVILLE 114.1 BNA Chan 88

LOCALIZER 111.75 I-UQU Chan 54 (Y)

816 849 1088 706 R-072 1208 713 IM 1035 MM 770 730 685± 1011 2049 2049 979± SKAGS I-UQU 7.2 RADAR UNIVE I-UQU 8.7 RADAR 1476 2500 021° (1.6) (IF) LOUDN I-UQU 11.9 RADAR **3000 021° (3.1) **4000 021° (3.1) 1530 BNA LR-187 R-324 (IAF) ATKNS INT I-UQU 15 SYI 25.3 RADAR 201° **5000 324° (25.3) BNA R-195 10 NM

**When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

MSA BNA 25 NM
3100

ALTERNATE MISSED APCH FIX
SHELBYVILLE SYI 109.0 Chan 27
196° 016° R-196–016°

SHELBYVILLE 109.0 SYI Chan 27

ELEV 599 D

20R 13 0.7% UP 0.4% UP 11,030 X 150 20L 0.5% UP 729 651 7,703 X 150 20C 0.4% UP 8,000 X 150 13 0.7% DOWN 762 2L 8,001 X 150 0.5% UP TDZE 2R 590 711 2C

HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13-31
TDZ/CL Rwys 2L and 2R
REIL Rwys 13,31 and 20C

ATKNS INT I-UQU 15 RADAR
LOUDN I-UQU 11.9 RADAR
UNIVE I-UQU 8.7 RADAR
SKAGS I-UQU 7.2 RADAR
**5000 021° **4000 **3000 2500
Procedure Turn NA
**When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.
GS 3.00° TCH 59
DH RA 116 590 MSL
3.1 NM 3.1 NM 1.6 NM 5.2 NM 1974′ 780′ 1208′

1300	3000	LENON
	BNA R-072	

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 2R	RA 116/12 100		DA 690	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UQU	APP CRS	Rwy Idg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

ILS RWY 2R (CAT III)
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

DME or RADAR REQUIRED

MISSED APCH FIX
117.9 BWG Chan 126
114.1 BNA Chan 88
072° R-072
252° R-161
LENON BNA 25.1

NASHVILLE 114.1 BNA Chan 88

LOCALIZER 111.75 I-UQU Chan 54 (Y)

816 849 1088 706 713 1208 R-072 IM 1035 MM 770 730 685± 1011 2049 2049 979± SKAGS I-UQU 7.2 RADAR UNIVE I-UQU 8.7 RADAR 1476 2500 021° (1.6) (IF) LOUDN I-UQU 11.9 RADAR **3000 021° (3.1) **4000 021° (3.1) 1530 BNA LR-187 R-324 10 NM

** When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

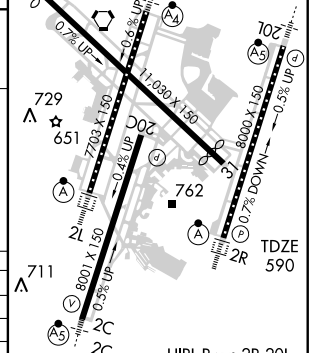
MSA BNA 25 NM 3100

ALTERNATE MISSED APCH FIX
SHELBYVILLE SYI 109.0 Chan 27
196° 016° R-196

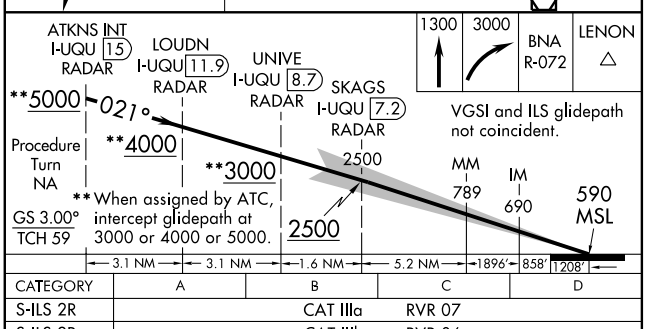
(IAF) ATKNS INT I-UQU 15 SYI 25.3 RADAR 201° BNA R-195

SHELBYVILLE 109.0 SYI Chan 27
**5000 324° (25.3)

ELEV 599 D



HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13-31
TDZ/CL Rwys 2L and 2R
REIL Rwys 13,31 and 20C



CATEGORY	A	B	C	D
S-ILS 2R	CAT IIIa	RVR 07		
S-ILS 2R	CAT IIIb	RVR 06		
S-ILS 2R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

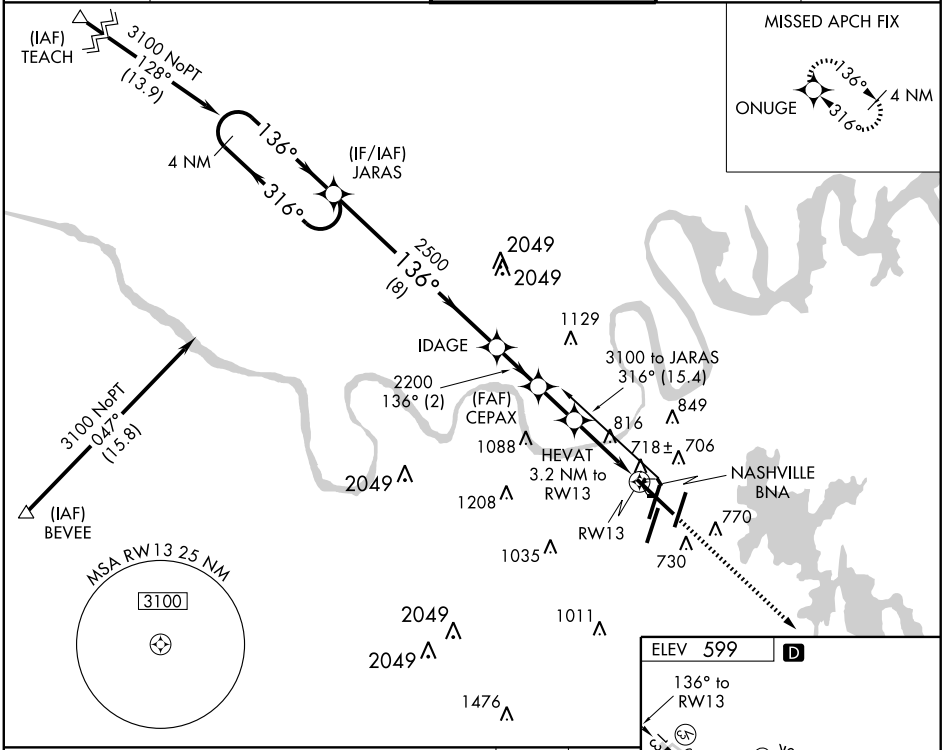
APP CRS	Rwy Idg	9487
136°	TDZE	567
	Apt Elev	599

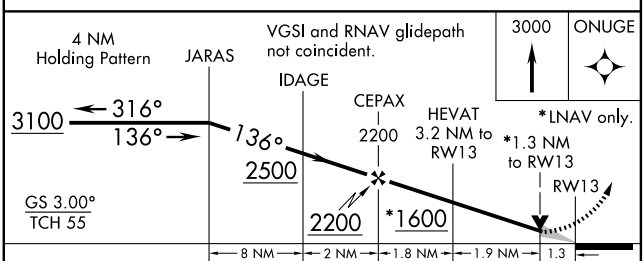
RNAV (GPS) RWY 13
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

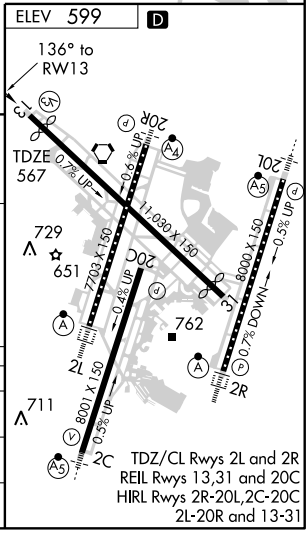
MISSED APPROACH: Climb to 3000 direct ONUGE and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
LNAV/VNAV DA	968-1½ 401 (400-1½)			
LNAV MDA	1080-1 513 (500-1)		1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 70613	021°	TDZE	587
W02B		Apt Elev	599

RNAV (GPS) Y RWY 2C

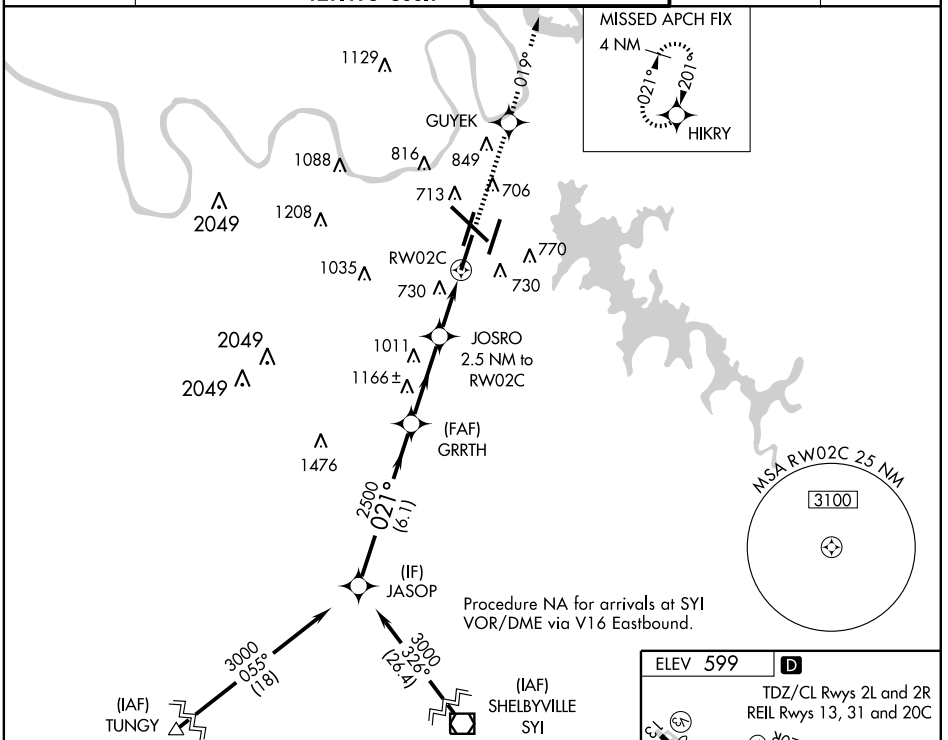
NASHVILLE INTL (BNA)

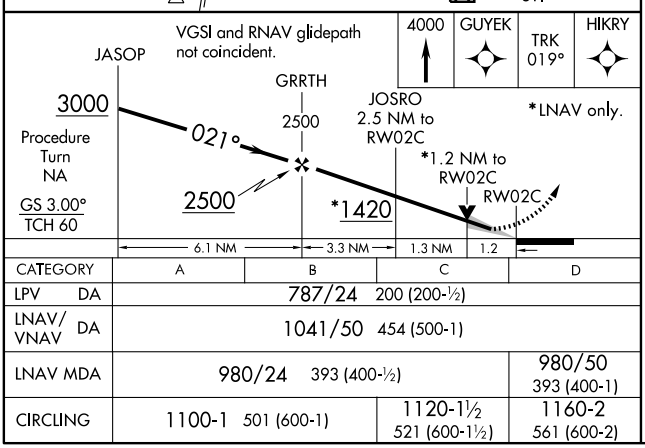
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

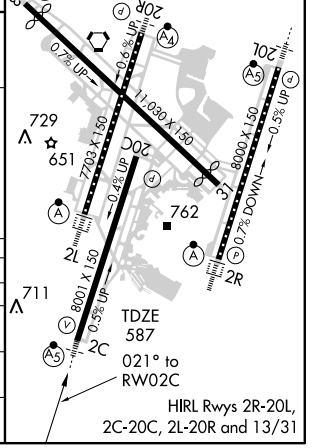
MISSED APPROACH: Climb to 4000 direct GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





	CATEGORY	A	B	C	D
LPV	DA	787/24 200 (200-½)			
LNAV/VNAV	DA	1041/50 454 (500-1)			
LNAV MDA		980/24 393 (400-½)			980/50 393 (400-1)
CIRCLING		1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7702
CH 42713	021°	TDZE	599
W02A		Apt Elev	599

RNAV (GPS) Y RWY 2L

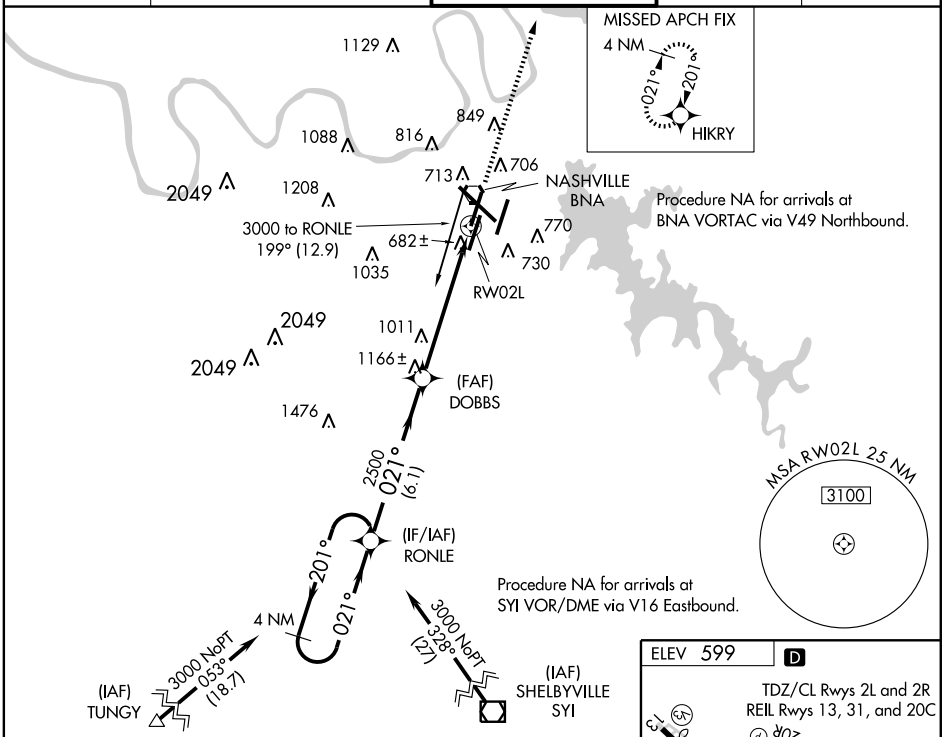
NASHVILLE INTL (BNA)

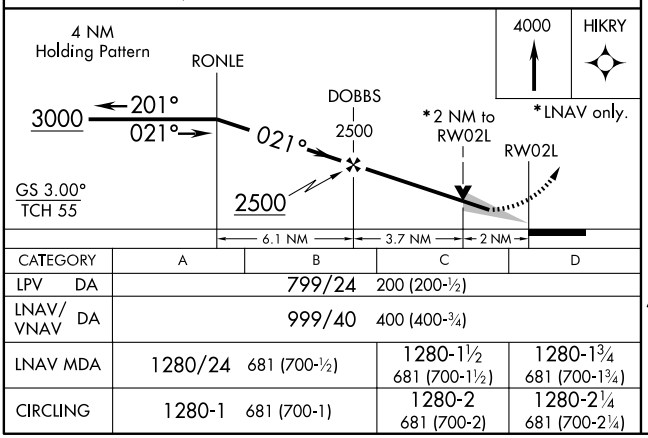
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2

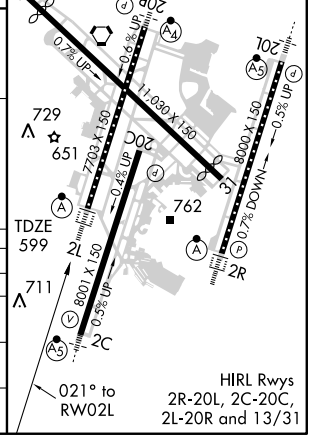
MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
LPV DA	799/24	200 (200-½)		
LNAV/VNAV DA	999/40	400 (400-¾)		
LNAV MDA	1280/24 681 (700-½)		1280-1½ 681 (700-1½)	1280-1¾ 681 (700-1¾)
CIRCLING	1280-1 681 (700-1)		1280-2 681 (700-2)	1280-2¼ 681 (700-2¼)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 93713	021°	TDZE	590
W02D		Apt Elev	599

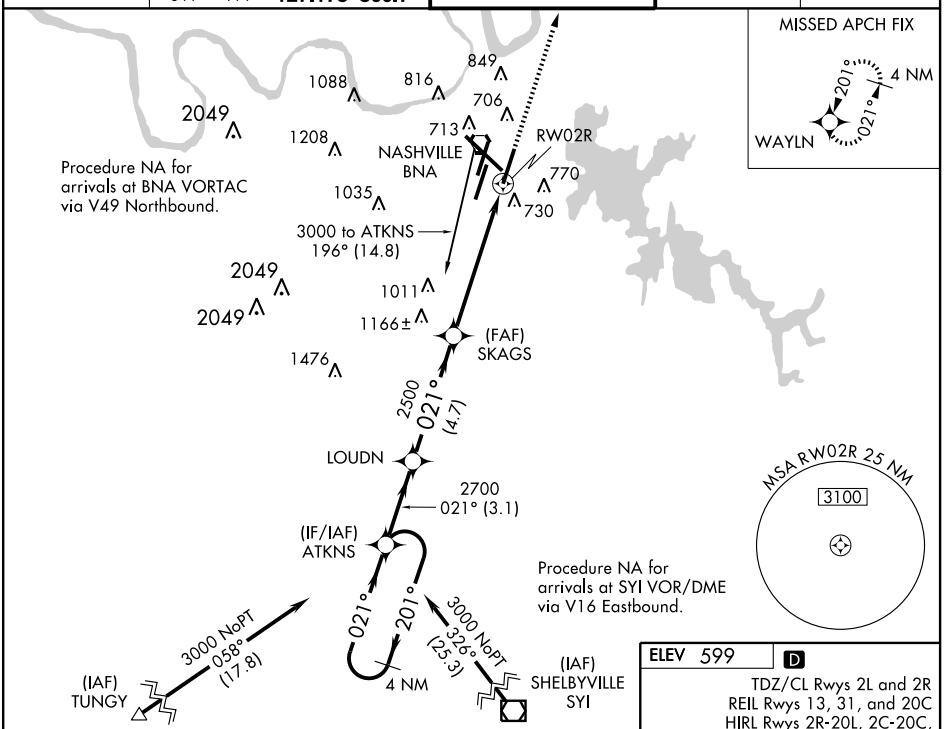
RNAV (GPS) Y RWY 2R
NASHVILLE INTL (BNA)

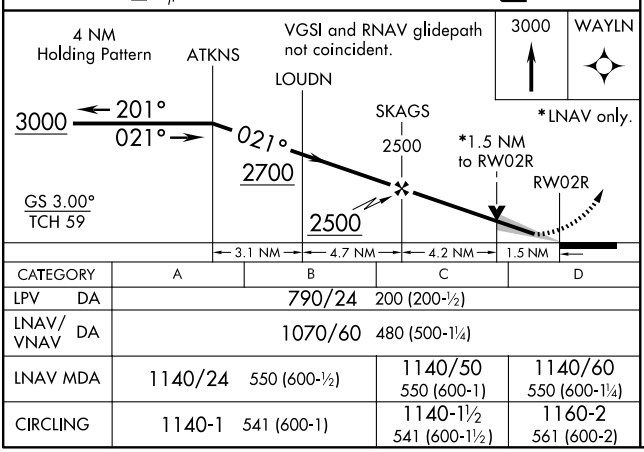
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

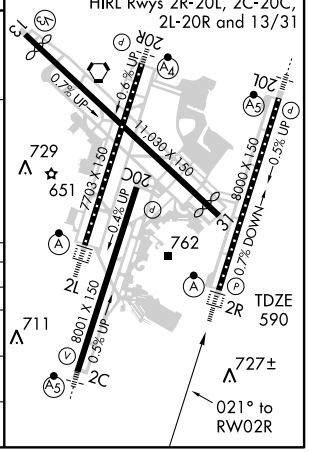
ALSF-2

MISSED APPROACH: Climb to 3000 direct WAYLN and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
LPV DA	790/24 200 (200-½)			
LNAV/VNAV DA	1070/60 480 (500-1¼)			
LNAV MDA	1140/24 550 (600-½)		1140/50 550 (600-1)	1140/60 550 (600-1¼)
CIRCLING	1140-1 541 (600-1)		1140-1½ 541 (600-1½)	1160-2 561 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	8000
CH 49013	201°	TDZE	551
W20D		Apt Elev	599

RNAV (GPS) Y RWY 20L

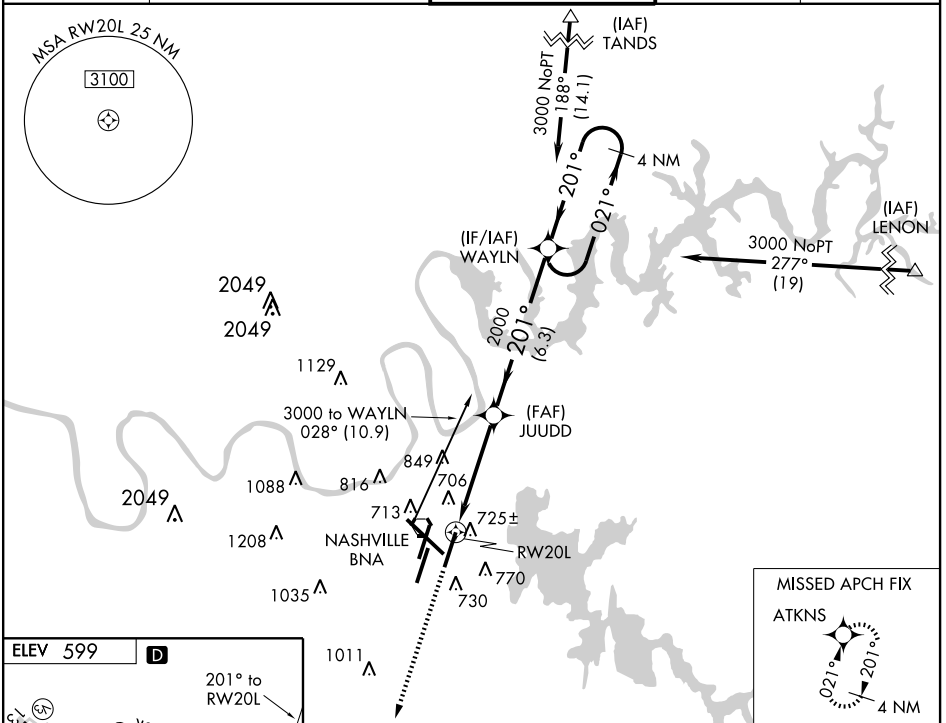
NASHVILLE INTL (BNA)

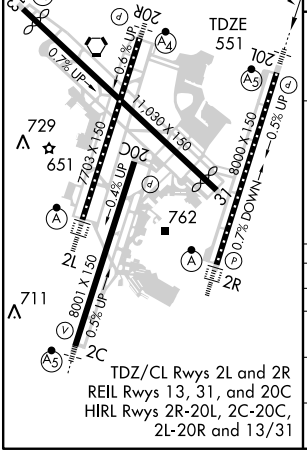
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

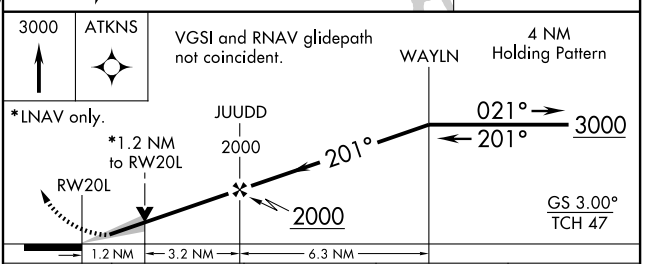
MALSR

MISSED APPROACH: Climb to 3000 direct ATKNS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
LPV DA	751/24 200 (200-½)			
LNAV/VNAV DA	1019/60 468 (500-1¼)			
LNAV MDA	980/24 429 (400-½)		980/40 429 (400-¾)	980/50 429 (400-1)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7702
CH 78411	201°	TDZE	578
W20A		Apt Elev	599

RNAV (GPS) Y RWY 20R

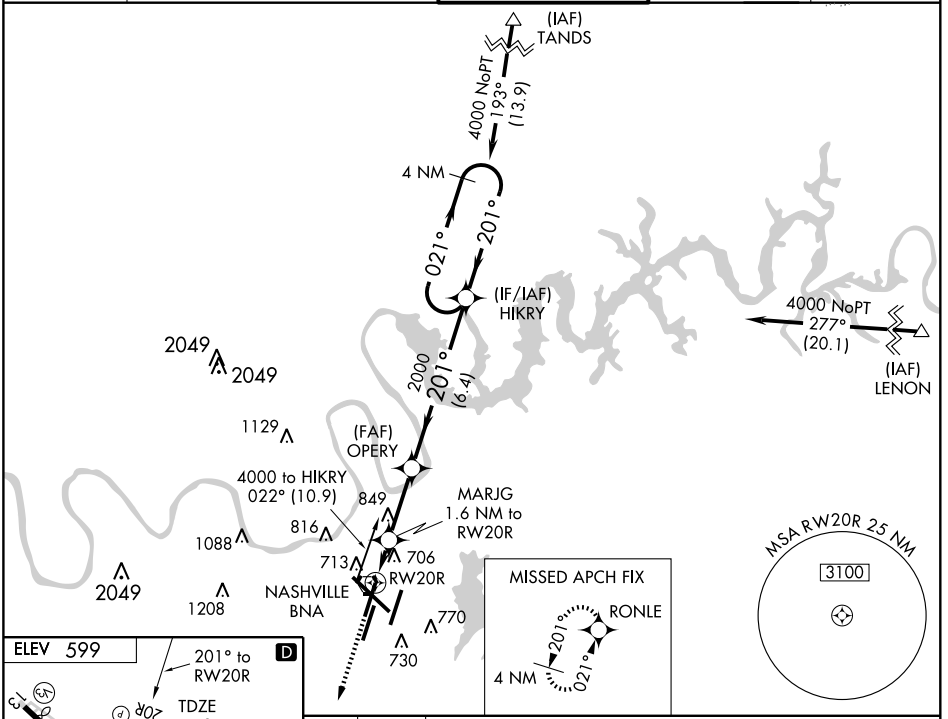
NASHVILLE INTL (BNA)

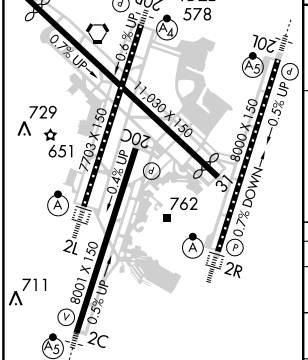
Inoperative table does not apply to LNAV/VNAV all Cats or LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSF

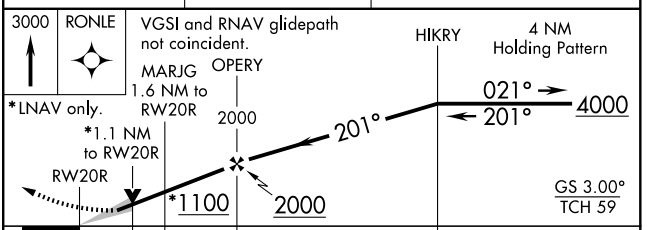
MISSED APPROACH: Climb to 3000 direct RONLE and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31 and 20C
HIRL Rwys 2R-20L, 2C-20C,
2L-20R and 13-31



CATEGORY	A	B	C	D
LPV DA	778/40 200 (200-¾)			
LNAV/VNAV DA	1015-1½ 437 (500-1½)			
LNAV MDA	980/40 402 (400-¾)		980/60 402 (400-1¼)	
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9487
CH 65913	316°	TDZE	577
W31A		Apt Elev	599

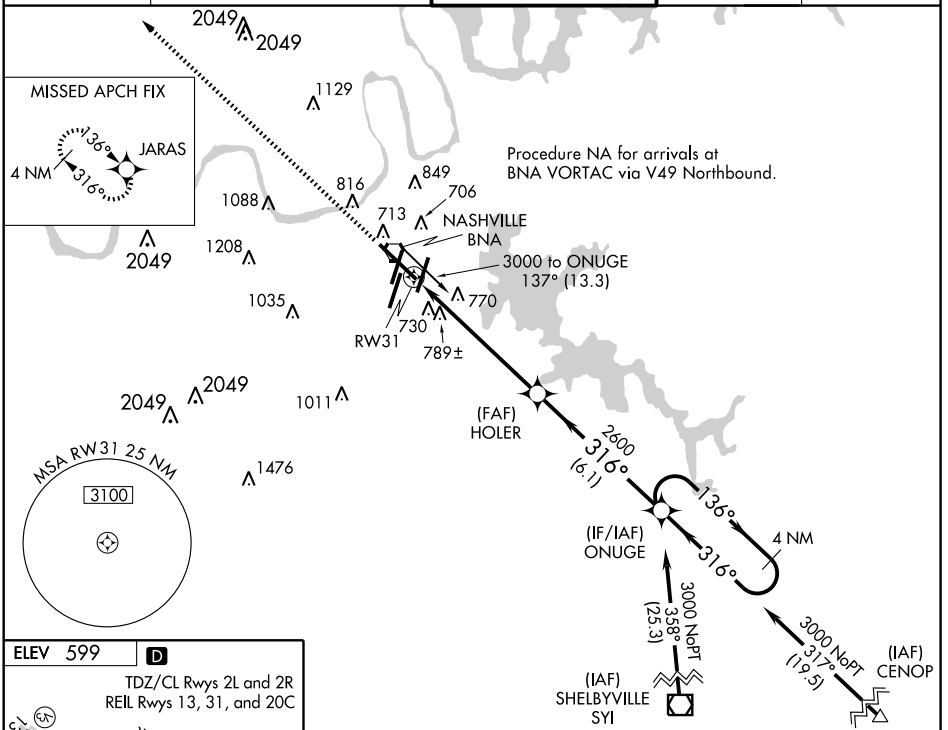
RNAV (GPS) Y RWY 31

NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

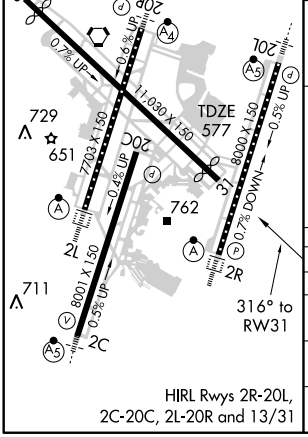
MISSED APPROACH: Climb to 3100 direct JARAS and hold.

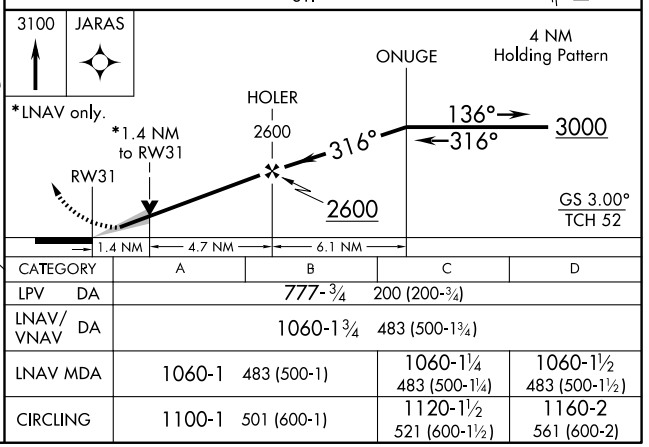
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LPV DA	777-¾	200 (200-¾)		
LNAV/VNAV DA	1060-1¾	483 (500-1¾)		
LNAV MDA	1060-1	483 (500-1)	1060-1¼ 483 (500-1¼)	1060-1½ 483 (500-1½)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)

APP CRS	Rwy Idg	8000
021°	TDZE	587
	Apt Elev	599

RNAV (RNP) Z RWY 2C

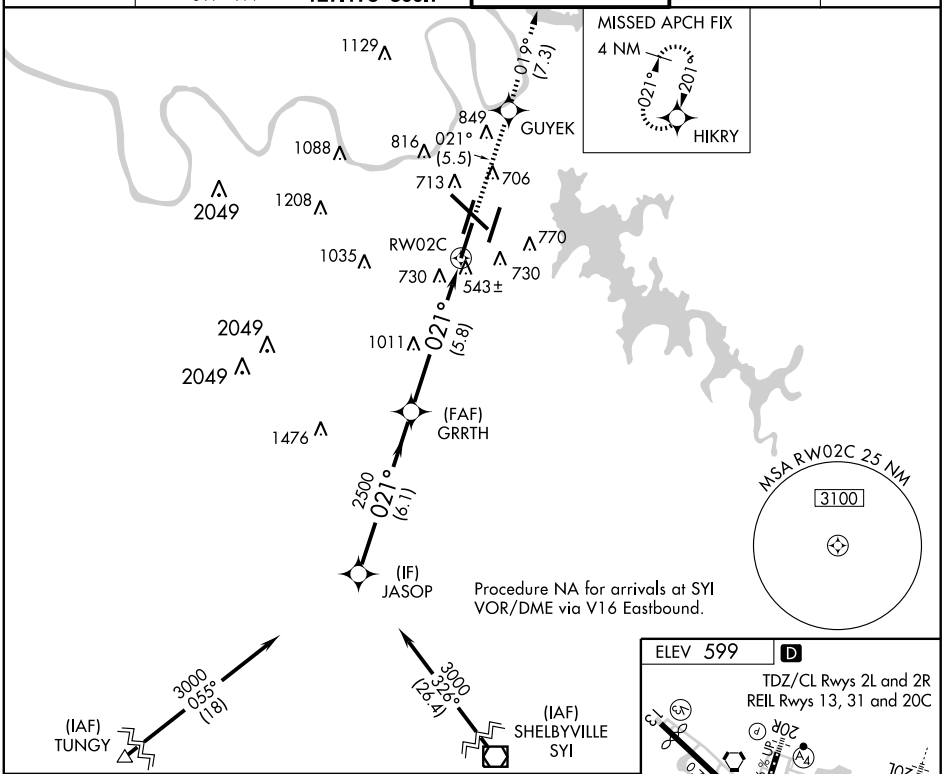
NASHVILLE INTL (BNA)

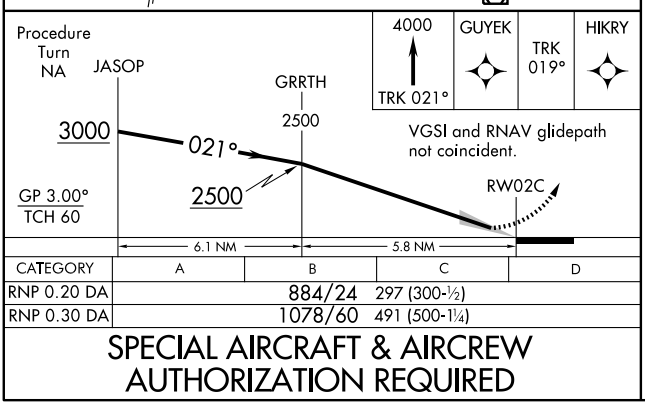
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1¾ all Cats.

MALSR

MISSED APPROACH: Climb to 4000 via track 021° to GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

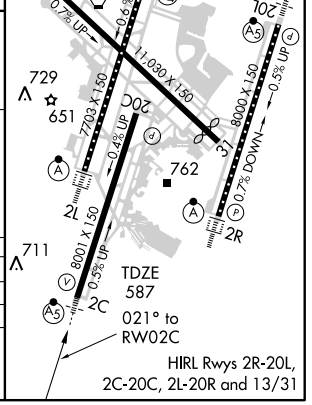
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
RNP 0.20 DA	884/24		297 (300-½)	
RNP 0.30 DA	1078/60		491 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7702
021°	TDZE	599
	Apt Elev	599

RNAV (RNP) Z RWY 2L

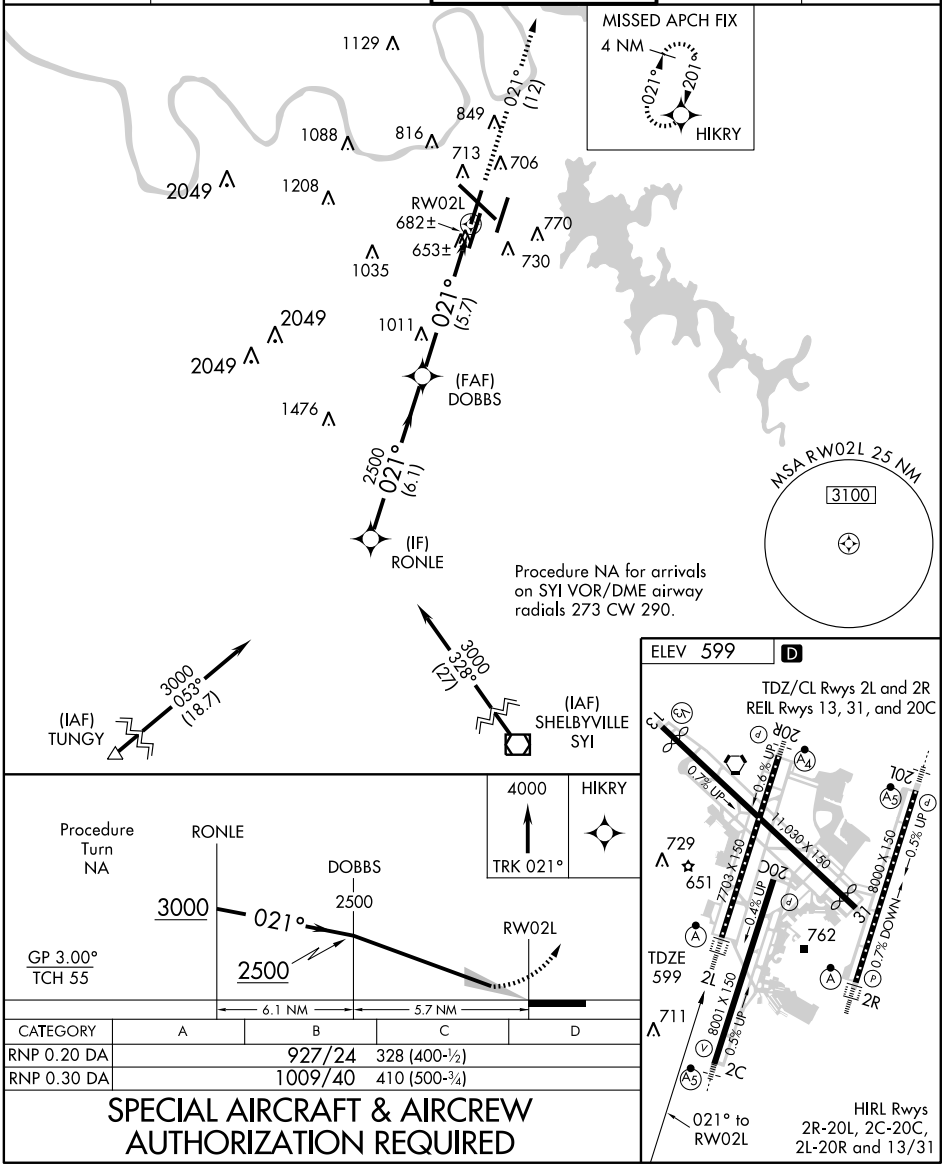
NASHVILLE INTL (BNA)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1½ all Cats.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 021° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



CATEGORY	A	B	C	D
RNP 0.20 DA		927/24	328 (400-½)	
RNP 0.30 DA		1009/40	410 (500-¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
021°	TDZE	590
	Apt Elev	599

RNAV (RNP) Z RWY 2R

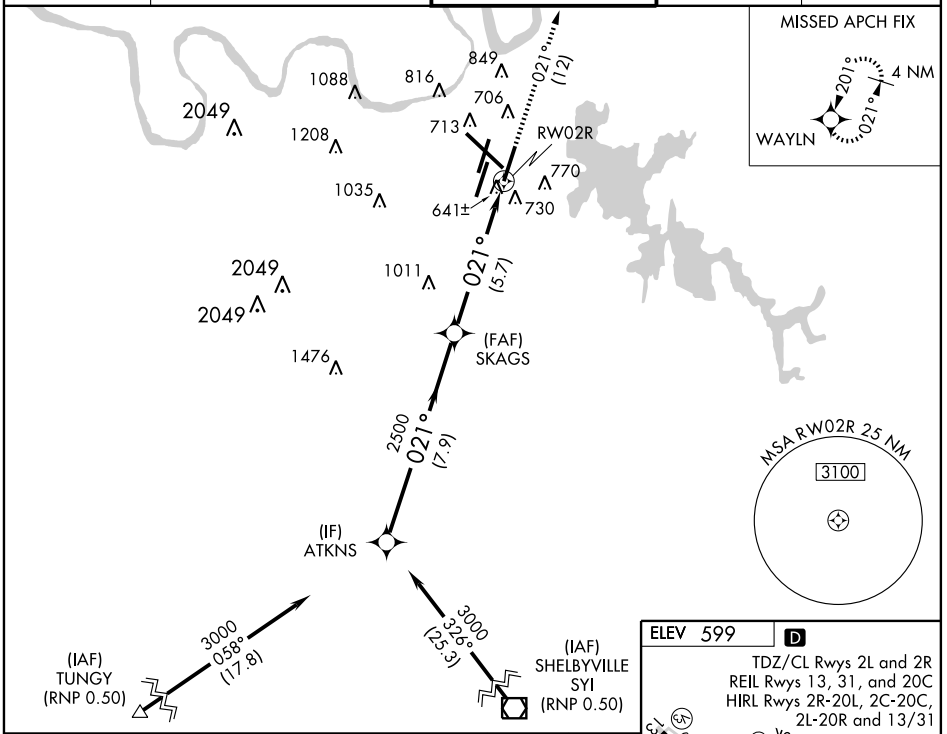
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative ALSF, increase RNP 0.30 visibility to 1½ all Cats. When VGSI inop, procedure NA at night. GPS Required.

ALSF-2

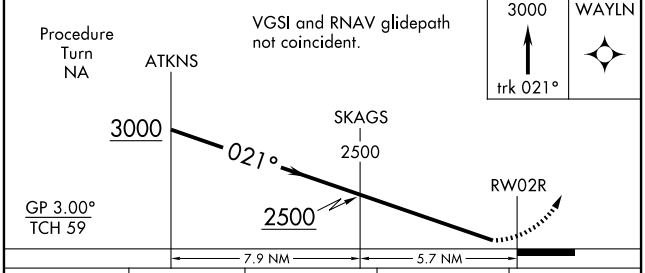
MISSED APPROACH: Climb to 3000 via track 021° to WAYLN and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



Procedure Turn NA

VGSI and RNAV glidepath not coincident.



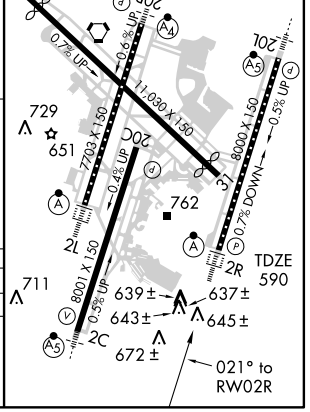
3000 trk 021° WAYLN

CATEGORY	A	B	C	D
RNP 0.30 DA	1026/50	436 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 599 D

TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31, and 20C
HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13/31



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 20L

NASHVILLE INTL (BNA)

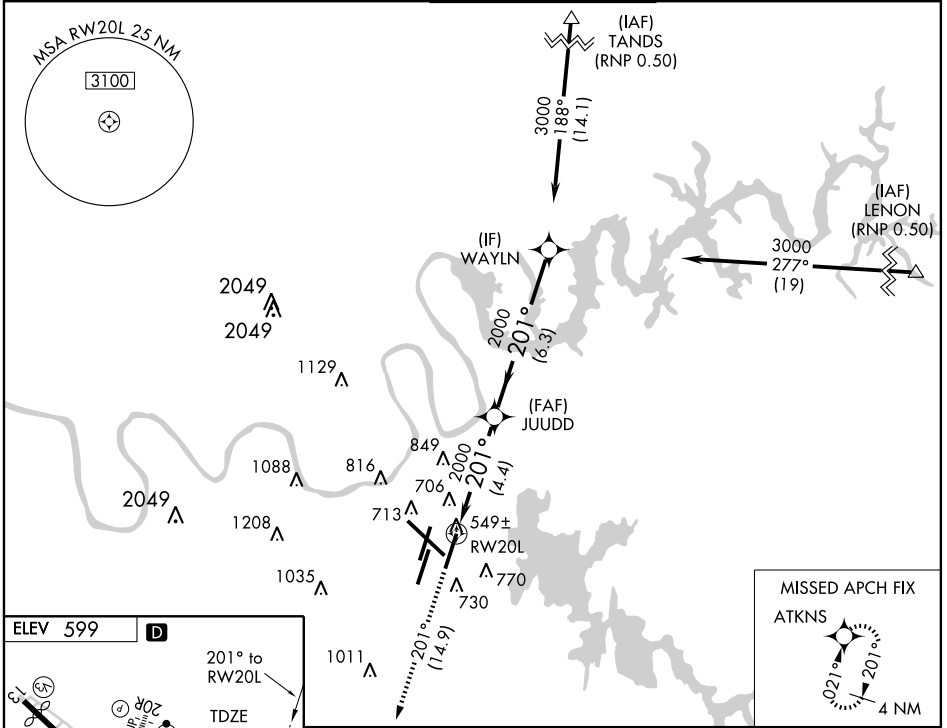
APP CRS	Rwy Idg	8000
201°	TDZE	551
	Apt Elev	599

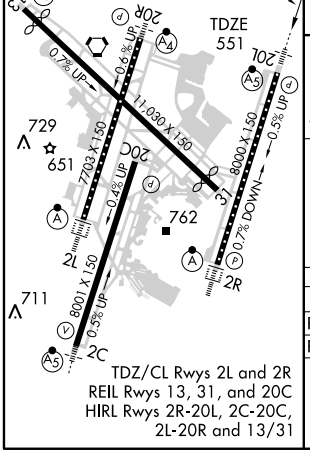
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.20 visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1¾ all Cats. Visibility reduction by helicopters NA.
* RNP 0.20 missed approach requires minimum climb of 365 feet per NM to 1100.

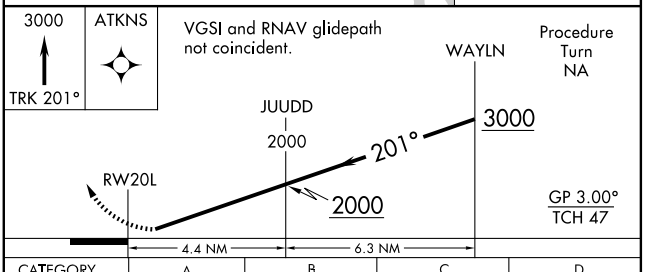
MALSR

MISSED APPROACH: Climb to 3000 via track 201° to ATKNS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
RNP 0.20 DA *	901/40	350 (400-¾)		
RNP 0.30 DA	1011/60	460 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 20R

NASHVILLE INTL (BNA)

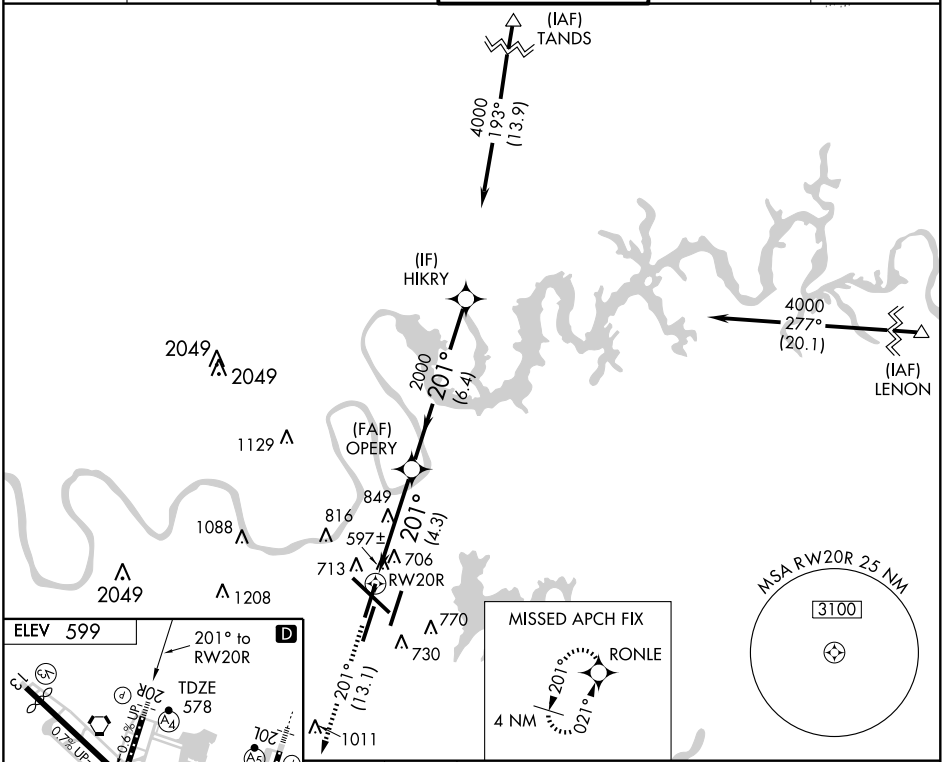
APP CRS	Rwy Idg	7702
201°	TDZE	578
	Apt Elev	599

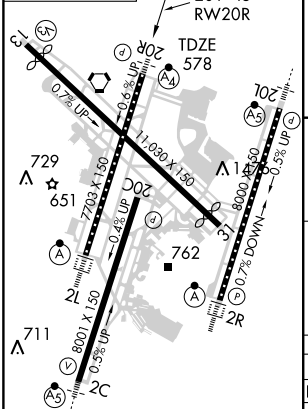
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSF, increase RNP 0.18* visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1½ all Cats.
*RNP 0.18 missed approach requires minimum climb of 350 feet per NM to 1100.

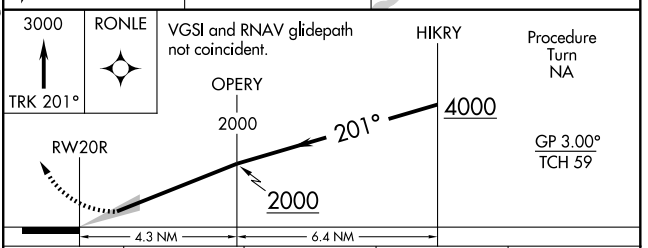
MALSF

MISSED APPROACH: Climb to 3000 via track 201° to RONLE and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
RNP 0.18 * DA	918/50		340 (400-1)	
RNP 0.30 DA	1022/60		444 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9487
316°	TDZE	577
	Apt Elev	599

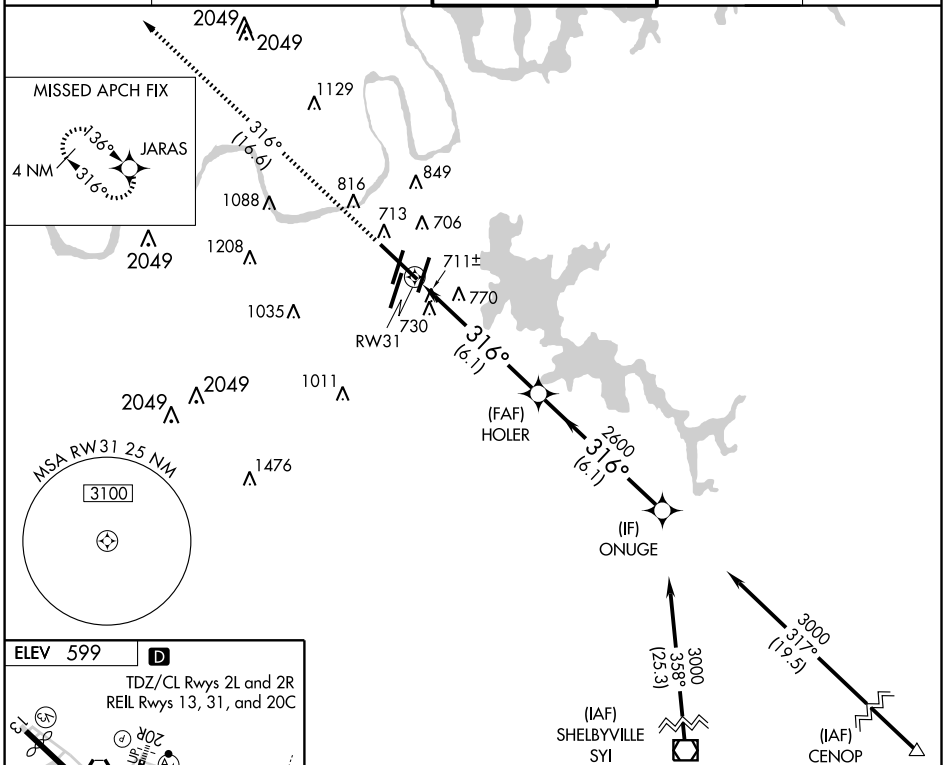
RNAV (RNP) Z RWY 31

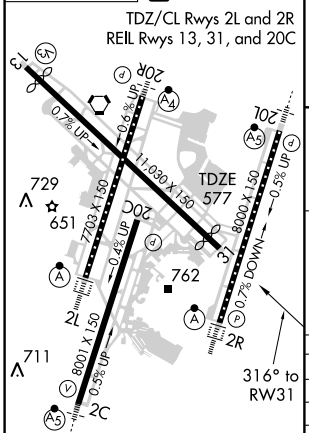
NASHVILLE INTL (BNA)

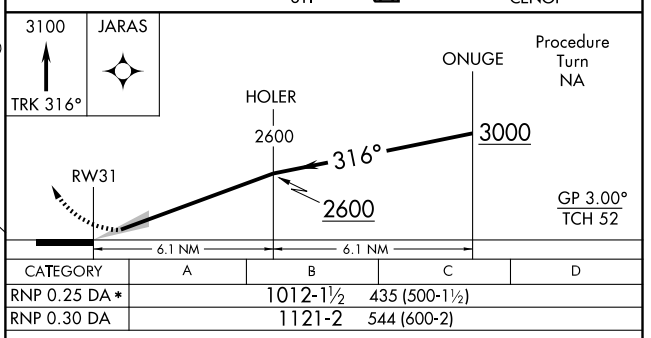
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). *RNP 0.25 missed approach requires minimum climb of 423 feet per NM to 1100. RNP 0.25 minimums NA at night.

MISSED APPROACH: Climb to 3100 via track 316° to JARAS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





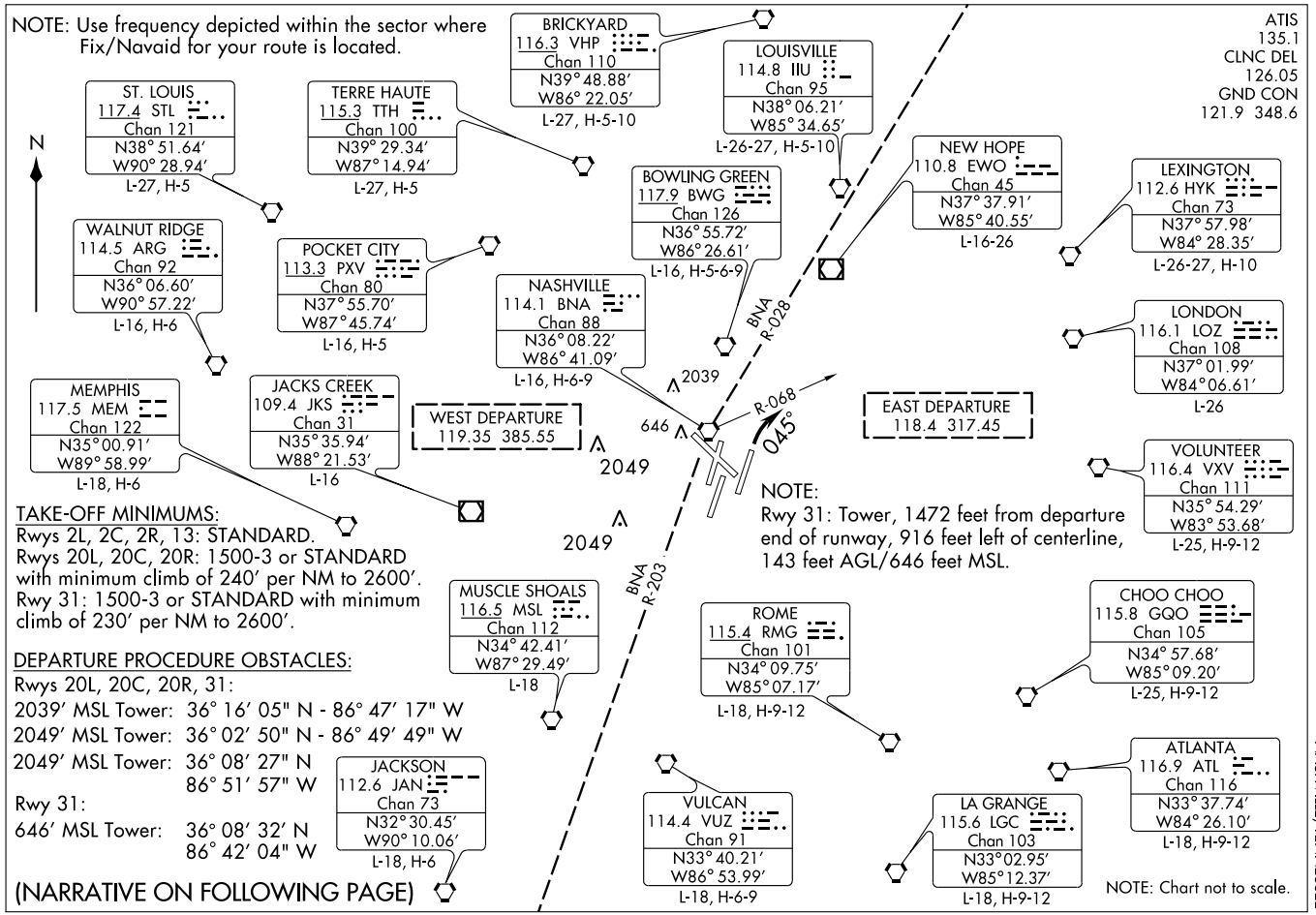


CATEGORY	A	B	C	D
RNP 0.25 DA*		1012-1½	435 (500-1½)	
RNP 0.30 DA		1121-2	544 (600-2)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

TITAN ONE DEPARTURE (OBSTACLE)



DEPARTURE ROUTE DESCRIPTION

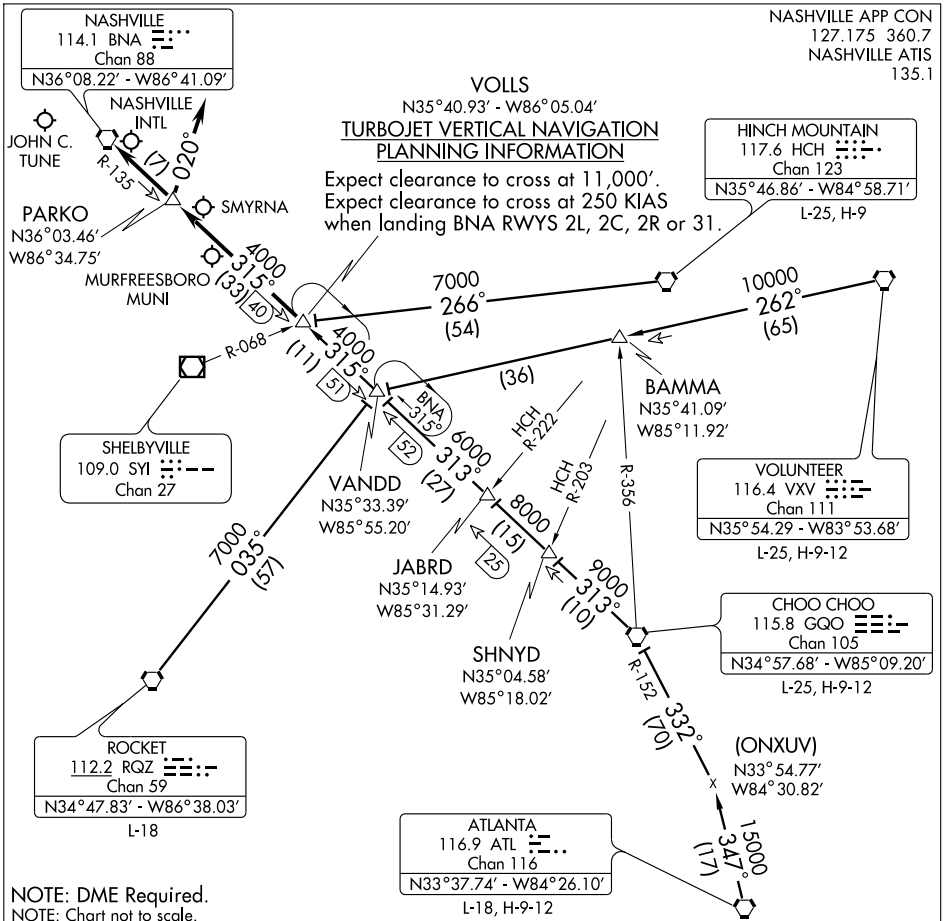
All aircraft cleared as filed.
TAKE-OFF RUNWAY 2R: Turn right heading 045° to intercept BNA R-068, thence....
TAKE-OFF ALL RUNWAYS EXCEPT RUNWAY 2R: Fly runway heading, thence....
....Expect radar vectors to filed/assigned route. Turbojet aircraft climb and maintain 5000 feet, Propeller aircraft climb and maintain 4000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SE-1, 21 OCT 2010 to 18 NOV 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

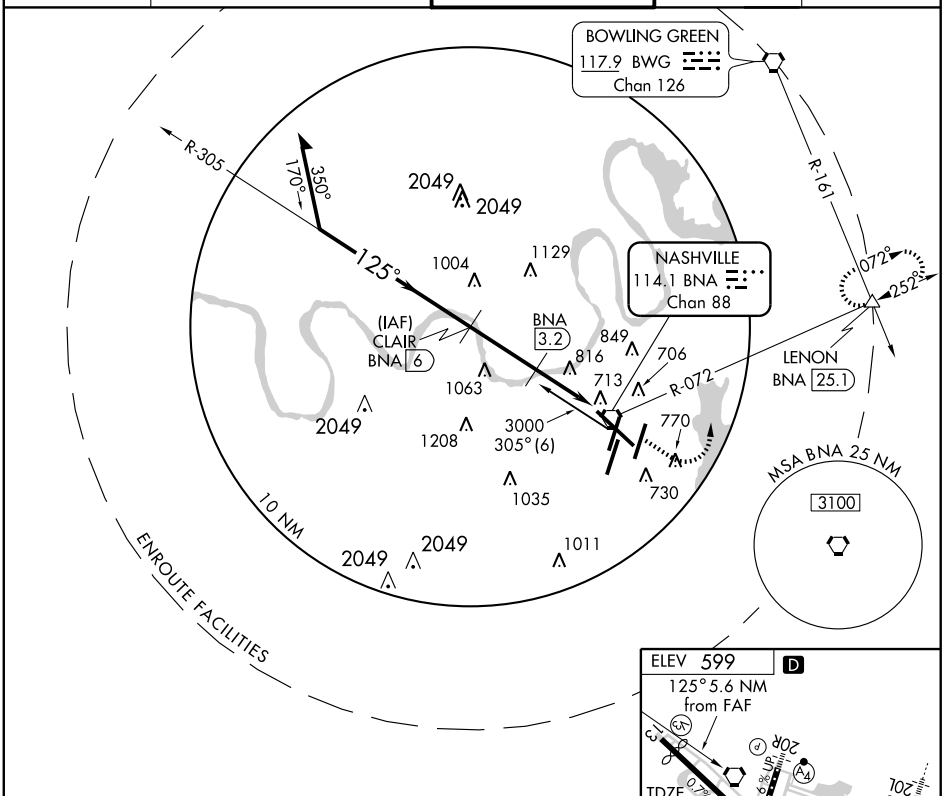
SE-1, 21 OCT 2010 to 18 NOV 2010

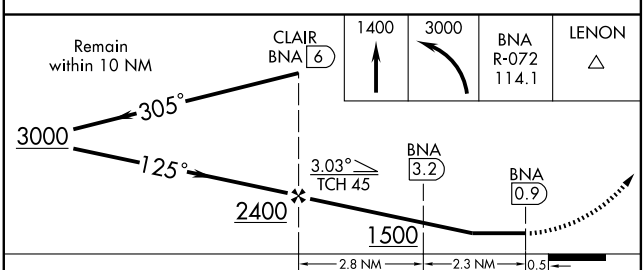
VORTAC BNA 114.1 Chan 88	APP CRS 125°	Rwy Idg 9487 TDZE 567 Apt Elev 599

VOR/DME RWY 13
NASHVILLE INTL (BNA)

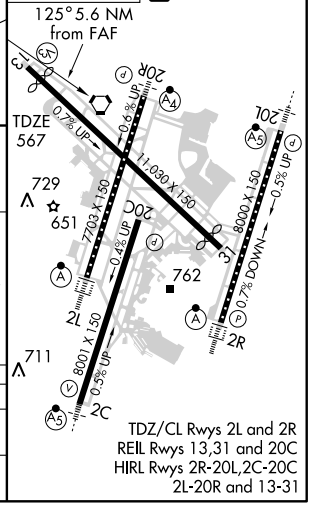
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via BNA R-072 to LENON Int/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°- 018° 120.6 387.0 019°- 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





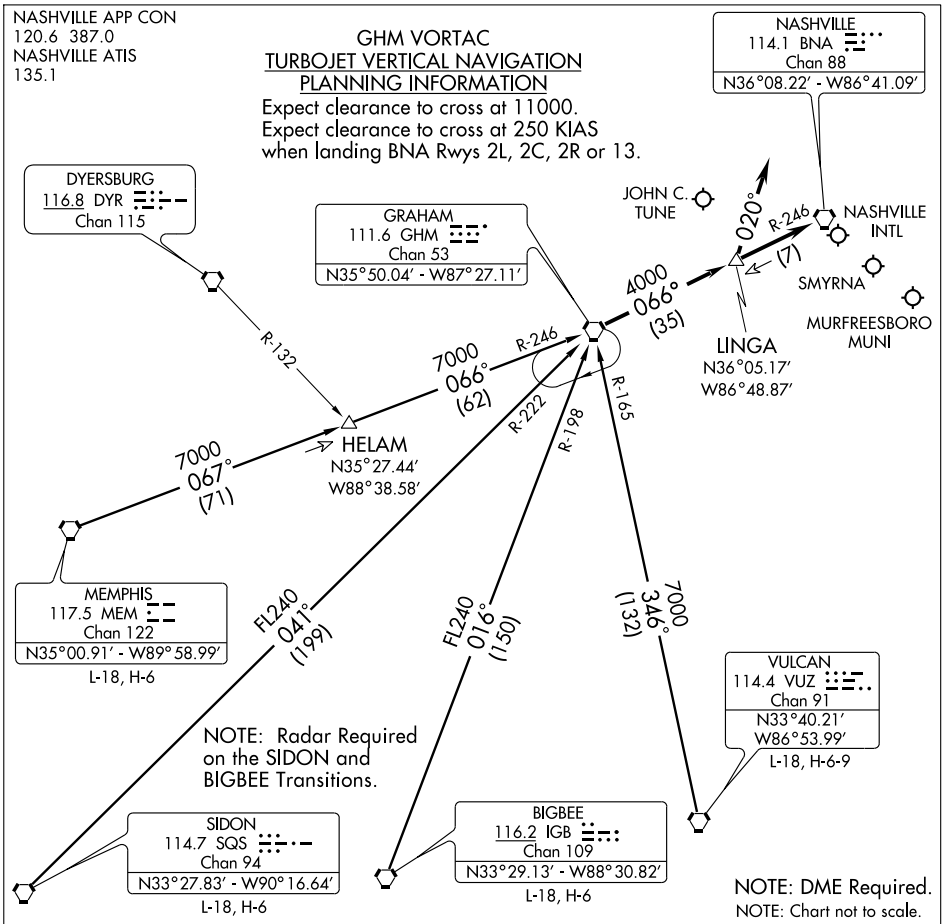
CATEGORY	A	B	C	D
S-13	1080-1 513 (500-1)		1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

GRAHAM FIVE ARRIVAL (GHM.GHM5)

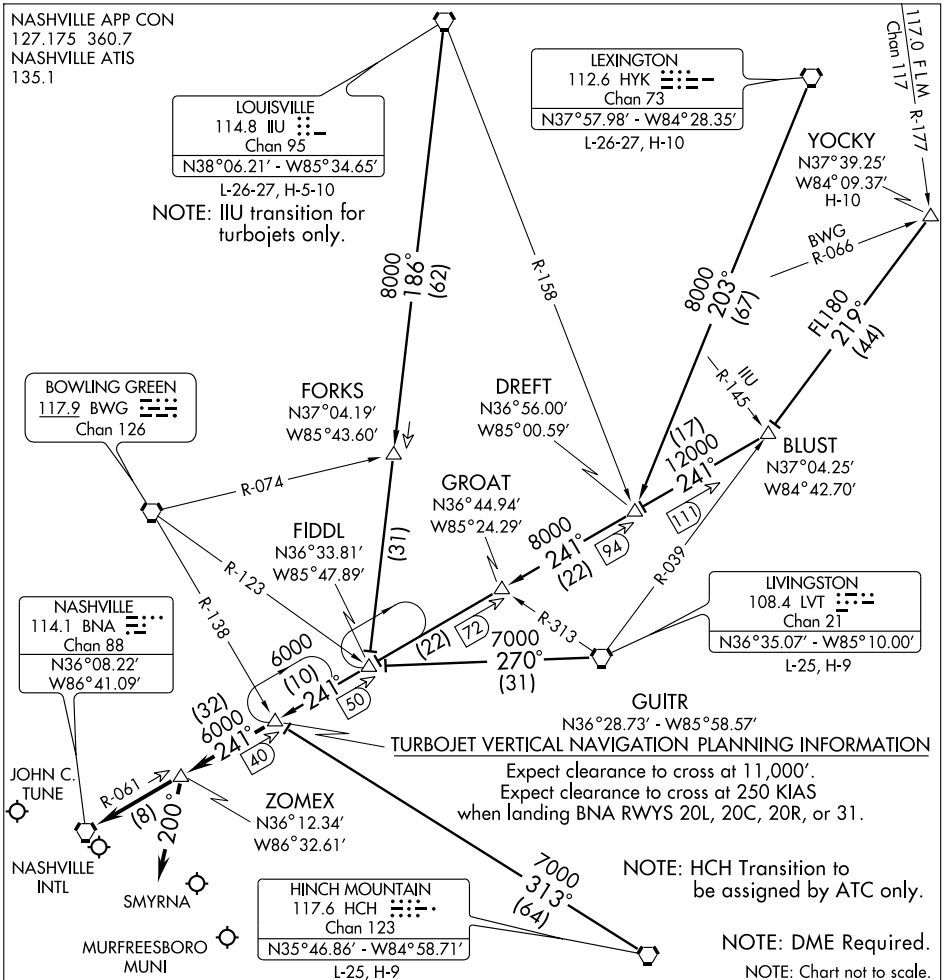
NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

GUITR FOUR ARRIVAL (GUITR.GUITR4)

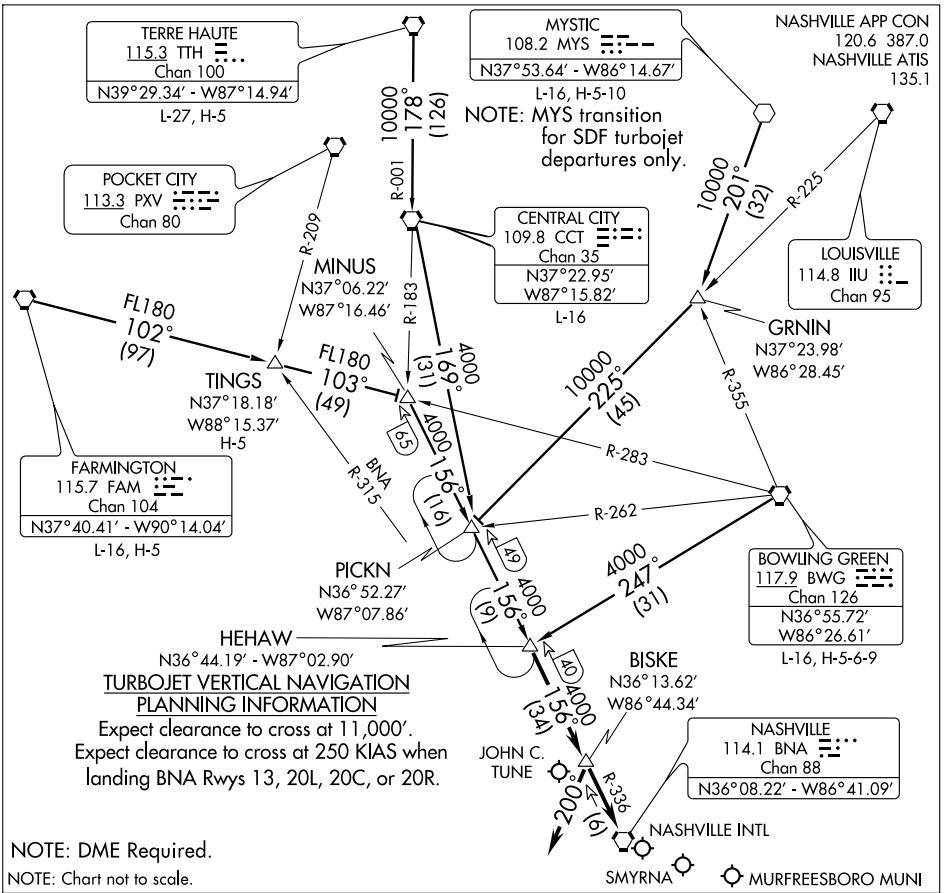
NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000'.
Expect clearance to cross at 250 KIAS when landing BNA Rwys 13, 20L, 20C, or 20R.

NOTE: DME Required.

NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JWN	APP CRS	Rwy Idg 5000
110.3	196°	TDZE 493
Chan 40		Apt Elev 495

ILS or LOC/DME RWY 20

NASHVILLE/ JOHN C. TUNE (JWN)

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 via heading 290° and BNA R-270 to BEVEE Int/BNA 22.4 DME and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 385.55	124.55	122.7 (CTAF)

RADAR REQUIRED

MSA BNA 25 NM 3100

10 NM

BICOL I-JWN 12

016°

196° (5.1)

2500

TWITY I-JWN 6.9

I-JWN 5.2

I-JWN 3

LOCALIZER 110.3 I-JWN Chan 40

NASHVILLE 114.1 BNA Chan 88

BEVEE BNA 22.4

R-038

090°

R-270

270°

111.6 GHM Chan 53

1240 1263 910 2049± 1049 1008± 911 1129 1004 739± 631 1035± 720 1063 935 2049 1363 896 971 1208 1693 1158 1110± 1185 2049± 2049

ELEV 495

Rwy 20 ldg 5000'

196° 6 NM from FAF

TDZE 493

0.7% DOWN

5500 X 100

MIRL Rwy 2-20

REIL Rwys 2 and 20

2200 3000 BEVEE

HDG 290° BNA R-270 114.1

* LOC Only.

BICOL I-JWN 12

TWITY I-JWN 6.9

I-JWN 5.2

I-JWN 3

I-JWN 0.9

2489 1931 1218 1240* 1940 2500 196° 3000 3000

GS 3.00° TCH 53

2.1 NM 2.2 NM 1.7 NM 5.1 NM

CATEGORY	A	B	C	D
S-ILS 20	693-¾ 200 (200-¾)			
S-LOC 20	1000-1 507 (600-1)		1000-1½ 507 (600-1½)	
CIRCLING	NA			

Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy Idg	5500
016°	TDZE	484
	Apt Elev	495

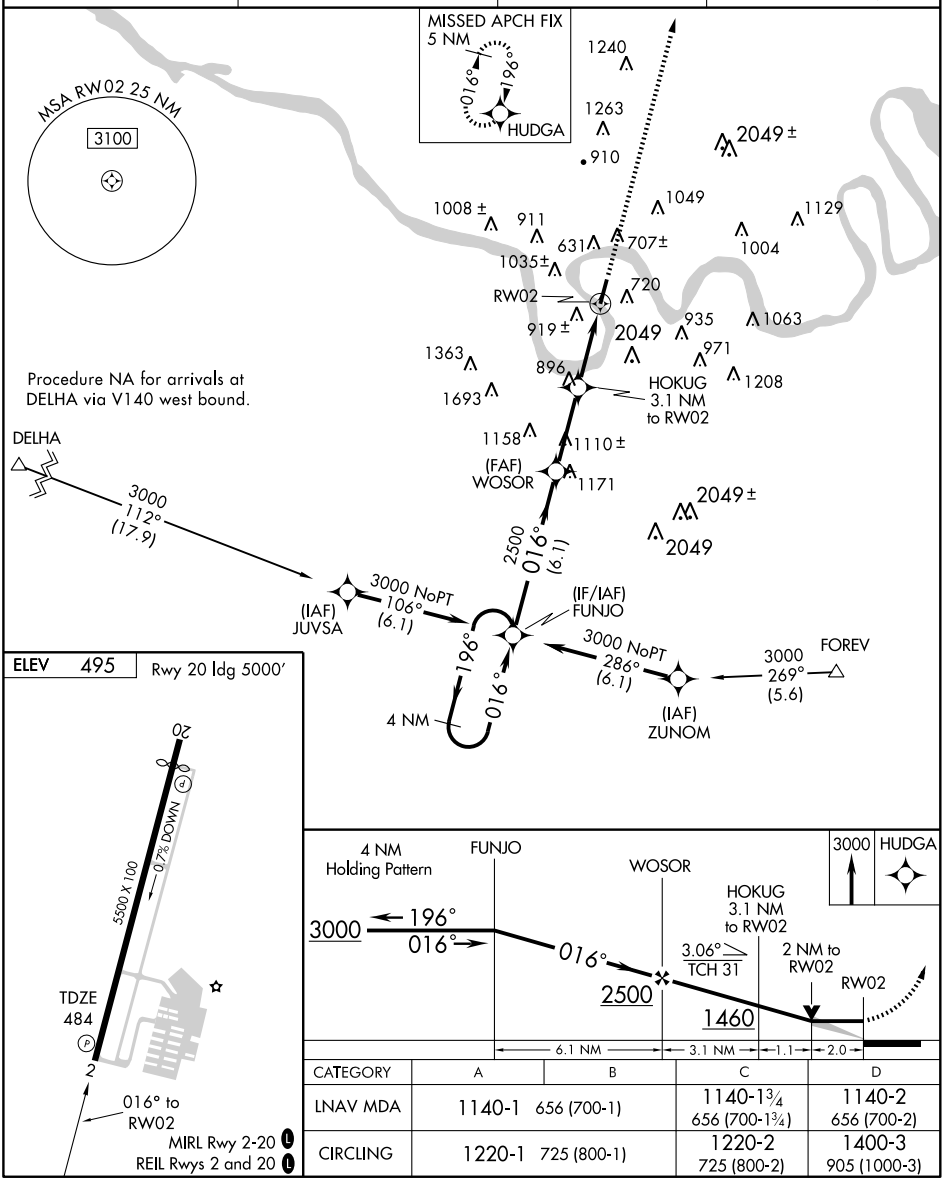
RNAV (GPS) RWY 2

NASHVILLE/JOHN C. TUNE (JWN)

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA's 40 feet. VDP NA when using Nashville Intl altimeter setting.
Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HUDGA and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 385.55	124.55	122.7(CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 656 (700-1)		1140-1¾ 656 (700-1¾)	1140-2 656 (700-2)
CIRCLING	1220-1 725 (800-1)		1220-2 725 (800-2)	1400-3 905 (1000-3)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
196°	TDZE	493
	Apt Elev	495

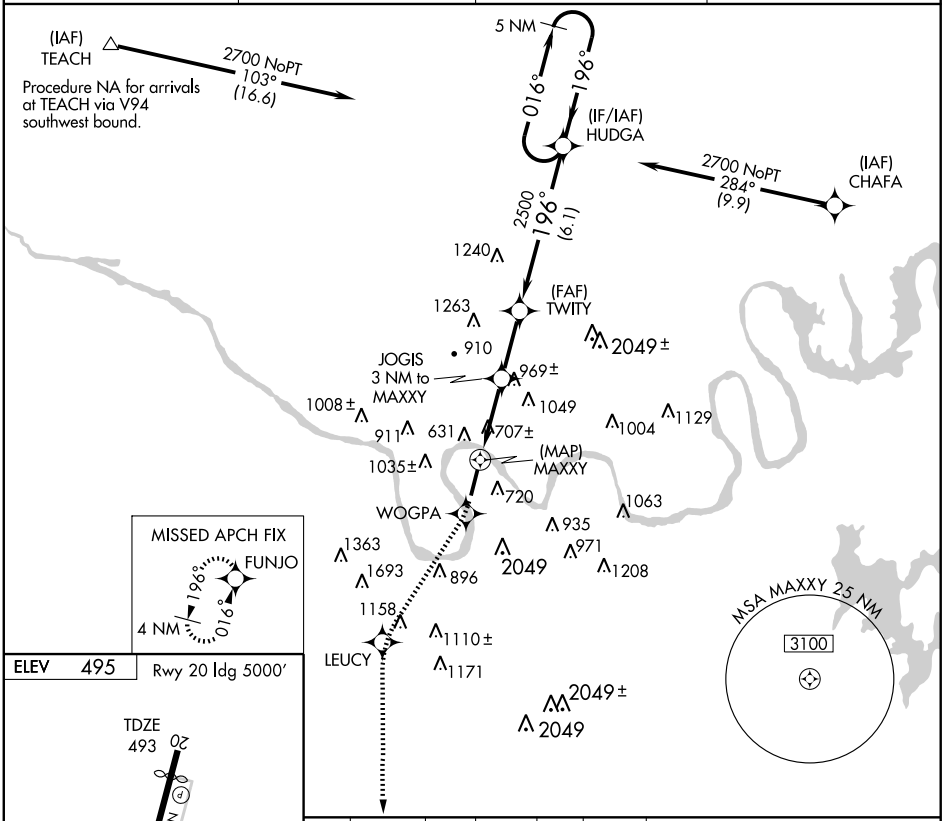
RNAV (GPS) RWY 20

NASHVILLE/JOHN C. TUNE (JWN)

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 40 feet. VDP NA when using Nashville altimeter setting. Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WOGPA and via 214° track to LEUCY and via 181° track to FUNJO and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 385.55	124.55	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 727 (800-1)		1220-2 727 (800-2)	1220-2¼ 727 (800-2¼)
CIRCLING	1220-1 725 (800-1)		1220-2 725 (800-2)	1400-3 905 (1000-3)

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

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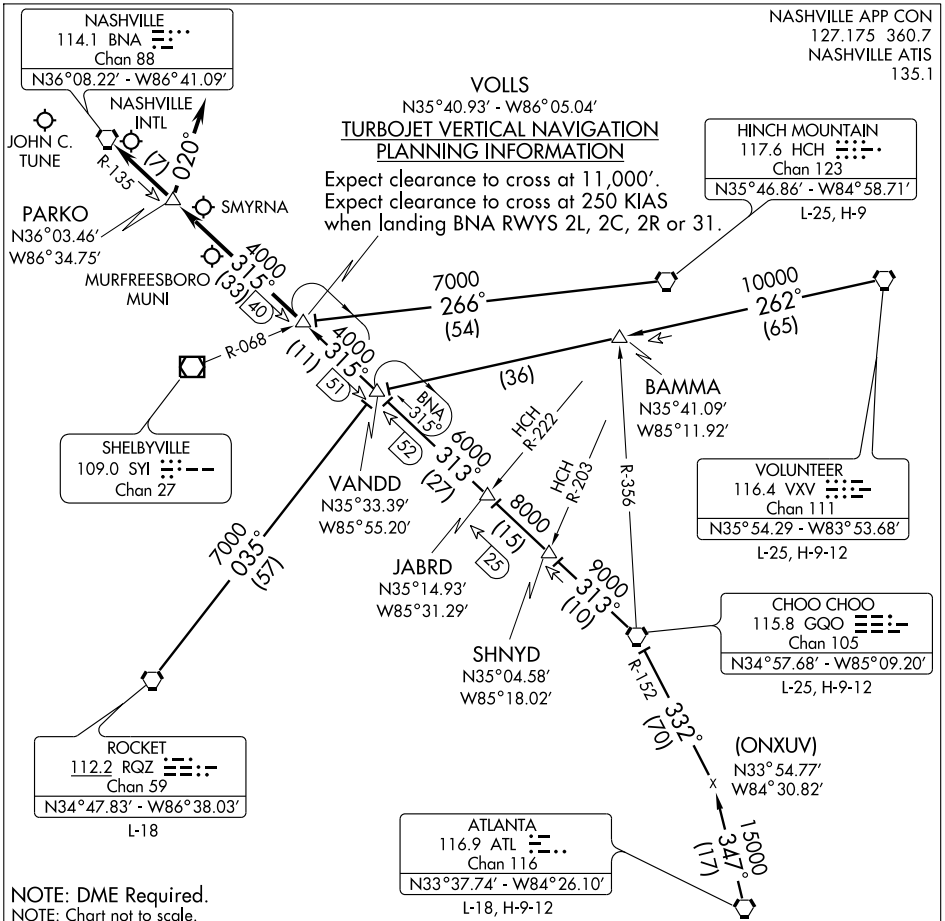
SE-1, 21 OCT 2010 to 18 NOV 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5502
051°	TDZE	1545
	Apt Elev	1545

RNAV (GPS) RWY 5

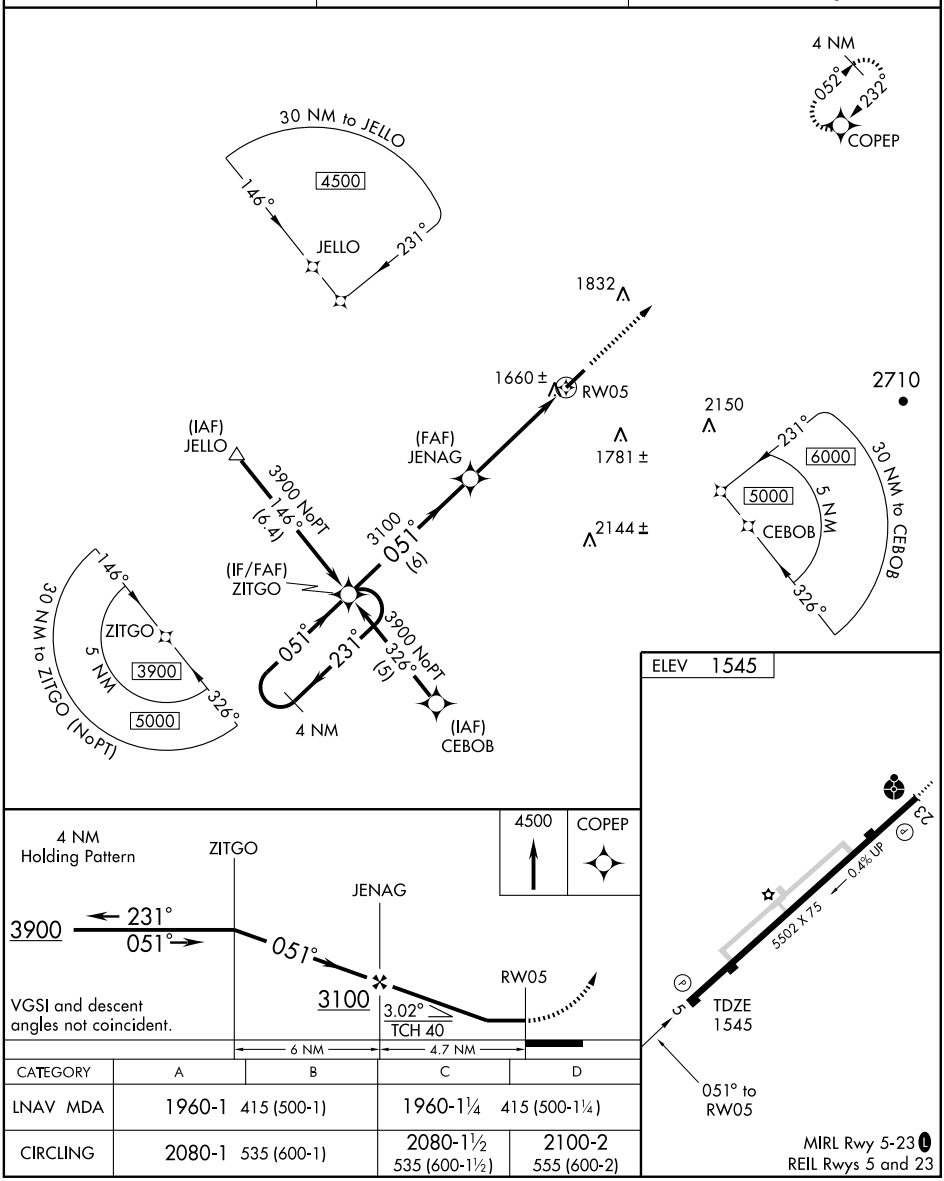
ONEIDA/SCOTT MUNI (SCX)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Procedure NA at night.

NA

MISSED APPROACH: Climb to 4500 direct COPEP WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1960-1 415 (500-1)		1960-1¼ 415 (500-1¼)	
CIRCLING	2080-1 535 (600-1)		2080-1½ 535 (600-1½)	2100-2 555 (600-2)

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RNAV (GPS) RWY 23

ONEIDA/SCOTT MUNI (SCX)

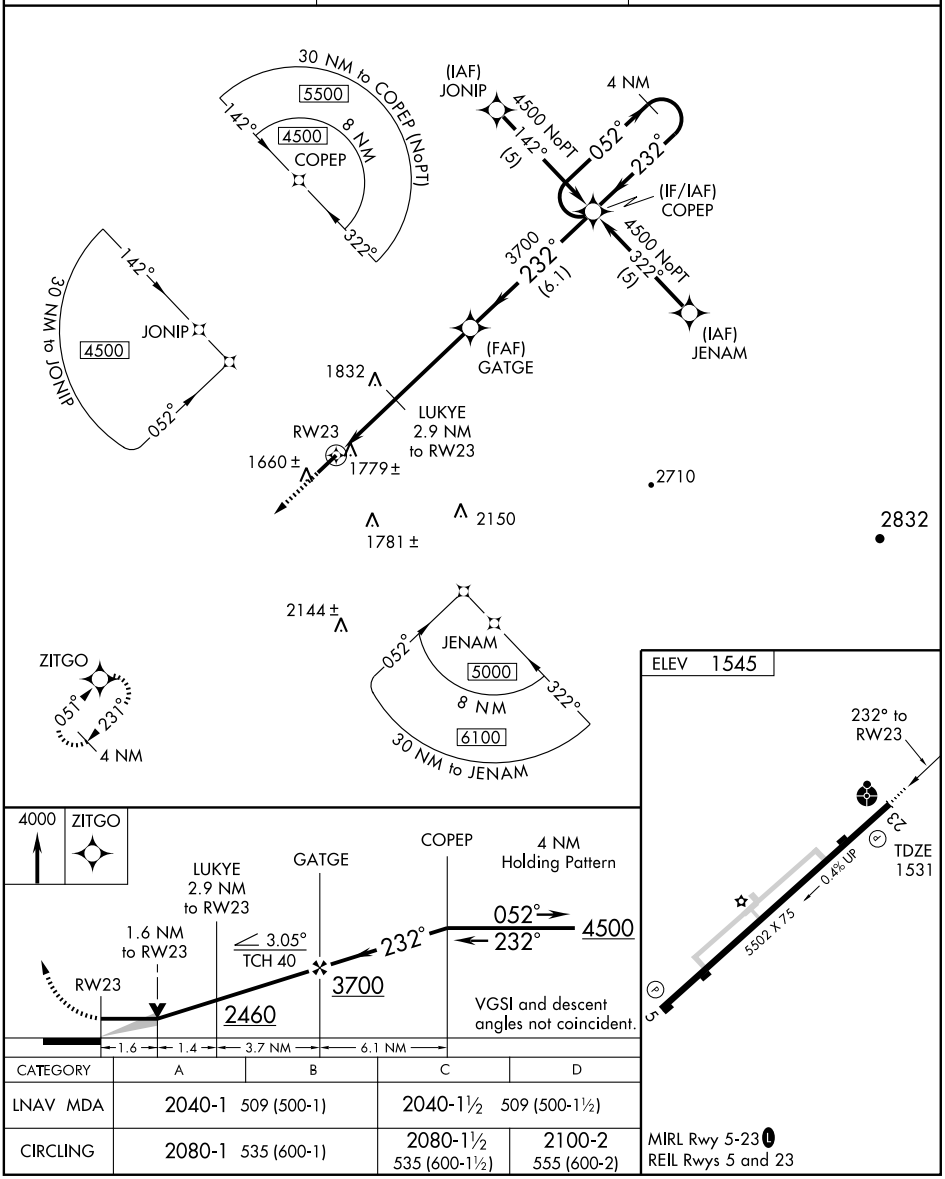
APP CRS	Rwy Idg	5502
232°	TDZE	1531
	Apt Elev	1545

T NA — DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required. Inoperative table does not apply. Circling NA at night to Rwy 05.

ODALS

MISSED APPROACH: Climb to 4000 direct ZITGO WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2040-1 509 (500-1)		2040-1½ 509 (500-1½)	
CIRCLING	2080-1 535 (600-1)		2080-1½ 535 (600-1½)	2100-2 555 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

SDF OLC	APP CRS	Rwy Idg	5502
110.5	231°	TDZE	1531
		Apt Elev	1545

SDF RWY 23

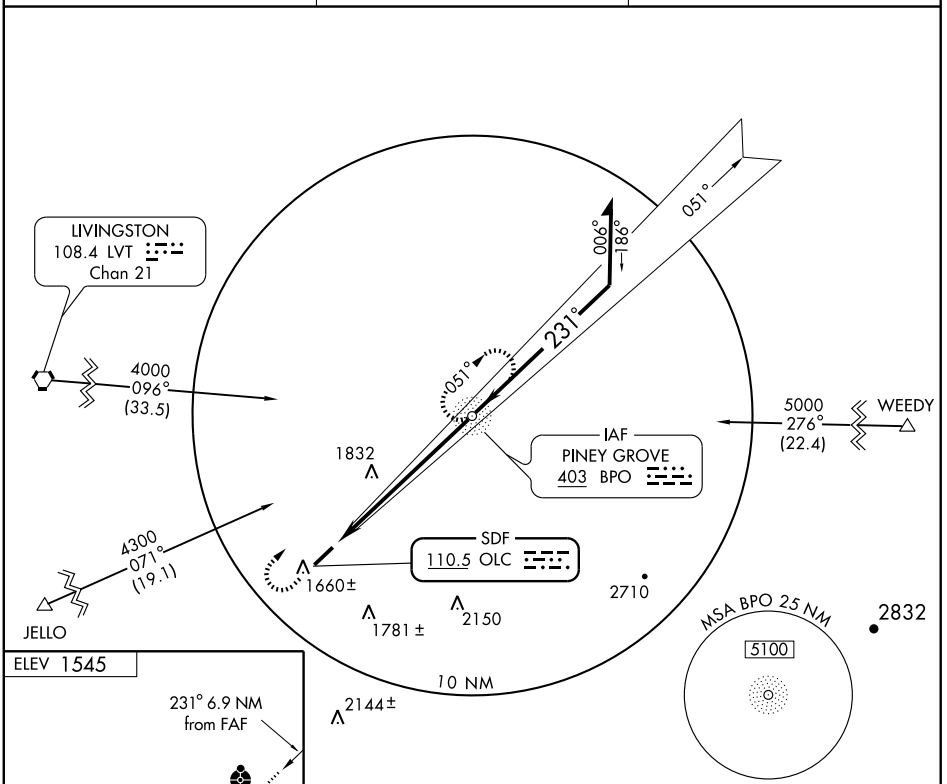
ONEIDA/SCOTT MUNI (SCX)

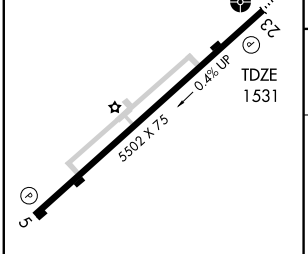
NA Inoperative table does not apply to Cat C. ADF REQUIRED

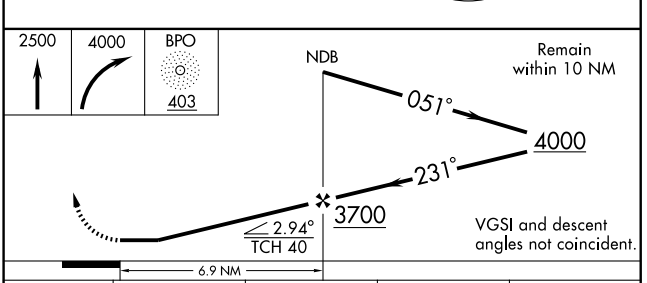
ODALS

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct BPO NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

CATEGORY	A	B	C	D
S-23	2160-¾	629 (700-¾)	2160-1¾ 629 (700-1¾)	2160-2 629 (700-2)
CIRCLING	2160-1	615 (700-1)	2160-1¾ 615 (700-1¾)	2160-2 615 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LVT 108.4 Chan 21	APP CRS 107°	Rwy Idg N/A TDZE N/A Apt Elev 1545

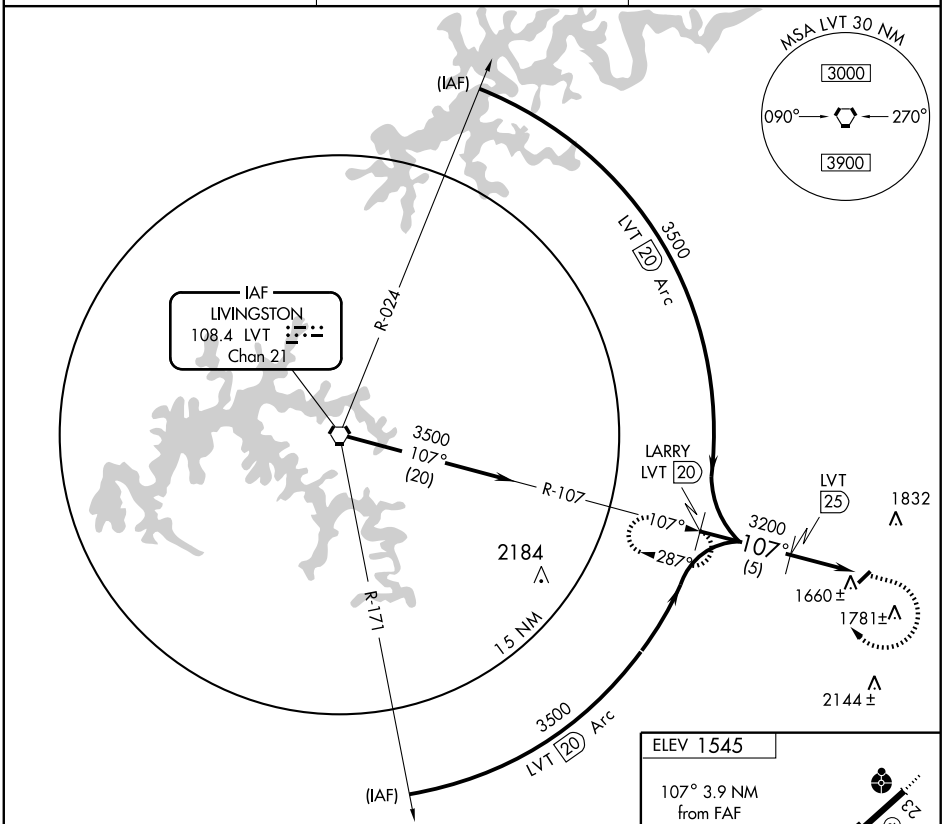
VOR/DME-A

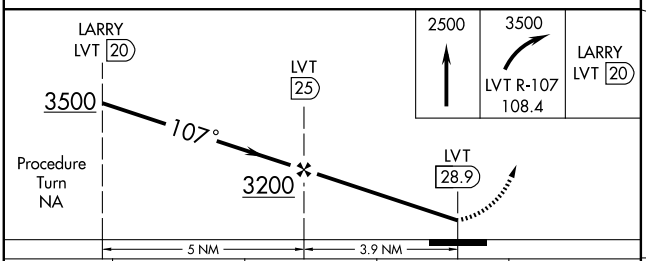
ONEIDA/SCOTT MUNI (SCX)

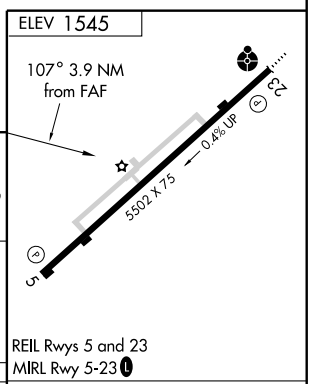
NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 via LVT R-107 to LARRY/20 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2080-1 535 (600-1)	2080-1¼ 535 (600-1¼)	2080-1½ 535 (600-1½)	2100-2 555 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC	I-PHT	APP CRS	Rwy Idg	5001
110.7		016°	TDZE	580
			Apt Elev	580

ILS or LOC/NDB RWY 2

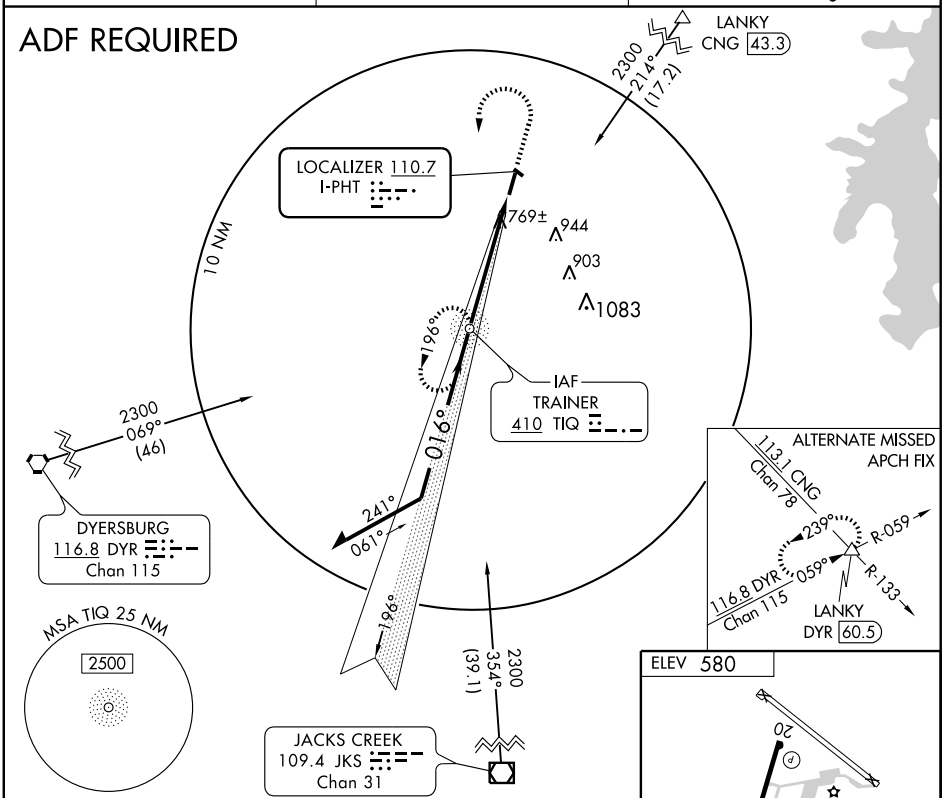
PARIS /HENRY COUNTY (PHT)

T A NA — Inoperative table does not apply to S-LOC 2 Cat C. ADF Required. When local altimeter setting not received; use Jackson altimeter setting and increase DA and all MDA 140 feet and increase S-ILS 2 visibility all Cats ½ mile. S-LOC 2 visibility Cat C and D ¼ mile and Circling Cat C ¼ mile.

ODALS

MISSED APPROACH: Climb to 1400 then climbing left turn to 2300 direct TIQ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 2		780-¾ 200 (200-¾)		
S-LOC 2	1020-¾ 440 (500-¾)		1020-1¼ 440 (500-1¼)	1020-1½ 440 (500-1½)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB TIQ	APP CRS	Rwy Idg	5001
410	016°	TDZE	580
		Apt Elev	580

NDB RWY 2

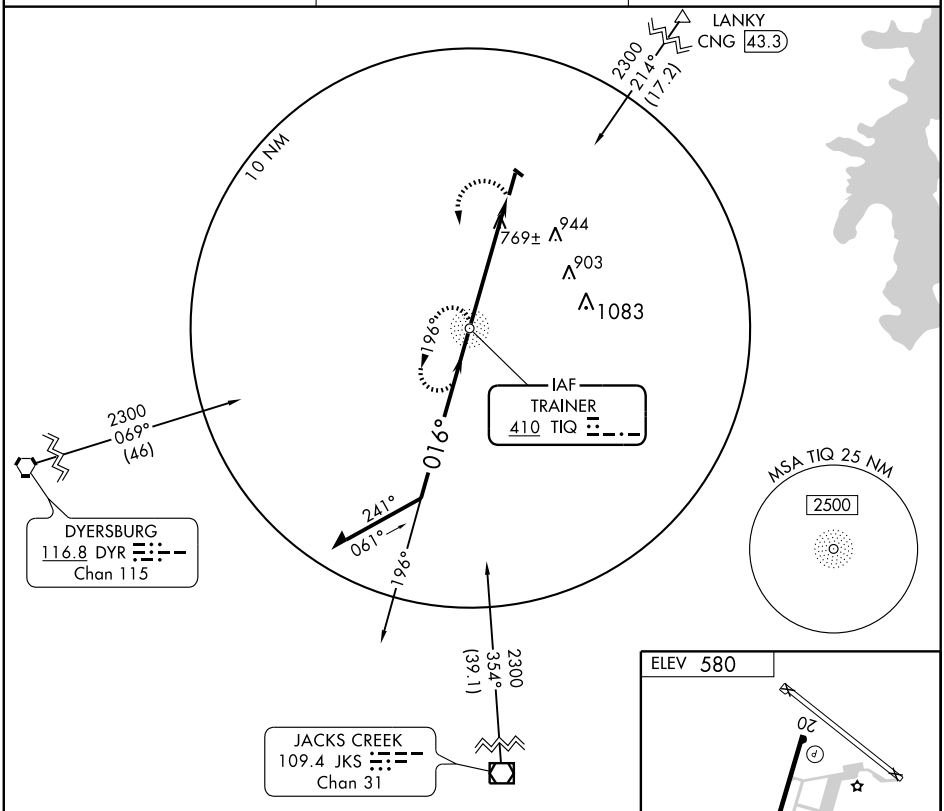
PARIS /HENRY COUNTY (PHT)

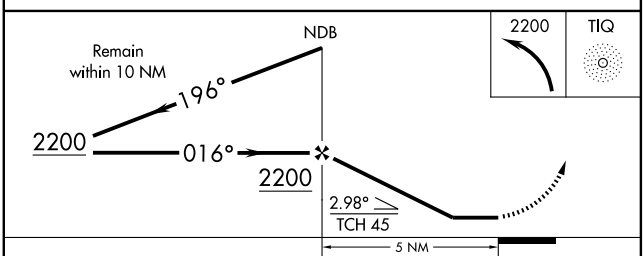
T NA Inoperative table does not apply to S-2 Cat C. When local altimeter setting not received; use Jackson altimeter setting and increase all MDA 140 feet and increase S-2 visibilities Cats C and D ½ mile and Circling Cat C ¼ mile.

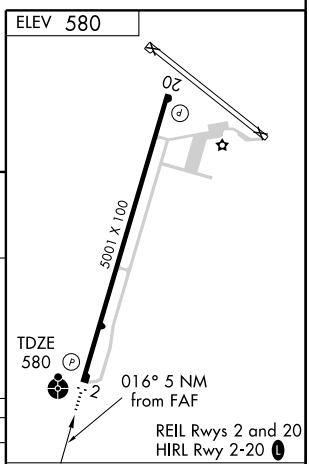
ODALS

MISSED APPROACH: Climbing left turn to 2200 direct TIQ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-2	1080-¾ 500 (500-¾)		1080-1¼ 500 (500-1¼)	1080-1½ 500 (500-1½)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 48817	016°	TDZE	580
W02A		Apt Elev	580

RNAV (GPS) RWY 2

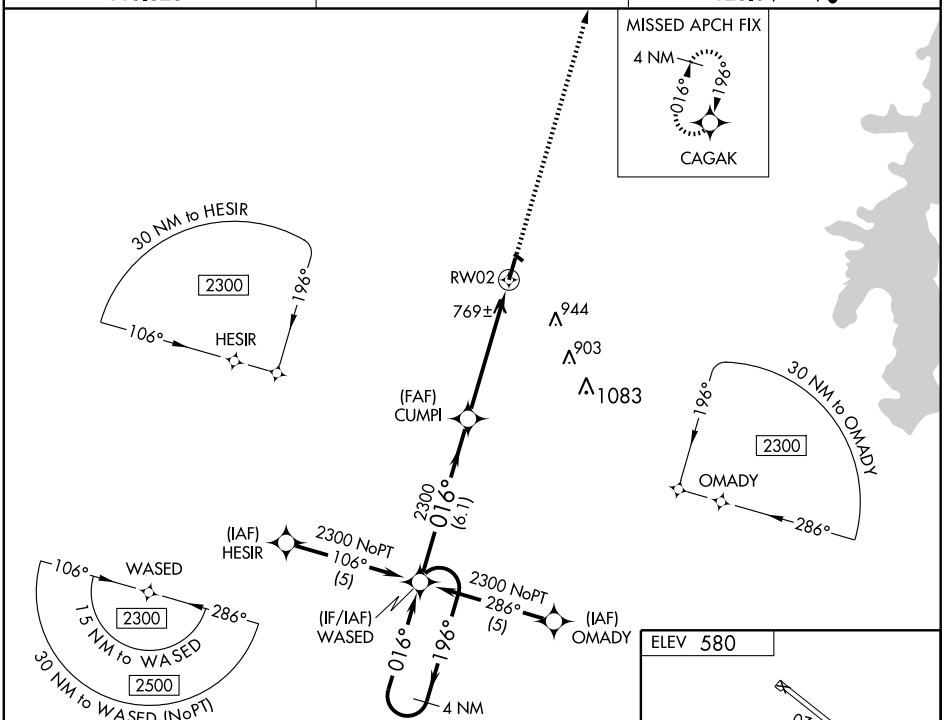
PARIS /HENRY COUNTY (PHT)

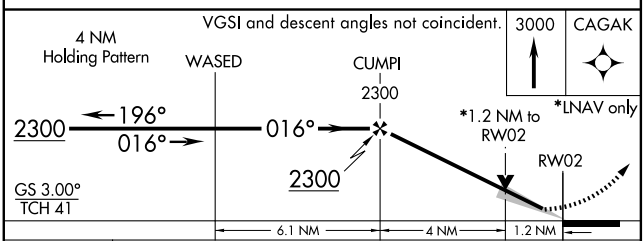
T NA — Inoperative table does not apply to LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received; use Jackson altimeter setting and increase all DA and MDA 140 feet and LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV visibility Cats C and D ¼ mile and Circling Cats C and D ¼ mile. VDP NA when using Jackson altimeter setting.

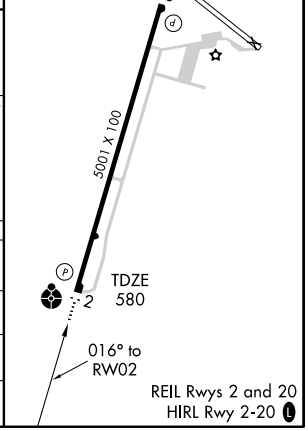
ODALS

MISSED APPROACH: Climb to 3000 direct CAGAK and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L







LPV DA	780-¾ 200 (200-¾)		
LNAV/VNAV DA	1087-1¾ 507 (600-1¾)		
LNAV MDA	1020-¾ 440 (500-¾)	1020-1¼ 440 (500-1¼)	1020-1½ 440 (500-1½)
CIRCLING	1080-1 500 (500-1)	1080-1½ 500 (500-1½)	1140-2 560 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 42717	196°	TDZE	571
W20A		Apt Elev	580

RNAV (GPS) RWY 20

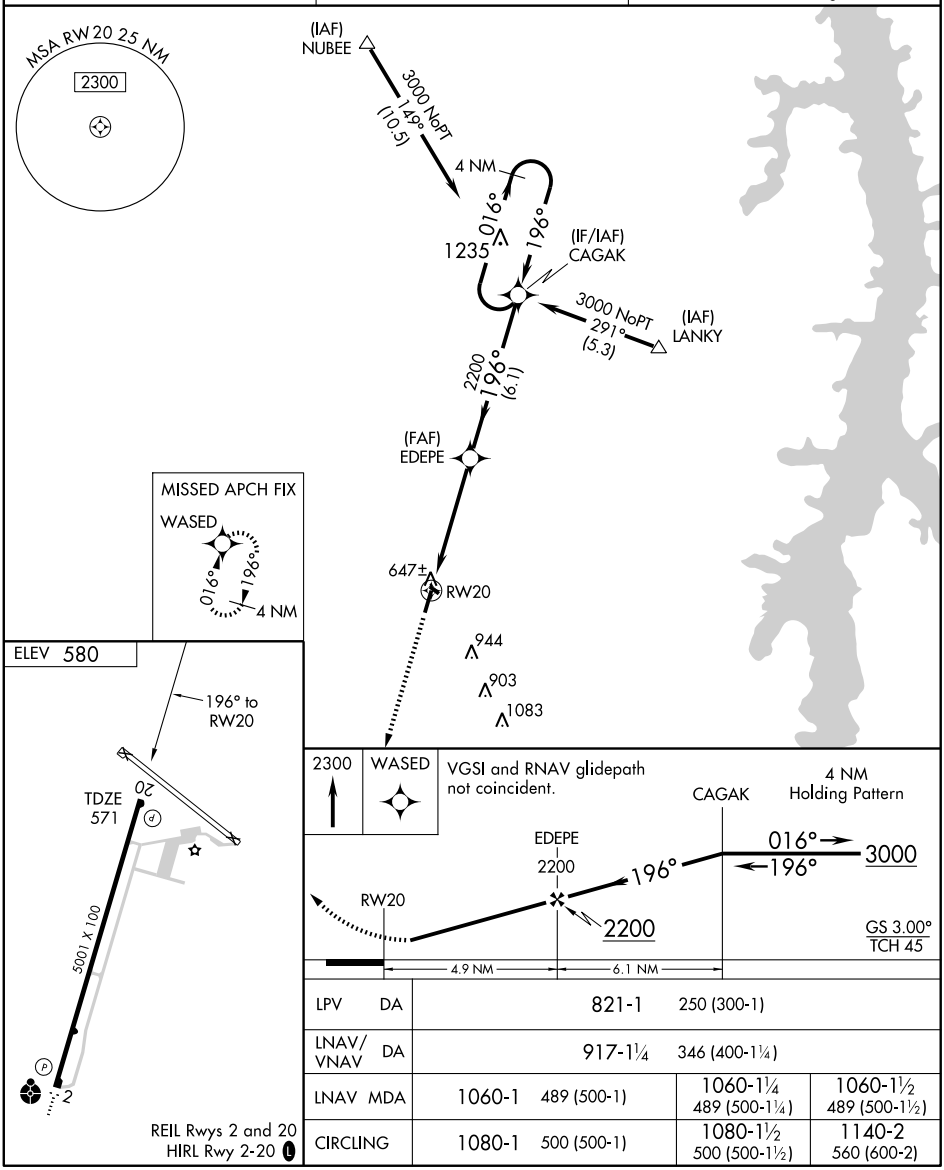
PARIS /HENRY COUNTY (PHT)

T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Jackson altimeter setting and increase all DA and MDA 140 feet and increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV visibility Cat C and D ½ mile and Circling Cat D ¼ mile.

MISSED APPROACH: Climb to 2300 direct WASED and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L



LPV	DA	821-1	250 (300-1)	
LNAV/ VNAV	DA	917-1¼	346 (400-1¼)	
LNAV	MDA	1060-1 489 (500-1)	1060-1¼ 489 (500-1¼)	1060-1½ 489 (500-1½)
CIRCLING		1080-1 500 (500-1)	1080-1½ 500 (500-1½)	1140-2 560 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

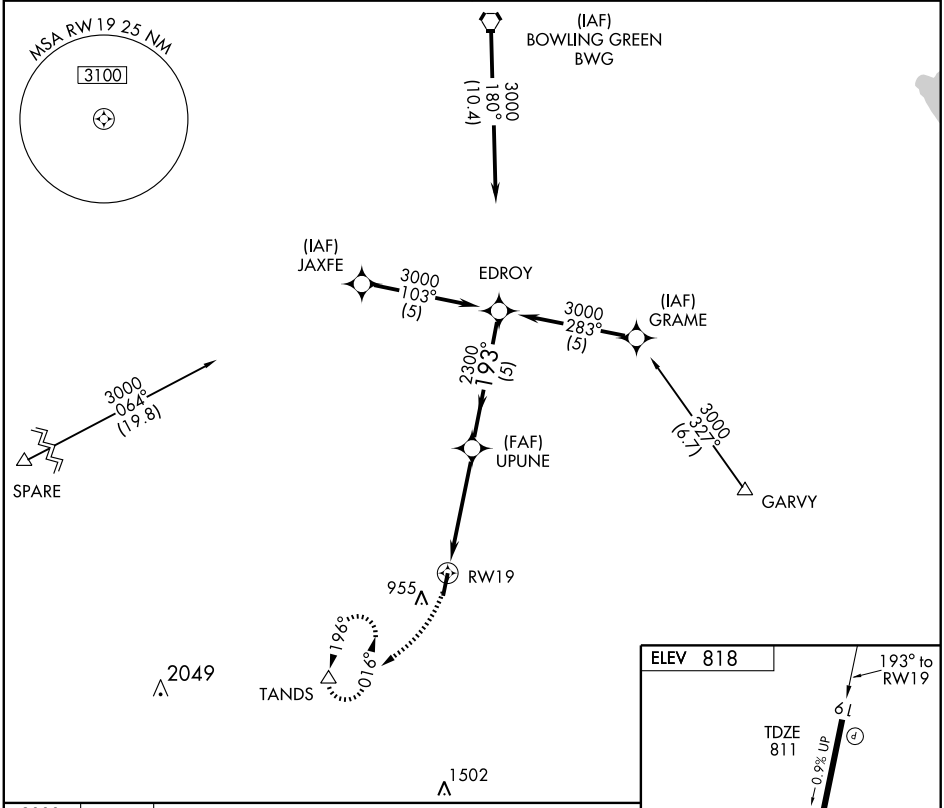
APP CRS	Rwy Idg	5000
193°	TDZE	811
	Apt Elev	818

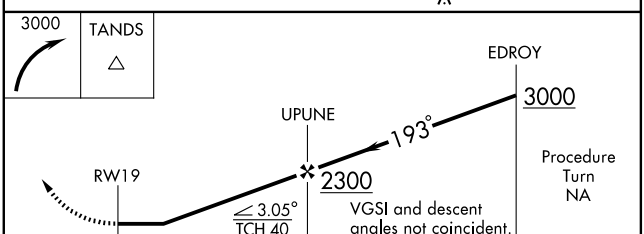
GPS RWY 19
PORTLAND MUNI (1M5)

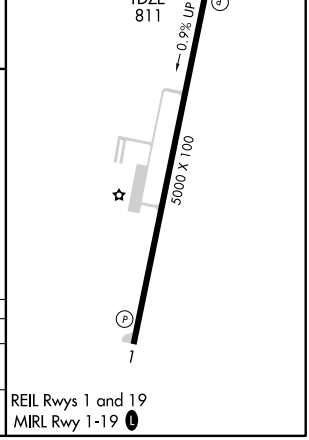
NA

MISSED APPROACH: Climbing right turn to 3000 direct TANDS WP and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.175	119.35 385.55	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-19	1200-1 389 (400-1)			1200-1¼ 389 (400-1¼)
CIRCLING	1260-1 442 (500-1)	1280-1 462 (500-1)	1280-1½ 462 (500-1½)	1380-2 562 (600-2)

REIL Rwys 1 and 19
MIRL Rwy 1-19 (L)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BWG	APP CRS	Rwy Idg	5000
117.9	182°	TDZE	811
Chan 126		Apt Elev	818

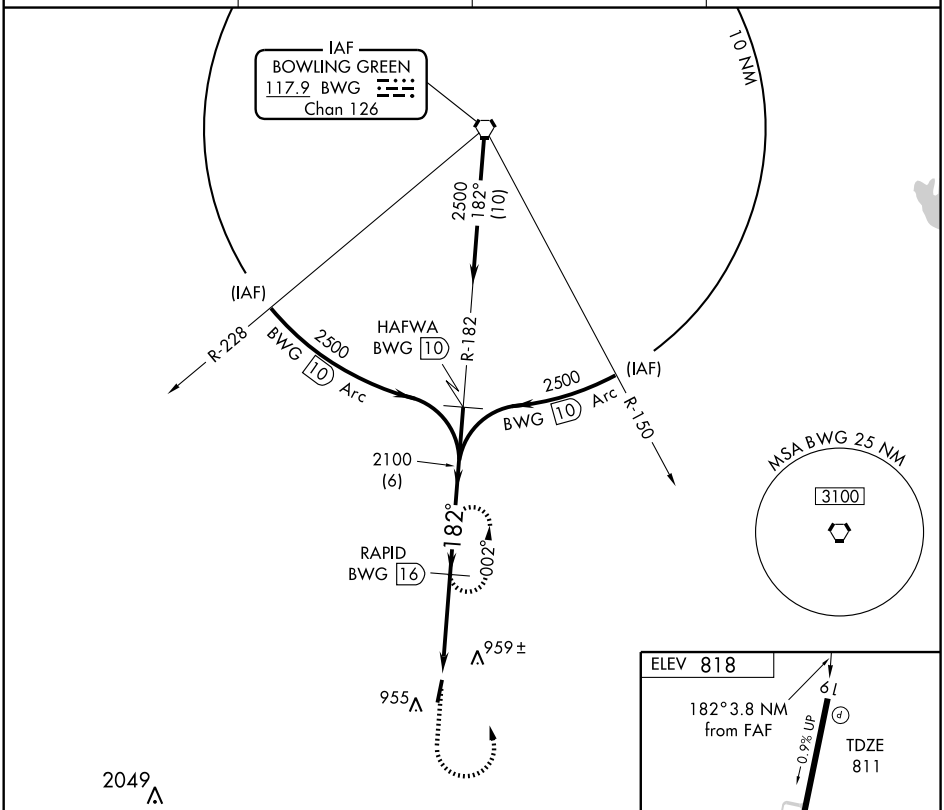
VOR/DME RWY 19

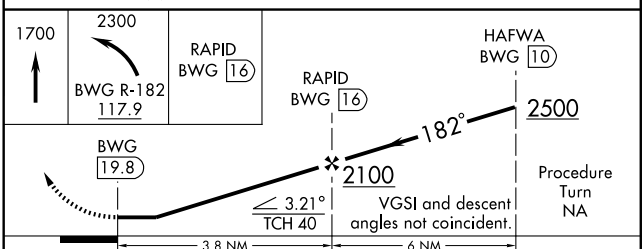
PORTLAND MUNI (1M5)

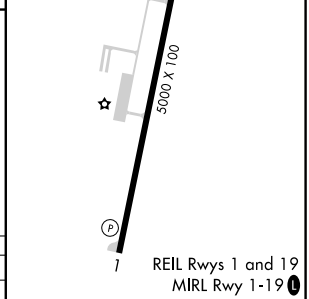
If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2300 via BWG R-182 to RAPID 16 DME and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.175	119.35 385.55	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-19	1400-1	589 (600-1)	1400-1½ 589 (600-1½)	1400-1¾ 589 (600-1¾)
CIRCLING	1400-1	582 (600-1)	1400-1½ 582 (600-1½)	1400-2 582 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
155°	TDZE	685
	Apt Elev	685

RNAV (GPS) RWY 16

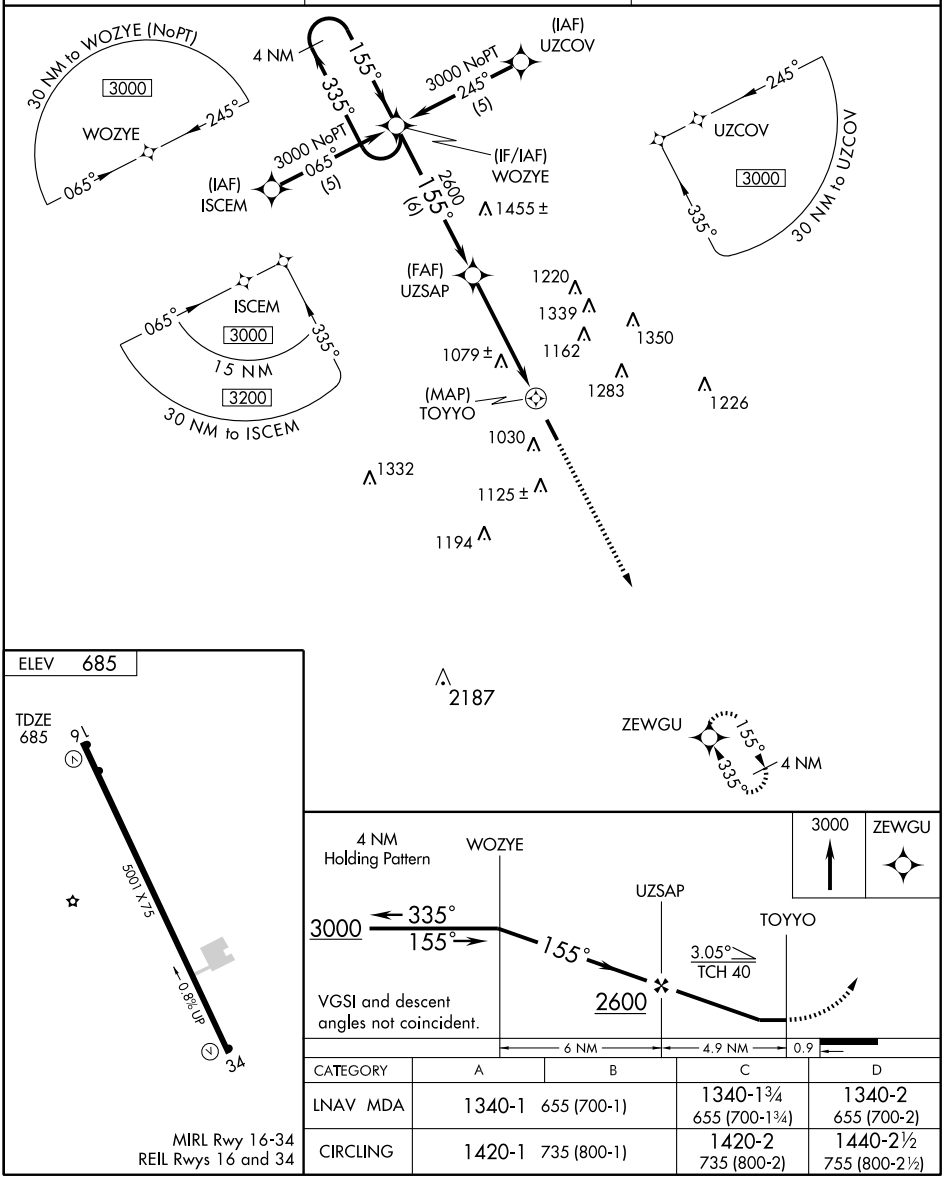
PULASKI/ABERNATHY FIELD (GZS)

If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

NA

MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 381.4	122.8 (CTAF)



MIRL Rwy 16-34
REIL Rwys 16 and 34

CATEGORY	A	B	C	D
LNAV MDA	1340-1	655 (700-1)	1340-1¾ 655 (700-1¾)	1340-2 655 (700-2)
CIRCLING	1420-1	735 (800-1)	1420-2 735 (800-2)	1440-2½ 755 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
335°	TDZE	663
	Apt Elev	685

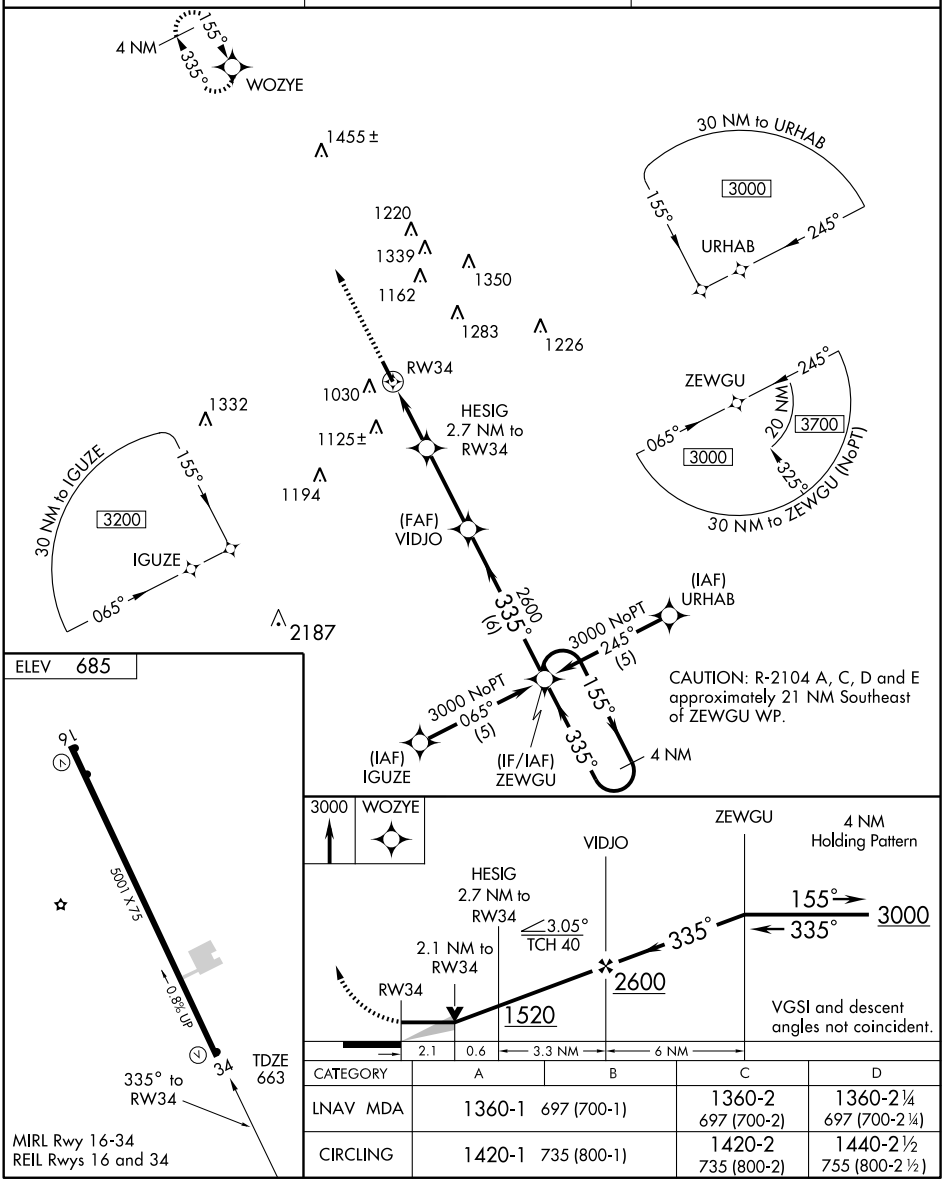
RNAV (GPS) RWY 34

PULASKI/ABERNATHY FIELD (GZS)

If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet.
NA DME/DME RNP-0.3 NA. Circling to Rwy 16 NA at night. VDP NA when using Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting.

MISSED APPROACH: Climb to 3000 direct WOZYE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 381.4	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1360-1 697 (700-1)		1360-2 697 (700-2)	1360-2¼ 697 (700-2¼)
CIRCLING	1420-1 735 (800-1)		1420-2 735 (800-2)	1440-2½ 755 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RQZ	APP CRS	Rwy Idg 5001
112.2	313°	TDZE 663
Chan 59		Apt Elev 685

VOR/DME RWY 34

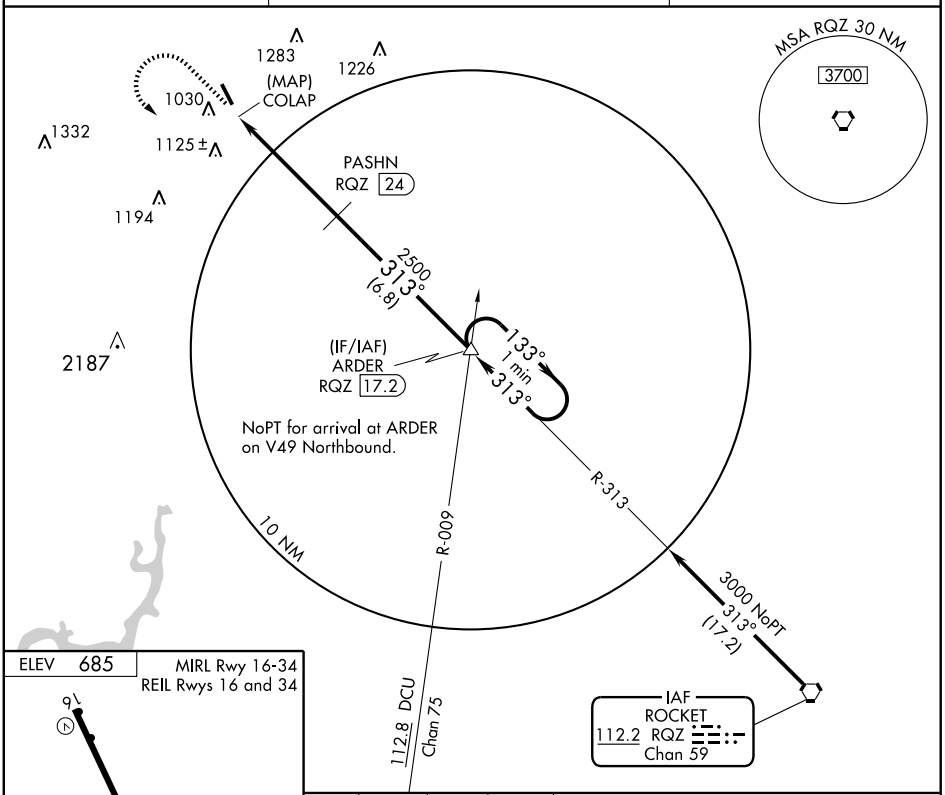
PULASKI/ABERNATHY FIELD (GZS)

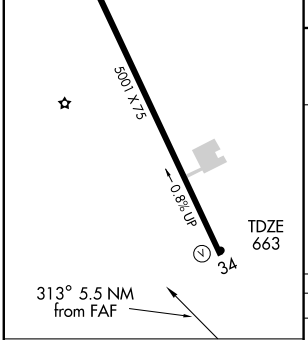
If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night.

NA

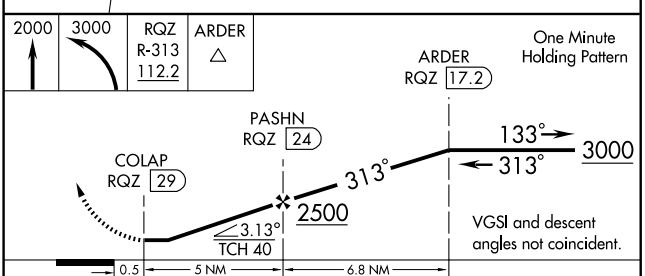
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-313 to ARDER Int/RQZ 17.2 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 381.4	122.8 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-34	1520-1 857 (900-1)	1520-1¼ 857 (900-1¼)	1520-2½ 857 (900-2½)	1520-2¾ 857 (900-2¾)
CIRCLING	1520-1 835 (900-1)	1520-1¼ 835 (900-1¼)	1520-2½ 835 (900-2½)	1520-2¾ 835 (900-2¾)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

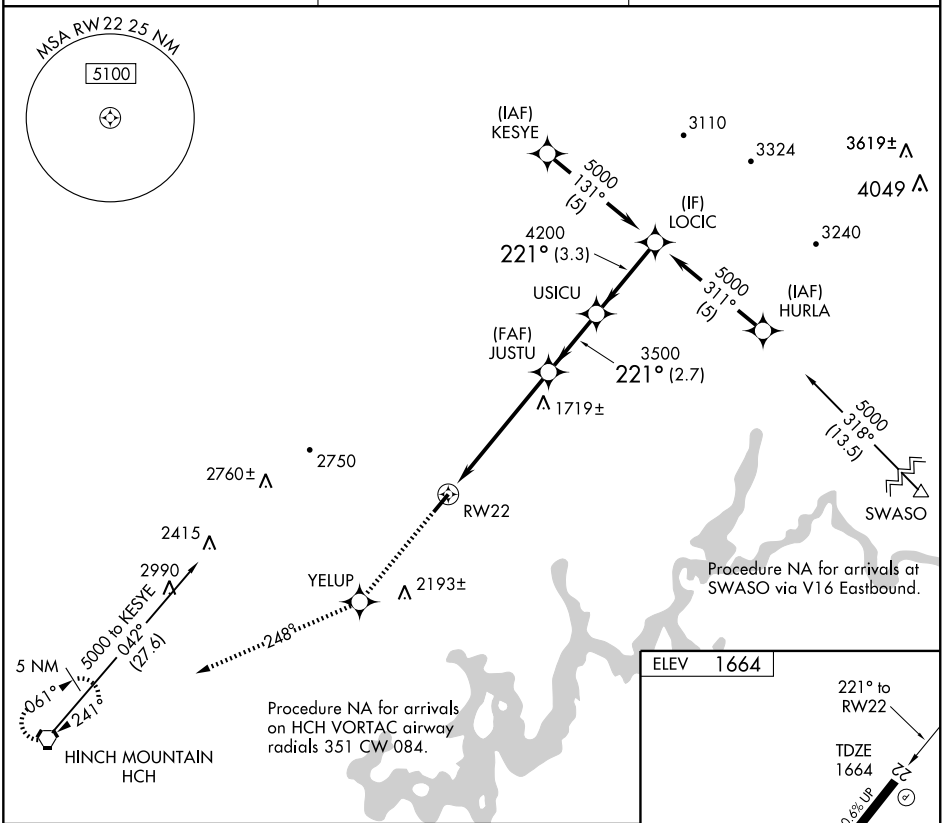
APP CRS	Rwy Idg	5000
221°	TDZE	1664
	Apt Elev	1664

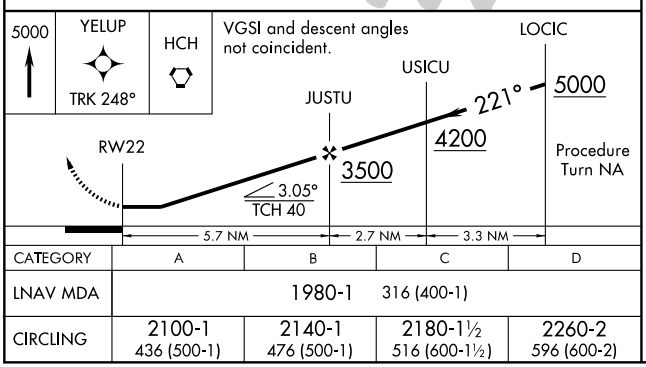
RNAV (GPS) RWY 22
ROCKWOOD MUNI (RKW)

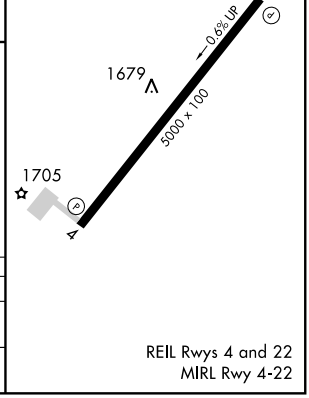
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, increase LNAV and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct YELUP and via 248° track to HCH VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	**133.6 254.3**	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1980-1 316 (400-1)			
CIRCLING	2100-1 436 (500-1)	2140-1 476 (500-1)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC HCH	APP CRS	Rwy Idg	5000
117.6	240°	TDZE	1664
Chan 123		Apt Elev	1664

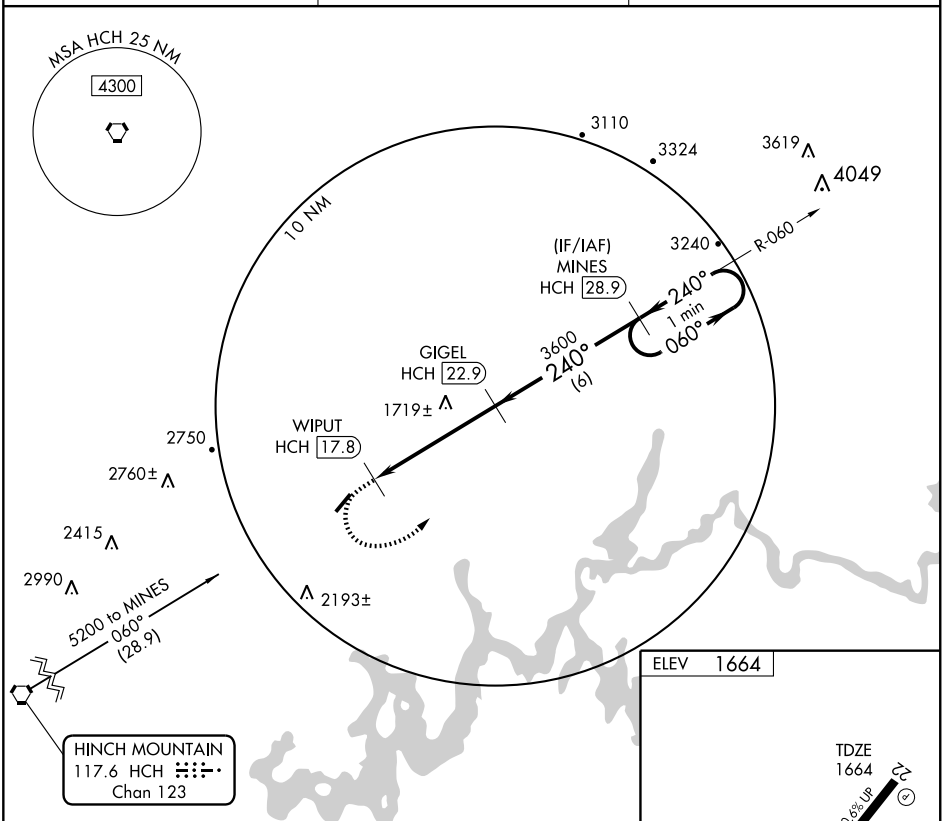
VOR/DME RWY 22

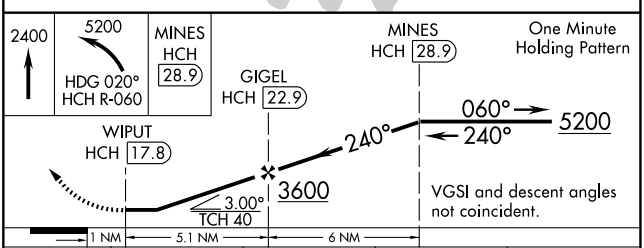
ROCKWOOD MUNI (RKW)

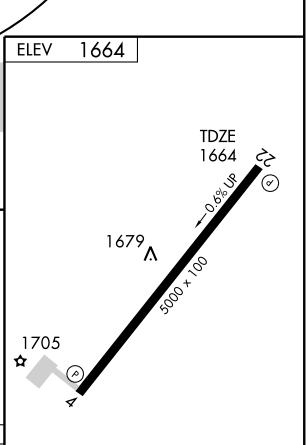
Visibility reduction by helicopter NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 via heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-22	2060-1¼ 396 (400-1¼)			2060-1½ 396 (400-1½)
CIRCLING	2100-1¼ 436 (500-1¼)	2140-1¼ 476 (500-1¼)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)

REIL Rwys 4 and 22
MIRL Rwy 4-22

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3502
068°	TDZE	1255
	Apt Elev	1255

GPS RWY 7

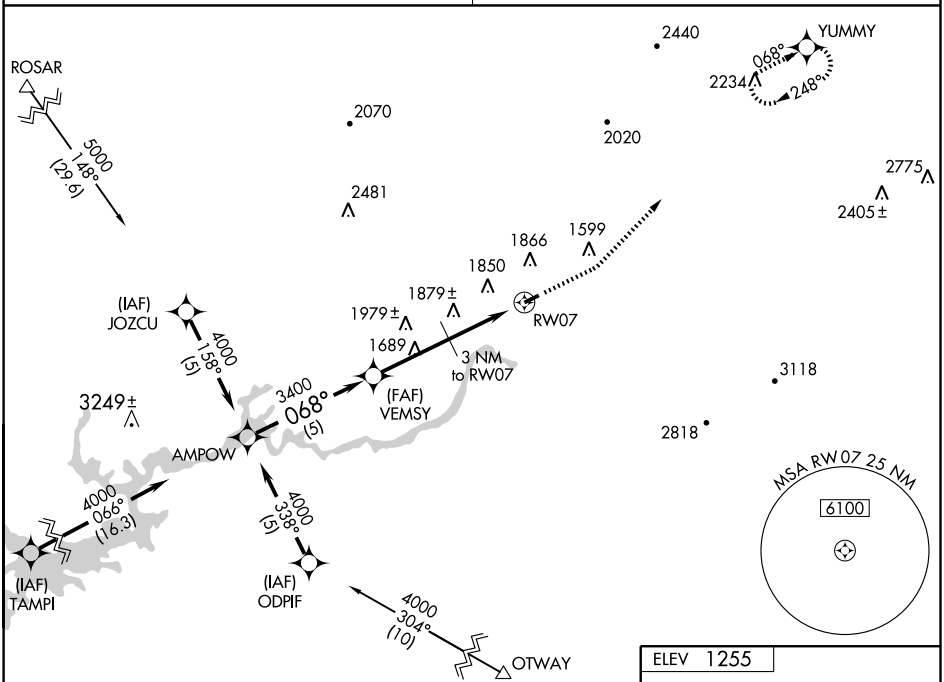
ROGERSVILLE/HAWKINS COUNTY (RVN)

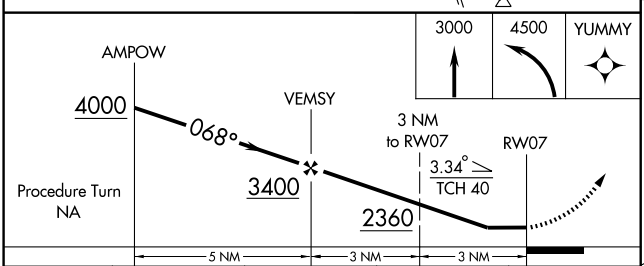
T A NA — Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.

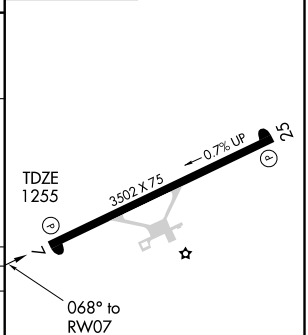
MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct YUMMY WP and hold.

TRI CITY APP CON ★ **119.25 317.5**

UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
S-7	2140-1¼	885 (900-1¼)	2140-2¾ 885 (900-2¾)	NA
CIRCLING	2180-1¼	925 (1000-1¼)	2180-2¾ 925 (1000-2¾)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2220-1¼ 965 (1000-1¼)	2220-1½ 965 (1000-1½)	2220-3 965 (1000-3)	NA
CIRCLING	2260-1¼ 1005 (1100-1¼)	2260-1½ 1005 (1100-1½)	2260-3 1005 (1100-3)	NA

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB RVN	APP CRS	Rwy Idg	3502
329	073°	TDZE	1255
		Apt Elev	1255

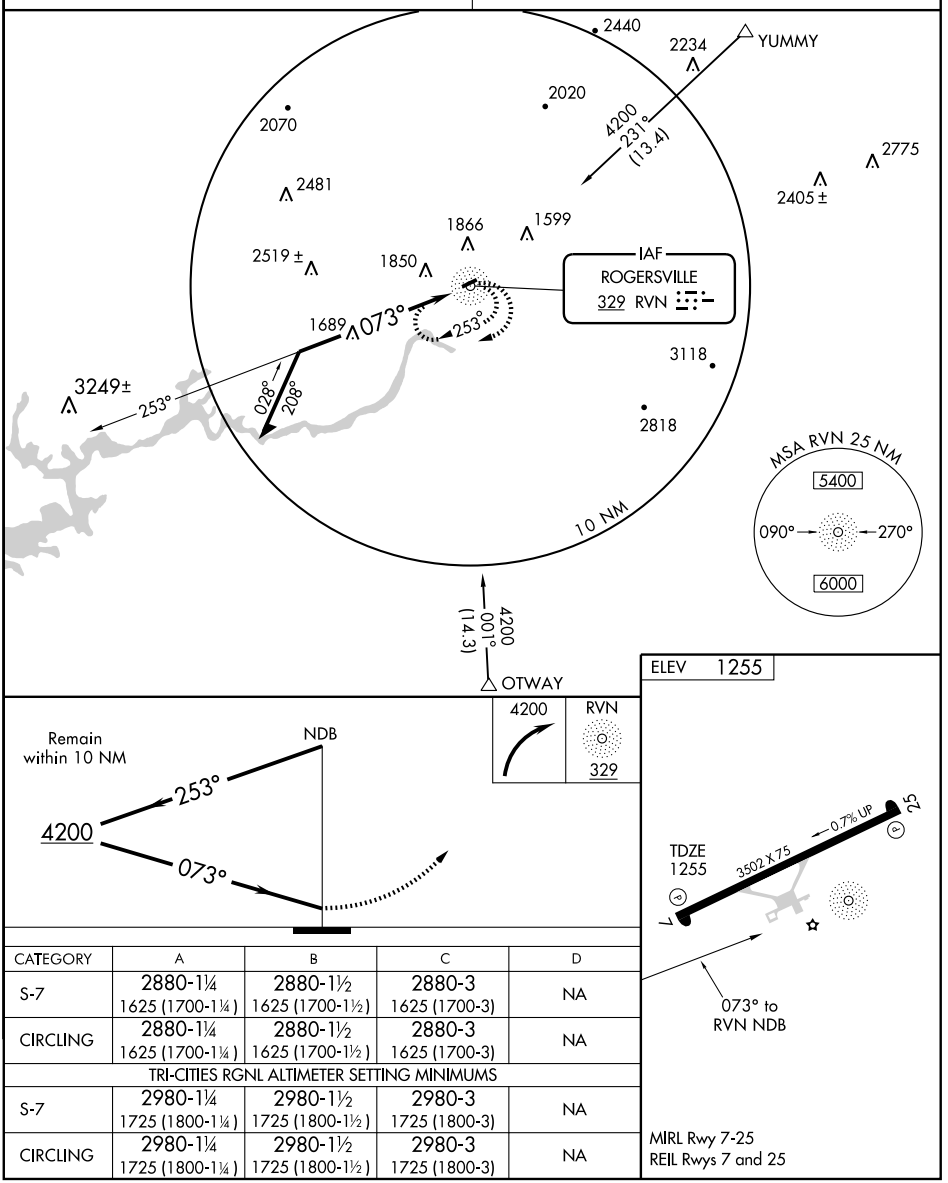
NDB RWY 7

ROGERSVILLE/HAWKINS COUNTY (RVN)

NA — Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 4200 in RVN NDB holding pattern.

TRI CITY APP CON ★	UNICOM
119.25 317.5	122.8 (CTAF)



CATEGORY	A	B	C	D
S-7	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
CIRCLING	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA
CIRCLING	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58212 W01A	APP CRS 009°	Rwy Idg 5000 TDZE 473 Apt Elev 473

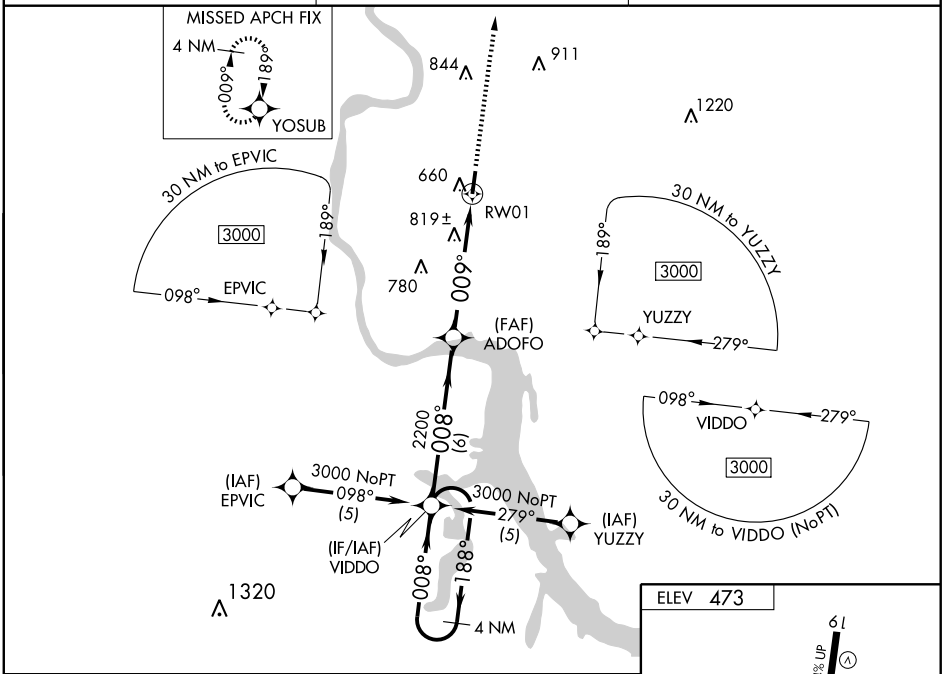
RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)

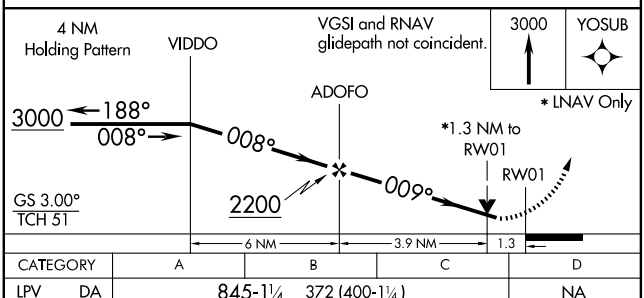
T
A NA

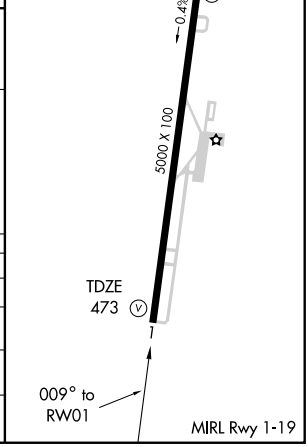
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C visibility ¼ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

MISSED APPROACH: Climb to 3000 direct YOSUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	845-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	1188-2½	715 (800-2½)		NA
LNAV MDA	1080-1	607 (700-1)	1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 42912	189°	TDZE	467
W19A		Apt Elev	473

RNAV (GPS) RWY 19

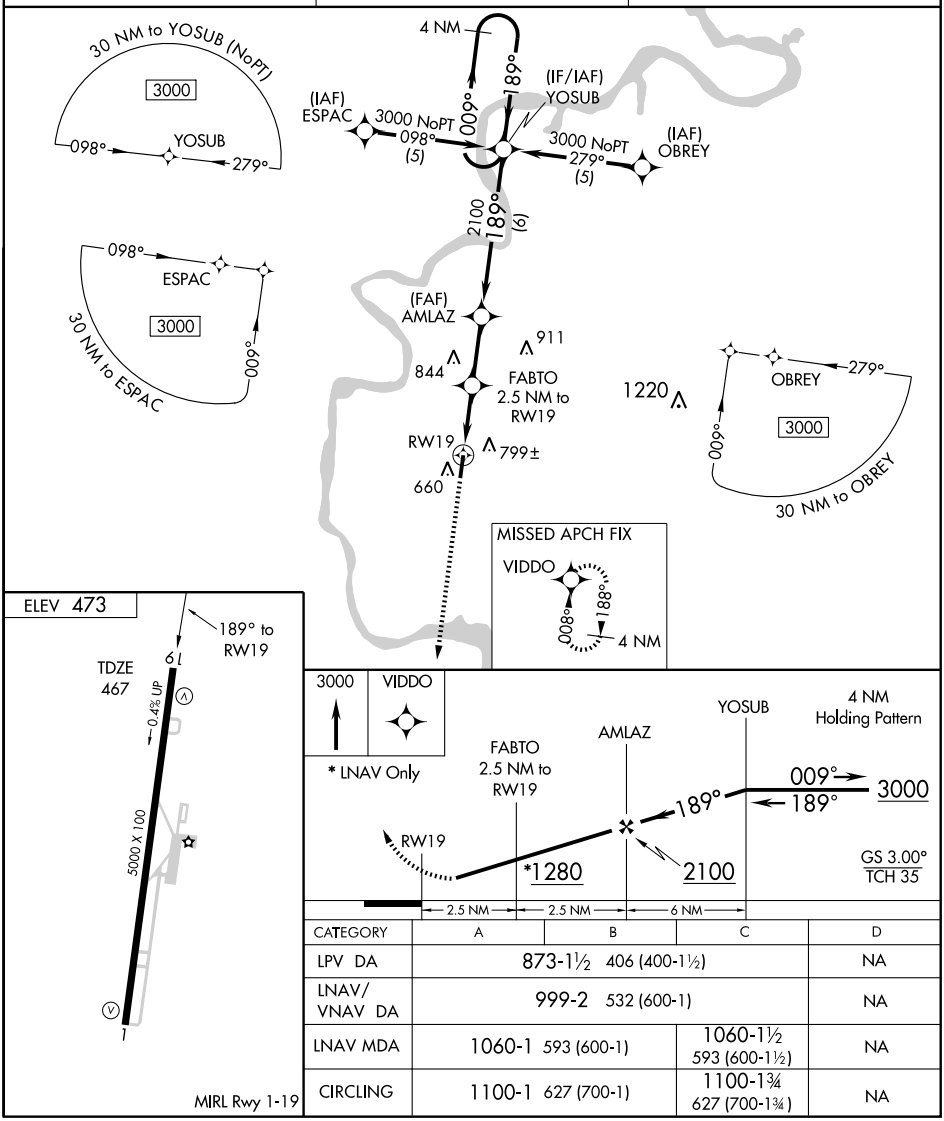
SAVANNAH-HARDIN COUNTY (SNH)

Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.

NA

MISSED APPROACH: Climb to 3000 direct VIDDO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	873-1½ 406 (400-1½)			NA
LNAV/ VNAV DA	999-2 532 (600-1)			NA
LNAV MDA	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1 627 (700-1)		1100-1¾ 627 (700-1¾)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JKS	APP CRS	Rwy Idg	5000
109.4	162°	TDZE	467
Chan 31		Apt Elev	473

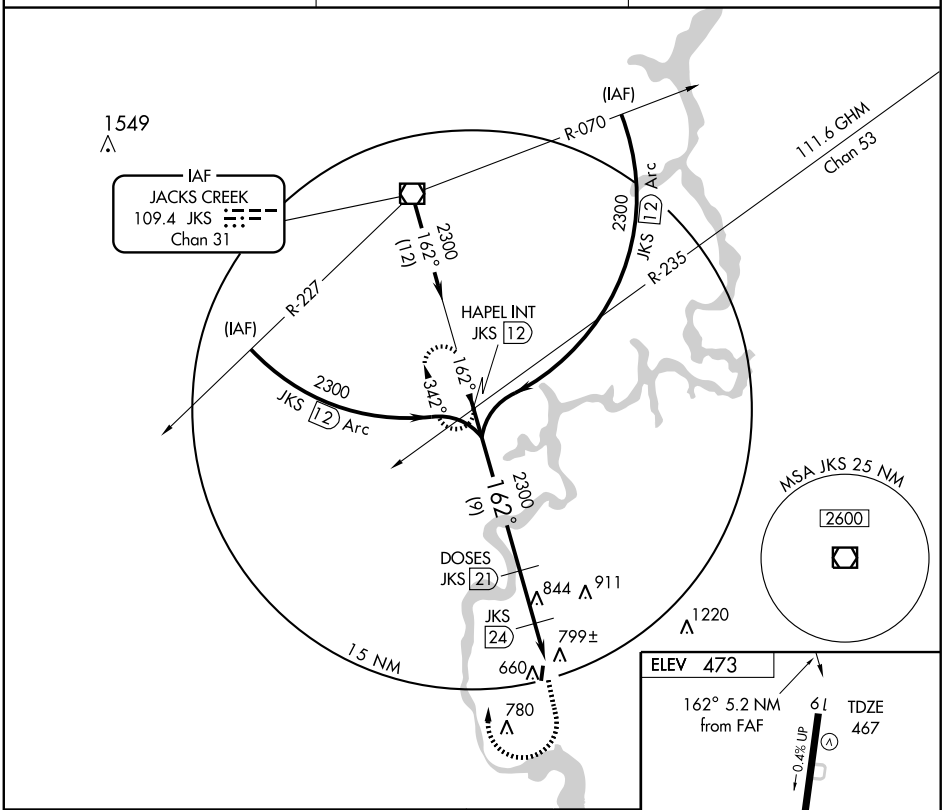
VOR/DME RWY 19

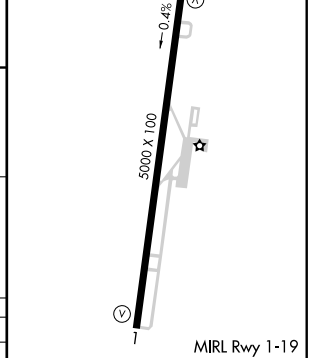
SAVANNAH-HARDIN COUNTY (SNH)

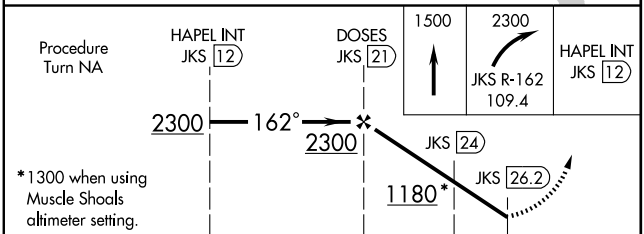
T ANA If local altimeter setting not received use Muscle Shoals altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 via JKS R-162 to HAPEL Int/JKS 12 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-19	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	1060-1¾ 593 (600-1¾)
CIRCLING	1120-1 647 (700-1)		1160-2 687 (700-2)	1180-2¼ 707 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 40408	165°	TDZE	607
W17A		Apt Elev	610

RNAV (GPS) RWY 17

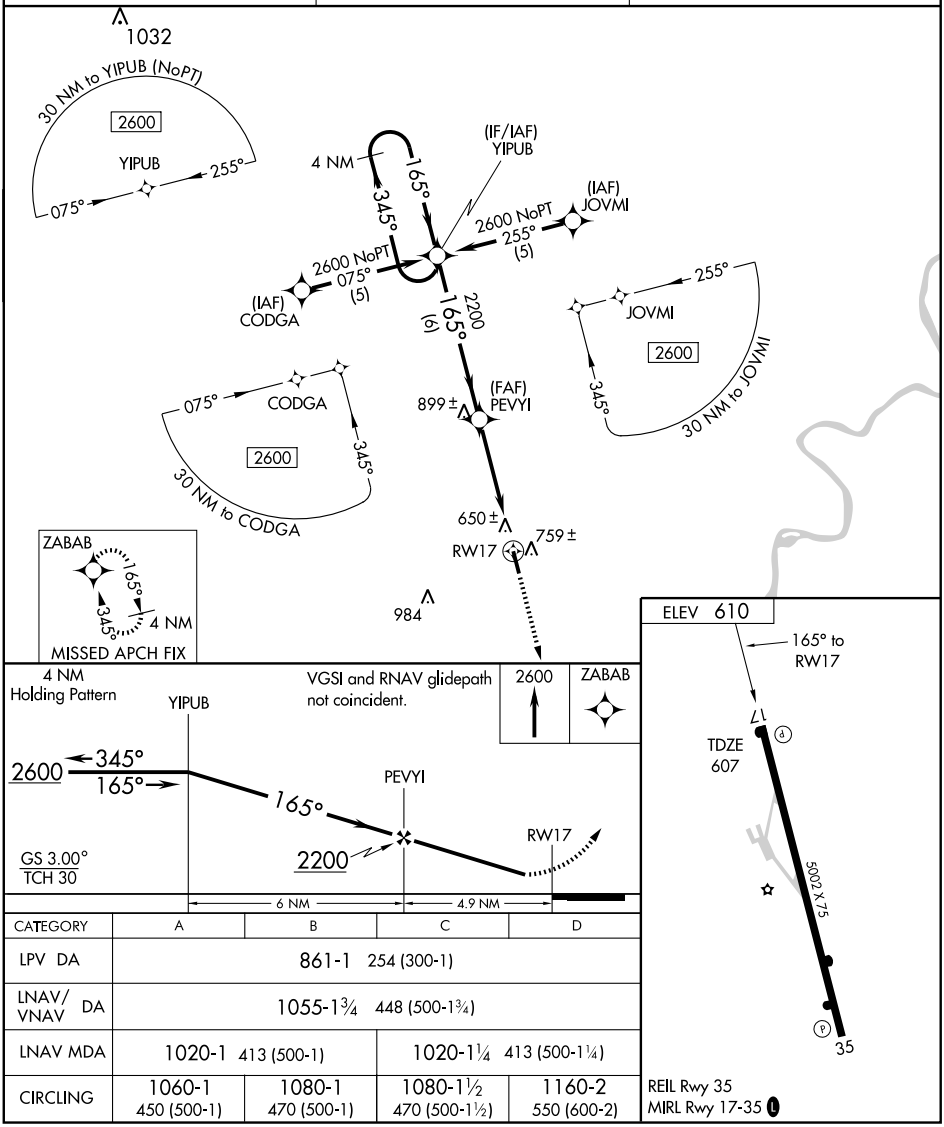
SELMER/ROBERT SIBLEY (SZY)

When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibilities ¼ mile, and LNAV Cat. D visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 2600 direct ZABAB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	861-1 254 (300-1)			
LNAV/VNAV DA	1055-1¾ 448 (500-1¾)			
LNAV MDA	1020-1 413 (500-1)		1020-1¼ 413 (500-1¼)	
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

REIL Rwy 35
MIRL Rwy 17-35 L

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86608 W35A	APP CRS 345°	Rwy Idg 5002 TDZE 610 Apt Elev 610

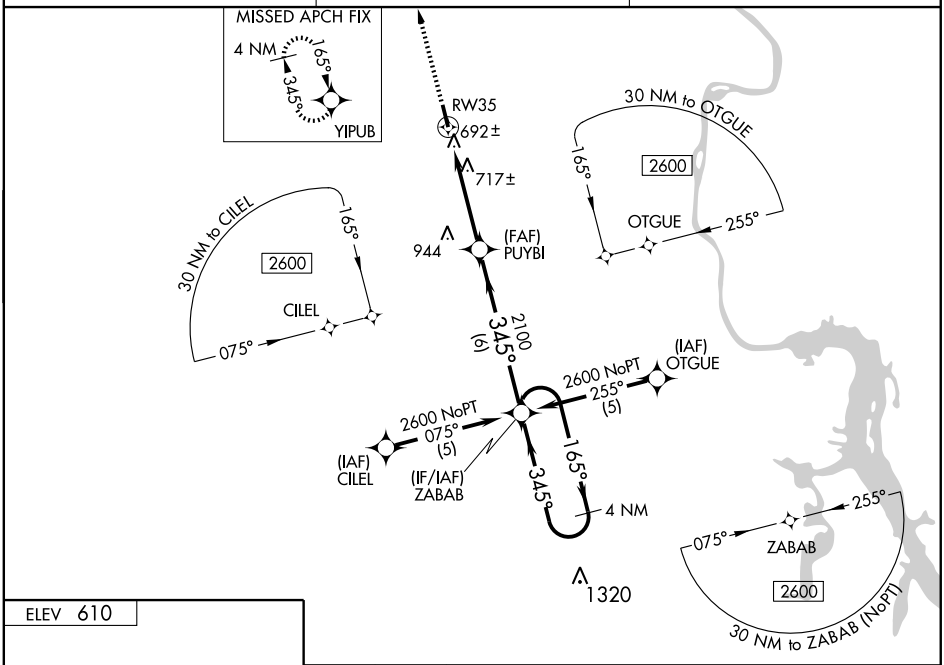
RNAV (GPS) RWY 35

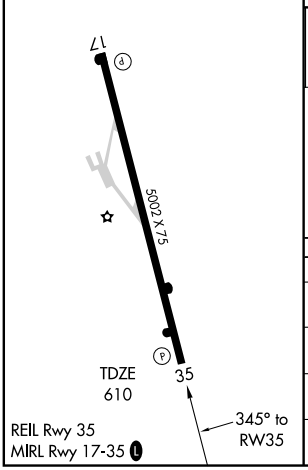
SELMER/ROBERT SIBLEY (SZY)

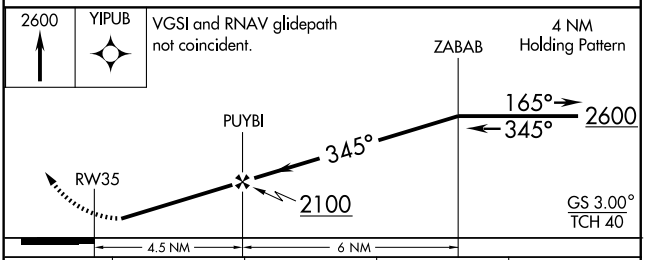
When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV all Cats. and LNAV Cats. C and D visibilities ¼ mile, and LNAV/VNAV all Cats. visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct YIPUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	944-1¼ 334 (400-1¼)			
LNAV/VNAV DA	986-1¼ 376 (400-1¼)			
LNAV MDA	980-1 370 (400-1)			980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JKS	APP CRS	Rwy Idg	N/A
109.4	194°	TDZE	N/A
Chan 31		Apt Elev	610

VOR/DME-A

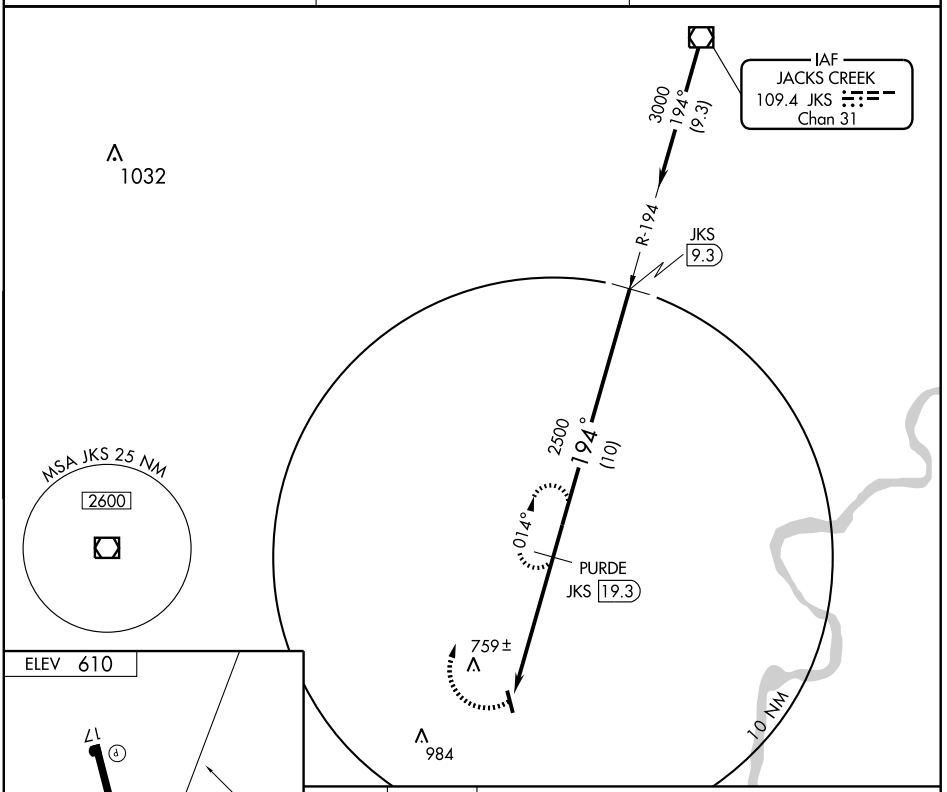
SELMER/ROBERT SIBLEY (SZY)

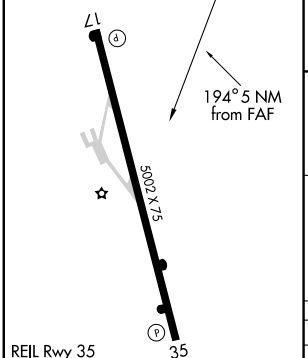
T
NA

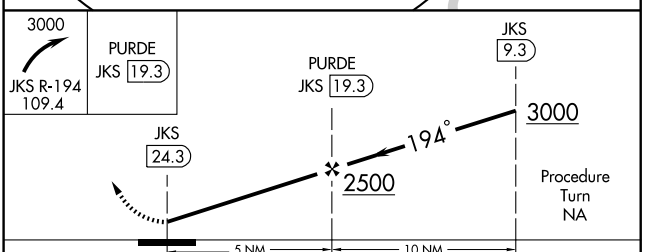
Obtain local altimeter setting on CTAF; when not received, use Jackson altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via JKS R-194 to PURDE/19.3 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1060-1 450 (500-1)	1080-1¼ 470 (500-1¼)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)
JACKSON ALTIMETER SETTING MINIMUMS				
CIRCLING	1160-1 550 (600-1)	1180-1¼ 570 (600-1¼)	1180-1½ 570 (600-1½)	1180-2 570 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5506
CH 99510	102°	TDZE	1014
W10A		Apt Elev	1014

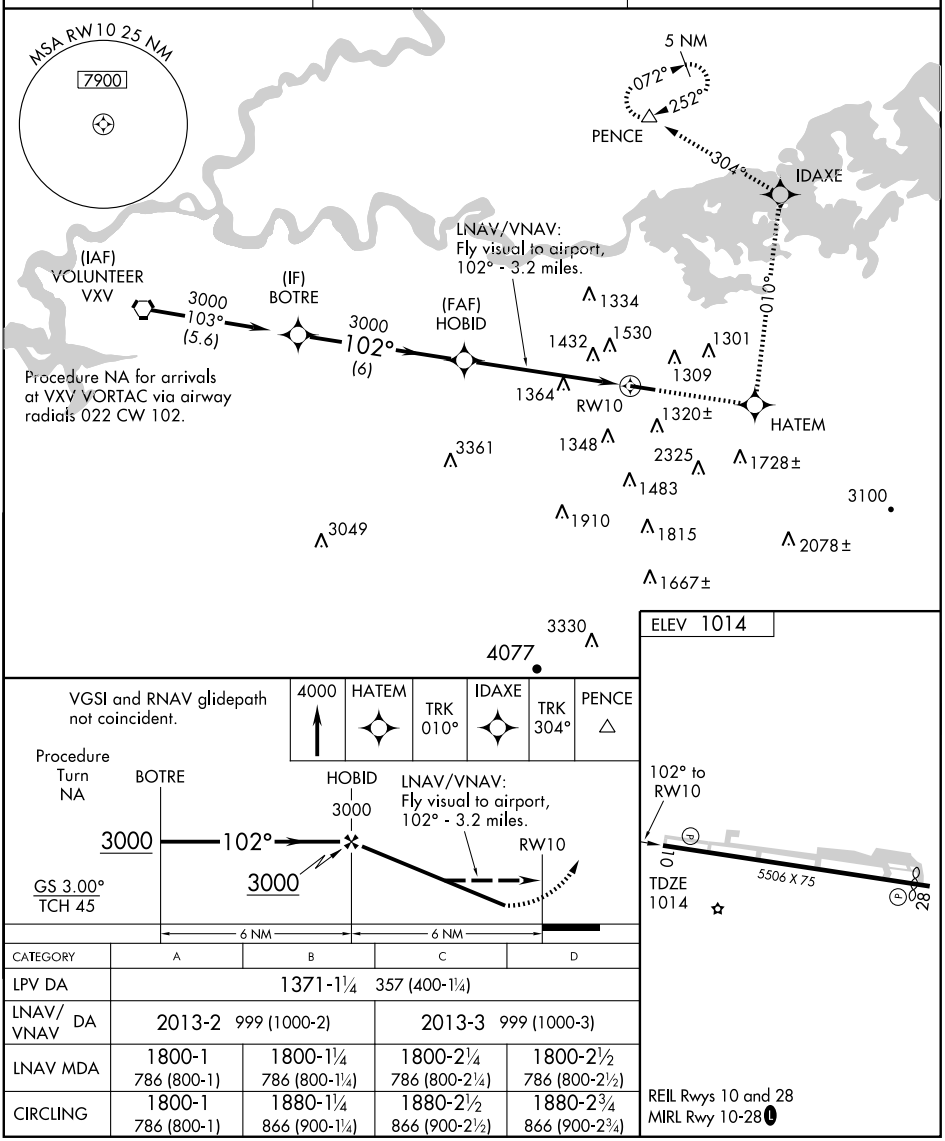
RNAV (GPS) RWY 10

SEVIERVILLE/ GATLINBURG-PIGEON FORGE (GKT)

When local altimeter setting not received, use Knoxville altimeter setting and increase all DA/MDA 60 feet, LPV all Cats. visibility ¼ mile, LNAV and Circling Cats. C and D visibility ¼ mile. Baro-VNAV NA when using Knoxville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.875	132.8 360.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1371-1¼ 357 (400-1¼)			
LNAV/VNAV DA	2013-2 999 (1000-2)		2013-3 999 (1000-3)	
LNAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC VXV 116.4 Chan 111	APP CRS 102°	Rwy Idg 5506 TDZE 1014 Apt Elev 1014

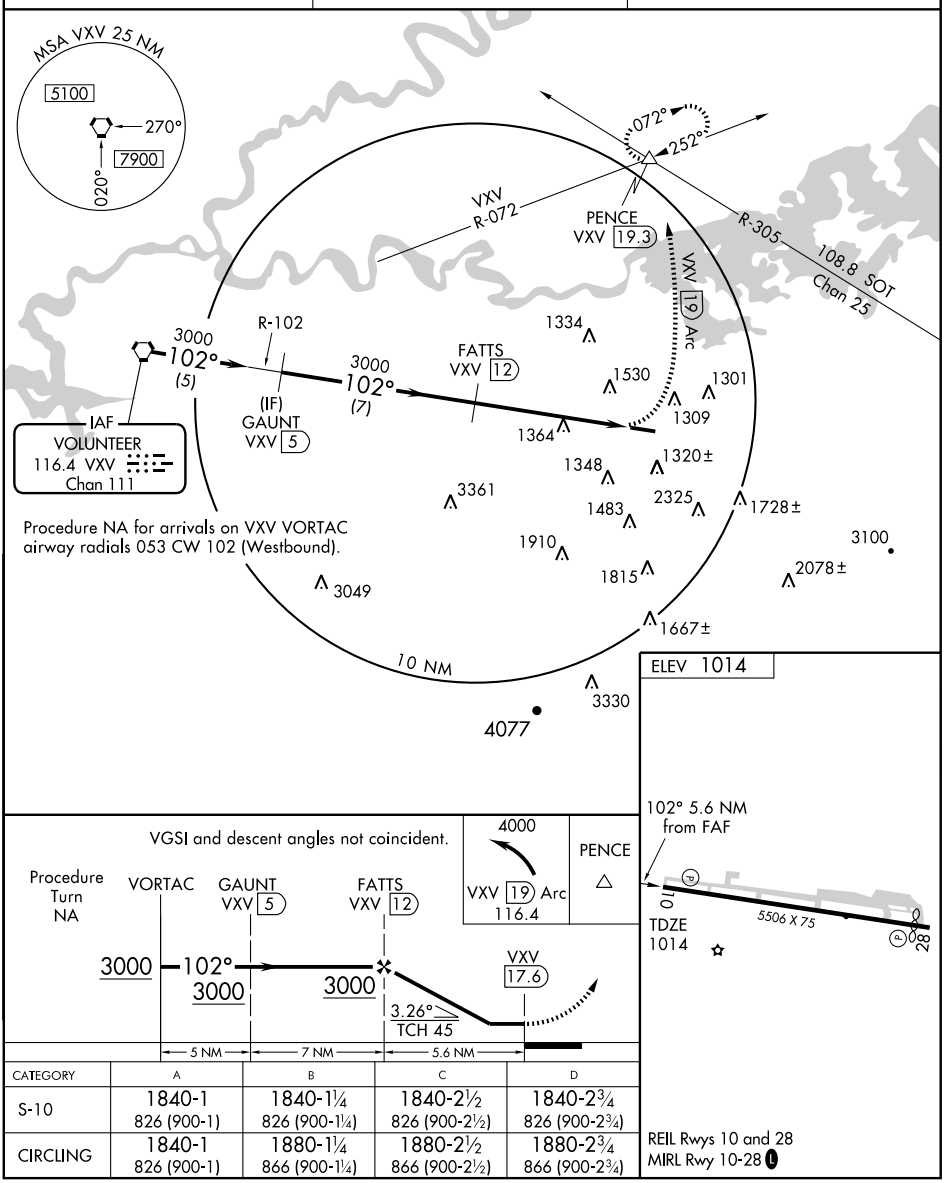
VOR/DME RWY 10

SEVIERVILLE/ GATLINBURG-PIGEON FORGE (GKT)

When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 60 feet and Cats. A, C and D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 via VXV 19 DME Arc to PENCE Int and hold.

AWOS-3 126.875	KNOXVILLE APP CON 132.8 360.8	UNICOM 123.0 (CTAF) L



CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1 826 (900-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5503
CH 50407	180°	TDZE	800
W18A		Apt Elev	801

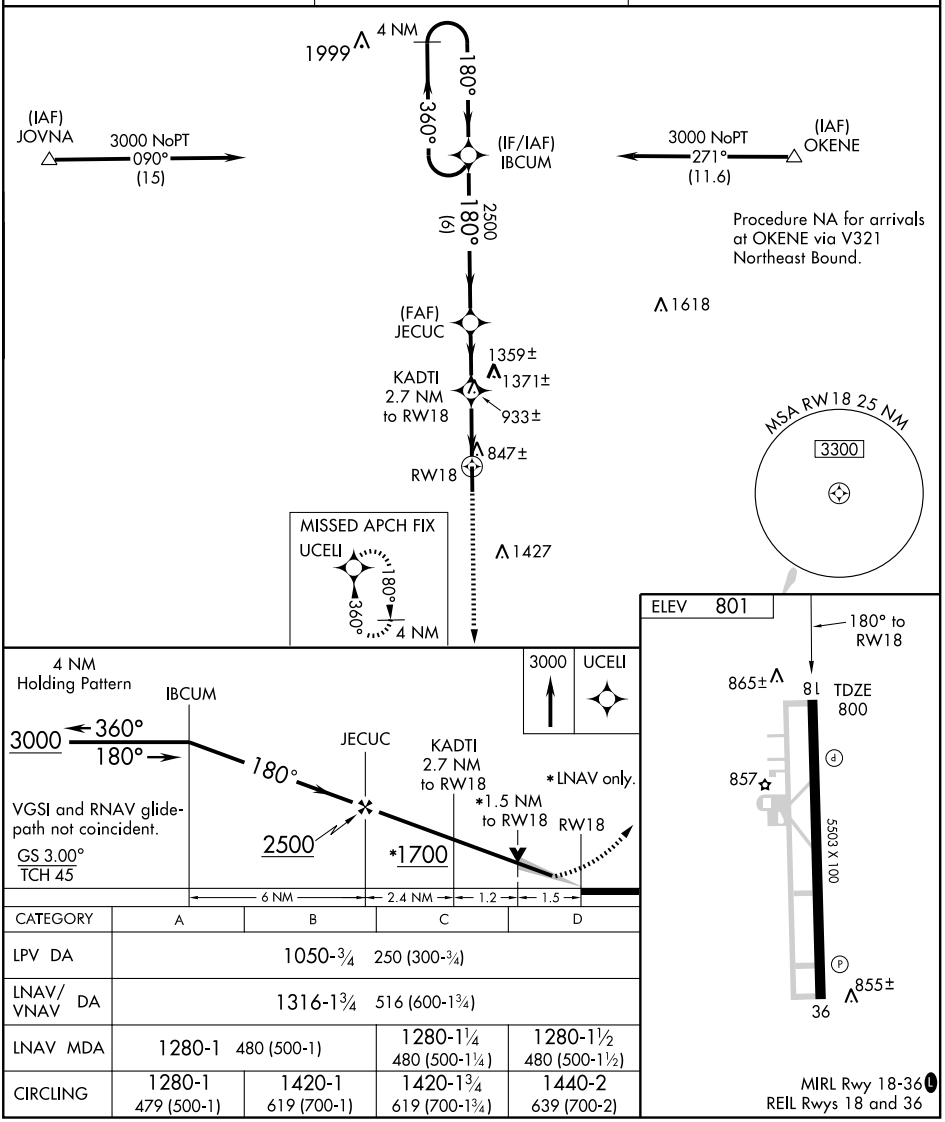
RNAV (GPS) RWY 18

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullohoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C and D visibility ¼ mile. Baro-VNAV NA when using Tullohoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Tullohoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct UCELI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1050-¾ 250 (300-¾)			
LNAV/VNAV DA	1316-1¾ 516 (600-1¾)			
LNAV MDA	1280-1 480 (500-1)		1280-1¼ 480 (500-1¼)	1280-1½ 480 (500-1½)
CIRCLING	1280-1 479 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5503
015°	TDZE	801
	Apt Elev	801

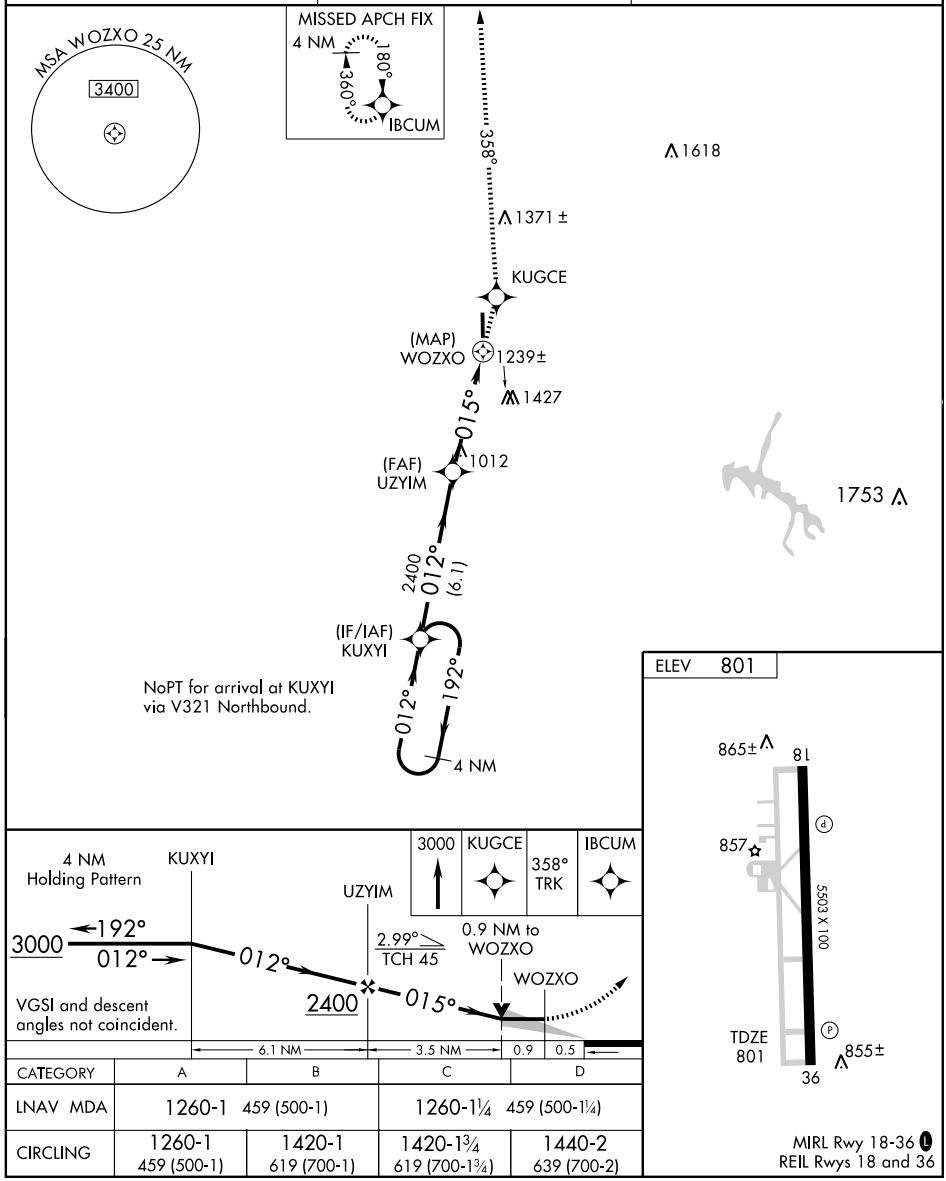
RNAV (GPS) Y RWY 36

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullohama altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KUGCE and via 358° track to IBCUM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 459 (500-1)		1260-1¼ 459 (500-1¼)	
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5503
CH 97607	360°	TDZE	801
W36A		Apt Elev	801

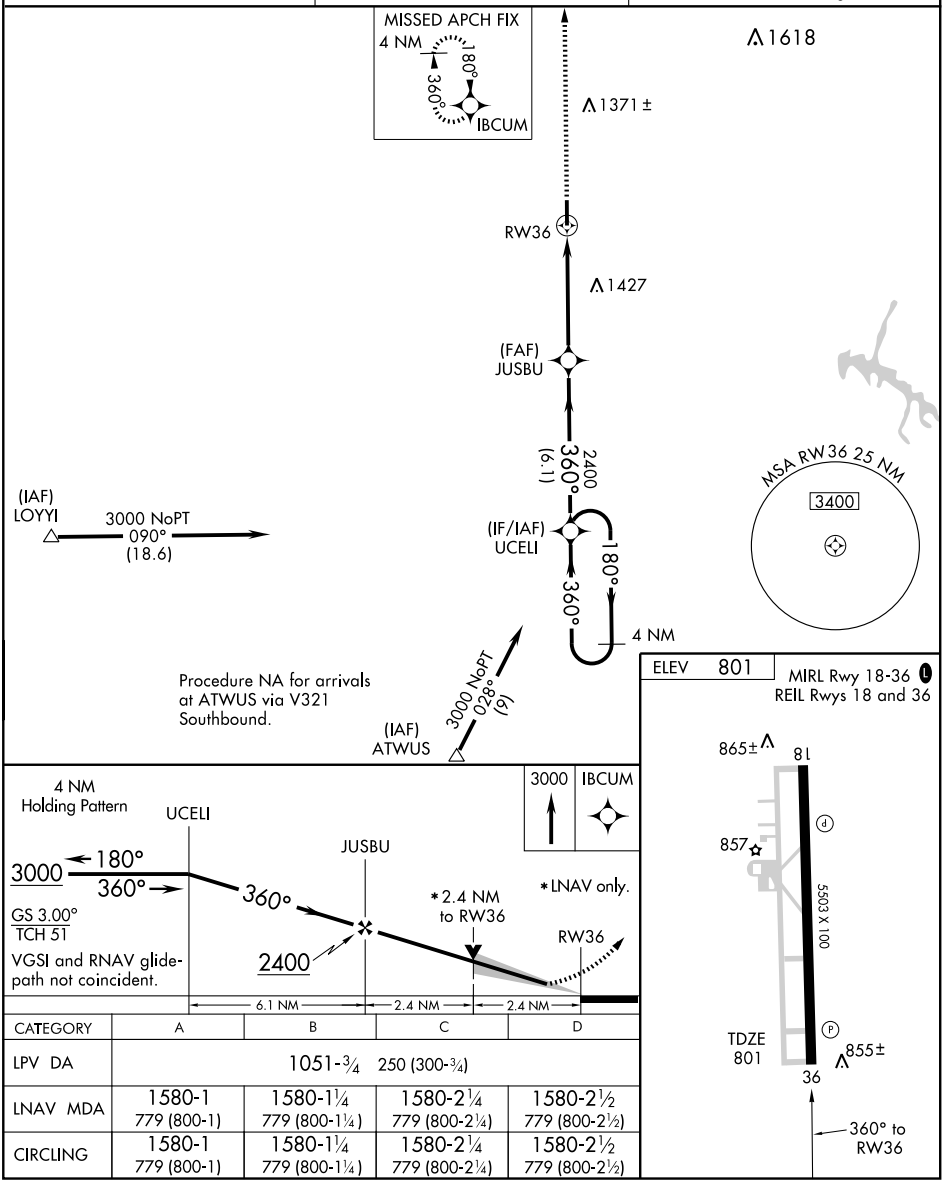
RNAV (GPS) Z RWY 36

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullohoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Tullohoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct IBCUM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1051-¾ 250 (300-¾)			
LNAV MDA	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)
CIRCLING	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME SYI	APP CRS	Rwy Idg 5503
109.0	160°	TDZE 799
Chan 27		Apt Elev 800

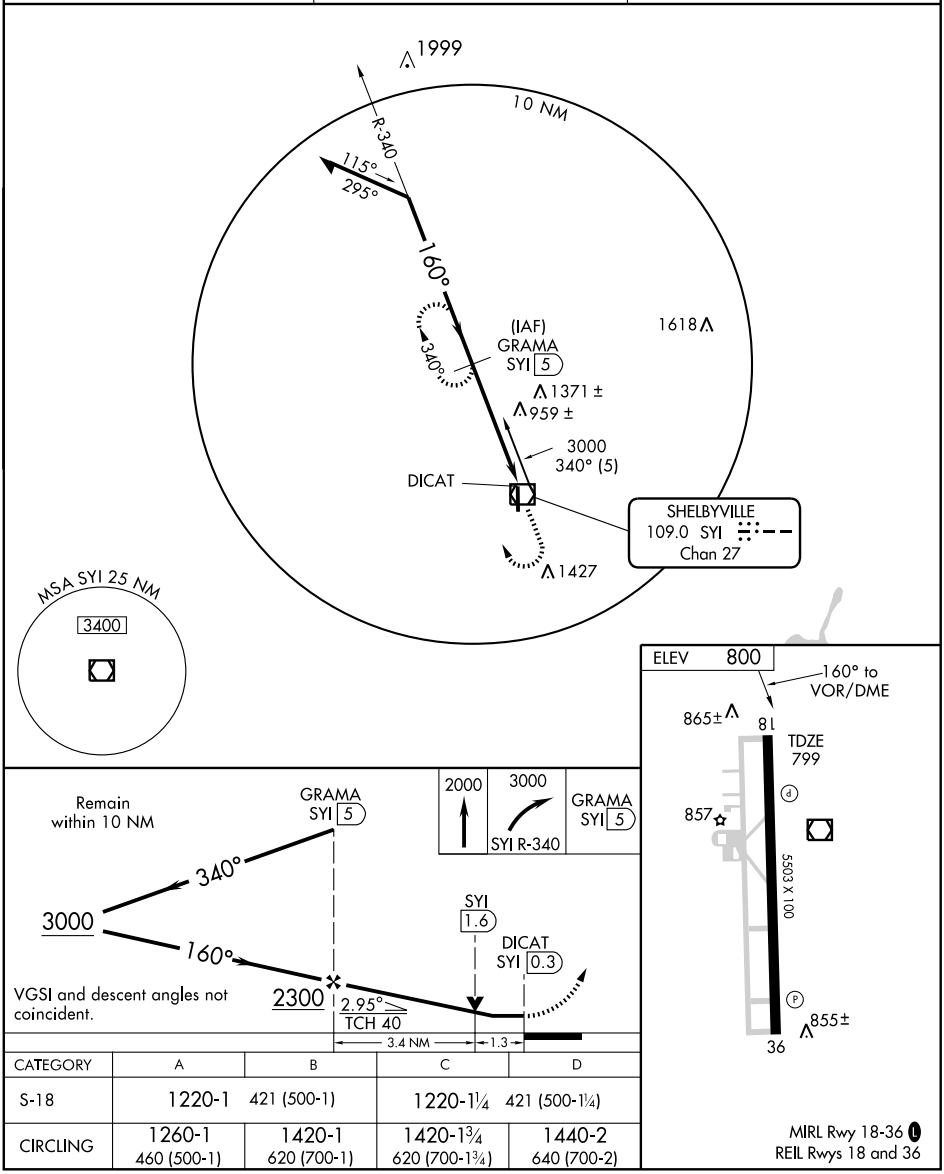
VOR/DME RWY 18

SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

NA If local altimeter setting not received, use Nashville Intl altimter setting and increase all MDAs 120 feet, and increase Cat C visibility ¼ mile, Cat D ½ mile. VDP NA when using Nashville Intl altimter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1220-1	421 (500-1)	1220-1¼	421 (500-1¼)
CIRCLING	1260-1 460 (500-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME SYI	APP CRS	Rwy Idg 5503
109.0	152°	TDZE 799
Chan 27		Apt Elev 800

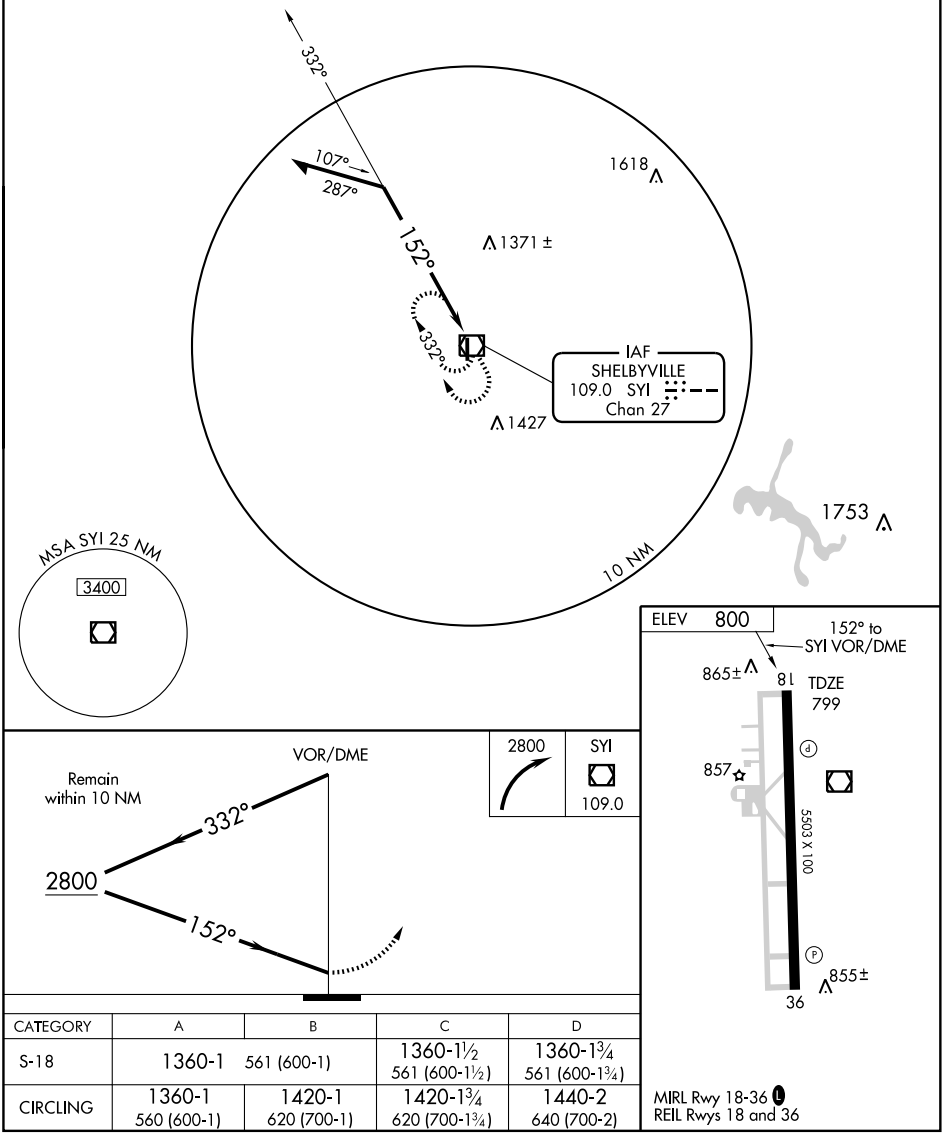
VOR RWY 18

SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

NA

MISSED APPROACH: Climbing right turn to 2800 in SYI VOR/DME holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1360-1	561 (600-1)	1360-1½ 561 (600-1½)	1360-1¾ 561 (600-1¾)
CIRCLING	1360-1 560 (600-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME SYI	APP CRS	Rwy Idg 5503
109.0	016°	TDZE 801
Chan 27		Apt Elev 801

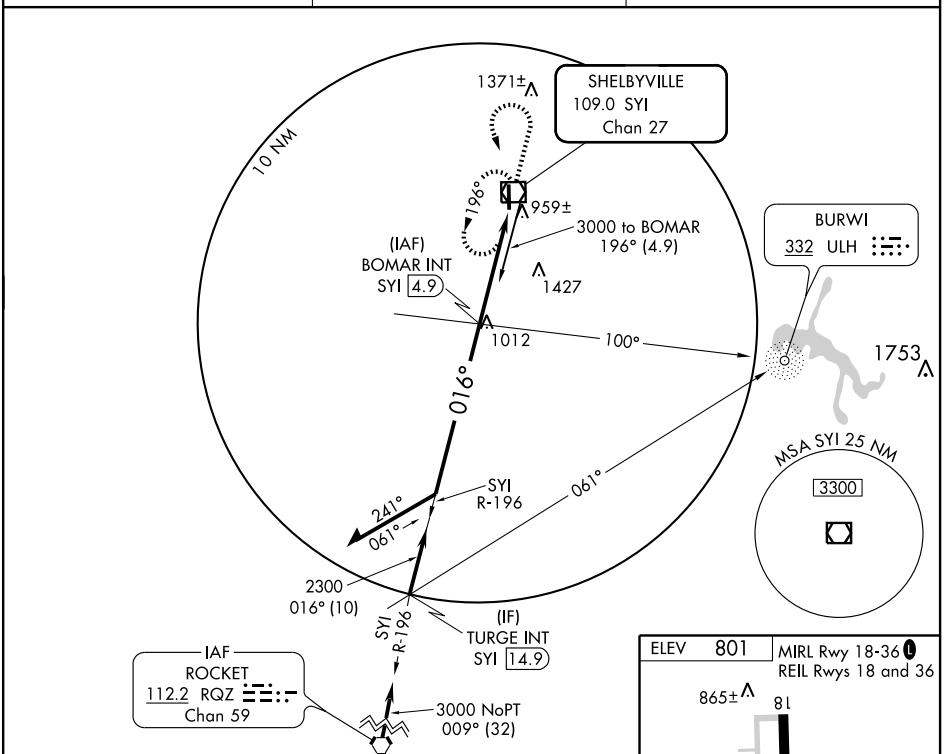
VOR RWY 36

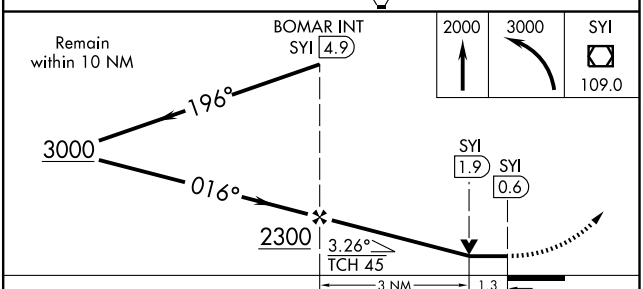
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

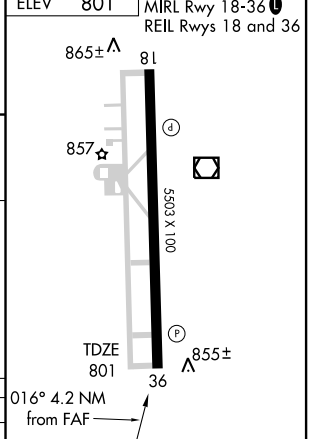
When local altimeter setting not received, use Tullohoma altimeter setting and increase all MDA 80 feet, S-36 Cat D visibility ¼ , and Circling Cat C and D visibility ¼ . VDP NA when using Tullohoma altimeter setting. ADF or DME Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1220-1 419 (500-1)		1220-1¼ 419 (500-1¼)	
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3957
062°	TDZE	1080
	Apt Elev	1084

RNAV (GPS) RWY 6

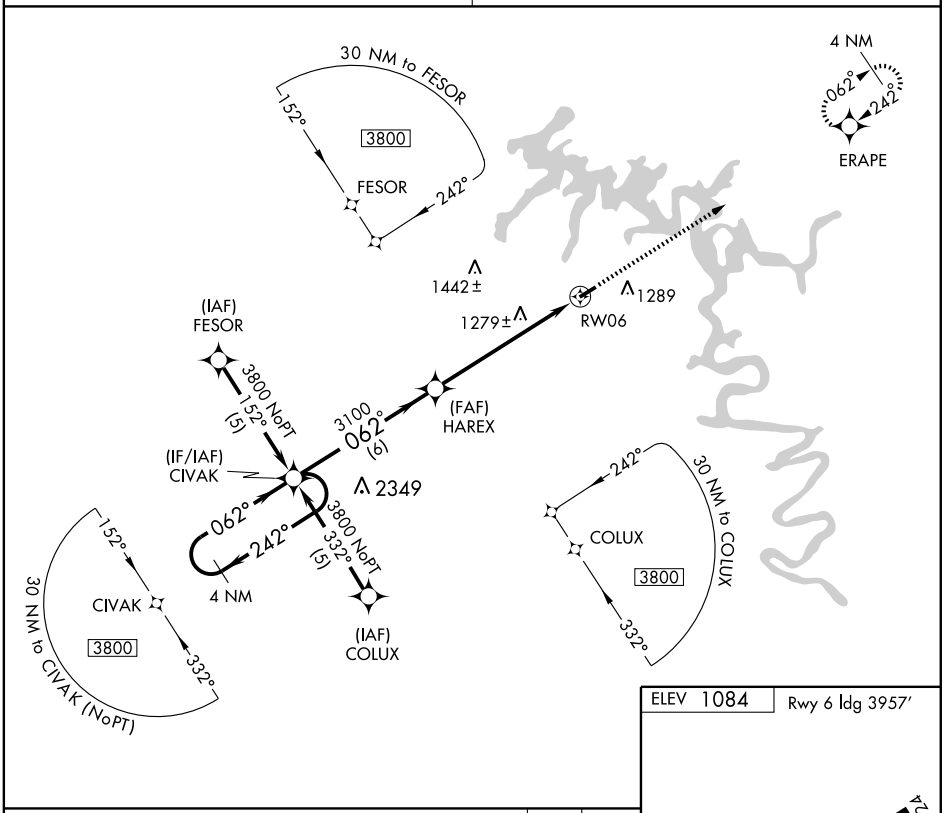
SMITHVILLE MUNI (ØA3)

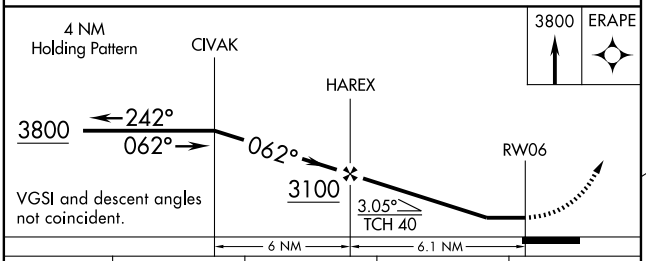
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and LNAV and Circling Cat. C visibility ¼ mile.

NA

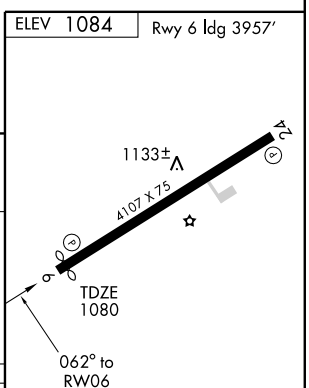
MISSED APPROACH: Climb to 3800 direct ERAPE and hold.

MEMPHIS CENTER	UNICOM
132.1 263.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1580-1	500 (500-1)	1580-1¼ 500 (500-1¼)	NA
CIRCLING	1680-1	596 (600-1)	1680-1½ 596 (600-1½)	NA



REIL Rwys 6 and 24
MIRL Rwy 6-24

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
242°	Rwy Idg	4107
	TDZE	1084
	Apt Elev	1084

RNAV (GPS) RWY 24

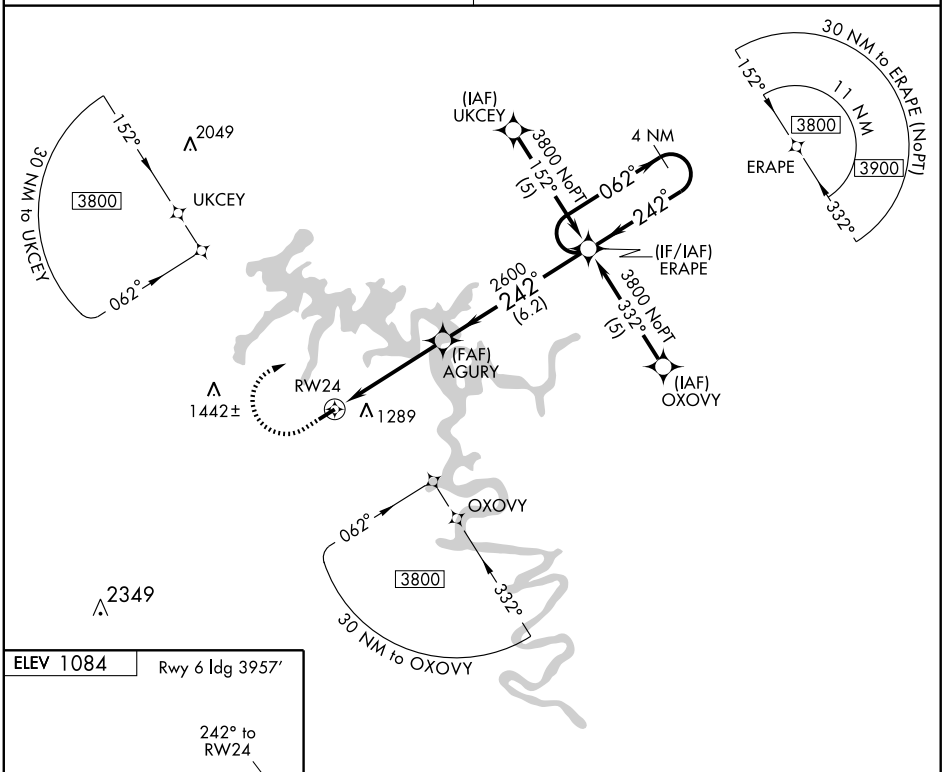
SMITHVILLE MUNI (ØA3)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and Circling Cat. C visibility ¼ mile.

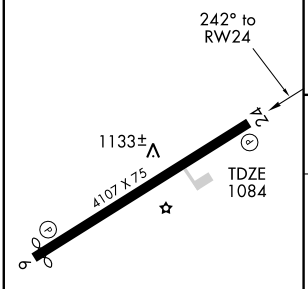
NA

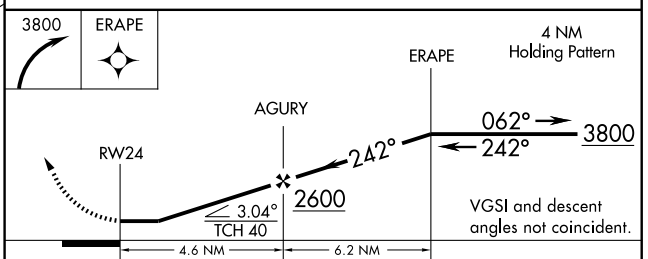
MISSED APPROACH: Climbing right turn to 3800 direct ERAPE and hold.

MEMPHIS CENTER	UNICOM
132.1 263.1	122.8 (CTAF)



ELEV 1084 Rwy 6 Idg 3957′





CATEGORY	A	B	C	D
LNAV MDA	1560-1	476 (500-1)	1560-1¼ 476 (500-1¼)	NA
CIRCLING	1680-1	596 (600-1)	1680-1½ 596 (600-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24

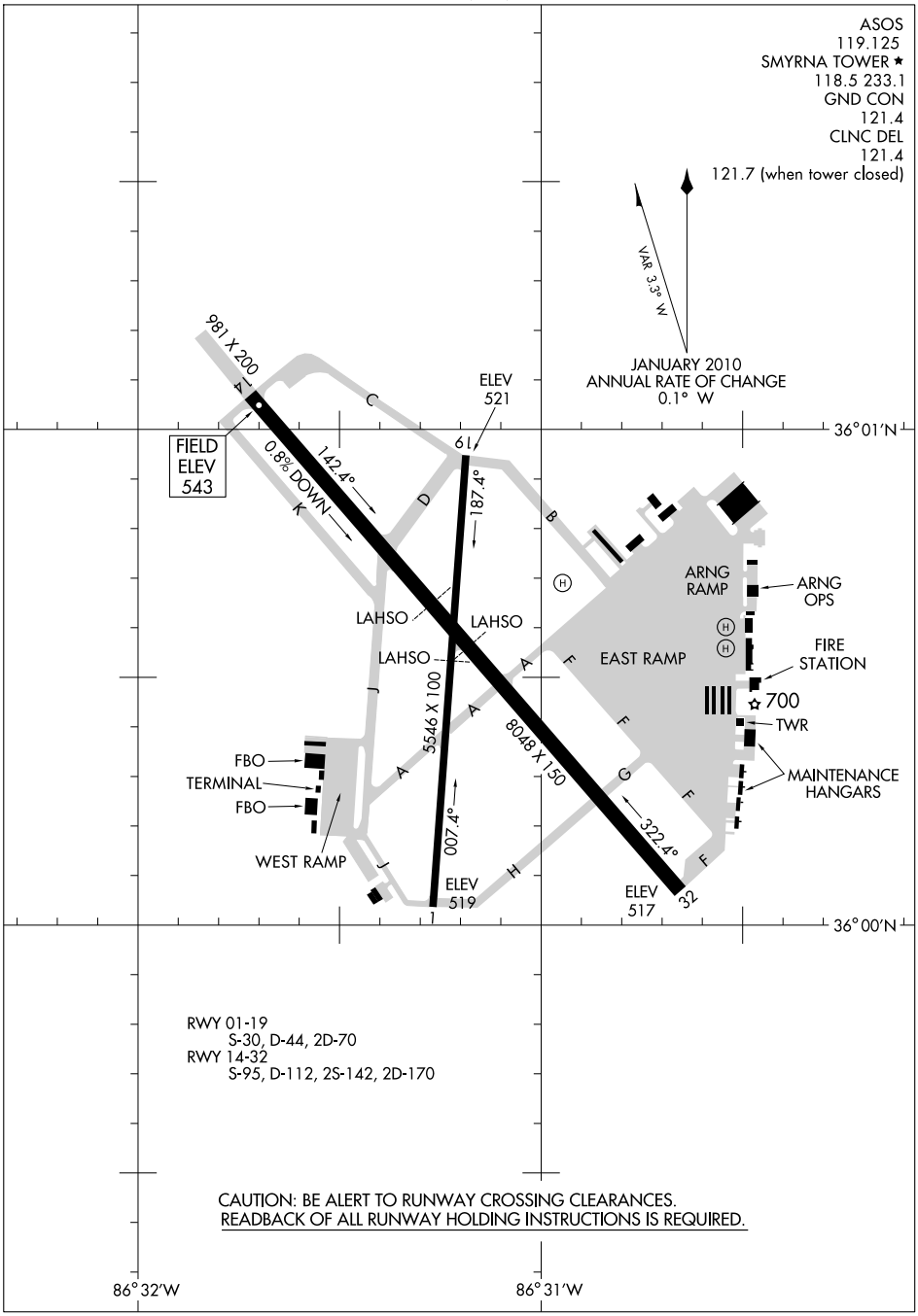
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-895 (FAA)

SMYRNA (MQY)
SMYRNA, TENNESSEE



RWY 01-19
S-30, D-44, 2D-70
RWY 14-32
S-95, D-112, 2S-142, 2D-170

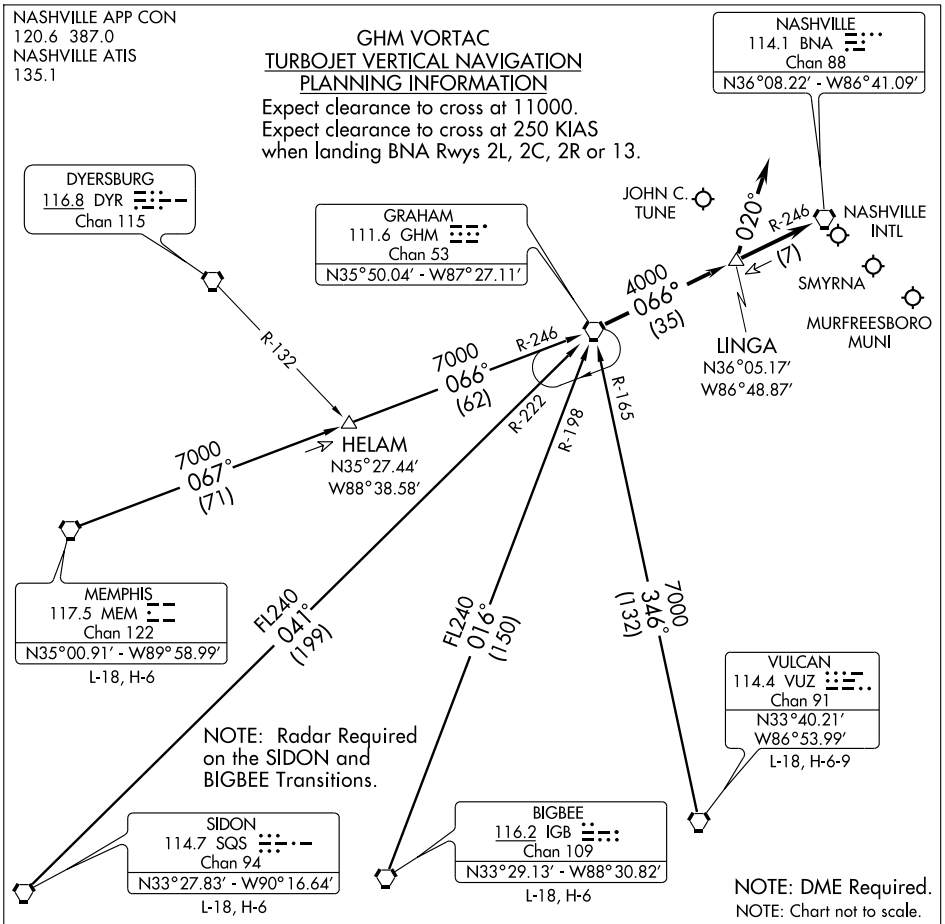
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

GRAHAM FIVE ARRIVAL (GHM.GHM5)

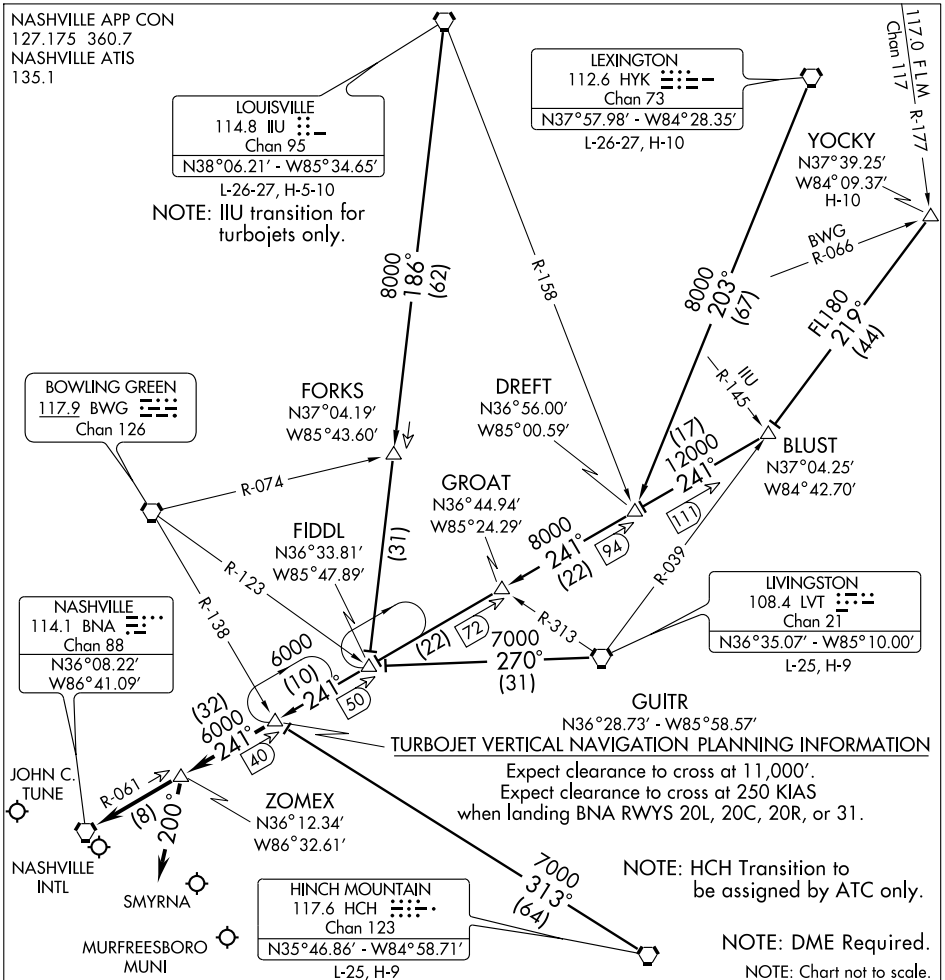
NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

GUITR FOUR ARRIVAL (GUITR.GUITR4)

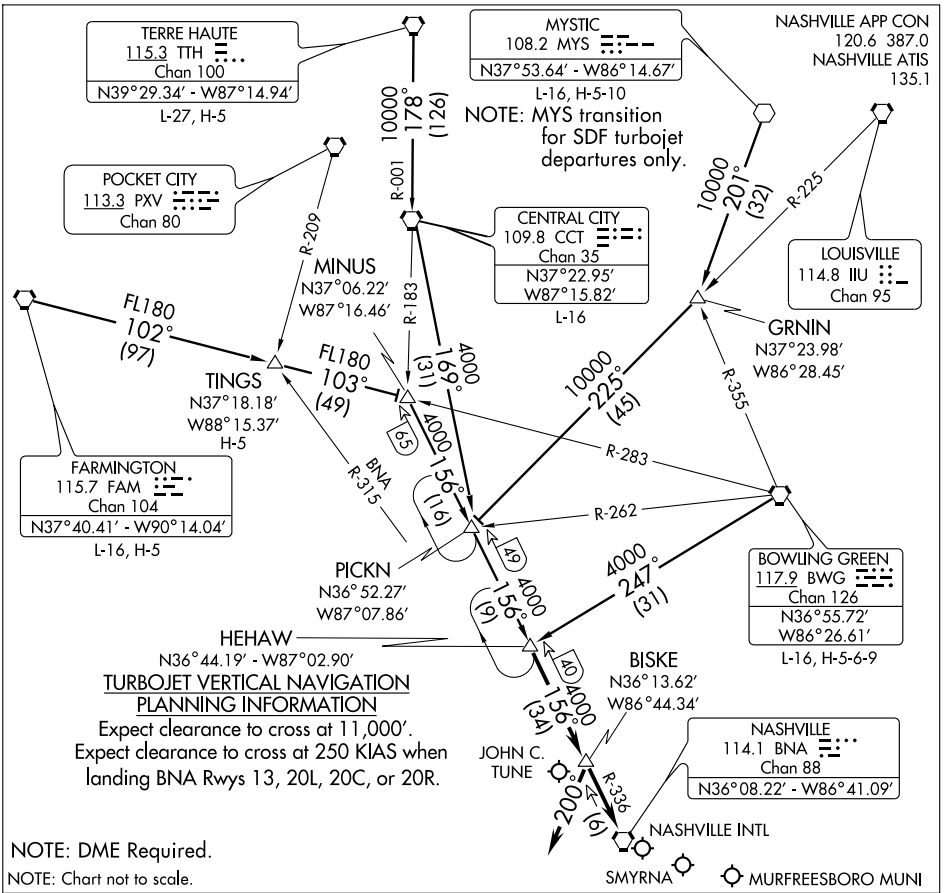
NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000'.
Expect clearance to cross at 250 KIAS when landing BNA Rwys 13, 20L, 20C, or 20R.

NOTE: DME Required.

NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-MQY	APP CRS	Rwy Idg	8048
111.1	321°	TDZE	517
		Apt Elev	543

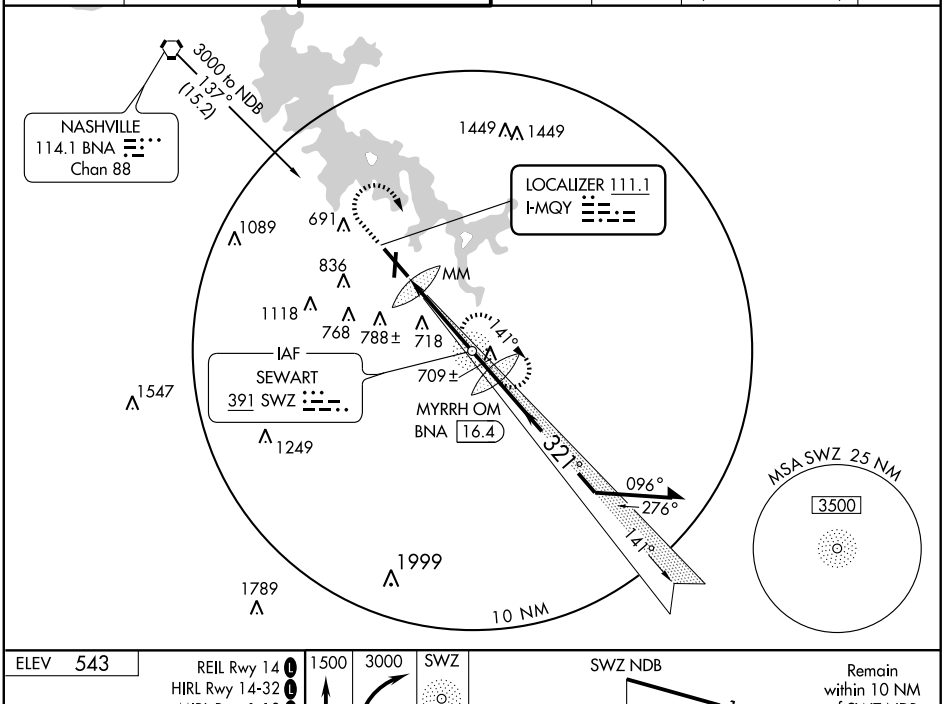
ILS RWY 32
SMYRNA (MQY)

Obtain local altimeter setting on CTAF; when not received use Nashville altimeter setting.
ADF REQUIRED

MALSR

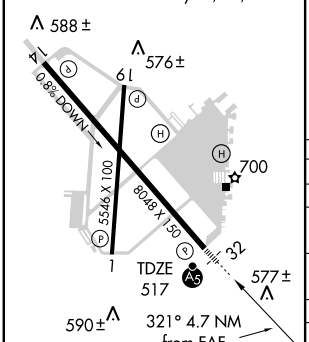
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95

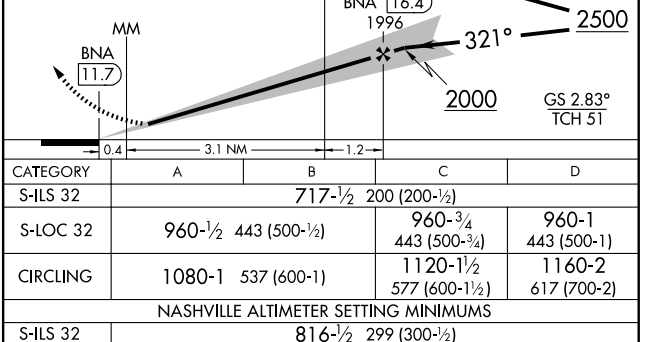


ELEV 543

REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 32	717-½ 200 (200-½)			
S-LOC 32	960-½ 443 (500-½)		960-¾ 443 (500-¾)	960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-ILS 32	816-½ 299 (300-½)			
S-LOC 32	1060-½ 543 (600-½)		1060-1 543 (600-1)	1060-1¼ 543 (600-1¼)
CIRCLING	1180-1 637 (700-1)		1220-2 677 (700-2)	1260-2¼ 717 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
MEMPHIS, TN			
MEMPHIS INTL (MEM)	27	TWY N	8,450 feet
SMYRNA, TN			
SMYRNA (MQY)	01	14-32	3,000 feet
	14	01-19	3,400 feet
	32	01-19	3,950 feet

21 OCT 2010 to 18 NOV 2010

NDB SWZ	APP CRS	Rwy Idg	8048
391	321°	TDZE	517
		Apt Elev	543

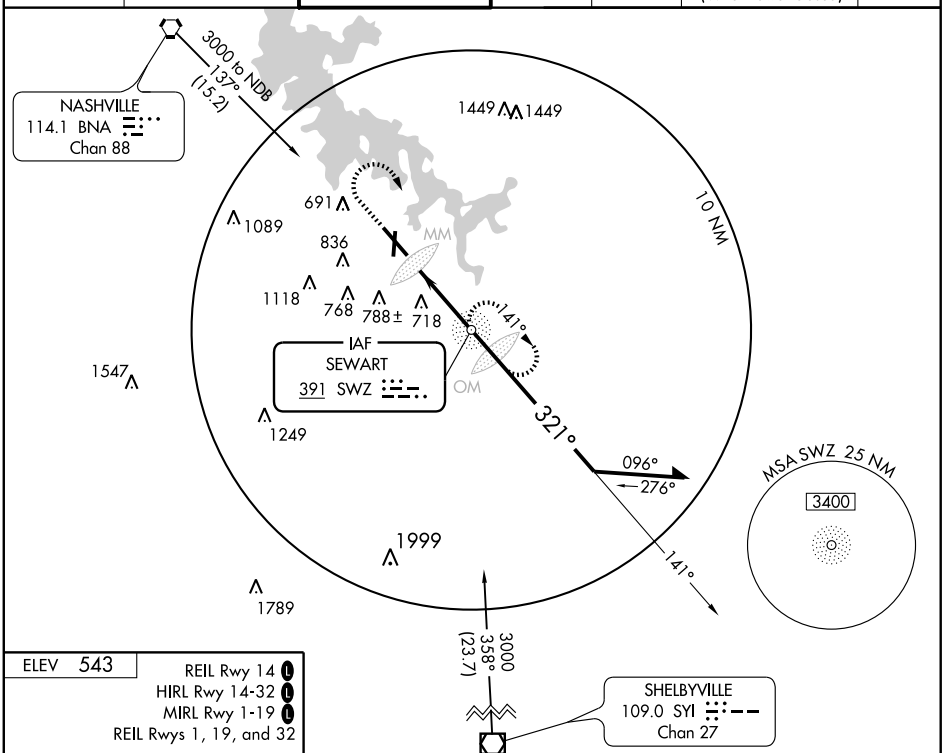
NDB RWY 32
SMYRNA (MQY)

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, and increase Circling Cat C visibility ¼ mile.

MALSR

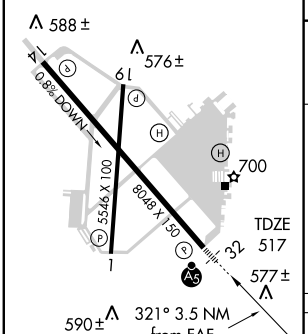
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95

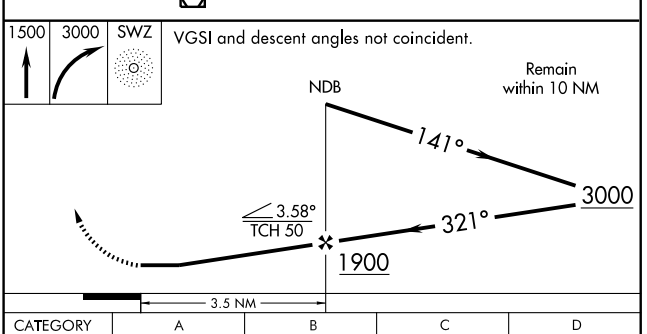


ELEV 543

REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-32	1020-¾ 503 (500-¾)		1020-1 503 (500-1)	NA
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

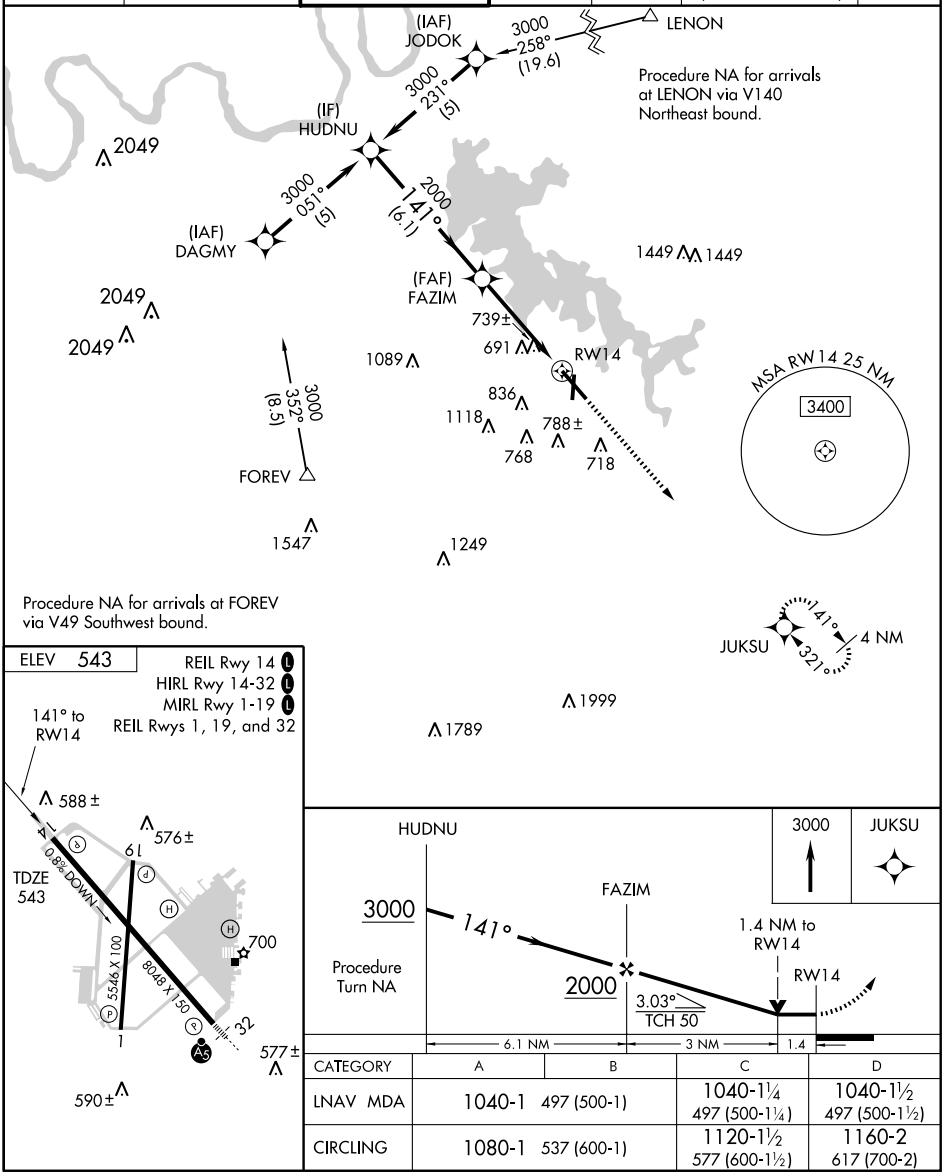
SMYRNA (MQY)

APP CRS	Rwy Idg	8048
141°	TDZE	543
	Apt Elev	543

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibilites ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JUKSU and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95



CATEGORY	A	B	C	D
LNAV MDA	1040-1	497 (500-1)	1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)
CIRCLING	1080-1	537 (600-1)	1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93512 W32A	APP CRS 321°	Rwy Idg 8048 / TDZE 517 / Apt Elev 543

RNAV (GPS) RWY 32

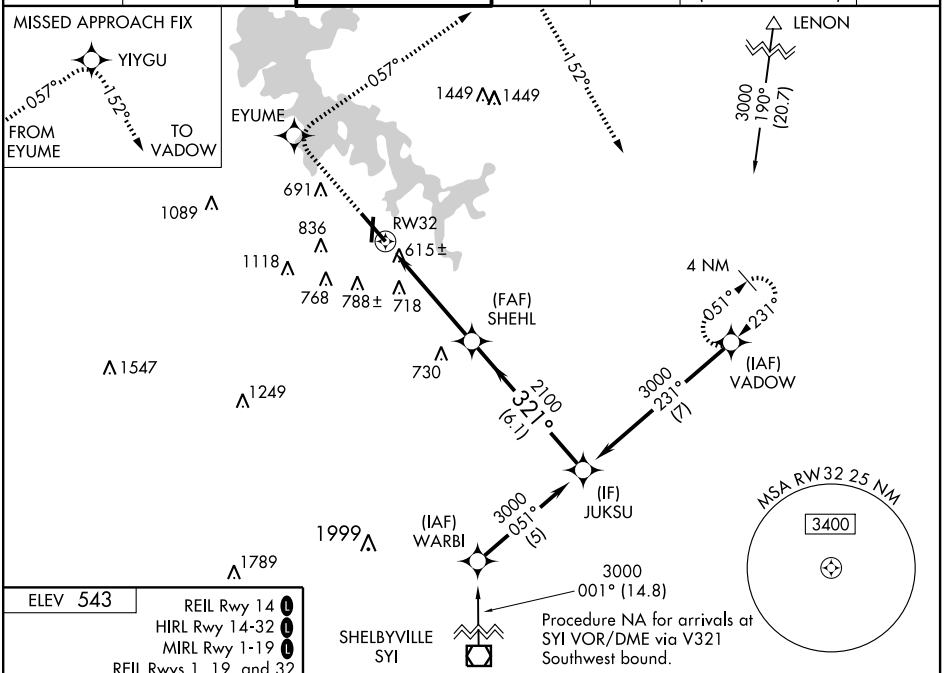
SMYRNA (MQY)

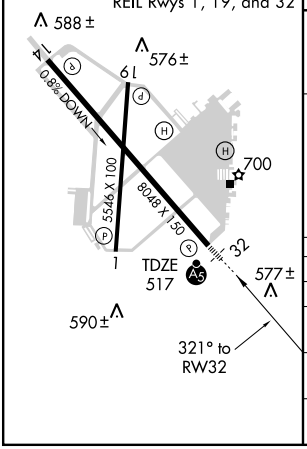
For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 872 feet, LNAV/VNAV DA to 1047 feet, and all MDA 40 feet; increase LPV visibility ¼ mile all Cats, and Circling visibility Cat C ¼ mile. For inoperative MALSR when using Nashville Intl altimeter setting, increase LPV visibility to 1¼ mile all Cats.

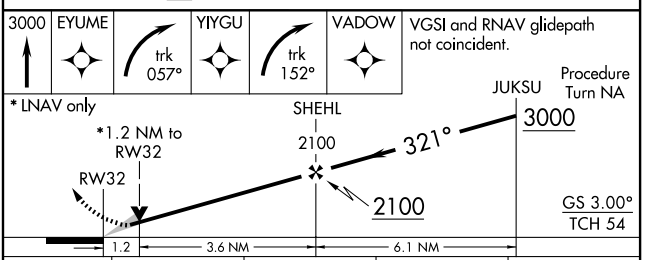
MALSR

MISSED APPROACH: Climb to 3000 direct EYUME and right turn via 057° track to YIYGU and right turn via 152° track to VADOW and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







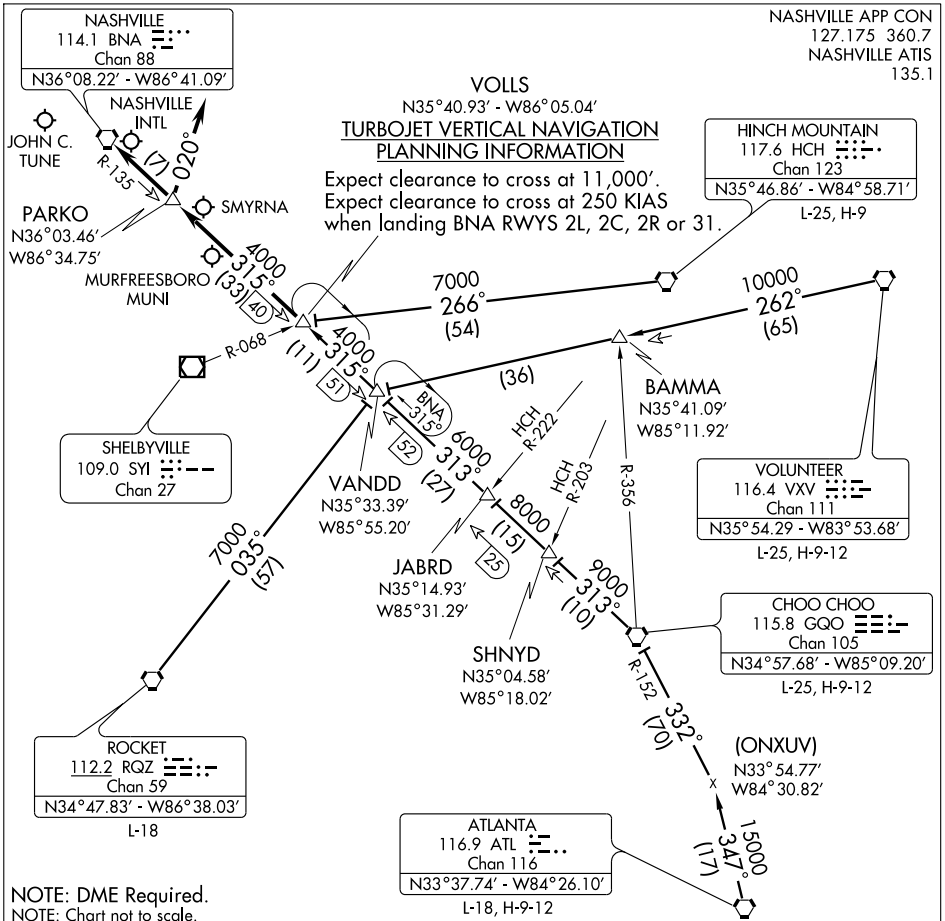
CATEGORY	A	B	C	D
LPV DA	840-½ 323 (400-½)			
LNAV/VNAV DA	1015-1¼ 498 (500-1¼)			
LNAV MDA	960-½ 443 (500-½)		960-¾ 443 (500-¾)	960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

NASHVILLE, TENNESSEE

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BNA	APP CRS	Rwy Idg	8048
114.1	135°	TDZE	543
Chan 88		Apt Elev	543

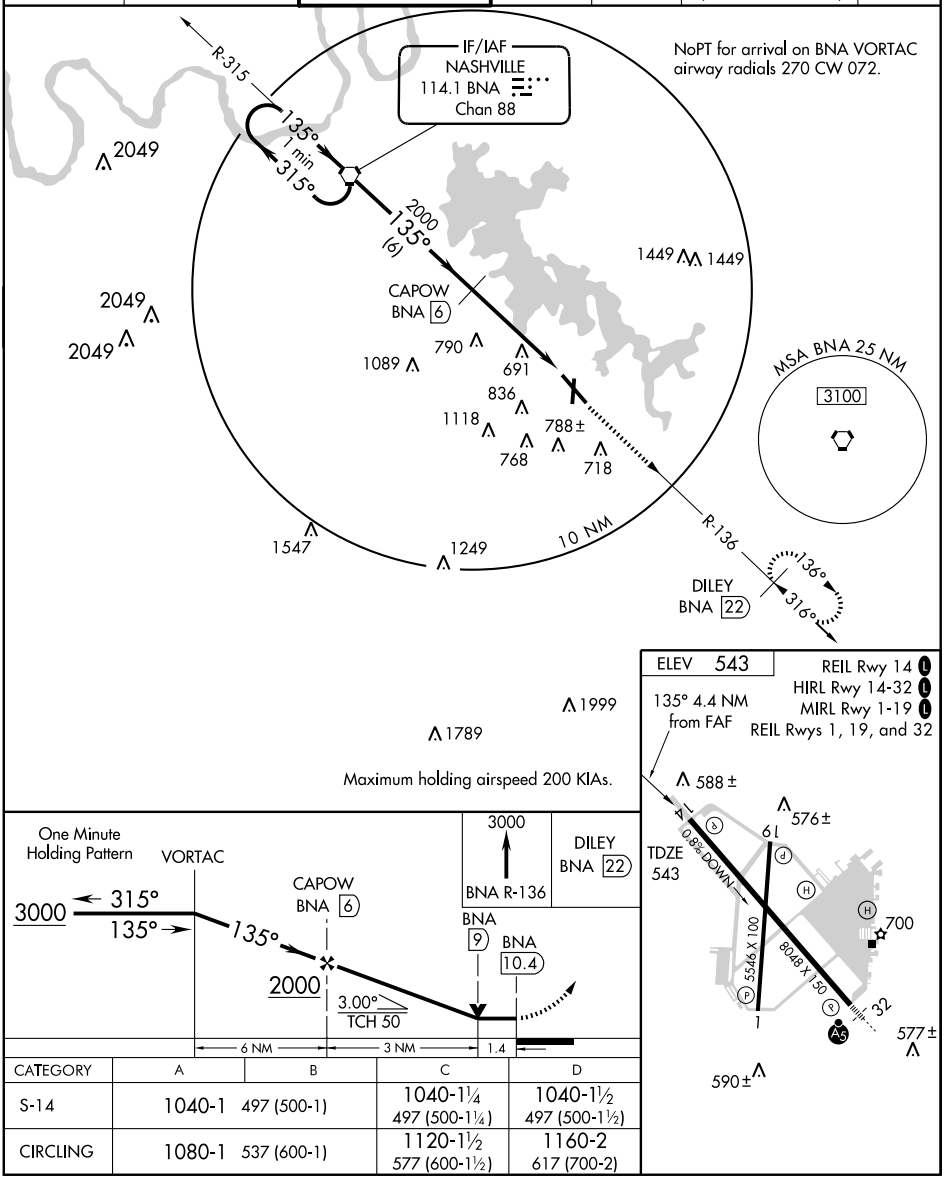
VOR/DME RWY 14

SMYRNA (MQY)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, increase S-14 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via BNA VORTAC R-136 to DILEY 22 DME and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95



CATEGORY	A	B	C	D
S-14	1040-1	497 (500-1)	1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)
CIRCLING	1080-1	537 (600-1)	1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BNA	APP CRS	Rwy Idg	8048
114.1	316°	TDZE	517
Chan 88		Apt Elev	543

VOR/DME RWY 32

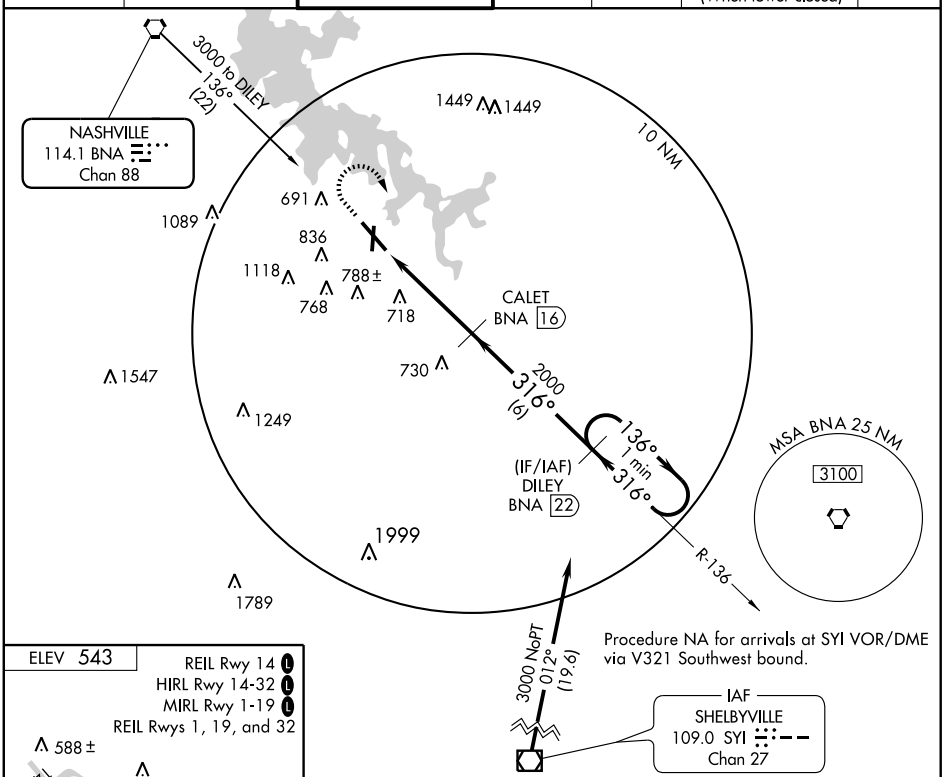
SMYRNA (MQY)

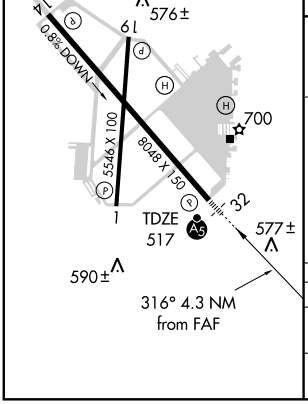
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, S-32 Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

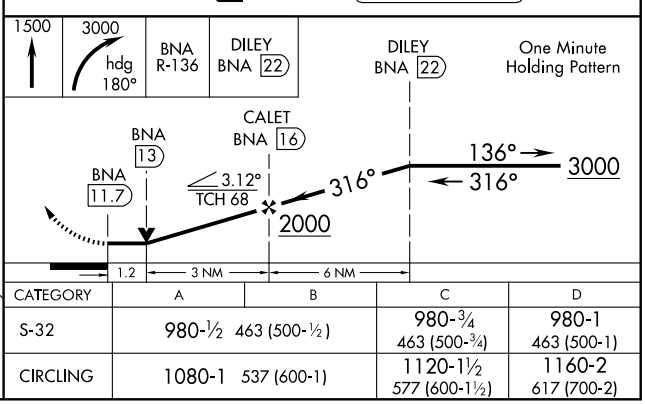
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and BNA R-136 to DILEY 22 DME and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-32	980-½ 463 (500-½)		980-¾ 463 (500-¾)	980-1 463 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB FYE	APP CRS	Rwy Idg	5000
255	179°	TDZE	431
		Apt Elev	436

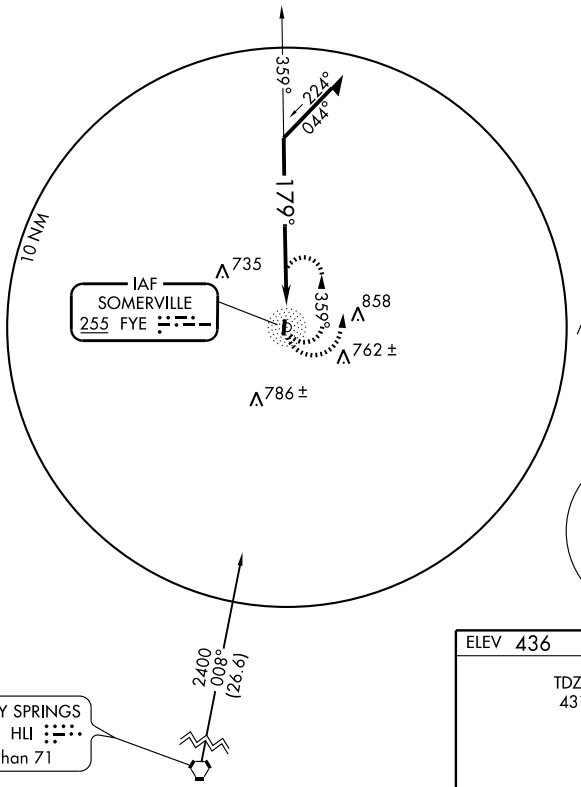
NDB RWY 19

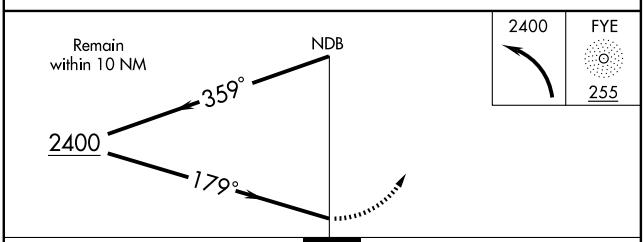
SOMERVILLE/FAYETTE COUNTY (FYE)

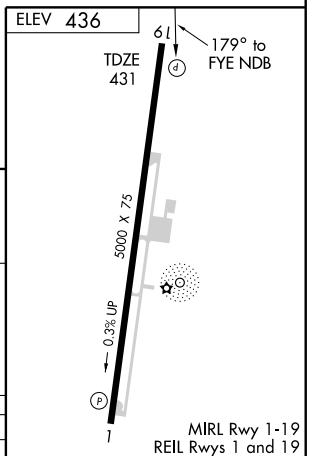
NA

MISSED APPROACH: Climbing left turn to 2400 in FYE NDB holding pattern.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9







CATEGORY	A	B	C	D
S-19	1100-1 669 (700-1)		1100-1¾ 669 (700-1¾)	NA
CIRCLING	1100-1 664 (700-1)		1100-1¾ 664 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
188°	TDZE	431
	Apt Elev	436

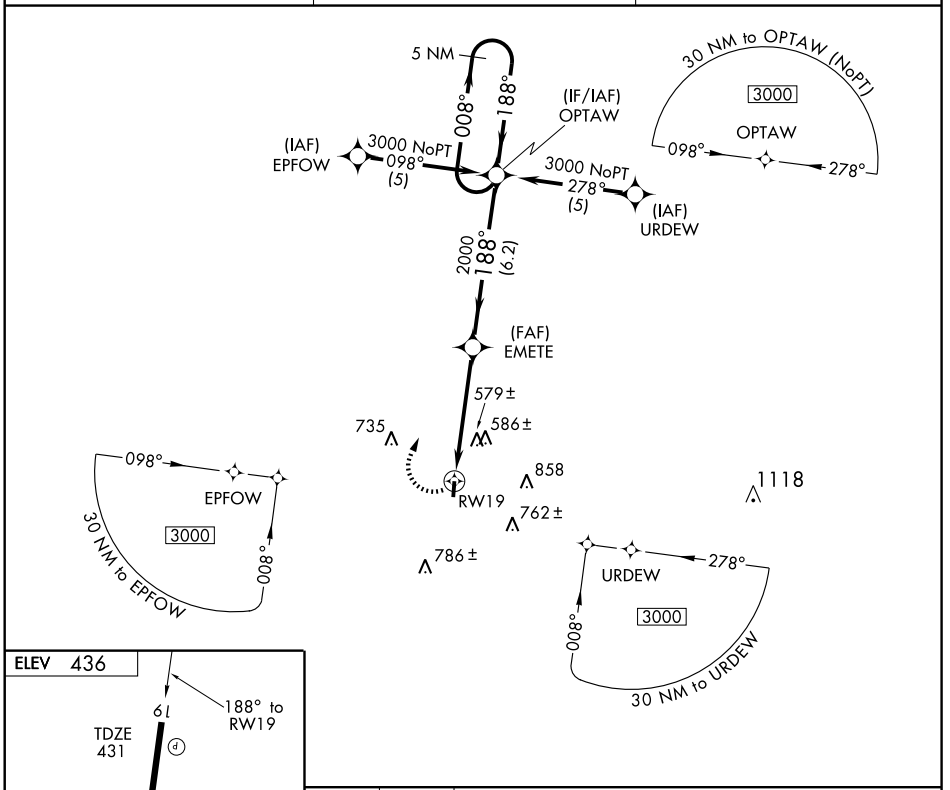
RNAV (GPS) RWY 19

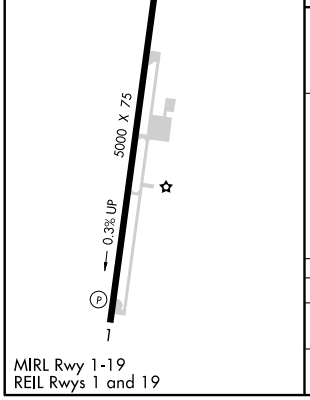
SOMERVILLE/FAYETTE COUNTY (FYE)

V NA — If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Memphis Intl altimeter setting. DME/DME RNP-0.3 NA.

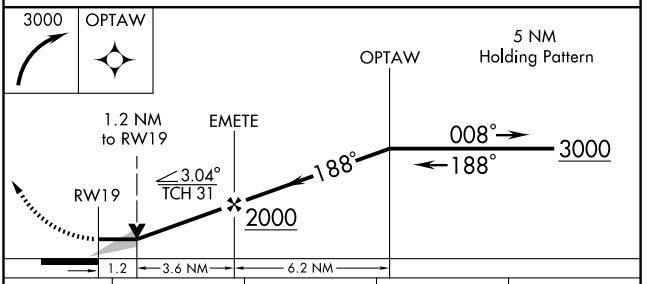
MISSED APPROACH: Climbing right turn to 3000 direct OPTAW and hold.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9





MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
LNAV MDA	840-1 409 (500-1)		840-1¼ 409 (500-1¼)	NA
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	920-1½ 484 (500-1½)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SRB	APP CRS	Rwy Idg	6005
110.1	038°	TDZE	1021
Chan 38		Apt Elev	1025

ILS or LOC RWY 4

SPARTA/ UPPER CUMBERLAND RGNL (SRB)

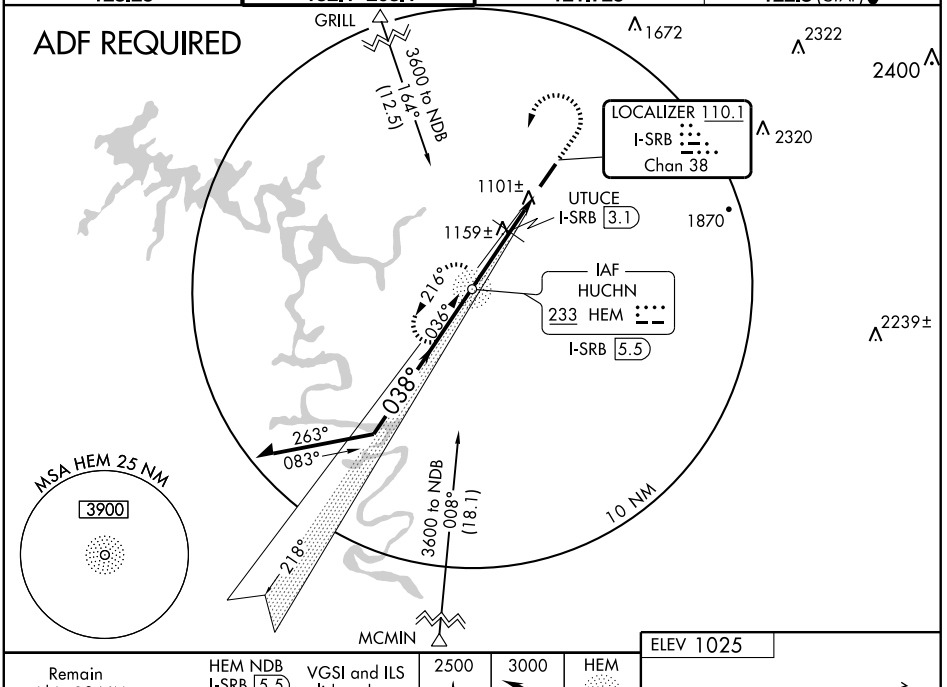
ADF REQUIRED. When local altimeter setting not received, use Crossfield altimeter setting and increase DA to 1393 and S-ILS 4 all Cats. visibility ½ mile. Increase all MDA 180 feet and S-LOC 4 Cat. C visibility ¾ mile, Cat. D ½ mile. Inoperative table does not apply to UTUCE FIX Cat. C minimums when using Crossfield altimeter setting.

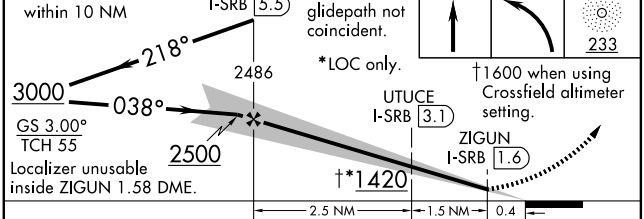
NA

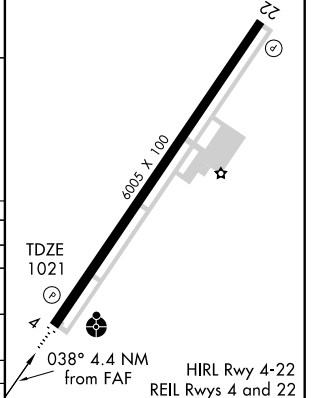
ODALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	1221-¾ 200 (200-¾)			
S-LOC 4	1420-¾ 399 (400-¾)			1420-1¼ 399 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)
UTUCE FIX MINIMUMS				
S-LOC 4	1360-¾ 339 (400-¾)			1360-1¼ 339 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB HEM	APP CRS	Rwy Idg	6005
233	036°	TDZE	1021
		Apt Elev	1025

NDB RWY 4

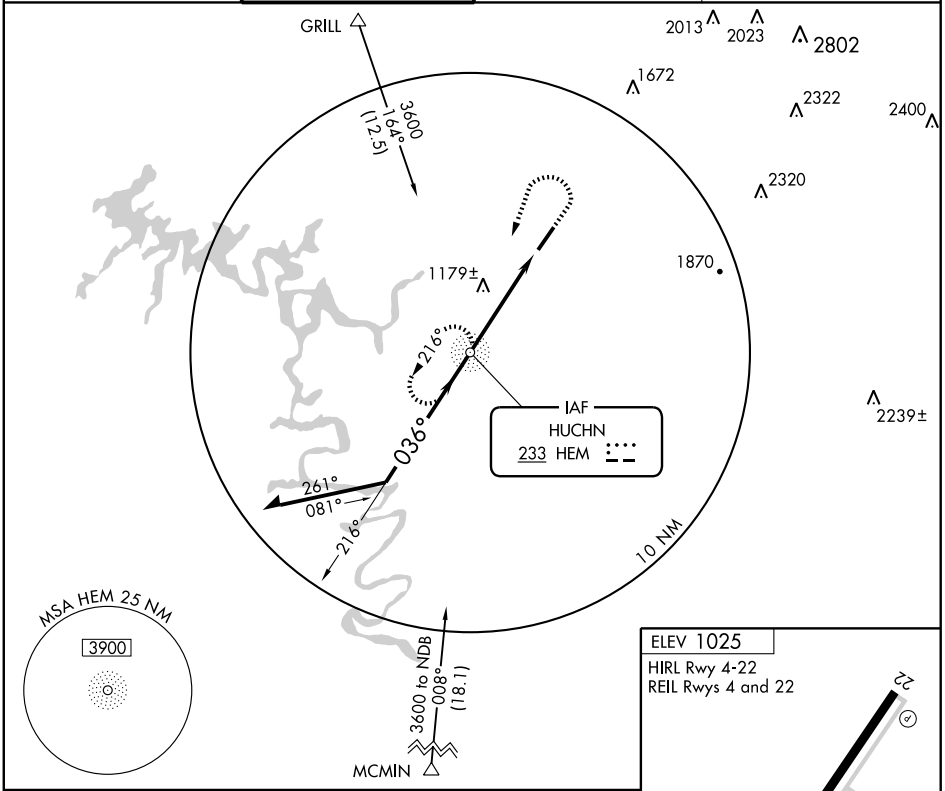
SPARTA / UPPER CUMBERLAND RGNL (SRB)

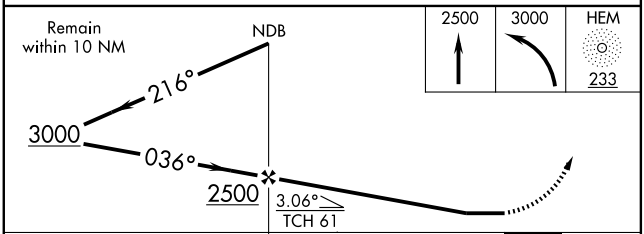
NA — Inoperative table does not apply to Cat. C. When local altimeter setting not received, use Crossfield altimeter setting and increase all MDA 180 feet. Increase S-4 Cat. C/D visibility ½ mile. Increase Circling Cat. C/D visibility ¼ mile.

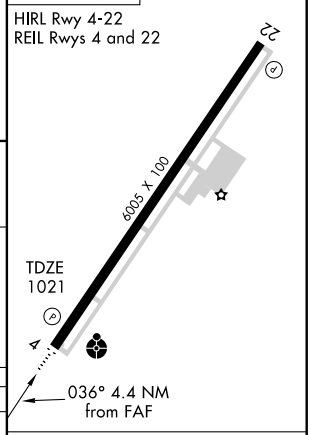
ODALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1480-¾ 459 (500-¾)		1480-1¼ 459 (500-1¼)	1480-1½ 459 (500-1½)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82210 W04A	APP CRS 038°	Rwy Idg 6005 TDZE 1021 Apt Elev 1025

RNAV (GPS) RWY 4

SPARTA / UPPER CUMBERLAND RGNL (SRB)

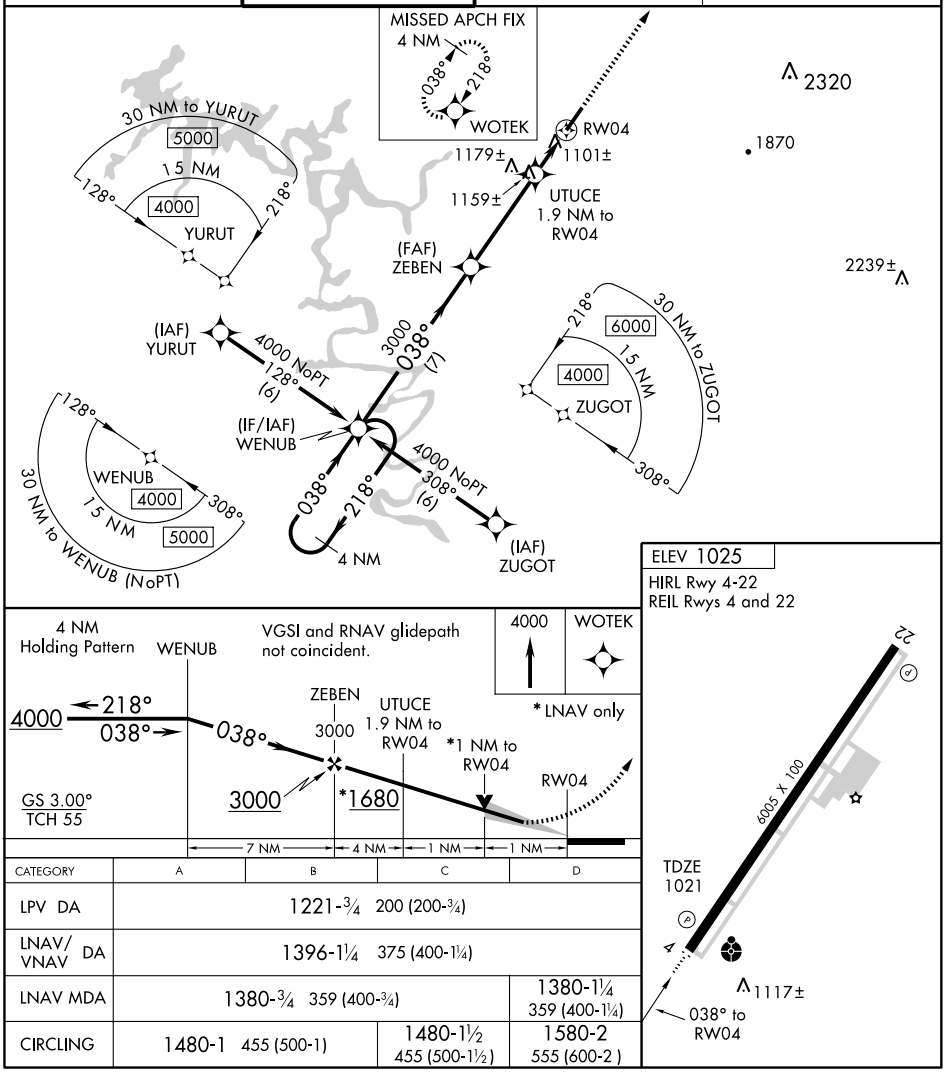
Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1393 and all Cats. visibility ½ mile. Increase LNAV/VNAV DA to 1568 and all Cats. visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¾ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. Inoperative table does not apply to LNAV Cat. C when using Crossville altimeter setting. VDP NA when using Crossville altimeter setting.

NA

ODALS

MISSED APPROACH: Climb to 4000 direct WOTEK and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1221-¾ 200 (200-¾)			
LNAV/VNAV DA	1396-1¼ 375 (400-1¼)			
LNAV MDA	1380-¾ 359 (400-¾)			1380-1¼ 359 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82311 W22A	APP CRS 218°	Rwy Idg 6005 / TDZE 1025 / Apt Elev 1025

RNAV (GPS) RWY 22

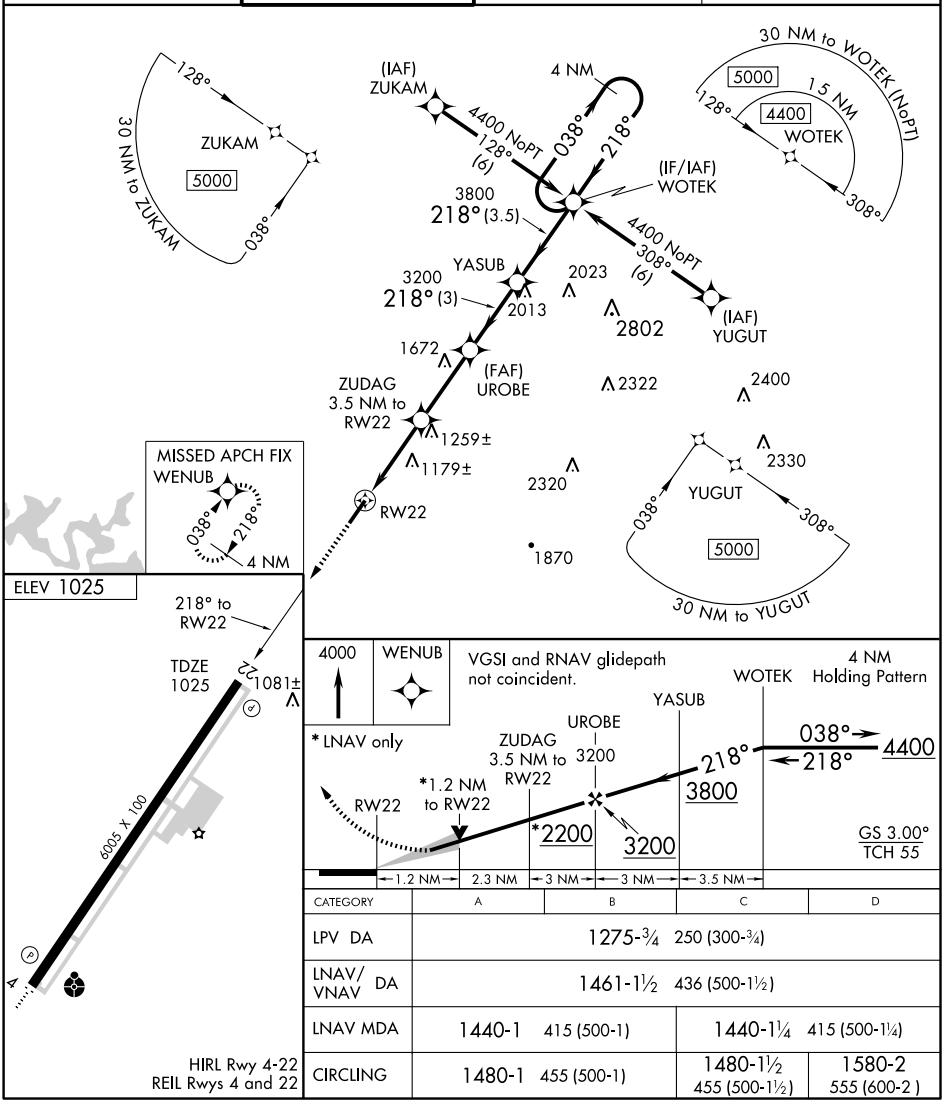
SPARTA /UPPER CUMBERLAND RGNL (SRB)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447, LNAV/VNAV DA to 1633. Increase LPV and LNAV/VNAV visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¼ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. VDP NA when using Crossville altimeter setting.

NA

MISSED APPROACH: Climb to 4000 direct WENUB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1275-¾ 250 (300-¾)			
LNAV/VNAV DA	1461-1½ 436 (500-1½)			
LNAV MDA	1440-1 415 (500-1)		1440-1¼ 415 (500-1¼)	
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

HIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-ONE	APP CRS	Rwy Idg	5005
109.7	036°	TDZE	700
		Apt Elev	707

LOC RWY 4

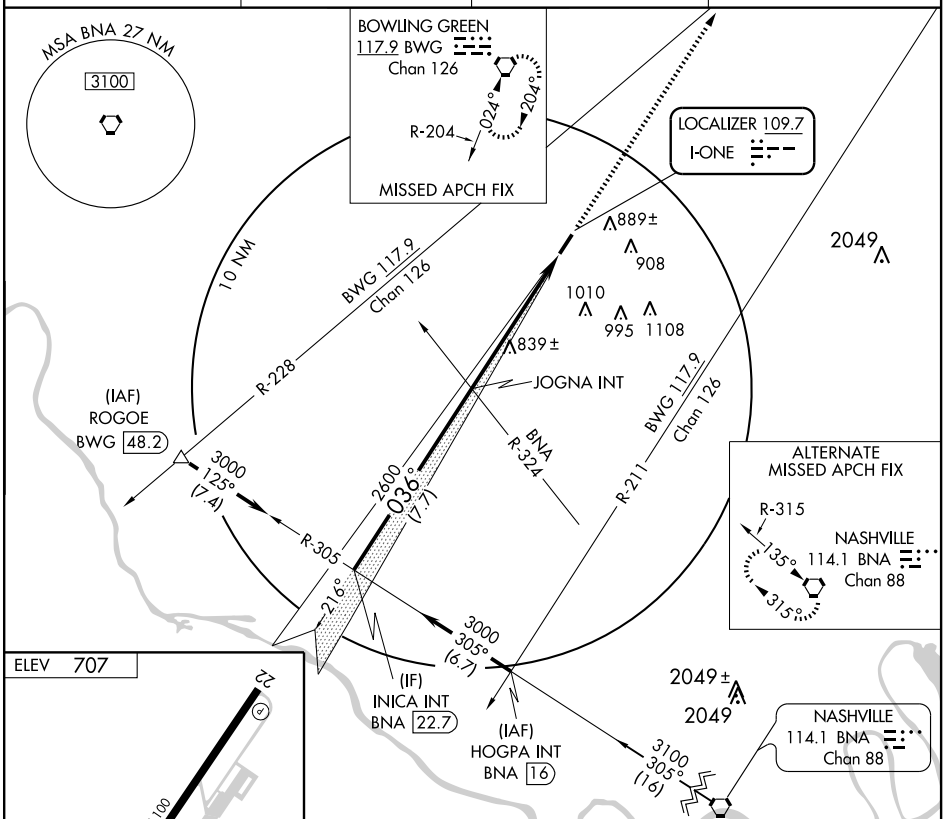
SPRINGFIELD ROBERTSON COUNTY (M91)

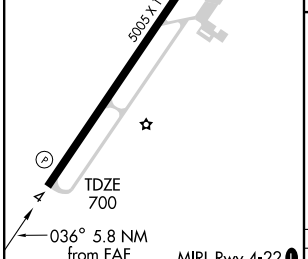
T
NA

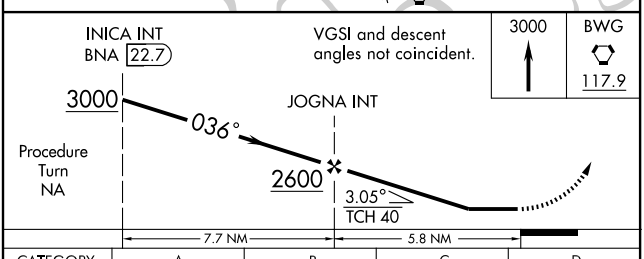
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 80 feet and increase S-4 and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct BWG VORTAC and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
120.675	119.35 385.55	121.725	123.0 (CTAF) L







FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-4	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5005
036°	TDZE	700
	Apt Elev	707

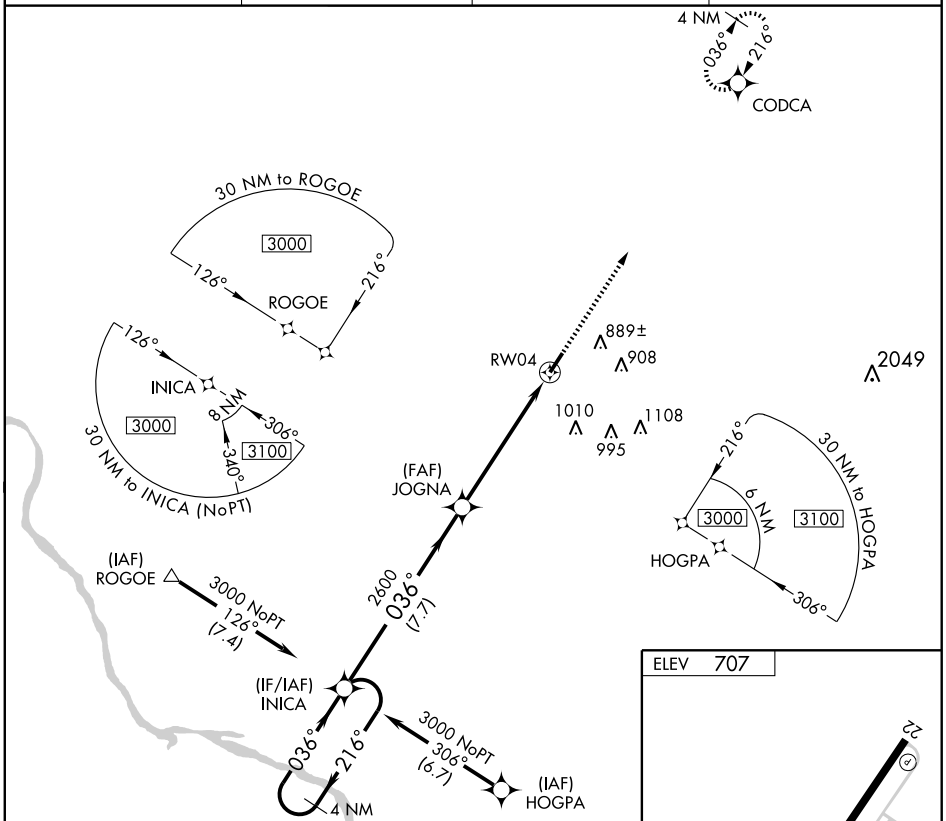
RNAV (GPS) RWY 4

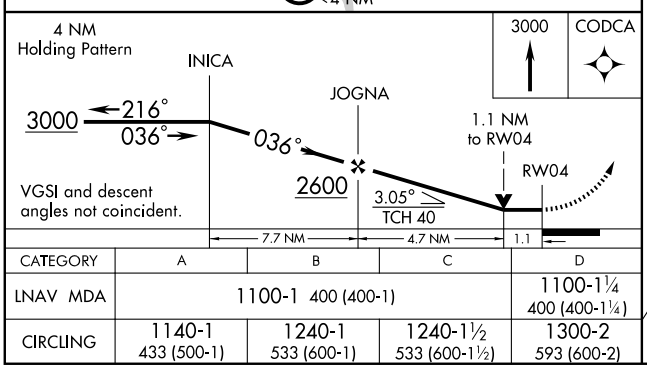
SPRINGFIELD ROBERTSON COUNTY (M91)

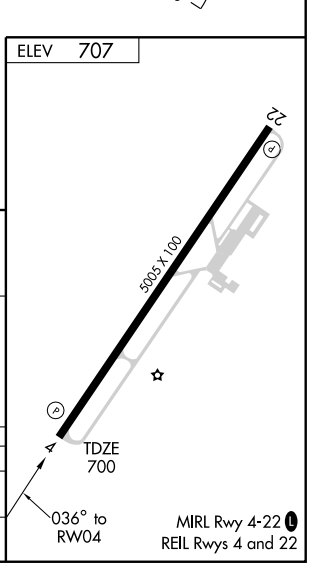
If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CODCA and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
120.675	119.35 385.55	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5005
216°	TDZE	707
	Apt Elev	707

RNAV (GPS) RWY 22

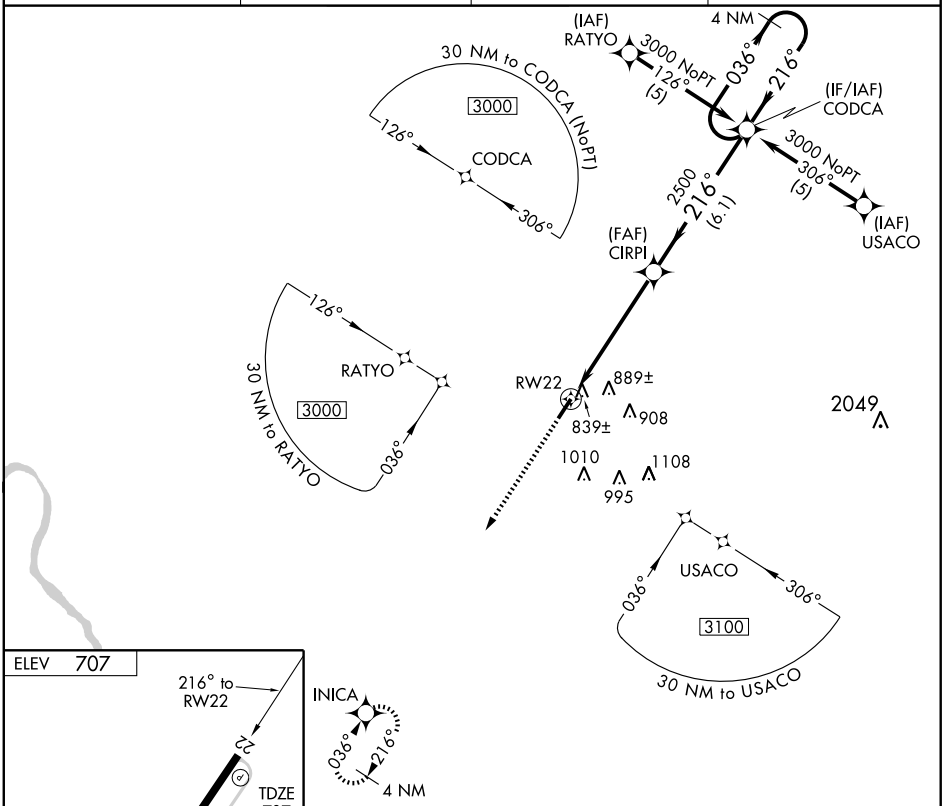
SPRINGFIELD ROBERTSON COUNTY (M91)

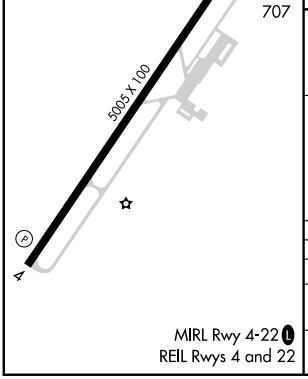
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting.

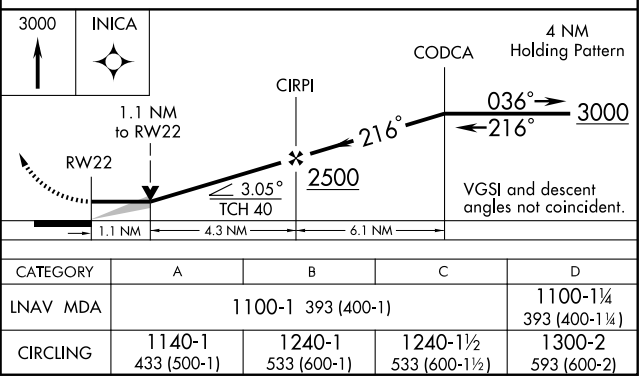
NA

MISSED APPROACH: Climb to 3000 direct INICA and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
120.675	119.35 385.55	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 393 (400-1)			1100-1¼ 393 (400-1¼)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

MIRL Rwy 4-22 L
REIL Rwys 4 and 22

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

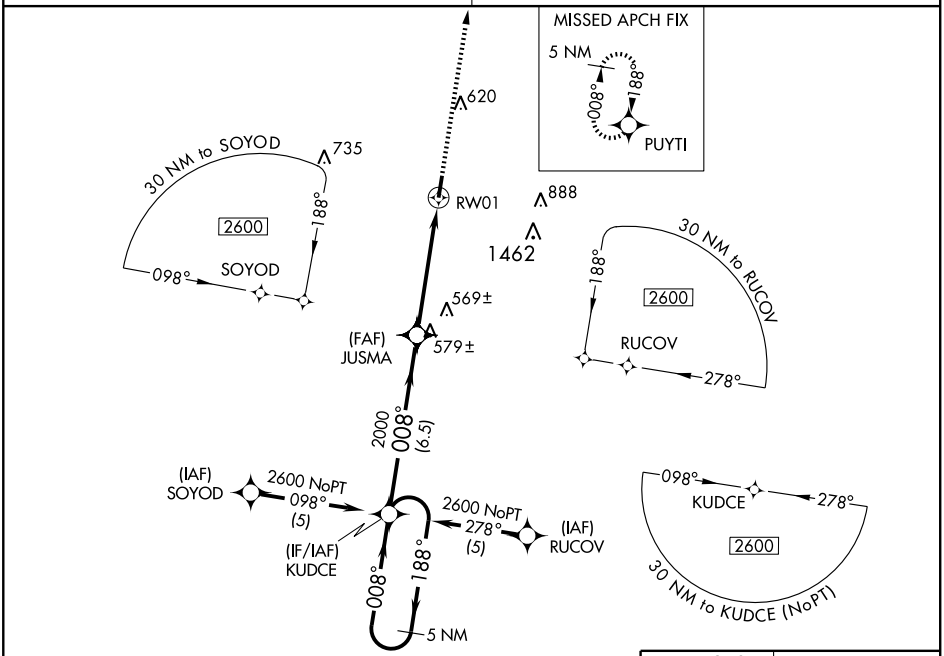
TRENTON /GIBSON COUNTY (TGC)

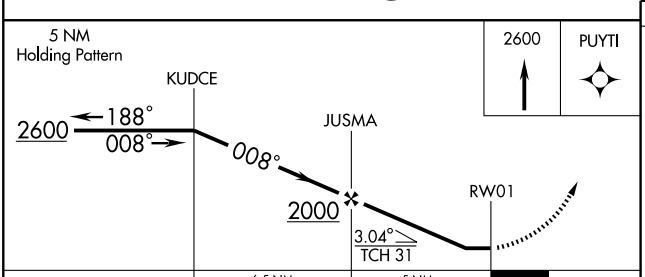
APP CRS		
008°	Rwy Idg	4800
	TDZE	359
	Apt Elev	359

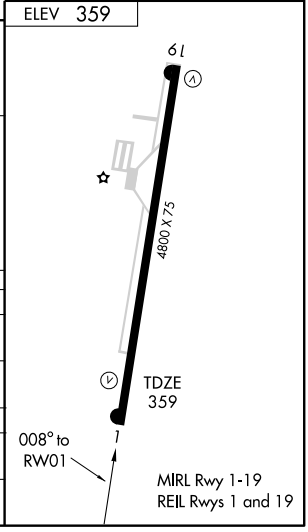
Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.
NA Straight-in minimums NA at night. Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1 461 (500-1)		820-1¼ 461 (500-1¼)	820-1½ 461 (500-1½)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 521 (600-1)		880-1½ 521 (600-1½)	880-1¾ 521 (600-1¾)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

TRENTON /GIBSON COUNTY (TGC)

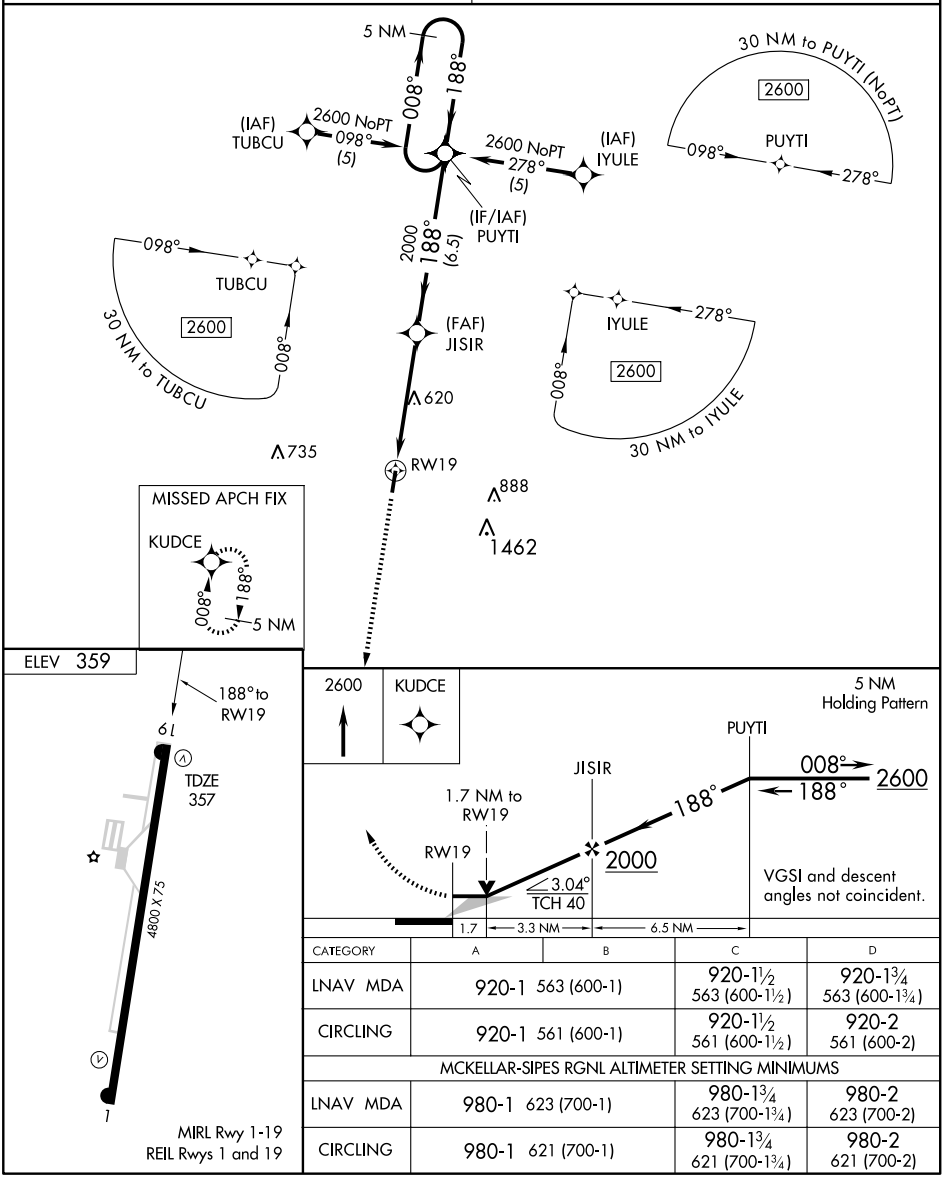
APP CRS	Rwy Idg	4800
188°	TDZE	357
	Apt Elev	359

Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.
Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA.
VDP NA when using McKellar-Sipes Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	920-1 563 (600-1)		920-1½ 563 (600-1½)	920-1¾ 563 (600-1¾)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	980-1 623 (700-1)		980-1¾ 623 (700-1¾)	980-2 623 (700-2)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	100°	TDZE	N/A
Chan 115		Apt Elev	359

VOR/DME-A

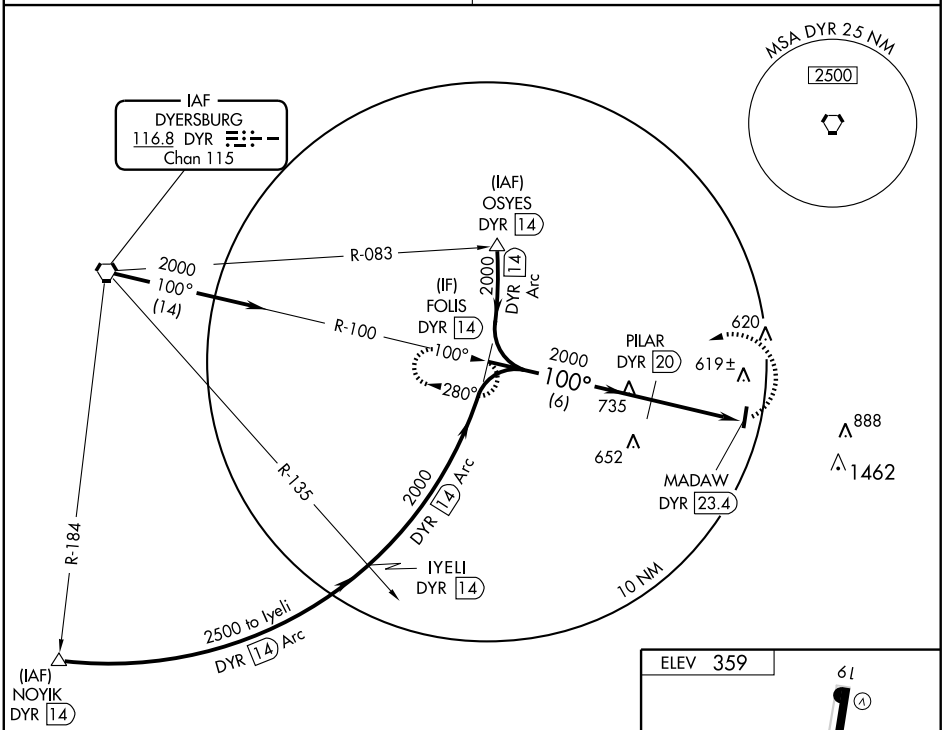
TRENTON /GIBSON COUNTY (TGC)

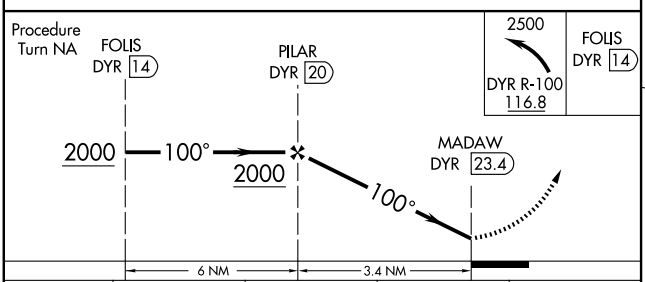
Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.

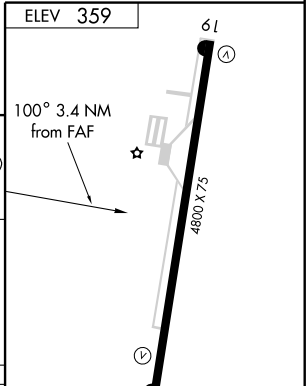
NA

MISSED APPROACH: Climbing left turn to 2500 via DYR VORTAC R-100 to FOLIS/DYR 14 DME and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	920-1 561 (600-1)	920-1¼ 561 (600-1¼)	920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	980-1 621 (700-1)	980-1¼ 621 (700-1¼)	980-1¾ 621 (700-1¾)	980-2 621 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

APCH CRS	Rwy Idg	6000
027°	TDZE	1065
	Arpt Elev	1065

AL-5731 [USAF] ARNOLD AFB (AYX)

* Circling not authorized W of Rwy 3-21.
DME/DME RNP-0.3 NA

MISSED APPROACH: Turn left climbing to 3100 direct HASGO and hold.

MEMPHIS CENTER	ATIS/UNICOM *
126.75 353.5	126.2 257.975

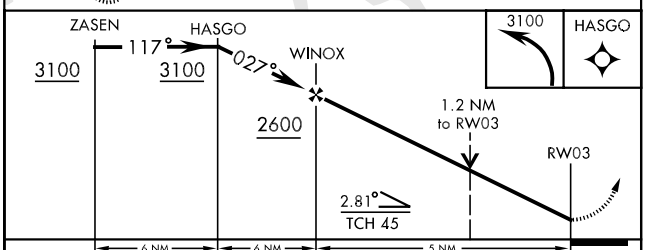
SE-1, 21 OCT 2010 to 18 NOV 2010

FOR MILITARY USE ONLY

SHELBYVILLE
109.0 SYI
Chan 27

1382
1158
RW03
1125
1291
1283
(FAF)
WINOX
3100
161°
(19.5)
(IAF)
ZASEN
NoPT
3100
117°
(6)
2600
027°
(6)
MSA RW03 25 NM
3700
EMERG SAFE ALT 100 NM
5600 FROM RW03
HASGO
5 NM
207°
027°
Max holding
265 KIAS

ELEV 1065
HIRL Rwy 3-21
6000 x 150
TDZE
1065
027° to RW03



CATEGORY	A	B	C	D
LNAV MDA	1500-1 435 (500-1)		1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1 435 (500-1)		1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)

RNAV (GPS) RWY 3

RNAV (GPS) RWY 21

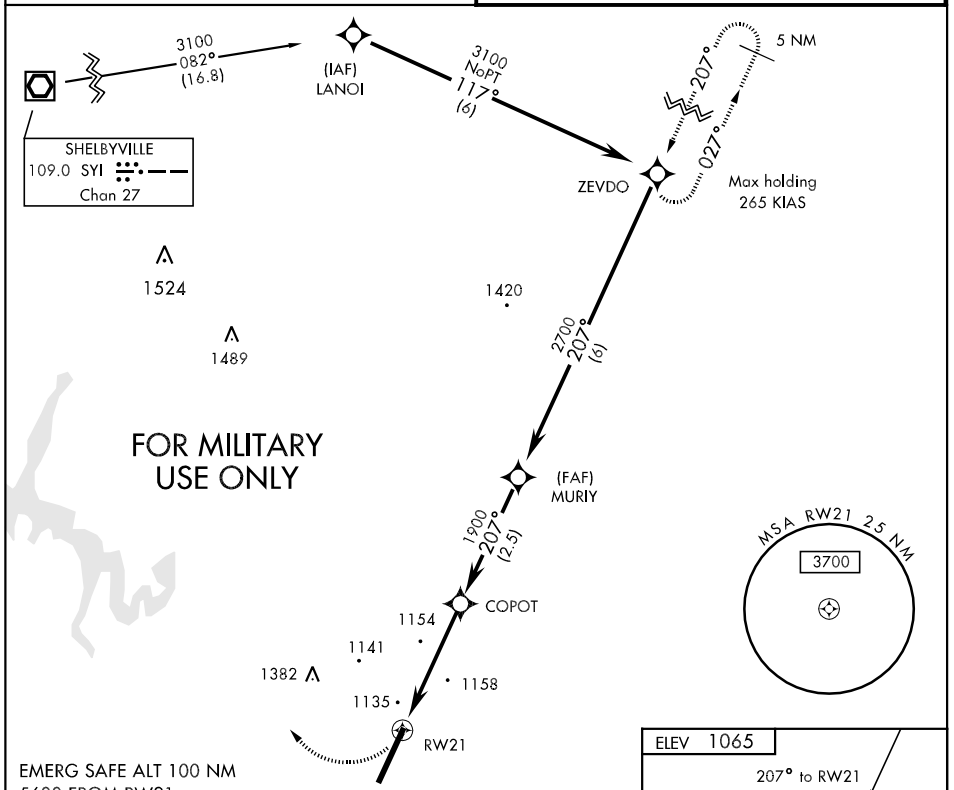
APCH CRS	Rwy Idg	6000
207°	TDZE	1065
	Arpt Elev	1065

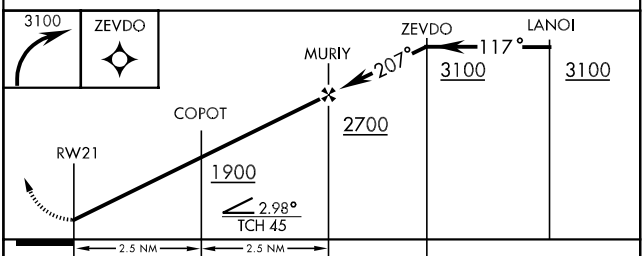
AL-5731 [USAF] ARNOLD AFB (AYX)

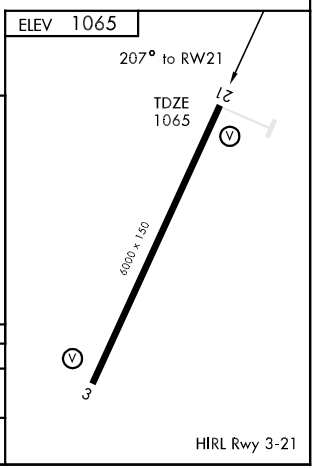
* Circling not authorized W of Rwy 3-21.
DME/DME RNP-0.3 NA

MISSED APPROACH: Turn right climbing to 3100 direct ZEVDO and hold.

MEMPHIS CENTER	ATIS/UNICOM *
126.75 353.5	126.2 257.975







CATEGORY	A	B	C	D
LNAV MDA	1500-1 435 (500-1)		1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1 435 (500-1)		1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR UXM 109.65	APCH CRS 088°	Rwy Idg 6000 TDZE 1065 Arpt Elev 1065

AL-5731 [USAF]

ARNOLD AFB (AYX)

MISSED APPROACH: Climb to 2100. Then turn left direct UXM VOR and hold. Maintain 3400.

MEMPHIS CENTER	ATIS/UNICOM ★
126.75 353.5	126.2 257.975

FOR MILITARY USE ONLY

SHELBYVILLE
109.0 SYI
Chan 27

1421

3400
142°
(14.4)

IAF
TULLAHOMA
109.65 UXM

1749

1232

1382

1158

1381

088°

088°

268°

1430

1125

1291

EMERG SAFE ALT 100 NM
5600 FROM UXM

10 NM

MSA UXM 25 NM
3700

ELEV 1065

HIRL Rwy 3-21

21

3

6000 x 150

088° from FAF

TDZE
1065

2100	3400	UXM

One Minute
Holding Pattern

VOR

3400

268°

088°

088°

7.6 NM

FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

CATEGORY	A	B	C	D
CIRCLING	1740-1 675 (700-1)		1740-2 675 (700-2)	1740-2¼ 675 (700-2 ¼)

SE-1, 21 OCT 2010 to 18 NOV 2010

NDB ULH	APP CRS	Rwy Idg	5002
332	184°	TDZE	1082
		Apt Elev	1083

NDB RWY 18

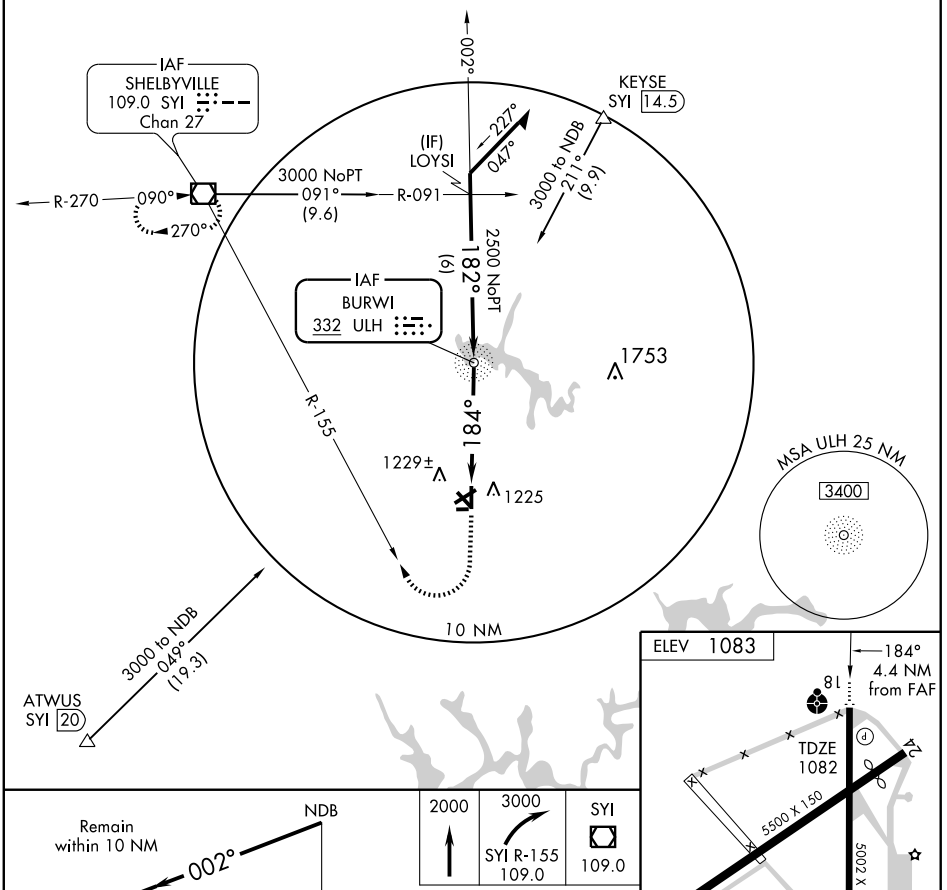
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

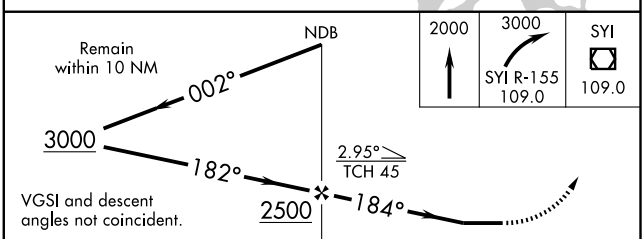
NA — If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply to Cat C.

ODALS

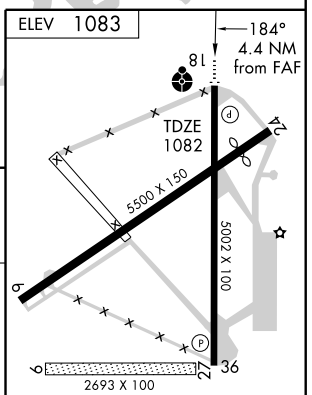
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-155 to SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L





2000	3000	SYI
	SYI R-155 109.0	109.0



MIRL Rwy 18-36 L

REIL Rwys 18 and 36

CATEGORY	A	B	C	D
S-18	1540-¾	458 (500-¾)	1540-1¼ 458 (500-1¼)	1540-1½ 458 (500-1½)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
061°	TDZE	1082
	Apt Elev	1083

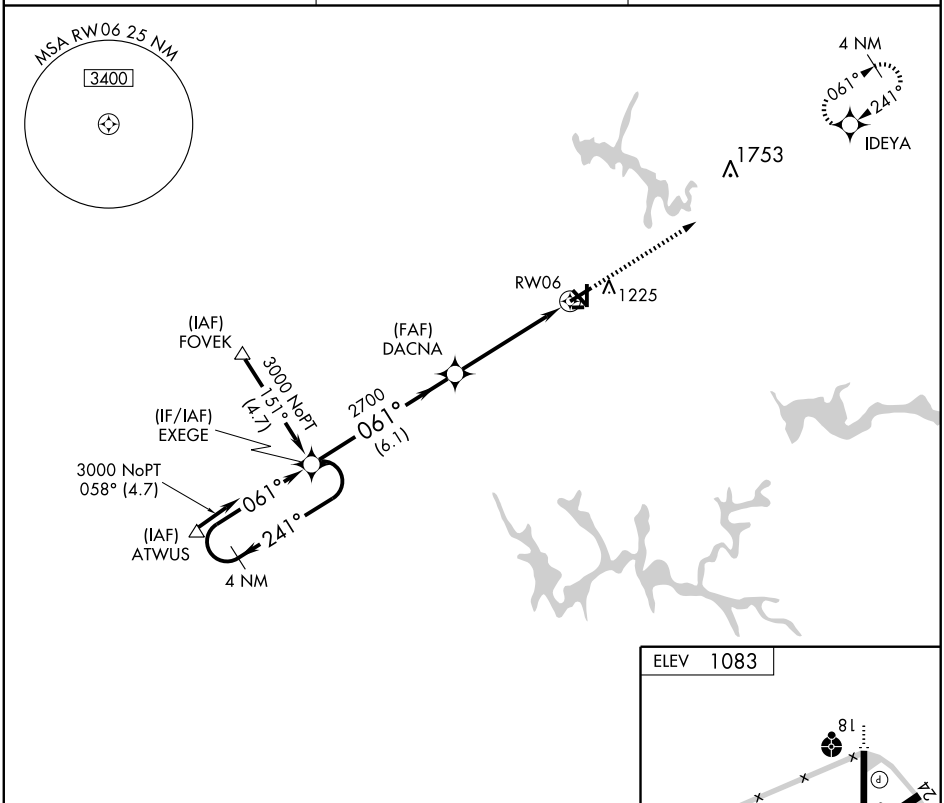
RNAV (GPS) RWY 6

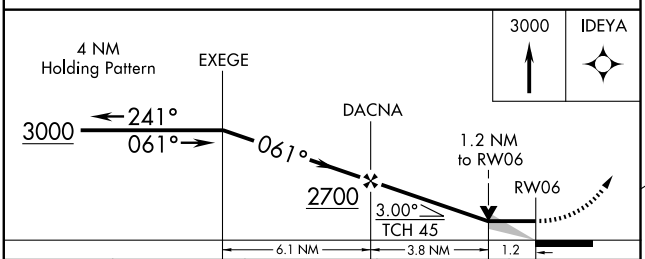
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

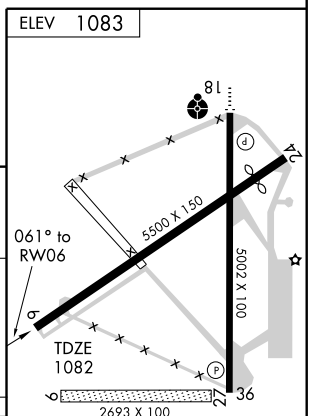
MISSED APPROACH: Climb to 3000 direct IDEYA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)



MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
183°	TDZE	1082
	Apt Elev	1083

RNAV (GPS) RWY 18

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

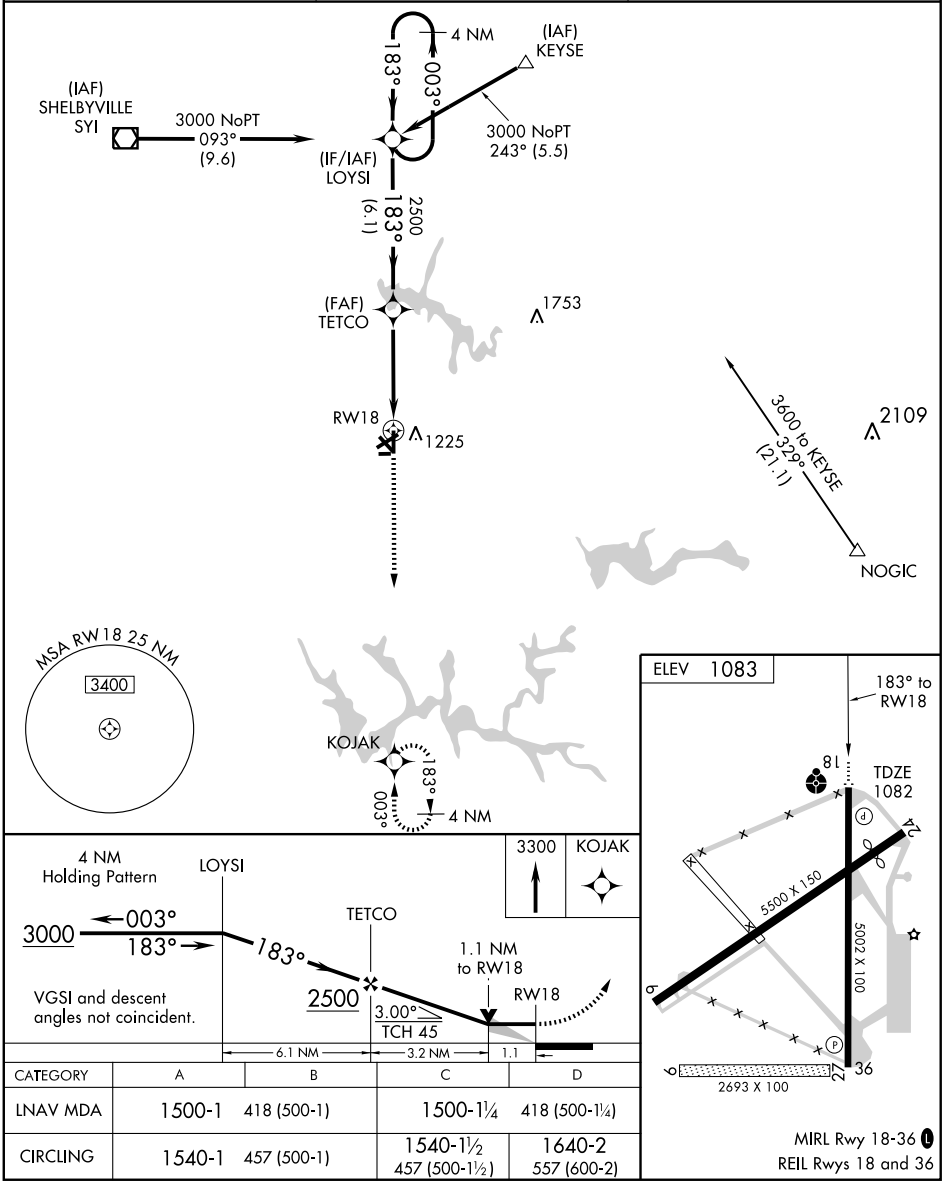
DME/DME RNP-0.3 NA. Inoperative table does not apply. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

NA

ODALS

MISSED APPROACH: Climb to 3300 direct KOJAK and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4999
241°	TDZE	1082
	Apt Elev	1083

RNAV (GPS) RWY 24

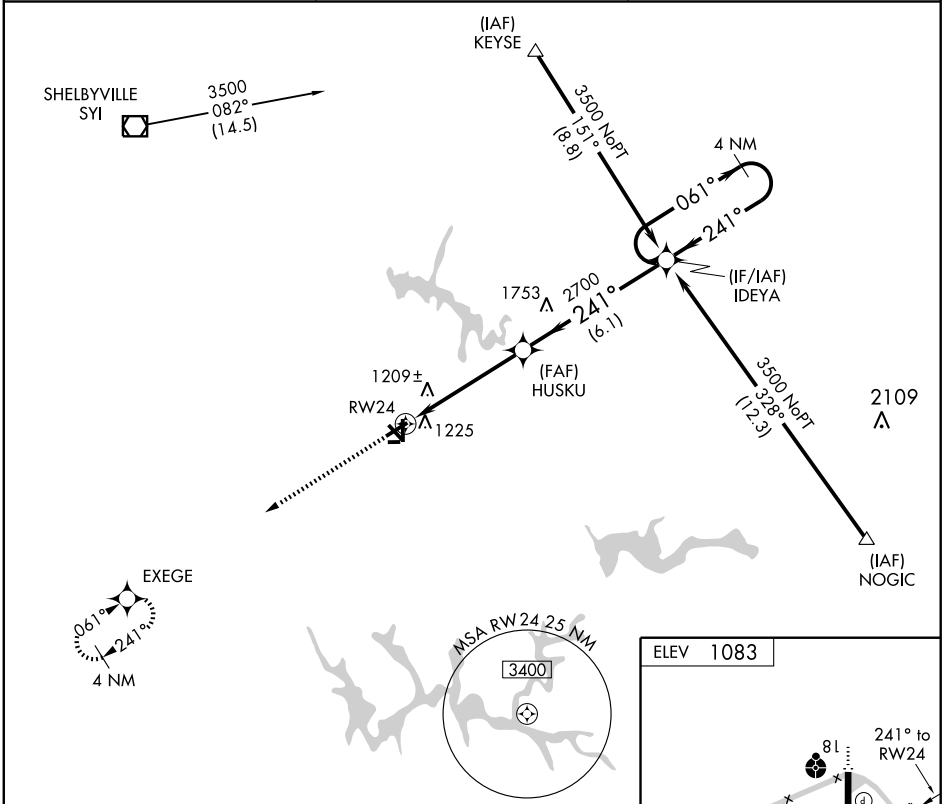
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

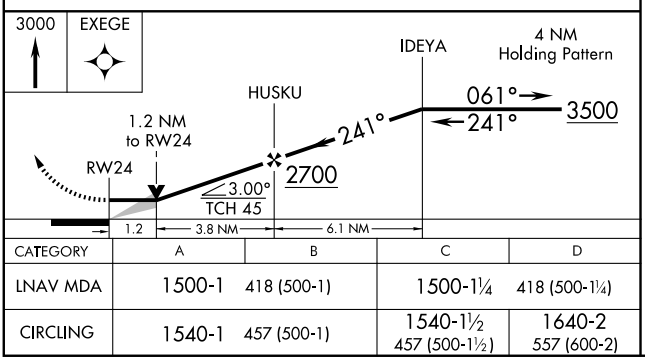
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

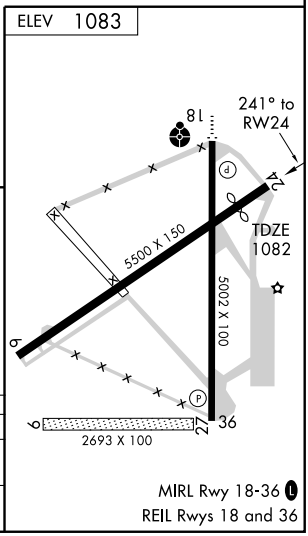
NA

MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1500-1 418 (500-1)		1500-1¼ 418 (500-1¼)	
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

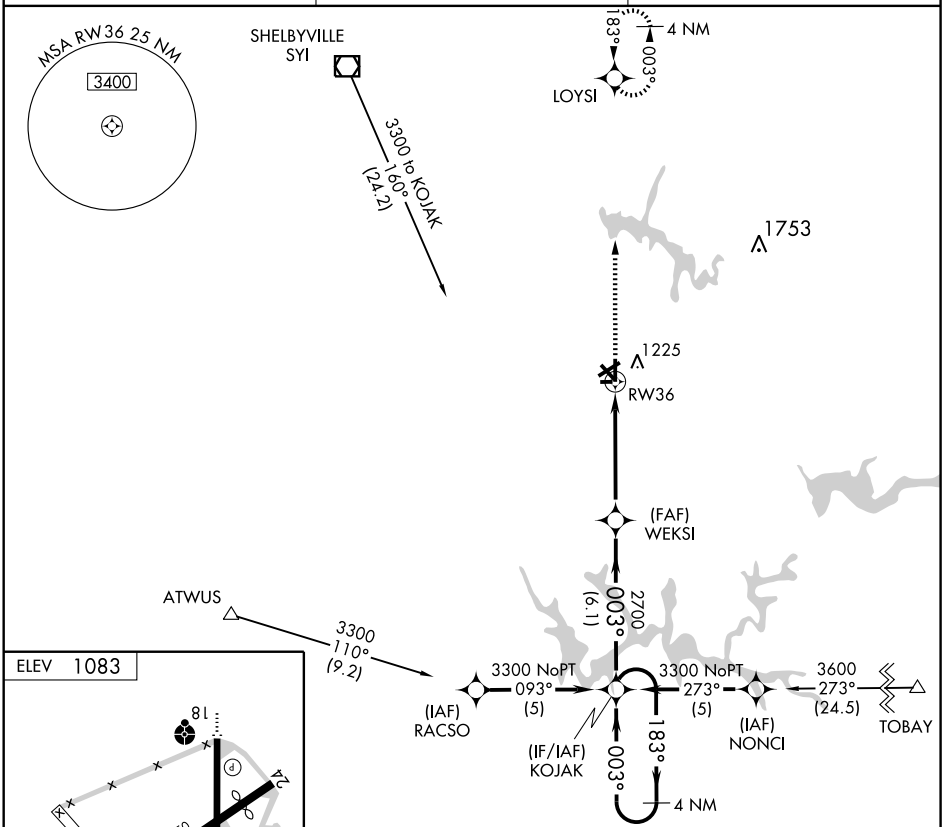
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

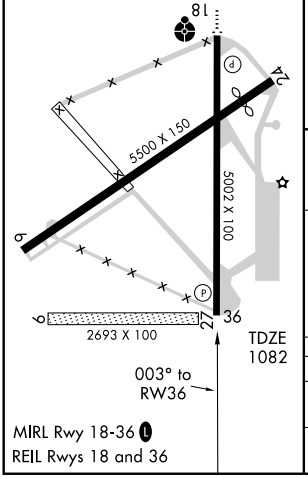
APP CRS	Rwy Idg	5002
003°	TDZE	1082
	Apt Elev	1083

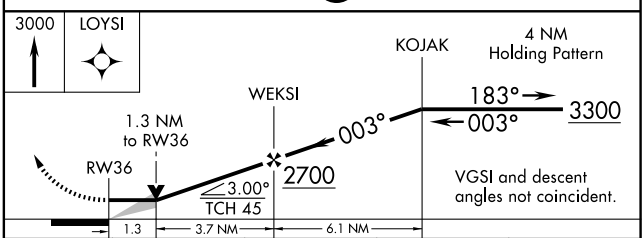
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimus NA at night. Circling to Rwy 9-27 NA at night. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct LOYSI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1480-1 398 (400-1)			1480-1¼ 398 (400-1¼)
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

SDF THA	APP CRS	Rwy Idg	5002
110.9	183°	TDZE	1082
		Apt Elev	1083

SDF RWY 18

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase S-18 Cat C visibility ¾ mile, Cat D 1½ mile and Circling Cat C visibility ¼ mile, Cat D ½ mile. Inoperative table does not apply to S-18 Cat C when using Nashville Intl altimeter setting.

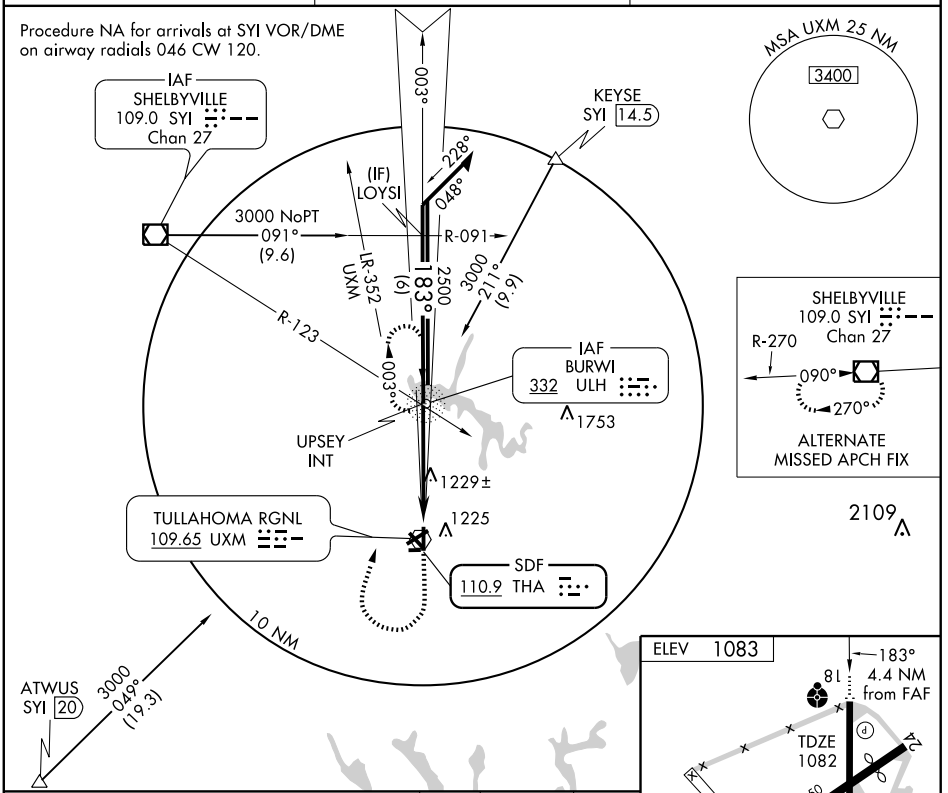
NA

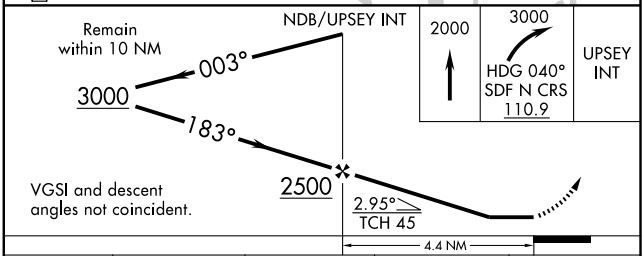
ODALS

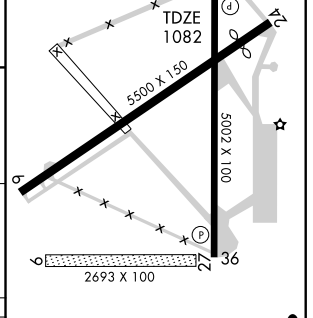
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and THA SDF N course to UPSEY INT and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L

Procedure NA for arrivals at SYI VOR/DME on airway radials 046 CW 120.







CATEGORY	A	B	C	D
S-18	1480-¾ 398 (400-¾)			1480-1¼ 398 (400-1¼)
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L

REIL Rwys 18 and 36

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VOR UXM 109.65	APP CRS 069°	Rwy Idg 5500 TDZE 1082 Apt Elev 1083

VOR RWY 6

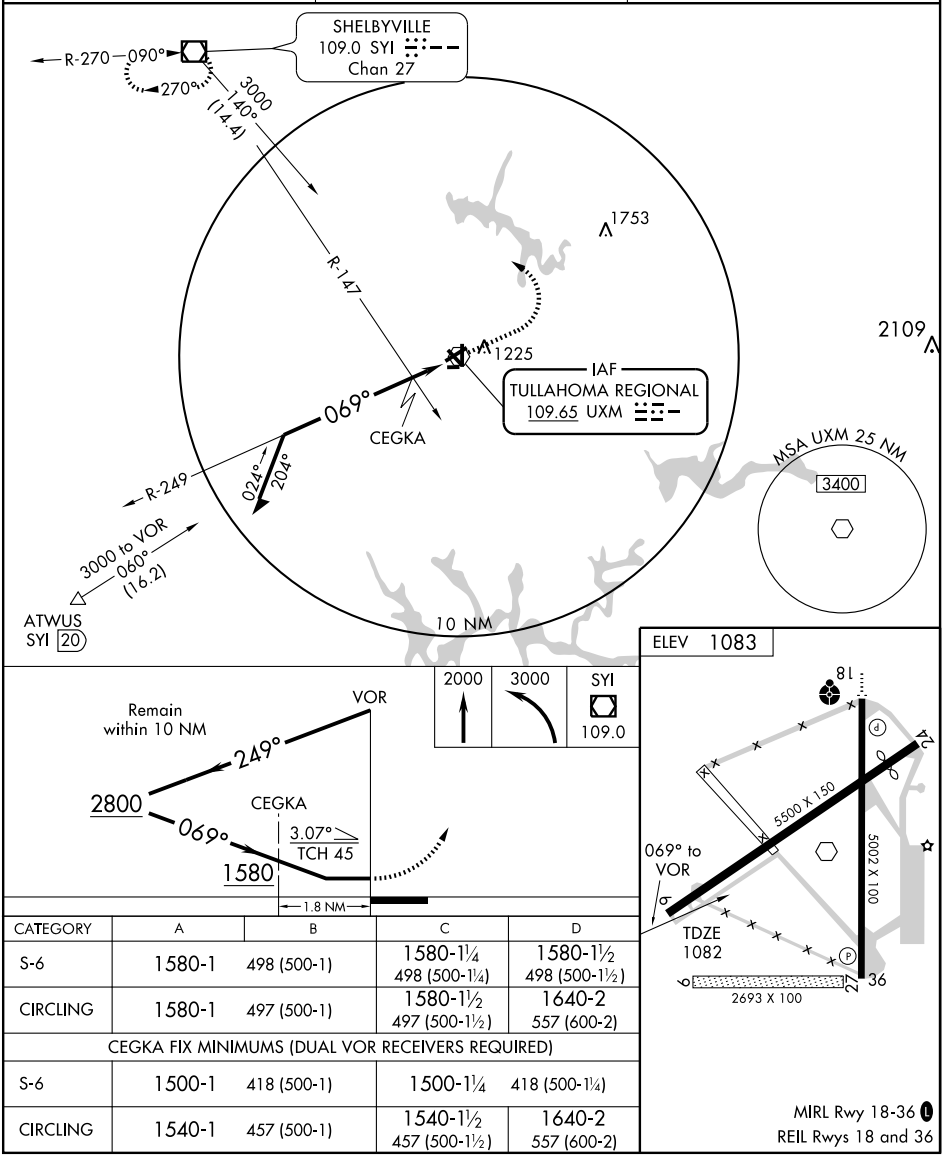
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

▼ NA

If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.
CEGKA Fix minimums NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-6	1580-1	498 (500-1)	1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)
CIRCLING	1580-1	497 (500-1)	1580-1½ 497 (500-1½)	1640-2 557 (600-2)
CEGKA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-6	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VOR UXM	APP CRS	Rwy Idg	4999
109.65	232°	TDZE	1082
		Apt Elev	1083

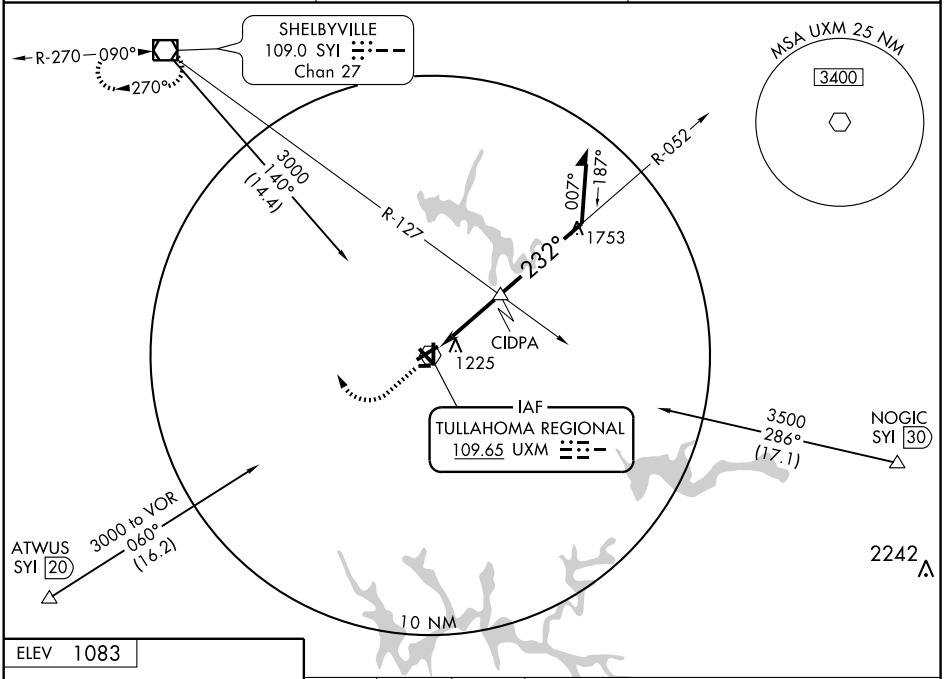
VOR RWY 24

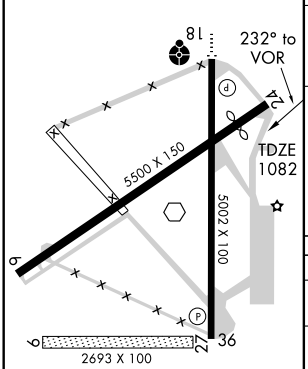
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

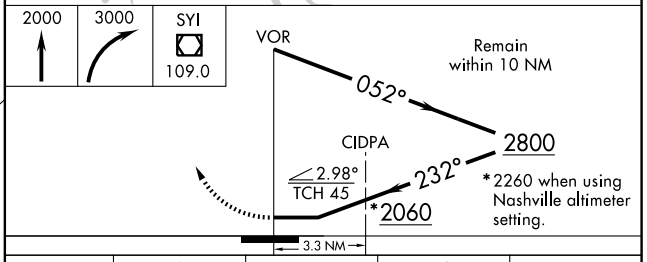
If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-24	2060-1¼ 978 (1000-1¼)	2060-1½ 978 (1000-1½)	2060-3	978 (1000-3)
CIRCLING	2060-1¼ 977 (1000-1¼)	2060-1½ 977 (1000-1½)	2060-3	977 (1000-3)
CIDPA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-24	1500-1 418 (500-1)		1500-1¼ 418 (500-1¼)	
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-UCY	APP CRS	Rwy Idg	5000
109.7	006°	TDZE	335
		Apt Elev	335

ILS or LOC RWY 1

UNION CITY/EVERETT-STEWART RGNL (UCY)

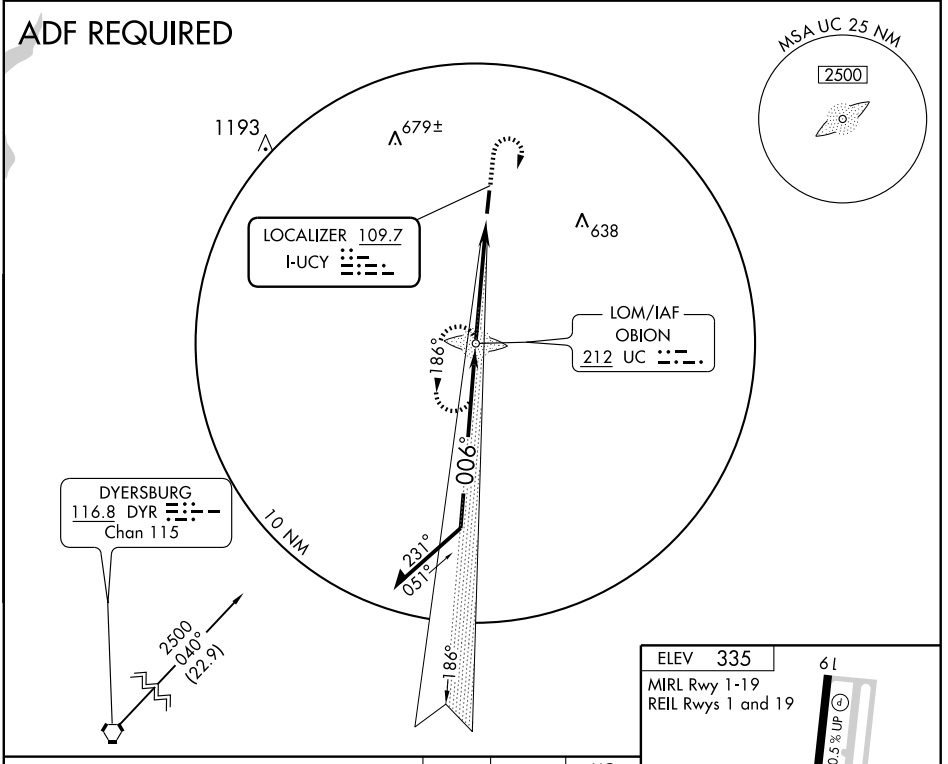
NA Inoperative table does not apply to S-LOC 1 Cat. C.

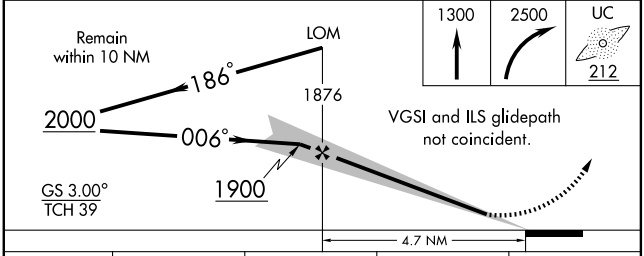
ODALS

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

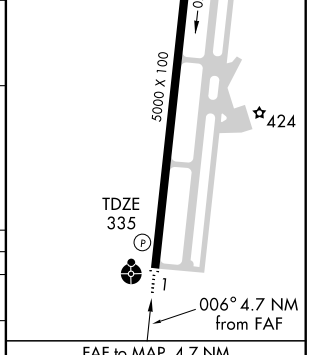
AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L

ADF REQUIRED





1300	2500	UC
		212



CATEGORY	A	B	C	D
S-ILS 1	535-¾ 200 (200-¾)			
S-LOC 1	760-¾ 425 (500-¾)		760-1¼ 425 (500-1¼)	
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40099 W01A	APP CRS 006°	Rwy ldg 5000 TDZE 335 Apt Elev 335

RNAV (GPS) RWY 1

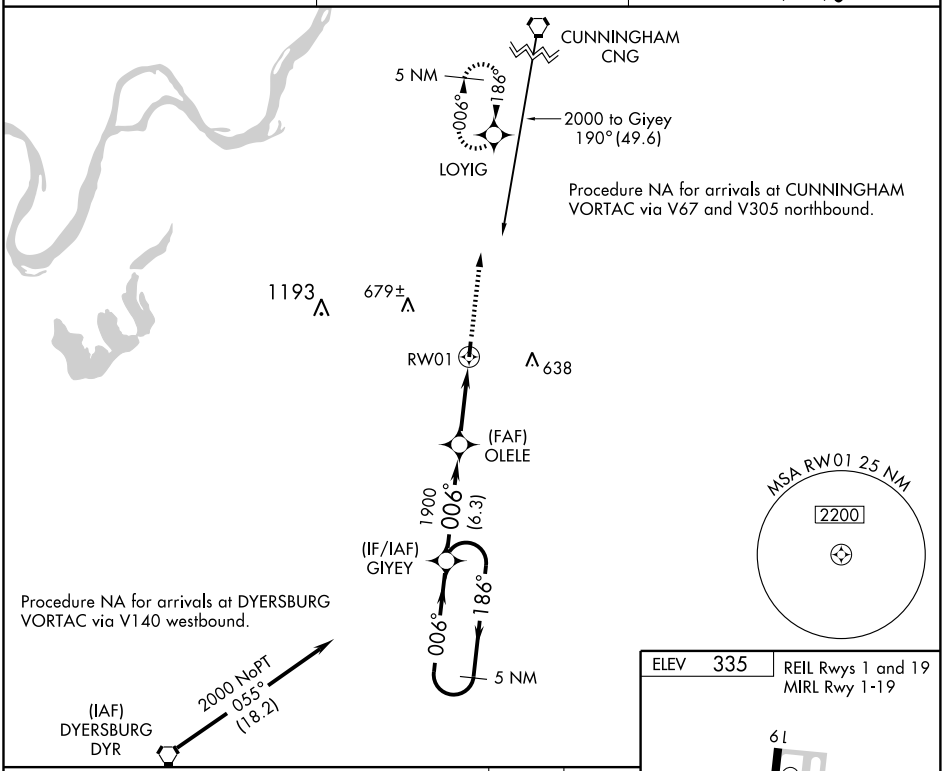
UNION CITY/EVERETT-STEWART RGNL (UCY)

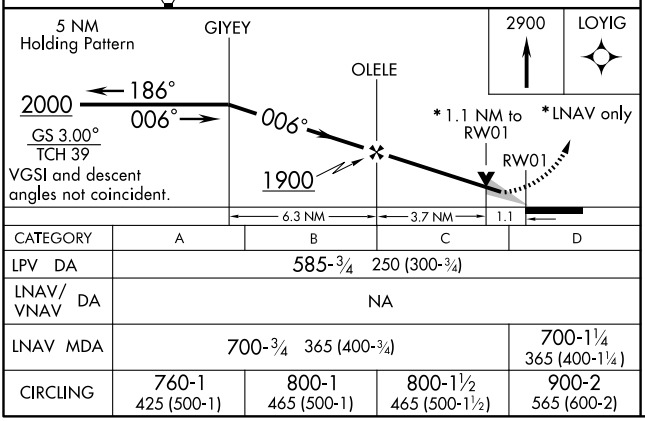
DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV.
If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all DA/MDAs 80 feet.
VDP NA with Dyersburg Rgnl altimeter setting.

ODALS

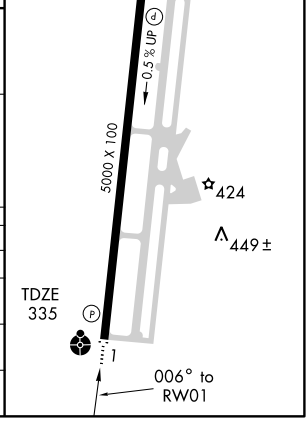
MISSED APPROACH: Climb to 2900 direct LOYIG and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	585-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	700-¾ 365 (400-¾)			700-1¼ 365 (400-1¼)
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)



SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
186°	Rwy ldg	5000
	TDZE	320
	Apt Elev	335

RNAV (GPS) RWY 19

UNION CITY/EVERETT-STEWART RGNL (UCY)

Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Dyersburg Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GIYEY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L

SE-1, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at CUNNINGHAM VORTAC via V67 and V305 northbound.

1217

(IAF) CUNNINGHAM CNG

5 NM

2900 NoPT 193° (26.7)

006°

186°

(IF/IAF) LOYIG

186°

2000 (6)

(FAF) UKIKE

700

513±

459±

1193

679±

POTYI 2.6 NM to RW19

RW19

638

2900 to Loyig 028° (37.5)

DYERSBURG DYR

GIYEY

006°

186°

5 NM

MSA RW19 25 NM

2200

ELEV 335

186° to RW19

6 l

TDZE 320

0.5% UP

5000 X 100

424

1

REIL Rwys 1 and 19

MIRL Rwy 1-19

2000

GIYEY

LOYIG

5 NM Holding Pattern

UKIKE

POTYI 2.6 NM to RW19

006°

186°

2900

1.2 NM to RW19

3.02°

TCH 40

186°

2000

RW19

1180

VGSI and descent angles not coincident.

1.2 1.4 2.6 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	720-1 400 (400-1)			720-1¼ 400 (400-1¼)
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)

VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	033°	TDZE	N/A
Chan 115		Apt Elev	335

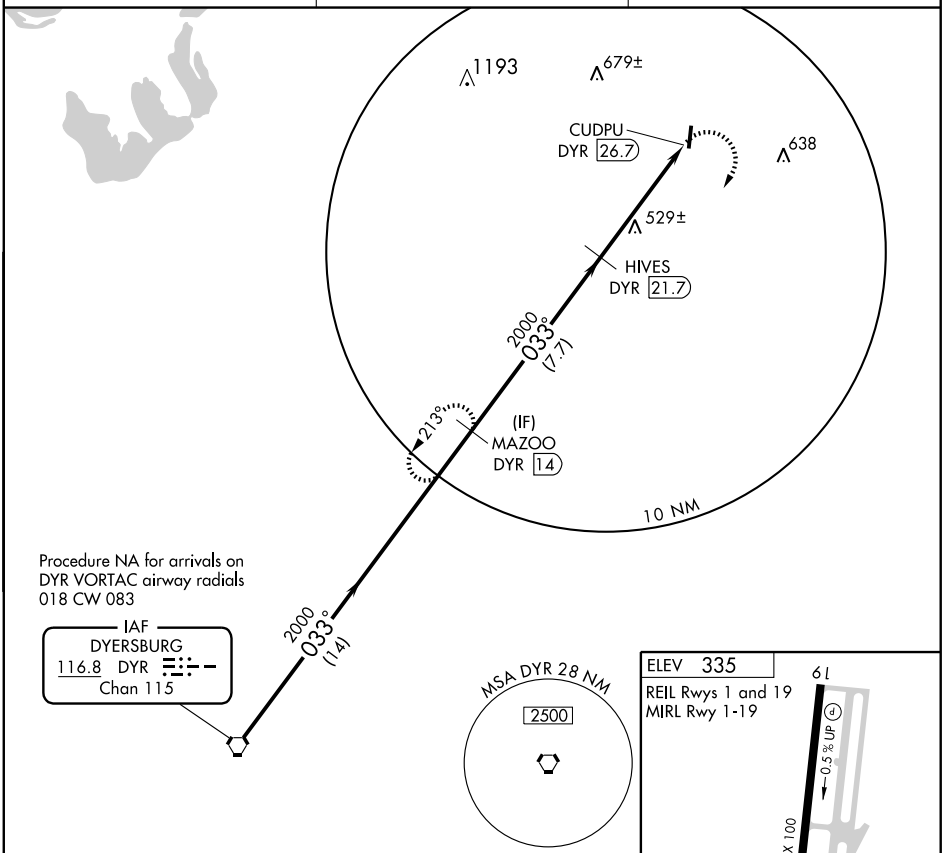
VOR/DME-A

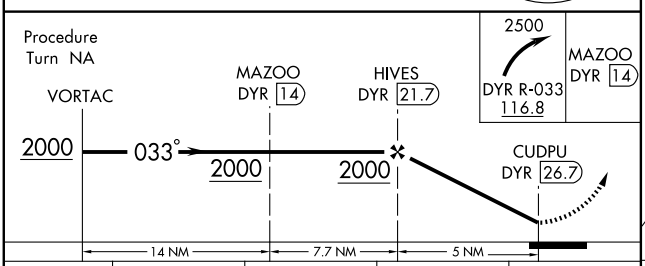
UNION CITY/EVERETT-STEWART RGNL (UCY)

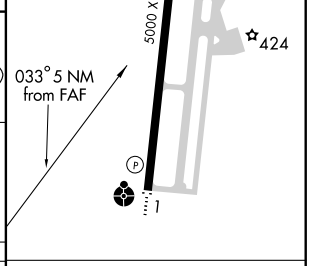
When local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2500 via DYR VORTAC R-033 to MAZOO/14 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	780-1 445 (500-1)	800-1¼ 465 (500-1¼)	800-1½ 465 (500-1½)	900-2 565 (600-2)

Knots	60	90	120	150	180
Min:Sec					

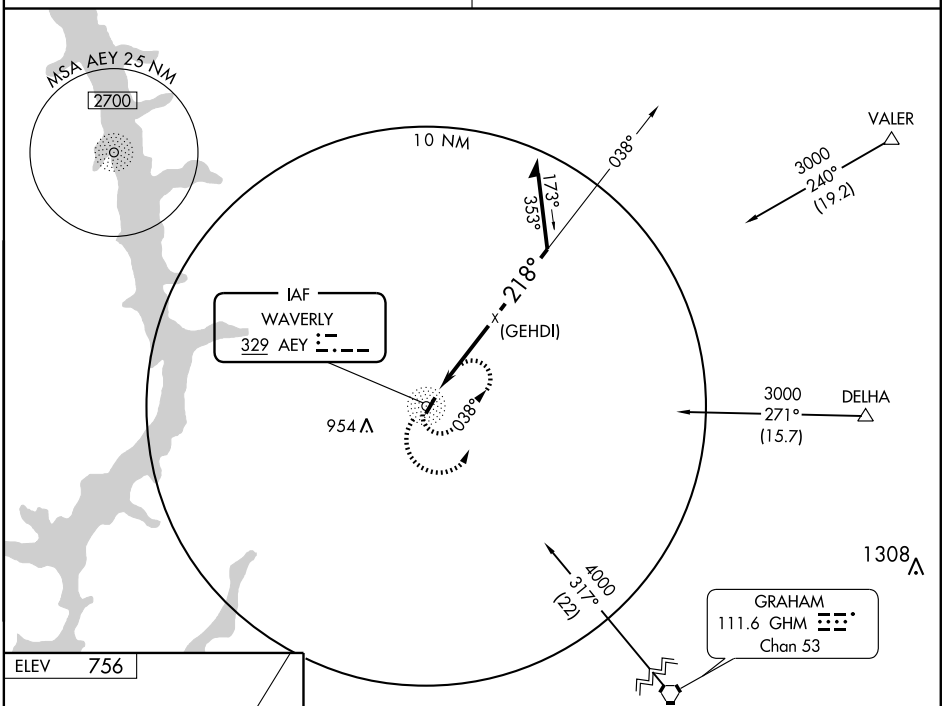
SE-1, 21 OCT 2010 to 18 NOV 2010

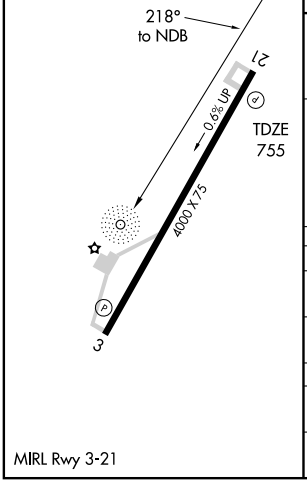
NDB AEY 329	APP CRS 218°	Rwy Idg 4000 TDZE 755 Apt Elev 756

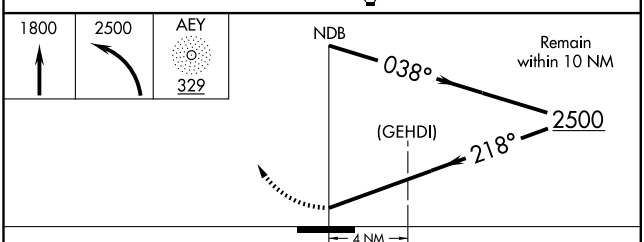
NDB or GPS RWY 21

WAVERLY/ HUMPHREYS COUNTY (ØM5)

Obtain local altimeter on CTAF, when not received, use Nashville altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct AEY NDB and hold.
MEMPHIS CENTER **125.85 379.25**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
S-21	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1320-1¾ 565 (600-1¾)
CIRCLING	1320-1	564 (600-1)	1320-1½ 564 (600-1½)	1320-2 564 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-21	1500-1 745 (800-1)	1500-1¼ 745 (800-1¼)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)
CIRCLING	1500-1 744 (800-1)	1500-1¼ 744 (800-1¼)	1500-2¼ 744 (800-2¼)	1500-2½ 744 (800-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GHM	APP CRS	Rwy Idg	NA
111.6	318°	TDZE	NA
Chan 53		Apt Elev	756

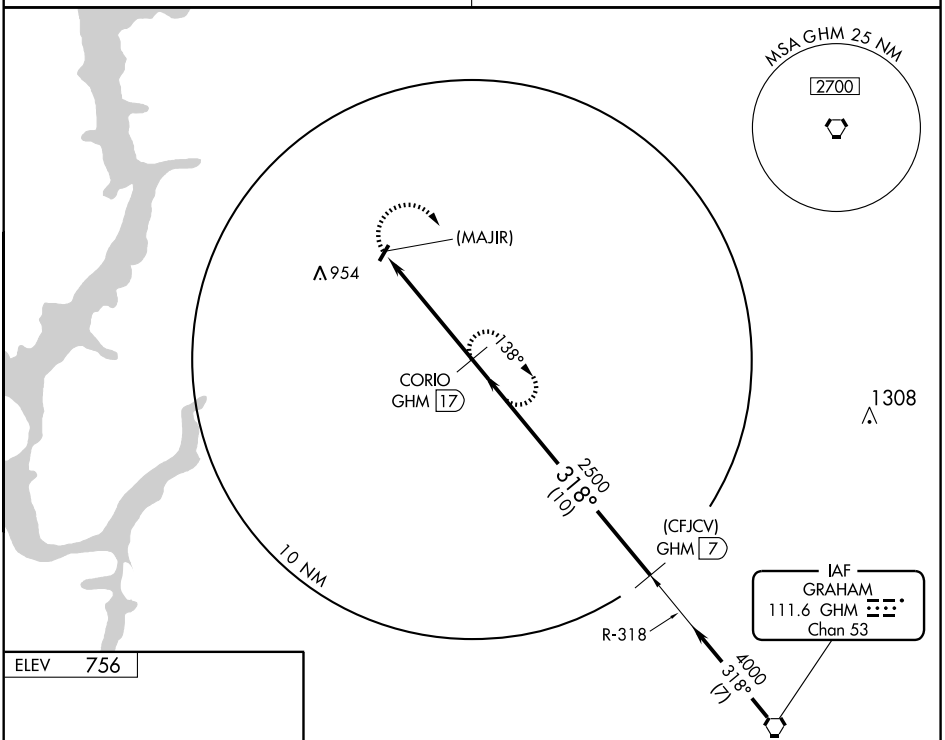
VOR/DME or GPS-A

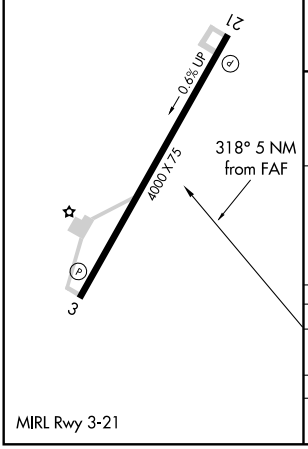
WAVERLY/ HUMPHREYS COUNTY (ØM5)

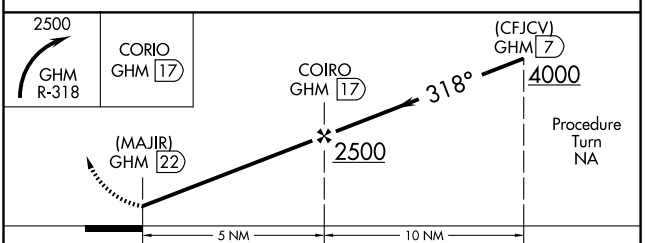
Obtain local altimeter on CTAF, if not received, use Nashville altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via GHM R-318 to CORIO 17 DME and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1220-1 464 (500-1)	1220-1¼ 464 (500-1¼)	1220-1½ 464 (500-1½)	1320-2 564 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1460-1 704 (800-1)	1460-1¼ 704 (800-1¼)	1460-2 704 (800-2)	1460-2¼ 704 (800-2¼)

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

NDB BGF	APP CRS	Rwy Idg	5002
263	191°	TDZE	971
		Apt Elev	979

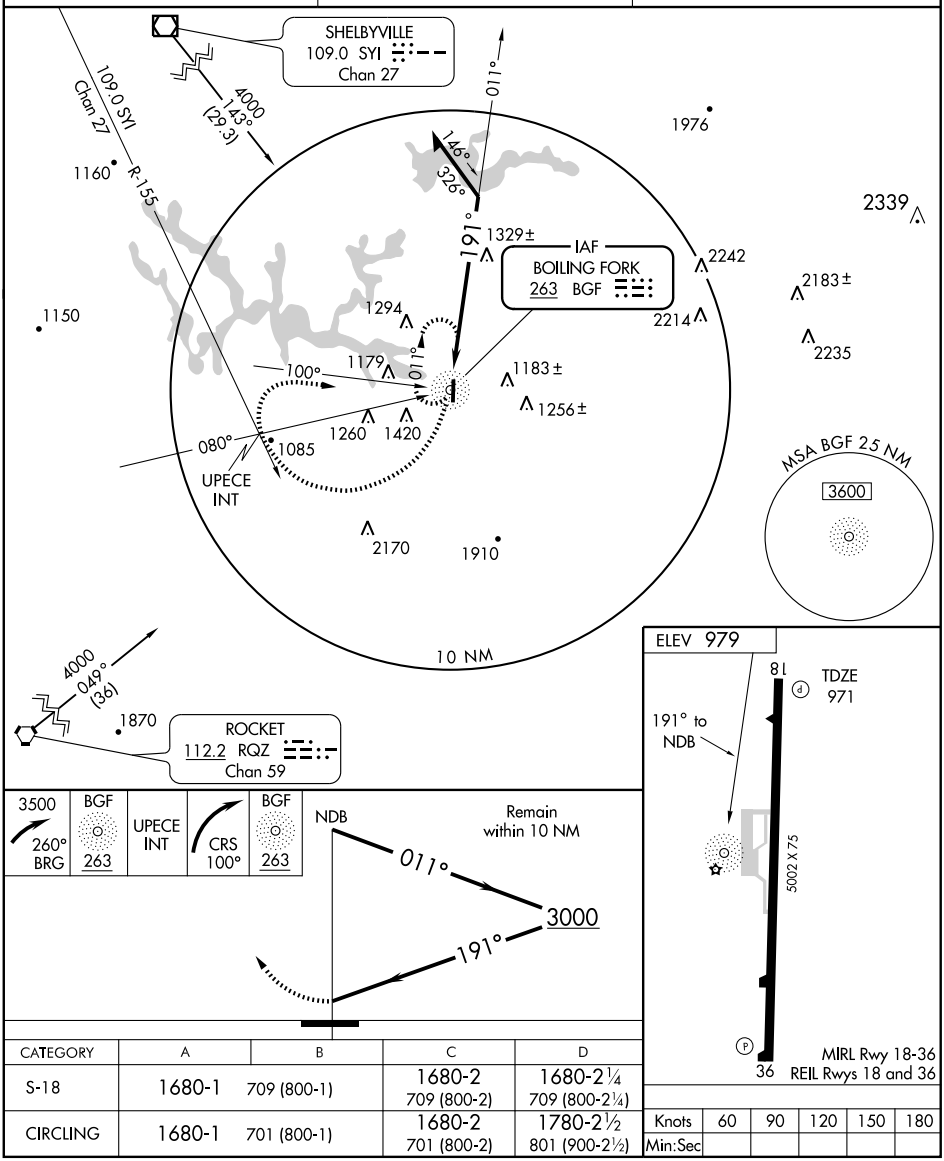
NDB RWY 18
WINCHESTER MUNI (BGF)

NA

When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet. Visibility reduction by helicopters NA. Increase S-18 and circling visibility ¼ mile Cat. B, ½ mile Cat. C and D.

MISSED APPROACH: Climbing right turn to 3500 via 260° bearing from BGF NDB to UPECE INT then right turn via 100° course to BGF NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)



CATEGORY	A	B	C	D
S-18	1680-1	709 (800-1)	1680-2 709 (800-2)	1680-2¼ 709 (800-2¼)
CIRCLING	1680-1	701 (800-1)	1680-2 701 (800-2)	1780-2½ 801 (900-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 21 OCT 2010 to 18 NOV 2010
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 99707	005°	TDZE	979
W36A		Apt Elev	979

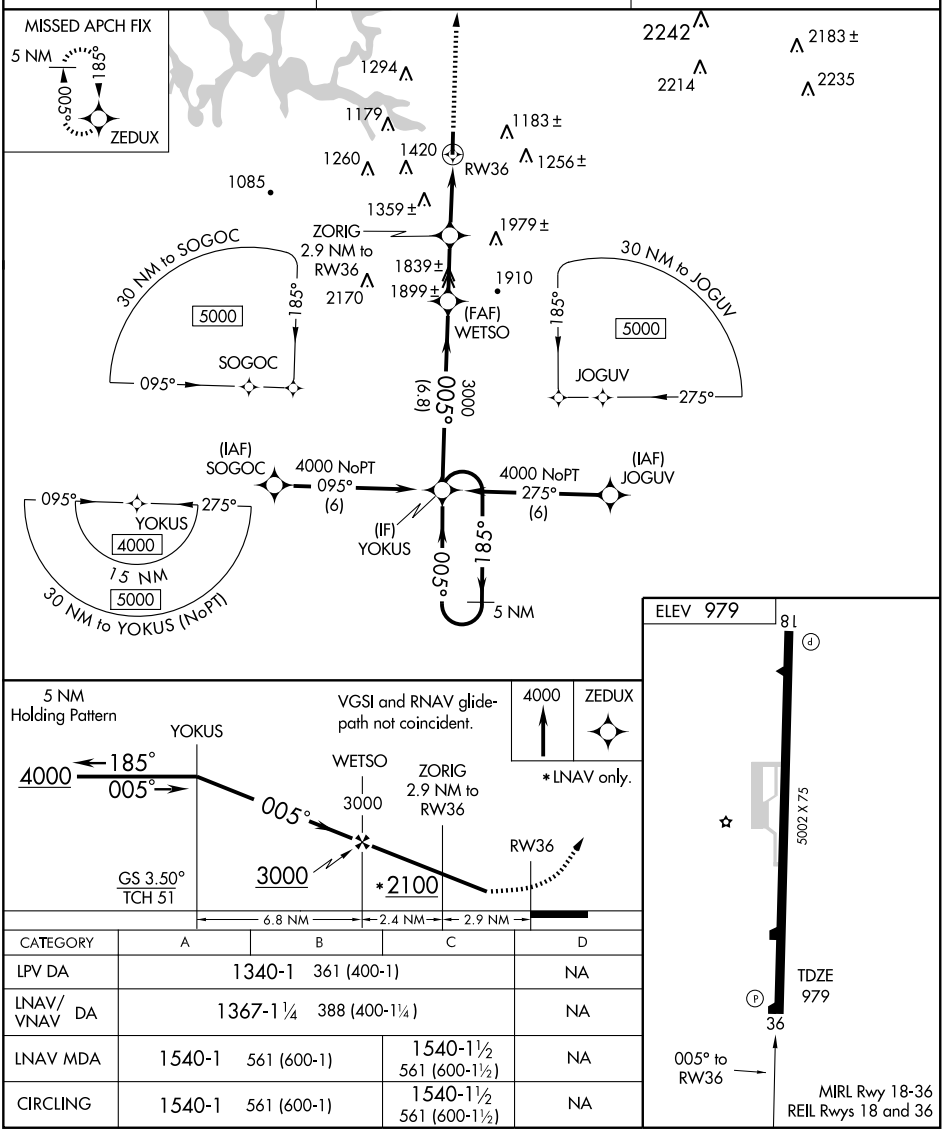
RNAV (GPS) RWY 36
WINCHESTER MUNI (BGF)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). Baro-VNAV and LNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1503, LNAV/VNAV DA to 1530 and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats. Increase circling visibility ½ mile Cat. C. GPS or RNP-0.3 required.

NA

MISSED APPROACH: Climb to 4000 direct ZEDUX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1340-1 361 (400-1)			NA
LNAV/VNAV DA	1367-1¼ 388 (400-1¼)			NA
LNAV MDA	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	NA
CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	NA

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
185°	TDZE	971
	Apt Elev	979

RNAV (GPS) Y RWY 18

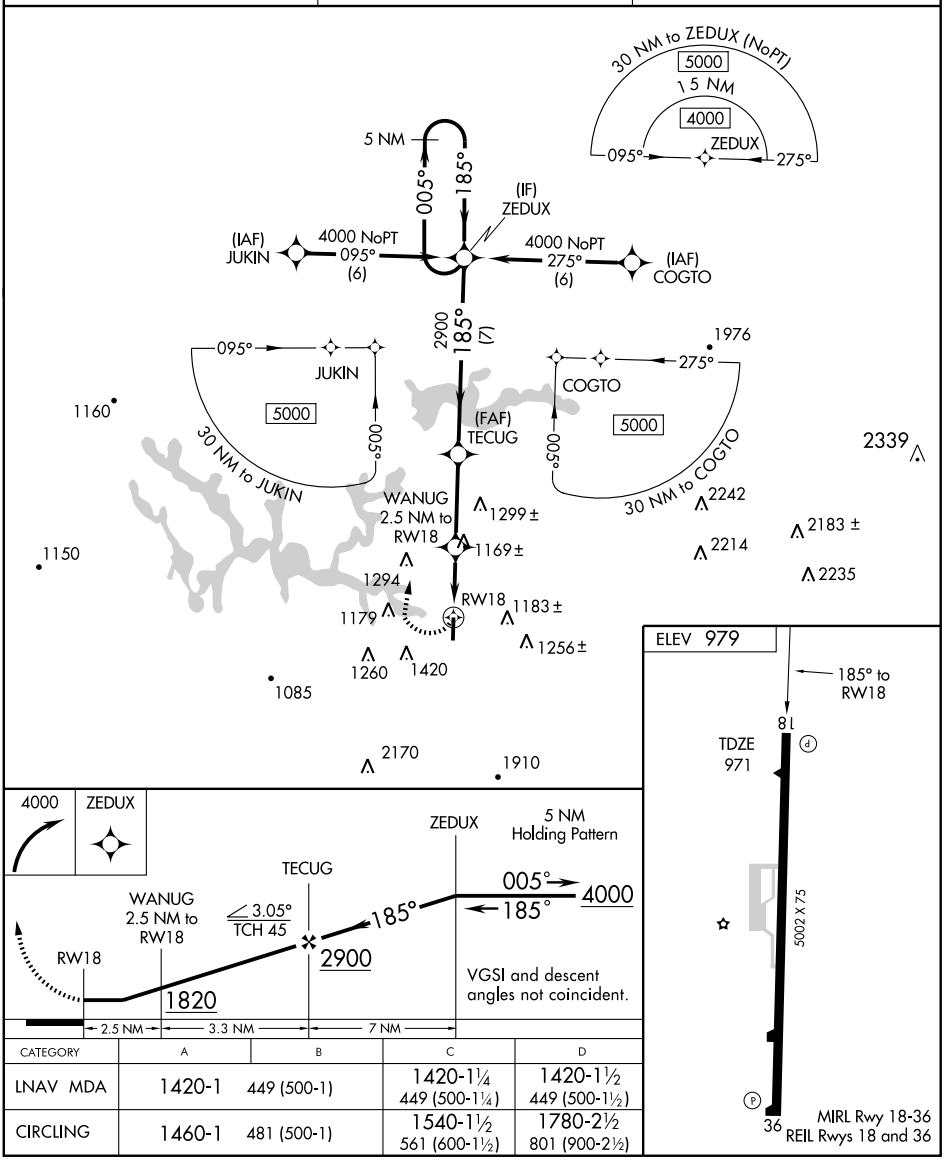
WINCHESTER MUNI (BGF)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet, increase LNAV and circling Cat. C and Cat. D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1420-1	449 (500-1)	1420-1¼ 449 (500-1¼)	1420-1½ 449 (500-1½)
CIRCLING	1460-1	481 (500-1)	1540-1½ 561 (600-1½)	1780-2½ 801 (900-2½)

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 42708	185°	TDZE	971
W18A		Apt Elev	979

RNAV (GPS) Z RWY 18

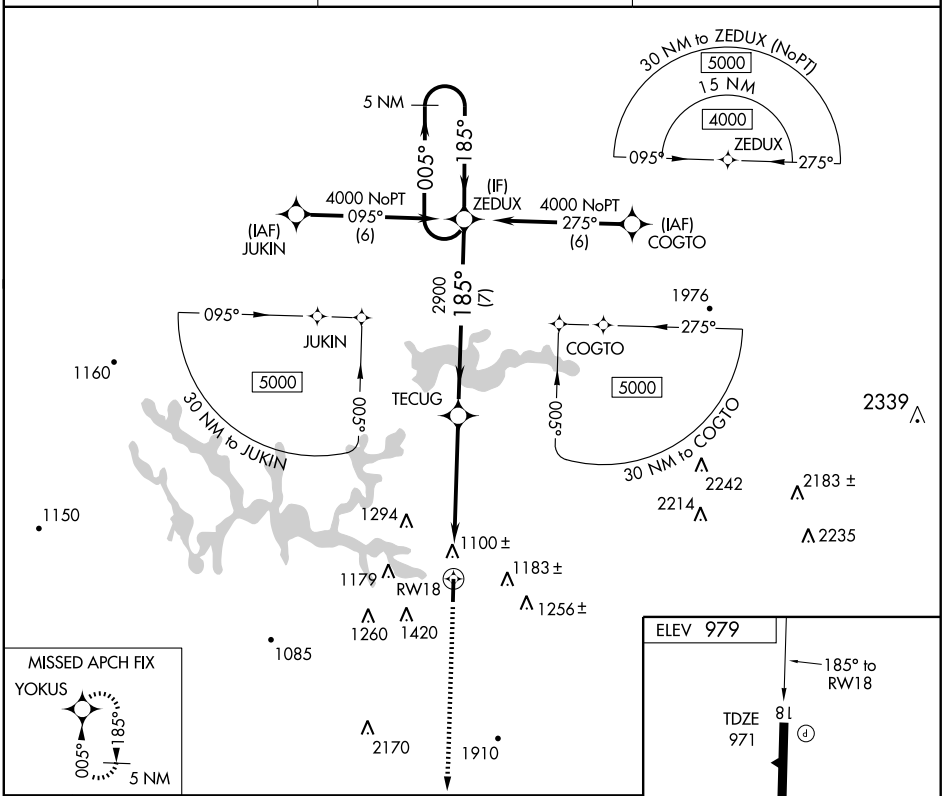
WINCHESTER MUNI (BGF)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1510, LNAV/VNAV DA to 1731 and all visibilities ½ mile. Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F).

MISSED APPROACH: Climb to 4000 direct YOKUS and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1368-1½ 397 (400-1½)			
LNAV/VNAV DA	1589-2¼ 618 (700-2¼)			

SE-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
APALACHICOLA, FL	
APALACHICOLA RGNL	**RNAV (GPS)-A**
	RNAV (GPS)-B
	RNAV (GPS) Rwy 6
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 24
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BARTOW, FL	
BARTOW MUNI	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 9L
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 27R
NA when local weather not available.	
BOCA RATON, FL	
BOCA RATON	**VOR/DME-A**
NA when local weather not available.	
BROOKSVILLE, FL	
HERNANDO COUNTY	**RNAV (GPS) Rwy 3**
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 27
NA when local weather not available.	
CHARLOTTE AMALIE, ST. THOMAS, VI	
CYRIL E. KING	**ILS Rwy 10[1]**, 700-2
	VOR-A, 1200-3
[1]NA when control tower closed.	
CHRISTIANSTED, ST. CROIX, VI	
HENRY E ROHLSEN	**ILS or LOC Rwy 10[1]**
	NDB Rwy 10[12]
	RNAV (GPS) Rwy 10[3]
	VOR Rwy 28[14]
[1]NA when control tower closed.	
[2]Category A,B, 1200-2; Category C,D, 1200-3.	
[3]Category A,B, 1000-2; Category C,D, 1000-3.	
[4]Category A,B, 900-2; Category C,D, 900-3.	

NAME	ALTERNATE MINIMUMS
CRESTVIEW, FL	
BOB SIKES	**ILS Rwy 17[12]**
	RNAV (GPS) Rwy 17[1]
	RNAV (GPS) Rwy 35[1]
	VOR-A[3]
[1]NA when local weather not available.	
[2]Category D, 700-2.	
[3]Category D, 800-2¼.	
CRYSTAL RIVER, FL	
CRYSTAL RIVER	**RNAV (GPS) Rwy 9**
	RNAV (GPS) Rwy 27
	VOR/DME-A
NA when local weather not available.	
Category D, 800-2½.	
DAYTONA BEACH, FL	
DAYTONA BEACH INTL	**ILS or LOC Rwy 7L[1]**
	LOC BC Rwy 25R[1]
	VOR Rwy 16[2]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
DELAND, FL	
DELAND MUNI- SIDNEY H. TAYLOR FIELD	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 30
NA when local weather not available.	
FORT LAUDERDALE, FL	
FORT LAUDERDALE EXECUTIVE	**ILS or LOC Rwy 8[1]**
	RNAV (GPS) Rwy 26[2]
[1]ILS, Category D, 700-2.	
[2]NA when local weather not available.	

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NAME ALTERNATE MINIMUMS

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL ..... **ILS or LOC Rwy 9L[1]**
ILS or LOC Rwy 27R[1]
LOC Rwy 9R[2]
LOC/DME Rwy 13[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Y Rwy 9R[2]
RNAV (GPS) Z Rwy 9L[2]
RNAV (GPS) Rwy 27L[2]
RNAV (GPS) Y Rwy 27R[2]
RNAV (GPS) Rwy 31[2]
RNAV (RNP) Z Rwy 27R, 800-2¼
VOR Rwy 27R[2]

[1]ILS, Categories A,B,C, 700-2, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

FORT MYERS, FL

PAGE FIELD ..... **ILS Rwy 5[1]**
RNAV (GPS) Rwy 13[2]

[1]NA when FMY tower closed.
[2]NA when local weather not available.

SOUTHWEST FLORIDA INTL ..... **ILS or LOC Rwy 6[12]**

[1]NA when control tower closed.
[2]ILS, Category E, 700-2½; LOC, Category E, 800-2½.

FORT PIERCE, FL

ST LUCIE COUNTY INTL ..... **ILS or LOC Rwy 10R[1]**
NDB Rwy 28L[1]
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 28L
RNAV (GPS) Rwy 32
VOR/DME Rwy 14

NA when local weather not available.
[1]NA when control tower closed.

GAINESVILLE, FL

GAINESVILLE RGNL ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[1]
RNAV (GPS) Rwy 29[1]
VOR Rwy 25[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½.

JACKSONVILLE, FL

CECIL FIELD ..... **ILS or LOC RWY 36R[1]**
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 36R

NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

JACKSONVILLE, FL (CON'T)

CRAIG MUNI ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 32
VOR Rwy 14[1]
VOR/DME Rwy 32

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

JACKSONVILLE INTL ..... **ILS Rwy 7[1]**
ILS Rwy 13[2]
ILS or LOC Rwy 25[2]
RNAV (GPS) Rwy 31[3]
VOR/DME Rwy 31[4]

[1]ILS, Category D, 700-2, Category E,800-2¾. LOC, Category E, 800-2¾.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

KEY WEST, FL

KEY WEST INTL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

LAKELAND, FL

LAKELAND LINDER RGNL .. **ILS or LOC Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27[1]

NA when control tower closed.
[1]Category C 800-2¼; Category D, 800-2½.

LEESBURG, FL

LEESBURG INTL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

MARATHON, FL

THE FLORIDA KEYS MARATHON ..... **NDB-A**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 31

NA when local weather not available.

MARIANNA, FL

MARIANNA MUNI ..... **RNAV (GPS) Rwy 18**
VOR-A
VOR-B

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

MAYAGUEZ, PR
EUGENIO MARIA
DE HOSTOS ..... **VOR or GPS Rwy 9**
Categories A,B, 1000-2; Category C, 1000-3.
NA except for operators with approved weather reporting service.

MERRITT ISLAND, FL
MERRITT ISLAND ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

MIAMI, FL
KENDALL-TAMIAMI
EXECUTIVE ..... **ILS or LOC Rwy 9R[1]**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 27R
NA when local weather not available.
[1]Category D, 700-2.

MIAMI INTL ..... **ILS or LOC Rwy 27[1]**
ILS or LOC Rwy 30[2]
[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾.

OPA LOCKA ..... **ILS Rwy 9L**
ILS Rwy 12
ILS/DME Rwy 27R
NA when control tower closed.

NAPLES, FL
NAPLES MUNI... ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

OCALA, FL
OCALA INTL-JIM
TAYLOR FIELD.. ..... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 36
NA when local weather not available.

OKEECHOBEE, FL
OKEECHOBEE COUNTY.. **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
NA when local weather not available.

ORLANDO, FL
EXECUTIVE ..... **ILS or LOC Rwy 7**
LOC BC Rwy 25
VOR/DME Rwy 7
VOR/DME Rwy 25
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ORLANDO, FL (CON'T)
KISSIMMEE GATEWAY ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

ORLANDO INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 18R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R
ILS or LOC Rwy 36R
ILS, 700-2.

ORLANDO SANFORD
INTL ..... **ILS or LOC Rwy 9L[12]**
ILS or LOC Rwy 9R[12]
ILS or LOC Rwy 27R[12]
NDB-B[2]
NDB-C[2]
RNAV (GPS) Rwy 9L[1]
RNAV (GPS) Rwy 9R[1]
RNAV (GPS) Rwy 27R[1]
[1]NA when local weather not available.
[2]NA when control tower closed.

PANAMA CITY, FL
NORTHWEST FLORIDA-PANAMA
CITY INTL ..... **ILS or LOC/DME Rwy 16**
NA when control tower closed.

PENSACOLA, FL
PENSACOLA GULF
COAST RGNL ..... **ILS or LOC Rwy 17[1]**
VOR Rwy 8[2]
[1]NA when Pensacola tower closed.
[2]Category D, 800-2¼.

PERRY, FL
PERRY-FOLEY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category D, 900-2¾.

POMPANO BEACH. FL
POMPANO BEACH AIRPARK ..... **LOC Rwy 15[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]NA when control tower closed.

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NAME	ALTERNATE MINIMUMS
PUNTA GORDA, FL	
CHARLOTTE COUNTY	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 33
	VOR Rwy 4
	VOR Rwy 22
NA when local weather not available.	
ST. AUGUSTINE, FL	
ST. AUGUSTINE	**RNAV (GPS) Rwy 13**[1]
	RNAV (GPS) Rwy 31[1]
	VOR Rwy 13[2]
	VOR Rwy 31[2]
[1]NA when local weather not available.	
[2]NA when control tower closed.	
ST. PETERSBURG, FL	
ALBERT WHITTED	**RNAV (GPS) Rwy 7**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
	VOR Rwy 18
NA when local weather not available.	
ST. PETERSBURG-CLEARWATER, FL	
ST. PETERSBURG- CLEARWATER	
INTL	**ILS or LOC Rwy 17L**[12]
	ILS or LOC/DME Rwy 35R[12]
	RNAV (GPS)-A[2]
	RNAV (GPS) Rwy 17L[2]
	RNAV (GPS) Rwy 35R[2]
	VOR Rwy 4[3]
[1]Category E, 1000-3.	
[2]NA when local weather not available.	
[3]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.	
SAN JUAN, PR	
LUIS MUNOZ	
MARIN INTL	**ILS or LOC Rwy 10**[1]
	VOR or TACAN Rwy 8[2]
	VOR or TACAN Rwy 10[2]
	VOR or TACAN Rwy 26[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.	
[2]Category E, 900-3.	
SARASOTA(BRADENTON), FL	
SARASOTA/	
BRADENTON INTL	**ILS or LOC Rwy 14**[1]
	ILS or LOC Rwy 32[1]
	VOR Rwy 32[2]
[1]NA when control tower closed.	
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	

NAME	ALTERNATE MINIMUMS
STUART, FL	
WITHAM FIELD	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
TALLAHASSEE, FL	
TALLAHASSEE RGNL ...	**ILS or LOC Rwy 27**[123]
	ILS or LOC/DME Rwy 36[1]
	NDB Rwy 36[1]
	RNAV (GPS) Rwy 18[5]
	RNAV (GPS) Rwy 27[5]
	VOR/DME or TACAN Rwy 36[4]
	VOR Rwy 18[15]
[1]NA when control tower closed.	
[2]NA when local weather not available.	
[3]ILS,Categories A,B, 800-2; ILS,LOC,Category C, 800-2¼; Category D, 800-2½; Category E, 1000-3.	
[4]Category E, 1000-3.	
[5]Category D, 800-2¼.	
TAMPA, FL	
TAMPA INTL	**ILS or LOC Rwy 18R**
	ILS or LOC Rwy 36L
	RNAV (GPS) Rwy 18R
	RNAV (GPS) Rwy 36L
	RNAV (GPS) Rwy 36R
Category E, 1000-3.	
PETER O KNIGHT	**NDB-A**[1]
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 35
NA when local weather not available.	
[1]Categories A,B, 900-2; Category C, 900-2¾.	
TAMPA EXECUTIVE	**ILS or LOC Rwy 23**[1]
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 23
NA when local weather not available.	
[1]ILS,Categories B, C, 800-2.	
TITUSVILLE, FL	
NASA SHUTTLE	
LANDING FACILITY	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33
	TACAN Rwy 15
	TACAN Rwy 33
NA when local weather not available.	
Categories D, E, 1000-3.	
SPACE COAST RGNL	**ILS or LOC Rwy 36**[2]
	RNAV (GPS) Y Rwy 9[1]
	RNAV (GPS) Y Rwy 18[1]
	RNAV (GPS) Z Rwy 18[2]
	RNAV (GPS) Rwy 36[1]
[1]NA when local weather not available.	
[2]NA when control tower closed.	

NAME	ALTERNATE MINIMUMS
VERO BEACH, FL	
VERO BEACH MUNI	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 11R
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 29L

NA when local weather not available.

WEST PALM BEACH, FL

PALM BEACH INTL	**ILS or LOC Rwy 10L[1]**
	ILS or LOC Rwy 28R[1]
	RNAV (GPS) Y Rwy 14[2]
	VOR Rwy 14[3]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.
[3]Category A,B, 900-2;Category C, 900-2½;
Category D, 900-2¾.

WINTER HAVEN, FL

WINTER HAVEN'S	
GILBERT	**RNAV (GPS) Rwy 5[1]**
	RNAV (GPS) Rwy 11[1]
	VOR/DME-A

Category D, 800-2¼.
[1]NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

ORIG 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 262° CW to 158° from DER. **Rwy 26,** climb on a heading between 230° CW to 082° from DER.

NOTE: **Rwy 8,** vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. **Rwy 26,** vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: **Rwy 6,** multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. **Rwy 13,** multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. **Rwy 18,** multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72' MSL.

NAME	TAKE-OFF MINIMUMS

APALACHICOLA MUNI (CON'T)

Rwy 24, multiple trees beginning 24' from departure end of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/88' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end fo runway, 394' left of centerline, 41' AGL/47' MSL. **Rwy 31,** multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. **Rwy 36,** multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

21 OCT 2010 to 18 NOV 2010

AVON PARK, FL

AVON PARK EXECUTIVE (AVO)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min. climb of 430' per NM to 500.

NOTE: **Rwy 5,** trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. **Rwy 10,** buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. **Rwy 28,** numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW MUNI (BOW)

ORIG 08157 (FAA)

NOTE: **Rwy 5,** trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway, 9' right of centerline, up to 65' AGL/184' MSL. **Rwy 9L,** vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from departure end of runway, 54' right of centerline, up to 54' AGL/173' MSL. **Rwy 9R,** trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL. **Rwy 23,** trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL. Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL. **Rwy 27L,** trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL. **Rwy 27R,** trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL.

BOCA RATON, FL

BOCA RATON

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1, or std. w/ a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 5,** numerous trees and poles beginning 185' from departure end of runway, 20' left of centerline, up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline, up to 28' AGL/45' MSL. **Rwy 23,** numerous trees, poles, and buildings beginning 278' from departure end of runway, 41' left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGL/171' MSL.

BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 2000 before turning west.

BROOKSVILLE, FL

HERNANDO COUNTY (BKV)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: **Rwy 3,** obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. **Rwy 9,** trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. **Rwy 21,** pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. **Rwy 27,** trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

21 OCT 2010 to 18 NOV 2010

CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL 07046

DEPARTURE PROCEDURES: **Rwy 13**, diverse departure authorized. Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM. **Rwy 31**, diverse departure authorized 322° CCW to 143° only.

TAKE-OFF OBSTACLES: **Rwy 13**, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. **Rwy 31**, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL. Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions. **Rwy 28,** 800-3 or std. w/ min. climb of 366' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. **Rwy 28,** climb heading 280° to 2000 before turning north.

NOTE: **Rwy 10,** antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. **Rwy 28,** antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from departure end of runway, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121' left of centerline, 2' AGL/29' MSL. Trees beginning 2.39 NM from departure end of runway, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSEN

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ a min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 1300 before proceeding on course. **Rwy 28**, climb via heading 280° to 1100 before proceeding on course.

NOTE: **Rwy 10**, pole and bushes beginning 103' from departure end of runway, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway, 324' left of centerline, up to 203' AGL/231' MSL. **Rwy 28**, tree 517' from departure end of runway, 553' right of centerline, 54' AGL/114' MSL. Tower 1499' from departure end of runway, 802' right of centerline, 50' AGL/140' MSL.

CLEWISTON, FL

AIRGLADES (2IS)

ORIG 09071 (FAA)

NOTE: **Rwy 31,** vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

CRESTVIEW, FL

BOB SIKES (CEW)

ORIG 08213 (FAA)

NOTE: **Rwy 17,** trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. **Rwy 35,** trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

CROSS CITY, FL

CROSS CITY (CTY)

ORIG 08157 (FAA)

NOTE: **Rwy 4,** trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. **Rwy 13,** trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Tank 3302' from departure end of runway, 927' right of centerline, 101' AGL/141' MSL. **Rwy 22,** trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL. **Rwy 31,** trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.

CRYSTAL RIVER, FL

CRYSTAL RIVER (CGC)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 260' per NM to 600, or 500-2¾ with min. climb of 210' per NM to 900, or 900-2½ for climb in visual conditions. **Rwys 18, 36,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 096° to 700 before turning right, or for climb in visual conditions cross Crystal River airport at or above 800 before proceeding on course.

NOTE: **Rwy 9,** vehicles on road beginning 6' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Multiple trees beginning 364' from DER, from 680' left of centerline to 820' right of centerline, up to 100' AGL/129' MSL. **Rwy 27,** trees 17' from DER, 484' right of centerline, up to 100' AGL/109' MSL. Vehicles on road beginning 368' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Power line beginning 474' from DER, from left to right of centerline, up to 26' AGL/45' MSL. Building 916' from DER, on centerline, 26' AGL/35' MSL. Multiple trees beginning 762' from DER, from 915' left of centerline to 641' right of centerline, up to 100' AGL/119' MSL.

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)
AMDT 4 09239 (FAA)

NOTE: **Rwy 7L,** multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL. **Rwy 7R,** tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. **Rwy 16,** multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. **Rwy 25L,** multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. **Rwy 25R,** multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL. **Rwy 34,** multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2¼ or std. w/ min. climb of 254' per NM to 800. **Rwys 18, 36,** NA - dirt.

NOTE: **Rwy 9,** multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL. **Rwy 27,** multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 054° to 1800 before proceeding on course. **Rwy 12,** climb via heading 122° to 1800 before proceeding on course. **Rwy 23,** climb via heading 234° to 1800 before proceeding on course. **Rwy 30,** climb via heading 302° to 1800 before proceeding on course.

NOTE: **Rwy 5,** numerous trees beginning 64' from departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. **Rwy 12,** numerous trees beginning 154' from departure end of runway, 129' left of centerline, up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL. **Rwy 30,** numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. **Rwy 23,** light pole and numerous trees beginning 381' from departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of runway, 26' left of centerline, up to 100' AGL/129' MSL.

DESTIN, FL

DESTIN-FORT WALTON BEACH (DTS)
ORIG-A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 200-1 or std. w/ min. climb of 252' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 400 before making turn.

NOTE: **Rwy 14,** trees beginning 175' from DER, 351' left of centerline, up to 50' AGL/71' MSL. Buildings/rods beginning 3753' from DER, 76' left of centerline, up to 150' AGL/176' MSL. Buildings/rods 261' from DER, 76' right of centerline, up to 129' AGL/139' MSL. **Rwy 32,** trees beginning 65' from DER, 14' left of centerline, up to 50' AGL/83' MSL. Buildings/poles beginning 240' from DER, 457' left of centerline, up to 30' AGL/54' MSL. Trees beginning 78' from DER, 17' right of centerline, up to 50' AGL/84' MSL.

DUNNELLON, FL

MARION COUNTY (X35)
ORIG 10042 (FAA)

NOTE: **Rwy 5,** trees beginning 17' from DER, 279' left of centerline, up to 100' AGL/169' MSL. Trees beginning 481' from DER, 304' right of centerline, up to 100' AGL/179' MSL. **Rwy 9,** trees beginning 315' from DER, 281' right of centerline, up to 100' AGL/164' MSL. Trees beginning 693' from DER, 332' left of centerline, up to 100' AGL/164' MSL. **Rwy 23,** tree 705' from DER, 455' left of centerline, 100 AGL/164' MSL. Tree 2132' from DER, 212' right of centerline, 100' AGL/164' MSL. **Rwy 27,** trees beginning 354' from DER, 417' right of centerline, up to 100' AGL/174' MSL. Trees beginning 921' from DER, 273' left of centerline, up to 100' AGL/164' MSL.

FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB)
ORIG 09323 (FAA)

NOTE: **Rwy 4,** vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL. Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL. Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL. Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. **Rwy 13,** trees beginning 31' from DER, 323' right of centerline, up to 25' AGL/36' MSL. Vehicles on roadway, 403' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL. **Rwy 26,** trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. **Rwy 31,** tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL. Trees beginning 518' from DER, 530' left of centerline, up to 91' AGL/96' MSL. Trees beginning 757' from DER, 563' right of centerline, up to 70' AGL/75' MSL. Trees beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 267° to 600 before turning left.

NOTE: **Rwy 8,** tree 1905' from departure end of runway, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. **Rwy 13,** hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. **Rwy 26,** multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL. **Rwy 31,** multiple trees beginning 704' from departure end of runway, 263' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 500 before turning left. **Rwy 13,** climb heading 138° to 800 before turning right. **Rwy 27L,** climb heading 273° to 600 before turning left. **Rwy 27R,** climb heading 273° to 500 before turning left.

NOTE: **Rwy 9L,** railroad, light pole, and antenna on building beginning 469' from departure end of runway, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. **Rwy 9R,** light pole 545' from departure end of runway, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. **Rwy 13,** multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. **Rwy 27L,** fence 154' from departure end of runway, 120' left of centerline, 5' AGL/13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway, 41' right of centerline, up to 105' AGL/114' MSL. **Rwy 27R,** antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL. **Rwy 31,** rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from departure end of runway, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from departure end of runway, 405' right of centerline, up to 111' AGL/116' MSL.

21 OCT 2010 to 18 NOV 2010

FORT MYERS, FL

PAGE FIELD (FMY)

AMDT 5 09239 (FAA)

NOTE: **Rwy 5,** bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. **Rwy 13,** bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. **Rwy 23,** sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. **Rwy 31,** concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

SOUTHWEST FLORIDA INTL

NOTE: **Rwy 6,** trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. **Rwy 24,** tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

FORT PIERCE, FL

ST. LUCIE COUNTY INTL (FPR)

AMDT 3 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10L, 28R,** NA-Environmental.

NOTE: **Rwy 10R,** bush 91' from DER, 496' left of centerline, 11' AGL/31' MSL. Tree 1044' from DER, 458' right of centerline, 36' AGL/51' MSL. Trees beginning 1124' from DER, 332' left of centerline, up to 100' AGL/144' MSL. **Rwy 14,** poles beginning 274' from DER, 385' right of centerline, up to 38' AGL/58' MSL. Trees beginning 963' from DER, 470' right of centerline, up to 61' AGL/81' MSL. Trees beginning 1082' from DER, 425' left of centerline, up to 49' AGL/69' MSL. **Rwy 32,** trees beginning 187' from DER, 153' right of centerline, up to 73' AGL/93' AGL/93' MSL. Trees beginning 1832' from DER, 133' left of centerline, up to 66' AGL/86' MSL.

GAINESVILLE, FL

GAINESVILLE RGNL

NOTE: **Rwy 7,** multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. **Rwy 11,** multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL. Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/122' MSL. **Rwy 25,** tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. **Rwy 29,** multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up t o 88' AGL/240' MSL.

HOLLYWOOD, FL

NORTH PERRY (HWO)

AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9L/R, 18L/R,36L/R,** NA - ATC request.

DEPARTURE PROCEDURE: **Rwys 27L/R,** climb heading 274° to 1100 before turning.

NOTE: **Rwy 27L,** trees, building and poles beginning 37' from DER, 13' right of centerline, up to 102' AGL/112' MSL. Trees, building and poles beginning 1115' from DER, 28' left of centerline, up to 87' AGL/95' MSL. **Rwy 27R,** trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline, up to 102' AGL/112' MSL.

HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized.

CAUTION: Unmarked and lighted balloon and cable to 14,000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwy 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from 150' left of centerline to 300' right of centerline. 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwy, from 520' left of centerline to 810' right of centerline.

HURLBURT FLD (KHRT)

MARY ESTHER, FL

TAKE-OFF OBSTACLES: Rwy 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.

IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2¼ or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: **Rwy 9,** tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. **Rwy 18,** buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. **Rwy 27,** fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. **Rwy 36,** trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ (VQS)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-2¼ w/ min. climb of 260' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 27,** 500-2½ w/ min. climb of 280' per NM to 2700 or std. w/ min. climb of 570' per NM to 1300 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 900 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquez airport at or above 1500 before proceeding on course. **Rwy 27,** climb heading to 270° to 2700 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquz airport at or above 1500 before proceeding on course.

NOTE: **Rwy 9,** vehicles on roadway beginning 26' from DER, left and right of centerline, up to 15' AGL/80' MSL. Trees beginning 70' from DER, 504' right of centerline, up to 100' AGL/165' MSL. Trees beginning 579' from DER, on centerline, up to 100' AGL/165' MSL. Trees beginning 1750' from DER, 956' right of centerline up to 100' AGL/493' MSL. **Rwy 27,** trees beginning 15' from DER, 225' left of centerline, up to 100' AGL/165' MSL. Trees beginning 16' from DER, 274' right of centerline, up to 100' AGL/165' MSL. Trees beginning 186' from DER, left and right of centerline, up to 100' AGL/165' MSL. Trees beginning 1206' from DER, 794' left of centerline, up to 100' AGL/493' MSL.

JACKSONVILLE, FL

CECIL FIELD

NOTE: **Rwy 18L,** tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

CRAIG MUNI (CRG)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 360' per NM to 1500' or 1300' and 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course.
Rwy 14, climb heading 139° to 700 before turning right.
Rwy 23, for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 1617' from departure end of runway, 182' right of centerline, up to 99' AGL/143' MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL. **Rwy 14,** trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. **Rwy 23,** trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL. Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL. Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL. **Rwy 32,** trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99' MSL.

HERLONG

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 060° to 800 before proceeding on course. **Rwy 11,** climb runway heading to 800 before proceeding on course.

JACKSONVILLE INTL

NOTE: **Rwy 7,** bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL. **Rwy 13,** electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/52' MSL. **Rwy 25,** multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. **Rwy 31,** tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.

21 OCT 2010 to 18 NOV 2010

JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

JACKSONVILLE, FL. 09155

DEPARTURE PROCEDURES: **Rwy 10,** Diverse departures only between 095° through 275° CW. **Rwy 14,** Diverse departures only between 095° through 320° CW. **Rwy 32,** Diverse departures only between 351° through 141° CCW.

TAKE-OFF OBSTACLES: **Rwy 28**: Pole 1064' from DER, 782' left of centerline, 65' MSL. **Rwy 32:** Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL. Pole 750' from DER, 559' right of centerline, 67' MSL. Road and vehicle 769' from DER at Rwy centerline, 35' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL. Pole 872' from DER, 285' left of centerline, 59' MSL. Trees 945' from DER, 137' left of centerline, 77' MSL. Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL. Trees 1317' from DER, 366' left of centerline, 94' MSL. Trees 1547' from DER, 421' left of centerline, 104' MSL. Trees 1737' from DER, 131' left of centerline, 108' MSL. Trees 1907' from DER, 462' left of centerline, 128' MSL. Trees 2037' from DER, 321' left of centerline, 130' MSL. Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744' from DER, 616' left of centerline, 87' MSL.

KEY WEST, FL

KEY WEST INTL

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL.

NOTE: **Rwy 9,** rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL. **Rwy 27,** pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44' MSL.

KEY WEST NAS(BOCA CHICA FLD) (KNQX)

KEY WEST, FL. 10042

DEPARTURE PROCEDURE: **Rwy 3,** Cross DER at or above 25' AGL/31' MSL. Diverse departures authorized between 028° CCW 216°. Left turn to departure heading only. **Rwy 7,** Diverse departures authorized 087° CW 257°. Crossing DER climb on heading 065° until reaching 3 DME from NQX TACAN, then turn right to departure heading. Other headings and left turns on departure expect radar vectors. Do not exceed 310 KIAS until established on heading or receiving radar vectors. If no vectors are received within 6 DME of NQX TACAN or 12 DME of EYW VORTAC, make climbing right turn direct EYW VORTAC for enroute aircraft and NQX TACAN for military aircraft intending use of local special use airspace. Turboprop cross VORTAC or TACAN at or above 3000, Turbojet cross VORTAC or TACAN at or above 5000. Do not exceed 310 KIAS until crossing VORTAC or TACAN. **Rwy 13,** Diverse departures authorized 084° CW 315°. **Rwy 21,** Diverse departures authorized 084° CW 315°. **Rwy 25,** Diverse departures authorized 084° CW 315°. **Rwy 31,** Diverse departures authorized 035° CCW 084°.

TAKE-OFF OBSTACLES: **Rwy 3,** Mast 58' AGL/63' MSL, 1374' from DER, 323' left of centerline. **Rwy 31,** Bldg 39' AGL/43' MSL, 1058' from DER, 558' right of centerline. Pole 54' AGL/58' MSL, 1551' from DER, 474' right of centerline.

KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL. **Rwy 11,** trees beginning 995' from departure end of runway, on centerline, up to 100' AGL/309' MSL. **Rwy 23,** trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL. **Rwy 29,** trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL. Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.

21 OCT 2010 to 18 NOV 2010

LA BELLE, FL

LA BELLE MUNI (X14)
ORIG 08045 (FAA)

NOTE: **Rwy 14,** vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL. **Rwy 32,** airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119' MSL. Vehicle on roadway beginning 136' from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

LAKE CITY, FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 330' per NM to 500.

LAKE WALES, FL

LAKE WALES MUNI (X07)
ORIG 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229' MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. **Rwy 17,** trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. **Rwy 24,** trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. **Rwy 35,** trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

LAKELAND, FL

LAKELAND LINDER RGNL

NOTE: **Rwy 5,** trees 720' from departure end of runway, 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. **Rwy 9,** trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL. **Rwy 27,** trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2 ¼ or std. w/ min. climb of 272' per NM to 600.

NOTE: **Rwy 3,** tower 1.78 NM from DER, 2631' left of centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL. Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. **Rwy 13,** trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/150' MSL.Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/80' MSL. **Rwy 21,** tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL. Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline, 15' AGL/82' MSL. **Rwy 31,** poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL. Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

MACDILL AFB (KMCF)

TAMPA, FL 07102

TAKE-OFF OBSTACLES: **Rwy 4;** Palm tree 60' AGL/73' MSL 2134' from DER, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.

MARATHON, FL

THE FLORIDA KEYS MARATHON (MTH)
AMDT 1 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. **Rwy 25,** climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: **Rwy 7,** trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from departure end of runway, 323' right of centerline, 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL. **Rwy 25,** trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from departure end of runway, 693' left of centerline, 60' AGL/67' MSL.

MARCO ISLAND, FL

MARCO ISLAND (MKY)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 005° to 700 before turning west. **CAUTION:** Strobelight and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. **All aircraft** should establish positive course guidance to ensure avoidance of this obstacle.

NOTE: **Rwy 17,** trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. **Rwy 35,** antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

MARIANNA, FL

MARIANNA MUNI (MAI)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 222' per NM to 400.

NOTE: **Rwy 8,** trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. **Rwy 18,** trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. **Rwy 26,** trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. **Rwy 36,** trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR

EUGENIO MARIA DE HOSTOS

TAKE-OFF MINIMUMS: **Rwy 9,** 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 9,** climb via MAZ R-083 to 2500, aircraft northeastbound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. **Rwy 27,** climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

MAYPORT, FL 08073

TAKE-OFF OBSTACLES: **Rwy 5,** Vessels with masts to 150' MSL, 500' to 2900' from DER. **Rwy 23,** Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

MELBOURNE, FL

MELBOURNE INTL

NOTE: **Rwy 5**, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. **Rwy 9L,** tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. **Rwy 9R,** multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36' AGL/56' MSL. **Rwy 23**, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. **Rwy 27R,** multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL

MERRITT ISLAND

NOTE: **Rwy 29,** rod on airport beacon obstruction light, 138' from departure end of runway, 514' right of centerline, 61' AGL/67' MSL; pole, 82' from departure end of runway, 403' left of centerline, 34' AGL/40' MSL; pole, 468' from departure end of runway, 508' right of centerline, 37' AGL/43' MSL; hangar, 221' from departure end of runway, 278' right of centerline, 22' AGL/28' MSL; pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL; tree, 987' from departure end of runway, 476' left of centerline, 40' AGL/46' MSL; tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL; tree 1415' from departure end of runway, 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway, 530' right of centerline, 25' AGL/31' MSL; tree, 1654' from departure end of runway, 464' right of centerline, 48' AGL/54' MSL; obstruction light on windsock, 551' from departure end of runway, 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL; building, 429' from departure end of runway, 436' right of centerline, 15' AGL/21' MSL; tree, 1953' from departure end of runway, 524' left of centerline, 49' AGL/55' MSL.

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE (TMB)

AMDT 8 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 800 before turning right. **Rwy 9R,** climb heading 093° to 900 before turning right. **Rwy 13,** climb heading 133° to 1400 before turning right. **Rwy 27L,** climb heading 273° to 1400 before turning left. **Rwy 27R,** climb heading 273° to 1300 before turning left. **Rwy 31,** climb heading 313° to 900 before turning left.

NOTE: **Rwy 9L,** trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. **Rwy 9R,** signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. **Rwy 13,** tree 1100' from DER, 764' right of centerline, 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. **Rwy 27L,** transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. **Rwy 27R,** trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. **Rwy 31,** trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119' MSL.

MIAMI, FL (CON'T)

MIAMI INTL

TAKE-OFF MINIMUMS: **Rwy 8L,** 300-1¼ or std. w/ min. climb of 382' per NM to 300. **Rwy 9,** std. w/ min. climb of 233' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8L/R,** climb heading 092° to 1000 before turning right. **Rwy 12,** climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.

NOTE: **Rwy 8L,** building 3391' from departure end of runway, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from departure end of runway, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from departure end of runway, 691' left of centerline, up to 150' AGL/164' MSL. **Rwy 8R,** tree 4064' from departure end of runway, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL. **Rwy 9,** light 1232' from departure end of runway, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. **Rwy 12,** railroad beginning 4' from departure end of runway, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway, 345' left of centerline, 21' AGL/30' MSL. **Rwy 26L,** tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/75' MSL. **Rwy 26R,** tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. **Rwy 27,** railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL. **Rwy 30,** pole, multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of runway, 785' left of centerline, 52' AGL/66' MSL.

21 OCT 2010 to 18 NOV 2010

MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF)
AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9R,** 300-1 or std. w/ min. climb of 365' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 089° to 1200 before turning north. **Rwy 9R,** climb heading 089° to 1000 before turning north. **Rwy 12,** climb heading 124° to 600 before turning north. **Rwy 27R,** climb heading 269° to 500 before turning north.

NOTE: **Rwy 9L**, fence 48' from DER, 497' left of centerline, 7' AGL/17' MSL. Trees 3246' from DER, 885' right of centerline, 78' AGL/92' MSL. **Rwy 9R,** pole 1438' from DER, 737' right of centerline, 31' AGL/45' MSL. Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline, 165' AGL/181' MSL. **Rwy 12,** trees1558' from DER, 610' right of centerline, 49' AGL/63' MSL. Trees 3564' from DER, 922' left of centerline, 100' AGL/109' MSL. **Rwy 27L,** poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL. Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL. **Rwy 27R,** trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL. Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL. **Rwy 30,** tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 100' AGL/109' MSL. Towers beginning 2542' from DER 565' right of centerline, up to 100' AGL/105' MSL.

MILTON, FL

PETER PRINCE FIELD (2R4)
ORIG-A 10182 (FAA)

NOTE: **Rwy 18,** trees beginning 102' from DER, 51' left of centerline, up to 93' AGL/163' MSL. Trees beginning 1014' from DER, 13' right of centerline, up to 83' AGL/153' MSL. Pole 711' from DER, 164' left of centerline, 40' AGL/106' MSL. Poles beginning 766' from DER, 68' right of centerline, 40' AGL/109' MSL. Railroad 572' from end of runway, 23' AGL/110' MSL. Road 549' from DER, 17' AGL/94' MSL. **Rwy 36,** trees beginning 27' from DER, 329' left of centerline up to 45' AGL/101' MSL. Trees beginning 40' from DER, 98' right of centerline, up to 30' AGL/90' MSL.

NAPLES, FL

NAPLES MUNI (APF)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 600 before turning left.

NOTE: **Rwy 5,** trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. **Rwy 14,** trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. **Rwy 23,** trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. **Rwy 32,** trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwy 15, Climb rwy heading to 800 before turning East.

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI

NOTE: **Rwy 2,** tree 1271' from departure end of runway, 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway, 585' right of centerline, 48' AGL/56' MSL. **Rwy 7,** transmission tower 348' from departure end of runway, 348' right of centerline, 43' AGL/51' MSL, transmission tower 1832' from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. **Rwy 11,** tree 509' from departure end of runway, 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGL/62' MSL. **Rwy 20,** tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway, 322' left of centerline, 72' AGL/81' MSL. **Rwy 25,** tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL. **Rwy 29,** tree 1853' from departure end of runway, 197' left of centerline, 90' AGL/100' MSL, tree 1535' from departure end of runway, 394' right of centerline, 76' AGL/86' MSL.

MASSEY RANCH AIRPARK (X50)
ORIG 09323 (FAA)

NOTE: **Rwy 18,** trees beginning 132' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/109' MSL. **Rwy 36,** trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL. Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL. Tower 5101' from DER, 401' right of centerline, 152' AGL/162' MSL.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 069° to 500 before proceeding on course.

NOTE: **Rwy 18,** trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. **Rwy 26,** trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. **Rwy 36,** taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL. Trees beginning 196' from departure end of runway, 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.

ORLANDO, FL

EXECUTIVE (ORL)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 500-2½ or std. with a min. climb of 260' per NM to 700.

DEPATURE PROCEDURE: **Rwy 31,** climb heading 314° to 600 before turning left.

NOTE: **Rwy 7,** numerous trees beginning 194' from departure end of runway, 542' right of centerline, up to 114' AGL/132' MSL. **Rwy 13,** numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline, up to 119' AGL/173' MSL. Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/160' MSL. **Rwy 25,** building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL. Numerous trees beginning 1318' from departure end of runway, 277' right of centerline, up to 119' AGL/191' MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL. **Rwy 31,** numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline, up to 104' AGL/161' MSL.

KISSIMMEE GATEWAY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1.

ORLANDO INTL (MCO)

AMDT 1 08269 (FAA)

NOTE: **Rwy 17L,** multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151' MSL. **Rwy 17R,** tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. **Rwy 35L,** light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. **Rwy 35R,** multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89' AGL/172' MSL. **Rwy 36L,** light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL. **Rwy 36R,** multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from departure end of runway, 726' left of centerline, 94' AGL/123' MSL.

ORLANDO, FL(CON'T)

ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 27L,** climb heading 275° to 800 before proceeding northbound. **Rwy 27C,** climb heading 275° to 900 before proceeding northbound. **Rwy 27R,** climb heading 275° to 900 before proceeding northbound. **Rwy 36,** climb heading 005° to 2000 before proceeding on course.

NOTE: **Rwy 9L,** trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway, 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. **Rwy 9C,** bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL. Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. **Rwy 9R,** utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL/71' MSL. Post 1' from departure end of runway, 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL. **Rwy 27L,** trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131' MSL. Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. **Rwy 27C,** tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL. Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. **Rwy 27R,** tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL. Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453' from departure end of runway, 179' right of centerline up to 63' AGL/112' MSL.

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)

ORIG 09211 (FAA)

NOTE: **Rwy 8,** trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. **Rwy 26,** trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 17,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. **Rwy 35,** trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 9,** trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL. Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. **Rwy 12,** trees beginning at DER, 285' right of centerline, up to 100' AGL/131' MSL. Trees beginning 1337' from DER, 211' left of centerline, up to 64' AGL/93' MSL. **Rwy 17,** trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL. **Rwy 27,** trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. **Rwy 30,** trees beginning 401' from DER, 554' right of centerline, up to 100' AGL/129' MSL. Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER, 41' left of centerline, up to 100' AGL/129' MSL. **Rwy 35,** buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL. Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER COUNTY (XFL)
ORIG-A 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 700 before turning Northbound. **Rwy 29,** climb heading 270° to 1700 before proceeding on course.

PAHOKEE, FL

PALM BEACH COUNTY GLADES

NOTE: **Rwy 17,** tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

PANAMA CITY, FL

NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

NOTE: **Rwy 16,** trees beginning 2644' from DER, 382' right of centerline, up to 82' AGL/131' MSL.

PATRICK AFB (KCOF)

COCOA BEACH, FL 08017

Rwy 2, Diverse departure authorized. Cross DER at or above 10' AGL/18' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 11**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. **Rwy 20**, Diverse departure authorized. Cross DER at or above 20' AGL/25' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 29**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. TAKE-OFF OBSTACLES: **Rwy 2**, Trees 150' AGL/170' MSL, 1 NM from DER, 1985' left of centerline; Sign 26' AGL/33' MSL, 940' from DER, 648' left of centerline; Road + Truck 37' AGL/45' MSL, max 726' from DER, 620' right of centerline; Flag Pole 85' AGL/96' MSL, 3325' from DER, 1273' left of centerline; Trees 50' AGL/76' MSL, max 1892' from DER, 994' left of centerline; Trees 75' AGL/100' MSL, max 2872' from DER, 1254' left of centerline; Trees 70' AGL/77' MSL, max 2740' from DER, 731' left of centerline; Antenna 79' AGL/104' MSL, 3066' from DER, 1290' left of centerline; Road + Truck 12' AGL/29' MSL, max 747' from DER, 574' right of centerline. **Rwy 11**, terrain 158' from DER, 381' right of centerline, up to 16' MSL; terrain 0' inward of DER, 500' left of centerline, 16' MSL; wind sock 77' from DER, 227' right of centerline, 28' AGL/34' MSL; terrain starting 376' inward of DER, 841' right of centerline, up to 28' MSL; road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49' MSL; road + truck starting 1131' from DER, 240' right of centerline, up to 35' AGL/49' MSL; sailboard mast 914' from DER, 880' left of centerline, up to 0' AGL/21' MSL. **Rwy 20**, Trees 150' AGL/170' MSL, 1 NM from DER, 1801' and 1549' left of centerline; Trees 40' AGL/65' MSL, max 2526' from DER, 452' left of centerline; Trees 40' AGL/65' MSL, 2465' from DER, 620' left of centerline; Trees 40' AGL/100' MSL, 3503' from DER, 425' left of centerline. **Rwy 29**, terrain 86' from DER, 326' left of centerline, 13' MSL; terrain starting 0' from DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of centerline, up to 15' AGL/18'MSL; shrubs starting 380' from DER, 350' left of centerline, 60' AGL/65' MSL; bird cannon #2288' from DER, 455' right of centerline, 5' AGL/9' MSL; fiber optic box #1 168' from DER, 133' left of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL; sailboat mast 1583' from DER, 1221' right of centerline, 0' AGL/43' MSL; patrol boat starting 2' from DER, 775' left of centerline, up to 0' AGL/10' MSL; sailboat mast starting 786' from DER, 888' left of centerline, 0' AGL/43' MSL.

PENSACOLA, FL

PENSACOLA GULF COAST RGNL

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 800 before turning south.

PERRY, FL

PERRY-FOLEY

DEPARTURE PROCEDURE: **Rwys 6, 12, 30, 36,** climb on runway heading to 800 before turning.

PLANT CITY, FL

PLANT CITY (PCM)
ORIG 09127 (FAA)

NOTE: **Rwy 10,** trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL. Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

POMPANO BEACH, FL

POMPANO BEACH AIRPARK

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 261' per NM to 300. **Rwy 15,** 400-2 or std. w/ min. climb of 424' per NM to 500. **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 500 before proceeding on course. **Rwy 15,** climb heading 146° to 500 before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. **Rwy 10,** obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL. Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL. **Rwy 15,** building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of runway, 190' right of centerline, up to 48' AGL/57' MSL. Rod on light pole 871' from departure end of runway, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from departure end of runway, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from departure end of runway, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

POMPANO BEACH AIRPARK (CON'T)

Rwy 24, multiple trees beginning 191' from departure end of runway, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from departure end of runway, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from departure end of runway, 418' right of centerline, 41' AGL/60' MSL. Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL. Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL.

Rwy 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from departure end of runway, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline, 190' AGL/207' MSL. **Rwy 33,** multiple trees beginning 136' from departure end of runway, 157' left of centerline, up to 59' AGL/78' MSL. Antenna on building 529' from departure end of runway, 399' left of centerline, 18' AGL/34' MSL. Multiple trees 702' from departure end of runway, 458' right of centerline, up to 37' AGL/56' MSL.

PONCE, PR

MERCEDITA

TAKE-OFF MINIMUMS: **Rwy 30,** 500-1 or std. with a min. climb of 510' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. **Rwy 30,** immediate climbing left turn to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

PUNTA GORDA, FL

CHARLOTTE COUNTY (PGD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-airport authority request.

NOTE: **Rwy 4,** multiple trees beginning 34' from departure end of runway, 292' right of centerline, up to 63' AGL/84' MSL. **Rwy 15,** multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. **Rwy 22,** multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. **Rwy 33,** tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

QUINCY, FL

QUINCY MUNI (2J9)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2 or std. w/ min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 14,** trees beginning abeam DER, 421' left of centerline, up to 100' AGL/299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. **Rwy 32,** trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

ST. AUGUSTINE, FL

ST. AUGUSTINE

NOTE: **Rwy 2,** trees 1355' from departure end of runway, 314' right of centerline, 100' AGL/104' MSL. **Rwy 20,** aircraft on ramp abeam departure end of runway, 158' right of centerline, up to 32' AGL/41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline, up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway, 180' left of centerline, up to 16' AGL/26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL. **Rwy 24,** hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL. Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. **Rwy 31,** numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL. Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85' AGL/99' MSL.

ST. PETERSBURG, FL

ALBERT WHITTED

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: **Rwy 18,25,** climb runway heading to 500 before turning right. **Rwy 7,36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 25,** 70' MSL/63' AGL building 350' from departure end of runway, 375' left of runway centerline.

ST. PETERSBURG, FL (CON'T)

ST. PETERSBURG-CLEARWATER INTL (PIE)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17R, 35L,** NA - VFR runway. **Rwy 22,** 200-1¼ or std. w/ min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 500 before proceeding southbound.

NOTE: **Rwy 4,** trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL. Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL. **Rwy 9,** trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/ 44' MSL. **Rwy 17L,** building 689' from departure end of runway, 418' right of centerline, 35' AGL/ 44' MSL. Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of centerline, 44' AGL/ 53' MSL. Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL. Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. **Rwy 22,** trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/ 74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. **Rwy 27,** poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL.

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 290' per NM to 400. **Rwy 27,** 300-1.

NOTE: **Rwy 9,** numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. **Rwy 27,** ship maneuvering area within 5200' of departure end of runway.

SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU)

AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. **Rwy 10,** climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. **Rwy 26,** climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. **Rwy 28,** climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: **Rwy 8,** trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. **Rwy 10,** trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. **Rwy 26,** building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. **Rwy 28,** bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

SARASOTA(BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)

AMDT 1 08269 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 831' from departure end of runway, 91' right of centerline, up to 57' AGL/87' MSL. Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSL. Floodlight 786' from departure end of runway, 152' right of centerline, 22' AGL/47' MSL. Pole 989' from departure end of runway, 492' right of centerline, 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL. Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway, 506' left of centerline, 33' AGL/58' MSL. Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL. **Rwy 14,** multiple trees beginning 345' from departure end of runway, 277' right of centerline, up to 69' AGL/94' MSL. Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL. Railroad 431' from departure end of runway, 533' left of centerline, 24' AGL/44' MSL. **Rwy 22,** tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL. Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/74' MSL. Light pole 1157' from departure end of runway, 530' left of centerline, 42' AGL/62' MSL. Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL. Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway, 162' left of centerline, 31' AGL/51' MSL. Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/50' MSL. Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL. Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL. Flood light 643' from departure end of runway, 319' right of centerline, 27' AGL/47' MSL. Vehicle on road 527' from departure end of runway, 282' right of centerline, 17' AGL/37' MSL. **Rwy 32,** multiple trees beginning 606' from departure end of runway, 2' right of centerline, up to 51' AGL/7l' MSL. Multiple trees beginning 775' from departure end of runway, 113' left of centerline, up to 68' AGL/88' MSL. Wall 119' from departure end of runway, 465' left of centerline, 29' AGL/49' MSL. Pole 945' from departure end of runway, 531' left of centerline, 41' AGL/61' MSL. Antenna 732' from departure end of runway, 168' left of centerline, 34' AGL/54' MSL. Vehicle on road 675' from departure end of runway, 277' left of centerline, 17' AGL/51' MSL. Light pole 837' from departure end of runway, 326' left of centerline, 34' AGL/54' MSL. Tower 5674' from departure end of runway, 1845' left of centerline, 162' AGL/177' MSL.

21 OCT 2010 to 18 NOV 2010

SEBRING, FL

SEBRING RGNL

NOTE: **Rwy 14,** trees 1716' from departure end of runway, 527' right of centerline, up to 100' AGL/150' MSL. **Rwy 18,** trees beginning 11' from departure end of runway, 216' right of centerline, up to 76' AGL/132' MSL. **Rwy 32,** trees 988' from departure end of runway, 23' right of centerline, up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL. **Rwy 36,** trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107' MSL. Trees beginning 107' from departure end of runway, 141' left of centerline, up to 51' AGL/101' MSL.

STUART, FL

WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 290° to 1700 before proceeding on course. **Rwy 30,** climb heading 295° to 1300 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. **Rwy 12,** pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. **Rwy 16,** trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL. **Rwy 25,** storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. **Rwy 30,** trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. **Rwy 34,** trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE RGNL

NOTE: **Rwy 9,** trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84' right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. **Rwy 27,** trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. **Rwy 36,** tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure end of runway, 559' right of centerline, up to 61' AGL/140' MSL.

TALLAHASSEE/HAVANA, FL

TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1½ or std. w/ a min. climb gradient of 344' per NM to 500.

NOTE: **Rwy 16,** road beginning 0' from departure end of runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. **Rwy 34,** trees beginning 0' from departure end of runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

TAMPA, FL

PETER O KNIGHT (TPF)

AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ min. climb of 497' per NM to 850 or 900 - 2½ for climb in visual conditions. **Rwys 17, 21,** 300-1½. **Rwy 35,** 700-2½.

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: cross Peter O Knight Field at or above 900 MSL before proceeding on course.

NOTE: **Rwy 3,** ship 296' from DER, 3' right of centerline, 177' AGL/185' MSL. Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL. Towers 1366' from DER, 279' left of centerline, up to 110' AGL/117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL. **Rwy 17,** ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 21,** ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 35,** multiple buildings beginning 1.2 NM from DER, 127' left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL. Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

TAMPA EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. with a min. climb of 220' per NM to 600.

21 OCT 2010 to 18 NOV 2010

TAMPA, FL (CON'T)

TAMPA INTL (TPA)

AMDT 8 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 094° to 800 before turning right.

NOTE: **Rwy 9,** multiple trees 1281' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER 265' right of centerline, 105' AGL/145' MSL. Multiple trees beginning 134' from DER, 73' left of centerline, up to 103' AGL/114' MSL. **Rwy 18L,** antenna on obstruction light building, 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL. **Rwy 18R,** trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL. **Rwy 27,** building and antenna beginning 4354' from DER, 1162' left of centerline, up to 146' AGL/158' MSL. Multiple trees beginning 479' from DER, 419' right of centerline, up to 53' AGL/67' MSL. Multiple trees beginning 128' from DER, 3' left of centerline, up to 54' AGL/68' MSL. Pole 474' from DER, 436' left of centerline, up to 30' AGL/35' MSL. **Rwy 36L,** tree 752' from DER, 596' right of centerline, 42' AGL/66' MSL.

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)

AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGL/419' MSL.

NASA SHUTTLE LANDING FACILITY (TTS)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 155° to 700 before turning Eastbound.

NOTE: **Rwy 15,** trees beginning 2177' from DER, across centerline, up to 100' AGL/104' MSL. **Rwy 33,** trees beginning 445' from DER, 482' right of centerline, up to 100' AGL/106' MSL. Trees beginning 1275' from DER, 80' left of centerline, up to 100' AGL/106' MSL.

SPACE COAST RGNL

TAKE-OFF MINIMUMS: NOTE: **Rwy 36,** 60' AGL trees 254' from departure end of runway, 526' right of centerline.

TYNDALL AFB (KPAM)

PANAMA CITY, FL. 06327

TAKE-OFF OBSTACLES: **Rwy 13L**, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. **Rwy 31L**, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. **Rwy 31R**, 29' MSL/13' AGL vehicle 2' inward of DER, 458' right of centerline. 29' MSL/13' AGL vehicle 3' inward of DER, 383' left of centerline.

VENICE, FL

VENICE MUNI (VNC)

AMDT 1 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 047° to 700 before turning right. **Rwy 31,** climb heading 303° to 1500 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. **Rwy 13,** trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway, 610' right of centerline, up to 40' AGL/49' MSL. **Rwy 22,** building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. **Rwy 31,** trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL/69' MSL.

VERO BEACH, FL

VERO BEACH MUNI

NOTE: **Rwy 4,** multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL. **Rwy 11L,** multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway, 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL. **Rwy 11R,** pole 709' from departure end of runway, 522' left of centerline, 28' AGL/45' MSL. Spire 1622' from departure end of runway, 574' right of centerline, 44' AGL/61' MSL. **Rwy 22,** vehicles on road abeam departure end of runway, 421' left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline, up to 15' AGL/39' MSL. Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL. **Rwy 29L,** multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. **Rwy 29R,** multiple antennas and trees beginning 1656' from departure end of runway, 111' right of centerline, up to 70' AGL/90' MSL. Multiple trees beginning 1782' from departure end of runway, 247' left of centerline, up to 65' AGL/85' MSL.

WAUCHULA, FL

WAUCHULA MUNI

NOTE: **Rwy 18,** trees 450' from departure end of runway, 130' left of centerline, 22' AGL/126' MSL. **Rwy 36,** trees 183' from departure end of runway, 350' left of centerline, 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.

WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA-turf runway.

NOTE: **Rwy 8R,** trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/ 124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. **Rwy 13,** trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. **Rwy 26L,** trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. **Rwy 31,** trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway, 425' left of centerline, up to 20' AGL/44 ' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.

PALM BEACH COUNTY PARK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 330' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 21, 33,** climb runway heading to 1000 before turning west. **Rwy 27,** climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: **Rwy 3,** crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. **Rwy 33,** crane 4700' from departure end of runway, on centerline, 220' AGL/234' MSL.

PALM BEACH INTL (PBI)
AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 28L,** climb heading 279° to 1200 before turning left. **Rwy 28R,** climb heading 279° to 1200 before turning left.

NOTE: **Rwy 10R,** antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. **Rwy 10L,** light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. **Rwy 14,** transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. **Rwy 28R,** light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. **Rwy 32,** trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL 07354

TAKE-OFF OBSTACLES: **Rwy 5**, trees 809' from DER, 646' left of centerline, 40' AGL/200' MSL. **Rwy 32**, trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

WILLISTON, FL

WILLISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2½ or std. w/ min. climb of 257' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course. **Rwy 14,** climb heading 142° to 600 before proceeding on course. **Rwy 23,** climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: **Rwy 5,** brush and multiple trees beginning 38' from departure end of runway, 54' leftof centerline, up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up t o 100' AGL/ 179' MSL. **Rwy 14,** multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/ 179' MSL. **Rwy 23,** multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGl/189' MSL. **Rwy 32,** multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/ 124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194' MSL.

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT (GIF)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¼ or std. w/ min. climb of 325' per NM to 500. **Rwy 29,** std. w/ min. climb of 250' per NM to 700, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 29,** for climb in visual conditions, cross Winter Haven's Gilbert Field at or above 900 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 55' from DER, 340' left of centerline, up to 62' AGL/196' MSL. Trees 207' from DER, 465' right of centerline, up to 40' AGL/155' MSL. Vehicles on roadway, 227' from DER, 346' left of centerline, up to 17' AGL/151' MSL. Trees beginning 1712' from DER, 75' left of centerline, up to 81' AGL/ 200' MSL. **Rwy 11,** trees beginning 72' from DER, 330' left of centerline, up to 67' AGL/187' MSL. Vehicles on roadway 214' from DER, 277' right of centerline, up to 17' AGL/155' MSL. Trees beginning 445' from DER, 363' right of centerline, up to 82' AGL/203' MSL.**Rwy 23,** trees beginning 176' from DER, 345' left of centerline, up to 99' AGL/221' MSL. Tank 1.0 NM from DER, 972' left of centerline, 176' AGL/328' MSL. **Rwy 29,** trees beginning 75' from DER, 283' left of centerline, up to 59' AGL/187' MSL. Trees beginning 182' from DER, 284' right of centerline, up to 59' AGL/184' MSL. Tower 2.0 NM from DER, 2511' left of centerline, 310' AGL/ 457' MSL.

ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2 or std. with a min. climb of 280' per NM to 400.

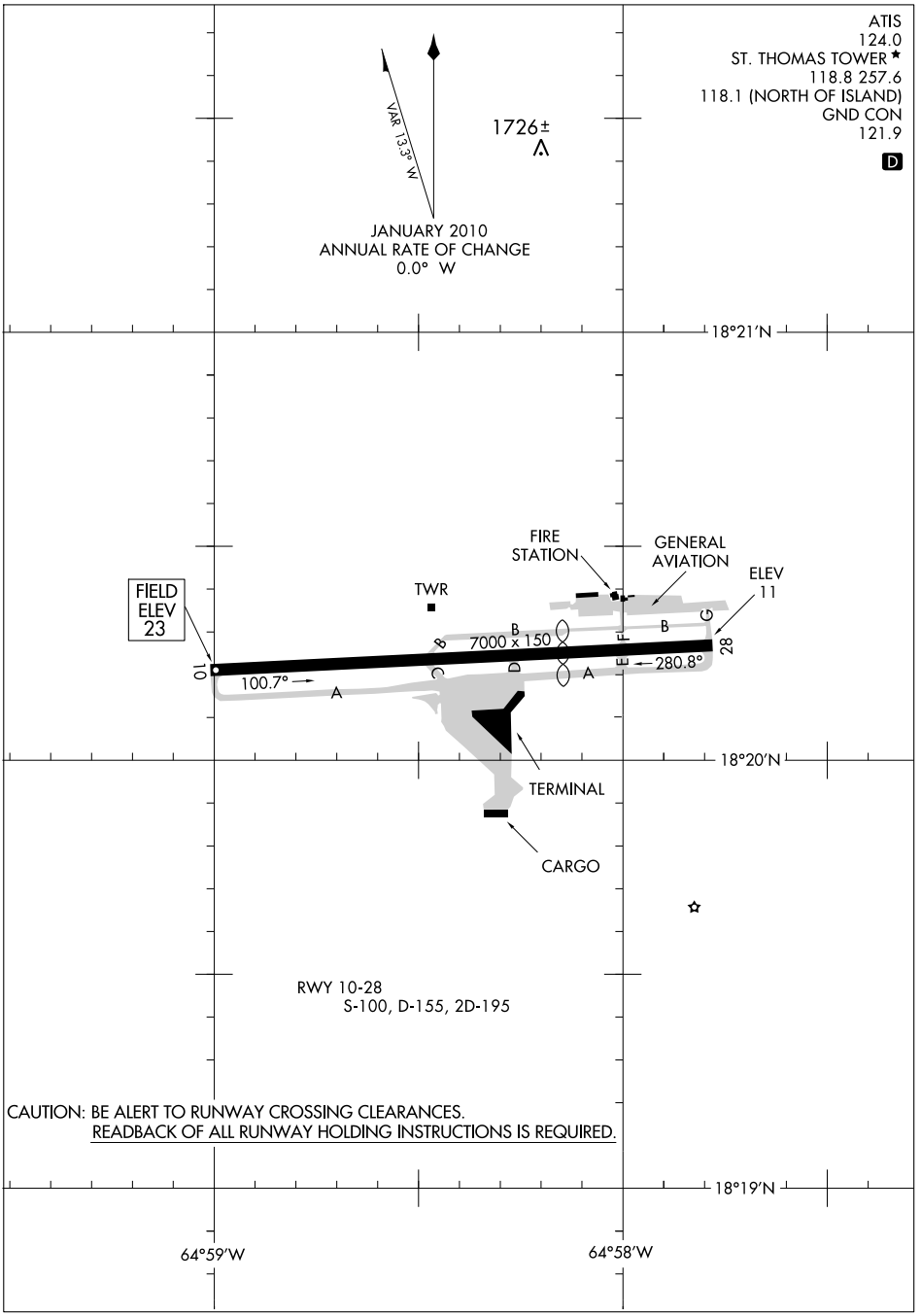
DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 500 before right turn.

NOTE: **Rwy 4,** tower 1.6 NM from departure end of runway, 2675' right of centerline, 260' AGL/346' MSL.

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CHARLOTTE AMALIE/ CYRIL E KING (STT)(TIST)
AL-5005 (FAA)
ST. THOMAS, VIRGIN ISLANDS



SE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ST. THOMAS, VIRGIN ISLANDS
CHARLOTTE AMALIE/ CYRIL E KING (STT)(TIST)

LOC/DME I-TMN	APP CRS	Rwy Idg	7000
110.1	100°	TDZE	23
Chan 38		Apt Elev	23

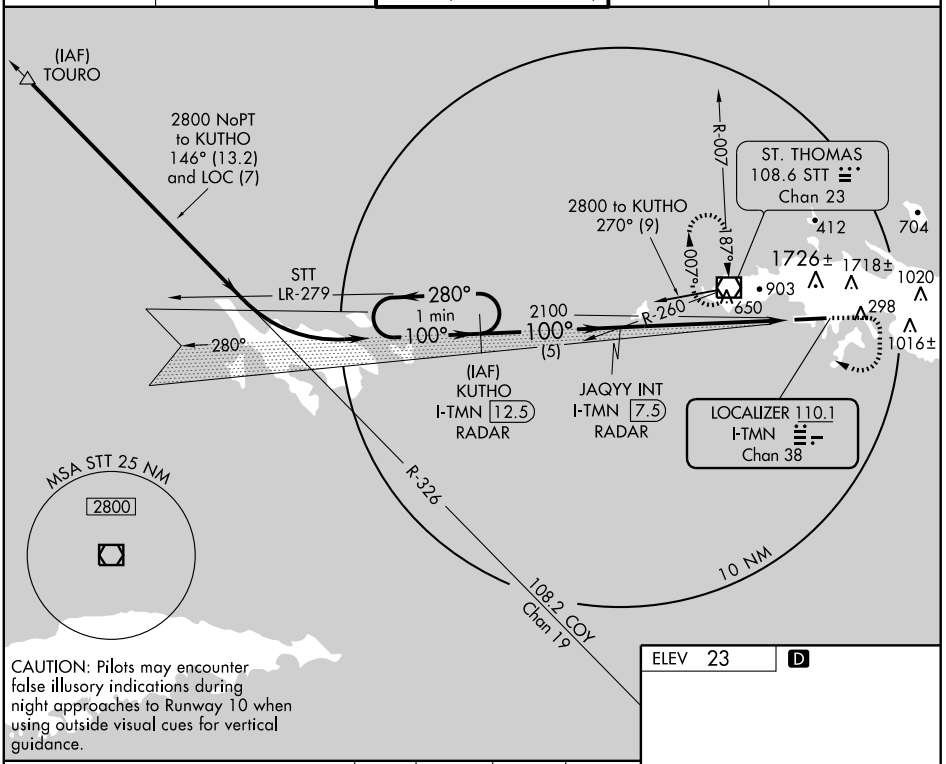
ILS RWY 10

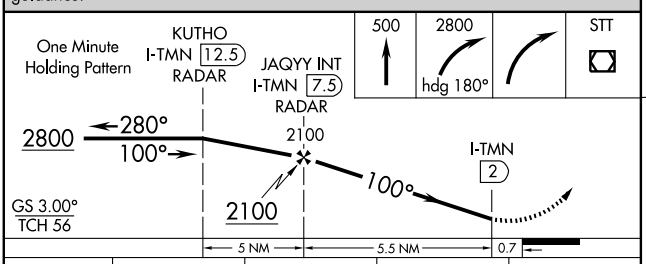
CHARLOTTE AMALIE/ CYRIL E KING (STT)(TIST)

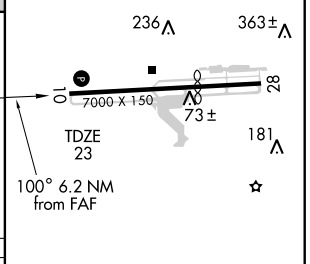
Procedure not authorized when control tower closed.
Circling not authorized north of Runway 10-28.
Circling not authorized at night.

MISSED APPROACH: Climb to 500 then climbing right turn to 2800 via heading 180° then right turn direct STT VOR/DME and hold.

ATIS	SAN JUAN CENTER	ST. THOMAS TOWER ★	GND CON	UNICOM
124.0	128.65 279.6	118.8 (CTAF) L 257.6 118.1 (NORTH OF ISLAND)	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 10	372-1¼ 349 (400-1¼)			
S-LOC 10	620-1 597 (600-1)		620-1½ 597 (600-1½)	620-1¾ 597 (600-1¾)
CIRCLING	660-1¼ 637 (700-1¼)		660-1¾ 637 (700-1¾)	660-2 637 (700-2)

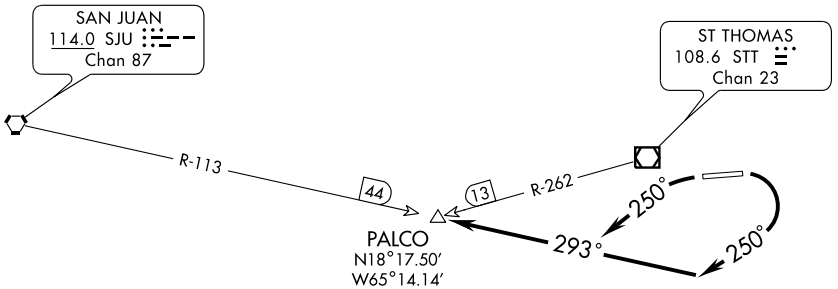
REIL Rwy 10
MIRL Rwy 10-28 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

PALCO SIX DEPARTURE

ATIS 124.0
GND CON
121.9
ST THOMAS TOWER ★
118.8 (CTAF) 257.6
118.1 (NORTH OF ISLAND)
SAN JUAN DEP CON
128.65 279.6



TAKE-OFF MINIMUMS:
Rwy 10: 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions.
Rwy 28: 800-3 or STANDARD with a minimum climb of 366 feet per NM to 1000.

TAKEOFF OBSTACLE NOTES:
Rwy 10: Antenna on building 258 feet from DER, 485 feet left of centerline, 25 feet AGL/ 41feet MSL. Multiple trees beginning 729 feet from DER, 244 feet right of centerline up to 100 feet AGL/259 feet MSL. Pole 300 feet from DER, 430 feet right of centerline, 23 feet AGL/39 feet MSL.
Rwy 28: Antenna 33 feet from DER, 412 feet left of centerline, 16 feet AGL/29 feet MSL. Bush 175 feet from DER, 178 feet right of centerline, 2 feet AGL/29 feet MSL. Bush 206 feet from DER, 121 feet left of centerline, 2 feet AGL/29 feet MSL. Trees beginning 2.39 NMs from DER, 4351 feet right of centerline, 100 feet AGL/ 710 feet MSL.

NOTE: Chart not to scale.

NOTE: DME or RADAR Required.

SE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Turn right heading 250° (unless assigned otherwise) to intercept the SJU R-113 to PALCO INT, or climb in visual conditions to cross Cyril E. King airport at or above 2100, then on SJU R-113 to PALCO INT. Thence . . . .
TAKE-OFF RUNWAY 28: Turn left heading 250° (unless assigned otherwise) to intercept the SJU R-113 to PALCO INT. Thence . . . .
. . . . Maintain 3000' unless assigned lower altitude.
Expect clearance to flight level 280 or requested altitude if lower ten minutes after departure. Contact San Juan Departure.

AL-5005 (FAA)

RNAV (GPS) Z RWY 10

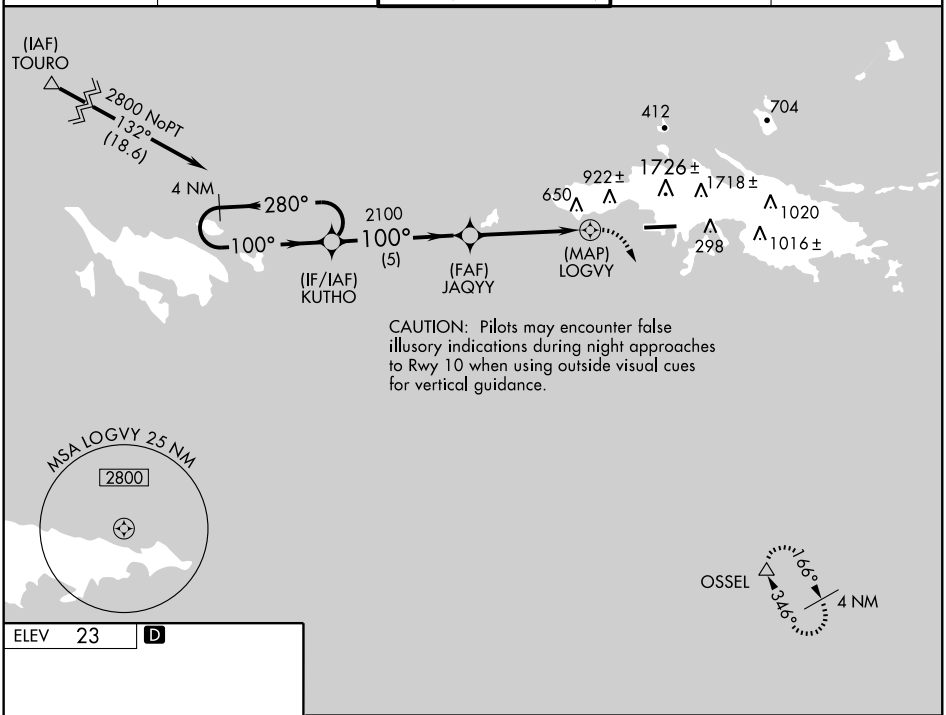
CHARLOTTE AMALIE/CYRIL E. KING (STT)(TIST)

APP CRS	Rwy Idg	7000
100°	TDZE	23
	Apt Elev	23

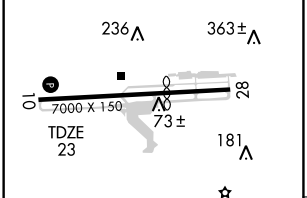
Procedure NA when control tower closed.
Circling NA at night.
NA Circling NA north of Rwy 10-28.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 via LOGVY, then right turn via 166° course to OSSEL and hold.

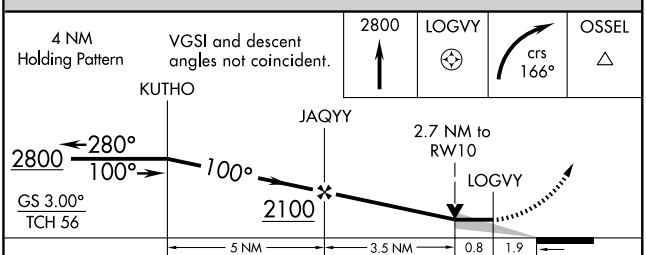
ATIS	SAN JUAN CENTER	ST. THOMAS TOWER★	GND CON	UNICOM
124.0	128.65 279.6	118.8 (CTAF) L 257.6 118.1 (NORTH OF ISLAND)	121.9	122.95



ELEV 23 D



REIL Rwy 10
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	960-2¼ 937 (1000-2¼)		960-2¾ 937 (1000-2¾)	960-3 937 (1000-3)
CIRCLING	960-2¼ 937 (1000-2¼)		960-2¾ 937 (1000-2¾)	960-3 937 (1000-3)

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME STT	APP CRS	Rwy Idg	N/A
108.6	181°	TDZE	N/A
Chan 23		Apt Elev	23

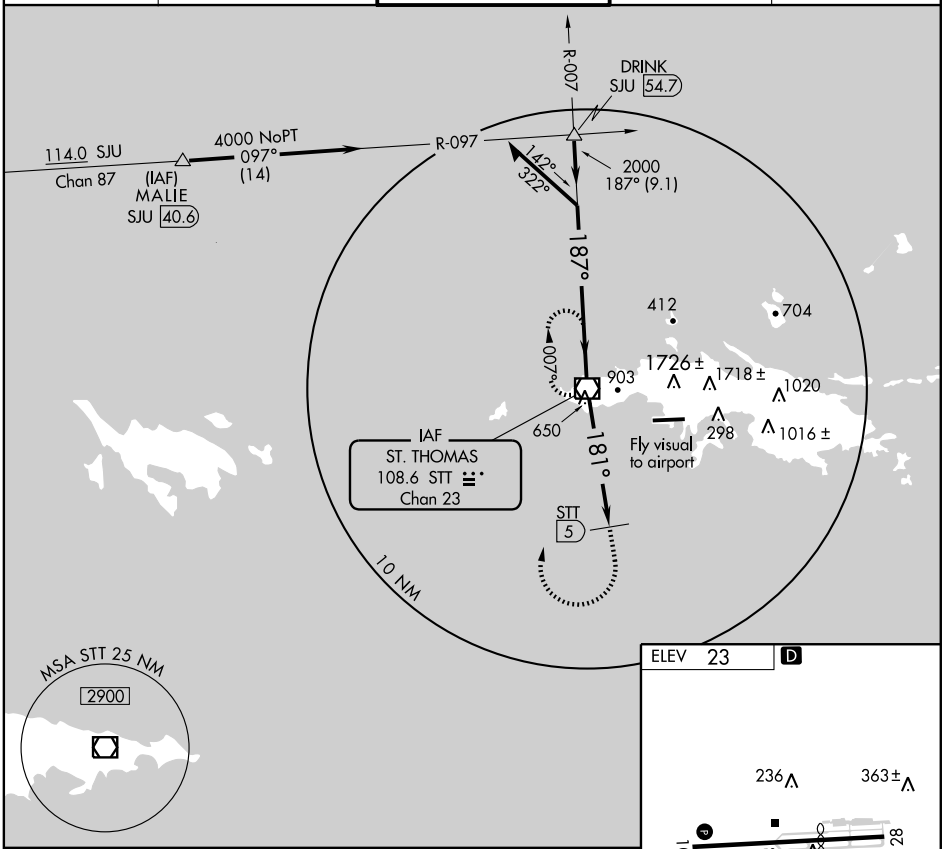
VOR-A

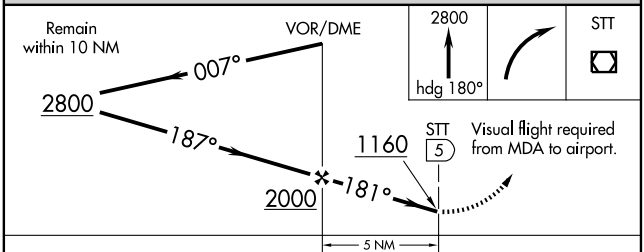
CHARLOTTE AMALIE/CYRIL E. KING (STT)(TIST)

CAUTION: High terrain North of runway 10-28 extended.
Circling North of runway 10-28 not authorized.
Procedure NA when control tower not in operation.
Procedure NA at night.

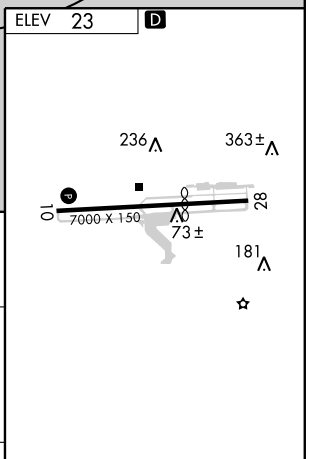
MISSED APPROACH: If unable to proceed visually to airport upon descent to 1160, climb to 2800 via heading 180° , then right turn direct STT VOR/DME and hold.

ATIS	SAN JUAN CENTER	ST. THOMAS TOWER ★	GND CON	UNICOM
124.0	128.65 279.6	118.8 (CTAF) L 257.6 118.1 (NORTH OF ISLAND)	121.9	122.95





CATEGORY	A	B	C	D
CIRCLING	1160-2 1145 (1200-2)		1160-3 1145 (1200-3)	



REIL Rwy 10
MIRL Rwy 10-28 L

SE-3, 21 OCT 2010 to 18 NOV 2010

10266

AIRPORT DIAGRAM

CHRISTIANSTED, ST. CROIX/ HENRY E ROHLSEN (STX)(TISX)

AL-5008 (FAA)

CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS

10266

AIRPORT DIAGRAM

CHRISTIANSTED, ST. CROIX/HENRY E ROHLSEN (STX)(TISX)

CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS

ATIS
135.65
ST. CROIX TOWER ★
118.6 239.3
GND CON
121.7

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

253 ☆

RWY 10-28
S-100, D-175, 2S-175, 2D-300

FIELD ELEV 74

10004 X 150

0.6% DOWN

0.4% UP

ELEV 23

10

28

277.3°

097.3°

A

B

E

F

G

H

TWR

TERMINAL

VAR 13.3° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

17°42.5′N

17°42.0′N

17°41.5′N

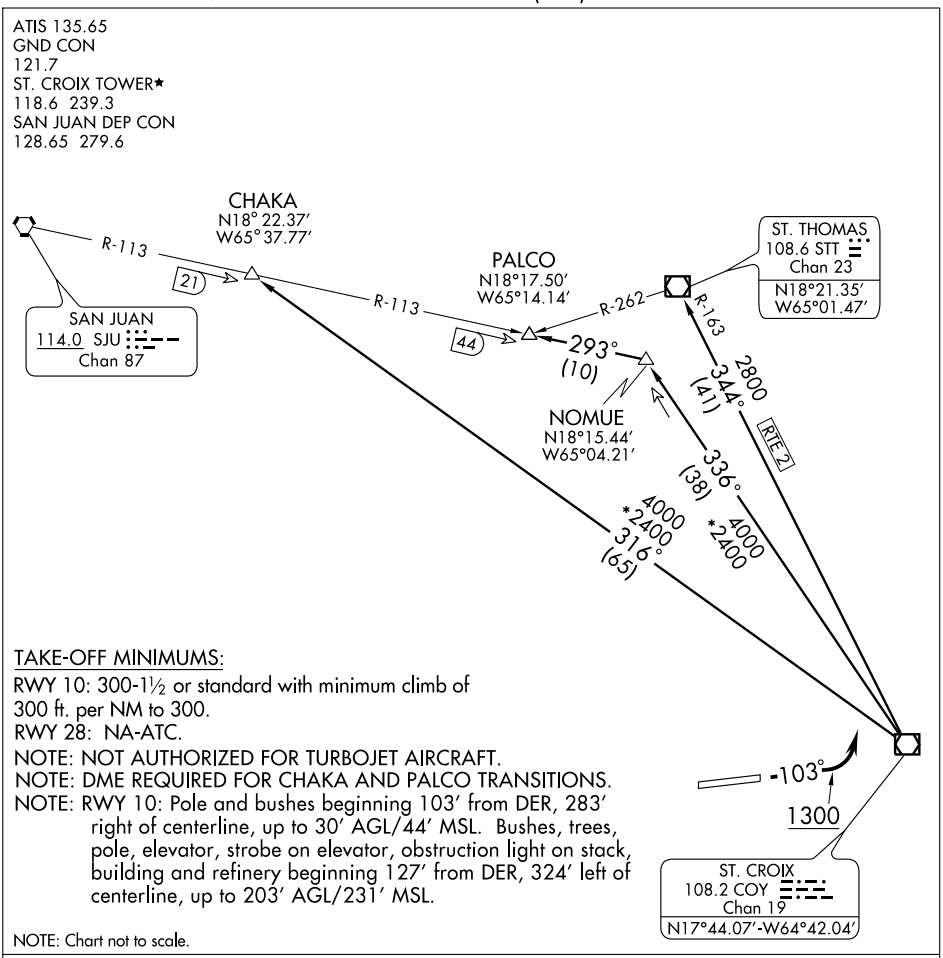
64°49.0′W

64°48.5′W

64°48.0′W

64°47.5′W

64°47.0′W



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb via heading 103° to 1300, then climbing left turn to intercept assigned transition. Maintain 6000 unless assigned lower altitude. Expect FL280 or requested altitude ten minutes after departure.

CHAKA TRANSITION (HMLTN7.CHAKA): From over COY VOR/DME via COY R-316 to CHAKA/SJU 21 DME.

PALCO TRANSITION (HMLTN7.PALCO): From over COY VOR/DME via COY R-336 and SJU R-113 to PALCO INT/SJU 44 DME.

ST. THOMAS TRANSITION (HMLTN7.STT): From over COY VOR/DME via COY R-344 to STT VOR/DME.

SE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-STX	APP CRS	Rwy Idg	9000
109.5	097°	TDZE	74
		Apt Elev	74

ILS or LOC RWY 10

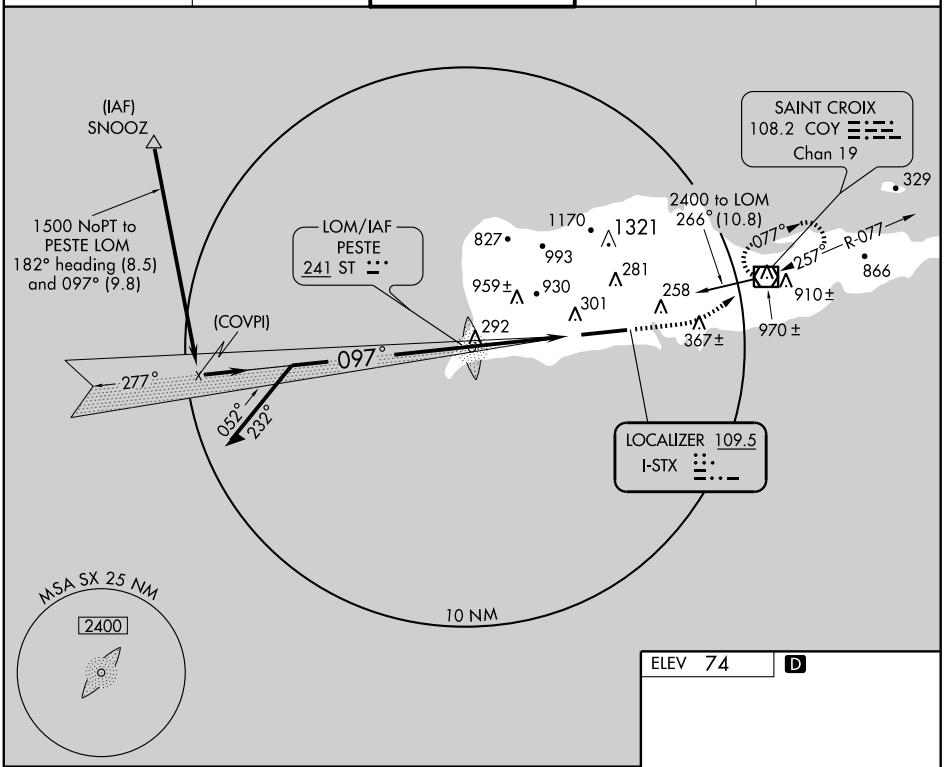
CHRISTIANSTED, ST. CROIX/HENRY E. ROHLSEN (STX)(TISX)

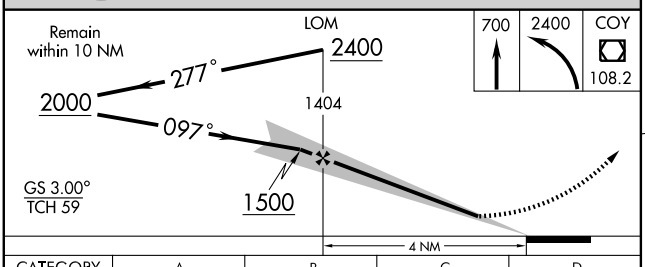
Circling NA N of Rwy 10-28. If local altimeter setting not received, procedure NA. For inoperative MALSR, increase S-LOC 10 Cat. D visibility to 1.

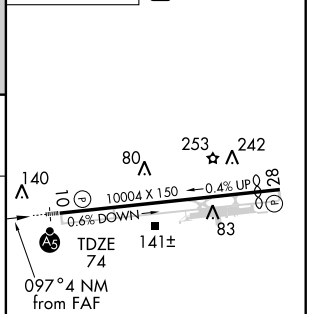
MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2400 direct COY VOR/DME and hold, continue climb-in-hold to 2400.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6 (CTAF) L 239.3	121.7	123.0







CATEGORY	A	B	C	D
S-ILS 10	274-½ 200 (200-½)			
S-LOC 10	400-½ 326 (400-½)			400-¾ 326 (400-¾)
CIRCLING	440-1 366 (400-1)	540-1 466 (500-1)	540-1½ 466 (500-1½)	640-2 566 (600-2)

REIL Rwy 28
HIRL Rwy 10-28 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
097°	TDZE	74
	Apt Elev	74

RNAV (GPS) RWY 10

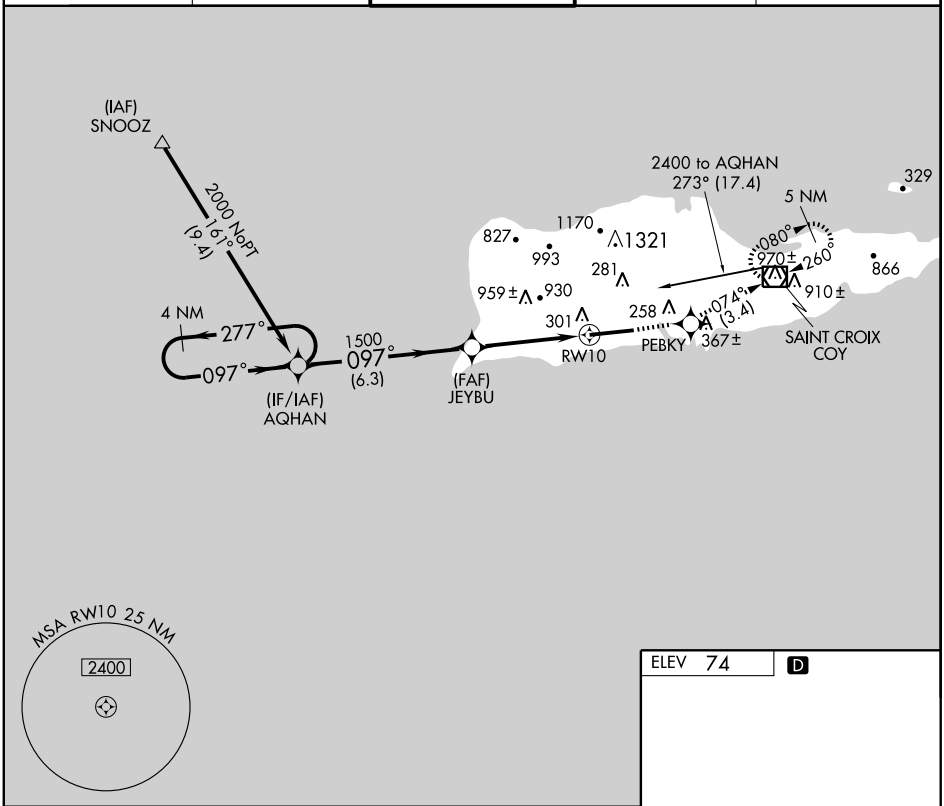
CHRISTIANSTED, ST. CROIX/HENRY E. ROHLSEN (STX)(TISX)

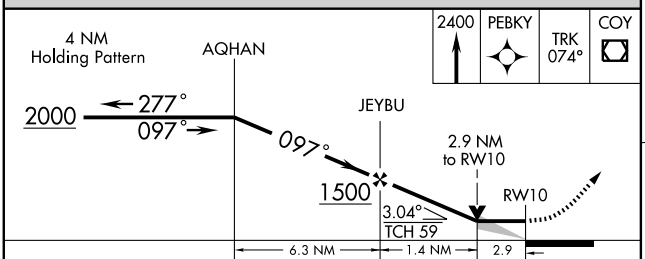
Circling NA N of Rwy 10-28. If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.

MALSR

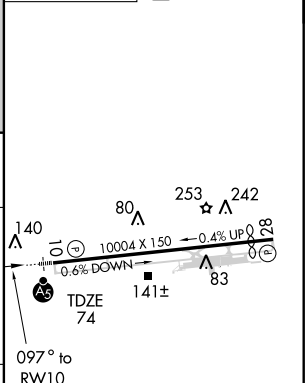
MISSED APPROACH: Climb to 2400 direct PEBKY and via 074° track to COY VOR/DME and hold.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6 (CTAF) L 239.3	121.7	123.0





CATEGORY	A	B	C	D
LNAV MDA	1040- ¾ 966 (1000- ¾)	1040-1 966 (1000-1)	1040-2½	966 (1000-2½)
CIRCLING	1040-1¼ 966 (1000-1¼)	1040-1½ 966 (1000-1½)	1040-3	966 (1000-3)



SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
277°	TDZE	40
	Apt Elev	74

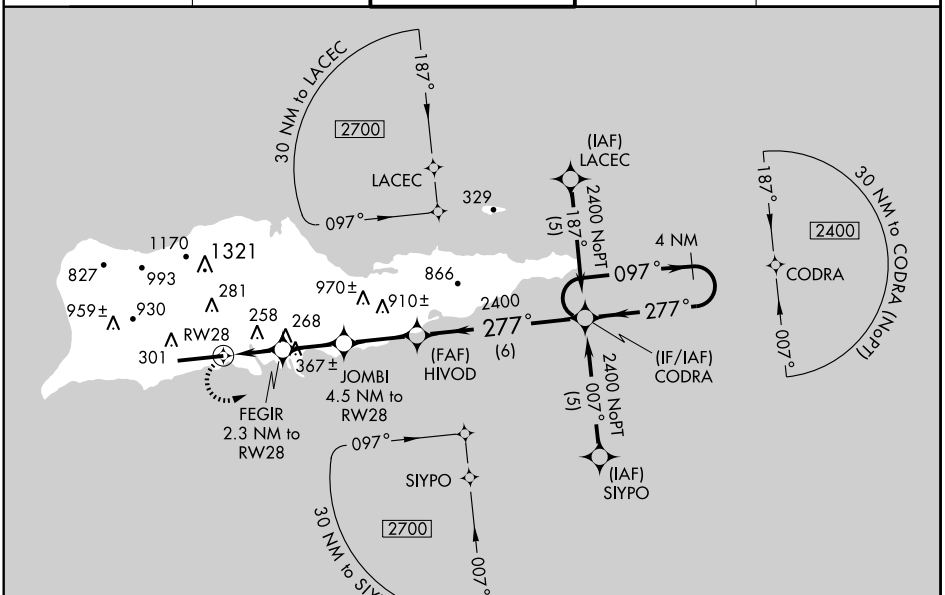
RNAV (GPS) RWY 28

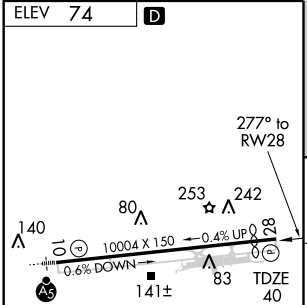
CHRISTIANSTED, ST. CROIX/HENRY E. ROHLSEN (STX)(TISX)

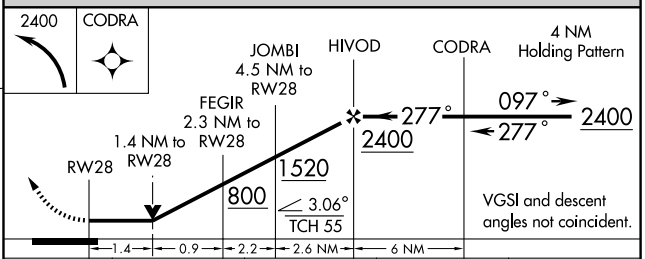
Circling NA N of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2400 direct CODRA and hold.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6 (CTAF) L 239.3	121.7	123.0



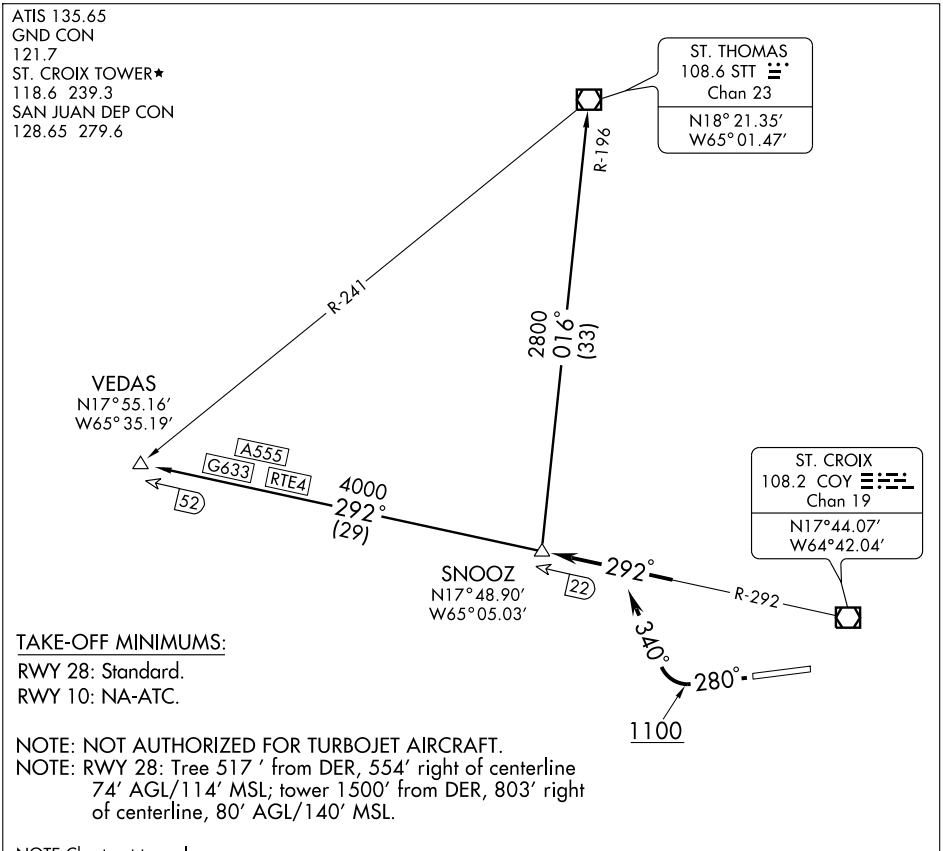




CATEGORY	A	B	C	D
LNAV MDA	560-1	520 (500-1)	560-1½ 520 (500-1½)	560-1¾ 520 (500-1¾)
CIRCLING	560-1	486 (500-1)	560-1½ 486 (500-1½)	640-2 566 (600-2)

REIL Rwy 28
HIRL Rwy 10-28 L

SE-3, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
RWY 28: Standard.
RWY 10: NA-ATC.

NOTE: NOT AUTHORIZED FOR TURBOJET AIRCRAFT.
NOTE: RWY 28: Tree 517 ' from DER, 554' right of centerline 74' AGL/114' MSL; tower 1500' from DER, 803' right of centerline, 80' AGL/140' MSL.

NOTE Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 28: Climb via heading 280° to 1100, then climbing right turn via heading 340° to intercept COY VOR/DME R-292 to SNOOZ INT. Thence via assigned transition. Maintain 6000 unless assigned lower altitude. Expect clearance to FL280 or requested altitude, ten minutes after departure.

ST. THOMAS TRANSITION (SNOOZ2.STT): From over SNOOZ INT via STT R-196 to STT VOR/DME.

VEDAS TRANSITION (SNOOZ2.VEDAS): From over SNOOZ INT via COY R-292 to VEDAS INT.

SE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME COY	APP CRS	Rwy Idg	9000
108.2	259°	TDZE	43
Chan 19		Apt Elev	65

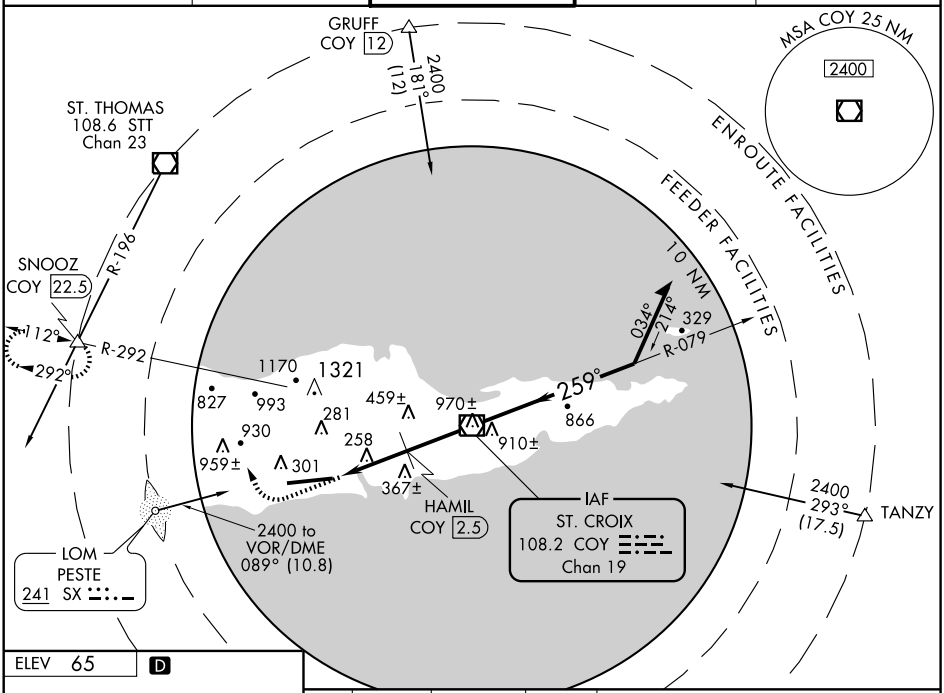
VOR RWY 28

CHRISTIANSTED, ST. CROIX/HENRY E. ROHLSEN(STX)(TISX)

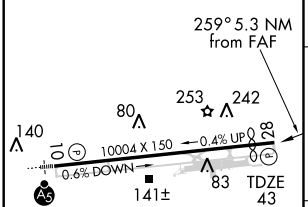
Procedure not authorized when control tower closed.
Circling NA North of Rwy 10-28.

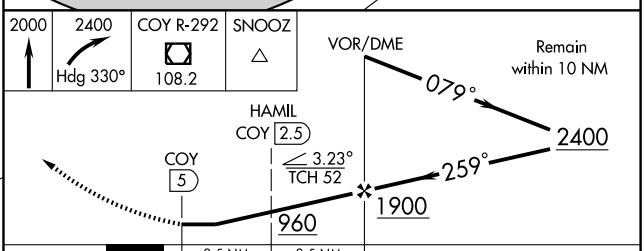
MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via heading 330° and COY R-292 to SNOOZ Int/COY 22.5 DME and hold.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6 (CTAF) L 239.3	121.7	123.0



ELEV 65 D





CATEGORY	A	B	C	D
S-28	960-1¼	917 (900-1¼)	960-2¾ 917 (900-2¾)	960-3 917 (900-3)
CIRCLING	960-1¼	895 (900-1¼)	960-2¾ 895 (900-2¾)	960-3 895 (900-3)
HAMIL FIX MINIMUMS				
S-28	640-1	597 (600-1)	640-1½ 597 (600-1½)	640-1¾ 597 (600-1¾)
CIRCLING	640-1	575 (600-1)	640-1½ 575 (600-1½)	680-2 615 (700-2)

REIL Rwy 28
HIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-3, 21 OCT 2010 to 18 NOV 2010
SE-3, 21 OCT 2010 to 18 NOV 2010